

**Question for written answer E-007998/2012
to the Commission**

Rule 117

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Subject: Integration of the aviation sector into the ETS - commercial impact of retaliatory measures by China

Since 1 January this year, the aviation sector has formed part of the EU's Emissions Trading Scheme (ETS) following the entry into force of Directive 2008/101/EC amending Directive 2003/87/EC.

The fact that the ETS also applies to non-European carriers means that it has met with fierce international opposition. China and India recently called on their airline companies not to comply with the EU's rules, while a similar proposal is under discussion in the US Congress (the 'EU ETS Prohibition Act').

The International Civil Aviation Organisation (ICAO) has set up a working party to try to resolve this dispute. However, it will probably not come forward with its proposals before March 2013 and it will take over a year for the ICAO Council to issue a decision.

What action will the Commission take, in this very tense situation, to maintain the credibility of the ETS and defend the interests of European airline companies and the European aeronautics industry?