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REGIONAL GREEN AIRPORTS SEMINAR

Hosted by the Ministry of Transport of the Republic of
Uzbekistan



ICAO EUR/NAT and ACI EUROPE – UZBEKISTAN 2026

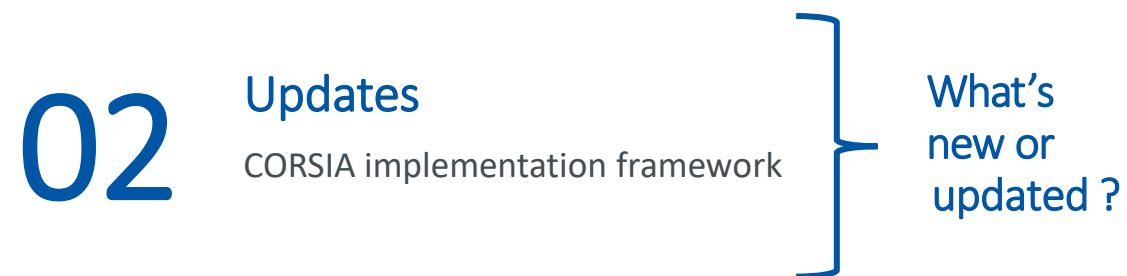
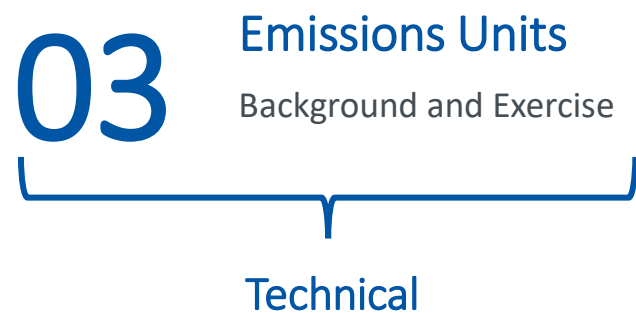
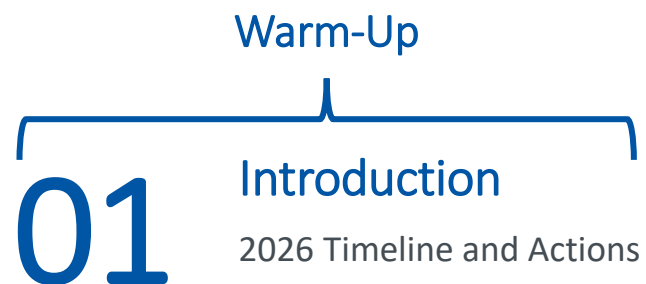


CORSIA Implementation

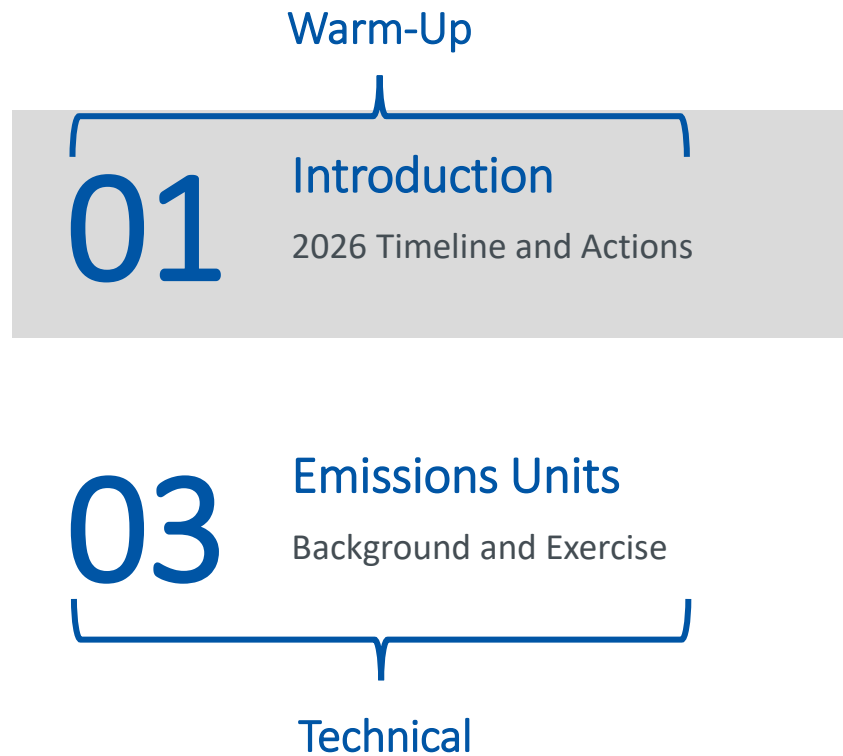
Annex 16 Regulatory Frameworks / CORSIA offsetting requirements and CORSIA Eligible Fuels (CEFs) /
CORSIA eligible emissions units and letters of authorization / Emissions Units Cancellation Report (EUCR)

Georg Naumann / German Environment Agency

Overview



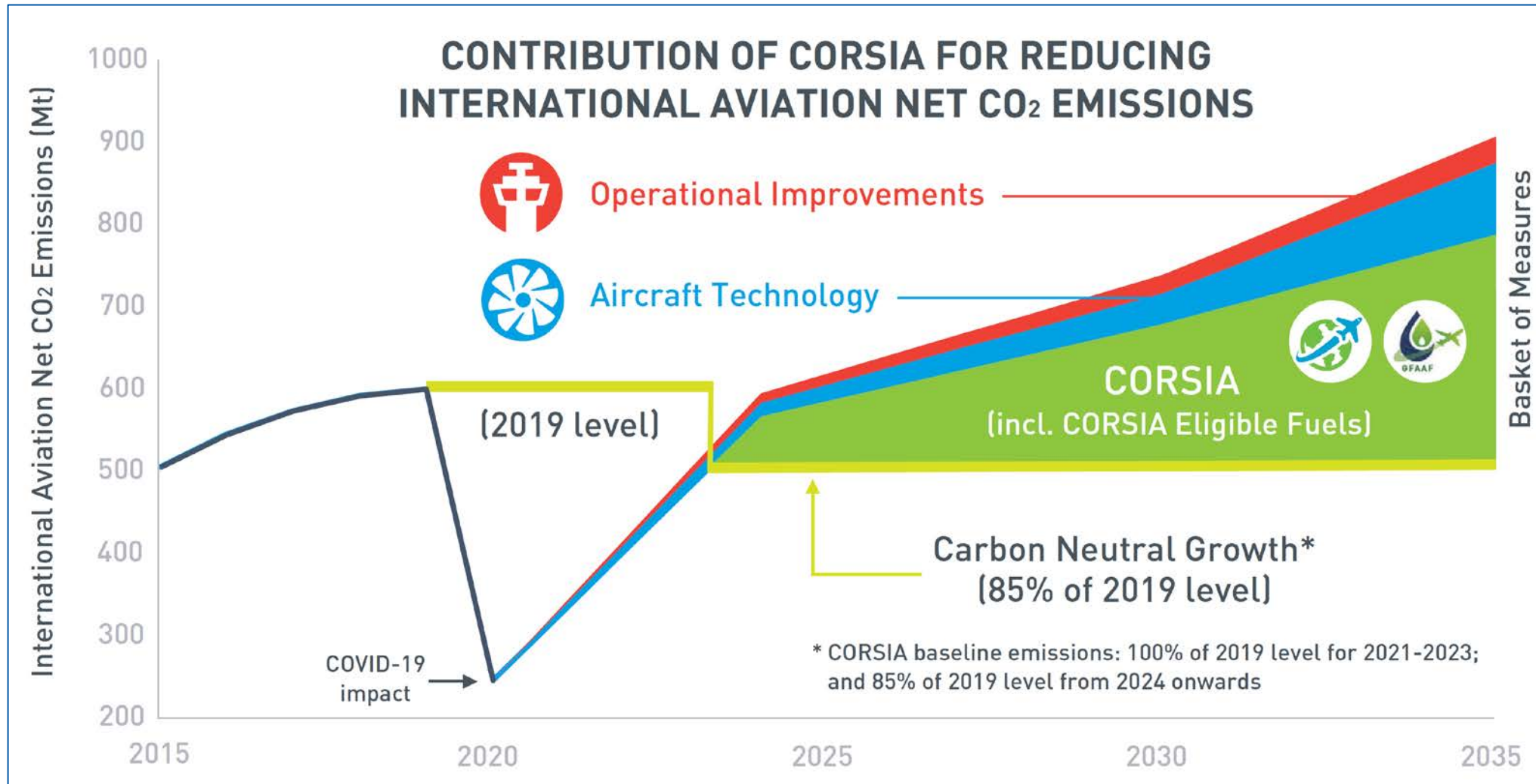
Overview



CORSIA (quick recap)

