Case No: 96182
Document No: 1614439
Decision No: 419/26/D

EFTA SURVEILLANCE AUTHORITY
DELEGATED DECISION

of 09/09/2026

on instructing the Central Administrator to enter changes to the national aviation allocation tables of Iceland and Norway into the Union Registry to account for the use of eligible aviation fuels in the year 2025

THE EFTA SURVEILLANCE AUTHORITY,

Having regard to the Agreement between the EFTA States on the Establishment of a Surveillance Authority and a Court of Justice, in particular its Article 5 ("the Surveillance and Court Agreement"),

Having regard to the Act referred to at point 21al of Annex XX to the Agreement on the European Economic Area ("the EEA Agreement"),

> *Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC*,

as amended and as adapted to the EEA Agreement by Protocol 1 and in Annex XX thereto ("Directive 2003/87/EC"), and in particular Article 3c(6) thereof,

Having regard to the Act referred to at point 21app of Annex XX to the EEA Agreement,

> *Commission Delegated Regulation (EU) 2025/723 of 6 February 2025 supplementing Directive 2003/87/EC of the European Parliament and of the Council by laying down detailed rules for the yearly calculation of price differences between eligible aviation fuels and fossil kerosene and for the EU ETS allocation of allowances for the use of eligible aviation fuels ("*Delegated Regulation (EU) 2025/723"),

as adapted to the EEA Agreement by Protocol 1 thereto, and in particular Article 6(6) thereof,

Whereas:

(1) To support the transition from the use of fossil fuels and incentivise climate action in commercial air transport, Directive (EU) 2023/958 of the European Parliament and of the Council[1] introduced an additional support under the EU Emissions Trading System (ETS) by reserving a maximum of 20 million allowances to be allocated to cover part of the remaining price difference between fossil kerosene

[1] *Directive (EU) 2023/958 of the European Parliament and of the Council of 10 May 2023 amending Directive 2003/87/EC as regards aviation's contribution to the Union's economy-wide emission reduction target and the appropriate implementation of a global market-based measure* (OJ L 130, 16.5.2023, pp. 115–133), as incorporated into the EEA Agreement at 21al of Annex XX by Decision of the Joint Committee No 334/2023 (OJ L, 2024/1419, 13.6.2024 and EEA Supplement No 48, 13.6.2024, p. 72).

and the eligible aviation fuels used by commercial aircraft operators from 1 January 2024 until 31 December 2030.[2]

(2) Delegated Regulation (EU) 2025/723 lays down the detailed rules for the yearly calculation of the price difference between eligible aviation fuels and fossil kerosene and the detailed rules for allocating the 20 million allowances in order to operationalise the allocation.

(3) In accordance with Article 6(1) of Delegated Regulation (EU) 2025/723, competent authorities under Directive 2003/87/EC determined the demand for allowances for each commercial aircraft operator they administer, which used eligible aviation fuels in 2025 and applied for this additional ETS support.

(4) In accordance with Article 6(4) of Delegated Regulation (EU) 2025/723, Iceland notified the demand for allocation of allowances to the EFTA Surveillance Authority ("the Authority") by letter dated 12 June 2026[3] with adjustments provided by letter dated 22 June 2026[4]. Pursuant to Article 6(4) of Delegated Regulation (EU) 2025/723 Norway notified the demand by letter dated 12 June 2026[5] with adjustments provided by letter dated 27 July 2026[6].

(5) Following its assessment of the notification and consultation with the services of the European Commission, the Authority is satisfied that the notified changes to the national aviation allocation tables are in accordance with Delegated Regulation (EU) 2025/723.

(6) In accordance with Article 6(5) of Delegated Regulation (EU) 2025/723 the European Commission aggregated the total demand for allowances for the year 2025 and determined that the calculation of an allocation reduction factor is not necessary.

(7) It is therefore appropriate to instruct the Central Administrator to enter the changes to the allocation of allowances as notified by EFTA States into the Union Registry,

HAS ADOPTED THIS DECISION:

1. The EFTA Surveillance Authority instructs the Central Administrator of the Union Registry to enter the changes to the national aviation allocation tables of Iceland and Norway for 2025 into the Union Registry.
2. The changes to the national aviation allocation tables of Iceland and Norway are set out in the Annex to this Decision.
3. This Decision shall be notified to the Central Administrator of the Union Registry.

[2] Article 3c(6) of Directive 2003/87/EC, as amended by Directive (EU) 2023/958.
[3] Document Nos 1613068 and 1613070.
[4] Document Nos 1616535 and 1616533.
[5] Document Nos 1612864 and 1612866.
[6] Document No 1619830.

Done at Brussels,

For the EFTA Surveillance Authority, acting under Delegation Decision No 111/26/COL,

Jónína S. Lárusdóttir
Director
Internal Market Affairs Directorate

This document has been electronically authenticated by Jonina S. Larusdottir.

ANNEX

Changes to national aviation allocation tables pursuant to Article 3c(6) of Directive 2003/87/EC as adapted to the EEA Agreement by Protocol 1 thereto for the year 2025

EEA EFTA State: Iceland

ETSID	OPERATOR NAME	2025
1502	Air Atlanta Icelandic	264
1479	Icelandair	9,737
	TOTAL	**10,001**

EEA EFTA State: Norway

ETSID	OPERATOR NAME	2025
49226	Norse Atlantic Airways AS	33
22212	Norwegian Air Shuttle AOC AS	22,832
5343	Widerøe's Flyveselskap AS	2,419
	TOTAL	**25,284**