

**Independent Reasonable Assurance Verification Report Opinion Statement -
Emissions Trading System**



CORSIA Annual Reporting

OPERATOR DETAILS	
Name of Aircraft Operator:	UAB Klasjet
Address of Aircraft Operator:	Dariaus ir Girėno g. 21A, LT-02189 Vilnius, Lithuania
Unique ID:	40565
CRCO Reference Number:	40565
Date(s) of relevant approved MP:	09.04.2020
Approving Competent Authority:	Lithuania - Ministry of Environment of the Republic of Lithuania
Approved Monitoring Plan Reference Number:	40565-09.04.2020-V1
Are 'Small Emitter' rules being applied (CERT):	No
Select what input is being used:	N/A

EMISSIONS DETAILS	
Reporting Year:	2019
Reference document:	UAB Klasjet-ID 40565-AEM REPORT 2019-ISSUED 16.04.2020-V5
Type of report:	Annual emissions report
Date of Emissions Report:	16.04.2020
Total Emissions tCO2 under CORSIA:	12 195
Total Emissions tCO2 from flights subject to offsetting requirement:	N/a
Total emissions reductions tCO2 claimed from the use of CORSIA eligible fuels:	N/a
Methodology used:	Method B
Emissions factors used:	3.15
Changes to the Aircraft Operator during the reporting year:	No

SITE VERIFICATION DETAILS	
Site visited during verification:	Yes
Date(s) of visit(s):	11.03.2020
Number of days for site visit:	1
Name of EU ETS (lead) auditor(s) and technical experts undertaking site visit(s):	Ismar Sabanovic
Justification for not undertaking site visit:	N/A

COMPLIANCE WITH EU ETS RULES	
Monitoring Plan requirements met:	Yes
EU Regulation on M&R met:	Yes
Use of biofuels has been assessed in accordance with Article 18 of Directive 2009/28/EC:	N/A
Data gap threshold in accordance with Article 76(8) of Implementing Regulation 2018/2066 has not been exceeded:	Yes
EU Regulation on A&V met:	
Article 14(a) and Article 16(2)(f) Data verified in detail and back to source:	Yes
	If yes, was this part of site verification
	No
Article 14(b): Control activities are documented, implemented, maintained and effective to mitigate the inherent risks:	No
	Some control activities are not effectively implemented.
Article 14(c): Procedures listed in monitoring plan are documented, implemented, maintained and effective to mitigate the inherent risks and control risks:	Yes
Article 16 (1),(2f),(2h): Data verification:	Yes
Article 16(2)(c): Completeness of flights/data when compared to air	Yes

traffic data e.g. Eurocontrol:	The operator operates flights that are not recorded by Eurocontrol as they are out of scope. Based on comparable scopes (international flights expected to be recorded by Eurocontrol), the Eurocontrol cross-check (along with check of logical sequence of consecutive flights) gives reasonable assurance that the the list of reported flights is complete.
Article 16(2)(d): Consistency between reported data and 'mass & balance' documentation:	N/A
Article 16(2)(e): Consistency between aggregate fuel consumption and fuel purchase/supply data:	N/A
Article 17: Correct application of monitoring methodology:	No For a handful of of flights, block off - block on was applied instead of Method B.
Article 18: Verification of methods applied for missing data:	N/A
Article 19: Uncertainty assessment:	N/A
Competent Authority (Annex 2) guidance on M&R met:	Yes
Previous year Non-Conformity(ies) corrected:	N/A
Changes etc identified and not reported to the Competent Authority/included in updated MP:	N/A

COMPLIANCE WITH THE MONITORING AND REPORTING PRINCIPLES



Accuracy:	Yes
Completeness:	Yes
Consistency:	Yes
Comparability over time:	N/A Operator's first year of reporting under EU ETS and CORSIA.
Transparency:	Yes
Integrity of methodology:	Yes
Continuous improvement:	Yes (See Annex 1 for recommendations)

OPINION

OPINION - verified as satisfactory:

VERIFAVIA (UK) Ltd has conducted a verification of the greenhouse gas data reported by UAB Klasjet in its CORSIA Annual Emissions Report dated 16.04.2020 as presented above. On the basis of the verification work undertaken (see Annex 2) these data are fairly stated.