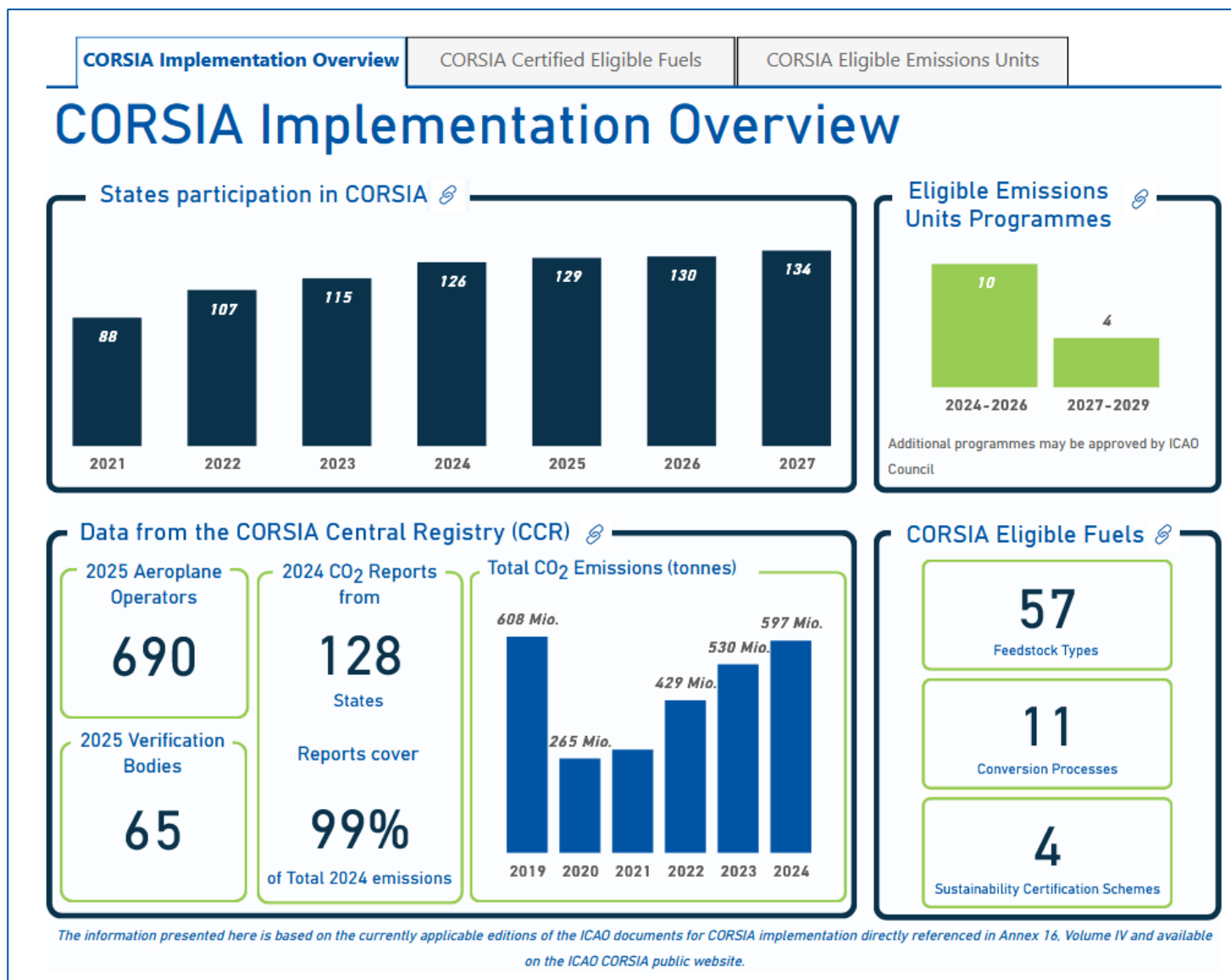
- CORSIA has been adopted to help ICAO achieve its aspirational goal of carbon-neutral growth from 2020 onwards. It is complementary to a broader package of measures.
- CORSIA relies on the use of eligible emissions units (CEEUUs) from the carbon market to offset the amount of CO₂ emissions that cannot be reduced through the use of technological and operational improvements, and CORSIA eligible fuels
- The approach for CORSIA is based on comparing the total CO₂ emissions for a year (from 2021 onwards) against a baseline level of CO₂ emissions (currently, 85% of 2019)

CORSIA (quick recap)



Source: ICAO CORSIA Implementation Plan, 2023

CORSIA (quick recap)

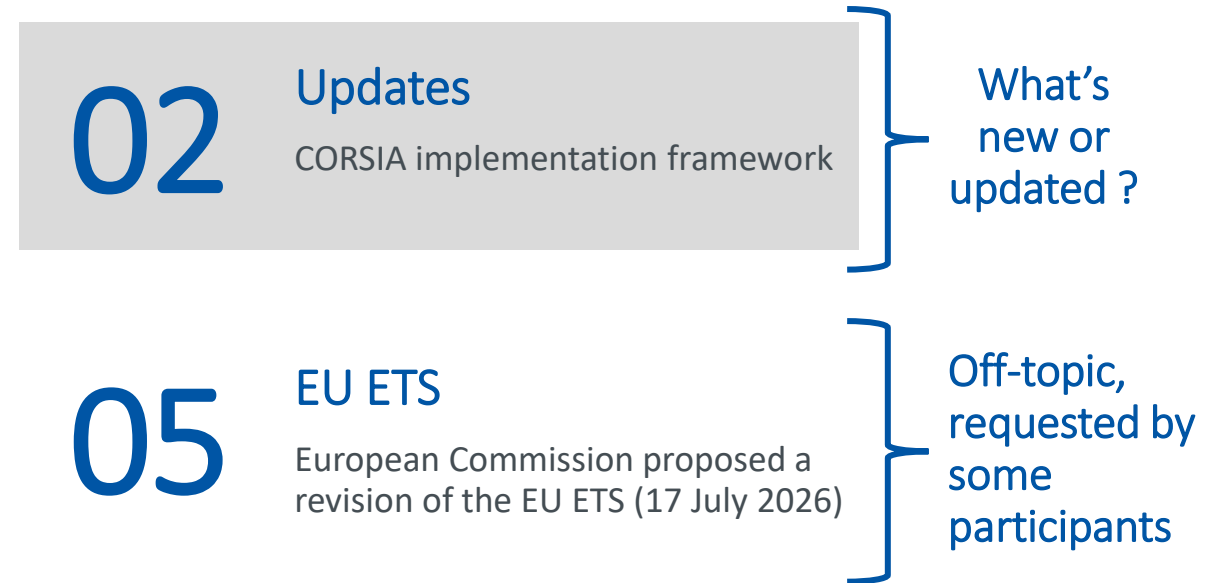
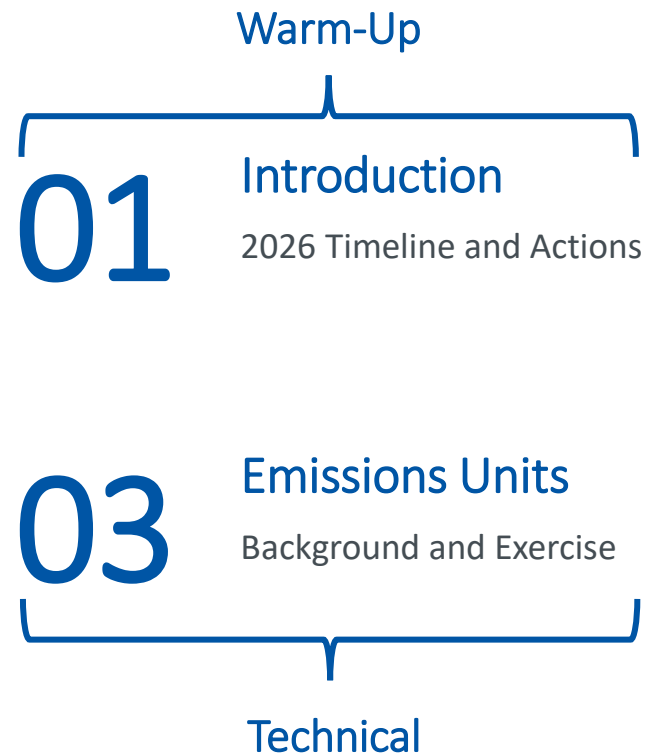


