



ICAO

ENVIRONMENT

# CORSIA Newsletter

August 2024

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.

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

## Voluntary participation in CORSIA



### 128 States will voluntarily participate in CORSIA for 2025

Since 2021, States that have informed ICAO of their decision to voluntarily participate in CORSIA have been listed in the ICAO document “*CORSIA States for Chapter 3 State Pairs*”. The States listed in the annual editions of this ICAO document determine the State pairs (i.e. the routes) subject to CO<sub>2</sub> offsetting requirements in CORSIA in the subsequent year.

Since 2021, the number of volunteer States has steadily increased every year, resulting in a higher coverage of international routes and emissions. The larger the number of States that voluntarily participate in CORSIA, the larger the **environmental effectiveness** of the scheme through the increased number of State pairs subject to offsetting requirements.

The final list of 128 CORSIA volunteer States for 2025 is included in the fifth edition of the ICAO document “*CORSIA States for Chapter 3 State Pairs*”, published on the [ICAO website](#).

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

In the context of the implementation of CORSIA’s Monitoring, Reporting and Verification (MRV) system ([Annex 16, Volume IV](#), Part II, Chapter 2), States are required to report on annual CO<sub>2</sub> emissions corresponding to the year before.

For the reporting of annual CO<sub>2</sub> emissions corresponding to 2021 and subsequent years, the reporting requirements are defined in [Annex 16, Volume IV](#), Appendix 5, Table A5-5, reproduced below:

**Annex 16, Volume IV, Appendix 5, Table A5-5**

Field #	Data Field	Details
Field 1	Total annual CO <sub>2</sub> emissions on each State pair aggregated for all aeroplane operators attributed to the State	1.a Total annual CO <sub>2</sub> emissions on each State pair subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1, aggregated for all aeroplane operators attributed to the State (in tonnes)

		1.b Total annual CO <sub>2</sub> emissions on each State pair not subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1, aggregated for all aeroplane operators attributed to the State (in tonnes)
Field 2	Total annual CO <sub>2</sub> emissions for each aeroplane operator attributed to the State	2.a Total annual CO <sub>2</sub> emissions for each aeroplane operator attributed to the State (in tonnes)  2.b Indicate whether the ICAO CORSIA CO <sub>2</sub> Estimation and Reporting Tool (CERT), as defined in Appendix 3 is used
Field 3	Total aggregated annual CO <sub>2</sub> emissions for all State pairs subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1, for each aeroplane operator attributed to the State (in tonnes)	
Field 4	Total aggregated annual CO <sub>2</sub> emissions for all State pairs not subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1 for each aeroplane operator attributed to the State (in tonnes)	

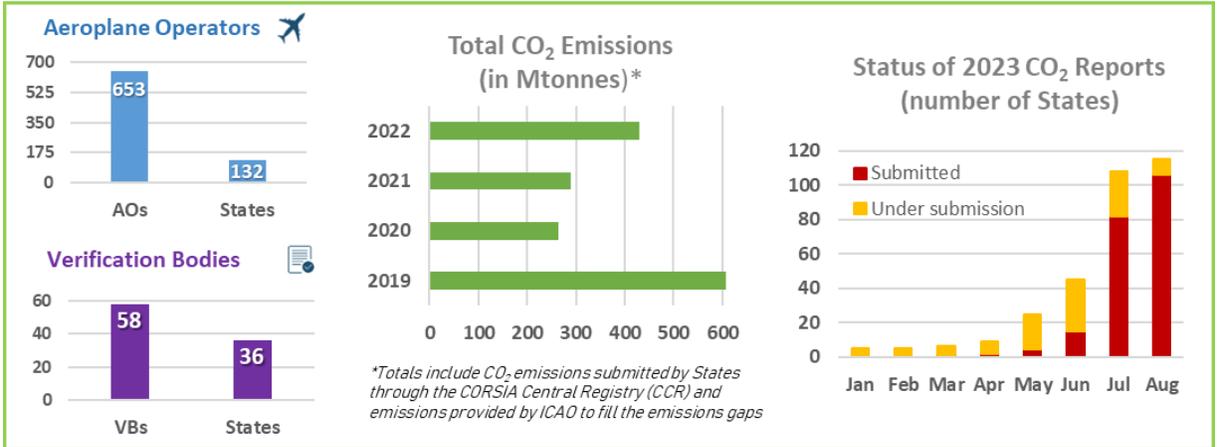
When reporting annual CO<sub>2</sub> emissions both at State pair level (i.e. Fields 1a and 1b) and at operator level (i.e. Fields 3 and 4), a distinction is made between “State pairs subject to offsetting requirements” and “State pairs not subject to offsetting requirements”:

- “State pairs subject to offsetting requirements” are those State pairs where both States are included in the applicable edition of the ICAO document “CORSIA States for Chapter 3 State Pairs”.
- “State pairs not subject to offsetting requirements” are those State pairs where one or both States are not included in the applicable edition of the ICAO document “CORSIA States for Chapter 3 State Pairs”.

