



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 18: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)

CAPACITY BUILDING FOR INTERNATIONAL CIVIL AVIATION CARBON OFFSETTING PROJECTS

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY

This working paper presents progress achieved by the Dominican Republic in environmental protection, specifically climate change and a carbon market-based mechanism, in accordance with Annex 16 — *Environmental Protection*, Volume IV — *Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)* and Resolution A40-18, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*.

Action: The Assembly is invited to:

- a) take note of the information in this paper;
- b) note the progress of the Dominican Republic in environmental protection and its initiatives to comply with ICAO Standards for CORSA;
- c) continue capacity building in States for the development of environment projects that meet the CORSA emissions unit criteria; and
- d) promote concrete actions for access to financing and technology transfer for developing States, mainly for projects under CORSA.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective – <i>Environmental Protection</i> .
<i>Financial implications:</i>	Additional financial resources are required to implement the environment initiatives.
<i>References:</i>	Assembly Resolution A40-18, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i> Annex 16 — <i>Environmental Protection</i> , Volume IV — <i>Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)</i>

¹ Spanish version provided by the Dominican Republic

1. INTRODUCTION

1.1 As a small island developing State, the Dominican Republic notified the International Civil Aviation Organization (ICAO) of its intention to participate in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) in October 2018. Since then, various measures have been implemented in fulfilment of the Strategic Objective of *Environmental Protection*.

1.2 In 2019, the Dominican Aviation Regulations were amended to adapt the national regulatory framework to Annex 16 – *Environmental Protection*, Volume IV – *Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*.

1.3 In March 2020 before the COVID-19 pandemic began, the CORSIA monitoring, reporting and verification (MRV) course was delivered at the Higher Academy of Aeronautical Sciences (ASCA) which provided training to personnel from the aviation authority, and from national and international verification bodies.

1.4 In 2021, an agreement was signed with the national accreditation body ODAC to build capacity and establish procedures under international standards for accreditation of CORSIA verification bodies.

1.5 That same year, the Dominican Republic participated in the CORSIA capacity-building project sponsored by the European Aviation Safety Agency (EASA) and the European Union (EU) for the Africa and Caribbean Regions. We have conducted four training workshops for:

- 1) Dominican air operators on CORSIA;
- 2) the Dominican accreditation body; and
- 3) national and international verification officers.

2. DISCUSSION

2.1 From 1 January 2021 to 31 December 2035, the offsetting requirements of paragraphs 1.1.2 and 2.1 of the Chapter on aircraft operators with international flights, between States listed in the ICAO document *CORSIA States for Chapter 3 State Pairs*, are applicable².

2.2 Aircraft operators will have to meet their offsetting requirements as per paragraph 3.4.4³, calculated by the State to which they are attributed, cancelling an amount of CORSIA eligible emissions units equivalent to their total final offsetting requirements for a given compliance period (i.e., *FORc*). The only CORSIA-eligible emissions units are those described in the ICAO document *CORSIA Eligible Emissions Units* that meet the eligibility criteria defined in the ICAO document *CORSIA Emissions Unit Eligibility Criteria*.

2.3 The ICAO Document, *CORSIA Eligible Emissions Units March 2022*, sets out eight projects approved by the ICAO Council for supplying CORSIA Eligible Emissions Units. The eligibility criteria state that carbon offsetting programs should generate units representing emissions reductions, cancellations or eliminations that are additional.

2.4 The *Report on the feasibility of a long-term aspirational goal (LTAG) for international civil aviation CO₂ emission reductions* states, “The LTAG-TG analyses show that there is robustness in the LTAG scenarios and analyses, noting that although different pathways can lead to similar levels of CO₂

² Annex 16, Volume IV, Chapter 3, 3.1 – *Applicability of CO₂ offsetting requirements*, p. 31.

³ Annex 16, Volume IV, Chapter 4, 4.2 – *Cancelling CORSIA Eligible Emissions Units*, p. 35.

emissions they may have different implications, e.g. in terms of costs (investments) and regional impacts.” However, the common criterion given is residual emissions, which will account for a higher or lower share depending on the scenario.

2.5 The Dominican Republic has a CO₂ emissions reduction project called REDD+ *Reduction of Emissions from Deforestation and Forest Degradation*, which commits to carbon capture through 2024, under the leadership of the Ministry of the Environment and Natural Resources.

2.6 Finally, the Dominican Republic is organizing the carbon market by building capacities among the various bodies, with a focus on strengthening the standards and regulations. It is particularly important to build the capacity to develop CORSIA-eligible projects.

3. CONCLUSIONS

3.1 The Assembly is invited to:

- a) take note of the information in this paper;
- b) note the progress of the Dominican Republic in environmental protection and its initiatives to comply with ICAO Standards for CORSIA;
- c) continue capacity building in States for the development of environmental protection projects that meet the CORSIA emissions unit criteria; and
- d) promote concrete actions for access to financing and technology transfer for developing States, mainly for projects under CORSIA.

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