From:	Stephanie Searle
To:	Lie, Sharyn; WIND Cory Ann; Bill N. Peters; Lorri Thompson
Cc:	Nikita Pavlenko
Subject:	Double counting aviation fuels in ICAO scheme
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Hello all,

Apologies for the delay in following up on this point. As a reminder, the purpose of this thread is to share information about double counting alternative aviation fuels in ICAO policies and in national or state low carbon fuel policies. There are two general ways that ICAO seeks to promote alternative fuels in aviation: 1. by including alternative fuels as a way to generated GHG savings in the CORSIA scheme (which also notably includes buying offsets as a compliance option), and 2. through a non-binding, non-specific target for alternative fuel blending.

Our understanding is as follows:

CORSIA itself will not provide a financial incentive for alternative fuels, and ICAO intends for member states to develop or update existing national or regional incentives to support those fuels. While the methodology for monitoring, reporting and verification is still being developed, it is ICAO's intent for no double-claiming to occur—alternative jet fuels would generate GHG reductions attributable only to international aviation, which is excluded from national GHG inventories under UNFCCC reporting. Canada has suggested creating a public global database of alternative fuel used in CORSIA, identified by batch number and state of production to enable checking that double reporting emission reductions does not occur.

While the emission reductions from alternative fuel cannot be double counted in both the aviation sector and national/state inventories, alternative aviation fuel can still be eligible for national level incentives while counting under CORSIA. For example, the same gallon of alternative jet fuel could receive a RIN through the RFS program and count towards an airline's GHG reduction obligation through CORSIA. It is important to note that ICAO's LCA methodology is different from other systems and will likely estimate different carbon intensities for alternative jet fuels. Therefore, an alternative jet fuel eligible for an LCFS credit in California (pending the inclusion of aviation fuels within the LCFS) would receive an LCFS credit proportional to its CI per the LCFS methodology, but ICAO would attribute the GHG reduction within CORSIA according to its own methodology.

If anyone has more information (or questions) on this topic, please share with the group.

If anyone needs a primer on CORSIA, we have a short briefing paper (https://www.theicct.org/sites/default/files/publications/ICAO%20MBM_Policy-Update_13022017_vF.pdf) and there is also an introductory video available on youtube (https://www.youtube.com/watch?v=OUfhLkMhc8w)

Best,
Stephanie and Nik

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