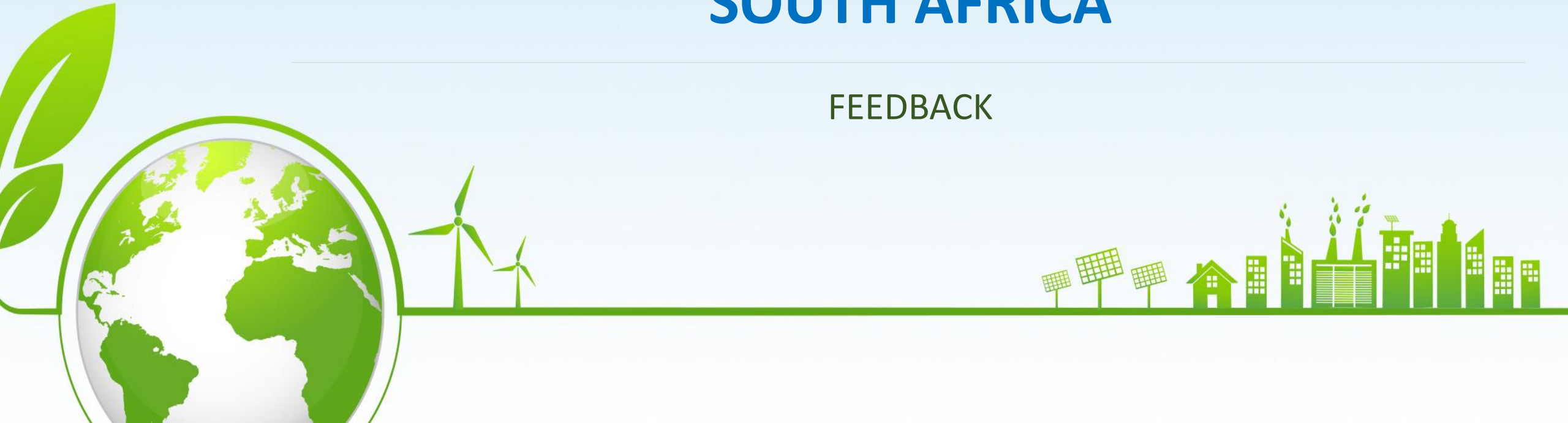# CORSIA

Carbon Offsetting and Reduction Scheme for International Aviation

ICAO CORSIA Forum – Session 2

SOUTH AFRICA

FEEDBACK

CONTENT

- CO2 Emissions Data Collection and Reporting

- CCR HR and training

- Data verification – challenges

- CEF and CEU

- Capacity building

- Way Forward

CO2 emissions data collection and reporting – SA Experience.

❖There are aeroplane operators who submitted verified Emissions Reports and some who did not, which resulted in difficulty and delay in the state review (order of magnitude check) and approval;

❖ The challenge was as a result of two operators not in operation at that point and there was no contact personnel to discuss those challenges and get more information for the submission;

❖South Africa used internal resources to estimate for such aeroplane operators, for which, at some point, results were not good;

❖Wrong data ultimately reported by the Focal Point;

❖With the assistance of ICAO Regional Officer, we finally managed to close those gaps.

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CO2 emissions data collection and reporting – SA Experience ct'd

Analysis of what went wrong during the 2020/21 reporting:

❖ First, the number on state pairs reported differed, compared to those on the EMP. On some EMPs there was one leg of some state pairs which was highly impractical. Then the estimations done using CERT were automatically incorrect.

❖ We also believe that some data provided was including information outside CORSIA scope (e.g humanitarian, government flights, etc).

❖ Largest operator (SAA) EMP was not approved or got misplaced when carrier went out of business. Nothing could be found except for retrieving all raw data for international flights and starting over.

❖ CERT also required information we didn't have in place, especially types of fuel, etc.

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CCR Human Resource/ Training

❖South Africa currently have two Users working on CORSIA, one Focal Point and one State User. The State User is acting as a Focal Point, due to administrative directions from the State Department of Transport. As such, one staff member works full time on CORSIA, and the second staff member is on Adhoc basis;

❖Improvements of administration rights, on CCR, for state user, is recommended. If possible, the system should be adjusted to allow Focal Points to grant permission to the State User on other functions (even if it temporary) without necessarily giving their login credentials;

❖Lastly, more human resources to be trained on CORSIA, CERT and CCR.

Data Verification challenges

❖ With no national accreditation body in our State and within our region, being accredited as a verification body for CORSIA purposes, there are challenges experienced such as:

➢ Unfavourable contractual conditions

➢ Purely commercial drivers

➢ High costs/ fees

❖ As much as ICAO has interaction, to a certain extent, with verifiers, some of the contractual conditions with operators are not reasonable;

❖ Contract conditions and period that Operators must sign with the Verifiers, appears to be a bit opportunistic;

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Data Verification challenges ct'd

❖ Operators are expected to sign a 2-year contract with verifiers, which becomes a challenge in years where they do not meet the requirements to have to submit verified reports, as per CORSIA.

❖ Regardless, operators are expected to still pay the fees. 2020 was a challenging year for the industry and we all suffered, which should be reason enough to not force operators to pay fees for work not done.

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CORSIA Eligible Fuels (CEF) data collection/reporting challenges and opportunities for improvement

❖South Africa's operators have not reported any CEF.

CORSIA Eligible Emissions Units (CEU) availability, future challenges and opportunities

❖South Africa has none currently. However, there are projects that may be considered in future.

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Capacity-building needs

❖ South Africa is a proud donor in ACT-CORSIA Buddy Partnerships, for all phases of CORSIA. The recipients that participated in training include: Namibia, Botswana, Malawi, Zambia, Zimbabwe, etc.

❖ Technical material provided by ICAO, for the training and implementation process, was sufficient.

Lessons learned

❖ There's a need for frequent communication between donor and recipients' states;

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Capacity-building needs Ct'd – lessons learned

❖Need for full training, in all phases of verification and reporting, to new focal points and trainers; and

❖Additional trainees (human resources) needed in states to avoid having to train new people all the time, at different times. Then available human resources can transfer skills to their colleagues.

Covid-19 challenges

- The financial aspect of the whole administration had an impact on submission of verified reports. The burden/ workload has increased for the State, had to estimate for more than 50% of the operators under CORSIA MRV;

- This affected the aeroplane operators; hence the state will not stop to stress the current contractual issue between the verifiers and operators.

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Way forward

- To better understand the requirements of CERT and at the same time train the aircraft operators on CERT.
- To start the reporting process as soon as possible and pressurize the operators (although 2020 was a unique year to do so).
- Verified data is more important as there's less administration for the State.
- If there's no hope for verification, rather let data be submitted as early as possible. Late submissions cause delays and poor quality of data to be submitted to the CCR.
- However, we believe we should encourage operators to verify their information. At the end of the day, data not verified is still an estimation.