



CORSIA Newsletter

December 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](#)

2024: A Year in Review

2024 was the year CORSIA started its **First Phase** (2024-2026 compliance period), with the voluntary participation by **126 States** from 1 January 2024. CORSIA implementation remained on track and States and operators continued to fulfill their CORSIA-related requirements in accordance with [Annex 16, Volume IV](#).

The number of volunteer States has steadily increased since 2021. During 2024, there has been an **increase in the number of [States voluntarily participating in CORSIA](#)**. As of 2024, 126 States participated in CORSIA and three more States (Comoros, Mauritania and Saint Lucia) announced their intention to participate in CORSIA from 1 January 2025, bringing the total number of participating States to **129**. The larger the number of States that voluntarily participate in CORSIA, the larger the **environmental effectiveness** of the Scheme through the increased number of routes covered under its offsetting requirements.



Out of the 129 volunteer States, 57 States are classified as Small Island Developing States (SIDS), least developed countries (LDCs), or landlocked developing countries (LLDCs). In accordance with the provisions of Assembly Resolution [A41-22](#), these States are exempted from the CORSIA offsetting requirements unless they voluntarily participate in the scheme. Their participation is a clear signal of their **determination to contribute to the global effort relating to achieving carbon-neutral growth for international aviation** working under the auspices of ICAO.

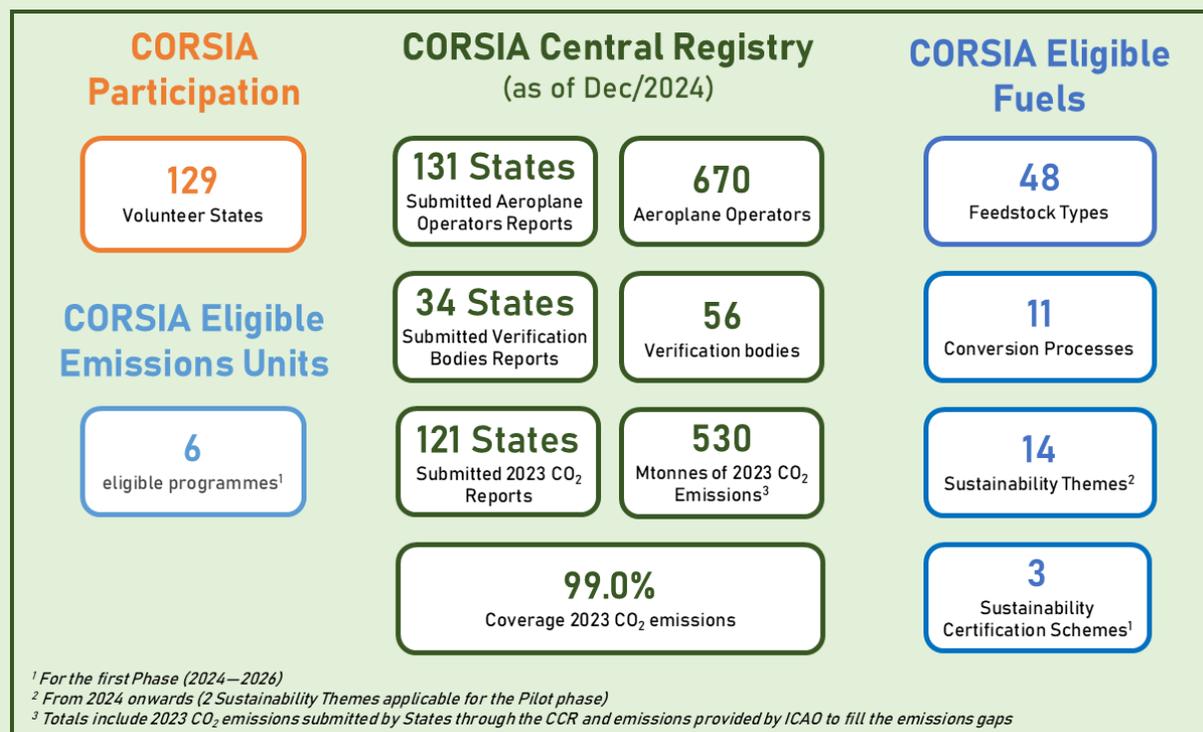
2024 CORSIA Implementation Highlights

In accordance with Annex 16, Volume IV, starting on 1 January 2024, **aeroplane operators compiled their 2023 CO₂ emissions and had them verified** through the third-party verification process established under CORSIA. Operators submitted their verified **2023 emissions reports** to their State of attribution and throughout the year, operators continued to monitor their 2024 CO₂ emissions (*to be reported in 2025*). States collected 2023 CO₂ emissions data from their operators, performed an order of magnitude check, aggregated emissions and submitted to ICAO through the [CORSIA Central Registry](#) (CCR).

