



ICAO

ENVIRONMENT

CORSIA Newsletter

March 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.

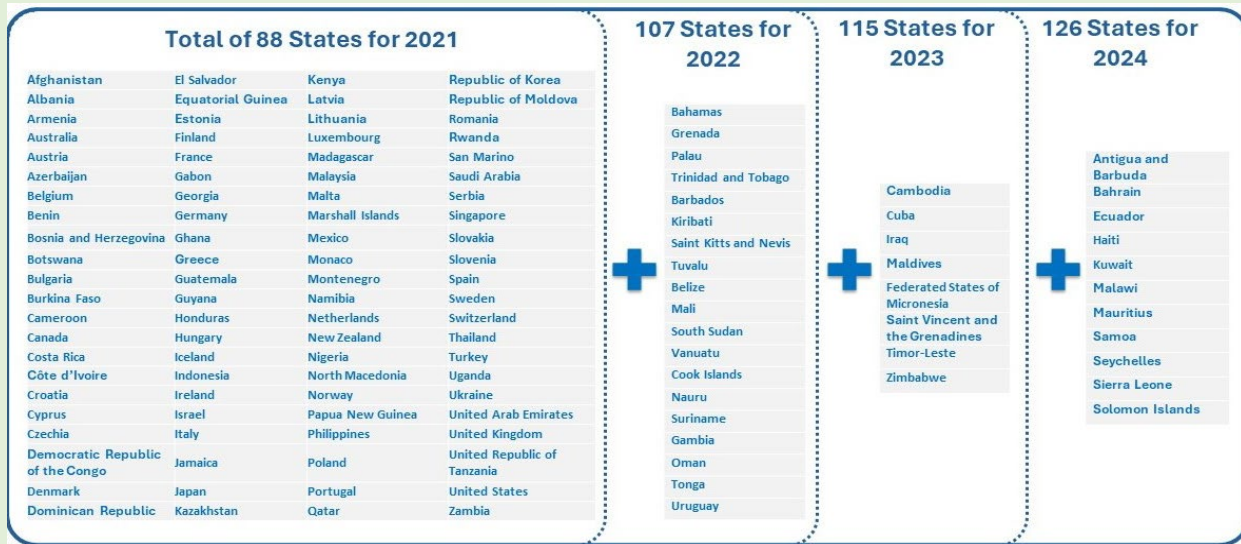
For more details on what CORSIA is click [here](#)

CORSIA Volunteer States – More States are encouraged to join from 2025



CORSIA started its **First Phase** on 1st January 2024 and ICAO continues to work with all Member States to ensure that they have all the **necessary means for continuous implementation of CORSIA**.

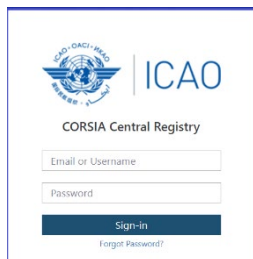
Since 2021, the number of volunteer States has steadily increased every year resulting in a higher coverage of international routes and emissions. From 1 January 2024, there are **126 volunteer States** participating in CORSIA.



Out of the 126 volunteer States, 54 States are classified as Small Island Developing States (SIDS), least developed countries (LDCs), or landlocked developing countries (LLDCs). According to the provisions of Assembly Resolution [A41-22](#), these States are exempted from the CORSIA offsetting requirements unless they voluntarily participate in the scheme, and their voluntary 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.

ICAO would like to encourage **more States to decide to voluntarily participate in CORSIA from 2025**. Such decisions should be notified to the ICAO Secretariat no later than 30 June 2024 – A template for such a notification letter is available [here](#) .

CORSIA Central Registry Version 2



The CCR is the web platform to assist States in reporting CORSIA-related information and data to ICAO. On 4 March 2024, **version 2 of the CORSIA Central Registry (CCR)** was launched to address new requirements from the **Second Edition of Annex 16, Volume IV**, and also to improve the CCR features based on users' experience and feedback.

These updates to the CCR have been reflected in revised **CCR Manual** and **CCR Quick Guides**. CORSIA focal points have received information on the updates introduced with version 2 of the CCR.

In addition, **training materials on the CCR version 2** have been developed to facilitate the training of all the CORSIA focal points and other CCR State users, under the ACT-CORSIA buddy partnerships.

CORSIA Eligible Emissions Units

Update

At its **231st Session** (March 2024), the ICAO Council considered and accepted the recommendations of the Technical Advisory Body (TAB) from its **Fall 2023 assessment cycle**. The Council approved the corresponding amendment of ICAO document **CORSIA Eligible Emissions Units**. More details including the TAB's recommendations and the updated ICAO document on CORSIA eligible emissions units will be soon available on the [ICAO CORSIA website](#).

The ICAO Council also considered and approved the recommendations by the Committee on Aviation Environmental Protection (CAEP) on the updates to the **Guidelines for Interpretation of the CORSIA Emissions Unit Criteria (EUC)**, for use by the Technical Advisory Body (TAB) in its work on the assessment of CORSIA eligible emissions units against the EUC.

