



# CORSIA Newsletter

October 2023

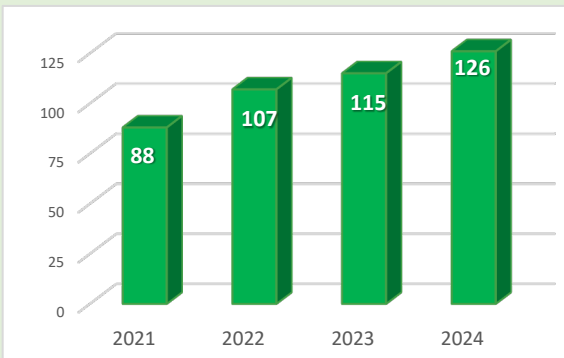
The **Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)** is the first global market-based scheme that applies to a sector. It complements other aviation in-sector emissions reduction efforts such as technological innovations, operational improvements and sustainable aviation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

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

## 126 Volunteer States from 2024



**Ecuador is the latest State to announce its participation in CORSIA, increasing the total number of volunteer States to 126 from 1 January 2024, which marks the beginning of the first phase (2024-2026) of CORSIA**



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, 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 CO<sub>2</sub> Emissions



### CORSIA REPORTING THROUGH THE CCR IS ON TRACK

**As of 31 October 2023, 115 States submitted their 2022 CO<sub>2</sub> emissions through the CCR, which represents an increase in comparison to the same period in 2022 for submission of 2021 CO<sub>2</sub>**

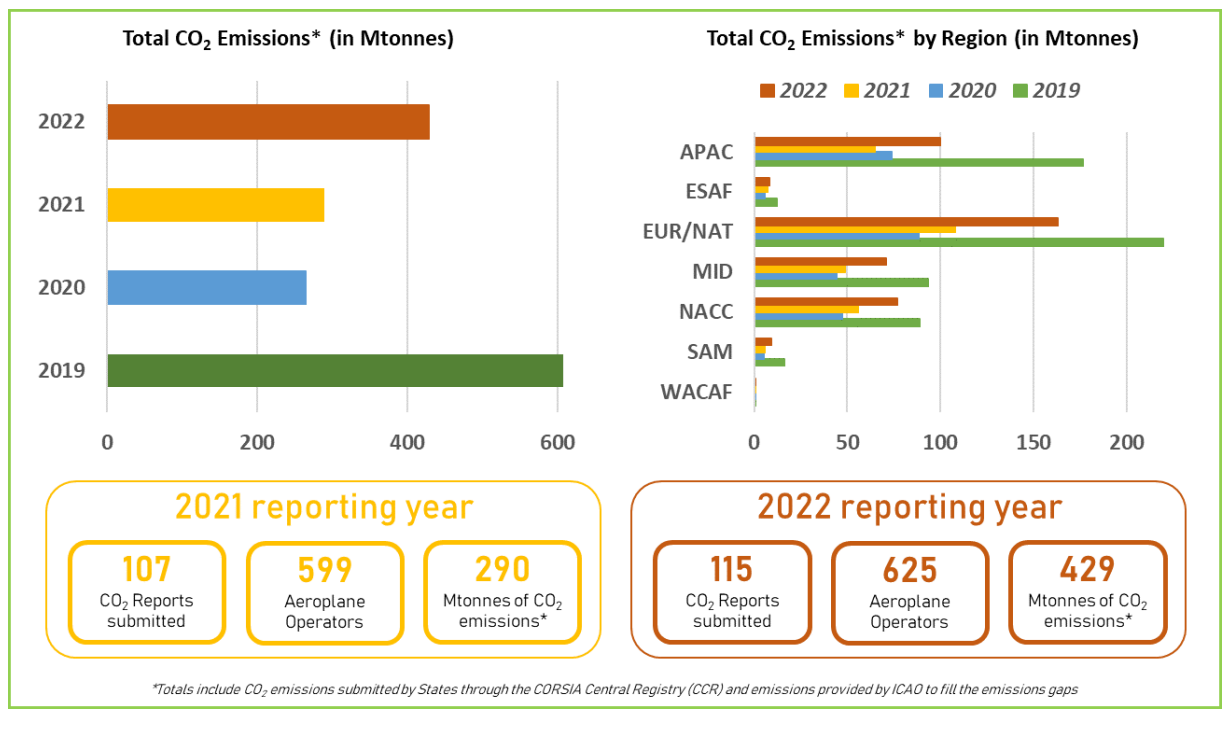
emissions, indicating the higher readiness level of States to use the CCR and their commitment to meet the CORSIA requirements.

In October 2023, **Part III of the ICAO document [CORSIA Central Registry \(CCR\): Information and Data for Transparency](#)** was published, which contains 2022 CO<sub>2</sub> emissions aggregated on each State pair and 2022 CO<sub>2</sub> emissions for aeroplane operators. The information and data in this document were based on the submissions of **115 States through the CCR**, and data provided by ICAO to fill the emissions gap for **21 States** that did not submit emissions data **through the CCR** in accordance with the CORSIA submission deadlines. Operators and States have fulfilled their Monitoring, Reporting and Verification requirements in accordance with Annex 16, Volume IV. The CO<sub>2</sub> emissions submitted by States through the CCR in 2022 correspond to **more than 97.7% of the total CO<sub>2</sub> emissions** for the year.

