

July 2026



### Highlights

- ✓ [ICAO statement on proposed expanded scope of EU Emission Trading System](#)
- ✓ [Update on State pairs subject to CO<sub>2</sub> offsetting requirements in CORSIA in 2027](#)
- ✓ [CO<sub>2</sub> Emissions Reporting via the CORSIA Central Registry](#)

### Background on CORSIA

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 reduction efforts such as technological innovations, operational improvements and aviation cleaner energies to meet the ICAO aspirational goal of carbon-neutral growth.



Find out more about  
CORSIA [here](#).

The 42nd Session of the ICAO Assembly (2025) reaffirmed **CORSIA as the only global market-based measure (MBM) applicable to CO<sub>2</sub> emissions from international aviation**. The Assembly further called upon ICAO and its Member States to express concerns regarding the emergence of duplicative MBMs, including aviation-related taxes and levies, particularly where such measures are intended to mobilize climate finance for sectors beyond international aviation.

Notwithstanding the adoption and robust implementation of CORSIA by ICAO Member States, certain international organizations and entities continue to advance proposals for aviation emissions taxes or levies. These initiatives, often aimed at mobilizing climate and development finance or serving other policy objectives, are not aligned with the collective decisions of the ICAO Assembly, as reflected in Assembly Resolutions [A42-21](#) and [A42-22](#).

In this context, stakeholders are **strongly encouraged to align their actions and policy approaches with the ICAO Assembly's decisions**, thereby safeguarding the integrity of CORSIA as the global framework for addressing CO<sub>2</sub> emissions from international aviation.

### Proposed expanded scope of EU Emission Trading System

ICAO has expressed concern that the proposal to expand the scope of the EU Emissions Trading System (EU ETS) for aviation from 2029, as announced by the European Commission on 17 July 2026, would undermine the [only globally harmonized measure applying to CO<sub>2</sub> emissions from international aviation](#) and result in duplicative measures.

While ICAO recognizes the efforts made by the EU to support CORSIA, a unilateral expansion of the EU ETS for aviation would be inconsistent with CORSIA's objective. Expanding the EU ETS for aviation would introduce the potential for double charging for CO<sub>2</sub> emissions from international aviation, with implications for the effective implementation of CORSIA. The proposal also risks fragmenting global aviation decarbonization efforts and jeopardizing the achievement of ICAO's collective global aspirational goals for the international aviation sector.

**ICAO is encouraging all Member States to continue their strong support for CORSIA.**

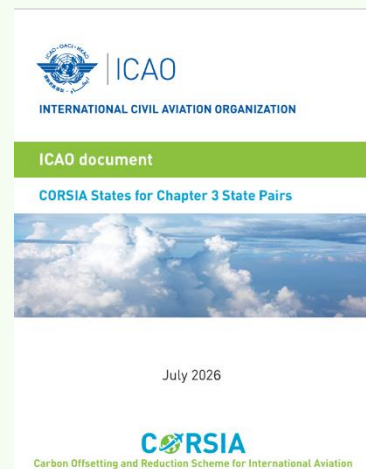
[Click here](#)  for the ICAO statement

## CORSIA Participating States

The [ICAO Assembly](#) has strongly encouraged more States to voluntarily participate in CORSIA, to enhance the environmental integrity of the scheme.

A total of **134 States** will participate in the CORSIA offsetting requirements from 2027. The number of CORSIA participating States has steadily increased every year from the initial 88 in 2021, resulting in a higher coverage of international routes and emissions.

The ICAO document [CORSIA States for Chapter 3 State Pairs](#) is updated annually to reflect the list of States that define State pairs subject to offsetting requirements in CORSIA each year from 2021. **The latest edition, applicable from 1 January 2027, was published on ICAO's website in July 2026.**



