

Strategy and Safety Management Directorate  
International Cooperation Department

## **Work plan 2022/2023**

### Capacity building for CO<sub>2</sub> mitigation from international aviation Africa and Caribbean (CORSIA Africa & Caribbean)

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## List of Acronyms

The following acronyms are used in this progress report:

<b>ACP</b>	Africa, Caribbean and Pacific Group
<b>AeDMS</b>	Aviation Emissions Data Management Systems
<b>AES</b>	Aviation Environmental System
<b>AFCAC</b>	Africa Civil Aviation Commission
<b>CO<sub>2</sub></b>	Carbon Dioxide
<b>CORSIA</b>	Carbon Offsetting and Reduction Scheme for International Aviation
<b>DCI</b>	Development Cooperation Instrument
<b>DGCA</b>	Directorate-General of Civil Aviation
<b>DG-CLIMA</b>	EU Commission's Directorate-General for Climate Action
<b>DG-INTPA</b>	EU Commission's Directorate-General for International Partnerships
<b>DG-MOVE</b>	EU Commission's Directorate-General for Mobility and Transport
<b>EASA</b>	European Union Aviation Safety Agency
<b>EC</b>	European Commission
<b>EMP</b>	Emission Monitoring Plan
<b>EMS</b>	Environmental Management System
<b>ENV</b>	Environment
<b>ER</b>	Emission Report
<b>GHG</b>	Green House Gases
<b>ICAO</b>	International Civil Aviation Organisation
<b>IT</b>	Information Technology
<b>M&amp;E</b>	Monitoring and Evaluation
<b>MRV</b>	Monitoring, Reporting and Verification
<b>Mt</b>	Megatonne
<b>NAA</b>	National Aviation Authority
<b>NAB</b>	National Accreditation Body
<b>PSC</b>	Project Steering Committee
<b>PMB</b>	Project Management Board
<b>ROM</b>	Results Oriented Monitoring
<b>SO</b>	Specific Objective
<b>SWOT</b>	Strengths, Weaknesses, Opportunities and Threats
<b>UN</b>	United Nations



## 1 Introduction

The EU action on Capacity building for CO<sub>2</sub> mitigation from international aviation Africa and Caribbean (CORSIA Africa & Caribbean) has been initiated in December 2019 initially for a duration of 23 months (from 19.12.2019 to 18.11.2021) with the intention to support the African, Caribbean States in mitigating carbon emissions from civil aviation, by organising regional activities and bilateral support for a number of specific states within that group.

With the addendum No 1 to the contribution agreement, the implementation period has been extended to 49 months and the project will terminate on the 18 January 2024.

The preliminary list of partner states as per the Annex 1 to the contract, included 20 states of the Africa and Caribbean region. The list has been further developed in agreement with DG INTPA, DG MOVE and DG CLIMA and it now includes 53 states.

The states targeted by the project, together with the criteria and rationale for their selection, are contained in the "selection of the state" document attached hereto.

As detailed below, the approach is a regional approach for the workshops, conferences and high-level events, a grouping approach for the training activities and a bilateral approach for the ad hoc support on specific needs.

The project activities will be held remotely as far as practicable.

## 2 Objectives and outcome

The overall objective of the project is to mitigate greenhouse gas emissions from the civil aviation sector.

The specific objectives (SO) of the programme are:

**SO1:** states to prepare (or update) and implement their State Action Plans to reduce greenhouse gas emissions from international aviation.

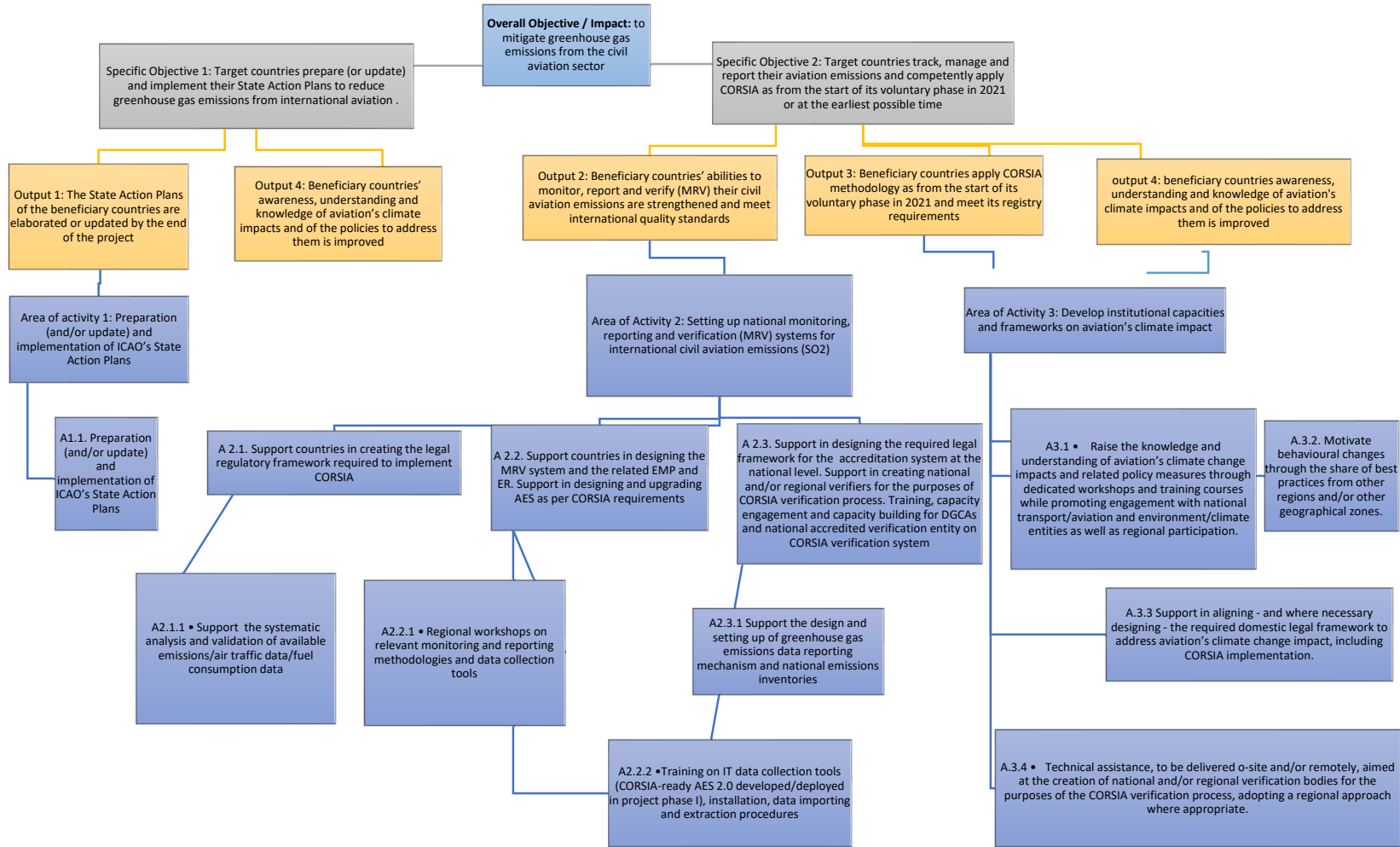
The area of activity to address the above specific objective is implemented by ICAO

