



ICAO

ENVIRONMENT

CORSIA Newsletter

June 2025

27th June 2025 Marks 7th Anniversary of CORSIA SARPs Adoption by the ICAO Council

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](#)

CORSIA Volunteer States

The 41st Session of the ICAO Assembly **strongly encouraged all States to voluntarily participate** in the pilot phase and the first phase of CORSIA (Resolution [A41-22](#), paragraph 9 c)). 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.

From 1 January 2025, there are **129 States that voluntarily participate in CORSIA**. Their voluntary participation is a clear signal of their **determination to contribute to the global efforts to achieve carbon neutral growth for international aviation** working under the auspices of ICAO.

Join CORSIA now to participate from 2026

130 States have confirmed its voluntary participation in CORSIA **from 1 January 2026**

Additional States wishing to participate from 1 January 2026 can do so by sending a notification to the ICAO Secretariat by 30 June 2025.

Click [here](#) for a sample letter that you can use to notify ICAO of your State's participation in CORSIA

The 42nd Session of the ICAO Assembly takes place in 2025.

Seize the opportunity to showcase your State's action on climate by joining CORSIA

For more information on the **benefits of voluntary participation** in CORSIA, visit the ICAO [website](#).

Upcoming Deadlines to Report 2024 CORSIA-related Data



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) is 31 July 2025** (see Table A1-3, Appendix 1 to Annex 16, Vol. IV). 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 by **31 July 2025**.

*As aviation traffic is recovering to pre-pandemic levels, and the CORSIA baseline from 2024 is set at 85% of 2019 emissions, the **SGF during CORSIA's first phase (2024-2026) is expected to be greater than zero for the first time since CORSIA's implementation.***

Given the deadline for the publication of the ICAO CORSIA documents, the ICAO Secretariat will start the gap-filling process for those States that have not reported on CO₂ emissions through the CCR by the deadline. All CCR-related information is available on the [CCR Materials website](#), including a quick guide on reporting CO₂ Emissions (*guide E*) and the CCR User Manual (*Chapter 6*). ICAO continues to support all States cooperating under the [ACT-CORSIA](#) programme in the spirit of ICAO's *No Country Left Behind* initiative.

Key CORSIA Central Registry deadlines for States are highlighted below:

by 31 July 2025

States perform an order of magnitude check of the 2024 CO₂ emissions, including any filling of data gaps necessary, and use the CORSIA Central Registry (CCR) to report to ICAO aggregated 2024 CO₂ emission data and, if applicable, information on CORSIA eligible fuels.



by 30 November 2025

States use the 2024 SGF, obtained from the ICAO document "CORSIA Annual Sector's Growth Factor (SGF)", to calculate the 2024 offsetting requirements for the aeroplane operators and consequently, the States inform the aeroplane operators about their respective 2024 offsetting requirements.

Information to be reported by States to ICAO through the CCR and associated deadlines for CORSIA First Phase (2024-2026) and first compliance period of Second Phase (2027-2029).

State Report	CORSIA First Phase			CORSIA Second Phase		
	2024	2025	2026	2027	2028	2029
Aeroplane Operators	30 Nov (2024 AOs)	30 Nov (2025 AOs)	30 Nov (2026 AOs)	30 Nov (2027 AOs)	30 Nov (2028 AOs)	30 Nov (2029 AOs)
Verification Bodies	30 Nov (2024 VBs)	30 Nov (2025 VBs)	30 Nov (2026 VBs)	30 Nov (2027 VBs)	30 Nov (2028 VBs)	30 Nov (2029 VBs)
CO ₂ Emissions	31 Jul (2023 Emissions)	31 Jul (2024 Emissions)	31 Jul (2025 Emissions)	31 Jul (2026 Emissions)	31 Jul (2027 Emissions)	31 Jul (2028 Emissions)
CORSIA Eligible Fuels*	31 Jul (2023 CEF)	31 Jul (2024 CEF)	31 Jul (2025 CEF)	31 Jul (2024-2026 CEF)	31 Jul (2027 CEF)	31 Jul (2028 CEF)
Cancelled Emissions Units					31 Jul (2024 - 2026 CEFs)	

* CEFs reported annually or once at the end of each three-year compliance cycle

2025 CORSIA Periodic Review

The ICAO Council, with the technical support of the Committee on Aviation Environmental Protection (CAEP), is undertaking the **2025 CORSIA periodic review**, building on the 2022 review process. In the context of sustainable development of the international aviation sector and improving the effectiveness of the Scheme, the Council is to consider the impact of CORSIA on the growth of international aviation.

The 2025 periodic review has been focusing on **assessing the supply, demand, and price of CORSIA Eligible Fuels and CORSIA Eligible Emissions Units**, as well as the related impacts on the scheme's implementation. The latest assessment by CAEP indicates that the future demands for CORSIA offsetting requirements and associated costs remain within the estimates of previous assessments.

The CAEP will provide one further update to the CORSIA analyses so that the Council can finalize the 2025 CORSIA periodic review at its **235th Session**. Any recommendations by the Council will be forwarded for **consideration by the 42nd ICAO Assembly that will take place in September 2025**.

Information on the work undertaken thus far on the 2025 CORSIA periodic review is available [here](#); CAEP's updated CORSIA analyses that will be presented to the 235th Session of the Council will be made publicly available in the ICAO website following Council's consideration.