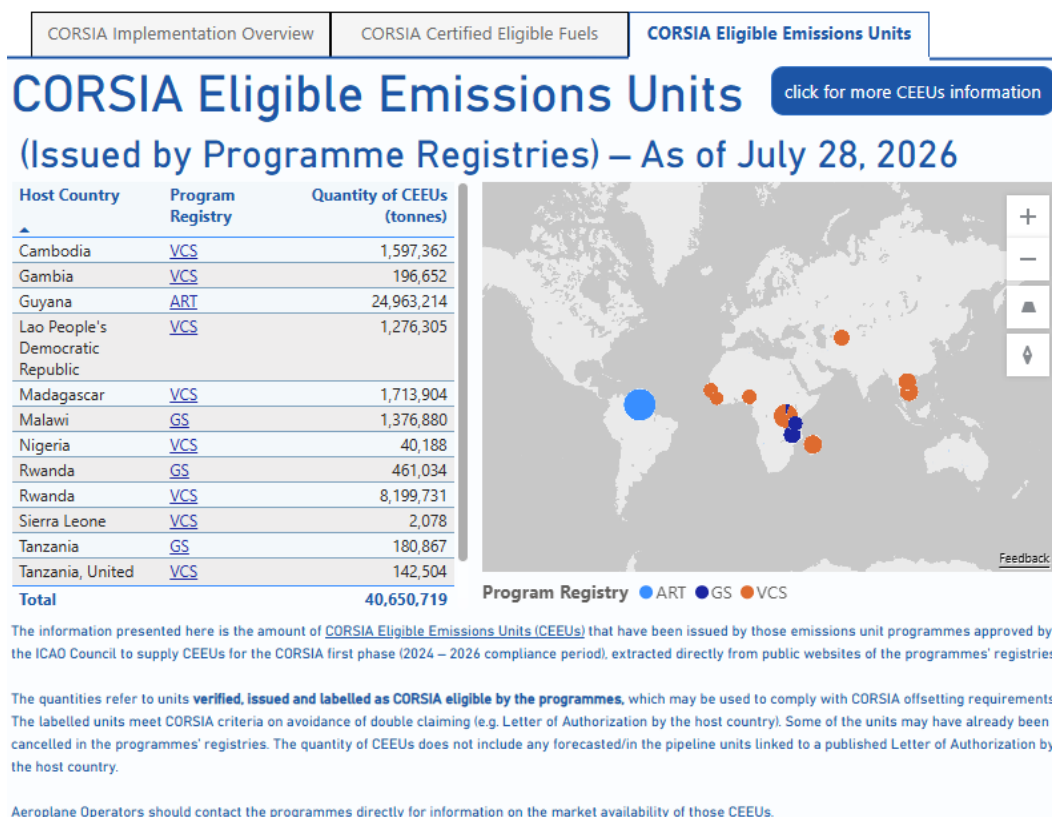
In accordance with the relevant provisions in Assembly Resolution A42-22 and in [Annex 16, Volume IV](#), this edition of the ICAO document includes those States that have an individual share of international aviation activities in revenue tonne kilometers (RTKs) in year 2018 above 0.5 per cent of total RTKs, or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs (with the exception of Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs)), as well as States that volunteer to participate in CORSIA.

## CORSIA Eligible Emissions Units (CEEs)

### Dashboard on CEEs

The [ICAO dashboard on the CORSIA website](#) continues to provide up-to-date information on CEEs issued and labelled by programmes approved by the ICAO Council.

The dashboard offers insights into the progress of CEE issuance and is intended to support aeroplane operators in identifying emissions units that are eligible for compliance under CORSIA. Notably, a **growing share of issued CEEs originates from emissions reduction projects located in and hosted by developing countries**, underscoring CORSIA's contribution to sustainable development and ensuring no country is left behind.





The information presented in the dashboard is **sourced directly from programme-designated registries approved under CORSIA**. It is the responsibility of these programmes' registries, listed in the ICAO document *CORSIA Eligible Emissions Units* as approved by the ICAO Council, to issue and label CEEUs in accordance with the CORSIA Standards and Recommended Practices (SARPs) and the CORSIA Emissions Unit Eligibility Criteria.

More information on CEEUs can be found on the [ICAO CORSIA CEEUs website](#).

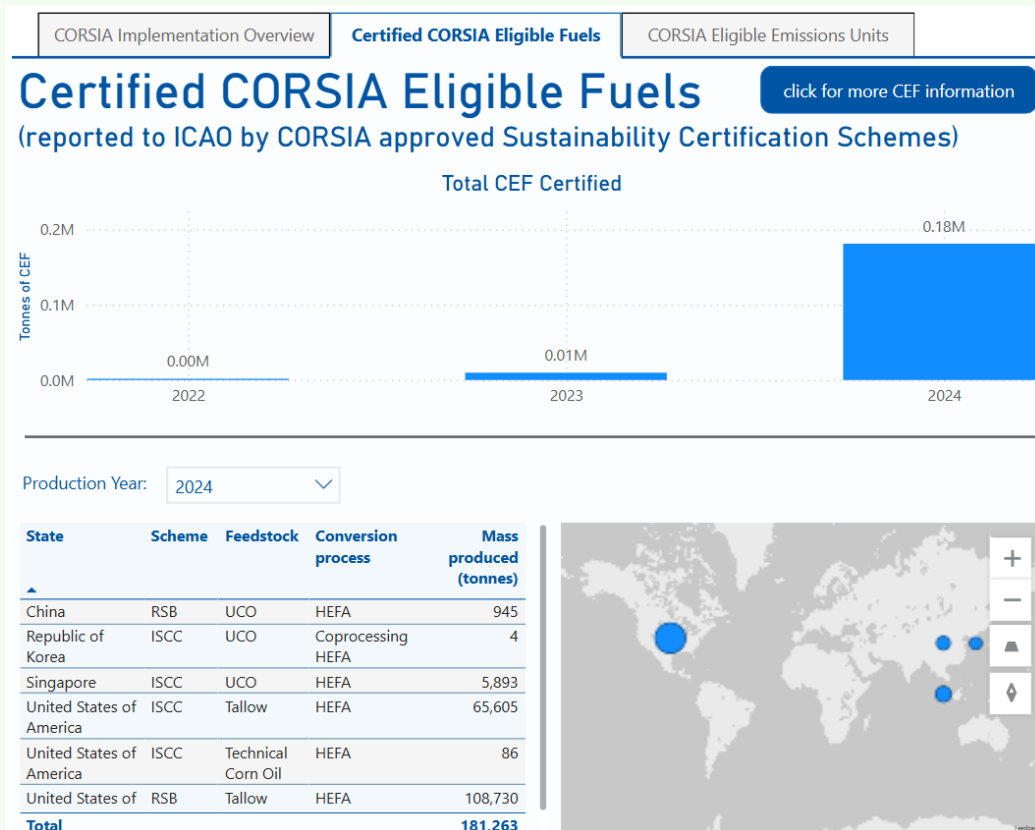
## CORSIA Eligible Fuels (CEFs)