**SO2:** states to track, manage and report their aviation emissions and competently apply CORSIA as from the start of its voluntary phase in 2021 or at the earliest possible time.

The following results (outputs) are expected:

- The State Action Plans of the specific partner states are elaborated or updated by the end of the project (relates to SO1)
- Partner states' abilities to monitor, report and verify (MRV) their civil aviation emissions are strengthened and meet international quality standards (relates to SO2)
- Partner states apply CORSIA methodology as from the start of its voluntary phase in 2021 and meet its registry requirements (relates to SO2)
- Partner states' awareness, understanding and knowledge of aviation's climate impacts and of the policies to address them is improved (relates to SO's 1 and 2).

Under each result there are several activities defined, following the structure described in the project logical framework matrix. For each of the activities a code has been assigned as per the below results tree:

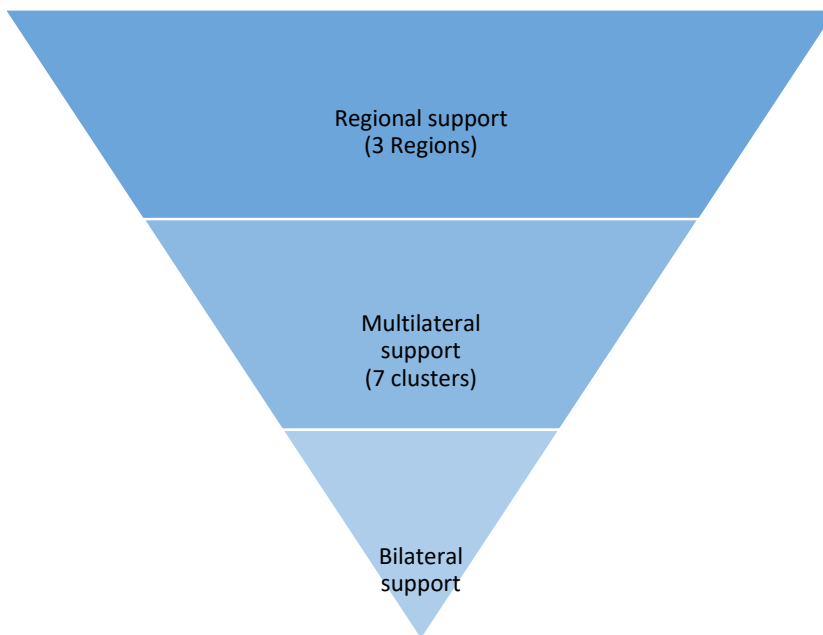


### 3 Work plan - Implementation Strategy

Due to the outbreak of the CoViD-19 it became clear that a different approach with respect to the traditional one, would have been more appropriate. This approach would be based on the following principles:

1. High number of states benefitting from the regional workshops
2. Invite more than one state for 'standard training', so that classrooms can be filled to their maximum capacity and more states benefit from generic training
3. Provide bilateral support to only a selected group of states, due to obvious budget reason, based on a set of criteria that determine the priority of such bilateral support.

The figure below illustrates these principles:



As the CoViD-19 pandemic persisted, it also became clear that an extension of the inception phase to the end of 2021, as initially agreed by EASA and DG-INTPA (in consultation with DG-CLIMA and DG-MOVE), as a measure to effectively postpone all the activities to overcome the delays caused by the pandemic, would no longer be reflecting the 'new reality'. Where initially it was anticipated that this would be a temporary situation, the situation has evolved completely differently. It was necessary to resume activities after the long standby period to avoid any further delaying the implementation of the project, but a new approach to the projects needed to be considered.

Due to the large number of partner states, it became clear that a more pragmatic approach would be to create 3 sub-regions with similar activities and work plans, but not necessarily following the same timeline, depending on how the pandemic is evolving differently throughout the various regions in the world.

Based on the regional evolution of the virus, different regions may have different travel restrictions, quarantine requirement and other virus containment measures, such as teleworking, limited gatherings of



persons, etc. The pandemic has already shown how it requires new activities to be deployed, affecting the availability of the resources to dedicate to other existing tasks.

Hence, a more tailored regional approach had to be considered, either from the perspective to deploy remote (on-line) activities, as well as the possibility to provide on-site support by short-term or long-term experts.

As a consequence of the above considerations and of the approach to be followed, the definition and implementation of the Work Plan is driven by the following principles:

- Prioritise activities mindfully, taking into consideration the chronological order of the different actions to address reduction and mitigation of emission of GHG from (inter)national aviation.
- Prioritise activities directly connected to the expected outputs (result-oriented approach).
- Align in content and form with the European Union’s position on Environmental Protection and subordinated to the EU Policies and strategy.
- Leverage European expertise to build capacity in the supported countries.
- Promote regional/local business opportunities to create level playing field within the supported countries.
- Generate synergies aiming to promote ambitious regional integration initiatives.

The different areas of action covered by the project, such as CORSIA implementation and the Environmental Management Systems Database, have been divided into different building blocks to facilitate the fulfilment of the project statement and the communication with all the stakeholders.

The activities defined in the Work Plan will target individual building blocks described in the following sub-paragraphs, addressing common needs for all the partner states (regional support), for a group of states (multilateral) or for individual states (bilateral).

### 3.1 Regional level

The focus is to raise the knowledge and application of the climate change solutions and tools through awareness, training courses and workshops. The regional approach will be followed especially in the implementation of the actions in A.2.2.1 and A.3.1 of the above result tree.

These regional activities will aim to share best practices and allow cross-fertilisation between the states. This should result in a form of peer pressure, hopefully resulting in more states joining as soon as possible the ICAO CORSIA programme and implementing Environmental Management Systems throughout the aviation industry.

