

CORSIA
Eligible Emissions Unit
Supply Project - CSP



CORSIA First Phase

Participation:

130 States from 2026, **134 States** from 2027 (~85% international aviation emissions covered)

Demand for the First Phase:

170 to 236 Mt

Opportunity for climate investment:

Estimated at **USD 4-5 billion**

Supply as of June 2026 from 10 countries:

About **36 Mt**, gap of **134 to 200 Mt**

Main barriers:

- **Continued lack of awareness regarding CORSIA as an opportunity for host countries and the requirements and the relevant provisions of Article 6 of the Paris Agreement regarding CORSIA authorizations**
- Lack of awareness regarding ways to create synergies between **host countries' nationally determined contributions (NDCs) and CORSIA**
- **Delay in Art 6 reporting:** Letters of authorizations, Initial Reports, and Biennial Transparency Reports

CSP is built on three pillars:

Aviation Carbon Markets Compact

On this 10th anniversary of the adoption of the milestone Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) by the 193 Member States of the International Civil Aviation Organization, we...

Resolve to give critical momentum to international aviation's climate change goal of carbon-neutral growth from the year 2020 and the ICAO Long-Term Aspirational Goal of net zero CO₂ emissions by 2050, by uniting behind the challenge of **rapidly increasing the supply of CORSIA Eligible Emissions Units (CEEU) to 225–250 million by spring 2027**. Such an outcome would enable CORSIA compliance by hundreds of participating airlines worldwide and contribute to the achievement of the goals set out in the Paris Agreement;

Value the exceptional promise of CORSIA to offset and reduce international aviation emissions from 2020, as the only global market-based solution to international air transport's CO₂ emissions;

Recognize that international aviation's demand for EEU in CORSIA's First Phase (2024–2026)—when airlines are expected to cancel for compliance around of 200 million CEEUs by January 2028, at an estimated value of USD 4–5 billion—is an unparalleled opportunity for Paris Agreement Parties to attract new investments in climate actions that generate the credits required for CORSIA compliance. In addition, host Parties are encouraged to retain a meaningful share of emissions reductions for their domestic climate objectives, to enhance their ability to meet their Nationally Determined Contributions (NDCs) under the Paris Agreement;

Regard the current critical shortfall in the supply of CEEUs for the First Phase of CORSIA as a threat to the viability of CORSIA and to this promising flow of carbon finance for host Parties, whose timely authorization of the use of their emissions reductions to offset aviation emissions under the CORSIA can unlock significant CEEU supply from diverse projects. This challenging period will test the coordination and usability of the multilateral frameworks that guide how Parties provide and act on Letters of Authorization (LoAs) to avoid counting the same emissions reductions toward both Paris Agreement emissions targets and CORSIA's offsetting requirements;

Rise to meet this challenge by joining a community of signatories representing States that are Parties to the Paris Agreement and Contracting States to the Convention on International Civil Aviation (1944) or ICAO Observer Organizations; also, signatories representing international aviation, carbon markets, finance, development, technology and fuels industries, as well as civil society and global initiatives promoting high-integrity carbon credit market development;

Commit to working individually and together to actively promote, pursue, and deliver on the goals set out herein, to reinforce the vision for climate change solutions and sustainable development pursued under CORSIA and in Paris Agreement Parties' respective NDCs, including the following aims:

The CSP aims to **raise awareness, market action, and direct assistance** to convert these and other promising methods for market access into meaningful EEU supply for the first phase of CORSIA (2024-2026; **unit cancellations in Dec 2027–Jan 2028**)

1. **Aviation Carbon Markets Compact**
2. **CSP Supporting Alliance**
3. **Implementation Assistance to Host Countries**

I. The Aviation Carbon Markets Compact

Raising Global Awareness of CORSIA's Opportunities, Supply Challenges, and Solutions

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Commit to working individually and together to actively promote, pursue, and deliver on the goals set out herein, to reinforce the vision for climate change solutions and sustainable development pursued under CORSIA and in Paris Agreement Parties' respective NDCs, including the following aims:

- Seeks commitments from a global community of actors to confront the core barriers to CEEU supply for the first phase of CORSIA
- Aiming to close the supply gap to 225–250 MtCO₂e by mid-2027—a necessary volume to ensure market access and liquidity
- Inviting signatories representing a diverse cohort of carbon credit market actors—
 - ... from host Parties...
 - ...to carbon credit activity developers...
 - ...to their certification standards bodies...
 - ...to the carbon market support structure (capacity-builders, civil society)...
 - ...to the airlines implementing CORSIA.