Source: ICAO CORSIA Website, September 2026

2026 MRV Timeline and Actions (Reporting Year 2025)

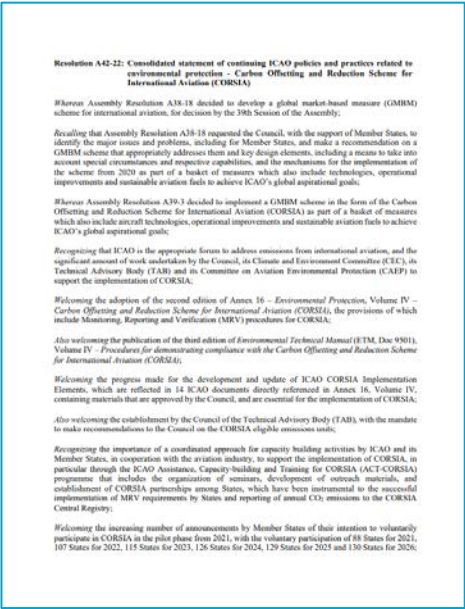
Timeline		Responsibility	Action
2026	1 January to 30 April 2026	Operator and Verification Body	- Operator to compile CO₂ emissions data for 2025 - Verification body to verify 2025 Emissions Report - Operator and verification body to submit verified 2025 Emissions Report and associated Verification Report to the State of attribution
	by 31 July 2026	State	- Conduct order of magnitude check of verified 2025 Emissions Report(s) - Aggregate data in verified 2025 Emissions Report(s) - Use the CCR to submit aggregate 2025 CO₂ emissions data to ICAO
	31 October 2026	ICAO	Publish 2025 CO ₂ emissions and 2025 CORSIA Sector's Growth Factor (SGF)
	by 30 November 2026	State	Use 2025 SGF to calculate 2025 offsetting requirements and inform aeroplane operator(s)
	31 November 2026	State	Use the CCR to submit the Aeroplane Operators and Verification Bodies reports

Overview



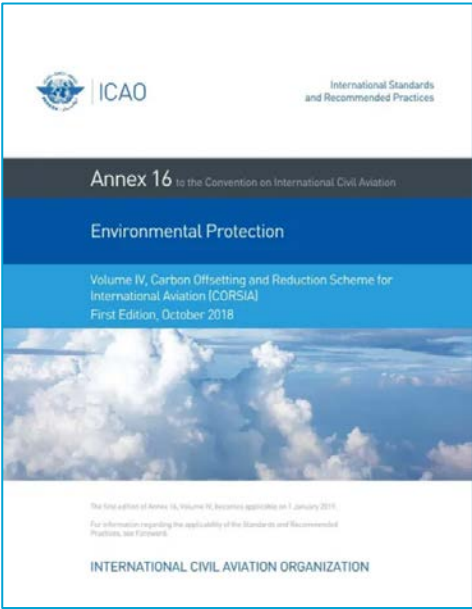
CORSIA Implementation Package

Assembly Resolution A42-22



(overall ICAO policy on CORSIA)

Annex 16, Volume IV (2nd edition)



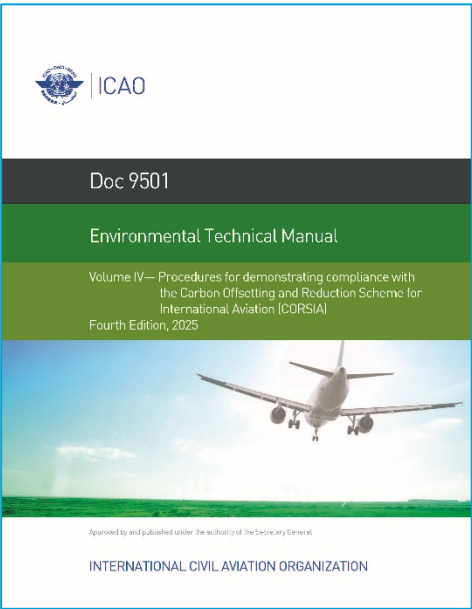
(applicable from 1 January 2024)

CORSIA Implementation Elements and related ICAO documents



(regularly updated)

Doc 9501 (ETM), Vol. IV (CORSIA) (4th edition)



(supports implementation of Annex 16, Volume IV)

CORSIA Implementation Package

Everything required for implementation can be found on the ICAO Website

The screenshot shows the ICAO website's CORSIA Implementation Overview page. The browser address bar displays www.icao.int/CORSIA. The page features a navigation menu with links to About ICAO, Global Priorities, Events, Resources, Procurement, Careers, Featured Articles, and ICAO TV. A search bar and a Subscribe button are also present. The main content area is titled "Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)". It includes a sidebar with links to ENV Homepage, CORSIA Homepage, CORSIA IMPLEMENTATION, ACT CORSIA, CORSIA Eligible Emissions Units, and CORSIA Eligible Fuels. The main text describes CORSIA as the first global market-based scheme for aviation emissions. Below this, there are tabs for "CORSIA Implementation Overview", "CORSIA Certified Eligible Fuels", and "CORSIA Eligible Emissions Units". The "CORSIA Implementation Overview" tab is active, showing two bar charts. The first chart, "States participation in CORSIA", shows a steady increase from 88 to 134 states over seven years. The second chart, "Eligible Emissions Units Programmes", shows 10 programmes in green and 4 in grey.

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CORSIA IMPLEMENTATION

ACT CORSIA

CORSIA Eligible Emissions Units

CORSIA Eligible Fuels

Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

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.

CORSIA Implementation Overview

CORSIA Certified Eligible Fuels

CORSIA Eligible Emissions Units

CORSIA Implementation Overview

States participation in CORSIA

Year	States participation in CORSIA
2016	88
2017	107
2018	115
2019	126
2020	129
2021	130
2022	134

Eligible Emissions Units Programmes

Programme Type	Count
Eligible Emissions Units Programmes	10
Other	4



1 Assembly Resolution on CORSIA

Assembly Resolution on CORSIA

- Resolution currently in force: A42-22
 - Adopted by the 42nd Session of the ICAO Assembly in 2025
 - It supersedes previous Assembly Resolutions on CORSIA:
 - A39-3 (2016) – CORSIA agreement
 - A40-19 (2019)
 - A41-22 (2022)

Resolution A42-22: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

Whereas Assembly Resolution A38-18 decided to develop a global market-based measure (GMBM) scheme for international aviation, for decision by the 39th Session of the Assembly;

Recalling that Assembly Resolution A38-18 requested the Council, with the support of Member States, to identify the major issues and problems, including for Member States, and make a recommendation on a GMBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

Whereas Assembly Resolution A39-3 decided to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as part of a basket of measures which also include aircraft technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

Recognizing that ICAO is the appropriate forum to address emissions from international aviation, and the significant amount of work undertaken by the Council, its Climate and Environment Committee (CEC), its Technical Advisory Body (TAB) and its Committee on Aviation Environmental Protection (CAEP) to support the implementation of CORSIA;

Welcoming the adoption of the second edition of Annex 16 – Environmental Protection, Volume IV – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), the provisions of which include Monitoring, Reporting and Verification (MRV) procedures for CORSIA;

Also welcoming the publication of the third edition of Environmental Technical Manual (ETM, Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA);

Welcoming the progress made for the development and update of ICAO CORSIA Implementation Elements, which are reflected in 14 ICAO documents directly referenced in Annex 16, Volume IV, containing materials that are approved by the Council, and are essential for the implementation of CORSIA;

Also welcoming the establishment by the Council of the Technical Advisory Body (TAB), with the mandate to make recommendations to the Council on the CORSIA eligible emissions units;

Recognizing the importance of a coordinated approach for capacity building activities by ICAO and its Member States, in cooperation with the aviation industry, to support the implementation of CORSIA, in particular through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, which have been instrumental to the successful implementation of MRV requirements by States and reporting of annual CO₂ emissions to the CORSIA Central Registry;

