



Press release

Future of ETS/Aviation: European Parliament adopts compromise with member states

Peter Liese: Difficult negotiations / Clear expectations at ICAO / Step forward on Earmarking/ important signal on the way to Paris 2015

Today European Parliament adopted the trilogue agreement on Aviation/ETS which was found last month between Parliament and the member states with (huge) majority. Some weeks ago the agreement was rejected by the Environment Committee. Therefore it was necessary to table again the compromise as an EPP-group amendment for the plenary vote on the file.

EU legislation on aviation emission allowances will cover only intra-EU flights until the start of 2017, but will apply to all flights to or from the EU thereafter. The legislation will also require EU member states to report on how they spend revenues from auctioning emission allowances (so called earmarking). "Negotiations have been very difficult, but in the end, we succeeded, also in Parliament. The plenary vote is a success for EPP. For the environment, this deal is better than the Council position, but also better than the Commission proposal", said rapporteur Peter Liese (EPP-Christian democrats) who was steering the file through the negotiations.

"The main element of compromise concerns the scope. The Emissions Trading System will again apply in full after 2016. Parliament could not accept the Council's wish to 'stop the clock' until 2020. We have the next International Civil Aviation Organization (ICAO) assembly in 2016, and if it fails to deliver a global agreement, then nobody could justify our maintaining such an exemption for another four years. Our system will then automatically snap back to full scope.

Furthermore, an international agreement has to be non-discriminatory and has to deliver effective reduction of CO2 emissions. A second Kyoto will not be enough", he added.

The UNFCCC Conference in Paris in 2015 plays a major role in the whole discussion. "We need to deal with our international partners ahead of this conference. That is why I am convinced that we should not provoke them with a too ambitious ETS for aviation now. But if we are successful in Paris there is

no excuse for the aviation sector not to contribute to climate change mitigation. Everyone who thinks the EU will give in should then be reminded about the controversial discussion we had and the rejection of the agreement this time in Committee. That is why I am optimistic that the world will look different in 2016 and we will achieve something substantial”, Liese added. MEPs also secured provisions requiring member states to report on how they spend revenues from ETS allowance auctions. “A frequent criticism is that the money we are generating by auctioning goes into the pockets of finance ministers, and that the spending of the money has nothing to do with climate change purposes. In the new legislation, the purposes to which this money is put will be made transparent, as member states will have to report this and it will be published. This puts pressure on them to spend the money on purpose”, Peter Liese concluded.