



ICAO

ENVIRONMENT

CORSIA Newsletter

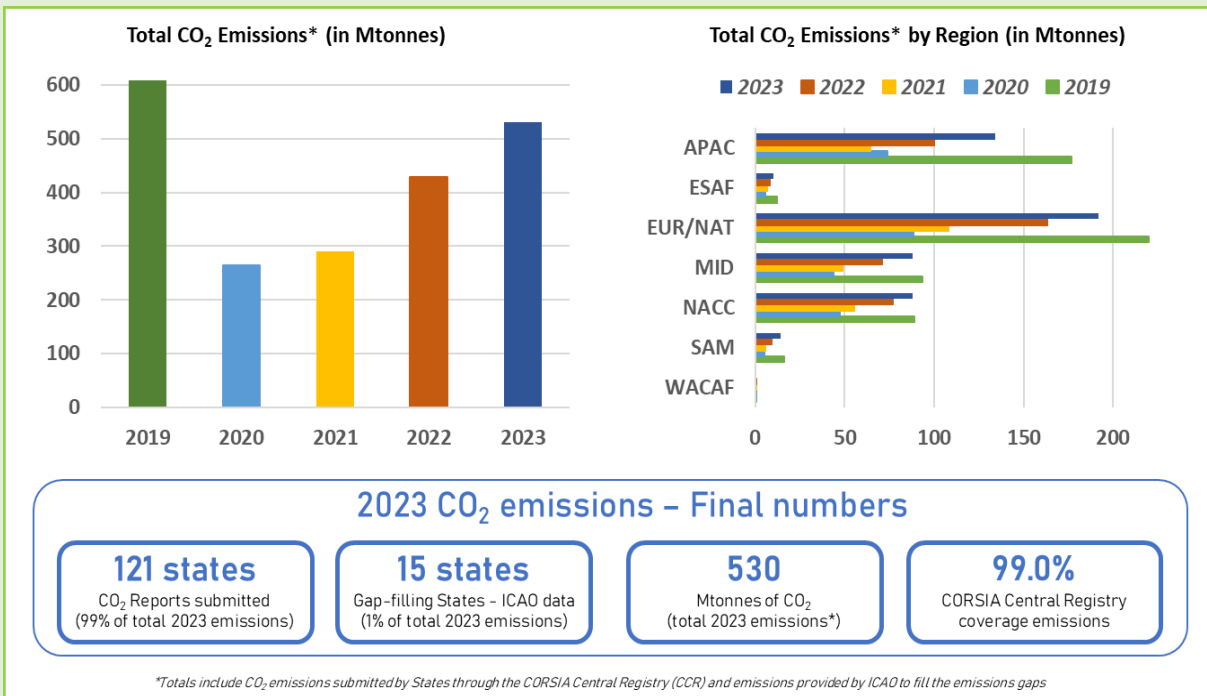
November 2024

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)

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.



In 2024, 121 States submitted their 2023 CO₂ emissions through the CCR (which represent 99.0% of total 2023 CO₂ emissions). In accordance with Annex 16, Volume IV, the ICAO Secretariat filled the CO₂ emissions gap for 15 States (which represent 1.0% of total 2023 CO₂ emissions) that did not submit data 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. The high-coverage of verified CO₂ emissions reported annually by States to ICAO is a testimony of a robust CORSIA implementation.

Accordingly, 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).

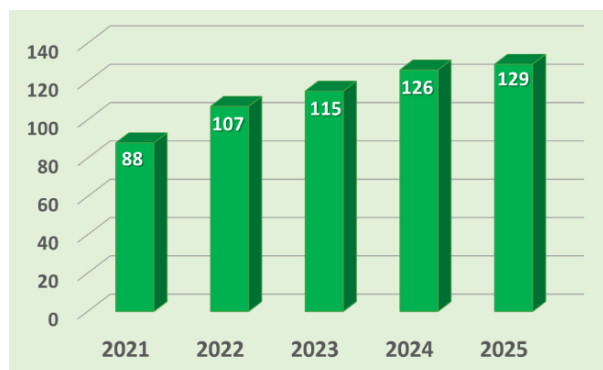
No offsetting requirements have been accrued for 2021, 2022 and 2023 given that the **SGF₂₀₂₁, SGF₂₀₂₂ and SGF₂₀₂₃** value was **0**. Therefore, **no total final offsetting requirements** have been accrued for **CORSIA's pilot phase**.

