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# CORSIA Newsletter

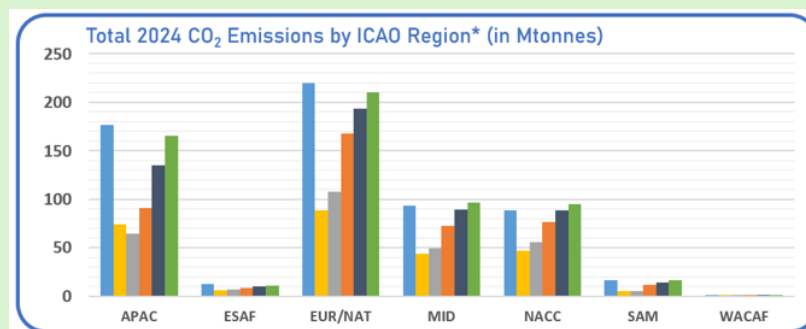
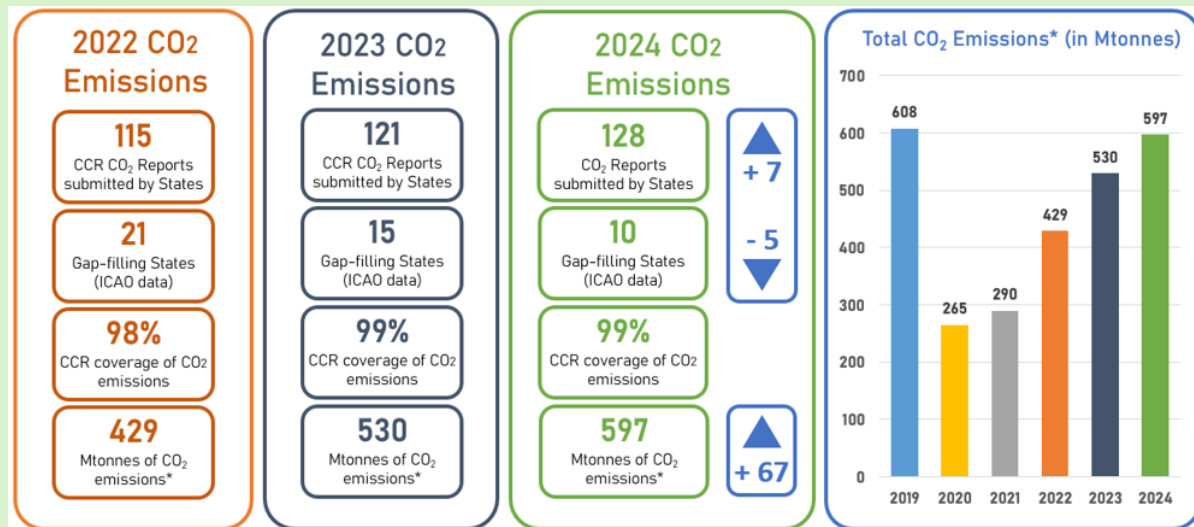
November 2025



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](#)

## 2024 CO<sub>2</sub> emissions through the CORSIA Central Registry (CCR)



Since 2019, Member States are implementing the CORSIA CO<sub>2</sub> Monitoring, Reporting and Verification (MRV) system, by which a high coverage of verified CO<sub>2</sub> emissions is reported annually by States to ICAO, which is a testimony of the success of CORSIA implementation and States' compliance.

**In 2025, 128 States submitted their 2024 CO<sub>2</sub> emissions through the CCR, marking the highest numbers of reporting States.** The reported 2024 CO<sub>2</sub> 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.

In accordance with Annex 16, Volume IV, the ICAO Secretariat **filled the CO<sub>2</sub> emissions gap for 10 States that did not submit data through the CCR** and the Secretariat published the following ICAO documents on the [ICAO CORSIA website](#):

- **Part III of the ICAO document *CORSIA Central Registry (CCR): Information and Data for Transparency***, which contains 2024 CO<sub>2</sub> emissions aggregated for each State Pair and 2024 CO<sub>2</sub> 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)* — See next section** on the ongoing process for the revision of the CORSIA Annual Sector's Growth Factor for year 2024 (SGF<sub>2024</sub>).

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### 2025 CORSIA Implementation deadlines

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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 2025:** 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 2025:** 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.

### Ongoing process for the revision of the CORSIA Annual Sector's Growth Factor for year 2024 (SGF<sub>2024</sub>)



On 31 October 2025, the fourth edition of the ICAO document "CORSIA Annual Sector's Growth Factor (SGF)", containing the SGF for the year 2024, was published on the ICAO website.

