

View this email in your browser



ICAO

ENVIRONMENT

CORSIA Newsletter

September 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 at the 42nd Session of the ICAO Assembly (A42)



A42 reaffirmed CORSIA as the only global MBM for international aviation

The 42nd Session of the ICAO Assembly (A42), which took place from 23 September to 3 October 2025 at ICAO Headquarters in Montreal, Canada, successfully completed its work. Regarding CORSIA, the Assembly considered the proposed document [A42-WP/28](#), including revisions to Assembly Resolution A41-22 on CORSIA to reflect relevant developments since the last Assembly.

CORSIA implementation is on track – The Assembly acknowledged the substantial progress achieved since the 41st session of the Assembly, with particular emphasis on the robust implementation of CORSIA, including the CO₂ Monitoring, Reporting and Verification (MRV) system in accordance with Annex 16, Volume IV. The Assembly welcomed the timely development and updates of CORSIA Implementation Elements by the Council, including on CORSIA eligible fuels, CORSIA eligible emissions units, and CORSIA Central Registry, and the continued progress made on the implementation of the ICAO ACT-CORSIA (Assistance, Capacity-building and Training for CORSIA) programme.

The Assembly adopted the **updated Resolution on CORSIA** as contained in the document [A42-WP/689](#). The adoption of this Resolution, together with the other two Resolutions, shows the convergence of views and commitment of ICAO Member States to achieve ICAO's environmental goals. The CORSIA Resolution reinforced the collective determination of ICAO Member States to continue to implement CORSIA as the **only global market-based measure (MBM) for international aviation**.

The Assembly encouraged **more States to participate voluntarily in CORSIA (now 130 States)** to increase the environmental integrity of the scheme. The Assembly also encouraged States and other 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, encouraging governments hosting activities that generate CORSIA eligible emissions units to expedite the issue of such letters. In this regard, 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.

Relevant information and documentation on environmental protection and the Assembly can be accessed through [ICAO's Environment website](#).

During the Assembly, the Secretariat delivered several presentations on environmental issues, including on CORSIA, as part of the A42 SkyTalks. These are available on [ICAO TV](#).

A42 – Progress towards Net Zero Carbon Emissions

The 42nd Session of the ICAO Assembly also adopted the resolution on ICAO policies and practices related to environmental protection - Climate change, as contained in the document [A42-WP/688](#). The Assembly acknowledged the substantial progress since the last Assembly, including the adoption of the **ICAO Global Framework on SAF, LCAF and other aviation cleaner energies** and the approval of the **ICAO Roadmap** by the Council. It also recognized the timely development of the **LTAG monitoring and reporting (LMR) methodology** (refer to document [A42-WP/25](#)).

The Assembly reiterated that **CORSIA sustainability criteria, sustainability certification and the methodology for the assessment of life cycle emissions used for CORSIA eligible fuels** should be used as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies for international aviation, emphasizing the importance of facilitating their global scale up in all regions. It also emphasized the importance of accelerating ICAO's evaluation and approval of **new Sustainable Certification Schemes (SCS) for CORSIA eligible fuels (SAF and LCAF)** as requested by CAAF/3, recognizing the current absence of SCS certifying LCAF, with a view to facilitating broader participation by States, while ensuring that the compliance with the CORSIA requirements is not undermined.

The Assembly recognized the progress on **implementation support and financing** for aviation decarbonization measures, including the [ICAO ACT-SAF programme](#). The Assembly also requested ICAO to build upon ACT-SAF and ACT-CORSIA in creating an ACT-LTAG programme to include other aviation decarbonization measures. The Assembly also welcomed the recently launched [ICAO Finvest platform](#), including the collaboration with the International Renewable Energy Agency (IRENA) as [Finvest@ETAF](#), and requested its full operationalization and also recognizing the importance of regional initiatives and platforms towards implementation support and financing for aviation decarbonization.

NO to Aviation Taxation

ICAO Member States expressed an overwhelming concern with the increasing number of initiatives to collect taxes from international aviation for the mobilization of revenue for climate change and other purposes. The Assembly recognized that such initiatives would represent **duplicative market-based measures**, leading to **double-charging for aviation CO₂ emissions**, and **negatively impacting the implementation of CORSIA and ultimately the long-term global aspirational goal (LTAG)**.

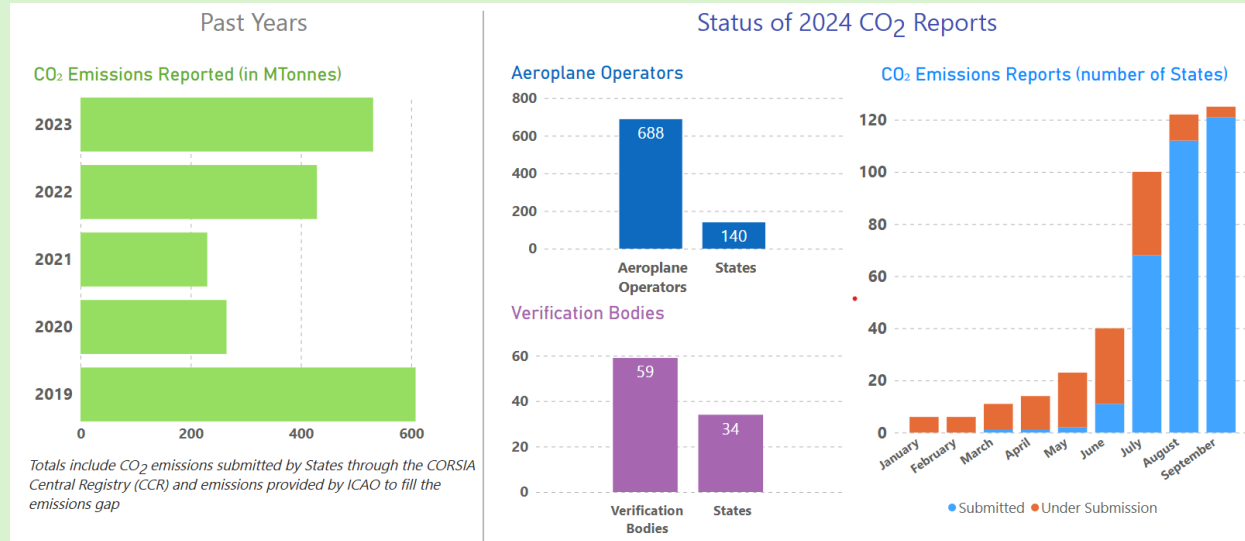
Clear call for States to refrain from Aviation Taxation

