

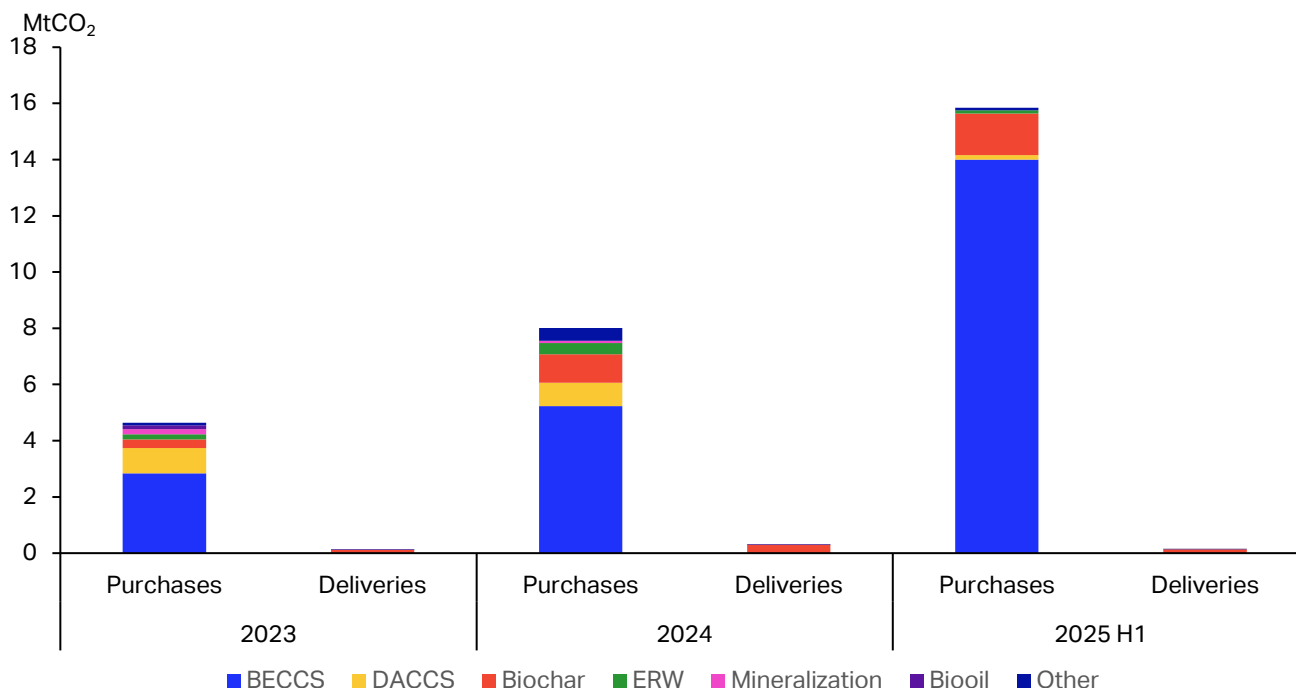


Chart of the Week

7 November 2025

Novel CDR: gaining traction with each year

Carbon dioxide removal (CDR) credit purchases and deliveries since 2023



Source: IATA Sustainability and Economics, CDR.fyi, ClimeFi

- Purchases of novel CDR credits have significantly increased since 2023, and the first half of 2025 marked the highest volume of CDR purchases yet in a year, approximately 16 million credits. Bioenergy with Carbon Capture and Storage (BECCS) accounted for more than half of total purchases from 2023 to 2025, although this was mainly driven by a few key actors making large purchase agreements. Other CDR methods have attracted a broader and more diverse range of buyers, making smaller purchase agreements.
- The delivery of novel CDR credits is less varied and is almost entirely comprised of biochar credits, which represent more than 90% of total deliveries since 2023, indicating strong spot availability of biochar credits. Newer technologies, such as Direct Air Carbon Capture and Storage (DACCS) and BECCS, are more reliant on offtake and pre-purchase agreements and thus have fewer deliveries, but these are expected to increase in the coming years as plants mature.
- The air transport industry has also been actively engaged in the novel CDR market on a voluntary basis. Airlines have accounted for nearly 4% of the total DACCS credit purchases since 2023, based on publicly disclosed deals. More airlines have been increasingly engaged in supporting other CDR methods and collaborative initiatives with CDR suppliers.
- Carbon dioxide removal is not only a key solution for achieving net zero CO₂ emissions in 2050 for the air transport industry, it is equally important for other industries in their decarbonization efforts, especially other hard-to-abate ones. All stakeholders, from CDR suppliers to private entities and governments, must collaborate and make a collective and coordinated effort to ensure that this market, particularly novel CDR, continues to grow.

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