



Proposal for the inclusion of aviation in the EU ETS

European Commission



Are aviation emissions significant?

- **Aviation: 2,9% of EU total GHG in 2005**
 - of which international aviation 2,4%
 - **For comparison**
 - Only 8 of 27 EU Member States have higher total emissions
 - CO₂ from Iron & Steel: 2.4 % of EU-15 GHG

 - **Contribution to change '90 → '05 (EU27):**
 - **Domestic transport (incl. road and dom. air):**
 - 785 → 990 Mt CO₂, i.e. 205 Mt growth
 - **Int. aviation:**
 - 66 → 126 Mt CO₂, i.e. 60 Mt growth
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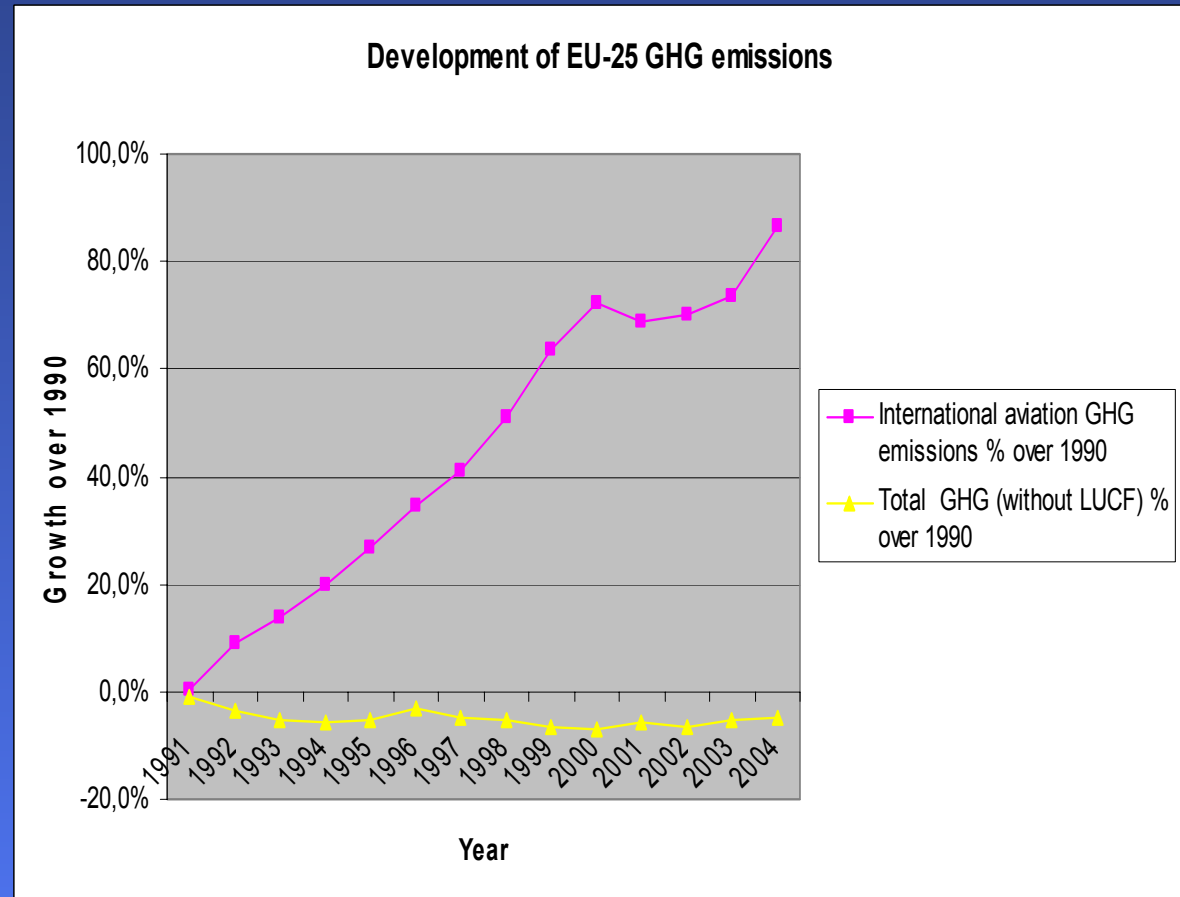
International Background