The Assembly urged ICAO and its Member States to promote the recognition of ICAO's efforts and achievements to decarbonize international aviation, and to **express a clear concern regarding proposals to use international aviation as a potential source for the mobilization of revenue for climate finance to other sectors** to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner, including through coordination with relevant government representatives and national delegations to relevant UN bodies and international organizations.

ICAO was also requested to continue to cooperate with, and provide relevant input to, other UN bodies and international organizations, with a view to ensuring **ICAO's leadership in all matters related to international aviation and climate change**.

Status of 2024 CO₂ Emissions Reporting via CORSIA Central Registry

As of 30 September 2025, 121 States had reported 2024 CO₂ emissions through the CORSIA Central Registry (CCR), as shown in the graph below:



In accordance with [Annex 16, Volume IV](#), Part II, Chapter 2, 2.3.2, States are required to submit CO₂ emissions data for the year 2024. The deadline for submitting this information using the CORSIA Central Registry (CCR) was **31 July 2025**. States should have submitted the list of aeroplane operators through the ICAO CCR by 30 November 2024, and this list can be updated - if necessary - before reporting 2024 CO₂ emissions.

In accordance with Annex 16, Volume IV, the ICAO Secretariat will fill the CO₂ emissions gap for States that do not submit data through the CCR.

On the basis of the information reported by States, complemented by the necessary data gap filling procedure, the Secretariat will prepare the updated editions of the following ICAO documents:

- “CORSIA Annual Sector’s Growth Factor (SGF)”, containing the value of SGF for 2024 (SGF2024).
- “CORSIA Central Registry (CCR): Information and Data for Transparency”:
 - Part III: Total Annual CO₂ Emissions and Information for Aeroplane Operators.
 - Part IV: Information on CORSIA Eligible Fuels (CEF) Claimed.

These ICAO documents will be published no later than **31 October 2024** on the [ICAO website](#), in accordance with the timeline in Annex 16, Volume IV, Appendix 1. For the first time, the **SGF** for 2024 is expected to be greater than zero since the start of CORSIA implementation; this has made the accurate and timely reporting of 2024 CO₂ emissions by States through the CORSIA Central Registry (CCR) particularly important.

In line with Annex 16, Volume IV, Part II, Chapter 2, section 2.6, **any revised 2024 CO₂ emissions report submitted to ICAO after the publication of these documents will not alter the information on the total sectoral CO₂ emissions or the Sector’s Growth Factor (SGF) corresponding to year 2024 already published by ICAO.**

ICAO continues to support all States cooperating under the [ACT-CORSIA](#) programme in the spirit of ICAO's *No Country Left Behind* initiative.

All CCR-related information is available on the [CCR website](#).

2025 Key CORSIA Central Registry deadlines for States

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:

- ➔ **31 October 2025:** The Secretariat to publish on the ICAO website the ICAO document entitled "CORSIA Sector's Growth Factor (SGF)" containing the 2024 SGF value; the 2024 SGF will be used by States to calculate the 2024 offsetting requirements of the operators attributed to them.
- ➔ **30 November 2025:** States to calculate and inform the operators of their total final offsetting requirements for 2024.
- ➔ **30 November 2025:** Using the CCR, States to upload their 2025 list of aeroplane operators that are attributed to them, and (if applicable) the list of verification bodies accredited in them.
- ➔ **31 December 2025:** States to obtain from the ICAO website and use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" summarizing a list of operators and the State to which they have been attributed.

CORSIA Eligible Emissions Units

Update

The **TAB finalized the re-assessment** of four programmes (*American Carbon Registry, Architecture for REDD+ Transactions, Gold Standard and Verified Carbon Standard*) that seek to extend their eligibility to the 2027-2029 compliance period (part of the CORSIA second phase). TAB also finalized the assessment of the material update submitted by conditionally eligible programme.

The TAB's recommendations will be considered by the Council at its 236th Session (November 2025), and any decision by the Council on CORSIA eligible emissions units will be available accordingly.

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 of ICAO's plan to support States to prepare for CORSIA implementation. The ACT-CORSIA Buddy Partnerships rely on individual training of CORSIA Focal Points and constitute the core of capacity building activities. The ACT-CORSIA Buddy Partnerships have been proven to be an extremely successful modality to provide training and assistance to support-requesting States on various aspects of CORSIA implementation and to date, 136 States participate in the programme.

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 (Monitoring, Reporting and Verification) system. The results of the training activities thus far have been remarkable, with 99.0% of global 2023 CO₂ emissions submitted by States through the CCR.

In 2025, the focus of the training under the ACT-CORSIA Buddy Partnership will be the MRV tasks and deadlines 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 2025, 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

Please do not reply to this email as it is sent from an unmonitored inbox.

For queries, send an email to officeenv@icao.int



International Civil Aviation Organization

999 Robert-Bourassa Boulevard, H3C 5H7, Montréal, Québec, Canada

You can update your preferences or unsubscribe from all ICAO marketing emails.