



ICAO

ENVIRONMENT

CORSIA Newsletter

November 2023

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 reduction 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 CORSIA click [here](#)

Third Conference on Aviation and Alternative Fuels (CAAF/3) delivers an ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies



Update

At the [third ICAO Conference on Aviation and Alternative Fuels \(CAAF/3\)](#) held in Dubai, United Arab Emirates from 20 to 24 November 2023, Members States adopted the [ICAO Global Framework for Sustainable Aviation Fuels \(SAF\), Lower Carbon Aviation Fuels \(LCAF\) and other Aviation Cleaner Energies](#), striving to achieve a **collective global aspirational Vision to reduce CO₂ emissions in international aviation by 5 per cent by 2030, through the use of SAF, LCAF and other aviation cleaner energies** (compared to zero cleaner energy use). In pursuing the Vision, each State's special circumstances and respective capabilities that will inform their ability to contribute to the Vision within their own national timeframes, without attributing specific obligations to individual States.

The Framework refers to the **CORSIA sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions, as the accepted basis for the eligibility of SAF, LCAF and other cleaner energies used for international aviation**, while requesting further work on fuel accounting methodologies. It also outlines comprehensive implementation support initiatives at all value-chain stages and concrete steps to facilitate financing, emphasizing that *"No Country is Left Behind"* in aviation's cleaner energy transition.

It provides clarity, consistency and predictability to governments, public and private investors, industry and fuel producers, on policies, regulations, implementation needs, and investments required to support and unlock the full potential of the aviation sector's energy transition globally.

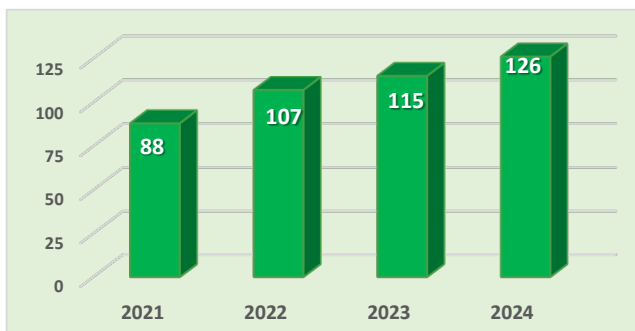
The Vision and the Framework implementation will be monitored and periodically reviewed, aspiring to have cleaner energy production sites in all regions, before **the convening of next CAAF/4 no later than 2028**, with a view to updating the ambition on the basis of market developments.

Updates to CORSIA SARPs and related guidance materials

The following materials have been posted in the [ICAO website](#):

- Second edition of Annex 16, Volume IV, containing the Standards and Recommended Practices (SARPs) for CORSIA implementation, applicable from 1 January 2024.
- Third edition of the Environmental Technical Manual (Doc 9501), Volume IV, containing guidance to support the implementation of the SARPs in the second edition of Annex 16, Volume IV; and
- Revised standardized templates, contained in the third edition of Doc 9501, Volume IV, in the format of spreadsheets for download.