In 2024, **121 States** submitted their **2023 CO₂ emissions** through the CCR, representing a historic record of **99.0% of total 2023 CO₂ emissions**. In accordance with Annex 16, Volume IV, the ICAO Secretariat **filled the CO₂ emissions gap for 15 States (which represent 1.0% of total 2023 CO₂ emissions) that did not submit data through the CCR**. 2023 CO₂ emissions rose above 2022 levels by about 23.5% to a total of about 530 million tonnes. All regions experienced higher emissions than 2022 as a result of the growth in traffic in 2023.

In October 2024, the ICAO Secretariat calculated the 2023 Sector's Growth Factor, using the 2023 CO₂ emissions data and prepared the third edition of ICAO document **CORSIA Annual Sector's Growth Factor (SGF)**. The **2023 SGF value is zero (0)** given that the CO₂ emissions subject to offsetting requirements in 2023 (about 330 million tonnes) were lower than the 2019 baseline emissions (about 351 million tonnes).

No offsetting requirements have been accrued for 2021, 2022 and 2023 given that the **SGF₂₀₂₁, SGF₂₀₂₂ and SGF₂₀₂₃ value was 0**. Therefore, **no total final offsetting requirements** have been accrued for **CORSIA's pilot phase**.



- New version of ICAO document [CORSIA Aeroplane Operator to State Attributions](#) (9th ed. in December 2024) with **670 attributed operators based on the submissions of 131 States** through the CCR, and
- New version of ICAO document [CORSIA Central Registry \(CCR\): Information and Data for Transparency, Part I](#), which contains **56 Verification bodies accredited in 34 States** (12th ed. in December 2024).

In relation to [CORSIA Eligible Fuels](#), in 2024 the ICAO Council approved amendments to three ICAO documents including **3 new CORSIA approved Sustainability Certification Scheme**, **48 new CORSIA-approved feedstocks**, and new conversion processes as described on [CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels](#).

Regarding [CORSIA Eligible Emissions Units](#), in 2024 the ICAO Council approved four programmes as immediately eligible for CORSIA First Phase (2024-2026 compliance period). With this decision, the total number of approved programmes for the CORSIA first phase increased from two (approved in 2023) to **six eligible programmes: American Carbon Registry, Architecture for REDD+ Transactions, Climate Action Reserve, Global Carbon Council, Gold Standard and Verified Carbon Standard**. This decision will potentially increase the supply of eligible emission units for CORSIA First phase, while maintaining the environmental integrity of the units in line with the criteria set by ICAO. The list of approved eligible programmes for the CORSIA pilot phase (2021-2023) and first phase (2024-2026), and their respective scopes of eligibility are available in the [ICAO CORSIA website](#).

Also, the 2024 version of the [CORSIA CERT](#), that can be used by aeroplane operators to **support the monitoring and reporting** of their CO₂ emissions, was approved by the ICAO Council. The CERT allows aeroplane operators to report their CO₂ emissions by populating the standardized Emissions Monitoring Plan template and the Emissions Report template. The tool can also be used by States to fill in reporting data gaps if an operator does not submit its Emissions Report. The CERT and related technical documentation are now available on the [ICAO website](#) in time to be used for the preparation of the 2024 Emissions Reports during 2025.

The role of the ICAO Council has been fundamental to guide the continued **updates of all CORSIA Implementation Elements**, through the approval of ICAO CORSIA documents that are essential for the transparency and effectiveness of the CORSIA implementation.

