



Ministry of Housing, Spatial Planning
and the Environment



European Emission Trading system for Aviation

Airneth seminar, November 12

November 12, 2009



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Emissions trading in general

- Objective: reduction of emissions in a cost-effective way
- The government sets the cap (total amount of allowances)
- Each trading period the cap is to be set lower in order to reduce emissions
- Before each trading period each operator gets allowances for free or by auctioning
- The price of allowances will be determined by the market
- Scope of the current ETS is: industry (chemical, energy)

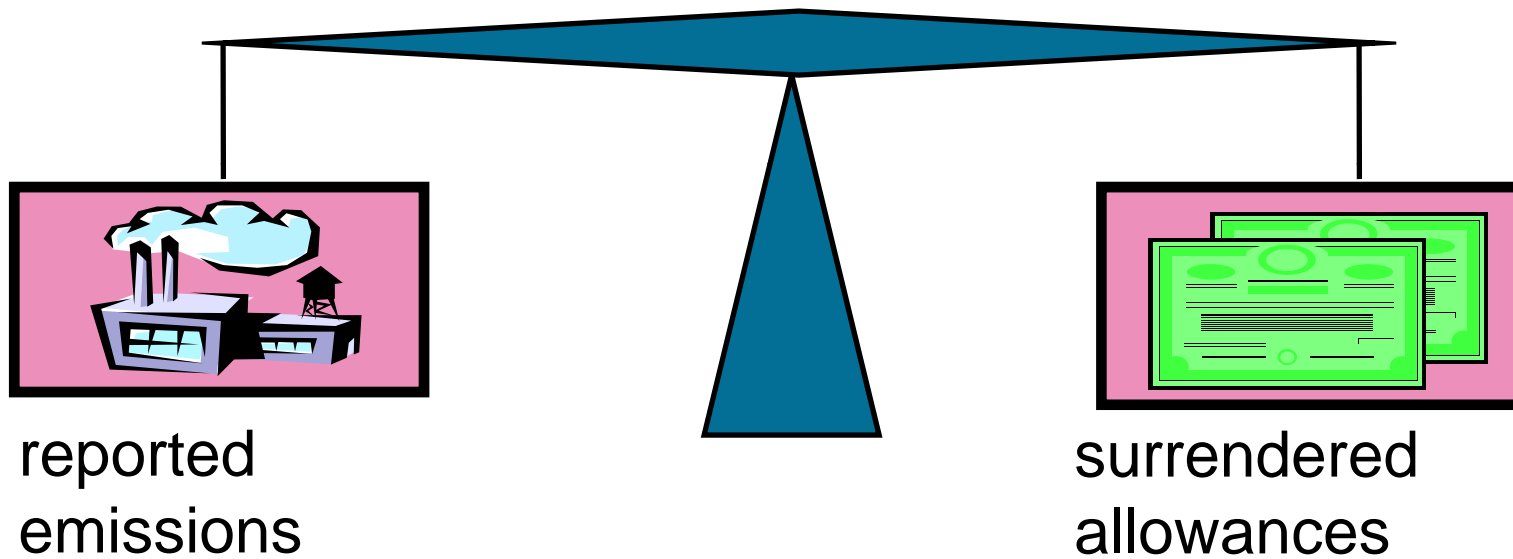


Basic principles

- Submit a monitoring plan
- Monitoring of emissions
- Formulate an emissions report
- Have the report verified
- Submit the report
- Surrender as much allowances as emissions reported



Basic principle



- surrendering too few allowances means a penalty payment according to EU-ETS directive



Emissions trading for aviation

- Entered into force on 2 February 2009
- Has to be implemented by 2 February 2010
- 2 periods:
 - 2012
 - 2013-2020
- 2010 en 2011 are pre trading years, no surrendering of allowances just monitoring
- Task force aviation: task force compliance forum/ harmonise implementation



CAP

Historical emissions (cap setting)

- average 2004-2006
- basis for allocation process:
 - 97 % of average 2004-06 emission levels in 2012
 - 95 % of average 2004-06 emission levels from 2013





