



**REGIONAL WORKSHOP CORSIA
IMPLEMENTATION AFTER ICAO 41st
GENERAL ASSEMBLY IN JOHANNESBURG,
SOUTH AFRICA, 10 TO 12 OF MAY**

CABO VERDE EXPERIENCE ON CORSIA IMPLEMENTATION



CORSIA implementation in Cabo Verde

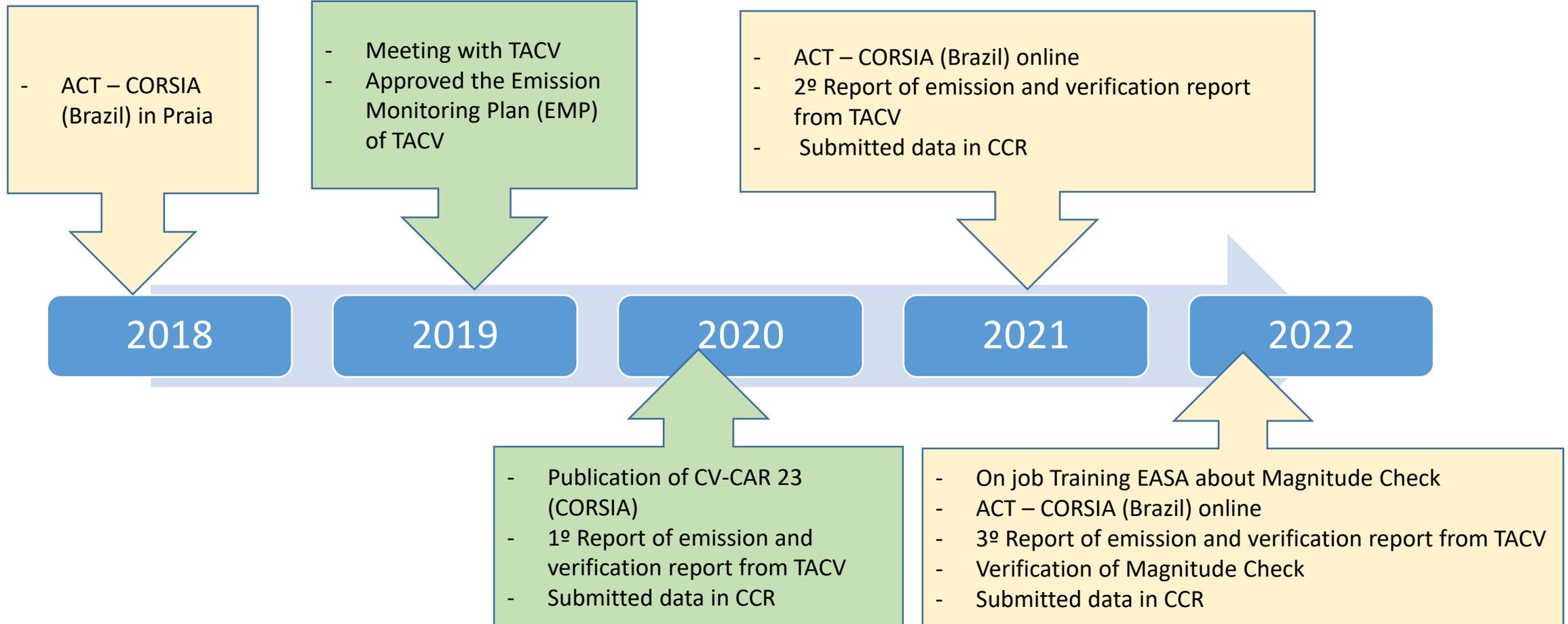
1. History
2. Regulatory framework
3. Emission Monitoring Plan (EMP)
4. Report of emission, Magnitude Check, and Submitted data in CCR
5. Summary and Challenge

Overview of Cabo Verde location and national aviation sector



- ❖ **Cabo Verde** is a islands country, an archipelago formed by 10 volcanic islands in the Central Atlantic Ocean, at about 570 kilometers of the coast of West Africa. 500 thousands population. **Praia** is the capital. Portuguese is the oficial language;
- ❖ Two (2) national airlines operators: 1 for the international flight – TACV, and another for domestic flight - TICV;
- ❖ One (1) airport and air navigation services manager;
- ❖ For (4) international Airports and 3 aerodromes;
- ❖ Nine (9) Handling service providers (In different categories);
- ❖ Two (2) fuel supplier.