3 sub-regions have been created, based on geographical and linguistic criteria:

#	Region 1 (English)	Region 2 (English)	Region 3 (French)
1	Angola	Antigua and Barbuda	Benin
2	Botswana	Bahamas	Burkina Faso
3	Cape Verde	Barbados	Cameroon <sup>1</sup>
4	Cameroon		Burundi
5	Ethiopia	Belize	Union of the Comoros
6	Ghana	Cuba	Côte d'Ivoire
7	Kenya	Dominican Republic	DR Congo
8	Malawi	Guyana	Equatorial Guinea <sup>2</sup>

<sup>1</sup> Moved to region 1 upon request to conduct activities in English

<sup>2</sup> Equatorial Guinea asked to conduct the activities in Spanish

#	Region 1 (English)	Region 2 (English)	Region 3 (French)
9	Mauritius	Jamaica	Gabon
10	Mozambique	St. Lucia	Guinea-Bissau (ES)
11	Namibia	Trinidad and Tobago	Haiti <sup>3</sup>
12	Nigeria	Grenada	Mali
13	Rwanda	Saint Kitts and Nevis	Mauritania
14	Seychelles	Suriname	Madagascar
15	South Africa		Niger
16	Sudan		Senegal
17	UR of Tanzania		Togo
18	Uganda		
19	Zambia		
20	Zimbabwe		
21	The Gambia		
22	South Sudan		

### 3.2 Multilateral level

Activities at multilateral level are aimed to go a bit deeper into the material. Training events organised to meet the specific needs of selected beneficiary states will be open to other states as well, so that more states will benefit from specific theoretical training. The grouping as illustrated below is provisional: it can be reviewed based on the outcome of the initial review of the legal framework in place in each state and of the outcome of the readiness assessment. It may be more effective to open up training to around 20-25 participants, rather than to train 5-6 persons of a single state in a classroom setting.

Multilateral training will focus predominantly on Environmental Management Systems (EMS).

	MLG 1	MLG 2	MLG 3	MLG 4	MLG 5	MLG 6	MLG 7
1	Namibia	Angola	Ethiopia	Ghana	Burkina Faso	Antigua and Barbuda	Democratic Republic of the Congo
2	<b>South Africa</b>	Mauritius	<b>Kenya</b>	<b>Nigeria</b>	Togo	Suriname	Equatorial Guinea
3	Mozambique	<b>Zambia</b>	Uganda	The Gambia	Guinea-Bissau	Belize	Gabon
4	Angola	United Republic of Tanzania	South Sudan	Sudan	Haiti <sup>4</sup>	Jamaica	Cameroon
5		Seychelles	Malawi		Mauritania	Dominican Republic	Central Africa Republic
6					Niger	Guyana	
7						Trinidad and Tobago	
8						Saint Kitts and Nevis	
9						Barbados	

<sup>3</sup> Haiti is placed in Region 3 due to French being the national language. This may be more effective than organising translations.

<sup>4</sup> Haiti is grouped here due to French being the national language

	MLG 1	MLG 2	MLG 3	MLG 4	MLG 5	MLG 6	MLG 7
10						Grenada	

### 3.3 Bilateral level

This is the level of the project where actual support is provided to specific states to implement/enhance their activities towards the implementation of CORSIA and EMS. Activities consist of consulting and advising on the appropriate set-up of a legal framework and associated enforcement capabilities, as well as on-the-job training to assist the beneficiary state’s staff in effectively and efficiently performing their duties.

The support in developing and implementing their Aviation Emissions Data Management Systems (AeDMS) as per A.2.2.1 and A.2.3.1 in the results tree, will be one of the main activities to be conducted at bilateral level.

	State		State
1	<b>South Africa</b>	12	Trinidad and Tobago
2	<b>Kenya</b>	13	Togo
3	<b>Nigeria</b>	14	Mauritania
4	<b>Zambia</b>	15	South Sudan
5	Guinea-Bissau	16	Belize
6	Niger	17	Barbados
7	Mozambique	18	Grenada
8	Ghana	19	Saint Kitts and Nevis
9	Sudan	20	Bahamas
10	Ethiopia	21	The Gambia
11	Dominican Republic	22	

In bold countries with aero- political interest from DG-MOVE.

While in the development of the first work plan, this was considered as a residual approach to be followed for specific cases and activities and when a clustering was not possible, now bilateral activities are the part predominant of the project implementation.

To date, no multilateral activities have been carried out, due to the difficulties of bringing states together. The level of implementation is very different from one another.

Therefore, since the beginning of the implementation phase, the approach has been to alternate regional workshops with bilateral activities. The workshops represent a moment of verification and collection of further input and requests from the states.

In the tables below, the states that have been involved in bilateral activities:

Area of activity	Sub activities	Supported states
<i>A 2.1. Support countries in creating the legal regulatory framework required to implement CORSIA</i>	Desktop review of primary aviation legislation, specific operating regulations, and regulatory framework in partner states	Angola Botswana Uganda

	<p>Desktop review of the organisation in place for the MRV implementation in partner states</p> <p>Readiness assessment (e.g. resources available, training, policy and procedures )</p>	<p>South Sudan</p> <p>Cameroon</p> <p>Mali</p> <p>Burkina Faso</p> <p>Barbados</p> <p>Guyana</p> <p>Trinidad and Tobago</p> <p>Jamaica</p> <p><b>Ethiopia</b></p> <p><b>Cuba</b></p> <p><b>Ivory Coast</b></p> <p><b>Cameroon (second revision)</b></p> <p><b>Suriname (second revision to integrate domestic)</b></p> <p><b>Dominican Republic</b></p> <p><b>Equatorial Guinea</b></p>
<p><i>A 2.2. Support countries in designing the MRV system and the related EMP and ER.</i></p> <p><i>Support in designing and upgrading AES as per CORSIA requirements</i></p>	<p>Review of the national legal MRV framework implemented and enforceable to handle Emission Monitoring Plans (EMP) and Emissions Report (ER) in partner states</p>	<p>Angola</p> <p>Cabo Verde</p> <p>Kenya (AEMS)</p> <p>Namibia</p> <p>Tanzania</p> <p>Zambia</p> <p>Gabon</p> <p>Suriname</p> <p>Antigua</p> <p>Guyana</p> <p>Barbados</p> <p>Trinidad and Tobago</p> <p>Rwanda</p> <p>South Sudan</p> <p>Uganda</p> <p>Mozambique</p>