129 Volunteer States from 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](#).

2024 Version of CORSIA CO₂ Estimation and Reporting Tool (CERT)

Update

The ICAO CORSIA CERT can be used by aeroplane operators to **support the monitoring and reporting** of their CO₂ emissions by populating the standardized Emissions Monitoring Plan template and the Emissions Report template. The ICAO CORSIA CERT can also be used by States to fill in reporting data gaps if an operator does not submit its Emissions Report.

The **2024 version** of the ICAO CORSIA CERT, to be used by aeroplane operators for the preparation of their Emissions Reports for emissions corresponding to year 2024, was approved by the ICAO Council. The tool and related technical documentation are now available on the [ICAO website](#) in time to be used for the preparation of the 2024 Emissions Reports during 2025.

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.

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**”. The Council approved additional programmes to become immediately eligible to supply emissions units to the CORSIA first phase (2024-2026 compliance period).

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 available in the [ICAO CORSIA website](#).

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 2025, TAB will initiate the re-assessment of all 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, was held in Baku, Azerbaijan, from 11 to 24 November 2024, under the Presidency of Azerbaijan. ICAO actively participated in the COP29 to inform Parties and relevant stakeholders of the recent developments by ICAO and its Member States in addressing emissions from international aviation.

Led by the President of the ICAO Council, Mr. Salvatore Sciacchitano, and the Envoy of the ICAO Secretary-General to the UNFCCC COP, Ms. Jane Hupe, the ICAO Delegation at COP29 took part in the discussions and several events, aiming to enhance the recognition of Parties to the UNFCCC regarding ICAO's continuous leadership and the sector's contributions to the global efforts on climate change.



ICAO closely monitored the relevant UNFCCC negotiations, such as those related to **Article 6 of the Paris Agreement** on international carbon markets. Ensuring the effective alignment between Article 6 of the Paris Agreement and CORSIA is essential as aeroplane operators will need to meet their offsetting requirements under CORSIA with the eligible emission units that fully meet the quality and environmental integrity criteria set by ICAO.

In this regard, ICAO recognizes the important decisions adopted in Baku that set of rules for the implementation of the international carbon markets. The decisions are important for CORSIA, as Governments have now clearer guidelines for authorizing emission units that can be used by aeroplane operators under the CORSIA. ICAO continues to encourage the issuance of Letters of Authorization by the Governments hosting the activities that generate CORSIA eligible emissions units, which will facilitate their access and availability to aeroplane operators.

ICAO also closely followed the negotiations in Baku on issues pertaining to **climate finance**. Access to financial resources is particularly crucial for the global scale-up of SAF and other cleaner energies for aviation in support of the LTAG implementation, which would require cumulative investments of around USD 3.2 trillion by 2050 (according to the [ICAO LTAG Report](#)).

Prior to COP29, the ICAO Council in October 2024 expressed concerns regarding proposals recently under consideration by other UN bodies and international organizations, including the UN Committee of Experts on International Cooperation on Tax Matters as well as the [International Monetary Fund \(IMF\)](#), identifying aviation as potential source for taxation to mobilize financial resources for climate action in other sectors. These proposals may adversely affect aviation's decarbonization efforts and the global benefits resulting from air transport connectivity and economic growth, in particular in developing countries which will be most affected by such levy/taxation measures.

In this regard, ICAO continues to highlight that the 41st Session of the ICAO Assembly urged 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" (*refer to [ICAO Assembly Resolution A41-21](#), paragraph 16*).

All ICAO outreach activities at COP29 are available on the [ICAO COP29 webpage](#).

ICAO provided its [statement](#) and [submission](#), which provided an important opportunity for ICAO to inform how these emissions are addressed by ICAO, as they are not included as part of the Nationally Determined Contributions (NDCs) under the Paris Agreement. COP29 also presented a valuable opportunity for ICAO to collaborate with its Member States and other stakeholders through different outreach activities, including high-level bilateral meetings and side-events.

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.

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