II. CSP Supporting Alliance

- Open to:
 - **Compact signatories**
 - Organizations and host Parties **making significant contributions** to the development of CEEU supply and the robust implementation of CORSIA and the Paris Agreement's Article 6.2 guidance
- Through mid-2027 (*at least*), **quarterly updates** for information-sharing on progress of CEEU supply, CSP efforts, and remaining or emerging barriers to CORSIA EEU supply, focusing on the three thematic areas:
 - Authorization Innovation
 - Certification Coherence
 - Implementation Assistance
- **Periodic opportunities** for participant recognition; participation in events, panels, announcements; and direct engagement

III. Host Country Implementation Assistance

- **Direct assistance** (virtual; in-person if/as needed) to develop or refine LoAs
 - that are fully consistent with Paris Agreement Article 6.2 guidance
 - that enable the supply of CORSIA-eligible verified emissions reductions needed to implement the first phase and for host country NDC advancement
- Sustained support for a **full Article 6.2 reporting cycle in 2026-2027**
- **Utilizing Article 6.2 guidance and best-in-class materials and templates** where available; with practitioner input, innovating additional materials where needed
- **Collaborating with respected organizations**, including the International Emissions Trading Association (IETA), various capacity-building initiatives, data partner Sylvera

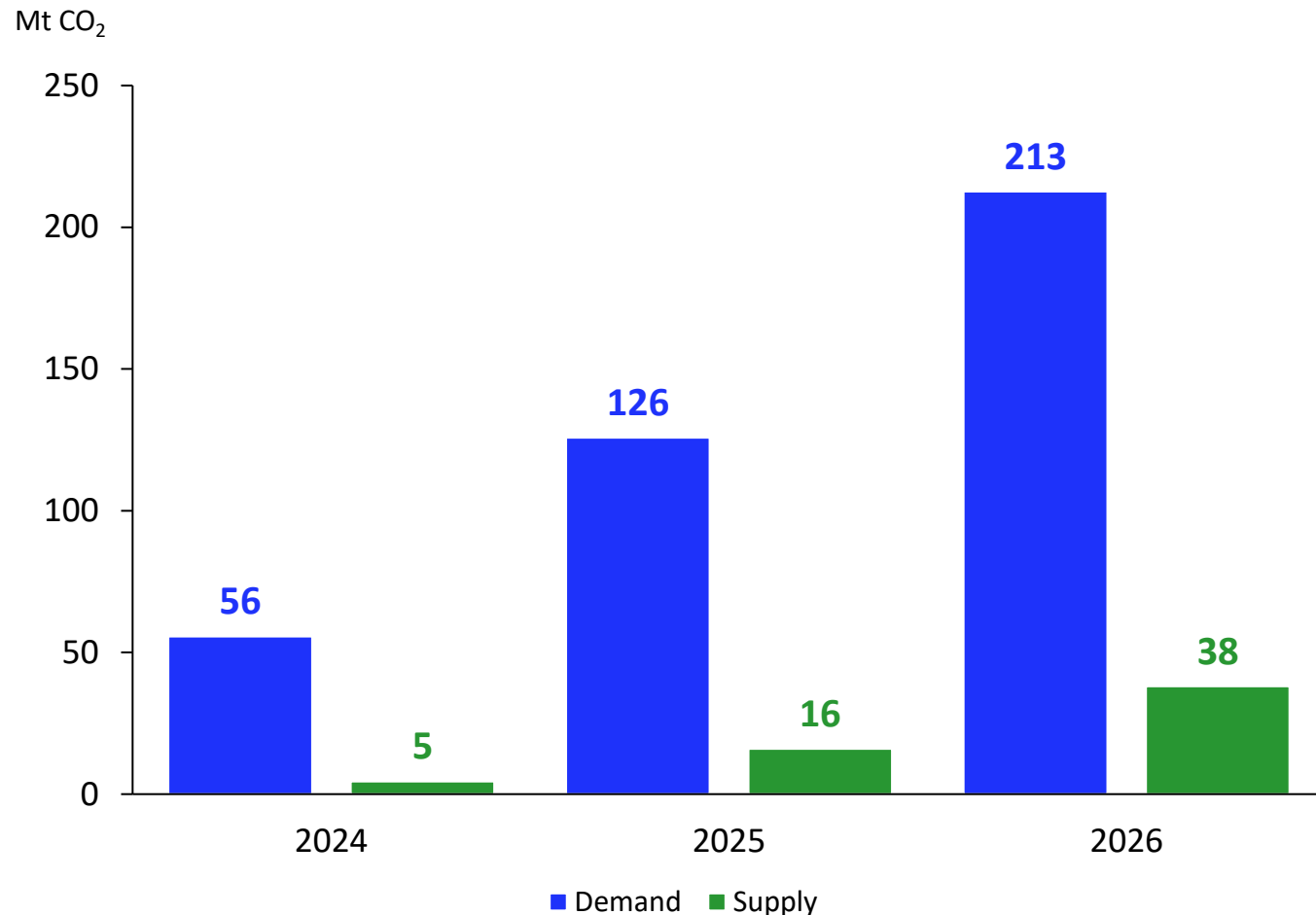
How to engage with and benefit from the CSP