VERIFICATION TEAM	
Lead EU ETS Auditor:	Ismar Sabanovic
EU ETS Auditor(s):	N/A
Technical Expert(s) (EU ETS Auditor):	N/A
Independent Reviewer:	Helene Manzoni
Technical Expert(s) (Independent Review):	N/A

Signed on behalf of VERIFAVIA (UK) Ltd:	 
Name of authorised signatory :	Julien Dufour
Date of Opinion :	30.04.2020

Name of verifier:	VERIFAVIA (UK) Ltd
Contact Address :	20-22 Wenlock Road, London N1 7GU, United Kingdom - Tel: +33 143 227 194 Email: julien.dufour@verifavia.com
Date of verification contract:	11.03.2020
Is the Verifier Accredited or Certified natural person?	Accredited
Name of National AB or verifier	United Kingdom Accreditation Service (UKAS)
Certifying National Authority:	
Accreditation/ Certification number:	4599

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Annex 1A - Misstatements, Non-conformities, Non-compliances and Recommended Improvements

A. Uncorrected Misstatements that were not corrected before issuance of the verification report	Material?
A1 For a limited number of flights, fuel consumption was calculated as "block off - block on" instead of Method B, resulting in an under-reporting misstatement of -9.7t CO ₂ /-0.08%.	No
A2	Please select
A3	Please select
A4	Please select
A5	Please select
A6	Please select
A7	Please select
A8	Please select
A9	Please select
A10	Please select

B. Uncorrected Non-conformities with approved Monitoring Plan including discrepancies between approved plan and actual sources, source streams and boundaries etc identified during verification	Material?
B1 The operator does not consistently record fuel uplift information as per the approved AEM Plan, i.e. "as measured by fuel supplier", especially for the CRJ2 aircraft.	No
B2 For a limited number of flights, fuel consumption was calculated as "block off - block on" instead of Method B.	No
B3	Please select
B4	Please select
B5	Please select
B6	Please select
B7	Please select
B8	Please select
B9	Please select
B10	Please select

C. Uncorrected Non-compliances with MRR which were identified during verification	Material?
C1 For a limited number of flights, fuel consumption was calculated as "block off - block on" instead of Method B.	No
C2	Please select
C3	Please select
C4	Please select
C5	Please select
C6	Please select
C7	Please select
C8	Please select
C9	Please select
C10	Please select

D. Recommended Improvements, if any
D1 The operator is recommended to update the AEM Plan as indicated during the on-site visit.
D2 The operator is recommended to record all fuel uplifts as per their approved monitoring plan, i.e. "as measured by fuel supplier".
D3 The operator is recommended to ensure that fuel consumption is always calculated using Method B.
D4 The operator is recommended to implement additional training procedures to improve staff competency on CORSIA.
D5 The operator is recommended to improve their control activities to manage inherent risks more effectively.
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E. Prior year Non-conformities that have NOT been resolved.

Any prior year Non-conformities reported in the previous Verification Report that have been resolved do not need to be listed here.

E1	NOT APPLICABLE
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Annex 1B - Methodologies to close data gaps

Was a data gap method required?	Yes
If Yes, was this approved by the CA before completion of the verification?	Yes
If No, -	
- was the method used conservative (If No, please provide more details)	N/A
- did the method lead to a material misstatement (If Yes, please provide more details)	N/A

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Annex 2 - Further information of relevance to the Opinion