When reporting annual CO<sub>2</sub> emissions to ICAO through the CCR, States need to ensure consistency of the CO<sub>2</sub> emissions data by State pairs and by operators.



In accordance with the provisions of [Annex 16, Volume IV](#), States have to submit CO<sub>2</sub> emissions, through the CORSIA Central Registry (CCR), by 31 August 2024. **As of 3 September 2024, 106 States had submitted their 2023 CO<sub>2</sub> emissions through the CCR, while more States are finalizing their submissions**, toward the continued high-coverage of States’ annual CO<sub>2</sub> emissions reporting through the CCR.



In accordance with Annex 16, Volume IV, the Secretariat will **fill the CO<sub>2</sub> 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 2023 (SGF<sub>2023</sub>).
- “*CORSIA Central Registry (CCR): Information and Data for Transparency*”:
  - Part III (*Total Annual CO<sub>2</sub> Emissions and Information for Aeroplane Operators*) for 2023.
  - 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](#).

## Calculation of the CORSIA Annual Sector’s Growth Factor (SGF)

The calculation of the annual SGF is undertaken by ICAO; every year from 2022, the result of the calculation is reflected in the annual edition of the ICAO document “*CORSIA Annual Sector’s Growth Factor (SGF)*”, containing the SGF value applicable to the previous year; the third edition of this ICAO document, to be published no later than 31 October 2024, will contain the SGF for 2023 (SGF<sub>2023</sub>).

In accordance with the provisions in [Annex 16, Volume IV](#), Part II, Chapter 3, SGF<sub>2023</sub> will be calculated as follows:

$$SGF_{2023} = \frac{(SE_{2023} - SE_{B,2023})}{SE_{2023}}$$

- SE<sub>2023</sub> are the 2023 CO<sub>2</sub> emissions related to State pairs that, in 2023, are subject to offsetting requirements.
- SE<sub>B,2023</sub> are the 2019 CO<sub>2</sub> emissions related to State pairs that, in 2023, are subject to offsetting requirements.

ICAO’s calculation of the annual SGF values relies on the continuous and robust implementation of CORSIA’s MRV system by States, including through the consistent reporting of annual CO<sub>2</sub> emissions data, as per the requirements contained in [Annex 16, Volume IV](#).

***The value of the Sector’s Growth Factor for 2021 and 2022 was 0***

## Calculation of 2023 CORSIA offsetting requirements

The calculation of the annual CORSIA offsetting requirements is undertaken by States as per the provisions contained in [Annex 16, Volume IV](#), Part II, Chapter 3; in 2023, the calculation will be made on the basis of the following information:

- ICAO document “*CORSIA Annual Sector’s Growth Factor (SGF)*”, published by ICAO, containing SGF<sub>2023</sub>.
- Information compiled from 2023 Emissions Reports submitted by aeroplane operators attributed to the State.

By **30 November 2024**, States shall calculate and inform aeroplane operators of their 2023 offsetting requirements. With the information on 2023 offsetting requirements, States can calculate and inform operators of their total final offsetting requirements for CORSIA’s pilot phase (i.e. 2021-2023 compliance period).

No offsetting requirements have been accrued for 2021 and 2022, given that the value of SGF<sub>2021</sub> and SGF<sub>2022</sub> was 0. If there were no offsetting requirements for year 2023, there would be no offsetting requirements related to CORSIA's pilot phase.

## Other 2024 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. **These are the upcoming CORSIA implementation deadlines for States:**

**30 November 2024:** 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 2024:** 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 Eligible Emissions Units



The Technical Advisory Body (TAB) held a **webinar on 6 August 2024** to inform interested programmes about the recent updates to the **Guidelines for Interpretation of the CORSIA Emissions Unit Eligibility Criteria (EUC)**, approved by the ICAO Council in March 2024. These updated Guidelines will be applied by TAB from 2025 in the re-assessment of emission unit programmes seeking eligibility beyond the CORSIA first phase.