For the 2024 TAB assessment, the application period from emissions unit programmes for consideration of eligibility under CORSIA first phase ended on 4 March 2024. During that period, **12 programmes** submitted applications for the assessment of eligibility by the TAB, showing the high interest of different organizations to join CORSIA. On April 15, conditional programmes can also submit procedural changes for TAB's assessment. The ICAO Council will consider the results of the 2024 TAB assessment in November 2024.

As part of its 2024 assessment, the TAB will continue to analyse the **potential emissions unit supply**, including new geographical data. For CORSIA first phase, the ICAO Council approved 2 eligible programmes and 8 programmes received conditionally approval. The new 12 applicant programmes will be also assessed for their eligibility for the first phase. Therefore, by the end of 2024, it is expected that more programmes become eligible to supply units to CORSIA first phase.

CORSIA Eligible Fuels

Update

At its **231st Session** (March 2024), the ICAO Council approved the proposed amendments to three ICAO documents on CORSIA Eligible Fuels (CEF), which are summarized as follows:

- ICAO document “**CORSIA Methodology for Calculating Actual Life Cycle Emission Values**”. The amendments are the following: inclusions of non-standard coconuts, beef tallow, poultry fat, lard fat, and mixed animals’ fat in the positive list of wastes, residues and by-products and a clarification that plastics are not included in the list; clarification on how transportation emissions downstream of the fuel blender should be accounted for in the life cycle assessment of CEF and restructuring of Section 2 of the document.
- ICAO document “**CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes**”, with revisions to accommodate CORSIA lower carbon aviation fuels (LCAF), refinements to clarify data transparency requirements from Sustainability Certification Schemes (SCS) and Certification Bodies (CB), comprehensive references to documents needed for CORSIA certification competency.
- ICAO document “**CORSIA Default Life Cycle Emission Values for CORSIA Eligible Fuels**”. The amendments include: removal of the limitation of use of negative ILUC values on the CORSIA Pilot phase only; inclusion of consequential amendments arising from the adoption of the second edition of Annex 16, Volume IV and clarifications on oilseed feedstocks and plastics.

The updated ICAO documents above are now available on the [CORSIA eligible fuels website](#).

Ensuring the Avoidance of Double-Claiming in CORSIA

CORSIA Eligible Emission Units

ICAO has established specific criteria for assessing the eligibility of emissions units for their use in CORSIA, which are approved by the Council and included in the ICAO document [CORSIA Emissions Unit Eligibility Criteria \(EUC\)](#).

The criteria ensure that eligible units meet rigorous standards to ensure their environmental and social integrity and emphasize robust accounting practices to prevent double counting, such as offset credit issuance and retirement procedures and tracking mechanisms. Programmes that wish to supply eligible units to CORSIA need to demonstrate that they fully meet the EUC, including information on how they address double counting, issuance and claiming in the context of evolving national and international regimes for carbon markets and emissions trading.

In the case of double claiming, which occurs if the same emissions reduction is counted twice by both the buyer and the seller (i.e., counted towards the climate change mitigation effort of both an airline and the host

CORSIA Eligible Fuels

Several measures are in place to avoid double claiming of CORSIA eligible fuels (CEF). For example, information on CEF claims will be made available in the ICAO document entitled [CORSIA Central Registry \(CCR\): Information and Data for Transparency](#).

Such information will include information related to the CEF claimed, such as production year, producer, production location, type of fuel, feedstock and conversion process, life cycle emission values, batch number and mass.

In addition, information on certified CORSIA eligible fuels is available on the [CORSIA certified fuels](#) website, based on information provided by the ICAO-approved Sustainability Certification Schemes (SCS). This source of information also serves for the avoidance of double claiming of CORSIA eligible fuels.

To avoid double claiming of CORSIA eligible fuels, the CORSIA Monitoring, Reporting and Verification (MRV) framework also requires that an aeroplane operator

country of the emissions reduction activity), the CORSIA EUC request programmes to demonstrate that host country agrees to account for any offsets generated and issued within its jurisdiction and double claiming does not occur between the airline and the host country.

One of the key measures that must be in place to avoid double claiming is the **Host country attestation to the avoidance of double-claiming** (also known as *Host country authorization* under the UNFCCC Paris Agreement, Article 6). Only emissions units originating in countries that have attested to their intention to properly account for the use of the units toward offsetting requirements under the CORSIA are eligible for use in the CORSIA. Therefore, the eligible programmes should obtain written attestation from the host country's national focal point and the attestation should be made publicly available prior to the use of units in CORSIA.

provide a declaration of all other GHG schemes it participates in where the emissions reductions from the use of CORSIA eligible fuels may be claimed, and a declaration that it has not made claims for the same batches of CORSIA eligible fuels under such other GHG schemes.