Welcoming the increasing number of announcements by Member States of their intention to voluntarily participate in CORSIA in the pilot phase from 2021, with the voluntary participation of 88 States for 2021, 107 States for 2022, 115 States for 2023, 126 States for 2024, 129 States for 2025 and 130 States for 2026;

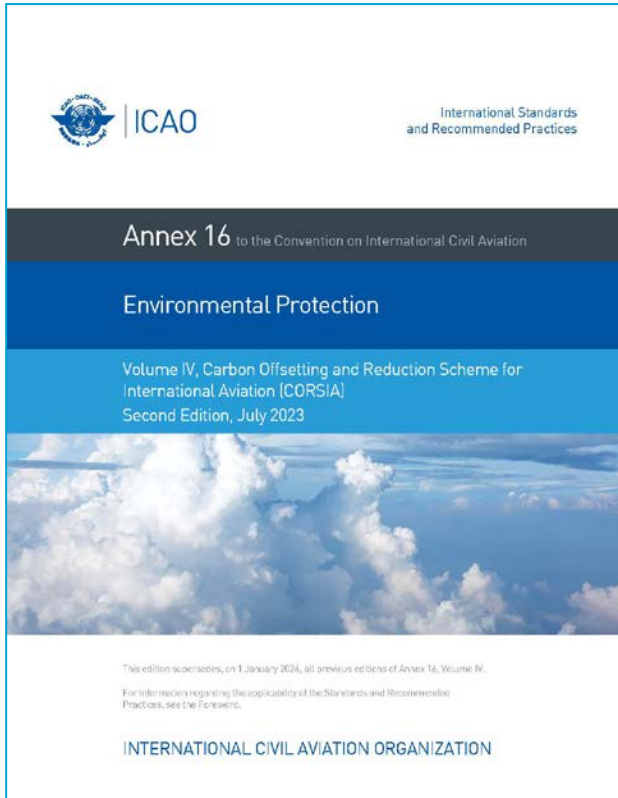


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Annex 16, Volume IV

Annex 16, Volume IV

- Edition currently applicable: second edition
 - Applicable since 1 January 2024
- Next update (Amendment 2 to Annex 16, Volume IV)
 - Became effective on 3 August 2026
 - Applicable from 1 January 2027
 - Will be incorporated into the Second Edition of Annex 16, Volume IV (i.e. the amendment will not become a Third Edition of the document)



Annex 16, Volume IV

Second Edition of Annex 16, Volume IV

- **New definition: “filed flight plan”, relevant abbreviations, reference to ICAO Designator in the filed flight plan**
- **Clarification: Exceptional changes of the monitoring method within a compliance period are allowed**
 - Reminder: Annual CO₂ emissions from international flights subject to offsetting requirements < 50 000 tonnes shall use either a FUMM **or** the CERT, > 50 000 tonnes shall use a FUMM
 - AOs increase above the threshold “shall” (2.2.1.3.3), decrease below “may change” (2.2.1.3.4) monitoring method

Note 1.— An aeroplane operator may exceptionally change monitoring method within a compliance period if it meets either of the criteria specified in 2.2.1.3.3 and 2.2.1.3.4.

- **Data gaps during a compliance period do not exceed the following thresholds**
 - Reminder: 5% threshold of international flights subject to offsetting requirements for 2021-2035
 - No threshold applicable for the use of CERT to fill data gaps of international flights not subject to offsetting requirements

b) 2021-2035 period: 5 per cent of international flights subject to offsetting requirements, as defined in 1.1.2 and 3.1. There is no threshold applicable to the use of the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) to fill data gaps of international flights, as defined in 1.1.2 and 2.1, not subject to offsetting requirements, as defined in 3.1.

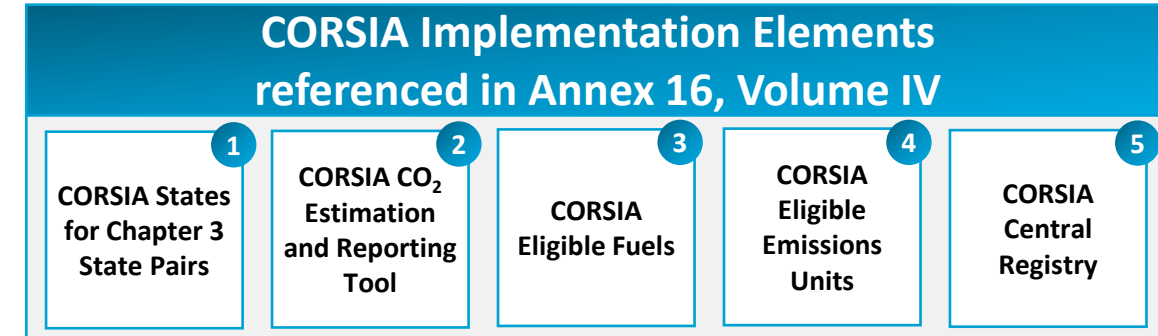


3

CORSIA Implementation Elements and related ICAO documents

CORSIA Implementation Elements and related ICAO documents

- 5 CORSIA Implementation Elements...
- ... reflected in 14 ICAO documents
- Directly referenced in Annex 16, Volume IV
- Contain material approved by the ICAO Council for publication by ICAO to support Annex 16, Volume IV, and essential for the implementation of CORSIA

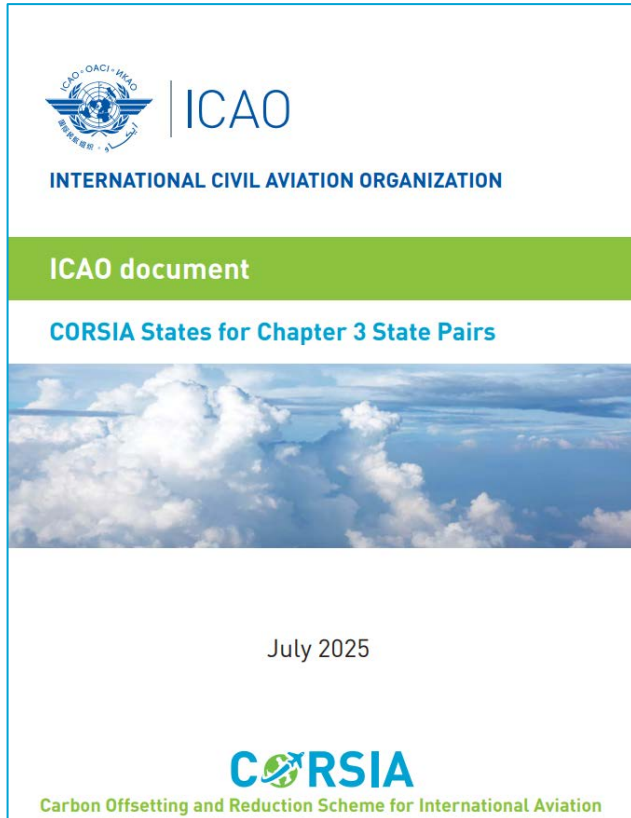


CORSIA Implementation Elements and related ICAO documents

CORSIA Implementation Elements	ICAO documents
CORSIA States for Chapter 3 State Pairs	1. CORSIA States for Chapter 3 State Pairs
ICAO CORSIA CO ₂ Estimation and Reporting Tool (CERT)	2. ICAO CORSIA CO ₂ Estimation and Reporting Tool
CORSIA Eligible Fuels	3. CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes 4. CORSIA Approved Sustainability Certification Schemes 5. CORSIA Sustainability Criteria for CORSIA Eligible Fuels 6. CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels 7. CORSIA Methodology for Calculating Actual Life Cycle Emissions Values
CORSIA Eligible Emissions Units	8. CORSIA Eligible Emissions Units 9. CORSIA Emissions Unit Eligibility Criteria
CORSIA Central Registry (CCR)	10. CORSIA Central Registry: Information and Data for the Implementation of CORSIA 11. CORSIA Aeroplane Operator to State Attributions 12. CORSIA 2020 Emissions 13. CORSIA Annual Sector's Growth Factor (SGF) 14. CORSIA Central Registry (CCR): Information and Data for Transparency

Note – All documents have been approved by the ICAO Council and are available on the ICAO website

CORSIA States for Chapter 3 State Pairs



- Edition 6 (July 2025)
 - List of 130 States defining routes subject to offsetting requirements in 2026
 - Reference for the preparation of Emissions Reports for year 2026 (deadline: 30 April 2027)
- Edition 7 (July 2026)
 - List of 134 States defining routes subject to offsetting requirements in 2026
 - Reference for the Emissions Report for 2027
 - Names of Brazil, China, India and Russian Federation added as per the Note in Annex 16, Volume IV, Part II, Chapter 3, Paragraph 3.1.3.