In August 2024, TAB finalized the assessment of **eleven applications** (Asia Carbon Institute, Biocarbon Standard, Carbon Asset solutions, C-Capsule, Ecosystem Restoration Standard, International Carbon Registry, Isometric, KCCI Carbon Standard, POPLÉ, Puro.earth and Riverse) and **material updates submitted by eight programmes** (Biocarbon Fund Initiative for Sustainable Forest Landscape, Cercarbono, Climate Action Reserve, Forest Carbon Partnership Facility, Global Carbon Council, Gold Standard, Premium Thailand Voluntary Emission Reduction Program and Verified Carbon Standard) seeking eligibility for the CORSIA first phase. As part of its 2024 assessment, the TAB also analysed the **potential emissions unit supply**. The ICAO Council will consider the results of the 2024 TAB assessment at its 233<sup>rd</sup> Session in November 2024.

Currently, there are 2 approved programmes to supply eligible emissions units to CORSIA first phase, but it is expected that more programmes become eligible by the end of the year.

More information is available on the [ICAO TAB 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 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 (17 supporting States and 119 requesting States).

Under the partnerships, technical experts provided 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 more than **97% of global CORSIA CO<sub>2</sub> emissions** submitted annually by States through the CCR.

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

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**For 2024, the focus of the training under the ACT-CORSIA Buddy Partnerships will be on the use of the CORSIA Central Registry (CCR) version 2, in particular, the reporting requirements relating to CO<sub>2</sub> emissions, CORSIA eligible fuels, and CORSIA eligible emissions units**

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

## 2024 ICAO Regional Seminars on Environment



Between August and October 2024, ICAO is organizing [Environmental Regional Seminars](#) across various ICAO regions with the objectives of raising awareness and exchanging views on the implementation of **the collective long-term global aspirational goal (LTAG)** for international aviation of net-zero carbon emissions by 2050 and **the ICAO Global Framework on Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other aviation cleaner energies.**

The topics covered during the seminars include recent developments on aviation cleaner energy policies and State Action Plans, **CORSIA as the basis for the eligibility of aviation cleaner energies**, the ACT-SAF programme, and financing for aviation cleaner energies, as well as the means for monitoring the progress for the implementation of the LTAG and Global Framework.

Discussions during the seminars highlighted the **need for life-cycle values for new fuel pathways as CORSIA eligible fuels and new CORSIA Sustainability Certification Schemes (SCS)**, as well as the **balance between the supply of CORSIA eligible fuels and CORSIA eligible emissions units** in light of the demands for CORSIA offsetting requirements.

**In August 2024**, ICAO already held 3 Regional Seminars: the first seminar took place in Bangkok, Thailand (for the APAC Region), followed by the seminars in Cairo, Egypt (MID Region) and Asuncion, Paraguay (for the NACC and SAM Regions). There will be two more Regional Seminars, one in September for the EUR/NAT Region and the last one in October for the ESAF and WACAF Regions.

Dates	ICAO Regions	City, Country
10-12 September 2024	European and North Atlantic (EUR/NAT)	Samarkand, Republic of Uzbekistan
15-16 October 2024	Eastern and Southern African (ESAF) and Western and Central African (WACAF)	Dakar, Senegal

Detailed information about the Regional Seminar is available [here](#).

### Other 2024 ICAO Environment Events



The **ICAO Symposium on Non-CO2 Aviation Emissions** will take place from **16 to 18 September 2024** in Montreal, Canada to raise awareness of all interested parties on non-CO2 emissions from aviation operations. The three-day event will focus on taking stock of the scientific knowledge on non-CO2 effects and sharing the work undertaken by ICAO and all relevant stakeholders, as well as exploring future activities and measures to potentially mitigate and address these effects, considering the existing scientific uncertainties.

More information about the seminar is available on the [ICAO website](#).



The **2024 ICAO LTAG Stocktaking on Aviation CO<sub>2</sub> Emissions Reductions** will be held **in-person**, at **ICAO Headquarters, Montréal, Canada from 7 to 10 October 2024**, and will build upon the continued success of the annual ICAO Stocktaking events held since 2019, providing a response to the 41st Session of the ICAO Assembly's request to monitor the progress towards the achievement of the collective **LTAG for international aviation of net-zero carbon emissions by 2050**, as well as the **Third Conference on Aviation and Alternative Fuels (CAAF/3)** request to monitor the implementation of the **ICAO Global Framework on SAF, Lower Carbon Aviation Fuels (LCAF) and other aviation cleaner energies**.

More information about the seminar is available on the dedicated [ICAO website](#).



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

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*For more information, visit the ICAO website: [www.icao.int/corsia](http://www.icao.int/corsia)*