

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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AGENDA ITEM 7: AVIATION AND ENVIRONMENT

RECOMMENDATIONS FOR CORSIA COMPLIANCE

(Presented by Japan)

SUMMARY

ICAO regards aviation sustainability as essential, and at past ICAO Assemblies, steady progress has been made toward decarbonization through the adoption of measures such as the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), the Long-Term Global Aspirational Goal (LTAG) and the Global Aspirational Vision to reduce CO₂ emissions from international aviation by 5 percent by 2030 through the use of Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other cleaner aviation energy sources.

This paper emphasizes CORSIA as “the only global market-based measure (MBM) applying to CO₂ emissions from international aviation” and calls on all States to participate in and implement CORSIA in order to enhance its effectiveness and credibility.

RECOMMENDATIONS FOR CORSIA COMPLIANCE

1. INTRODUCTION

1.1 Aviation is an indispensable means of transportation for both passengers and cargo. According to the ICAO Strategic Plan 2026–2050¹, the number of passengers has recovered to 2019 levels by 2024 and is projected to reach 12.4 billion by 2050. With the continued growth in air travel demand, aviation sustainability has become an even more important issue. ICAO also identifies Net-Zero Carbon Emissions as one of the Three Essential Aspirations in its Strategic Plan.

1.2 As part of ICAO’s environmental protection efforts, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) was adopted at the 39th Session of the ICAO Assembly (27 September-7 October 2016). Since the beginning of its First Phase in 2021, the number of participating States has increased to 130², representing a landmark achievement in multilateral environmental governance.

1.3 In addition, ICAO has established goals to advance the decarbonization of international aviation. At the 41st Session of the ICAO Assembly (27 September-7 October 2022), it adopted the Long-Term Global Aspirational Goal (LTAG) of net-zero carbon emissions for international aviation by 2050. Furthermore, at the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) in November 2023, the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other Aviation Cleaner Energies was adopted. This Framework includes “a collective global aspirational Vision to reduce CO₂ emissions from international aviation by 5 per cent by 2030 through the use of SAF, LCAF and other Aviation Cleaner Energies (compared to zero cleaner energy use).” At the 42nd Session of the ICAO Assembly (21 September-2 October 2025), the Assembly resolved, in accordance with paragraph 9 of Resolution A42-21: *Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change*, that “ICAO and its Member States strive to achieve” this Vision and that States coordinate their efforts toward its attainment.

2. DISCUSSION

2.1 Assembly Resolution A42-22, paragraph 18 designates CORSIA as “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 MBMs, thus ensuring that international aviation CO₂ emissions should be accounted for only once.”

2.2 International flights require globally consistent mechanisms, as they involve cross-border operations. Implementing regional schemes would create a risk of duplicative charges and would directly undermine the effectiveness of CORSIA, the only global market-based measure.

2.3 CORSIA is not merely a market-based measure for offsetting and reduction. Under the comprehensive framework of Annex 16, Volume IV, it encompasses international aviation’s environmental initiatives, including certification schemes for CORSIA eligible emissions units and CORSIA eligible fuels, as well as MRV standards, and operates in coordination with LTAG. The concept of No Country Left Behind (NCLB), one of the Strategic Goals in ICAO’s Strategic Plan, can be realized precisely because States share a global framework such as CORSIA, which facilitates mutual assistance. If States instead follow different regional schemes, capacity-building efforts would become less effective, and substantial disparities could emerge among States in their implementation of environmental protection measures.

2.4 In addition, to enhance the effectiveness and credibility of the system, it is essential for States to consistently participate in and implement CORSIA. With the start of the mandatory

¹ [ICAO-Strategic-Plan-2026-2050-WEB-F5.pdf](#)

² [CORSIA States for Chapter 3 State Pairs](#)

phase beginning in 2027, COSIA is expected to be further strengthened. The implementation of CORSIA requires the availability of CORSIA Eligible Fuel (CEF) and CORSIA Eligible Emission Units (CEEU); however, their current supply remains insufficient to meet the projected demand. States should cooperate to increase the supply of both CEF and CEEU.

2.5 At the national level, Japan has announced its goal of achieving carbon neutrality across all sectors by 2050 and has set a voluntary target of replacing 10% of the aviation fuel consumed by Japanese airlines with SAF by 2030. To achieve this goal, support is provided for capital investments in projects that contribute to energy security, economic growth, and decarbonization, with the aim of establishing a stable supply of SAF at internationally competitive prices. In addition to this support, a tax credit scheme has been established under the Strategic Sectors Domestic Production Promotion Tax System to promote domestic investment. Despite these support measures, a gap remains between the SAF price expectations of suppliers and users. Against this backdrop, SAF supply obligations and incentives for airlines, including support to address the price gap, will be considered, drawing on international best practices, in order to stimulate initial demand.

2.6 Another initiative undertaken by the Japan Civil Aviation Bureau (JCAB) is to support domestic companies seeking to register new SAF feedstocks under the relevant ICAO framework. To date, Japan has reached agreement on the inclusion of several new feedstocks in the relevant ICAO document, including Non-Standard Coconuts. Drawing on the knowledge gained from past feedstock registration efforts, Japan has been developing a guidebook explaining how to register new feedstocks or pathways with ICAO and obtain CEF certification, with the aim of sharing its knowledge with ASEAN countries and further advancing the diversification of SAF feedstocks.

2.7 Recently, Japanese airlines became the first airlines in the world to use CORSIA Eligible Emissions Units for compliance with their CORSIA Phase 1 obligations. Both airlines also reported their use of CORSIA Eligible Fuel in 2024, thereby marking another world first. Japan was the first country in the world to report the use of both CORSIA Eligible Emissions Units and CORSIA Eligible Fuel. Japan remains committed to working closely with other States to ensure the effective implementation of CORSIA and contribute to achieving the LTAG.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) encourage Member States to reaffirm that CORSIA is “the only global market-based measure (MBM) applying to CO₂ emissions from international aviation”;
- b) encourage Member States to continue efforts to enhance the effectiveness and credibility of the scheme and encourage exempted APAC States to voluntarily participate in the second phase of CORSIA from 1 January 2027.

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