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ICAO

ENVIRONMENT

CORSIA Newsletter

December 2025



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 what CORSIA is click [here](#)

CORSIA in 2025: Achievements and Takeaways



In 2025, CORSIA achieved a substantial progress, including the robust implementation of its CO₂ MRV requirements by States and aeroplane operators, in accordance with the SARPs in Annex 16 — *Environmental Protection, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, and other important developments in relation to the CORSIA Eligible Fuels, CORSIA Eligible Emissions Units and CORSIA Central Registry (CCR). In 2025, around **99% of 2024 CO₂ emissions** were reported through the CCR ensuring the successful implementation of CORSIA.

Regarding CORSIA participation, **the number of volunteer States has steadily increased every year since 2021 resulting in a higher coverage of international aviation emissions**. In 2025, 129 States participate in CORSIA and one more State announced their intention to participate in CORSIA from 1 January 2026, bringing the total number of voluntary participation to **130 States**. The larger the number of States that voluntarily participate in CORSIA, the larger the **environmental effectiveness** of the Scheme through the increased number of international routes covered under its offsetting requirements.

The ICAO Council conducted the **2025 CORSIA periodic review**, with the technical contribution of the Committee on Environmental Protection (CAEP), building upon the process followed in 2022 and with a focus on the **supply, demand and price of CORSIA Eligible Fuels and CORSIA Eligible Emissions Units**. The outcome of the 2025 review shows the estimated cost of CORSIA implementation to be within the range provided by previous analyses, while emphasizing the importance of a harmonized approach under CORSIA to ensure the quality of CORSIA Eligible Fuels and CORSIA Eligible Emissions Units, through the CORSIA sustainability criteria and the CORSIA emissions unit eligibility criteria, respectively.

For the first time, the **2024 Sector's Growth Factor** is above zero (**SGF₂₀₂₄ value = 0.15405257**). Each State is to use the SGF₂₀₂₄ value for the purposes of calculating the 2024 CO₂ offsetting requirements for each aeroplane operator attributed to it (more details in the SGF section below).

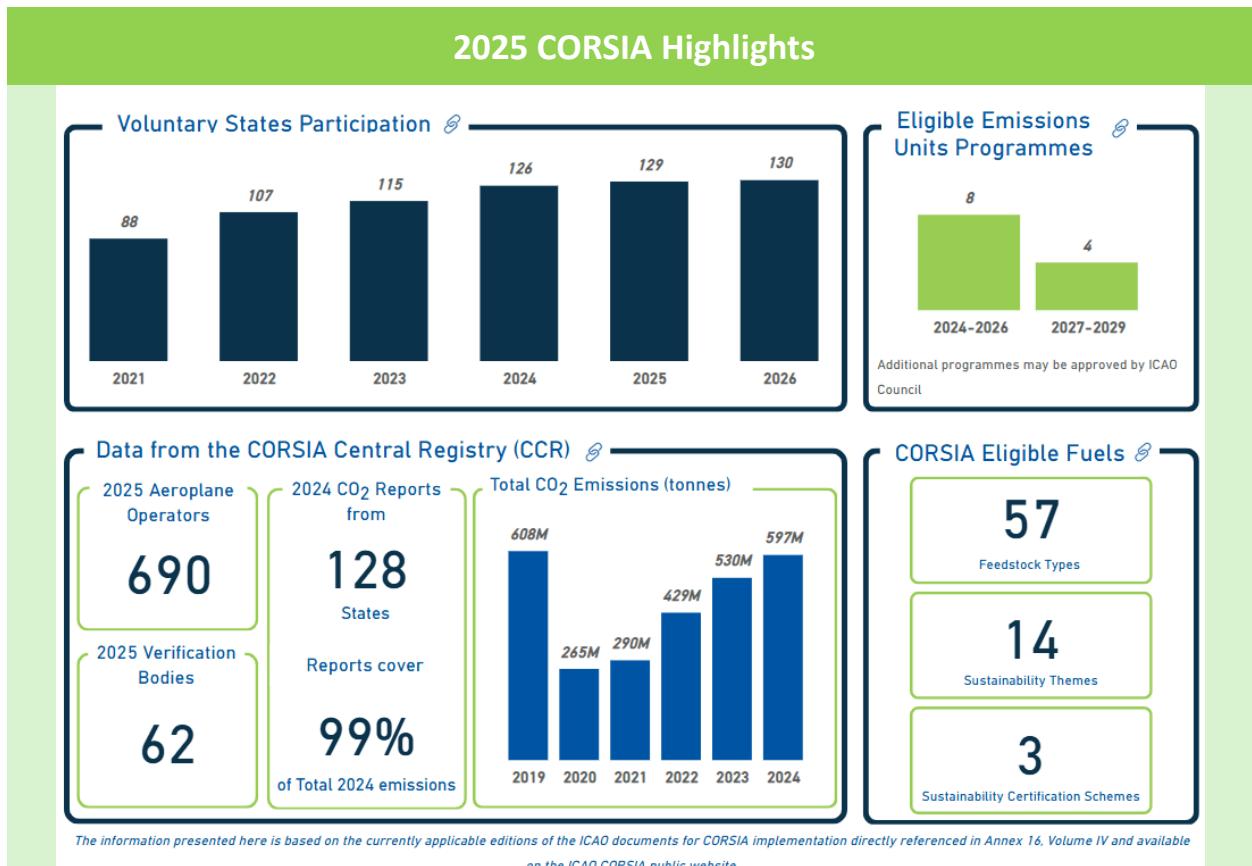
Throughout 2025, the ICAO Council continued to advance the development and update of all CORSIA Implementation Elements. The availability of all ICAO CORSIA documents, following their approval by the Council, has resulted in enhancing the transparency of implementation.