In 2022, CO<sub>2</sub> 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 CO<sub>2</sub> emissions data and the 2019 CO<sub>2</sub> 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 CO<sub>2</sub> 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**.

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



**Third ICAO Conference on Aviation and Alternative Fuels (CAAF-3)**



The [third ICAO Conference on Aviation and Alternative Fuels](#) (CAAF/3) will be held in Dubai, United Arab Emirates from 20 to 24 November 2023. The Conference will review the 2050 ICAO Vision for Sustainable Aviation Fuels (SAF), including Lower Carbon Aviation Fuels (LCAF) and other cleaner energy sources for aviation, in order to define an ICAO global framework in line with the No Country Left Behind (NCLB) initiative and taking into account national circumstances and capabilities.

In that regard, [CAAF/3-WP5](#) provides an update on the work of ICAO on sustainability criteria and certification, and life cycle assessment of fuels and [CAAF/3-WP6](#) presents information on the fuel accounting and reporting methodologies under the CORSIA Monitoring, Reporting and Verification (MRV) system, including the methodology to reduce an aeroplane operator's offsetting requirements from the use of CORSIA eligible fuels, in support of the consideration of CAAF-3 outcomes.

CORSIA recognizes CO<sub>2</sub> emissions reductions from a wide range of aviation cleaner fuels (i.e. SAF and LCAF) by allowing an aeroplane operator to claim such CO<sub>2</sub> emissions benefits through the reduction of its offsetting requirements, with the application of an internationally harmonized regulatory framework under ICAO for the sustainability criteria, sustainability certification, and the assessment of life cycle emissions of such fuels, in accordance with Annex 16, Volume IV and associated ICAO CORSIA documents. As a result, batches of SAF are already being certified under CORSIA. With CORSIA being the first global market-based measure applicable to a sector, such a regulatory framework could accordingly be labelled as "global", giving relevant stakeholders an internationally harmonized approach which provides regulatory certainty.

All the documentation for the Conference is being made available on the [CAAF/3 Website](#).

## 2023 version of the CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT)

The **ICAO CORSIA CERT** can be used by aeroplane operators to support the monitoring and reporting of their CO<sub>2</sub> 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 considered by the Committee on Aviation Environmental Protection at its Steering Group meeting (16 – 20 October 2023), and the recommendation will be presented to the [230th Session](#) of the ICAO Council (30 October – 9 November 2023). Upon Council's approval, the tool and related technical documentation will be made available in the [ICAO CORSIA website](#).

## CORSIA Eligible Emissions Units

The **Technical Advisory Body** (TAB) finalized the assessment of eleven emissions unit programmes (Biocarbon Fund Initiative for Sustainable Forest Landscapes, Biocarbon Registry, Carbonpath, Cercarbono, Forest Carbon Partnership Facility, International Carbon Registry, J-Credit, KCCI Carbon Standard, Premium Thailand Voluntary Emission Reduction Program, Riverse and Socialcarbon) that submitted applications in early 2023 to become

eligible to supply emissions units to the CORSIA first phase (2024-2026 compliance period). TAB also finalized the assessment of material updates submitted by three programmes (Biocarbon Fund Initiative for Sustainable Forest Landscapes, Global Carbon Council and Socialcarbon) in response to their conditional eligibility for the pilot and first phases of CORSIA.

TAB will present its recommendations to the [230th Session](#) of the Council in November 2023. Upon Council's approval, the updated ICAO document "CORSIA Eligible Emissions Units" will be made available in the [ICAO CORSIA website](#).

## 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](#)
  - [CO<sub>2</sub> Aggregation](#)
- [Frequently Asked Questions](#)
- [Brochure and leaflets](#)
- [Videos \(Navigating CORSIA\)](#)

- [Seminars](#)
- [Online Tutorials](#)

## Upcoming CORSIA Implementation Deadlines (2023)

In accordance with Appendix 1 to **Annex 16, Volume IV**, the following deadlines apply to 2023:

**31 October 2023:** The Secretariat to publish on the ICAO website the ICAO document entitled “CORSIA Sector’s Growth Factor (SGF)” containing the 2022 value for the SGF; the SGF will be used by States to calculate the 2022 offsetting requirements of the operators attributed to them.

**30 November 2023:** States to calculate and inform the operators attributed to them of their 2022 CORSIA offsetting requirements.

**30 November 2023:** 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.

**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 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 CO<sub>2</sub> emissions and CORSIA eligible fuels.



In October 2023, the [Leaflet for CORSIA Focal Points](#) was published, providing 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 CO<sub>2</sub> 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](http://www.icao.int/corsia)*