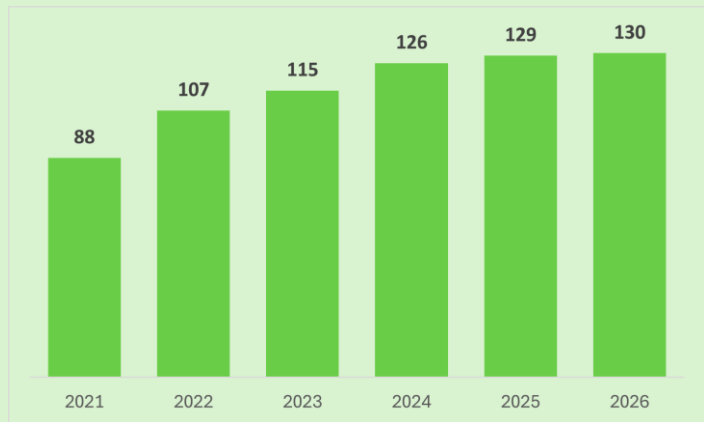
On 26 November 2025, **the ICAO Secretariat initiated a process to revise the value of SGF<sub>2024</sub>**, in order to ensure full alignment with the relevant provisions contained in the second edition of Annex 16, Volume IV. Specifically, the revision process will address the provision, contained in Annex 16, Volume IV, that, when calculating SGF for a given year, CO<sub>2</sub> 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 revision process may result in a decrease of the SGF<sub>2024</sub> value, with such decrease estimated to be within a range of 0.0% to 2.0 %. In the event of a revised SGF<sub>2024</sub> value being applicable, a revision to the fourth edition of the ICAO document "CORSIA Annual Sector's Growth Factor (SGF)" will be published on the ICAO website by 12 December 2025.

## 130 Volunteer States from 2026

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

As of 2025, 129 States participate in CORSIA. One more State (Vietnam) has announced their intention to participate in CORSIA from 1 January 2026, bringing the total number of participating States to **130**.



Out of the 130 volunteer States, 56 States are classified as Small Island Developing States (SIDS), least developed countries (LDCs), or landlocked developing countries (LLDCs).

The increasing number of States that voluntarily participate in CORSIA is a clear signal of their **determination to contribute to the global effort to achieve carbon neutral growth for international aviation** working under the auspices of ICAO. More information available on the [CORSIA website](#).

As highlighted during the ICAO 42nd Assembly and Resolution A42-22 adopted, **more States are encouraged to voluntarily participate in CORSIA** to further increase their environmental integrity.

## Updates to CORSIA Guidance Material

### Update

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, will be made available in the [ICAO website](#) the first week of December.

The revised standardized templates, contained in the fourth edition of Doc 9501, Volume IV, will also be made available in the [ICAO website](#) the first week of December, in the format of spreadsheets for download.

## 2025 Version of CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT)

### Update

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 **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 will be available on the [ICAO website](#) the first week of December, in time to be used for the preparation of the 2025 Emissions Reports during 2026.

## 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

This responds to the request by the ICAO 42nd Assembly (Resolution A42-21, Paragraph 35. b) to accelerate the development and approval of life cycle values for new fuel sources and pathways.

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](#).

TAB will continue its work of assessing material changes submitted by three programmes on regarding their eligibility for the CORSIA first phase (2024-2026). The TAB recommendations will be considered by

the 237th session of the Council in March 2026. TAB will also consider progress regarding the Paris Agreement Crediting Mechanism (PACM) and undertake an assessment of the mechanism once it is operational.

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. More information will be available soon on the [ICAO TAB website](#).

## ICAO at UNFCCC COP30

The 2025 United Nations Climate Change Conference (COP30) was held in Belém, Brazil, from 10 to 22 November 2025. ICAO actively participated, including through its [submission](#) and [statement](#), to inform Parties and relevant stakeholders of the recent developments and achievements by ICAO Member States on international aviation and climate change, including the outcomes of the [42nd Session of the ICAO Assembly](#).

ICAO delivered key messages on the **robust implementation of CORSIA, progress in scaling aviation cleaner energies, and the financing challenges of aviation decarbonization, including concerns against aviation taxation**. Notably, ICAO consistently emphasized its Member States' concerns about proposals to use international aviation as a source of revenue for other sectors while emphasizing the significant resources required for aviation's own clean energy transition.

ICAO closely follows the UNFCCC discussions on Article 6 of the Paris Agreement to understand its possible implications for CORSIA. During COP30, ICAO also actively encouraged Governments to **issue Letters of Authorization** for CORSIA eligible emissions units to facilitate its availability and access for aeroplane operators.

ICAO also organized two side events and participated in several other events at COP30. The ICAO side event on "**International Aviation and SDG7: Accelerating the Global Clean Energy Transition Skyward**" on 10 November 2025 showcased the international aviation sector's contributions to the UN SDG7 on clean energy, with speakers from States, the industry and international organizations. The ICAO side event on "**Assistance, Capacity-Building and Training (ACT) to Drive Aviation's Clean Energy Transition and the Achievement of the SDGs**" on 17 November highlighted the four building blocks of aviation's clean energy transition and explored how the ACT-SAF programme fosters stakeholder partnerships to accelerate the aviation cleaner energy transition, ensuring that No Country is Left Behind.

A full overview of ICAO's activities at COP30 is available on the [ICAO at COP30 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 CO<sub>2</sub> 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, totalizing **141 participating States in the programme** with 16 supporting States and 125 requesting States.

In November 2025, nine experts from **Angola** received training under their **Buddy Partnerships with Brazil**.

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**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.**

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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 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.

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

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