		<p>Cameroon Cote d'Ivoire Mali (AEMS) Burundi <b>Ethiopia</b> <b>Cuba</b> <b>Dominican Republic</b> <b>Suriname</b> <b>Equatorial Guinea</b> <b>Gabon</b></p>
	<p>Review the criteria and procedures in place at national level on eligible emission units in partner states</p>	
<p><i>A 2.2.2 Training on IT data collection tools (CORSIA-ready AES 2.0 developed/deployed in project phase I) or alternative IT data collection tool, installation, data importing and extraction procedures</i></p>	<p>Multi group training sessions on IT data collection tools and processes to states joining CORSIA pilot phase</p> <p>Bilateral support on development and use of IT tool in combination with activity under A.2.2</p>	<p><b>Dominican Republic</b> <b>Ethiopia</b> <b>Cameroon</b> <b>Gabon</b> <b>Suriname</b></p>
<p><i>A 2.3. Support in designing the required legal framework for accreditation system at the national level. Support in creating national and/or regional verifiers for the purposes of CORSIA verification process. Training, capacity engagement and capacity building for DGCAs and national accredited verification entity on CORSIA verification system</i></p>	<p>Review of the status of the national accreditation system</p> <p>Support in creating national and/or regional verifiers for the purposes of CORSIA</p> <p>Training, capacity engagement and capacity building for states NAB and VB on CORSIA verification system</p>	<p>Kenya (<b>January 2023</b>) Mozambique (<b>stand-by</b>) Nigeria (<b>stand-by</b>) South Africa (<b>stand-by</b>) Cote d'Ivoire (<b>started in November 2022</b>) Senegal (<b>stand-by</b>) Antigua(<b>stand-by</b>) Jamaica (<b>stand-by</b>) Guyana (<b>stand-by</b>) Cuba (<b>Roadmap to implement ISO 14065: end of October 2022</b>)</p>

		Dominican Republic ( <b>started in August 2022 ongoing work</b> )
<i>A2.3.1 Support the design and setting up of greenhouse gas emissions data reporting mechanism and national emissions inventory</i>	review of the status of drafting and enforcing the domestic legal framework on aviation GHG mitigation among the states	<b>Côte d'Ivoire (after the mission in August 2022, new interest of the Ministry of Environment to work with emissions from domestic aviation)- From January 2023</b>
	Bilateral support to design and setting up of GHG emissions data reporting mechanism and national inventory	<b>Suriname</b>
<i>A3.1 Raise the knowledge and understanding of aviation's climate change impacts and related policy measures through dedicated workshops and training courses while promoting engagement with national transport/aviation and environment/climate entities as well as regional participation</i>	<p>Training courses to states and their industry on aviation's climate change impacts and related policy measures.</p> <p>Priority will be given to states with a higher volume of traffic</p>	<p>Kenya</p> <p>Mozambique</p> <p>Nigeria</p> <p>South Africa</p> <p>Cote d'Ivoire</p> <p>Senegal</p> <p><b>Ethiopia</b></p> <p>Antigua</p> <p>Jamaica</p> <p>Guyana</p> <p>Cuba</p> <p>Dominican Republic</p> <p><b>Cameroon</b></p> <p><b>Suriname</b></p> <p><b>Gabon</b></p>

In case further or more specific needs will come out during the implementation phase, the list can be reviewed and amended in coordination with the contracting authority and previous discussion within the Project Steering Committee.

The high number of performed and ongoing activities was made possible by the remote mode, which saves travel time and, on some occasions, even enables bilateral activities with several different states on the same day.

When a clustering will be possible, some of the activities will be combined, particularly to reduce the involved mission costs, and therefore the overall bilateral support events will not result in as many separate missions as the number of partner states. Some experts will also be able to support a regional workshop followed by several multilateral and bilateral events in the region, to make best use of the time available.

Consideration has also been given to the selection of the experts, so that in a particular region support is provided almost exclusively by the same (group of) expert(s). This is ensuring that experts also build up expertise in the region and promote the sharing of information through the network that they are undoubtedly building up during the provision of their expertise in the assigned region.

### 3.4 Selection of partner states

The criteria and approach used to select the partner states for this project are detailed in the “Selection of partner states” document.

## 4 Proposed work plan Q3 2022 - 2023

The proposed Work Plan is formulated considering the requests stemming from the supported states, with the ICAO CORSIA milestones and with the important events planned in the second half of 2022, above all the 41<sup>st</sup> ICAO Assembly.

Compliance with CORSIA offsetting obligations takes place within 3-year compliance cycles. For example, aeroplane operators will be required to cancel enough eligible emissions units to cover their total offsetting obligations for the 2021 to 2023 compliance period by January 2025 and submit a verified emissions unit cancellation report to their regulator by the end of April 2025. This then repeats on a 3-year cycle.

Any recommendations by the Council regarding the CORSIA periodic review will be forwarded for consideration by the 41<sup>st</sup> ICAO Assembly that will take place in September/October 2022

The timeline presented in the work plan and proposed implementation approach (e.g. on-line) are only indicative, dates and implementation will be set up together with the relevant stakeholders once the work plan has been agreed with the PSC and consulted with the PMB, mindful on possible constraints and alignment with key events or milestones.

In addition, the project activities need to be coordinated with the on- going AFCAC programme in the field of environment, to avoid conflict of dates. Some of the activities will be probably combined, when addressing common topics and targeting same audience. AFCAC is copied in all the communication regarding the planning. In addition, regular meetings are held with AFCAC for a more effective coordination.

The main criteria adopted to draft the work plan are:

- To start from a general review of the legal framework and implementation status of CORSIA scheme,
- To target on a first instance, the state authorities and operators to support states authorities in monitoring that the data verification process is carried out by a competent body and air operators in the data verification process
- To balance regional activities and training to group of states having commonalities in the CORSIA implementation
- To harmonise and coordinate bilateral activities event with training delivering
- To continuously provide IT support for the development and implementation of a data management system.