CORSIA was one of the key items considered at the 42nd Session of the ICAO Assembly, where Member States adopted the **updated Assembly Resolution on CORSIA**. The Resolution reinforced the collective determination of ICAO Member States to continue to implement CORSIA as the **only global market-based measure (GMBM) for international aviation**.



The Assembly encouraged **more States to participate voluntarily in CORSIA** to increase the environmental integrity of the scheme. The Assembly also encouraged States and relevant stakeholders to rapidly **scale up the production and certification of CORSIA eligible fuels** and recognized the critical importance of **Letters of Authorization to facilitate the access and availability of CORSIA eligible emissions units** to aeroplane operators, in particular those governments hosting activities that generate CORSIA units to expedite the issue of such letters. The Assembly requested the Council, with the technical contribution of CAEP, to continue to regularly assess and **monitor the supply, demand and**

price of CORSIA eligible fuels and CORSIA eligible emissions units, while ensuring their sustainability and quality.



The increasing number of States voluntarily participating in CORSIA is a clear signal of their **determination to contribute to the global effort to achieve carbon neutral growth for international aviation** under the auspices of ICAO. Below the key highlight of the CORSIA implementation elements.

CORSIA Central Registry (CCR)

In 2025, 128 States submitted their 2024 CO₂ emissions through the CCR, marking the highest numbers of reporting States. The reported 2024 CO₂ emissions totaled approximately 597 million tonnes, reflecting a 12.6% increase compared to 2023 levels. The number of gap-filling States decreased to a record low of 10 States in 2025, compared to 15 States for which ICAO had to fill the gap in 2024.

The following ICAO documents are now available on the [ICAO CORSIA CCR website](#):

- **Part III of the ICAO document *CORSIA Central Registry (CCR): Information and Data for Transparency***, which contains 2024 CO₂ emissions aggregated for each State Pair and 2024 CO₂ emissions for Aeroplane Operators. The information and data in this document are based on the submissions of **128 States through the CCR**, and data provided by ICAO to fill the emissions gap for **10 States** that did not submit emissions data **through the CCR** in accordance with the CORSIA submission deadlines.

- **Part IV of the ICAO document *CORSIA Central Registry (CCR): Information and Data for Transparency*** containing information on claims of emissions reductions from CORSIA eligible fuels for the 2024 reporting year. This is the first edition of the document, given that no CEF claims had been made by aeroplane operators prior to 2024.
- **ICAO document *CORSIA Annual Sector's Growth Factor (SGF)*** — revision of the CORSIA Annual Sector's Growth Factor for year 2024 (SGF₂₀₂₄), that will be used by each State in the calculation of the annual amount of CO₂ emissions required to be offset, by each aeroplane operator attributed to it, prior to consideration of the CORSIA eligible fuels.