History about CORSIA implementation in Cabo Verde



PARTE E

AGÊNCIA DE AVIAÇÃO CIVIL

Conselho de Administração

Regulamento de Aviação Civil

CV-CAR 23

Plano de compensação e redução de carbono para a aviação internacional (CORSLA)

de 6 de outubro de 2020

No quadro de política global de proteção do meio ambiente, a Organização Internacional de Aviação Civil (OACI) estabeleceu na Resolução A39-3 da Assembleia, que os Estados-membros devem tomar as medidas necessárias para garantir que se estabeleçam as políticas nacionais e o marco regulatório para o cumprimento e a aplicação do Carbon Offsetting and Reduction Scheme for International Aviation (CORSLA).

Nesta sequência, foi adotado o Anexo 16, volume IV à Convenção de Chicago bem como as orientações constantes do Documento 9501 da OACI referente ao Manual técnico-ambiental, Volume IV, Procedimentos para demonstrar o cumprimento do CORSLA, os quais contêm orientações incluindo o uso de procedimentos equivalentes.

23.A.110 Aplicabilidade

(a) O presente CV-CAR aplica-se aos operadores aéreos nacionais que tenham emissões de CO₂ acima de 10.000 (dez mil) toneladas anuais utilizando aeronaves com peso máximo de decolagem certificado acima de 5.700 kg (cinco mil e setecentos quilogramas) pela operação de voos internacionais, definido no parágrafo (22) da subsecção 23.A.115, com a exceção de voos internacionais humanitários, médicos e de combate a incêndio.

Nota: Ao considerar se um voo é internacional ou doméstico, os operadores aéreos e a autoridade aeronáutica devem consultar os indicadores de lugar (Doc. 7910) que contém uma lista de aeródromos e os Estados a que estão atribuídos. O manual técnico-ambiental (Doc. 9501), Volume IV também contém textos de orientação adicionais.

(b) Este CV-CAR não se aplica aos voos internacionais, antes ou depois de voos humanitários, médicos ou de combate a incêndios, desde que tais voos sejam realizados com a mesma aeronave e se lhes tiver sido requerido que realizem tais atividades humanitárias, médicas ou de combate a incêndios ou então a reposicionar a aeronave para sua próxima atividade. Cabe ao operador de aeronave fornecer as provas de suporte às referidas atividades ao órgão de verificação ou, mediante solicitação, à autoridade aeronáutica.

23.A.115 Definições

Para efeitos do disposto no presente CV-CAR, entende-se por:

Regulatory framework

- ❖ Cabo Verde has adopted Annex 16, Volume IV to the Chicago Convention, as well as the guidelines contained ICAO Document 9501 relating to the Technical-Environmental Manual, Volume IV, Procedures for Demonstrating Compliance with CORSIA.
- ❖ On October 6th, 2020, the Civil Aviation Authority approved the CV-CAR23 regulation, which establishes the procedures for monitoring, reporting and verifying CO₂ emission data related to international air transport within the scope of CORSIA.
- ❖ The CV-CAR23 also establishes the CO₂ compensation requirements, the emission procedures for the use of fuel in the CORSIA framework and the emission unit rules.



289 - no novo formato

NA RESPOSTA REFERIR A
IN REPLY PLEASE REFER TO
N.º: 128/D29/19
Proc.º CORSIA Plano Monitoramento
Data: 26.04.2019

A

Agência de Aviação Civil de Cabo Verde
Sr. Administrador Executivo
Octávio Pinheiro de Oliveira

Praia

C/C: Director das Operações de Voo - TACV
Departamento de Flight Support TACV - TACV

V/Ref.:

Assunto: Submissão da versão nº1 do Plano de Monitoramento do CORSIA.