**4.1 Planning 2021 – 2023**

Here below the high-level planning covering the entire project duration that was presented during the launching event:

Activities pertaining to Area of Activity 2	2021				2022				2023			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Launching event			█									
Regional workshop			█	█		█			█			
Multilateral workshop							█		█		█	
Bilateral support - legal				█	█	█	█	█	█			
Bilateral support – accreditation				█	█	█	█	█	█	█	█	
Bilateral support – eligible emission units							█	█	█	█	█	
Bilateral support – IT tools								█	█	█	█	
Closure												█

Activities pertaining to area of Activity 3	2021				2022				2023			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Launching event			█									
Regional workshops			█	█		█		█		█		
Multilateral training – EMS					█	█	█	█	█	█	█	
Multilateral training – Indicators and M&E					█	█	█	█	█	█	█	
Bilateral support – EMS implementation			█	█	█	█	█	█	█	█	█	
Closure												█



**4.2 Work plan Q3 2022 - 2023**

**4.2.1 Project management**

Project management activities focus to ensure the adequate planning and delivering of the project, ensuring achievement of the objectives.

Number	Description of the activity	Outcome of the activity	Schedule						
			2022		2023				
			Q3	Q4	Q1	Q2	Q3	Q4	
PM - Project steering committee	Extend the composition by including representatives from the EU NAAs and organise the meeting Proposed NAAs: UBA Germany, DGAC France, ENAC Italy, AESA Spain	AWP agreed, widen the PSC composition to EU NAAs, LogFrame matrix update agreed	PSC3		PSC4				
PM - Project management board	Set up the PMB and organise the meeting	Consultation on the work plan		PMB2			PMB3		

**4.2.2 Preparatory activity**

Number	Description	Outcome	Schedule						
			2022		2023				
			Q3	Q4	Q1	Q2	Q3	Q4	
PM	Quantify the baseline 1. Civil aviation CO2 emissions (Mt) from ACP countries	Baseline quantified							



	<p>benefitting from the previous action (reference year 2013)</p> <p>2. Civil aviation CO2 emissions (Mt) from newly added beneficiary countries (reference year 2019)</p> <p>By reviewing the following sources:</p> <ul style="list-style-type: none"> <li>• National greenhouse gas inventories;</li> <li>• CORSIA Emissions Reports;</li> <li>• ICAO State Action Plan reports;</li> <li>• IEA statistics;</li> </ul>							
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**4.2.3 Area of activity 2: Setting up national monitoring, reporting and verification (MRV) systems for international civil aviation emissions**

- A 2.1. Support countries in creating the legal regulatory framework required to implement CORSIA
  - A2.1.1 Support the systematic analysis and validation of available emissions/air traffic data/fuel consumption data
- A 2.2. Support countries in designing the MRV system and the related EMP and ER. Support in designing and upgrading AES as per CORSIA requirements
  - A2.2.1 Regional workshops on relevant monitoring and reporting methodologies and data collection tools
  - A2.2.2 Training on IT data collection tools (CORSIA-ready AES 2.0 developed/deployed in project phase I), installation, data importing and extraction procedures
- A 2.3. Support in designing the required legal framework for accreditation system at the national level. Support in creating national and/or regional verifiers for the purposes of CORSIA verification process. Training, capacity engagement and capacity building for DGCA and national accredited verification entity on CORSIA verification system
  - A2.3.1 Support the design and setting up of greenhouse gas emissions data reporting mechanism and national emissions inventory



Number	Description	Outcome	Schedule					
			2022		2023			
			Q3	Q4	Q1	Q2	Q3	Q4

**A 2.1. Support countries in creating the legal regulatory framework required to implement CORSIA**

Based on the outcome of the readiness assessment and desktop review completed by the experts, the states that take part to the bilateral support are:

Region	Completed	On Going
<b>ENGLISH-SPEAKING AFRICAN STATES</b>	Namibia	Angola
	Zambia	Uganda
	Botswana	South Sudan
		<b>Ethiopia</b>
		<b>Guinea</b>
<b>FRENCH-SPEAKING AFRICAN STATES</b>	Cote d'Ivoire	Burkina Faso
	Cameroon	Burundi
		Gabon
		<b>Cameroon (updated version)</b>
		<b>Cote d'Ivoire (updated version)</b>
<b>CARIBBEAN</b>	Barbados	Jamaica
	Guyana	<b>Suriname (updated version)</b>
	Trinidad and Tobago	<b>Cuba (updated version)</b>

Desktop review of primary aviation legislation, specific operating regulations, and regulatory framework in partner states	- Review of the current national legislation. - review of the specific operating regulations	Q3	Q4	Q1	Q2	Q3	Q4
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		<ul style="list-style-type: none"> <li>- quantify number of states with CORSIA implementing regulations in place</li> </ul>						
	<p>Desktop review of the organisation in place for the MRV implementation in partner states</p>	<ul style="list-style-type: none"> <li>- Performing an organisational review of all environmental oversight (administrative and technical oversight functions) activities addressing the environmental topics in civil aviation, which may involve the following organisations (not exhaustive):                             <ul style="list-style-type: none"> <li>o Ministry of Transport</li> <li>o Ministry of Environment</li> <li>o Ministry of Energy</li> <li>o Civil Aviation Authority</li> <li>o Accreditation bodies</li> </ul> </li> <li>- Mapping the coordination processes between the involved organisations</li> <li>- Identification of the State's strengths and weaknesses (for instance in form of SWOT analysis) in terms of effectively accomplishing its responsibilities in the environment sector</li> </ul>						
Completed	To carry out the readiness assessment of at least 20 states	Assessment report of the management system in relation to the CORSIA implementation, in terms of management commitment, resources available, training, policy	Q3	Q4	Q1	Q2	Q3	Q4



		and procedures (not implemented, in place, operational, effective) to develop a tailored bilateral support plan. Proposal for bilateral support (see row below)						
	Bilateral support to the selected states to build up the national reporting process, depending on the outcome of the readiness assessment.	Support the establishment of the national regulation (ref. ICAO model regulation <a href="https://www.icao.int/environmental-protection/CORSIA/Pages/Examples-Regulatory-Framework.aspx">https://www.icao.int/environmental-protection/CORSIA/Pages/Examples-Regulatory-Framework.aspx</a> )						

**A.2.1.1 Support the systematic analysis and validation of available emissions/air traffic data/fuel consumption data**

**Based on the outcome of the readiness assessment and desktop review completed by the experts, the states that take part to the bilateral support are:**

- Angola
- Botswana
- Uganda
- South Sudan
- Cameroon
- Mali
- Burkina Faso
- Barbados
- Cuba
- Guyana
- Trinidad and Tobago
- Jamaica
- Zambia
- Ethiopia**
- Suriname**
- Dominican Republic**