ICAO CORSIA CERT

CERT
ICAO CORSIA
CO₂ Estimation and Reporting Tool

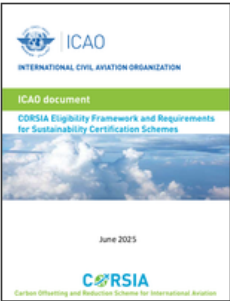
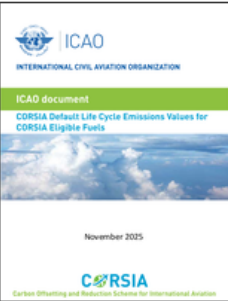
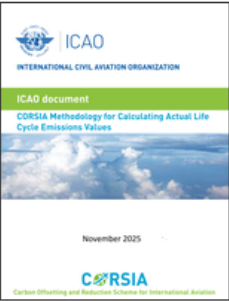
- 2025 version

— Published in December 2025

— To be used by eligible aeroplane operators for the preparation of their 2025 Emissions Report
(deadline: 30 April 2026)



- 5 ICAO documents containing the information needed to claim emissions reductions from the use of CORSIA Eligible Fuels
- Current editions:

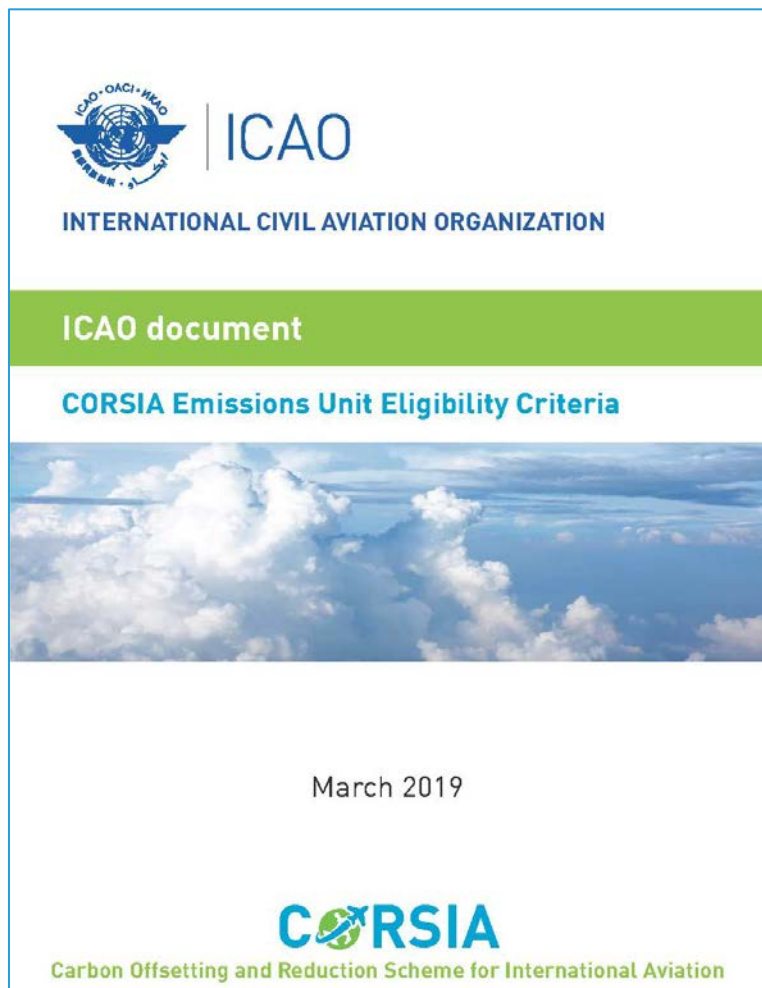
				
CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes	CORSIA Approved Sustainability Certification Schemes*	CORSIA Sustainability Criteria for CORSIA Eligible Fuels**	CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels***	CORSIA Methodology for Calculating Actual Life Cycle Emissions Values
Fourth Edition, June 2025	Fourth Edition, June 2026	Fourth Edition, June 2025	Eighth Edition, November 2025	Seventh Edition, November 2025

CORSIA Eligible Fuels

- Amendments to the ICAO document “CORSIA Approved Sustainability Certification Schemes”

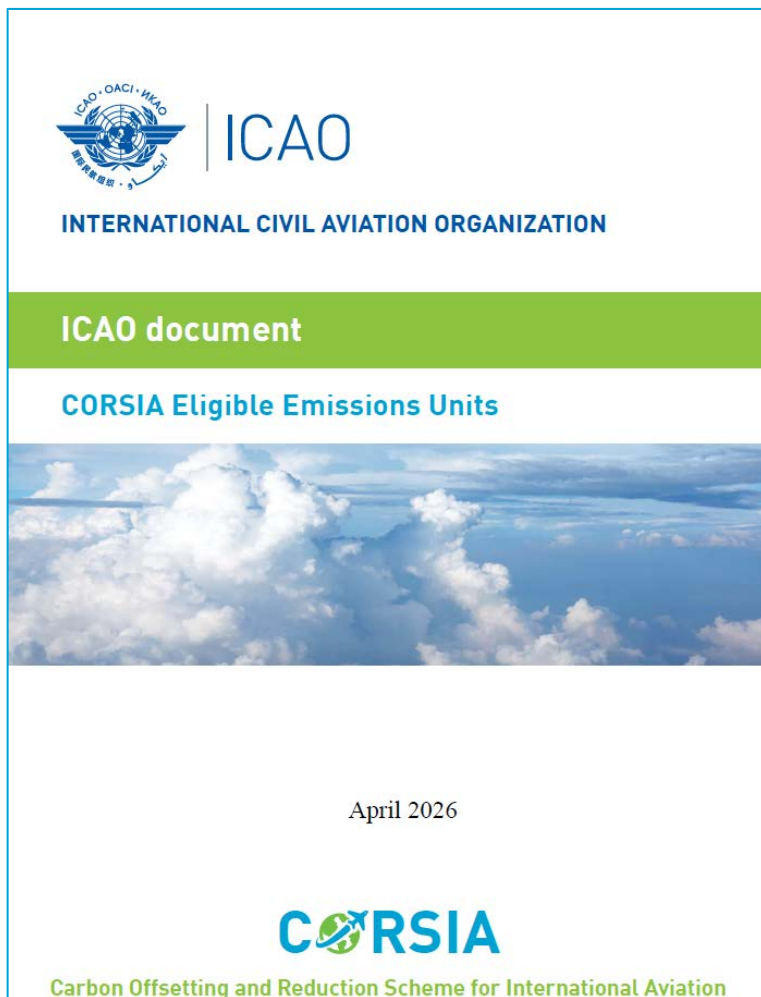
Name of the Sustainability Certification Scheme	Date of approval	Website	Scope of approval
International Sustainability and Carbon Certification (ISCC)	16 Jun. 2023	https://www.iscc-system.org/about/sustainable-aviation-fuels/corsia/	Certification of CORSIA Sustainable Aviation Fuels economic operators covered by Chapters 1 and 2 of the ICAO document “CORSIA Sustainability Criteria for CORSIA eligible fuels”
Roundtable on Sustainable Biomaterials (RSB)	16 Jun. 2023	https://rsb.org/rsb-corsia-certification/	Certification of CORSIA Sustainable Aviation Fuels economic operators covered by Chapters 1 and 2 of the ICAO document “CORSIA Sustainability Criteria for CORSIA eligible fuels”
ClassNK SCS	28 Oct. 2024	https://www.classnk.or.jp/hp/en/authentication/scs/index.html	Certification of CORSIA Sustainable Aviation Fuels economic operators covered by Chapter 2 of the ICAO document “CORSIA Sustainability Criteria for CORSIA eligible fuels”
Bonsucro	22 Jun. 2026	https://bonsucro.com	Certification of CORSIA Sustainable Aviation Fuels economic operators covered by Chapter 2 of the ICAO document “CORSIA Sustainability Criteria for CORSIA eligible fuels” and associated with the supply chain, production, and handling of sugarcane and its derivatives and associated CORSIA SAF production using ATJ and SIP processes.

