



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

### Sixth Meeting (DGCA-MID/6) (Abu Dhabi, UAE, 1-3 November 2022)

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#### Agenda Item 7: Environmental Protection

##### STATUS OF IMPLEMENTATION OF CORSIA REQUIREMENTS & ASSOCIATED IMPLEMENTATION SUPPORT ACTIVITIES

*(Presented by the Secretariat)*

#### SUMMARY

This paper presents the status of implementation of CORSIA in the MID Region and provides thorough insight into associated ICAO implementation support initiatives.

Action by the meeting is at paragraph 3

#### REFERENCES

– ANNEX 16, VOLUME IV

### 1. INTRODUCTION

1.1 In 2016, the 39th Session of the ICAO Assembly adopted a resolution to establish the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

1.2 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 reductions efforts such as technological innovations, operational improvements and sustainable aviation fuels to meet the ICAO aspirational goal of carbon neutral growth.

1.3 Under CORSIA, aeroplane operators with international flights are subject to monitoring, reporting and verification (MRV) requirements. As of 1 January 2019, operators are required to monitor their annual CO<sub>2</sub> emissions, have them verified through a third-party verification process, and submit them to the States to which they are attributed. States collect emissions data from all their operators and submit consolidated information to ICAO.

1.4 In accordance with the provisions of Annex 16, Volume IV, States have to submit CO<sub>2</sub> emissions, through the CORSIA Central Registry (CCR), every year starting with the 2019 emissions that were due on 31 August 2020. As of 31 August 2022, 7 States out of 15 MID States (Bahrain, Iran, Kuwait, Libya, Sudan, Syria and Yemen) have not submitted their 2021 CO<sub>2</sub> emissions through the CCR. The lack of knowledge and expertise is the overriding factor for the lack of compliance with CORSIA monitoring, reporting and verification (MRV) requirements.

1.5 Many States still need targeted assistance in order to comply with the Annex 16, Volume IV and to implement CORSIA monitoring, reporting and verification (MRV) system.

## **2. DISCUSSION**

2.1 CORSIA requires an innovative approach for capacity building and assistance. To ensure State compliance with CORSIA MRV requirements and in the best spirit of 'No Country Left Behind', ICAO developed the Assistance, Capacity Building and Training programme on CORSIA, known as ACT-CORSIA, to ensure all States have the requisite knowledge and skills in order to be able to effectively implement the CORSIA.

2.2 As part of the ACT-CORSIA Programme, Qatar, as a supporting State, partnered with a number of States in the MID Region (requesting States) and Qatar Civil Aviation Authority experts worked together with the CORSIA focal points of requesting States to provide remote training, and to closely follow-up on the implementation of the requesting States' CORSIA MRV system.

2.3 QCAA provided remote and face-to-face trainings on CORSIA implementation, as part of ACT-CORSIA Buddy Partnerships, for Iraq, Iran, Jordan, Kuwait, Libya and Oman from September 2019 until March 2022.

2.4 The ACT-CORSIA training sessions are also a valuable opportunity for States to learn from each other's experiences and methods for implementing CORSIA in their own domestic environment.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) urge States, that have not yet done so, to establish and implement MRV system as per Annex 16, Volume IV requirements; and
- b) encourage collaboration between States under the ICAO ACT-CORSIA for the provision of necessary support and capacity-building, to improve the level of compliance with the Annex 16 SARPs and ensure that no State is left behind.

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