<b>Côte d'Ivoire</b> <b>Gabon</b>					
A.2.1.1	Bilateral support to states to analyse and validate available emissions/air traffic data/ fuel consumption data	States capabilities to analyse and validate emissions/air traffic data/fuel consumption data improved			

**A 2.2. Support countries in implementing the MRV system and the related EMP and ER. Support in designing and upgrading AES as per CORSIA requirements**

**Based on the outcome of the readiness assessment and desktop review completed by the experts, the states that take part to the bilateral support are:**

Region	Completed		On Going	
<b>ENGLISH-SPEAKING AFRICAN STATES</b>	Angola	Workshop on MRV for SA and AO delivered	Namibia	Session on CERT for AO
	Botswana	Assessment of applicability of CORSIA MRV requirements to AOs delivered	Tanzania	Workshop on MRV
	Cabo Verde	Session on Order of Magnitude Check delivered	South Sudan	General MRV support requested to be provided onsite only
	Zambia	Evaluation of the emissions reported by AO in 2020 delivered	Uganda	Workshop on MRV
	Ethiopia	Workshop on MRV for SA and AO+ Ministry of Transport+ ACCREDITATION Service+ EPA		
			<b>Guinea</b>	Workshop on MRV for SA and AO in Spanish



<b>FRENCH-SPEAKING AFRICAN STATES</b>	Senegal	workshop with SA and AO on EMP	<b>Cameroon</b>	<b>Mission/workshop on carbon offsetting January 2023</b>
	Cameroon	session on MRV with SA in 2021		
	<b>Cameroon</b>	<b>Online session for SA+ AIRLINES on EMP, ER and CERT November 25.11.2022+ follow up with the AO attributed to Cameroon</b>		
	Cote d'Ivoire	2 days of training for SA and AO on CERT and FUMM	Burundi	Session on MRV
			Burkina Faso	Session on MRV
			Gabon	Session on MRV
			Madagascar	(as emerged during the regional workshop in Dakar: they asked to involve their ministry of environment in the work to clarify the work with CORSIA versus the carbon market and the work the Ministry of Environment has been planning for the NDC/carbon market)
			Mali	Session on MRV
			<b>Gabon</b>	<b>Session on MRV in French aligned with the accepted Roadmap- January 2023-</b>
	<b>CARIBBEAN</b>	Antigua (+ ECCAA Islands)	1 to 1 with the SA to check data for 2020 and 2021. Estimation of CO2 emissions for 2021 for AO attributed to Antigua, generating the assessment through CERT rather than	



		through FRED+ as they used to do before.		
	Cuba	2 days of training on MRV for the SA and AO and CERT simulation		
	Dominican Republic	1 training of 2 days for the SA, AO on CORSIA and use of CERT (simulation with CERT). 1 training of 2 days on CORSIA for the NAB and candidate VB. 1 training of 2 days on the GHG scheme for the NAB and Ministry of environment	Jamaica	session on CERT and MRV
	Guyana	1 to 1 with the SA	Trinidad and Tobago	Session on CERT and MRV
	Suriname	<b>Resubmission of EMP of 1 AO due to change in the fuel use monitoring method and re-approval by SA. Estimation of CO2 emissions for 2021 for the second AO attributed to Suriname, generating the assessment through CERT)</b>		
	Suriname	1 to 1 with the SA. 1 to 1 with the two AOs. Assist AO in revising 2019 and 2020 data. Assisting the SA on the OMC. Revision of 2021 data	Dominican republic	Continue the support towards CORSIA with a special focus on the offsetting component
	Barbados	1 to 1 during the regional workshop in May 2021 in Antigua	Antigua	<b>Follow up on CORSIA MRV aligned with ICAO SARPs annex 16, volume IV, second edition. 07.11.2022</b>



			Suriname	3 day- workshop for AOs falling under the MRV applicability and for 2 new ones. 28,29 and 30 November 2022
			Suriname	Mission in February to assist the SA in checking new EMP and assist AOs in finalising their ER before submission to the VB

			Q3	Q4	Q1	Q2	Q3	Q4
A.2.2	Review the criteria and procedures in place at national level on eligible emission units in partner states	<ul style="list-style-type: none"> <li>- To assess their robustness to develop a tailored work plan to provide support to improve them as relevant.</li> <li>- To quantify the number of states with robust criteria and procedures</li> </ul>						
A.2.2	Bilateral support to states, depending on their level of readiness in designing and upgrading AES (or another tool) to be usable also for CORSIA implementation. It will be done at the regional or multilateral level for groups of states (1/2 groups).	States' capabilities to design and make use of the IT tool are improved						
	Support states and their Air Operators in understanding	- to be regarded as the pre-condition to start MRV						

	and using ICAO’s Emission Monitoring Plan (EMP).	- states selected depending on the outcome of the readiness assessment						
	Multilateral training to 3 groups of states and their industry on criteria and procedures on eligible emission units Provide support in designing robust criteria and procedures for the assessment of CORSIA eligible units	- To improve their robustness to eventually provide support to improve them, to guarantee that the scheme will be based on reliable sources and high quality.						
	Multilateral training and support to selected states and their aeroplane operators in designing the EMP, in identifying the most suitable methods and means for CO2 emissions monitoring Priority given to state participating in the pilot phase	States and air operators are able to design the EMP and to identify the most suitable methods and means for CO2 emission monitoring	Q3	Q4	Q1	Q2	Q3	Q4
	Multilateral training, as per different roles and responsibilities of each involved party in the MRV process, to states and aeroplane operators on the ER procedures	- States are able to implement the national legal MRV framework implemented and enforceable to handle Emission Monitoring Plans (EMP) and Emissions Report (ER)						



	Regional training started during the workshop in September 2021							
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**A2.2.1 Regional workshops on relevant monitoring and reporting methodologies and data collection tools**

Completed	Regional workshop for all partner states on relevant monitoring reporting and verification methodologies and data collection tools. One workshop in July on CORSIA implementation and order of magnitude check and another in September. Support in conducting the OMC when requested.	- States reach a good level of knowledge of the different methodologies to monitor and report emissions and to collect data and can choose the most suitable method to be used in the state	Q3	Q4	Q1	Q2	Q3	Q4
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**A 2.2.2 Training on IT data collection tools (CORSIA-ready AES 2.0 developed/deployed in project phase I) or alternative IT data collection tool, installation, data importing and extraction procedures**