The [ICAO Cleaner Energy Tracker Tools](#) track indicators related to aviation cleaner energies and has recorded significant increases in the number of Sustainable Aviation Fuel (SAF) policies adopted or under development, airports distributing SAF, approved SAF conversion processes, recognized feedstocks and batches of SAF certified under CORSIA, SAF volumes under offtake agreements, and announced SAF production facilities.

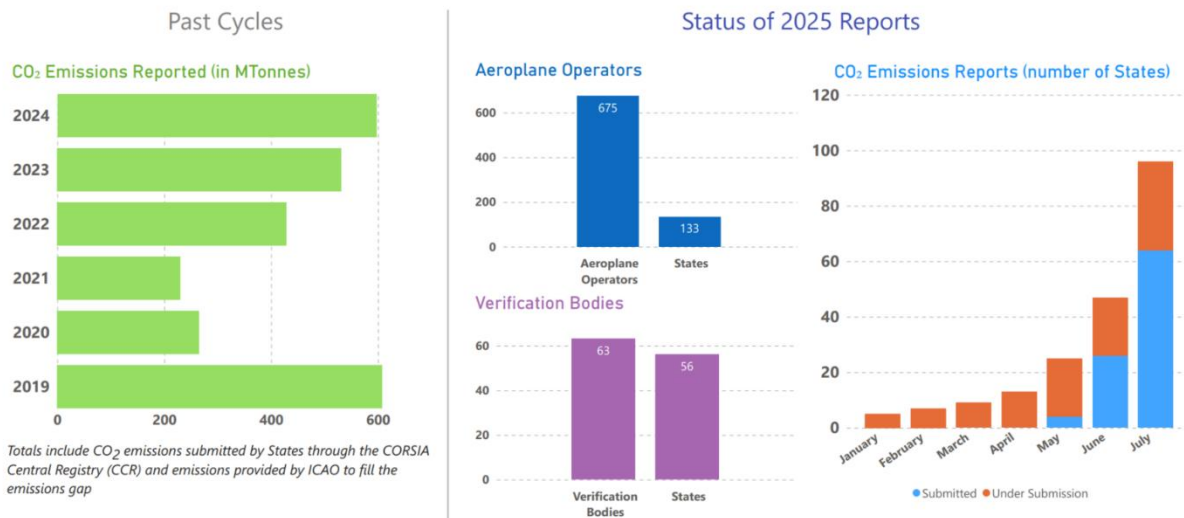
### Dashboard on CEFs

A [dashboard on certified CEFs](#), based on the annual report submitted to ICAO by CORSIA-approved SCSs, is available on the CORSIA website, and reflects the increasing amount of certified CEF. Data on the total CEF certified in 2025 will be available soon.



## CO<sub>2</sub> Emissions Reporting via the CORSIA Central Registry

As of July 2026, many States had reported their 2025 international aviation CO<sub>2</sub> emissions through the CORSIA Central Registry (CCR), while other States are expected to submit their data soon.



In accordance with [Annex 16, Volume IV](#), Part II, Chapter 2, 2.3.2, States are required to submit CO<sub>2</sub> emissions data for the year 2025. **The deadline for submitting this information using the CORSIA Central Registry (CCR) was 31 July 2026** (see Table A1-3, Appendix 1 to Annex 16, Vol. IV). States should have submitted their list of aeroplane operators through the CCR by 30 November 2025, and this list can be updated, if necessary, before reporting 2025 CO<sub>2</sub> emissions.

