

## Emissions Reporter

### Frequently Asked Questions (FAQ)

**Q. What is CORSIA?**

A. CORSIA stands for Carbon Offsetting and Reduction Scheme for International Aviation. It is a new ICAO global emissions scheme to cover all international flights.

**Q. Why is there a need for it?**

A. Aviation accounts for some 2% of global CO<sub>2</sub> emissions and 12% of CO<sub>2</sub> emissions from transport. ICAO have an aim for aviation to have carbon neutral growth from 2020. CORSIA is a market based measure to track and offset carbon emissions to achieve this goal.

**Q. Who does CORSIA affect?**

A. CORSIA will affect all aircraft operators that fly aircraft with a MTOW of greater than 5,700kg (12,500lb) and emit greater than 10,000 metric tonnes of CO<sub>2</sub> on international flights. Note that all aircraft operators meeting the criteria will have to report their emissions, but only those aircraft operators in states that have volunteered will be required to *offset* their emissions (until 2027 when it becomes mandatory for most states). As of 11 January 2018, 73 States, representing 87.7% of international aviation activity, intend to voluntarily participate in the global scheme from its outset.

**Q. When will CORSIA take effect (timelines)?**

A. CORSIA will have a phased implementation but it affects aircraft operators from THIS YEAR (2018). The baseline years will be 2019 & 2020 to determine the global CO<sub>2</sub> emissions from international aviation on which the scheme is based. The scheme from 2021 to 2026 will be voluntarily for states (countries) to opt in, which means that offsetting is only required if your AOC is issued by a state that has volunteered. Reporting of CO<sub>2</sub> emissions is mandatory for all states and all operators within the scope of the scheme.

A pilot phase will run 2021 to 2023 where states choose to offset based on either previous year's performance or on the baseline year. The first phase will be 2024 to 2026 when the offset must be based on the previous year's performance. In the second phase 2027 to 2035 it becomes mandatory for all states to participate in the scheme if a) the states individual share of International aviation activities in year 2018 are greater than 0.5% of the global total RTK's or b) the states cumulative share of RTK's fall within the 90<sup>th</sup> percentile of total RTK's for 2018.

Most importantly an aircraft operator must have an approved monitoring plan by 30<sup>th</sup> September 2018!

**Q. How is the amount of CO<sub>2</sub> I must offset determined?**

A. This is based on the total amount of CO<sub>2</sub> emitted from international flying for that year compared to the 2020 baseline as well as the states participating in the voluntary offset phase (until 2027). It is also determined by the growth of the aviation sector as a whole, as well as the individual operator growth compared to the 2020 baseline.

**Q. Can I reduce the amount of CO<sub>2</sub> I must offset by using sustainable aviation fuels?**

A. Yes

**Q. How do I report?**

A. Reporting is done on an annual basis as per an aircraft operators approved monitoring plan. The report has to be verified by an approved verification company. The emissions must be calculated using the calculation

methods defined in the legislation. Jeppesen can provide more details on the various calculation methods if required.

**Q. How do I select a verifier?**

A. An aircraft operator can select their own verifier from an approved list of verification companies approved by their state.

**Q. How does CORSIA differ to the EU-Emissions Trading System?**

A. CORSIA applies to international aviation and is an off-set scheme rather than a cap and trade scheme. The future of the EU-ETS is still to be determined but until it is, where applicable, aircraft operators will have to comply with both schemes. Emissions Reporter reduces the burden for operators in this scenario by offering the capability to generate reports for both schemes at the click of a button (and using only one set of data).

**Q. What is Emissions Reporter and how will it meet the CORSIA requirements?**

A. Emissions Reporter is a proven web based tool to aid aircraft operators track, record and report on their annual emissions. It meets the current EU-ETS and CORSIA requirements

**Q. Who is Emissions Reporter for?**

A. Emissions Reporter is for all types of aircraft operators (business, commercial and even rotary wing). Emissions Reporter ensures an aircraft operator is compliant with both the CORSIA and EU-ETS regulations. Emissions Reporter can also be used by aircraft operators that have to track their emissions but are currently exempt from an offset obligation.

Within an airline, the data can be used by multiple people as it provides a comprehensive list of all flights flown. It can be used by finance teams looking to cross-check fuel uplift values, to verify overfly charges and to help the fuel team estimate the burn for the previous months. As CORSIA matures, Emissions Reporter can help the finance, compliance and sustainability teams by summarizing the offset obligation to ensure sufficient budget is allocated and all offset credits are bought and cancelled in accordance with the regulation.

**Q. How does Emissions Reporter work?**

A. Emissions Reporter works by collecting all your flight data and calculates the CO2 emissions based on the chosen calculation method. It applies detailed infill logic to minimize data gaps then easily identifies and flag error in the data set to reduce the reporting time. It can create the required verification report at the 'click of a button'. Emissions Reporter can also support off-site verification to reduce administration costs. Emissions Reporter makes reporting easy.

**Q. What key capabilities does Emissions Reporter offer?**

A. Emissions Reporter is designed specifically for CORSIA and EU-ETS reporting. The data is held in a safe and secure way for only the purposes of compliance with the regulations. Emissions Reporter applies infill logic (to ensure you stay within the required limits for missing data), minimizes the data handling errors and makes reporting straight forward. Emissions Reporter will always remain compliant if there are changes to the legislation. Emissions Reporter is a proven solution and has been successfully used by a number of aircraft operators to report their EU-ETS emissions for >5 years.

**Q. How is pricing calculated?**

A. Pricing is calculated based on the fleet size of the customer. There are different pricing levels based on the aircraft type operated.

**Q. How will the onboarding process work?**

A. Jeppesen can help an aircraft operator with their monitoring plan now! Once an aircraft operator selects their calculation method they can start sending the data in the defined format.

**Q. How long does implementation take?**

A. The implementation time will depend on the complexity of the operator and their chosen reporting method. If the data is available the implementation can be tracked in days. The onus on implementation is on the operator to provide the data.

**Q. Can Jeppesen assist with defining our monitoring plan?**

A. Yes – please contact your local Boeing representative.

**Q. Who do I contact and where can I learn more about Emissions Reporter?**

A. Contact your local Boeing representative.