Objectives and scope of the Verification:	To verify the Aircraft operator's annual emissions to a reasonable level of assurance for the Annual Emissions Report (as summarised in the attached Opinion Statement) under the EU Emissions Trading System and confirm compliance with approved monitoring requirements, approved monitoring plan and the EU Regulation on Monitoring and Reporting.
Responsibilities:	<p>The Aircraft operator is solely responsible for the preparation and reporting of their annual greenhouse gas (GHG) emissions for the purposes of the EU ETS in accordance with the rules and their approved monitoring plan (as listed in the attached Opinion Statement); for any information and assessments that support the reported data; for determining the installation's objectives in relation to GHG information and for establishing and maintaining appropriate procedures, performance management and internal control systems from which the reported information is derived.</p> <p>The Competent Authority is responsible for</p> <ul style="list-style-type: none">- issuing and varying applicable permits to Aircraft operators- enforcing the requirements of Regulation EU no. 601/2012 and Article 76 of Regulation EU no. 2018/2066 on monitoring and reporting (MRR and new MRR) and any conditions of applicable permits;- agreeing certain aspects of the verification process, e.g. site visit waivers; <p>In exceptional circumstances, including those stated in Article 70(1) and 70(2) of the MRR, the CA may determine an Aircraft operator's emissions for the purposes of the ETS.</p> <p>The Verifier (as named on the Opinion Statement) is responsible for, in accordance with its verification contract and Commission Regulation EU no. 2018/2067 on Accreditation and Verification, carrying out the verification of an Aircraft operator in the public interest, independent of the Aircraft operator and the competent authorities responsible for Directive 2003/87/EC. It is the responsibility of the Verifier to form an independent opinion, based on the examination of information and data presented in the Annual Emissions Report, and to report that opinion to the aircraft operator. We also report if, in our opinion:</p> <ul style="list-style-type: none">• the Annual Emissions Report is or may be associated with misstatements (omissions, misrepresentations or errors) or non-conformities; or• the Aircraft operator is not complying with Regulation EU no. 601/2012 and Article 76 of Regulation EU no. 2018/2066 on monitoring and reporting, even if the monitoring plan is approved by the competent authority. <ul style="list-style-type: none">• the EU ETS lead auditor/auditor has not received all the information and explanations that they require to conduct their examination to a reasonable level of assurance; or• improvements can be made to the Aircraft operator's performance in monitoring and reporting of emissions and/or compliance with the approved monitoring plan and Regulation EU no. 601/2012 on monitoring and reporting.
Work performed & basis of the opinion:	<p>We conducted our examination having regard to the verification criteria reference documents outlined below. This involved examining, based upon our risk analysis, evidence to give us reasonable assurance that the amounts and disclosures relating to the data have been properly prepared in accordance with the Regulations and principles of the EU Emissions Trading System, as outlined in the EU ETS criteria reference documents below, and the Aircraft operator's approved monitoring plan. This also involved assessing where necessary estimates and judgements made by the Aircraft operator in preparing the data and considering the overall adequacy of the presentation of the data in the Annual Emissions Report and its potential for material misstatement.</p>
Materiality level	5% 0.05
	<p>GHG quantification is subject to inherent uncertainty due to the designed capability of measurement instrumentation and testing methodologies and incomplete scientific knowledge used in the determination of emissions factors and global warming potentials</p>

<p>Reference documents cited :</p>	<p><u>Conduct of the Verification - For Accredited Verifiers</u></p> <ol style="list-style-type: none"> 1) EU Regulation EU no. 2018/2067 on verification of GHG emissions reports and tonne-kilometre reports and the accreditation of verifiers pursuant to Directive 2003/87/EC (AVR) 2) EN ISO 14065:2013 Requirements for greenhouse gas validation and verification bodies for use in accreditation or other forms of recognition. 3) EN ISO 14064-3:2019 Specification with guidance for the validation and verification of GHG assertions 4) IAF MD 6:2014 International Accreditation Forum (IAF) Mandatory Document for the Application of ISO 14065:2013 (Issue 2, March 2014) 5) Guidance developed by European Commission Services on verification and accreditation 6) EA-6/03 European Co-operation for Accreditation Guidance For the Recognition of Verifiers under EU ETS Directive <p><u>Rules etc of the EU ETS</u></p> <ol style="list-style-type: none"> A) EC Regulation EU no. 601/2012 on the Monitoring and Reporting of GHGs pursuant to Directive 2003/87/EC (MRR) B) EU Guidance material developed by the European Commission Services to support the harmonised interpretation of the MRR C) EU Guidance material developed by the European Commission Services to support the harmonised interpretation of the AVR D) Regulation (EU) 2017/2392 of the European Parliament and the Council of 13 December amending Directive 2003/87/EC to continue current limitations of scope for aviation activities and to prepare to implement a global market-based measure from 2021 E) Article 76 of EC Regulation EU no. 2018/2066 on the monitoring and reporting of GHG emissions pursuant to Directive 2003/87/EC of the European Parliament and of the Council and amending Commission Regulation (EU) No 601/2012 F) EC Delegated Regulation (EU) 2019/1603 of 18 July 2019 supplementing Directive 2003/87/EC of the European Parliament and of the Council as regards measures adopted by the International Civil Aviation Organisation for the monitoring, reporting and verification of aviation emissions for the purpose of implementing a global market-based measure G) Any other national requirements / guidance that are applicable
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**Verification Opinion - Emissions Trading System
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Annex 3 - Summary of conditions / changes/ clarification / variations

**A) approved by the Competent Authority but which have NOT been incorporated within a re-issued Permit/
Monitoring Plan at completion of verification**

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B) identified by the verifier and which have NOT been reported by 31 December of the reporting year

This should include changes to capacity, activity levels and/or operation of the installation that could impact upon the allocation of allowances; and changes to the monitoring plan that have not been approved by the Competent Authority before completion of the verification

1	NOT APPLICABLE
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