During 2024, the Council approved the following ICAO CORSIA documents, which were published on the ICAO website (*month and year in parentheses indicate time of approval by the ICAO Council*):

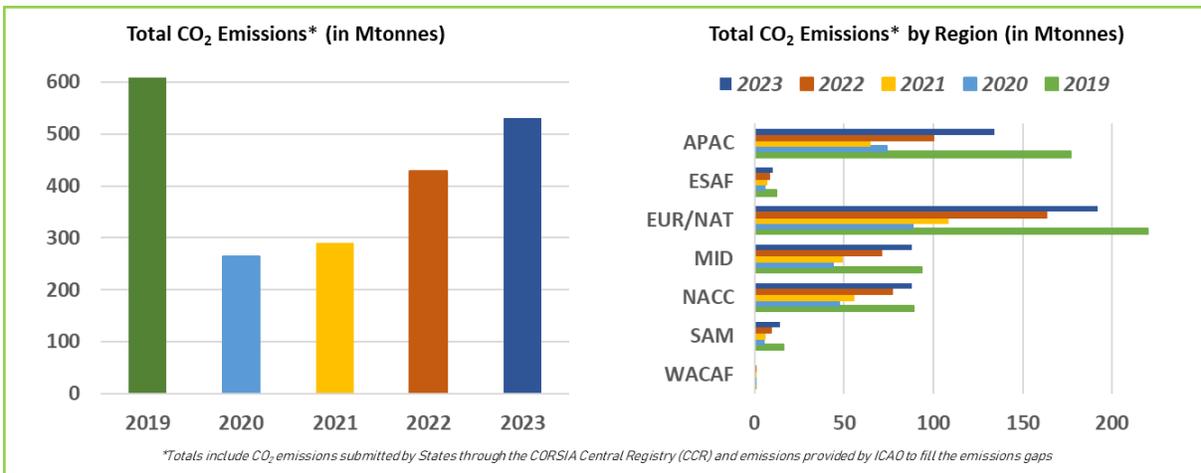
- [Updated list of 129 States](#) that volunteered to participate in CORSIA offsetting requirements from 1 January 2025 (*5th ed., September 2024*);
- Updated 2024 version of the [ICAO CORSIA CERT](#) (*November 2024*);
- Updated [CORSIA Eligible Fuels](#) information, specifically the CORSIA Approved Sustainability Certification Schemes, Default Life Cycle Emissions Values for CORSIA Eligible Fuels (*October 2024*);
- Updated [CORSIA Eligible Emissions Units](#) (*11th ed. October 2024*) acting upon recommendations of the Technical Advisory Body (TAB);
- Updated ICAO document [CORSIA Central Registry \(CCR\): Information and Data for Transparency, Part III](#), which contains 2023 CO₂ emissions aggregated on each State pair and 2023 CO₂ emissions for aeroplane operators. The information and data in this document are based on the submissions of **121 States through the CCR**, and data provided by ICAO to fill the emissions gap for **15 States** that did not submit emissions data **through the CCR**. (*3rd ed. in October 2024*);
- Updated ICAO document [CORSIA Annual Sector's Growth Factor \(SGF\)](#) for 2023 (*3rd ed. in October 2024*);

These ICAO documents are publicly available on the [ICAO CORSIA website](#).

Between August and October 2024, the ICAO secretariat organized the [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 presented during the seminars included 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.

All of the above-mentioned CORSIA-specific developments were highlighted in various editions of CORSIA monthly newsletters in 2024. ICAO will continue to provide regular updates on the implementation of CORSIA in future editions.

CO₂ Emissions in numbers (as of 31 December 2024)



2025 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 2025 are highlighted below:**

- **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.
- **1 January to 31 December 2025:** Operator monitors its 2025 CO₂ emissions in accordance with its approved Emissions Monitoring Plan;
- **1 January to 30 April 2025:** Aeroplane operators compile 2024 CO₂ emissions data to be verified by verification bodies;
- **by 30 April 2025:** Aeroplane operators and verification bodies to submit to States the verified Emissions Reports and associated Verification Reports for 2024 CO₂ emissions;
- **by 31 July 2025:** States perform an order of magnitude check of **the submitted 2024 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 2023 CO₂ emission data and, if applicable, information on CORSIA eligible fuels; and
- **by 30 November 2025:** State checks the ICAO document “*CORSIA Annual Growth Sector’s Factor (SGF)*” and uses the **2024 SGF** to calculate the **2024 offsetting requirements** for the aeroplane operators and consequently, the States informs the aeroplane operators about their respective 2024 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.

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 **99% of global 2023 CO₂ emissions** submitted by States through the CCR.

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

For 2024, the focus of the training under the ACT-CORSIA Buddy Partnerships was on the use of the CORSIA Central Registry (CCR) version 2, in particular, the reporting requirements relating to CO₂ emissions, CORSIA eligible fuels, and CORSIA eligible emissions units

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.



The **CORSIA Verification Course** 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

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For more information, visit the ICAO website: www.icao.int/corsia