



CORSIA Newsletter

October 2024

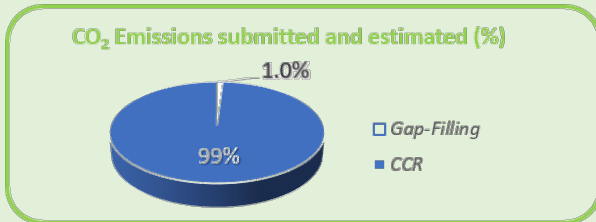
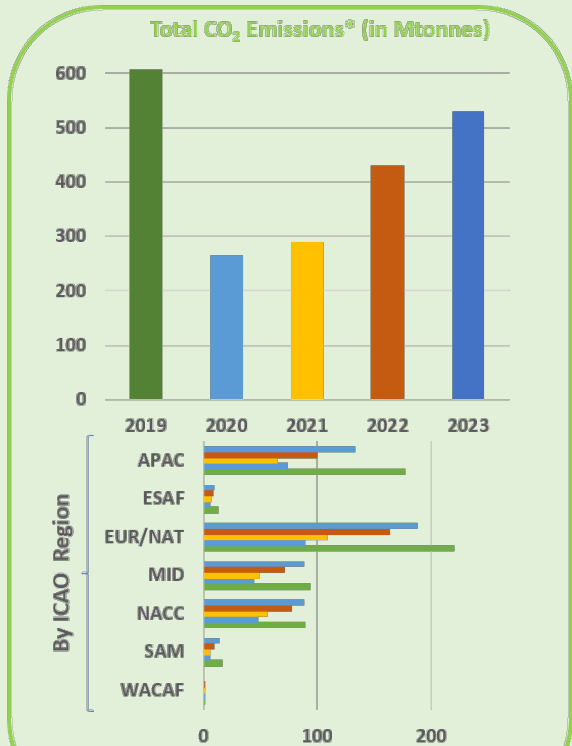
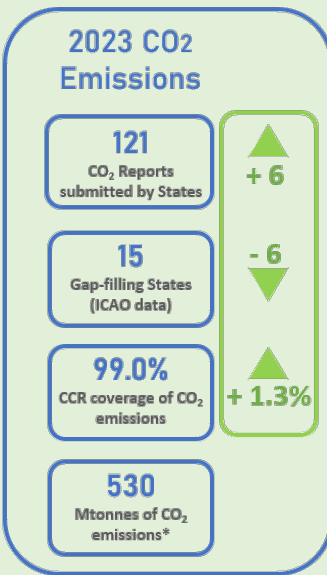
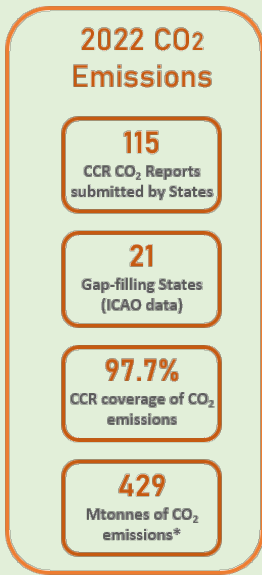
The **Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)** is the first global market-based scheme that applies to a sector. It complements other aviation in-sector emissions reductions efforts such as technological innovations, operational improvements and sustainable aviation fuels to meet the ICAO aspirational goal of carbon neutral growth.

For more details on what CORSIA is click [here](#)

2023 CO₂ emissions through the CORSIA Central Registry (CCR)

99%

An unprecedented number of Member States reported their 2023 CO₂ emissions from international aviation through the ICAO CCR, increasing its coverage to a historic record of 99% of total CO₂ emissions.



* Totals include CO₂ emissions submitted by States through the CORSIA Central Registry (CCR) and emissions provided by ICAO to fill the emissions gaps

Since 2019, all Member States are implementing the CORSIA CO₂ Monitoring, Reporting and Verification (MRV) system, by which a high-coverage of verified CO₂ emissions are reported annually by States to ICAO, which is a testimony of CORSIA implementation being robust and successful.

In 2024, 121 States submitted their 2023 CO₂ emissions through the CCR. 2023 CO₂ emissions rose above 2022 levels by about 23.5% to a total of about 530 million tonnes. All regions experienced higher emissions than 2022 as a result of the growth in traffic in 2023.

