

# CORSIA Implementation in the Dominican Republic

**By: Judit De Leon, Action Plan Focal Point; Luis Ramirez, CORSIA Focal Point**

In October 2018, the Dominican Republic joined the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), adopted by the 39<sup>th</sup> Session of the ICAO Assembly in October 2016. This mechanism aims to reduce CO<sub>2</sub> emissions in international aviation, promote sustainability in aviation, and contribute to global efforts to combat climate change. Formalizing our participation in CORSIA marked a significant milestone in our efforts to combat climate change.

At the start of the implementation of the CORSIA Monitoring, Reporting and Verification (MRV) system in 2019, there was one Dominican airline (Helidosa Aviation Group) for which the MRV requirements were applicable. In addition to the challenge posed by the fact that these requirements were new, it has to be noted that Dominican Republic did not have an national accreditation body, nor did we have an accredited verification body for compliance with the scheme as required by the Standards and Recommended Practices (SARPs) in Annex 16, Volume IV. All in all, Dominican Republic's Civil Aviation Authority (IDAC) and the operator lacked the expertise to ensure the correct implementation of CORSIA.



In July 2021, IDAC and the Dominican National Accreditation Body (ODAC) signed a memorandum of understanding (MOU) with the aim of establishing a framework for collaboration and reciprocal cooperation, focused on optimizing the conditions that allow for the sharing of relevant information related to the accreditation of national or foreign validation and verification companies or bodies capable of verifying the CO<sub>2</sub> emissions of national air operators.

Each air operator in the Dominican Republic was asked to designate a point of contact to work on issues related to CORSIA. A meeting program was held with these points of contact to explain CORSIA and its implementation. Since 2016, air operators have monitored and reported fuel consumption using the ENV1 form.

Between 2020-2021, in the context of the Assistance, Capacity Building and Training (ACT-CORSIA) programme, consultation meetings were requested for implementation with States such as the United States. The main concerns were associated with the verification bodies and reporting through the CORSIA Central Registry (CCR). Conversations were also held with the points of contact for Panama and Bolivia.

In the years 2021-2023, ODAC recognized the accreditation of an international verification body accredited by another national accreditation body. Air operators used the ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT). These first years, due to the impact of the pandemic, verification activities were carried out virtually.

In 2022, an unprecedented event occurred where, from one air operator subject to the requirements in Annex 16, Volume IV, four more Dominican operators became involved. Therefore, the IDAC, as the authority, proceeded to hold meetings with the objective of guiding the numerous

operators and communicating the appropriate form for compliance and implementation, as well as identifying training and development needs.

On 18 January 2023, Dominican Aeronautical Regulation (RAD) No. 16, *Environmental Protection*, was published, including compliance requirements under the CORSIA scheme.

In addition, the ODAC created the processes and procedures for the accreditation of verification bodies under the CORSIA scheme, supported by the EASA-EU-CORSIA project.



In December 2023, the Dominican accreditation body awarded its accreditation certificate to the Atabey Innovation Center, making it the first accredited greenhouse gas (GHG) verification body in the Dominican Republic, under the requirements of the Nordom ISO/IEC 14065:2013 standard for greenhouse gas verification activities in CORSIA.

Regarding capacity building activities on CORSIA, we received support from the EASA-EU-CORSIA project, which practically built our capacity with the implementation of CORSIA. Approximately 180 people were trained, including airline operators, verifiers, and accreditation bodies. A course was held with the United Kingdom in November 2024, with the participation of 28 representatives from airline operators and civil aviation authorities.

Under the principle of “No Country Left Behind,” we understand that the spirit of collaboration and integration for compliance with CORSIA is fundamental. Creating the first global market-based scheme that applies to a sector is a major challenge for implementing the next steps, including the purchase and cancellation of CORSIA Eligible Emissions Units and the claiming of emissions reductions from CORSIA Eligible Fuels. Since the Dominican Republic does not have a nation-wide carbon market, there may be challenges in the process of making Dominican operators conversant with the dynamics of carbon markets from where they will need to purchase CORSIA Eligible Emissions Units to meet their offsetting requirements under CORSIA.