CORSIA Eligible Emissions Unit Eligibility Criteria



- First edition (2019) – unchanged since then
- Information in this document to be used by the Council's Technical Advisory Body (TAB) in its assessment of CORSIA eligibility of applicant emissions unit programmes
- The information in this document is not relevant for the purpose of purchasing and cancelling CORSIA Eligible Emissions Units, nor for the reporting of the said cancellation.

CORSIA Eligible Emissions Units



- Currently 14th Edition (April 2026)
- This document provides information on which emissions units are CORSIA-eligible and thus can be purchased and cancelled by aeroplane operators to meet their offsetting requirements in CORSIA
- Reminder: reporting on cancellation of CORSIA Eligible Emissions Units will take place for the first time in April 2028

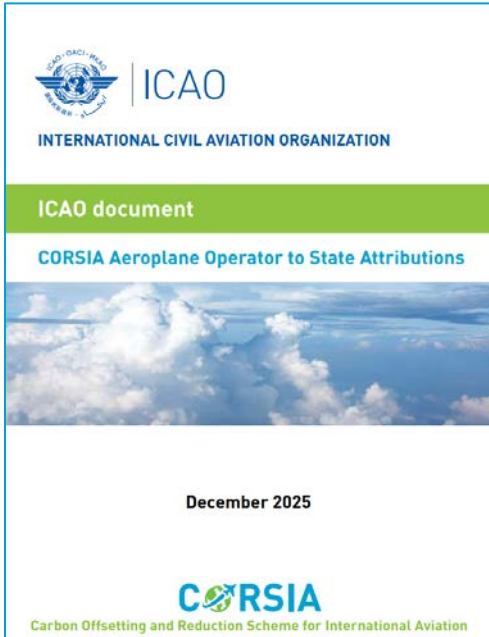
(more information on CORSIA Eligible Emissions Units will be provided in the second part of today's session)

CORSIA Central Registry

- CCR-related ICAO documents reflect CCR output based on States' inputs into the CCR (as per Annex 16, Volume IV requirements)

 ICAO INTERNATIONAL CIVIL AVIATION ORGANIZATION ICAO document CORSIA Aeroplane Operator to State Attributions December 2025 CORSIA Carbon Offsetting and Reduction Scheme for International Aviation	 ICAO INTERNATIONAL CIVIL AVIATION ORGANIZATION ICAO document CORSIA 2020 Emissions October 2022 CORSIA Carbon Offsetting and Reduction Scheme for International Aviation	 ICAO INTERNATIONAL CIVIL AVIATION ORGANIZATION ICAO document CORSIA Annual Sector's Growth Factor (SGF) December 2025 CORSIA Carbon Offsetting and Reduction Scheme for International Aviation	 ICAO INTERNATIONAL CIVIL AVIATION ORGANIZATION ICAO document CORSIA Central Registry (CCR): Information and Data for Transparency Part I: List of Verification Bodies Accredited in States February 2026 CORSIA Carbon Offsetting and Reduction Scheme for International Aviation	 ICAO INTERNATIONAL CIVIL AVIATION ORGANIZATION ICAO document CORSIA Central Registry (CCR): Information and Data for Transparency Part II: Total CO ₂ Emissions for 2019 Aggregated for all Aeroplane Operators on each State Pair October 2022 CORSIA Carbon Offsetting and Reduction Scheme for International Aviation	 ICAO INTERNATIONAL CIVIL AVIATION ORGANIZATION ICAO document CORSIA Central Registry (CCR): Information and Data for Transparency Part III: Total Annual CO ₂ Emissions and Information for Aeroplane Operators October 2025 CORSIA Carbon Offsetting and Reduction Scheme for International Aviation	 ICAO INTERNATIONAL CIVIL AVIATION ORGANIZATION ICAO document CORSIA Central Registry (CCR): Information and Data for Transparency Part IV: Information on CORSIA Eligible Fuels (CEF) Claimed October 2025 CORSIA Carbon Offsetting and Reduction Scheme for International Aviation
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CORSIA Central Registry

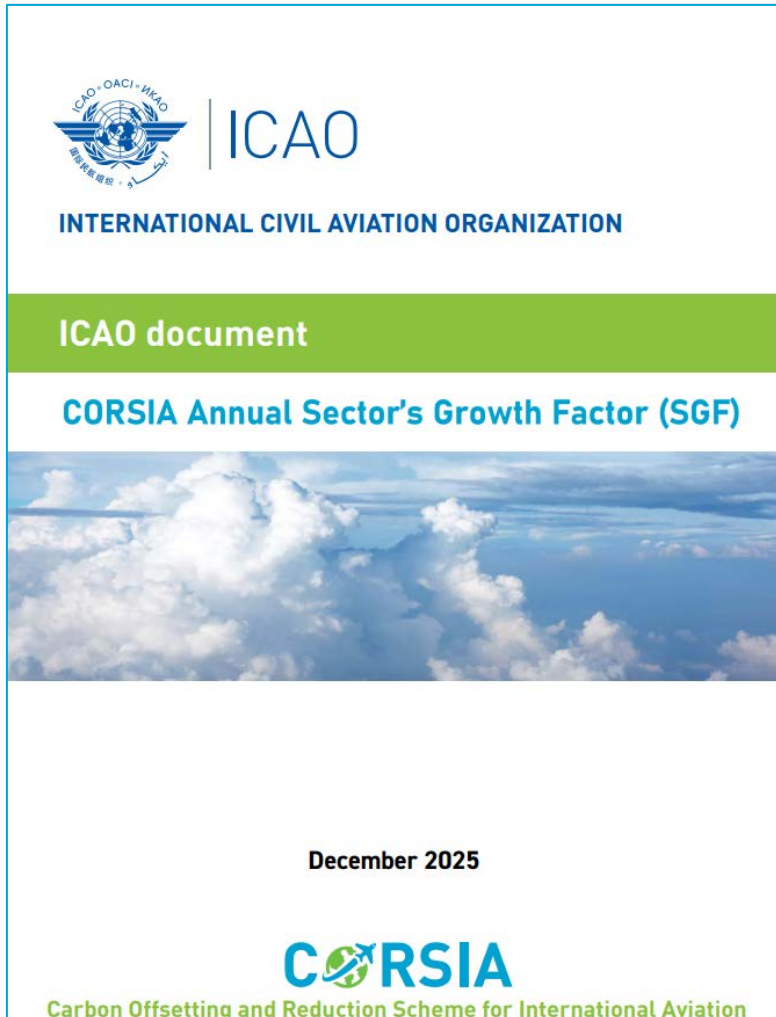


- List of aeroplane operators and accredited verification bodies published in December 2025 should serve as the reference for the preparation and verification of 2025 Emissions Reports (deadline: 30 April 2026)



- Importance of meeting the next reporting deadline (30 November 2026) in preparation for the 2026 Emissions Reports (deadline: 30 April 2027)