126 Volunteer States from 2024



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

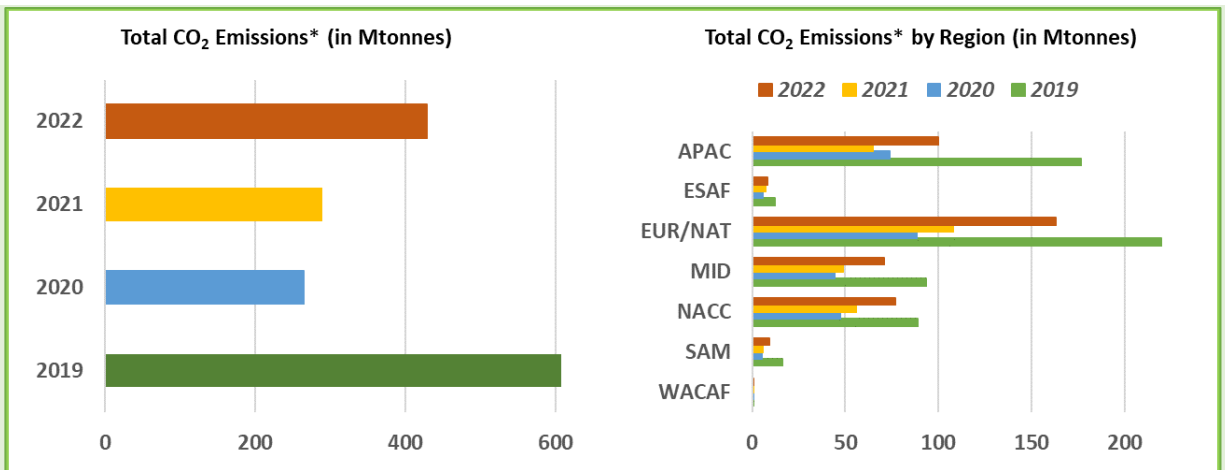
Out of the 126 volunteer States from 1 January 2024, 54 States are classified as Small Island Developing States (SIDS), least developed countries (LDCs), or landlocked developing countries (LLDCs).

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](#).

Reporting 2022 CO₂ Emissions through the CCR

States and operators have continued to fulfil their CORSIA-specific Monitoring, Reporting and Verification (MRV) requirements in accordance with [Annex 16, Volume IV](#). The CO₂ emissions submitted by States through the CCR in 2022 correspond to **more than 97.7% of the total CO₂ emissions** for the year.

In 2022, CO₂ emissions rose above 2021 levels by about 48% to a total of about 429 million tonnes. Despite the increase, **total emissions in 2022 continued to be lower (29%) compared to the 2019 levels**. All regions increased their emissions as a result of the rise of flights due to the partial lifting of air travel restrictions. This trend correlates well with the corresponding observed traffic patterns in the ICAO regions for 2022.



Using the 2022 CO₂ emissions data and the 2019 CO₂ emissions data, the baseline of CORSIA for the pilot phase, the ICAO Secretariat calculated the 2022 Sector's Growth Factor and prepared the second edition of ICAO document **CORSIA Annual Sector's Growth Factor (SGF)**. The **2022 SGF value is 0.0** given that the CO₂ emissions subject to offsetting requirements in 2022 (about 272 million tonnes) were less than the 2019 baseline emissions (about 346 million tonnes). This means that **aeroplane operators do not have any offsetting requirements under CORSIA for 2022**.

Aggregated information and data based on States' submissions through the CCR can be found on the ICAO website:

- **2022 CO₂ emissions in Part III** of the ICAO document "CORSIA Central Registry (CCR): Information and Data for Transparency" (click [here](#) and [here](#) for an Excel version of the data);
- **CORSIA 2022 Sector's Growth Factor (2022 SGF)** in ICAO document "CORSIA Annual Sector's Growth Factor (SGF)".

For more details, refer to the October 2023 edition of the CORSIA newsletter that is available [here](#).

2023 version of the 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 **2023 version** of the ICAO CORSIA CERT, to be used by aeroplane operators for the preparation of their Emissions Reports for emissions corresponding to year 2023, was approved by the ICAO Council at its 230th Session (November 2023). The tool and related technical documentation are now available on the [ICAO website](#) in time to be used for the preparation of the 2023 Emissions Reports during 2024.