CORSIA Eligible Fuels

The ICAO Council approved following recommendations of the Committee on Aviation Environmental Protection (CAEP) regarding **new feedstocks and life cycle emission values for CORSIA eligible fuels**:

- Amendments to the ICAO document “*CORSIA default life cycle emission values for CORSIA eligible fuels*”, including a new default core LCA value for the **HEFA-Palm Oil Mill Effluent (POME) pathway**
- Amendments to the ICAO document “*CORSIA methodology for calculating actual life cycle emission values*”:
- classification of new feedstocks as processing residues (**spent bleaching earth, coconut testa, dry coconut pulp, sugarcane vinasse, and sugarcane filter**)
- classification of a new feedstock as processing by product (**pangasius fish scrap**)
- classification of new feedstocks as wastes (**industrial waste of biogenic origin, and construction and demolition waste of biogenic origin**)
- addition of subcategories of “agricultural by-products”, “forestry by-products”, and “processing by-products”
- amendments to the specifications of non-standard coconuts

More requests for consideration of new feedstocks and pathways can be done with the process laid out in the CORSIA Document “[CORSIA Eligible Fuels - Life Cycle Assessment Methodology](#)” Part I.

CORSIA Eligible Emissions Units

The ICAO Council accepted the recommendations of the Technical Advisory Body (TAB) from its 2025 assessment cycle and approved the amendment of the ICAO document “CORSIA Eligible Emissions Units”. The Council approved **two additional programmes** to become eligible to supply emissions units **for the 2024-2026 compliance period (CORSIA first phase)**, as well as **four programmes** to become eligible to supply emissions units for the **2027-2029 compliance period (part of CORSIA second phase)**.

The updated ICAO document “CORSIA Eligible Emissions Units”, with the list of approved eligible programmes for the first phase (2024-2026) and second phase (2027-2029) and their respective scopes of eligibility, is available on the [ICAO CORSIA website](#).

In early 2026, **ICAO will open a call for applications for the 2026 TAB assessment** to make its recommendations on the eligibility of programmes for the 2027-2029 compliance period. Successful

programmes may also be approved retroactively for the CORSIA first phase. Information about the 2026 call for applications will be available soon on the [ICAO TAB website](#).

TAB will also consider the progress of the Paris Agreement Crediting Mechanism (PACM) and will undertake an assessment of the mechanism once it is operational. TAB will also keep reporting to the Council on the potential unit supply analysis for the 2024-2026 and 2027-2029 compliance periods.

CORSIA CO₂ Estimation and Reporting Tool (CERT)

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 **2025 version** of the ICAO CORSIA CERT, to be used by aeroplane operators for the preparation of their Emissions Reports for emissions corresponding to year 2025, was approved by the ICAO Council. The tool and related technical documentation is available on the [ICAO website](#) and can be used for the preparation of the 2025 Emissions Reports during 2026.

ICAO at COP30

The 30th meeting of the UNFCCC's Conference of the Parties (COP30) took place in Belém, Brazil, from 10 to 22 November 2025. ICAO actively participated and highlighted the role of international aviation in delivering climate action through the **effective implementation of CORSIA**, the **growing momentum of aviation cleaner energies**, and **targeted capacity-building support** for States. Through key interventions and dedicated side events, ICAO underscored the need for coordinated global solutions, adequate financing for aviation's clean energy transition, and sustained international cooperation to ensure an inclusive and effective pathway toward net-zero aviation.

Learn more about ICAO's presence and key messages at COP30 in our [latest article at Uniting Aviation](#).

Revision of CORSIA Annual Sector's Growth Factor for year 2024 (SGF₂₀₂₄)

On 12 December 2025, **ICAO published the revised value of SGF₂₀₂₄ (0.15405257)**. This marginal revision of the SGF value ensured full alignment with the relevant provisions contained in the second edition of Annex 16, Volume IV, Part II, Chapter 3, 3.2.2, Note 2. In particular, it addressed the provision that, when calculating SGF for a given year, CO₂ emissions from aeroplane operators that qualify as "new entrants" will not be considered, provided that the new entrant is within the period when it is excepted from accruing offsetting requirements.