In accordance with Annex 16, Volume IV, the ICAO Secretariat filled the CO₂ emissions gap for 15 States that did not submit data through the CCR and the Secretariat published the following ICAO documents:

- ICAO document *CORSIA Annual Sector's Growth Factor (SGF)*: Using the 2023 CO₂ emissions data and the 2019 CO₂ emissions data, the baseline of CORSIA for the pilot phase, the ICAO Secretariat calculated the 2023 Sector's Growth Factor and published the third edition of ICAO document *CORSIA Annual Sector's Growth Factor (SGF)*. The 2023 SGF value is zero (0) given that the CO₂ emissions subject to offsetting requirements in 2023 (about 330 million tonnes) were lower than the 2019 baseline emissions (about 351 million tonnes). As a consequence, **aeroplane operators do not have offsetting requirements under CORSIA for 2023**.
- Part III of the ICAO document *CORSIA Central Registry (CCR): Information and Data for Transparency*, which contains 2023 CO₂ emissions aggregated for each State Pair and 2023 CO₂ emissions for Aeroplane Operators. The information and data in this document are based on the submissions of **121 States through the CCR**, and data provided by ICAO to fill the emissions gap for **15 States** that did not submit emissions data **through the CCR** in accordance with the CORSIA submission deadlines.

These ICAO documents are publicly available on the [ICAO CORSIA website](#).

Calculation of 2023 CORSIA offsetting requirements

The calculation of the annual CORSIA offsetting requirements is undertaken by States as per the provisions contained in [Annex 16, Volume IV](#), Part II, Chapter 3; in 2023, the calculation will be made on the basis of the following information:

- ICAO document "*CORSIA Annual Sector's Growth Factor (SGF)*", published by ICAO, containing SGF₂₀₂₃.
- Information compiled from 2023 Emissions Reports submitted by aeroplane operators attributed to the State.

By **30 November 2024**, States shall calculate and inform aeroplane operators of their 2023 offsetting requirements. With the information on 2023 offsetting requirements, States can calculate and inform operators of their **total final offsetting requirements for CORSIA's pilot phase** (i.e. 2021-2023 compliance period).

No offsetting requirements have been accrued for 2021, 2022 and 2023 given that the SGF₂₀₂₁, SGF₂₀₂₂ and SGF₂₀₂₃ value was 0. Therefore, **no total final offsetting requirements** have been accrued for **CORSIA's pilot phase**.

2024 CORSIA Implementation deadlines

In accordance with Appendix 1 to [Annex 16, Volume IV](#), States are required to report annual CORSIA-related information and data through the CCR. **These are the upcoming CORSIA implementation deadlines for States:**

- **30 November 2024:** If applicable, States to upload their 2024 list of aeroplane operators that are attributed to them, and the list of verification bodies accredited in them, using the CCR.
- **31 December 2024:** States to obtain from the ICAO website and use the ICAO document entitled “*CORSIA Aeroplane Operator to State Attributions*” summarising a list of operators and the State to which they have been attributed.

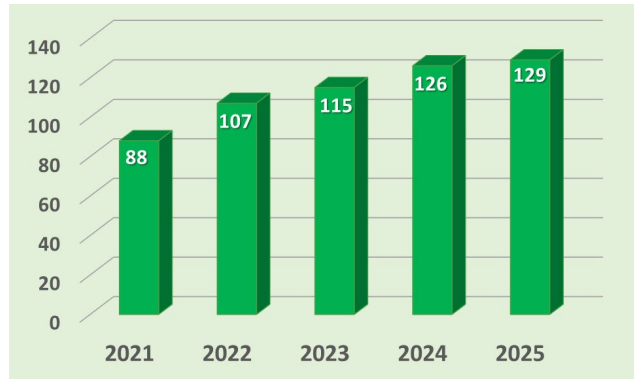
129 Volunteer States from 2025



Comoros is the latest State to announce its participation in CORSIA, increasing the total number of volunteer States to 129 from 1 January 2025

Since 2021, the number of volunteer States has steadily increased every year resulting in a higher coverage of international routes and emissions.

As of 2024, 126 States participate in CORSIA. Three more States (Comoros, Mauritania and Saint Lucia) have announced their intention to participate in CORSIA from 1 January 2025, bringing the total number of participating States to 129.



Out of the 129 volunteer States, 57 States are classified as Small Island Developing States (SIDS), least developed countries (LDCs), or landlocked developing countries (LLDCs). In accordance with the provisions of Assembly Resolution [A41-22](#), these States are exempted from the CORSIA offsetting requirements unless they voluntarily participate in the scheme. Their participation is a clear signal of their **determination to contribute to the global effort relating to achieving carbon neutral growth for international aviation** working under the auspices of ICAO. More information available on the [CORSIA website](#).