E-mail the CSP team at CORSIA@iata.org

- **Key engagement opportunities:**
 - UNFCCC Intersessionals in Bonn (8–18 June)
 - Action Group Meeting in Nairobi (30 June – 2 July)
- **Commit to the Compact aims and be recognized in mid-2026 announcements** and participation in future quarterly convenings
 - Clearly indicate desire to associate with the Aviation Carbon Markets Compact and the CSP Supporting Alliance
- Inquire about **receiving host country implementation assistance** in 2026-2027
- **Introduce your country contact(s) to the CSP Team** to further explore their need for assistance and opportunities
- Explore **materials that you can share with host country(ies)** in which you are working

CORSIA EEU demand versus supply

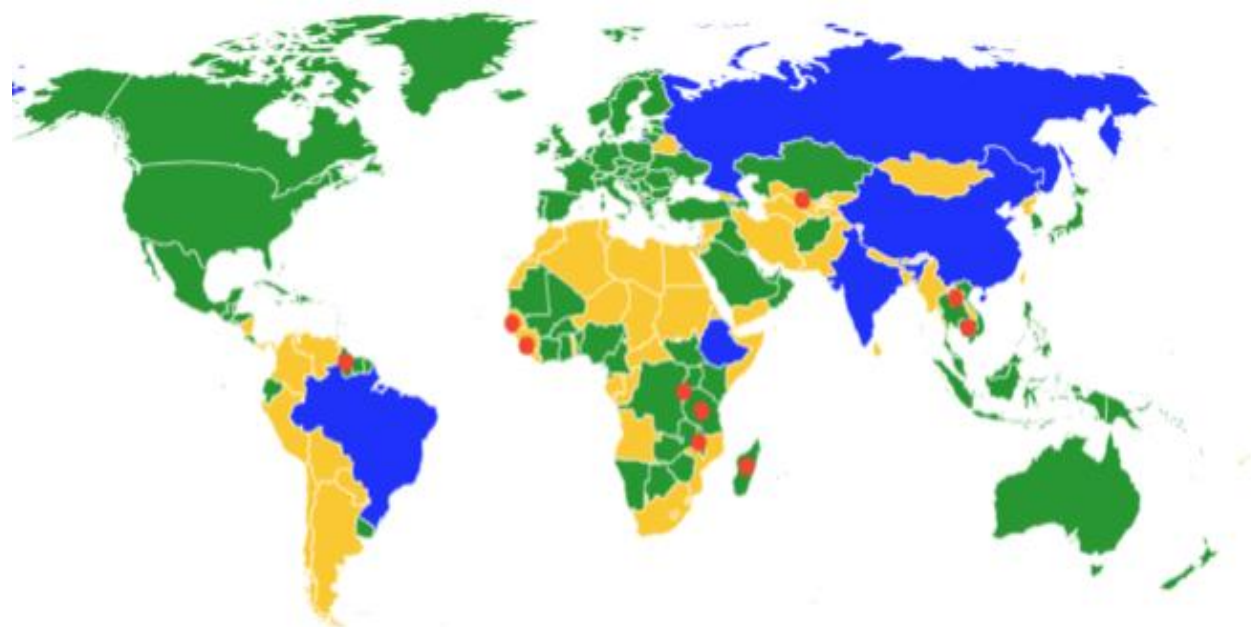
EEU demand and supply, cumulative



- In this first phase of CORSIA (2024-2026), our central scenario for the offsetting requirement is: **213 MtCO₂**
- The supply of CORSIA EEUs is currently: **38 MtCO₂**
- The shortfall is therefore around: **175 MtCO₂**

CORSIA EEU supply

Ten countries supplied CORSIA EEUs via the issuance of CORSIA-compatible letters of authorizations as of June 2026



- CORSIA participating States in 2026
- States joining CORSIA from at least 2027
- States exempt from CORSIA and not volunteered
- Letter of Authorization of carbon credits for the use in CORSIA

Note: This map simplifies borderlines for better data visibility, which does not imply IATA's endorsement of any territorial claims or borderlines.

Countries	Standard	Volume
Cambodia	Verra VCS	1,275,362
Gambia	Verra VCS	196,652
Guyana	ART TREES	24,963,214
Laos	Verra VCS	1,276,305
Madagascar	Verra VCS	2,595,222
Malawi	Gold Standard	1,376,880
Rwanda	Gold Standard	51,199
	Verra VCS	4,577,464
Sierra Leone	Verra VCS	2,078
Tanzania	Gold Standard	2,806
	Verra VCS	142,504
Uzbekistan	Verra VCS	1,568,083
Total		38,027,769

Thank you