The Fourth edition, Revision 1 of the ICAO document "**CORSIA Annual Sector's Growth Factor (SGF)**" is now available on the [ICAO website](#).

2026 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. The **key CORSIA implementation deadlines for States in 2026 are highlighted below:**

- **1 January to 30 April 2026:** Aeroplane operators compile 2025 CO₂ emissions data to be verified by verification bodies;
- **by 30 April 2026:** Aeroplane operators and verification bodies to submit to States the verified Emissions Reports and associated Verification Reports for 2025 CO₂ emissions;
- **by 31 July 2026:** States perform an order of magnitude check of the **submitted 2025 CO₂ emissions**, including any filling of data gaps in case of non-reporting by aeroplane operators, consolidate all reported CO₂ emissions data, and use the CORSIA Central Registry (CCR) to report to ICAO aggregated CO₂ emission data and, if applicable, information on CORSIA eligible fuels; and
- **by 30 November 2026:** State checks the ICAO document “**CORSIA Annual Growth Sector’s Factor (SGF)**” and uses the **2025 SGF** to calculate the **2025 offsetting requirements** for the aeroplane operators and consequently, the States informs the aeroplane operators about their respective 2025 offsetting requirements.

ICAO will continue to support all States cooperating under the **ACT-CORSIA programme** and in the spirit of ICAO’s *No Country Left Behind* initiative.

Updates to CORSIA Guidance Material

The fourth edition of the Environmental Technical Manual (Doc 9501), Volume IV, containing updated guidance to support the implementation of the applicable edition of Annex 16, Volume IV, was made available in the [ICAO website](#) the first week of December 2025. The revised standardized templates, contained in the fourth edition of Doc 9501, Volume IV, was also made available in the [ICAO website](#) the first week of December, in the format of spreadsheets for download.

Updates on CORSIA Eligible Fuels

During the recent Steering Group meeting of the Committee on Aviation Environmental Protection (CAEP) in December 2025, **three documents submitted by the CAEP Sustainability Certification Schemes Evaluation Group (SCSEG) were agreed**. Those documents address the need to clarify procedures of CAEP SCSEG relating to document management, communications, assessment, managing and monitoring SCSs, transparency, and scope deviations. The documents are:

- **SCSEG Procedures Document.** The SCSEG will use this internal procedural document to guide its assessment of SCS.
- **SCS System Document Change Notification Form.** The SCSEG will use this notification form to evaluate whether or not a change notified by SCS is non-material, material non-severe, or severe in its deviation from the approved SCS eligibility.

- **SCSEG Public Comments Form.** This form intends to allow the general public to submit comments pertaining to observations of any potential deviation on the eligible SCS from the CORSIA framework, including adherence to the sustainability criteria on CORSIA eligible fuels. Comments may be provided regarding potential deviations by SCSs, certification bodies and auditors, and/or CORSIA certified economic operators.

All three documents are available on the [ICAO website](#).

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 for the robust CORSIA implementation, and they have been proven to be an extremely successful modality to provide training and assistance to support-requesting States on various aspects of CORSIA implementation.

Under the partnerships, technical experts supplied 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 a record of **128 States submitting 2024 CO₂ emissions reports, resulting in 99% of global emissions reported through the CCR**.

In 2025, **five additional support-requesting States** (Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia, and Saint Vincent and the Grenadines) have joined the ACT-CORSIA Buddy Partnerships to be supported by Canada, totaling **141 participating States in the programme** with 16 supporting States and 125 requesting States.

In 2025, the focus of the training under the ACT-CORSIA Buddy Partnership has been the MRV tasks in light of lessons learned from the past six years of the MRV implementation, as well as the developments regarding CORSIA Eligible Fuels and CORSIA Eligible Emissions Units.

More information can be found [here](#).

The [Leaflet for CORSIA Focal Points](#), provides information and useful links that will assist State's focal points in the implementation of CORSIA.



The CORSIA Verification Course offered by ICAO's Global Aviation Training (GAT) Office 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.

In early 2026, three additional CORSIA Training Courses are being developed and will be made available through ICAO training, covering the following topics:

- CORSIA Overview
- CORSIA Eligible Fuels
- CORSIA Eligible Emissions Units

More information on these courses will be provided in future issues of the CORSIA Newsletter

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