CAP/Allocation

Allocation

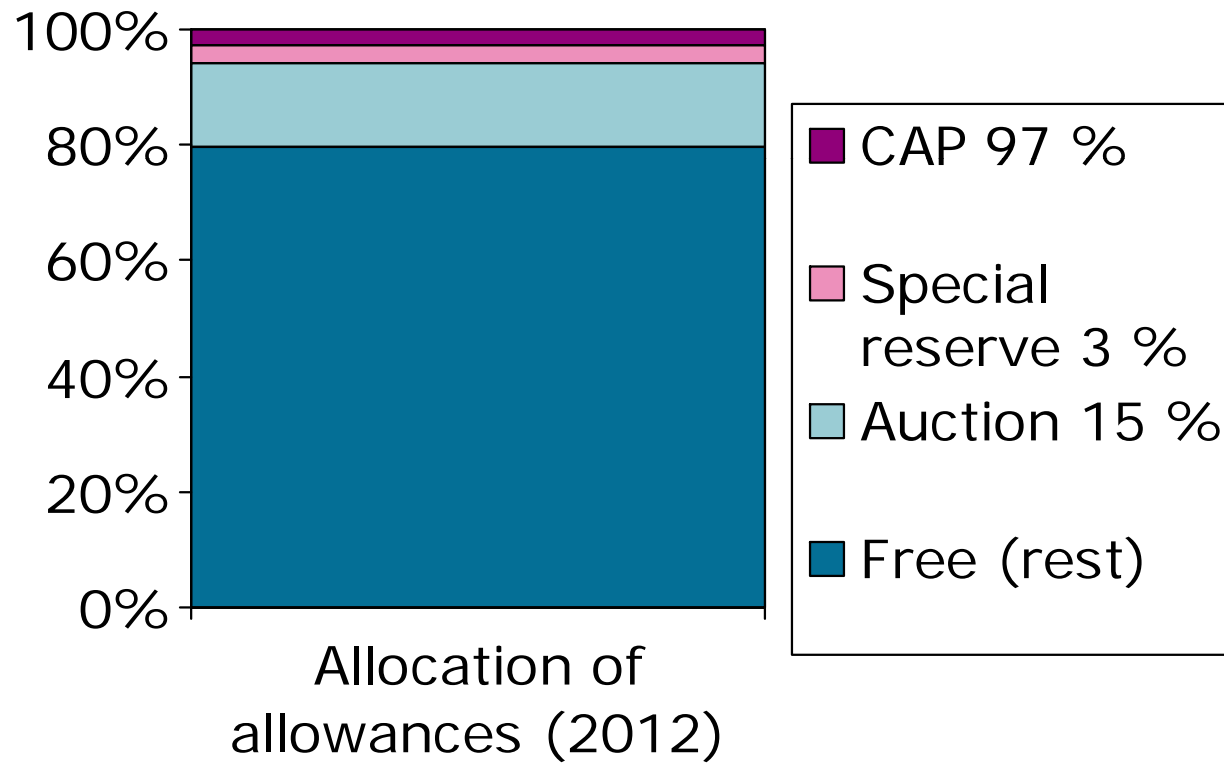
- 15 % allowances via auction
- 3 % special reserve (new entrants and fast growers)
- remaining are free allowances





CAP

100 % = Historical emissions 2004-06





Scope

All flights to and from EU Member States

Exemptions

- Military, police, customs
- Flights with a maximum take off mass of less than 5700 kg
- VFR
- Circular flights, training flights, government flights (3rd countries), medical, rescue, research etc.

