



# **EBAA's Response to the European Union Emission Trading Scheme (EU ETS)**

**André Clodong  
Environmental Affairs**





# Structure of Presentation

- Historical background
- Overview of EU ETS
- EBAA's response



# The Long Road to EU ETS

- May 1992:  
United Nations framework convention on climate change adopted in New York. The international treaty “to begin to consider what can be done to reduce global warming and to cope with whatever temperature increases are inevitable”.
- December 1997:  
After some industrialised countries fail to commit to emissions reduction, Parties to the framework convention adopt the Kyoto Protocol which has more powerful (and legally binding) measures.



# The Long Road to EU ETS

- The Kyoto Protocol suggests various means, including cooperation mechanisms, namely emission permits, joint implementation (JI) and a clean development mechanism (CDM).
- This provides the foundation for the European Union Emission Trading Scheme (EU ETS).



# Fast Forward to EU ETS

- October 2003:  
EU Directive establishes scheme for greenhouse gas emission allowance trading.
- Covers carbon dioxide only.
- Directive applies to energy activities, production and processing of ferrous metals, mineral industry, pulp and paper.
- ***Aviation is not included in this Directive.***



# Including Aviation in EU ETS

- December 2006:  
European Commission issues proposal to include aviation in the EU ETS.
- Proposal covers all operations within the EU and flights into and out of the EU.
- Includes non-EU operators.
- Scheme to enter into force in 2012 but would require collection of tonne-kilometre data for monitoring plan by 2010.



# Including Aviation in EU ETS

- Free allowances based on tonne-kilometre data, therefore largely unavailable to business aircraft operators.
- Monitoring, reporting and verification (MRV) tailored to scheduled airline activities.
- Smaller operators face disproportionately large administrative burden.



# Silver Lining for Smaller Operators ?

Following EBAA campaign:

European Parliament proposes in November 2007 to exempt “flights performed by aircraft with a certified maximum take-off weight of less than 20 000 kg, under the condition that operators of these aircraft participate in an offset scheme which operates according to strict criteria and which has to be open to external control (comparable to Gold Standard)”.



# Silver Lining for Smaller Operators ?

At this time:

- Aircraft below 5.7 tonnes MTOW excluded from the scheme.
- MRV guidelines under consideration may have provisions to ensure cost effectiveness for smaller operators.



# EBAA's Alternative Means of Compliance

- Offers common platform to meet EU ETS legislative requirements.
- With operator's consent obtains flight and emissions data from EUROCONTROL Environmental Cockpit.
- Pools purchase of carbon credits.
- Handles monitoring and reporting for operators.
- Confidentiality of data assured through legal undertakings.



# EBAA's Alternative Means of Compliance

- Saves time and money to Business Aircraft operators.
- Respects EU monitoring and reporting principles:
  - Completeness
  - Consistency
  - Transparency
  - Trueness
  - Cost effectiveness



# EBAA's Alternative Means of Compliance

- May 2008:  
In cooperation with two operators, EBAA launches beta test of flight and emissions data capture from EUROCONTROL.
- EBAA in the process of setting up non-profit international association to manage the scheme on behalf of operators.
- Researches best value carbon credits.



# Thank you

Phone: +32 2 766 00 70

[info@ebaa.org](mailto:info@ebaa.org)

[www.ebaa.org](http://www.ebaa.org)

