



Aviation and emissions trading

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get to grips with
**climate
change**





Climate impacts of air transport

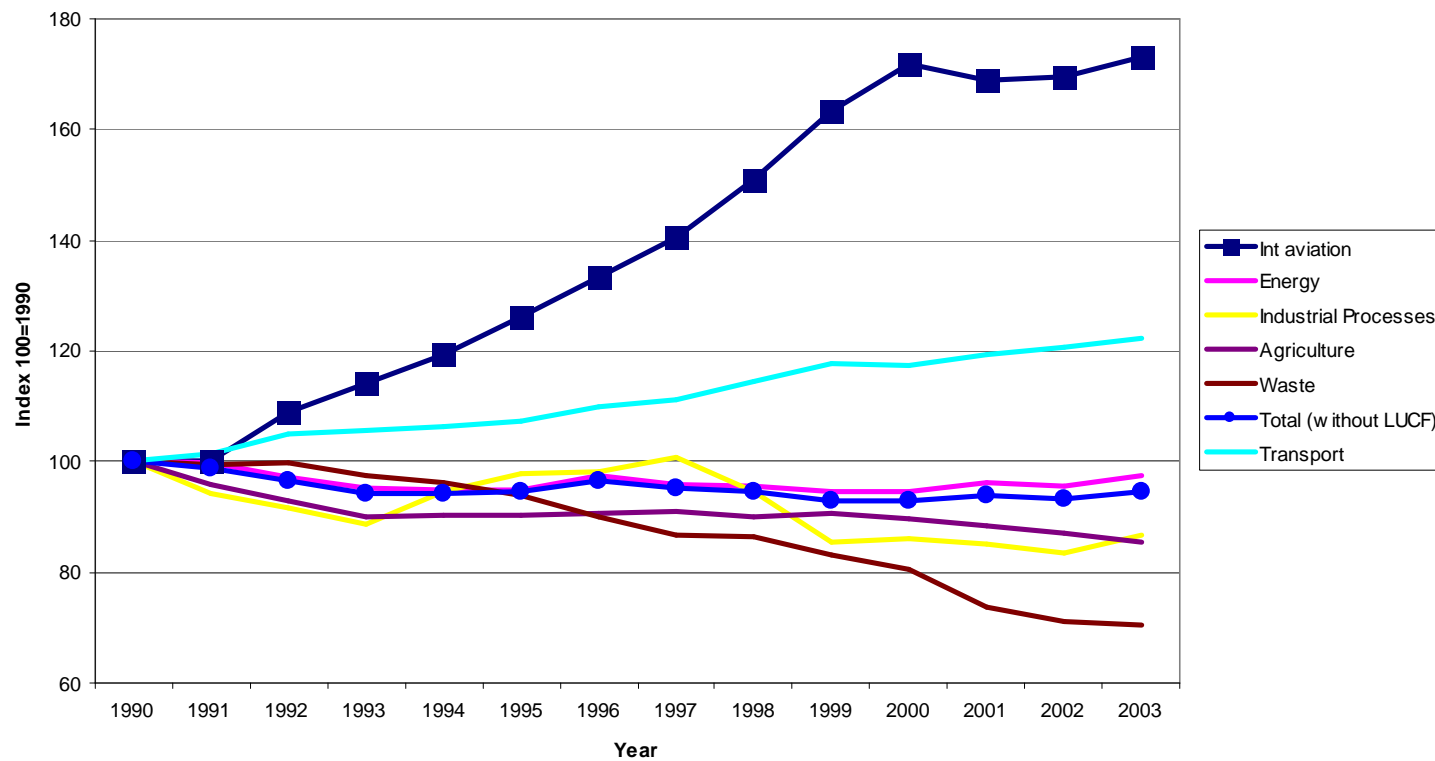
- **Direct and/or indirect effects from:**
 - CO₂
 - NO_x through effects on ozone and methane
 - Water vapour triggering contrails and cirrus clouds
 - Sulphate and soot aerosols

- **Overall « radiative forcing » is about twice as high as that due to aviation CO₂ emissions**