<p><b>Based on the outcome of the readiness assessment the states that take part to the bilateral support and multi group activities are:</b></p> <p><b>CARIBBEAN STATES:</b>                  Suriname                  Dominican Republic                  Suriname</p> <p><b>AFRICAN STATES:</b>                  Ethiopia                  Cameroon                  Gabon</p>								
	Multi group training sessions on IT data collection tools and processes to states joining CORSIA pilot phase	- Continuous activity to ensure states have an IT data collection tool and process in place.	Q3	Q4	Q1	Q2	Q3	Q4



	Bilateral support on development and use of IT tool in combination with activity under A.2.2	- Continuous task throughout the project to start after the workshop and the readiness assessment						
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**A 2.3. Support in designing the required legal framework for accreditation system at the national level. Support in creating national and/or regional verifiers for the purposes of CORSIA verification process. Training, capacity engagement and capacity building for DGCAs and national accredited verification entity on CORSIA verification system**

**Based on the outcome of the readiness assessment the states expressing the interest and willingness to take part to the bilateral support and multi group activities are:**

- Kenya
- Nigeria
- South Africa
- Ethiopia
- Mozambique
- Senegal
- Cameroon
- Cote d’Ivoire
- Antigua
- Dominican Republic
- Cuba
- Guyana
- Jamaica

**AS OF 21.11.2022**

**Kenya (training in January 2023)**  
**Ivory Coast (socialisation session in November 2022) plus assistance to launch 14065 at national/regional level**  
**Ethiopia (meeting during the national workshop in September)-assistance to launch the 14065 and CORSIA in 2023**  
**Dominican Republic (ongoing activity started in August 2022)- expected to be completed by Q1 2023**  
**Cuba (roadmap to be launched)-expected to start January 2023**



Region	Completed		On Going	
<b>ENGLISH-SPEAKING AFRICAN STATES</b>	Kenya	meeting with the NAB to discuss the support on launching the CORSIA accreditation scheme	Kenya	<b>Training in January 2023 with KENAS AND KCAA+ AFCAC</b>
	Nigeria	Support the NAB in launching the CORSIA accreditation scheme	Nigeria	Support the NAB in launching the CORSIA accreditation scheme <b>(stand by)</b>
	South Africa	meeting with the NAB to discuss the support on launching the CORSIA accreditation scheme	South Africa	meeting with the NAB to discuss the support on launching the CORSIA accreditation scheme <b>(stand by)</b>
	Kenya	meeting with the NAB to discuss the support on launching the CORSIA accreditation scheme	<b>Ethiopia</b>	<b>Assessment phase to start</b>
	Ethiopia	assess and support the NAB in launching the GHG and CORSIA scheme (during the national training in September in Ethiopia)	Mozambique New request raised in Dakar	meeting with the NAB to discuss the support on launching the CORSIA accreditation scheme-Portuguese -tbc-) <b>stand by</b>
<b>FRENCH-SPEAKING AFRICAN STATES</b>	Senegal	training on CORSIA for NAB	Senegal	training on CORSIA for NAB <b>(stand by)</b>
	Cameroon	linkages with AB and assess readiness/competence/interest towards CORSIA scheme	Cameroon	linkages with AB and assess readiness/competence/interest towards CORSIA scheme <b>(stand by)</b>
	Cote d'Ivoire	support NAB in launching the GHG and national emission inventory and CORSIA scheme. mission of 3 days in Abidjan from		



		02.08 to 04.08 to meet their NAB, Ministry of Environment to explain the importance of having local VB)		
	Cote d'Ivoire	Mission on the field and meeting with NAB (August)		
	Cote d'Ivoire	<b>Socialisation session on the opportunities of launching the GHG scheme (3 days training in November 2022 aligned with the request raised after Dakar workshop)</b>		
<b>CARIBBEAN</b>	Antigua	meeting with AB and assist SA in explaining CORSIA requirements to AB	<b>Dominican Republic</b>	<b>STARTED IN AUGUST 2022: assist in launching GHG scheme: capacity building activity + support in drafting manuals/checklists</b>
	Cuba	explain CORSIA to NAB (attending the workshop in Antigua)	<b>Cuba</b>	<b>ROADMAP to launch the GHG scheme and CORSIA sub scope as a follow up of the mission in October</b>
	Cuba	<b>Mission on the field and meeting with NAB (October 2022)</b>		
	Dominican Republic	2 days of training for NAB and candidate VB on CORSIA+ 2 days on GHG procedures. (a first CORSIA NAB oriented capacity building activity took place from 16.03.2022 to 17.03.2022. A series of calls with the NAB	Guyana	understanding AB interest/readiness/competence towards GHG scheme and CORSIA ( <b>stand by</b> )



		Project Expert and ODAC to be planned in April, May and June to allow ODAC launching the GHG scheme and the CORSIA one- GHG AND CORSIA capacity building for ODAC occurred from 28.04.2022 to 29.04.2022) During the regional workshop in Antigua, the NAB project expert and ODAC discussed their challenges and next steps. The NAB/ODAC asked to be accompanied in launching both the GHG and CORSIA scheme. TBC if possible through an attachment programme with another NAB (i.e. Mexico as ODAC signed a MoU with Mexico)		
	Guyana	understanding AB interest/readiness/competence towards GHG scheme and CORSIA	Jamaica	linkages between AB and SA to engage AB toward GHG scheme and CORSIA (stand by)
	Jamaica	linkages between AB and SA to engage AB toward GHG scheme and CORSIA		

Review of the status of the national accreditation system	Support the maintenance/ implementation or development of a national accreditation system (Source ICAO model regulation	Q3	Q4	Q1	Q2	Q3	Q4
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		<a href="https://www.icao.int/environmental-protection/CORSIA/Pages/Examples-Regulatory-Framework.aspx">https://www.icao.int/environmental-protection/CORSIA/Pages/Examples-Regulatory-Framework.aspx</a> Quantify number of states with the with national accreditation system in place						
	Multi group support in creating national and/or regional verifiers for the purposes of CORSIA verification process See A.3.2 form the capacity building perspective	Verifiers available						
	Training, capacity engagement and capacity building for states and national accreditation and verification entities on CORSIA verification system through forums, workshops and conference	Cross cutting activities, combined with regional workshops and multilateral training to raise states and their industry awareness and understanding of the verification process.	Q4	Q1	Q2	Q3	Q4	

**A2.3.1 Support the design and setting up of greenhouse gas emissions data reporting mechanism and national emissions inventory**