The "other GHG schemes" refers to GHG emission reduction programs other than CORSIA, in which an aeroplane operator reduces its quantified emissions through the use of CORSIA eligible fuels.

In summary, CORSIA aims to accurately account for emission reductions from eligible fuels and eligible emissions units to avoid duplication with national targets or other purposes by implementing a robust MRV process and specific criteria.

Upcoming CORSIA Implementation Deadlines (2024)



In accordance with Appendix 1 to [Annex 16, Volume IV](#), these are the key CORSIA implementation deadlines for 2024:

1 Jan to 31 Dec 2024

Aeroplane Operators monitor their 2024 CO₂ emissions in accordance with their approved Emissions Monitoring Plan

1 Jan to 30 April 2024

Aeroplane operators compile 2023 CO₂ emissions data to be verified by verification bodies



by 30 April 2024

Aeroplane operators and verification bodies to submit to States the verified Emissions Reports and associated Verification Reports for 2023 CO₂ emissions



by 31 July 2024

States perform an order of magnitude check of the 2023 CO₂ emissions, including any filling of data gaps necessary, and use the CORSIA Central Registry (CCR) to report to ICAO aggregated 2023 CO₂ emission data and, if applicable, information on CORSIA eligible fuels



by 30 November 2024

States check the ICAO document "CORSIA Annual Sector's Growth Factor (SGF)" and use the 2023 SGF to calculate the 2023 offsetting requirements for the aeroplane operators and consequently, the States inform the aeroplane operators about their respective 2023 offsetting requirements

Following publication in November 2023 of the English version of the revised standardized templates contained in the third edition of Doc 9501, Volume IV, the templates in all other five ICAO official languages were published and are now available in the format of spreadsheets for download [here](#).

CORSIA Capacity Building



ACT-CORSIA is the ICAO Assistance, Capacity Building and Training programme on **CORSIA**. 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](#).

In this regard, on **6 and 7 March 2024**, the ICAO Secretariat organized the “**Training of Trainers**” sessions under the ICAO ACT-CORSIA programme’s **Buddy Partnerships**. The main objective of this training was to remind those support-providing States of the 2024 CORSIA MRV tasks and deadlines, with a particular focus on the application of the Second Edition of Annex 16, Volume IV and the release of version 2 of the CCR and other developments, with a view to facilitate their training to CORSIA focal points of support-requesting States.

The ACT-CORSIA Buddy Partnerships - Training of Trainers sessions in March 2024 provided trainers from support-providing States with the most updated information in relation to:

- Updates on the CORSIA SARPs, the ETM and other CORSIA implementation elements;
- The new version 2 of the CORSIA Central Registry (CCR);
- 2024 CORSIA MRV tasks and deadlines; and
- Updates on the CORSIA Eligible Fuels and CORSIA Eligible Emissions Units

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.

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 more than **97% of global CORSIA CO₂ emissions** submitted annually by States through the CCR.

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.

Navigating CORSIA Series



The **Navigating CORSIA Series** reflects the provisions of Assembly Resolution A41-22 and the milestones reached to implement CORSIA since the previous 2020 Edition. Since the adoption of the CORSIA-related [Standards and Recommended Practices \(SARPs\)](#), ICAO developed and has been updating all the implementation elements needed for the timely and robust implementation of CORSIA.

The Navigating CORSIA 2023 is a package of pre-recorded presentations that serve as a **guide to the CORSIA's design and implementation features**; the videos provide an overview of CORSIA, information on the Monitoring, Reporting and Verification tools, CORSIA Eligible Fuels and CORSIA Eligible Emissions Units. The videos are available on [ICAO TV](#).

Additionally, the [ICAO CORSIA website](#) was updated with new materials to support States, operators and verification bodies in their work towards implementation of CORSIA. The training material on **model regulations** for CORSIA was also updated to include provisions relating to offsetting requirements and the cancellation of CORSIA eligible emissions units. The CORSIA website includes information on:

- [CORSIA Buddy Partnerships](#)
- [Examples of Good Practice](#)
 - [Model regulations](#)
 - [CO₂ Aggregation](#)
- [Frequently Asked Questions](#)
- [Brochure and leaflets](#)
- [Videos \(Navigating CORSIA\)](#)
- [Seminars](#)
- [Online Tutorials](#)

ICAO Seminar on Green Airports



The 2024 ICAO Seminar on Green Airports will be held from **18 to 19 April 2024** in Athens, Greece. The objective of the Seminar is to increase awareness of all interested parties on the emerging topics associated with airports, with a specific focus on Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies, including sustainable infrastructure, to enable the energy transition at airports. Airports from all around the world will showcase their sustainable initiatives, and aviation, energy and financial stakeholders will share their best practices to deploy green solutions at airports and to enable the energy transition at airports.

More information about the seminar is available on the [ICAO website](#).



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

International Civil Aviation Organization
999 Robert-Bourassa Boulevard, H3C 5H7, Montréal, Québec, Canada

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