

**Question for written answer E-004406/2021  
to the Commission**

Rule 138

**Marian-Jean Marinescu (PPE)**

Subject: Relation between CORSIA and EU ETS

Due to the COVID-19 pandemic, offsetting under the 2021 carbon offsetting and reduction scheme for international aviation (CORSIA) will almost certainly be zero. The International Civil Aviation Organization (ICAO) Council decided in June 2020 that 2019 emissions should be used as baseline in 2021-2023 instead of 2019-2020 emissions. Member States are required to notify airlines of the CORSIA offsetting for 2021 emissions – likely to be zero – by 30 November 2022. The decision on 2021 emissions should be adopted after 1 January 2022 when the total level of emissions for 2021 will be known. The Commission suggests taking the same approach in future years if the relevant 'Fit for 55' proposals have not yet adopted. ICAO's CORSIA is a mechanism intended to be a globally applied market-based measure aiming to offset international aviation CO<sub>2</sub> emissions above a fixed emissions level with certain offset credits. Its voluntary phase started on 1 January 2021, and its pilot phase runs from 2021 to 2023.

While increasing auctioning of aviation allowances within the EU, is it sound to continue intra-European application of the EU emission trading scheme (ETS) while applying CORSIA to extra-European flights? Can the Commission please explain how CORSIA and EU ETS for aviation can coexist?