Exmo. Senhor Administrador,

Pela presente submetemos a versão nº 1 do Plano de Monitoramento do CORSIA (Carbon Offsetting and Reduction Scheme of International Aviation), com as sugestões propostas pela AAC de 28 de Fevereiro de 2019, para a vossa apreciação e aprovação. Segue em anexo o CORSIA "Summary Assessment" e o "Appendix Summary Assessment" ambos processados a partir do documento ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT).

Atentamente,

Melhores Cumprimentos,



António Martins
Corporate Quality & Safety Manager



REPUBLICA DE CABO VERDE
AGÊNCIA DE AVIAÇÃO CIVIL
Entrada nº 289 - no novo formato
Em: 26.04.2019
Rubrica receção: António Martins

- According the EMP, they use CERT (ICAO Emission Estimation and Reporting Tool) and Great Circle Distance to monitoring and reporting the Emissions.

- In 2019, without regulation, the Civil Aviation Authority approved the TACV Emission Monitoring Plan and recommended the operator to monitor and submit CO₂ emission report in order to comply with Annex 16 Vol. IV in that year.
- The EMP followed the ICAO template version of November 2018.



CORSIA CO₂ Estimation & Reporting Tool (CERT)

Document Created:

27-02-2019 17:04

Version 2018

Summary of assessment of applicability of CORSIA and eligibility to use the ICAO CORSIA CERT in 2019

A Aeroplane operator information

| | |
|--|---|
| a) Name of the aeroplane operator | TRANSPORTES AEREOS DE CABO VERDE - TACV |
| b) Address of the aeroplane operator | |
| Address line: | Avenida Amílcar Cabral, Nº4 |
| City: | Praia |
| State/Province/Region: | Santiago Island |
| Postcode/ZIP: | 1 |
| Country: | Cape Verde |
| d) Aircraft identification of the aeroplane operator for international flights | ICAO Designator: according to Doc 8585 |
| d2) ICAO Designator | TCV |
| e1) Identification code of the AOC | CV-01/COA |
| e4) Competent authority for the AOC | |
| Name of the authority: | Agência de Aviação Civil |
| Address line: | Achada grande Frente |
| City: | Praia |
| State/Province/Region: | Santiago Island |
| Postcode/ZIP: | 371 |
| Country: | Cape Verde |

Report of emission

Since 2020, our operator TACV sent the Report of Emission (2019, 2020 and 2021) with all international flights to comply with the CORSIA.

Normally, they has been complying with the CORSIA Schedule (30 april).

CORSIA EMISSIONS REPORT (ER)

CONTENTS

- 1 [Aeroplane operator identification and description of activities](#)
- 2 [Underlying basic information of the Emissions Report](#)
- 3 [Aeroplane fleet and fuel types](#)
- 4 [Fuel density](#)
5. [Reporting](#)
- 5.1 [Reporting - State pairs](#)
- 5.2 [Reporting - Aerodrome pairs](#)
- 6 [Data gaps](#)

Template Information

| | |
|-----------------------------|-------------------------------|
| Template provided by: | ICAO |
| Version (publication date): | ETM Volume IV, Second Edition |

Note: For the purpose of this template, international flight is defined as in Annex 16, Volume IV, Part II, Chapter 1, 1.1.2, and Chapter 2, 2.1.

Cabo Verde doesn't have an Emission Verification body and doesn't have a accreditation body.

Verifavia (Singapore) Pte Ltd is the emission verification body for the air carrier TACV and submitted to the CAA emission reports for years 2019, 2020, and 2021.

CORSIA Verification Report

CONTENTS

[Scope of Verification Report](#)

[Identification](#)

[Time allocation and scope of the verification](#)

[General information](#)

[Process and analysis](#)

[Conclusions](#)

[Concluding verification statement](#)

Template Information

| | |
|-----------------------------|------------------------------|
| Template provided by: | ICAO |
| Version (publication date): | 2nd edition (September 2019) |

Order of magnitude check CARRIER NAME

3.3.4.3 Order of magnitude check by State

The State will perform an order of magnitude check of the Emissions Report of the aeroplane operator as described in Annex 16, Volume IV, Part II, Chapter 2, 2.4.1.5. The order of magnitude check will follow a set of standardized requirements as outlined in Table 3-9. For an average sized aeroplane operator with a satisfactory verified Emissions Report, the order of magnitude check should not take longer than approximately three hours.