Threshold for commercial operators

- < 243 flights per 3 periods of 4 months OR
- < 10 000 tonnes CO₂ emissions



Administering member state

Every operator is linked to an administering member state

Indication of administering Member State:

- operating licence
- the member state that the operator performed the most flights on in a certain year

The Commission has published a list of aircraft operators specifying the administering member state for each aircraft operator



Administering member state

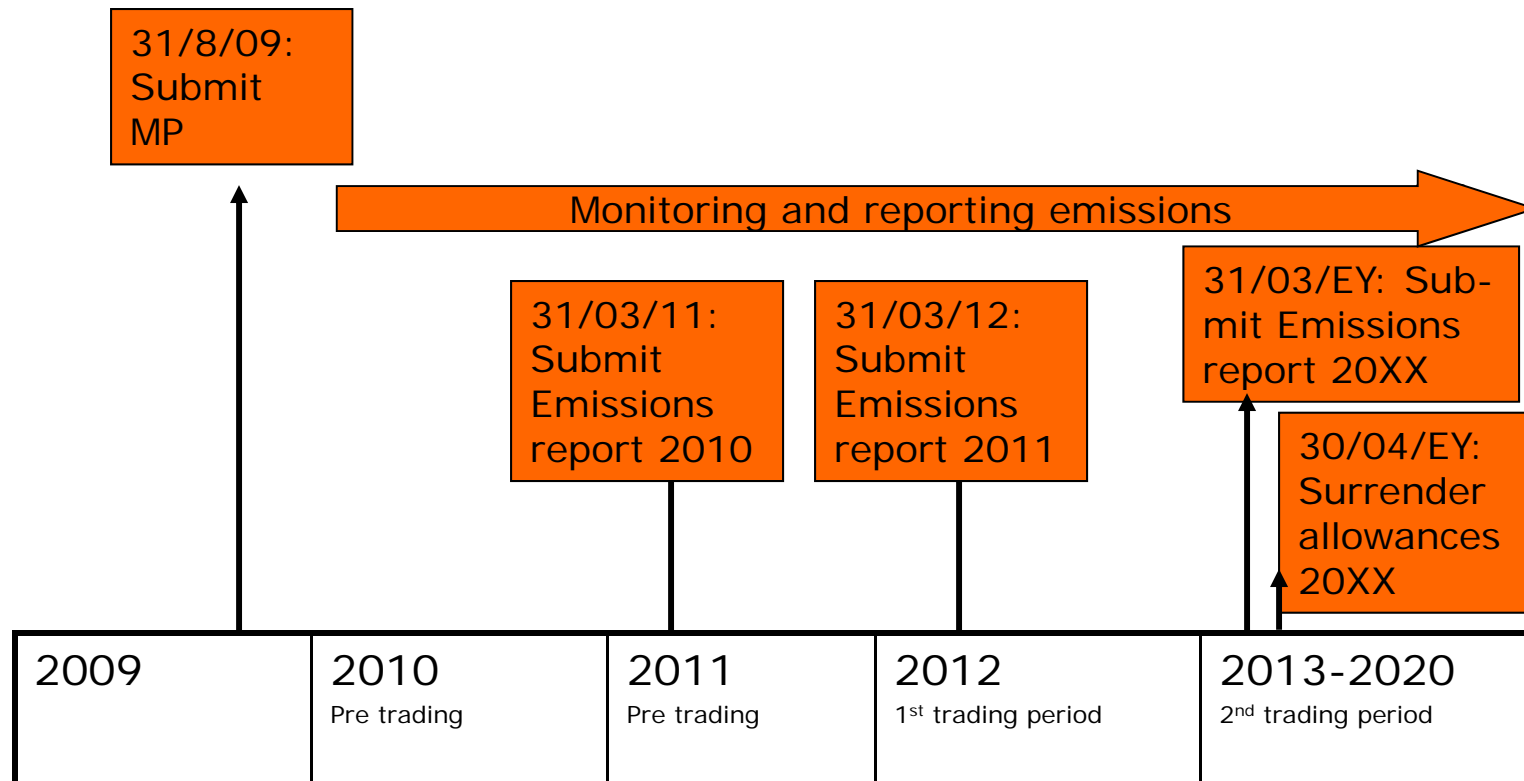
Netherlands:

- Nea = competent authority
- 76 aircraft operators, 17.5 Mton
- Commercial and non-commercial
- KLM, Martinair, Northwest Airlines