<b>AFRICAN FRENCH SPEAKING COUNTRIES:</b> - Cote d'Ivoire interest confirmed during the mission to be checked after the socialisation session with NAB- ACTIVITY TO START IN JANUARY 2023- - Suriname interested confirmed during the mission from 28.11 to 30.11 after the meeting with the Ministry of Environment and the Ministry of Transport								
	Review of the status of drafting and enforcing the domestic legal framework on aviation	Quantify number of states with domestic legal framework on aviation GHG mitigation in place	Q3	Q4	Q1	Q2	Q3	Q4



	GHG mitigation among the states							
	Bilateral support to design and setting up of GHG emissions data reporting mechanism and national inventory, based on the outcome of the workshop in A.2.2.1	States have GHG emissions data reporting mechanism and national inventory in place and implemented						

**4.2.4 Area of Activity 3: Develop institutional capacities and frameworks on aviation’s climate impact**

A3.1 Raise the knowledge and understanding of aviation’s climate change impacts and related policy measures through dedicated workshops and training courses while promoting engagement with national transport/aviation and environment/climate entities as well as regional participation

A.3.2. Motivate behavioural changes through the sharing of best practices from other regions and/or other geographical zones.

A.3.3 Support in aligning - and where necessary designing - the required domestic legal framework to address aviation’s climate change impact, including CORSIA implementation.

A.3.4 Technical assistance, to be delivered on-site and/or remotely, aimed at the creation of national and/or regional verification bodies for the purposes of the CORSIA verification process, adopting a regional approach where appropriate.

Some of the topics that could be covered in the multilateral activities and where States have expressed interest are:

- CORSIA offsetting requirements: calculation, emissions units and carbon markets
- Sustainable Alternative Fuels and/or CORSIA eligible fuels

Number	Description	Outcome	Milestone					
			2022	2023				
			Q3	Q4	Q1	Q2	Q3	Q4
<b>A 3.1 Raise the knowledge and understanding of aviation’s climate change impacts and related policy measures through dedicated workshops and training courses while promoting engagement with national transport/aviation and environment/climate entities as well as regional participation</b>								



**Regional activities (workshops) and bilateral support to the following states:**

- Kenya
- Mozambique
- Nigeria
- South Africa
- Ethiopia**
- Cote d’Ivoire
- Cameroon**
- Senegal
- Antigua
- Jamaica
- Guyana
- Cuba
- Dominican Republic
- Suriname**

**French speaking countries:**

**Cote d’Ivoire: support in assessing potentialities for SAF local feedstock**

<b>ENGLISH-SPEAKING AFRICAN STATES</b>	<b>Cabo Verde</b>	Support in the preparation of an internal document to advocate for the participation of the country in CORSIA	<b>Mauritius</b>	Workshop on CORSIA offsetting requirements
			<b>Guinea Equatorial</b>	Support in understanding offsetting requirements-Session in Spanish)
			<b>Nigeria</b>	<b>Carbon market in Nigeria</b>



<b>FRENCH-SPEAKING AFRICAN STATES</b>			<b>Cote d'Ivoire</b>	Support in assessing potentialities for SAF local feedstock
			<b>Cameroon</b>	<b>CORSIA Carbon offsetting (workshop in January 2023)</b>
<b>CARIBBEAN STATES</b>	<b>Cuba</b>	Support Cuba in understanding the benefits of joining CORSIA (Cuba joint CORSIA and is the 114th State volunteering CORSIA on 30.06.2022)		
	<b>Cuba</b>	<b>Mission on the field with a dedicated session on CORSIA offsetting and CORSIA eligible emissions units</b>		
	<b>Suriname</b>	Support in understanding offsetting requirements.	<b>Dominican Republic</b>	<b>Support in understanding offsetting requirements.</b>
			<b>Suriname</b>	<b>CORSIA offsetting (part of the training from 28.11.2022 to 30.11.2022)</b>

Completed	Regional workshops (1 per region) on aviation's climate change impacts and related policy measures	<p>Raise knowledge and understanding and promote engagement with national transport/aviation and environment/climate entities as well as regional participation.</p> <p>To provide a broader understanding of aviation climate impacts and associated policy measures as applied to the international and domestic aviation sectors will also be presented, including solutions on new technologies, sustainable</p>	<b>Q3</b>	<b>Q4</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>
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		aviation fuels, more efficient operations, and better infrastructure						
	<b>1 REGIONAL workshop (remote session)</b> after ICAO Assembly to present the novelties for SA, AO, NAB and VB <b>(20.12.2022)</b>							
	Training courses to 1 or 2 group of states and their industry on aviation's climate change impacts and related policy measures.  Priority will be given to states with a higher volume of traffic	Raise awareness and commitment	Q3	Q4	Q1	Q2	Q3	Q4
	Information session about Non CO2 emissions  (input from DG CLIMA PSC 27/07/2022)							

A.3.2. Motivate behavioural changes through the sharing of best practices from other regions and/or other geographical zones.								
Combined with other activities at bilateral and group level								
	Continuous activity at regional, multilateral and bilateral level. In September 2021 combined	Facilitating a harmonised implementation by sharing best practices	Q3	Q4	Q1	Q2	Q3	Q4



	with the regional workshop under A.2.2.1							
	Multilateral training on the importance of using climate indicators and M&E procedures at project and sector level	Raise awareness. Combined with the activities under A.3.1						
	Support states to the EMS implementation  Multilateral activity in combination with others							

**A.3.3 Support in aligning - and where necessary designing - the required domestic legal framework to address aviation’s climate change impact, including CORSIA implementation.**

**Combined with other activities, mainly workshops**

	Cross cutting activity, to be done in combination with all the others. Support provided through workshops, multilateral training, bilateral ad hoc support to address as many states as practicable  In September 2021 done during the workshop under A.2.2.1		Q4	Q1	Q2	Q3	Q4	
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	Information/Training on multilateral basis, to a wide range of government and sector stakeholders on practical ways and mechanisms to reduce emissions from the sector	To fulfil climate change mitigation commitment at country and regional levels						
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**A.3.4 Technical assistance, aimed at the creation of national and/or regional verification bodies for the purposes of the CORSIA verification process, adopting a regional approach where appropriate.**

<b>Combined with activity A 3.2</b>								
	Technical assistance, aimed at the creation of national and/or regional verification bodies for the purposes of the CORSIA verification process, adopting a regional approach where appropriate (see A.2.3 activity).	Workshop to states and NABs.  Verification bodies created for the purpose.	Q3	Q4	Q1	Q2	Q3	Q4