To ensure the timely publication of the 2025 Sector's Growth Factor (SGF), it is essential that States accurately submit their 2025 CO<sub>2</sub> emissions to ICAO, in accordance with the timeline in Annex 16, Volume IV, Appendix 1. Given the deadline for the publication of the ICAO CORSIA documents, the ICAO Secretariat will start the gap-filling process for States that have not reported their CO<sub>2</sub> emissions through the CCR by the deadline.

All CCR-related information is available on the [CCR website](#), including a quick guide on reporting CO<sub>2</sub> Emissions (*guide E*) and the CCR User Manual (*Chapter 6*).

## 2026 CORSIA Implementation deadlines

The **2026 key CORSIA implementation deadlines for States** are highlighted below:

| Date                | Action                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| By 31 July 2026     | <ul style="list-style-type: none"> <li>States shall conduct an <b>order of magnitude check of the verified Emissions Report for 2025</b>, including any filling in of data gaps in case of non-reporting by aeroplane operators.</li> <li><b>States shall submit required information regarding CO<sub>2</sub> emissions for 2025 to ICAO</b></li> </ul>                         |
| 1 August 2026       | <ul style="list-style-type: none"> <li>States shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2027 compliance year.</li> </ul>                                                                                                                                                                                      |
| 31 October 2026     | <ul style="list-style-type: none"> <li>States shall obtain and use the Sector’s Growth Factor (SGF) for 2025 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.</li> </ul>                                                                                                                                                                            |
| By 30 November 2026 | <ul style="list-style-type: none"> <li>States shall calculate and inform aeroplane operators of their offsetting requirements for 2025.</li> <li>States to submit to ICAO, through the CCR, updates to the list of aeroplane operators that are attributed to that State, and updates to the list of verification bodies accredited in the State for CORSIA purposes.</li> </ul> |

ICAO will continue to support all States cooperating under the **ACT-CORSIA programme** in the spirit of **No Country Left Behind**.

## ACT-CORSIA Buddy Partnership



Since its launch in July 2018, the **ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) Buddy Partnerships** have proven to be an extremely successful modality for providing training and assistance to support-requesting States on various aspects of CORSIA implementation.

With 16 support-providing States and 125 support-requesting States to date, the results of the training activities thus far have been remarkable, **resulting in 99% of 2024 global emissions reported by States through the CCR in 2025**. ICAO also organizes annual “Training of Trainers” sessions under the ACT-CORSIA Buddy Partnerships, ensuring the consistency of assistance provided and materials used.

In 2026, the following training activities were delivered under the ACT-CORSIA Buddy Partnerships:

| Supporting States | States That Received Training                                                                              |
|-------------------|------------------------------------------------------------------------------------------------------------|
| Germany           | Armenia, Azerbaijan, Kazakhstan, Moldova, North Macedonia, Serbia, Tajikistan, Turkmenistan and Uzbekistan |
| Indonesia         | Fiji, Samoa, Solomon Islands and Vanuatu                                                                   |

|                   |                                                                                                                  |
|-------------------|------------------------------------------------------------------------------------------------------------------|
| Japan             | Cambodia                                                                                                         |
| Kenya             | Ethiopia, Rwanda, Seychelles and Somalia                                                                         |
| Republic of Korea | Philippine and Viet Nam                                                                                          |
| Singapore         | Tonga<br><br><i>Materials were also shared with: Palau, Kiribati, Marshall Islands, Cook Islands and Tuvalu.</i> |
| South Africa      | Malawi, Namibia, Zambia and Zimbabwe                                                                             |
| Spain             | Belize, Costa Rica, Cuba, El Salvador, Guatemala and Mexico                                                      |

Further activities and initiatives will be communicated as they become available. States are encouraged to maintain strong engagement in ACT-CORSIA Buddy Partnerships to support effective CORSIA implementation as the scheme transitions to its second phase (2027–2035).

## CORSIA Verification Course



The CORSIA Verification Course offered by ICAO's Global Aviation Training (GAT) Office provides training on how to verify CO<sub>2</sub> Emissions Reports that have been prepared by aeroplane operators, in accordance with the provisions of the CORSIA SARPs contained in Annex 16, Volume IV.

In March 2026, the CORSIA Verification Course was updated with a new module on the verification of claims of emissions reductions from CORSIA Eligible Fuels made under CORSIA, in line with the guidance on this topic included in the fourth edition of Doc 9501 (Environmental Technical Manual), Volume IV, published in November 2025.

[Click here](#)  for more information and registration.

**In 2026, three additional CORSIA Training Courses will be made available through ICAO training, covering the following topics:**

- **CORSIA Overview**
- **CORSIA Eligible Fuels**
- **CORSIA Eligible Emissions Units**

More information on these courses will be provided in future issues of the CORSIA Newsletter.



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