

# EUROPEAN PARLIAMENT

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*Committee on Transport and Tourism*

**2005/2249(INI)**

24.4.2006

## **OPINION**

of the Committee on Transport and Tourism

for the Committee on the Environment, Public Health and Food Safety

on reducing the climate change impact of aviation  
(2005/2249(INI))

Draftswoman (\*): Jeanine Hennis-Plasschaert

(\*): Enhanced cooperation between committees - Rule 47 of the Rules of Procedure.

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## SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

- A. having regard to the Commission communication COM(2005) 0459 of 27 September 2005,
  1. Shares the Commission's view that incorporating aviation into the European emissions trading scheme (EU-ETS) in the most appropriate approach;
  2. Is of the opinion that a concerted European approach is needed and a hotchpotch of disparate measures should be avoided;
  3. Considers that the scheme should apply to all flights within the EU and departing from the EU, irrespective of the country of origin of the airline concerned;
  4. Considers, however, that a final decision on the scope of the system should not be taken until there has been a study into the effects on the competitiveness of the European aviation industry;
  5. Points out that unnecessary trade disputes and/or legal proceedings should be avoided;
  6. Points out that the EU, no later than at the ICAO meeting in October 2007, must obtain specific assurances from non-member countries (in particular the United States, China, Singapore, Australia, and the United Arab Emirates), since only in that event will it be possible to create a satisfactory global system encompassing the EEA countries from the outset;
  7. Considers that the system should be confined to CO<sub>2</sub>;
  8. Does not rule out accompanying local measures having to be taken in the future;
  9. Considers that the overall allocation of aviation rights, which should take place at EU level, must take account of the growth of European aviation and that aviation should therefore be incorporated into the existing cross-sectoral emissions trading scheme;
  10. Considers that in allocating rights to individual airlines account should be taken of the environmental performance of those airlines;
  11. Considers that decisions on any charges should not be taken within this framework but on the basis of a model and strategy to be proposed by the European Commission for passing on external costs for all modes of transport;
  12. Believes it necessary, moreover, to pursue scientific and technical targets for the improvement of the energy efficiency of aircraft and helicopters;

13. Points out that measures under the seventh research framework programme to foster technological innovations in the aerospace sector and the better air traffic management resulting from the Single Sky legislation are of decisive importance where emission reduction is concerned;
14. Calls on the Commission to take initiatives without delay for improving ATC/ATM within the SESAR project and the Single Sky legislation, with a view to improving the energy efficiency of flights and reducing or avoiding vapour contrails;
15. Calls on the Commission to ensure that the appropriations under the seventh research and development framework programme are set aside, in the context of collaborative research, with a view to improving the environment and the energy efficiency of aircraft and helicopter engines.