CORSIA Eligible Fuels



At its 233rd session, the ICAO Council approved amendments to three ICAO documents related to CORSIA eligible fuels. These amendments include the approval of:

- ClassNK as a new and third CORSIA-approved Sustainability Certification Scheme
- new feedstocks to be used for the production of CORSIA eligible fuels (wheat starch slurry, and corn cobs); and
- new default life-cycle emission values for various feedstocks (non-standard coconuts, beef tallow, poultry fat, lard fat, and mixed animal fats).

The updated ICAO documents can be downloaded on the [CORSIA eligible fuels website](#) as follows:

<p>CORSIA Approved Sustainability Certification Schemes Third Edition, October 2024</p>	<p>CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels Sixth Edition, October 2024</p>	<p>CORSIA Methodology for Calculating Actual Life Cycle Emissions Values Fifth Edition, October 2024</p>
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CORSIA Eligible Emissions Units



At its 233rd session, the ICAO Council accepted the recommendations of the Technical Advisory Body (TAB) from its 2024 assessment cycle, and approved the amendment of the ICAO document “[CORSIA Eligible Emissions Units](#)”. In particular, the Council approved the following four additional programmes to become immediately eligible to supply emissions units to the CORSIA first phase (2024-2026 compliance period): **Climate Action Reserve, Global Carbon Council, Gold Standard and Verified Carbon Standard**. This decision brings the total number of approved programmes for the first phase of CORSIA to six.



The updated ICAO document “[CORSIA Eligible Emissions Units](#)” with the list of approved eligible programmes for the CORSIA pilot phase (2021-2023) and first phase (2024-2026), and their respective scopes of eligibility will be soon made available in the [ICAO CORSIA website](#).

The table below presents a summary of the programmes and their CORSIA eligible emissions units approved by the ICAO Council to date:

**CORSIA Eligible Emissions Units
Summary Table**

Programme	2021 -2023 Compliance Period (Pilot Phase)	2024 -2026 Compliance Period (First Phase)	2027 – 2029 Compliance Period (in Second Phase)
American Carbon Registry	2016 – 2023 units ^{1,2}	2021 – 2026 units ^{1,2}	<i>Starting in 2025, TAB will make recommendations to Council on eligibility beyond the CORSIA First Phase.</i>
Architecture for REDD+ Transactions	2016 – 2023 units ^{1,2}	2021 – 2026 units ^{1,2}	
BioCarbon Fund Initiative for Sust. Forest Landscapes	2016 – 2020 units ¹	Conditionally eligible ³	
Cercarbono		Conditionally eligible ³	
China Certified Emission Reduction	2016 – 2020 units ¹		
Clean Development Mechanism	2016 – 2020 units ¹		
Climate Action Reserve	2016 – 2023 units ¹	2021 – 2026 units ^{1,2}	
Forest Carbon Partnership Facility	2016 – 2020 units ¹	Conditionally eligible ³	
Global Carbon Council	2016 – 2020 units ¹	2021 – 2026 units ^{1,2}	
Gold Standard	2016 – 2023 units ¹	2021 – 2026 units ^{1,2}	
Isometric		Conditionally eligible ³	
Joint Crediting Mechanism between Japan and Mongolia	Conditionally eligible ³		
SOCIALCARBON	2016 – 2020 units ¹		

Thailand Voluntary Emission Reduction Programme		Conditionally eligible ³	
Verra Verified Carbon Standard / Jurisdictional Nested REDD Programme	2016 – 2023 units ¹	2021 – 2026 units ^{1,2}	
<p>Note: All Eligible Emissions Units must be generated from an activity that that started its first crediting periods in 2016 or later.</p> <p>¹ Subject to various exclusions as set out in the relevant section of the ICAO document titled “CORSIA Eligible Emissions Units”.</p> <p>² Units with vintages from 2021 onward have specific requirements relating to host-Party attestations.</p> <p>³ Pending further actions by the Programme.</p>			

TAB will continue its work of assessing **material changes submitted by two programmes** (American Carbon Registry and SOCIALCARBON) on their eligibility for the CORSIA first phase (2024-2026). The TAB recommendations will be considered by the 234th session of the Council in March 2025.

In early 2025, TAB plans to initiate the re-assessment of all six programmes that are fully eligible for CORSIA first phase, to make recommendations on their eligibility for the **next CORSIA compliance period (2027-2029)**.