EU GHG emissions by sector

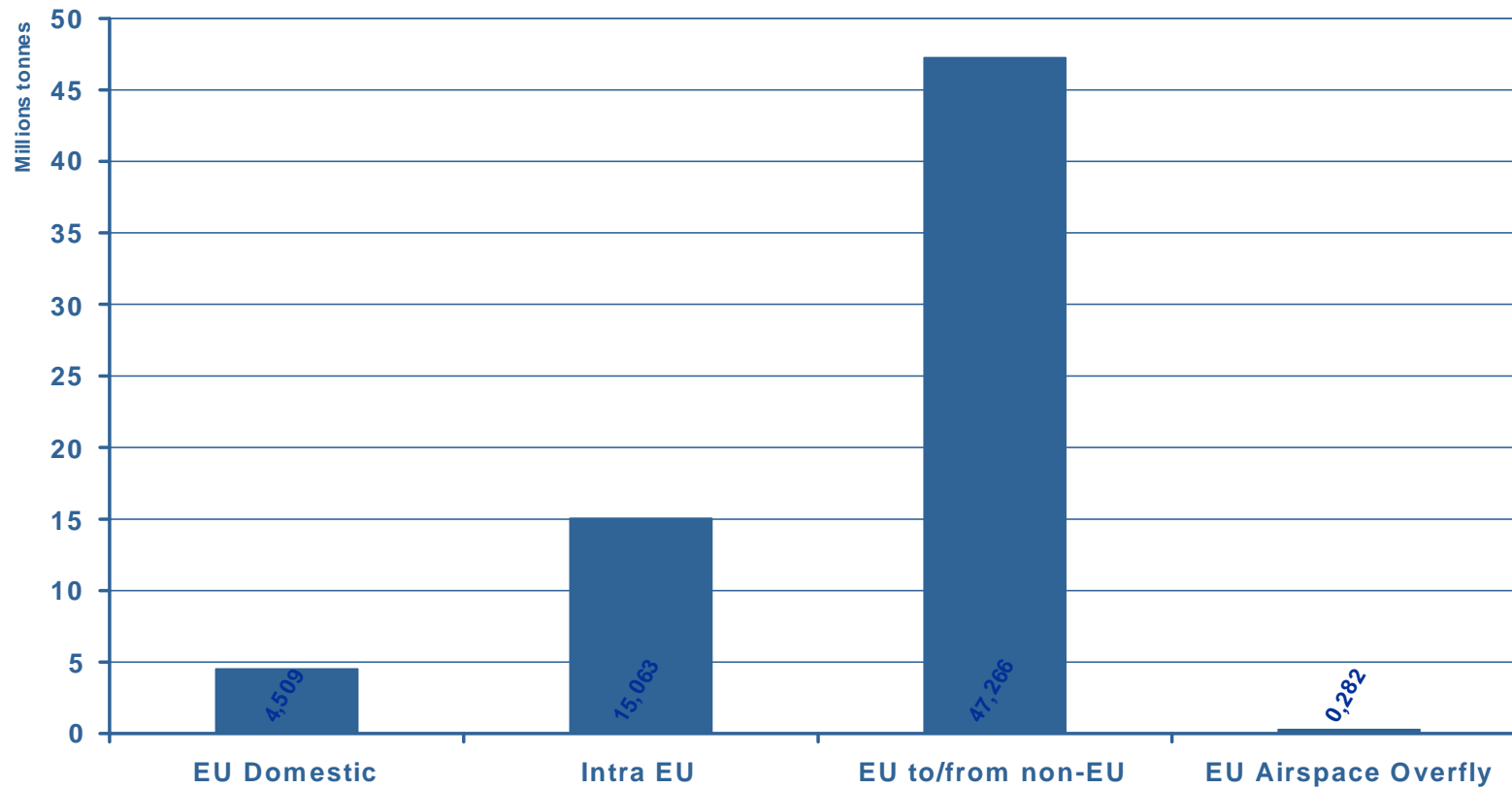
EU GHG emissions by sector as an index of 1990 levels