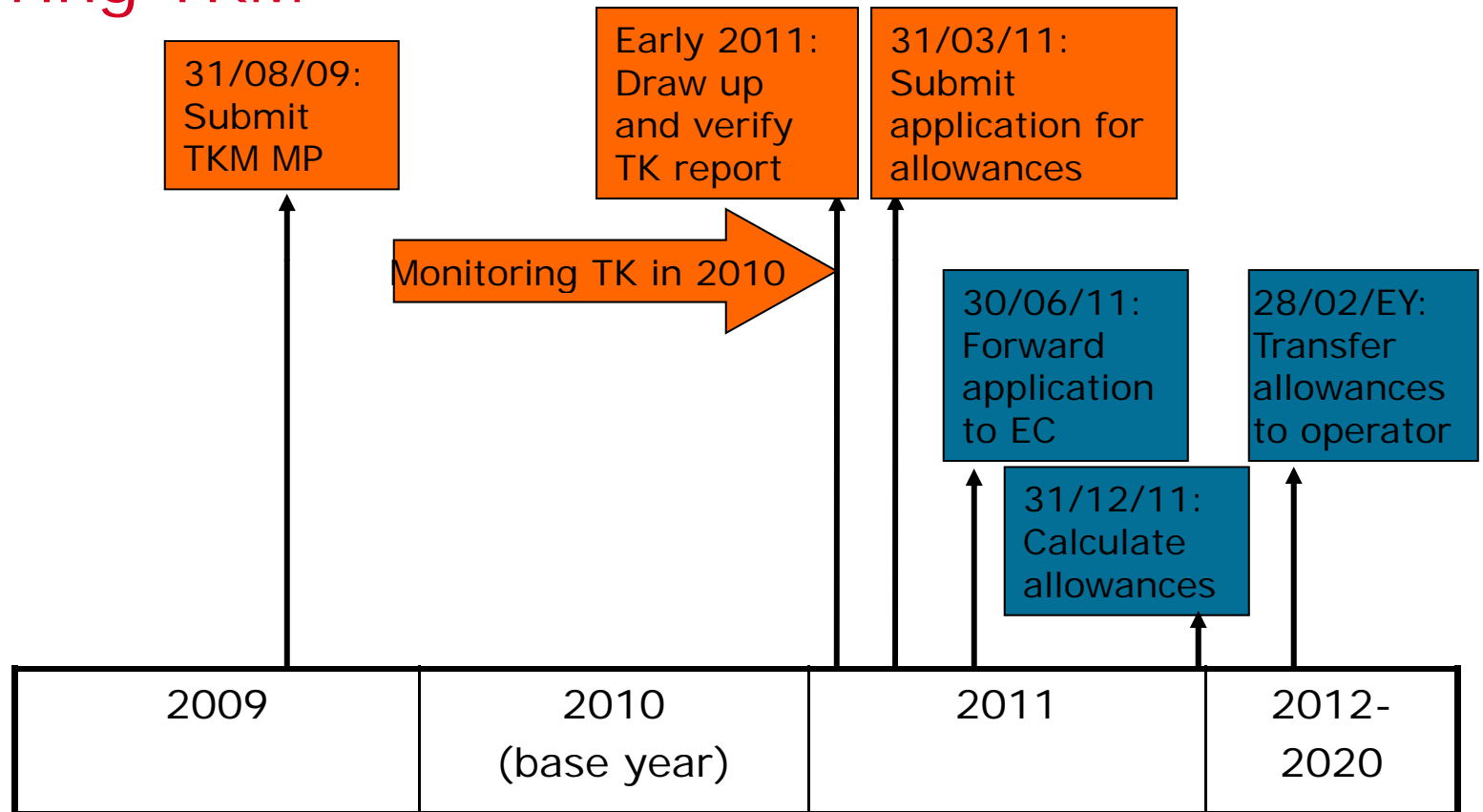


Monitoring emissions





Monitoring TKM





Sanctions

No sufficient allowances surrendered:

- fine of 100 euro per ton CO₂
- Compensation (allowances have to be surrendered next year)
- Publication of operators (naming and shaming)

When all enforcement measures have failed to ensure compliance, the administering member state can request the commission to decide on an operating ban





Thanks for your attention! Questions?