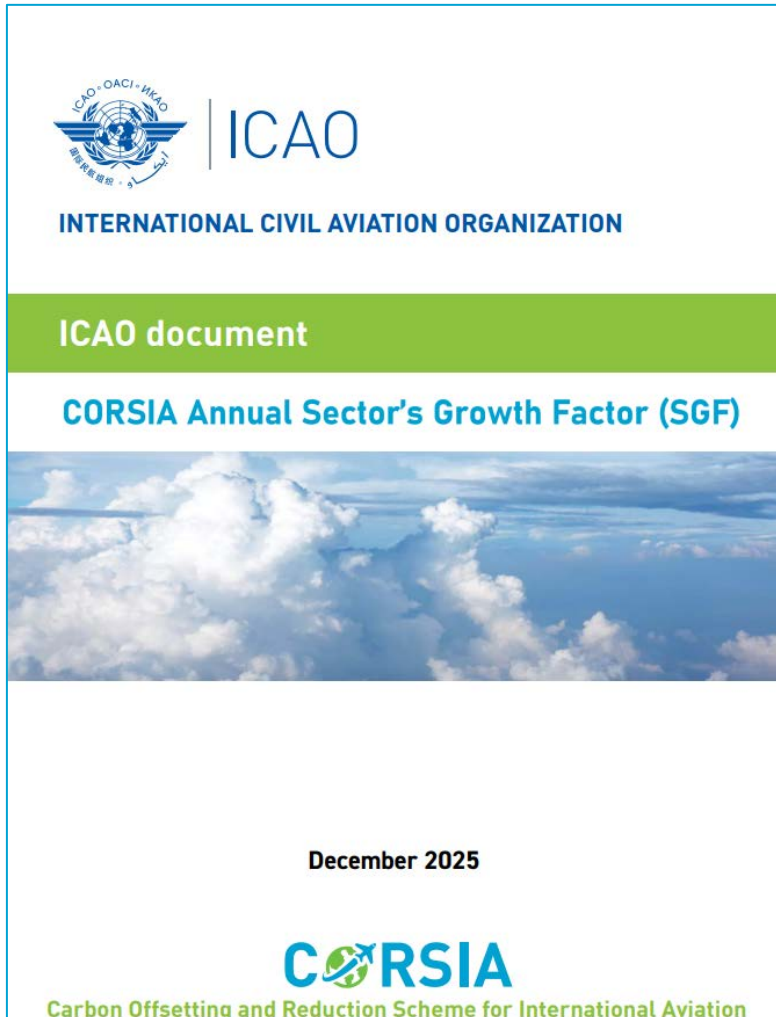
CORSIA Central Registry



- ICAO document "CORSIA Annual Sector's Growth Factor (SGF)"
- SGF_{2024} was greater than zero for the first time since the start of CORSIA implementation
- SGF_{2024} was reviewed in December 2025 from 0.15948315 to 0.15405257. The review was necessary to comply with Note 2 of Paragraph 3.2.2 of Annex 16, Volume IV.

Note 2.— Sectoral emissions in a given year (SE_y) do not include the CO_2 emissions from new entrants during their exception period, as defined in 3.1.2.

CORSIA Central Registry



- For the review, ICAO secretariat conducted bilateral consultation with States regarding the Status of their operators as **New Entrants**
- ICAO Secretariat is implementing changes to the CCR to allow for States include that information in their annual CO₂ Emissions Report starting this year (reporting on 2025 CO₂ Emissions)

CCR REPORTING OF NEW ENTRANT STATUS AND GRACE PERIOD

Paragraph 3.2.2 of Annex 16, Volume IV, which defines the calculation of the Sector Growth Factor (SGF), contains the following note:

Note 2.— Sectoral emissions in a given year (SEy) do not include the CO₂ emissions from new entrants during their exception period, as defined in 3.1.2

- **For the calculation of the SGF to consider the provision above, information is required regarding which aeroplane operators that reported CO₂ emissions are new entrants within the period when it is excepted from accruing offsetting requirements.**
- **Starting from the 2025 CO₂ Emissions reports (Aeroplane Operators), users will have to fill two additional fields to provide the necessary information.**

CCR REPORTING OF NEW ENTRANT STATUS AND GRACE PERIOD

New fields in the CO₂ Emissions Report (Aeroplane Operators) section of the CCR

The screenshot displays the 'CO2 Emissions (Aeroplane Operators)' section of the CCR system. The interface includes a table with the following columns: 'Actions', 'Aeroplane Operators', 'New Entrant Status', 'Exception Period Status', and 'Total emissions subject to Requirement'. The 'New Entrant Status' and 'Exception Period Status' columns are highlighted with green boxes. The table lists two operators: Operator A and Operator B. The 'New Entrant Status' and 'Exception Period Status' columns are currently empty, indicating that this information needs to be entered for each operator.

Actions	Aeroplane Operators	New Entrant Status	Exception Period Status	Total emissions subject to Requirement
☐	Operator A			
☐	Operator B			

- The information regarding the New Entrant Status and the Exception Period will be entered when reporting CO₂ Emissions for each operator

CCR REPORTING OF NEW ENTRANT STATUS AND GRACE PERIOD

New fields in the CO₂ Emissions Report (Aeroplane Operators) section of the CCR

The screenshot displays the 'CO2 Emissions (Aeroplane Operators)' section of the CCR system. The interface includes a table with the following columns: 'Actions', 'Aeroplane Operators', 'New Entrant Status', 'Exception Period Status', and 'Total emissions subject to Requirement'. Two operators are listed: 'Operator A' and 'Operator B'. A green arrow points to the edit icon (pencil) next to 'Operator A'. The 'New Entrant Status' and 'Exception Period Status' columns are highlighted with green boxes, indicating the new fields for reporting.

- The information regarding the New Entrant Status and the Exception Period will be entered when reporting CO₂ Emissions for each operator

CCR REPORTING OF NEW ENTRANT STATUS AND GRACE PERIOD

New fields in the CO₂ Emissions Report (Aeroplane Operators section) of the CCR

The screenshot shows the 'CO2 Emissions (Aeroplane Operators) Edit' form for 'Albania-2025-IN PROGRESS-Operator A'. The 'Details' tab is active, and the 'CO2 Emissions (Aeroplane Operators) Journal' is displayed. The 'Basic Information' section shows the 'Record' as 'Albania-2025-IN PROGRESS'. The 'Enter CO2 Emissions Data (in tonnes)' section is highlighted with a green border. It contains a dropdown for 'Aeroplane Operators *' set to 'Operator A'. Below this, there are two new fields, each with a green border: 'New Entrant Status *' with the question 'Does this aeroplane operator meet the definition of 'new entrant' as specified in Annex 16, Volume IV, Part I, Chapter 1. Definitions?' and 'Exception Period Status *' with the question 'Is this new entrant aeroplane operator currently within the exception period for offsetting requirements as defined in Annex 16, Volume IV, Part II, Chapter 3, 3.1.2?'. Both fields have a question mark icon and radio buttons for 'Yes' and 'No'.

- The “Enter CO₂ Emissions Data” form for Aeroplane Operators will contain **two new yes/no fields**.
- Both **fields are mandatory**. The user won’t be able to submit the CO₂ Emissions Report if one of the new fields are blank

CCR REPORTING OF NEW ENTRANT STATUS AND GRACE PERIOD

But what is a New Entrant?

CCR REPORTING OF NEW ENTRANT STATUS AND GRACE PERIOD

- **New entrant**: any aeroplane operator that commences an aviation activity falling within the scope of Annex 16, Volume IV on or after its entry into force (i.e. 1st January 2019) and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator.
- For additional information on the definition of new entrants also refer to the Environmental Technical Manual, Volume IV, Section 2.2.6.
- A new entrant will have to monitor its emissions from 1 January from the year after it meets its MRV requirements and submit an Emission Monitoring Plan by 31 March of the year when it begins monitoring.

CCR REPORTING OF NEW ENTRANT STATUS AND GRACE PERIOD

- The exception period for offsetting requirements for a new entrant aeroplane operator is for three years starting in the year when it meets the requirements in Annex 16, Volume IV, Part II, Chapter 2, 2.1.1 and 2.1.3 (MRV requirements), or until its annual CO₂ emissions exceed 0.1 per cent of total CO₂ emissions from international flights, as defined in Annex 16, Volume IV, Part II, Chapter 1, 1.1.2 and Chapter 2, 2.1, in 2019, whichever occurs earlier.
- For additional information on the exception period for new entrants also refer to the Environmental Technical Manual, Volume IV, Section 2.3.2.