ICAO at UNFCCC COP29



The [2024 United Nations Climate Change Conference](#), also known as COP29, will be held in Baku, Azerbaijan, from 11 to 22 November 2024, under the Presidency of Azerbaijan. ICAO will actively participate in the CO29 to inform Parties and relevant stakeholders of the recent developments by ICAO Member States on international aviation and climate change. **All ICAO outreach activities at COP29** are available on the [dedicated ICAO COP29 webpage](#).

The UNFCCC discussion under the agenda item of its Subsidiary Body for Scientific and Technological Advice (SBSTA) on **“emissions from fuels used for international aviation and maritime transport”** (so-called **“bunker fuels”**) provides an important opportunity for ICAO and the International Maritime Organization (IMO) to inform how **these emissions are addressed by ICAO and IMO, respectively, as they are not included as part of the Nationally Determined Contributions (NDCs) under the UNFCCC Paris Agreement**.

The UNFCCC discussion on matters related to **Article 6 of the Paris Agreement** on international carbon markets, including guidance on **avoidance of double-counting and double-claiming**, is another key topic that will be closely followed up by ICAO during this COP, due to its links with the eligibility of emissions units under CORSIA. Ensuring the effective alignment between CORSIA and Article 6 of the Paris Agreement is essential, as in the coming years aeroplane operators will need to meet their offsetting requirements under CORSIA with the eligible units that fully meet the quality and environmental integrity set by the CORSIA Emissions Unit Eligibility Criteria.

Regarding the matters related to **climate finance**, ICAO Assembly Resolution A41-21, paragraph 16, urges that **“ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner”**. The achievement of the ICAO global aspirational goals requires adequate financial resources within the international aviation sector itself, enabling it to effectively respond to the global climate change challenge. The growing commitment of Member States and stakeholders to support ICAO’s ACT-CORSIA, ACT-SAF, the ICAO State Action Plans, as well as the operationalization of ICAO Finvest Hub to facilitate access to financing for aviation decarbonization projects, demonstrate how critical such financial resources are to the achievement of the ICAO global aspirational goals.

CORSIA Capacity Building





ACT-CORSIA is the ICAO Assistance, Capacity Building and Training programme on **CORSIA** to provide States with CORSIA implementation support. It was established in July 2018 and encompasses the **CORSIA Buddy Partnerships**, examples of good practices for CORSIA implementation, frequently asked questions, publications, videos and more. For a complete list of activities click [here](#).

The **ACT-CORSIA Buddy Partnerships** are a cornerstone of ICAO's plan to support States to prepare for CORSIA implementation. The ACT-CORSIA Buddy Partnerships rely on individual training of CORSIA Focal Points and constitute the core of capacity building activities. The ACT-CORSIA Buddy Partnerships have been proven to be an extremely successful modality to provide training and assistance to support-requesting States on various aspects of CORSIA implementation and to date, 136 States participate in the programme (17 supporting States and 119 requesting States).

Under the partnerships, technical experts provided by supporting States work together with the CORSIA focal points of requesting States to provide on-site training, and to closely follow-up on the preparation and implementation of the requesting States' CORSIA MRV system. The results of the training activities thus far have been remarkable, with **99% of global 2023 CO₂ emissions** submitted by States through the CCR.

In October 2024, the following activities were organized under the ACT-CORSIA Buddy Partnerships:

- ✓ Iran received a 3-days training session on the CORSIA implementation process under the Buddy Partnership with Qatar

More information can be found [here](#).

For 2024, the focus of the training under the ACT-CORSIA Buddy Partnerships will be on the use of the CORSIA Central Registry (CCR) version 2, in particular, the reporting requirements relating to CO₂ emissions, CORSIA eligible fuels, and CORSIA eligible emissions units

The [Leaflet for CORSIA Focal Points](#) is available now to provide information and useful links that will assist State's focal points in the implementation of CORSIA.



The **CORSIA Verification Course** provides training on how to verify CO₂ Emissions Reports that have been prepared by aeroplane operators, in accordance with the provisions of the CORSIA Standards and Recommended Practices (SARPs) contained in Annex 16, Volume IV.

The CORSIA Verification Course has been updated to provide information on verification requirements as per the upcoming second edition of Annex 16, Volume IV, applicable from 1 January 2024.

[Click here](#) for more information and registration

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For more information, visit the ICAO website: www.icao.int/corsia