- **2001 ICAO Assembly:**
 - Endorsed the development of open emissions trading for international aviation;
- **2004 ICAO Assembly:**
 - Decided not to work towards a new global legal instrument under ICAO
 - Decided to focus further work on another approach: The incorporation of international aviation into States' existing emissions trading schemes



EU context

- **Climate change high on EU agenda**
- **Rapid growth in aviation emissions –with current growth rate aviation is on set to represent min. 6,5% of total EU GHG in 2020.**
- **Repeated calls for Commission to make proposals (in 6th EAP all agreed to act if ICAO didn't by 2002)**





Commission strategy 2005

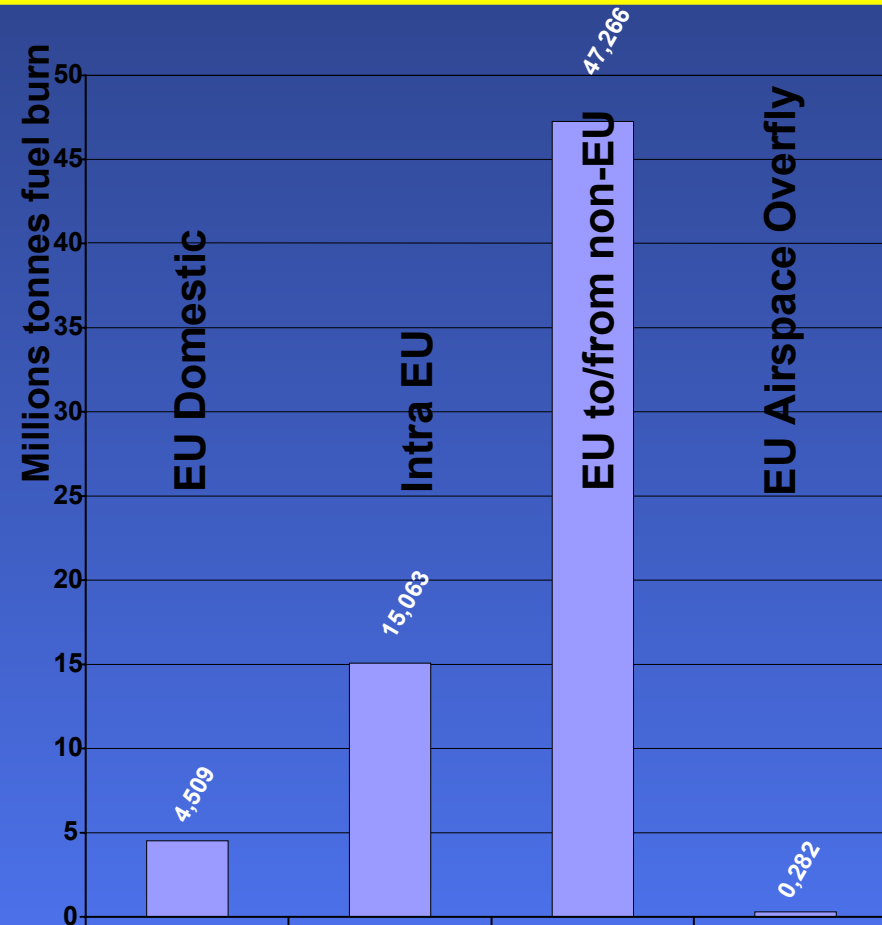
- **Comprehensive approach proposed**
 - R&D: more focus on "greening" air transport
 - infrastructure: better air traffic management
 - design standards: continued work in ICAO
- **But further action needed:**
including aviation in the EU ETS would be most
 - cost-efficient
 - environmentally effective
 - in line with ICAO policies



Proposal (1)

- **Scope:**

- 2011: intra-EU
2012: flights to/from EU
- arriving flights excluded if 3rd country takes equivalent measures
- certain flights & small aircraft excluded
- CO₂ emissions only





Proposal (2)

- Environmental objective
 - Stabilise emissions by cap at 2004-2006 levels
- Distribution of allowances
 - Auctioning as in other sectors (average)
 - Mainly benchmarking: CO₂/tonne-kilometer
 - Any proceeds to be spent on covering administration and to mitigate and adapt to climate change



Proposal (3)

- **Open scheme**
 - Full trading with other sectors
 - JI and CDM credits can be used
- **Administration**
 - Aircraft operator will be responsible entity
 - Each operator administered by one Member State only