CCR REPORTING OF NEW ENTRANT STATUS AND GRACE PERIOD

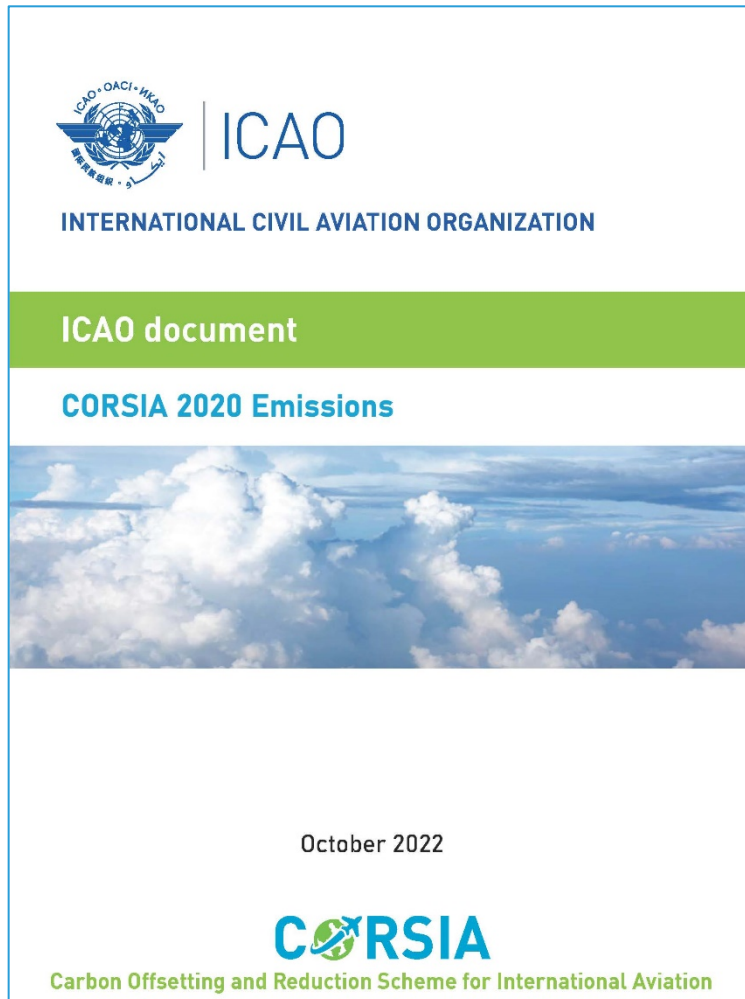
EXAMPLE

An aeroplane operator exceeds the annual CO₂ emissions threshold of 10 000 tonnes in 2026, and is a new entrant:

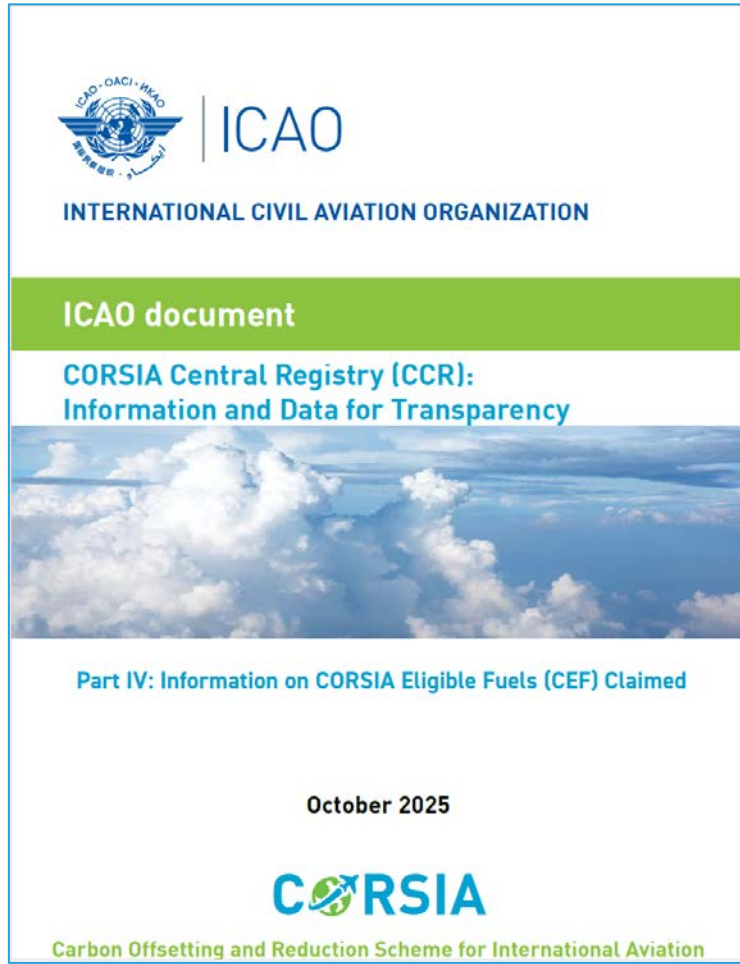
- a) The **exception period** for offsetting requirements for this new entrant **begins from 1 January 2026**;
- b) The new entrant **may monitor** its CO₂ emissions in 2026;
- c) The new entrant **shall start monitoring, verifying and reporting its CO₂ emissions in 2027**;
- d) The first year for which this **aeroplane operator is subject to offsetting requirements is 2029** (full calendar year) – after three years;
- e) If, in 2027, this new entrant exceeds the exception threshold of 0.1 per cent of total CO₂ emissions from international flights in 2019, the first calendar year for which the **aeroplane operator is subject to offsetting requirements is 2028**.

CORSIA Central Registry

- ICAO document "CORSIA 2020 Emissions"
- This document was amended following the adjustments made by the ICAO Assembly to the CORSIA design elements as a result of the 2022 CORSIA periodic review
- Important document to support States in determining when Annex 16, Volume IV, Part II, Chapter 3 (offsetting requirements) provisions apply to new entrant aeroplane operators
- Relevant only to new entrant aeroplane operators with large volume of activity



CORSIA Central Registry



ICAO document “CORSIA Central Registry (CCR): Information and Data for Transparency”

- Part IV: Information on CORSIA Eligible Fuels (CEF) Claimed
 - **First edition published in October 2025** (first CEF claim reported in the CCR)

Part IV: Information on CORSIA Eligible Fuels (CEF) Claimed (October 2025)

ICAO document — CORSIA Central Registry: Information and Data for Transparency - Part IV

Oct 2025

PART IV: Information on CORSIA Eligible Fuels (CEF) Claimed

Part IV of ICAO document “CORSIA Central Registry (CCR): Information and Data for Transparency” has been prepared pursuant to the Note to Table A5-6 in Appendix 5 to Annex 16, Volume IV.

The data contained in the table below is based on submissions made by reporting States through the CORSIA Central Registry (CCR). These include:

- a) Production year of the CORSIA eligible fuel claimed;
- b) Producer of the CORSIA eligible fuel claimed;
- c) Production location of the neat CORSIA eligible fuel;
- d) Type of fuel, feedstock and conversion process for each CORSIA eligible fuel claimed;
- e) Default or Actual Life Cycle Emissions Value (L_{CEF}) for given CORSIA eligible fuel (in gCO_2e/MJ rounded to the nearest whole number);
- f) Batch number(s) of each CORSIA eligible fuel claimed; and
- g) Total mass of each batch of CORSIA eligible fuel claimed.

Reporting year: 2024

Production year	Producer	Production location	Fuel type	Feedstock	Conversion process	Life Cycle Emissions Value (gCO_2e/MJ)	Batch number	Total mass of batch (tonnes)
2024	NESTE Singapore Pte Ltd.	1 Tuas South Lane, 637301, Singapore	Jet-A1	Used cooking oil	Hydroprocessed Esters and Fatty Acids (HEFA)	14	J4-24-15	1430.01

ICAO document “CORSIA Central Registry (CCR): Information and Data for Transparency”

- Part V: Information on Total Offsetting Requirements and Quantity of Emissions Units Cancelled
 - Not published yet
 - First edition expected in October 2028 (for the cancellation of CORSIA Eligible Emissions Units for meeting offsetting requirements in CORSIA’s first phase (2024 – 2026))



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Doc 9501 (Environmental Technical Manual), Volume IV

ETM, Volume IV



- Edition currently applicable: fourth edition, published in December 2025
 - Guidance to support the implementation of the second edition of Annex 16, Volume
- New guidance on verification of emissions reduction claims from CEFs
- New section on CEFs in the States' Order of Magnitude checklist
- Restructuring of the CEF claims template to make it more user-friendly
- Update of the Verification Report template to facilitate the review of CEF claims

ETM, Volume IV - Standardized templates

- 3 out of the 6 Standardized Templates have been revised and are available for download
 - Template of CORSIA eligible fuels supplementary information to the Emissions Report
 - Template of State Order of Magnitude Checklist for Emissions Report
 - Template of Verification Report

CORSIA

**CORSIA ELIGIBLE FUELS
SUPPLEMENTARY INFORMATION***

(*supplementary information to the Emissions Report from aeroplane operator to State)

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"CORSIA eligible fuel chain of custody" form

CORSIA

State order of magnitude checklist for the Emissions Report

Template Information

Aeroplane operator's name:	
Reporting year:	
Amount of verified emissions (in tonnes):	
Emissions from international flights subject to offsetting (in tonnes):	
Reviewed by:	

Additional details:

CORSIA

Verification Report

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Template Information

Template provided by:	
Version (publication date):	

QUESTIONS?