CORSIA Eligible Fuels

The CAEP/13 meeting in February 2025 agreed to recommend amendments to three ICAO documents related to CORSIA Eligible Fuels (CEF), for consideration by the Council at its 235th Session by June 2025. These recommendations include:

- Updated LCA values for various pathways;
- Requirements for sourcing of electricity used in CEF production;
- Methodologies to account for GHG emission reductions from Soil Carbon Accumulation (SCA);
- Methodologies for geological carbon capture and sequestration (CCS); and
- Extension of low LUC risk practices to 2035.

The updated ICAO documents will be available soon on the [CORSIA Eligible Fuels website](#), upon the Council consideration and approval.

CORSIA Eligible Emissions Units and Host Country Attestations

Under CORSIA, aeroplane operators can reduce their offsetting obligations by purchasing and cancelling CORSIA eligible emissions units. All CORSIA units shall meet the [CORSIA Emissions Unit Eligibility Criteria](#) and **their eligibility is determined by the ICAO Council**.

Host country Attestation

This growing demand underscores the importance of expanding the supply of eligible units through the development of new carbon offset projects across various sectors. Innovations in technology and project design are playing a pivotal role in this expansion. However, the availability of CEUs is not solely

dependent on project development. A critical factor influencing supply is the **host country attestation**—an official confirmation from the country where the emissions reduction activity takes place. The attestation ensures that the host country agrees to account for the emissions reductions in a way that prevents double-claiming.

To maintain the environmental integrity of CORSIA, eligible offset programs shall demonstrate that host countries have authorized the use of emissions units for international aviation, thereby ensuring that **no double claiming occurs between the airline and the host country**. The host country attestation (also known as ‘host country authorization’ under the UNFCCC Paris Agreement, Article 6) is a key step to prevent double claiming of eligible units representing GHG mitigation that occurred from 2021 onward.

Through the attestation, the host country confirms that **any CORSIA Eligible Emissions Units used by aeroplane operators will not be counted towards a country’s Nationally Determined Contribution (NDC)** under the Paris Agreement. Also, the host country attestations should be obtained and made publicly available prior to the use of units for CORSIA.

A voluntary standardized template for host country authorization is available under the framework of Article 6 of the UNFCCC Paris Agreement. The template provides a structured format that host countries may use to formally authorize emissions units for use in CORSIA. The template can be found [here](#).

ICAO encourages the issuance of attestation letters by the governments hosting activities that generate CORSIA eligible emissions units, which will facilitate their access and availability to aeroplane operators to cancel emissions units for the CORSIA first phase.

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.

Climate Financing and Taxation in Aviation

ICAO has been closely following climate finance issues including proposals under consideration by other UN bodies and organizations, such as the [UN Committee of Experts on International Cooperation on Tax Matters](#), the [International Monetary Fund \(IMF\)](#), and the [Global Solidarity Levies Task Force](#), identifying the aviation and maritime transport sectors as potential sources for levies and taxes to mobilize climate finance for other sectors.

ICAO Assembly Resolution A41-21, paragraph 16, states *“while recognizing that no effort should be spared to obtain means to support the reduction and stabilization of CO₂ emissions from all sources, urges that ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner”*. The ICAO Council has also consistently reiterated its clear concerns over such proposals for aviation levies and taxes.

Introducing new taxes and levies on international aviation would not only result in a disproportionate financial burden on the sector but also lead to a patchwork of regulations with adverse implications for its sustainable development.

It is important to recall Assembly Resolution A41-22, paragraph 18, which:

*“determines that **the CORSIA is the only global market-based measure applying to CO₂ emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional***

Market-based Measures (MBMs), thus ensuring that international aviation CO₂ emissions should be accounted for only once”.

New taxes and levies on international aviation would drive up air travel costs, which could have a particularly concerning impact on Small Island Developing States and developing countries that rely heavily on tourism and trade via air transport. Increasing air travel prices could negatively affect the tourism industry by deterring travel and prompting travellers to opt for more affordable destinations. This shift could undermine the economic viability of airlines and tourism-related businesses and hinder socio-economic development as well as progress towards achieving multiple Sustainable Development Goals (SDGs).

Further information on the evolution of **ICAO’s work on market-based measures**, aviation levies, and the journey towards the **CORSIA agreement** is also available on the [ICAO CORSIA website](#) and [Uniting Aviation](#) .

ICAO Side Event for the 4th International Conference on Financing for Development (FFD4)

In conjunction with the [4th International Conference on Financing for Development \(FFD4\)](#), taking place from 30 June to 3 July 2025, in Sevilla, Spain, ICAO will host an official virtual side event on: ***Financing for Sustainable Aviation – challenges and opportunities in the pursuit of the Net Zero 2050 goal for international aviation.***

This high-level panel discussion will bring together representatives from ICAO, international organizations and the aviation industry to discuss and address questions related to the aviation sector's initiatives to reduce emissions, examine financing challenges, and explore opportunities for enhanced international cooperation. Particular focus will be given to supporting developing countries and States with specific needs, in line with ICAO's *No Country Left Behind* initiative.

We invite all interested stakeholders to join us for this virtual event. Details are as follows:

Date: 3 July 2025

Time: 10:30 am-12:00 pm Eastern Standard Time (GMT-4)

Meeting Link: [Microsoft Teams](#)

Meeting ID: 261 685 711 878 0

Passcode: E7PJ2bN6

Phone conference ID: 380 363 508#



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