Distribution by route category

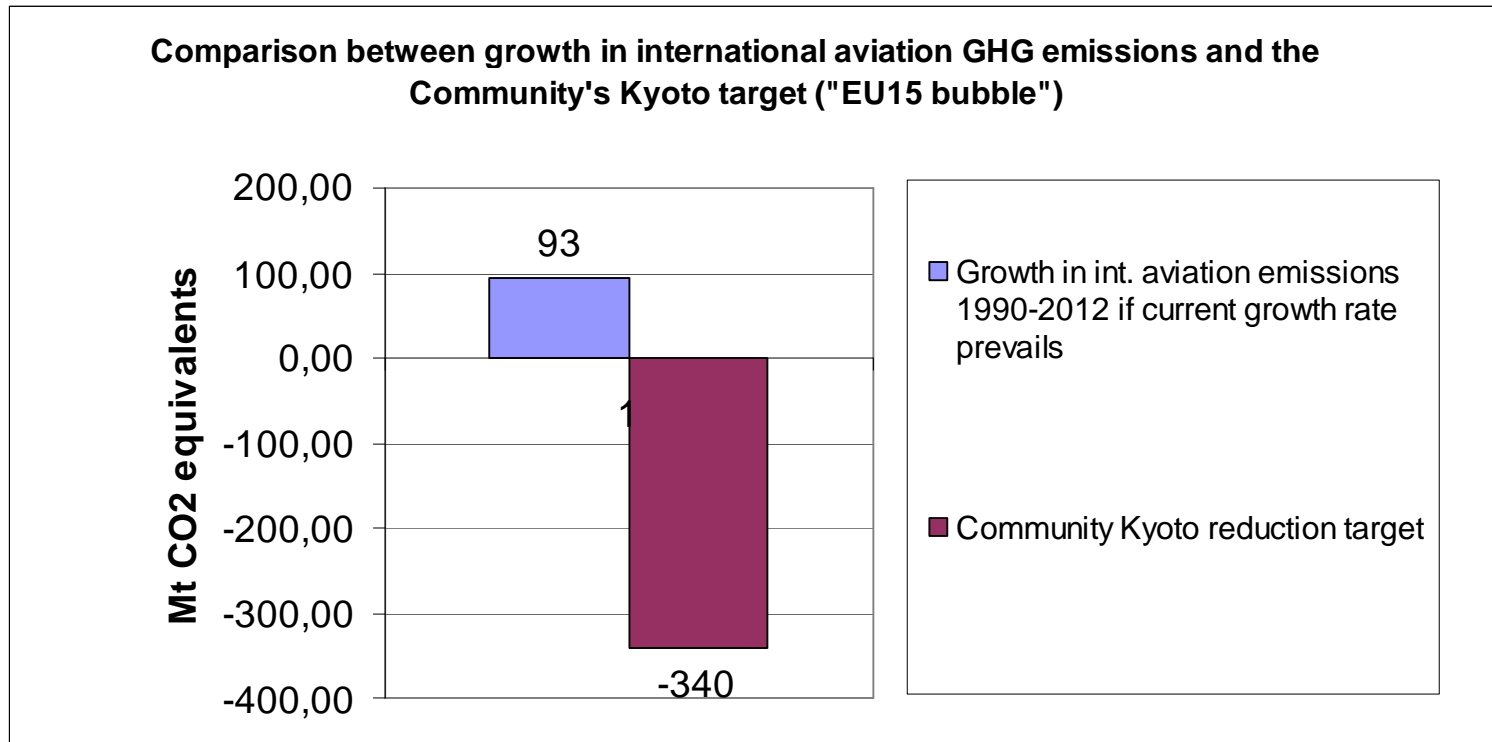
Estimated fuel burn - all in- and outbound flights (2004)



Source: EUROCONTROL



Growth may offset Kyoto efforts



By 2012, aviation GHG emissions could offset more than 25% of the cuts required to meet the European Community's targets under the Kyoto Protocol.



Aviation emissions under the UNFCCC and ICAO

- **UNFCCC and the Kyoto Protocol:**
 - Only domestic CO₂ emissions are included in targets under Kyoto Protocol
 - Obligation to pursue the limitation or reduction of emissions from aviation, working through ICAO

- **ICAO:**
 - Decided not to pursue an international agreement on aviation emissions trading
 - Endorsed the concept of open emissions trading for aviation through:
 - voluntary emissions trading
 - incorporation into existing trading schemes



Key political mandates

- **6th Environment Action Programme:**
Community action if no action in ICAO by 2002
- **Council Conclusions COP-10:**
Reiterates invitation to Commission to make proposals in 2005



Adoption of Communication

- **Communication adopted 27 September 2005**
- **Informed by :**
 - **Study on aviation and emissions trading (July 2005)**
 - **Web consultation 11 March – 6 May 2005**
 - **Stakeholder meeting in GreenWeek 1 June**



Building on existing measures

- **More research into cleaner air transport**
- **Improving air traffic management**
- **Towards more consistent application of energy taxation**



Further action needed

Options:

- **En-route emissions charges**
- **Emissions trading**



Emissions charges

- **Commission view that en-route emissions charges are compatible with international law but this remains contentious outside Europe**

- **Charges strongly opposed by industry**



Emissions Trading

- **Environmentally and economically efficient**
- **Concept endorsed by ICAO**
- **No constraints in Chicago Convention, bilateral air service agreements etc.**
- **Considered preferable by airlines and strongly supported by airports**



Key design parameters

- **ENTITY: Aircraft operators**
- **EMISSIONS COVERAGE: CO₂ and non-CO₂ impacts should be addressed to the extent possible**
- **SCOPE: In environmental terms, the preferred option is to cover all flights departing from EU airports**
- **ALLOCATION: Harmonised allocation methodology**



Next steps

- **Aviation WG under the ECCP started working in November 2005**
- **Council conclusions in December**
- **Report from WG by 30 April 2006**
- **Report on review of ETS by 30 June 2006**
- **Legislative proposal end of 2006**



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[http://europa.eu.int/
comm/environment/
climat/home_en.htm](http://europa.eu.int/comm/environment/climat/home_en.htm)



More information on EU climate change policy