



ICAO

ENVIRONMENT

CORSIA Newsletter

January 2025

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](#)

CORSIA: 2025 Outlook

Since the landmark agreement on CORSIA at the 39th Session of the ICAO Assembly in 2016, ICAO and its members States have successfully implemented CORSIA as the only global market-based measure (MBM) addressing CO₂ emissions from international aviation. In 2025, ICAO will continue to work with all Member States to ensure that they have all the **necessary means for continuous implementation of CORSIA**.



The number of volunteer States continues to increase each year, with a total of **129 States** confirming their voluntary participation in CORSIA from 1st January 2025. The States are listed in the ICAO document [CORSIA States for Chapter 3 State Pairs](#) and determine the State pairs subject to CO₂ offsetting requirements in CORSIA for the subsequent year.

As reported in 2024, 121 States submitted their 2023 CO₂ emissions data through the [CORSIA Central Registry](#) (CCR), achieving a **historical emissions coverage of 99.0% of the total CO₂ emissions** for the year—the highest percentage since 2019. Additionally, the Secretariat calculated emissions for 15 more States using the gap-filling methodology. This underscores the critical importance of the continuous and robust implementation of the CORSIA Monitoring, Reporting, and Verification (MRV) system also in 2025.

In 2025, Aeroplane operators are expected to **compile their 2024 CO₂ emissions** data and arrange for the **verification** of their Emissions Report, which will be submitted to States (by 30 April 2025) for an **order of magnitude check** and subsequent submission to ICAO (by 31 July 2025). Using the submitted 2024 CO₂ emissions data, the Secretariat will calculate the **2024 Sector's Growth Factor** that States will use to calculate the **2024 CO₂ offsetting requirements** for each operator attributed to them (*see below for more details on CORSIA 2025 deadlines*).

The robust implementation of the CORSIA MRV system as well as accurate and timely submissions through the CCR in 2025 are critical, considering that the 2024 Sector's Growth Factor may have a positive value for the first time since the start of the implementation of the scheme.

In addition, in 2025, the ICAO Council will continue considering the recommendations from the **Technical Advisory Body** (TAB) in relation to the [CORSIA Eligible Emissions Units](#). These recommendations will result from

the re-assessment of eligible programmes to determine their extension into the **2027-2029 compliance period** (part of the '**second phase**').

In line with ICAO's *No Country Left Behind* initiative, ICAO will continue to support States for the implementation of CORSIA through the capacity building activities under the **ACT-CORSIA** programme. The support under ACT-CORSIA Buddy Partnerships could also encourage **more States** to voluntarily join the CORSIA offsetting requirements. In addition, 2025 training activities under the ACT-CORSIA programme will focus on continuing to support States in implementing the CORSIA MRV system in a robust and timely manner as per the requirements in Annex 16, Volume IV.

The ICAO Council, with the technical support of the Committee on Aviation Environmental Protection (CAEP), will undertake the 2025 CORSIA periodic review, building on the 2022 review process. The 2025 periodic review has been focusing on assessing the supply, demand, and price of CORSIA Eligible Fuels and CORSIA Eligible Emissions Units, as well as the related impacts on the scheme's implementation. The latest assessment by CAEP indicates that the future demands for CORSIA offsetting requirements and associated costs for the industry remain within the estimates of previous assessments. These assessments will be key inputs of the 2025 CORSIA periodic review that will inform the recommendations included in the report by the Council to the 42nd Session of the Assembly. Further information will be available on the [2025 CORSIA periodic review](#) webpage.

2025 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.

The **Key CORSIA implementation deadlines for States in 2025** are highlighted below:

- **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.
- **1 January to 31 December 2025:** Operator monitors its 2025 CO₂ emissions in accordance with its approved Emissions Monitoring Plan;
- **1 January to 30 April 2025:** Aeroplane operators compile 2024 CO₂ emissions data to be verified by verification bodies;
- **by 30 April 2025:** Aeroplane operators and verification bodies to submit to States the verified Emissions Reports and associated Verification Reports for 2024 CO₂ emissions;
- **by 30 June 2025:** deadline for additional States to notify the Secretariat of their decision to voluntarily participate in CORSIA in 2026;
- **by 31 July 2025:** States perform an order of magnitude check of **the submitted 2024 CO₂ emissions**, including any filling of data gaps in case of non-reporting by aeroplane operators, consolidate all reported CO₂ emissions data, and use the CORSIA Central Registry (CCR) to report to ICAO aggregated 2024 CO₂ emission data and, if applicable, information on CORSIA eligible fuels; and
- **by 30 November 2025:**
 - a) State checks the ICAO document "**CORSIA Annual Growth Sector's Factor (SGF)**" and uses the **2024 SGF** to calculate the **2024 offsetting requirements** for the aeroplane operators and consequently, the States informs the aeroplane operators about their respective 2024 offsetting requirements.
 - b) deadline for States to submit to ICAO, through the CCR, updates to the list of aeroplane operators that are attributed to it, and updates to the list of verification bodies accredited in the State for CORSIA purposes.

ICAO will continue to support all States cooperating under the **ACT-CORSIA** programme and in the spirit of ICAO's *No Country Left Behind* initiative.

2025 TAB Assessment for CORSIA Eligible Emissions Units

In January 2025, TAB finalized its assessment of procedural updates submitted in August 2024 by two programmes (American Carbon Registry and SocialCarbon). TAB will present its recommendations to the 234th Session of the Council in March 2025.



During 2025, the Technical Advisory Body (TAB) will fully **re-assess** the programmes that are **currently eligible for the 2024-2026 compliance period** (i.e. CORSIA first phase). The re-assessment process aims to make recommendations to the Council regarding the extension of those eligible programmes into the **2027-2029 compliance period** (part of the CORSIA second phase). To this end, from 3 February to 3 March 2025, ICAO opens a call for submissions for re-assessment of those eligible programmes.

Call for ICAO public webinar on CORSIA Eligible Emissions Units

On **11 February 2025**, ICAO will host a **webinar on CORSIA Eligible Emissions Units**. The webinar will inform stakeholders about the TAB re-assessment process and the key documents that help understand CORSIA eligibility. Additionally, the webinar will also cover recent developments and next steps of TAB's work. More information about the webinar is available on the [TAB website](#).

As part of its 2025 assessment, the TAB will continue to analyse the potential emissions unit supply, including new geographical data. The TAB will present the results of its 2025 assessment to the 236th Session of the Council (October/November 2025).

In early 2026, TAB will launch a first call for new applications for eligibility for the 2027- 2029 compliance period. Successful applicants from the 2026 assessment cycle may also be recommended to supply eligible emissions units for the 2024-2026 compliance period. TAB will report its findings from the 2026 assessment cycle to the Council in Fall 2026, ahead of the 31 January 2028 deadline for Aeroplane Operators to cancel emission units for the 2024-2026 compliance period.

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 March 2025, the Secretariat will organize a '**training for Trainers**' session for the experts from supporting States involved in delivery training activities to support-receiving States under the **CORSIA Buddy Partnerships**.

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

For 2025, the focus of the training under the ACT-CORSIA Buddy Partnerships will be on the MRV tasks and deadlines, developments regarding CORSIA Eligible Fuels and CORSIA Eligible Emissions Units, and lessons learned from the first six years of MRV implementation.

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