Table 3-9. State order of magnitude checklist for Emissions Report

| No. | Question/Issue | Additional information | Status: OK/Yes/No/ Not Applicable | Notes and results of checks |
|---------------------------|---|---|--|--------------------------------|
| Aeroplane operator | | | | |
| 1 | Aeroplane operator/verification body both separately submit Emissions Report and Verification Report. Is the content of both submissions identical? | Minimum check: reported fuel consumption and number of flights. Get back to aeroplane operator in case of deviations. | | |
| 2 | Is the name of the aeroplane operator given and unambiguous? | Ensure unambiguous identification of aeroplane operator. Get back to aeroplane operator in case of uncertainties. | | |
| 3 | Is there a valid ICAO Designator for aeroplane operating agencies? Does it have the correct character length? | Ensure unambiguous identification of aeroplane operator. Get back to aeroplane operator in case of uncertainties. | | |

Following reception of the emission reports from the air carrier, the CAA performs the order of magnitude check as described in Annex 16, Volume IV, Part II, Chapter 2, 2.4.1.5., and performs a set of standardized requirements as established in Table 3-9. (Doc 9501 - Environmental Technical Manual)

Submitted data in CCR

Following the performance of the Order of Magnitude Check of the Emission Reports, the CAA submits the emission data to the CCR - CORSIA Central Registry.

Cabo Verde is not part of CORSIA, and currently the CAA submits the emission data of the national air carrier to the CCR by country-pair for the years 2019 to 2021.

| 2019 | 2020 | 2021 |
|-------------|------------|--|
| 114 842 (t) | 39 574 (t) | 238 (t), being: 79 (t) subject to offsetting; 159 (t) not subject to offsetting. |

c) Table of all aerodrome pairs (2021)

Please list all aerodrome pairs on which international flights were performed and enter the number of flights and the amount of CO₂ emissions.

^(*) For the purposes of this template, the fuel total could include the sum of equivalent fuels

| Departure | | Arrival | | CO ₂ emissions estimated with CERT? | Total No. of flights | Fuel type ^(*) | Total amount of fuel used (in tonnes) | Fuel conversion factors | CO ₂ emissions (in tonnes) | Subject to offsetting requirements? |
|-------------------|---------------|-------------------|------------|--|----------------------|--------------------------|---------------------------------------|-------------------------|---------------------------------------|-------------------------------------|
| ICAO airport code | State | ICAO airport code | State | | | | | | | |
| KOPF | United States | BIKF | Iceland | yes | 1 | | | | 79 | Yes |
| BIKF | Iceland | GVNP | Cabo Verde | yes | 1 | | | | 73 | No |
| GVNP | Cabo Verde | LPPT | Portugal | yes | 1 | | | | 43 | No |
| LPPT | Portugal | GVNP | Cabo Verde | yes | 1 | | | | 43 | No |


AGÊNCIA DE AVIAÇÃO CIVIL

 | ICAO
ICAO State : Cabo Verde
Role : CORSIA Focal Point

- Home
- Report Aeroplane Operators
- Report Verification Bodies
- Report CO2 Emissions**
- Report CORSIA Eligible Fuels
- Report Cancelled Emissions Units
- Service Request



CORSIA Central Registry

Report CO2 Emissions > List

+ Add Filter Tools

| Actions | ICAO State | Reporting Year |
|---|------------|----------------|
|  | Cabo Verde | 2021 |
|  | Cabo Verde | 2020 |
|  | Cabo Verde | 2019 |

- Cabo Verde, being a SID State is exempted from CORSIA, however it has been complying with the monitoring mechanism and submit emission report in CCR;
- The air carrier (TACV) uses the CERT and the Great Circle Distance to estimation the emission;
- Through the ACT-CORSIA mechanism, Brazil has been supporting Cabo Verde with training on CORSIA update;
- For us, the great challenge would be to join CORSIA

THANK YOU

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