CORSIA Eligible Emissions Units

Update The ICAO Council at its [230th Session](#) in November 2023 considered the recommendations of the Technical Advisory Body (TAB) from its 2023 assessment cycle, and approved the amendment of the ICAO document "[CORSIA Eligible Emissions Units](#)". In particular, the Council approved the Biocarbon Fund Initiative for Sustainable Forest Landscapes and Socialcarbon, that

submitted procedural updates in response to their conditional eligibility in early 2023, to become immediately eligible to supply emissions units to the CORSIA pilot phase (2021-2023 compliance period), bringing the total number of approved programmes to eleven as follows:

1. American Carbon Registry (ACR)
2. Architecture for REDD+ Transactions (ART)
3. Biocarbon Fund Initiative for Sustainable Forest Landscapes (ISFL)
4. China GHG Voluntary Emission Reduction Program
5. Clean Development Mechanism (CDM)
6. Climate Action Reserve (CAR)
7. Forest Carbon Partnership Facility Program
8. Global Carbon Council (GCC)
9. Gold Standard (GS)
10. SOCIALCARBON
11. Verified Carbon Standard (VCS).



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

TAB will continue its work of assessing **one re-application** (SOCIALCARBON) **and material changes submitted by three programmes** (Carbon Action Reserve, Gold Standard and Verified Carbon Standard) on their eligibility for the CORSIA first phase (2024-2026) and procedural updates by an already eligible programme (American Carbon Registry). The TAB recommendations will be considered by the 231st session of the Council in March 2024.

The TAB will also **open a call for applications in early 2024** for the TAB’s 2024 assessment cycle on CORSIA eligible emissions units for the first phase. More information regarding the work of TAB can be found [here](#).

Navigating CORSIA 2023 Edition



The **Navigating CORSIA Series – 2023 Edition** 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](#)

CORSIA Implementation Deadlines (2023)

REMINDER — In accordance with Appendix 1 to Annex 16, Volume IV, States should have undertaken the following actions **by 30 November 2023**:

- States to calculate and inform the operators attributed to them of their 2022 CORSIA offsetting requirements.
- Through the CCR, States to submit their 2023 list of aeroplane operators that are attributed to them, and (if applicable) the 2023 list of verification bodies accredited in them.

Upcoming deadlines:

- **31 December 2023**: 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 2024 Actions – Did You Know?

The specific actions that the States and aeroplane operators are required to carry out in line with CORSIA **Monitoring, Reporting and Verification** (MRV) are contained in Appendix 1 to Annex 16, volume IV. These actions and respective timeline extends to 2037.

The main actions to be undertaken in 2024 are summarized below:

- **1 January to 31 December 2024**: Operator **monitors** its 2024 CO₂ emissions in accordance with its approved Emissions Monitoring Plan;

- ➔ **1 January to 30 April 2024:** Operator compiles its 2023 CO₂ emissions and arranges for their **verification**;
- ➔ **by 30 April 2024:** Operator **reports** the verified 2023 CO₂ emissions to its State of attribution;
- ➔ **by 31 July 2024:** State performs an **order of magnitude check** of the submitted 2023 CO₂ emissions, consolidates all reported CO₂ emissions data, and uses the CORSIA Central Registry (CCR) to **report** to ICAO;
- ➔ **by 30 November 2024:** State checks the ICAO document “**CORSIA Annual Growth Sector’s Factor (SGF)**” and uses the **2023 SGF** to calculate the **2023 offsetting requirements** for the aeroplane operators and consequently, the States informs the aeroplane operators about their respective 2023 offsetting requirements;

References and further reading:

[CORSIA leaflet #4](#)

CORSIA Capacity Building



ACT-CORSIA is the ICAO Assistance, Capacity Building and Training programme on **CORSIA**. It was established in June 2018 and encompasses the CORSIA Buddy Partnerships and all other ICAO outreach materials.



The **ACT-CORSIA Buddy Partnerships** rely on individual training of CORSIA Focal Points and are the core of capacity building activities. A total of 136 States participate in the ACT-CORSIA Buddy Partnerships. More information can be found [here](#).

For 2023, the focus of the training under the ACT-CORSIA Buddy Partnerships continues to be on the use of the CORSIA Central Registry and, in particular, the reporting requirements as relating to CO₂ emissions and CORSIA eligible fuels.

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