

UK ETS Aviation Guidance Note

Making a UK ETS Emissions Reduction Claim relating to the 2022 and 2023 Scheme Years

Introduction

Under the Greenhouse Gas Emissions Trading Scheme Order 2020 (the UK ETS Order) sustainable aviation fuel derived from biomass that meets the sustainability criteria referred to in Schedule 1 to the Renewable Transport Fuel Obligations Order 2007 (RTFO)¹ is treated as having an emissions factor of zero², and is referred to in this guidance as “Eligible SAF”.

The effect of the provisions in the UK ETS Order, is to allow an Aircraft Operator to make an Emissions Reduction Claim as part of its aviation emissions report (annual emission report) to reflect the amount of Eligible SAF that it has purchased, and which has been delivered either to an aerodrome fuelling system or one of its aircraft. This guidance sets out the Environment Agency’s approach to Emission Reduction Claims relating to the 2022 and 2023 Scheme Years.³

Emissions Reduction Claim Requirements

If you are an Aircraft Operator with compliance obligations in a Scheme Year and you are purchasing Eligible SAF, you may be able to reduce your verified aviation emissions figure and the corresponding number of allowances you are required to surrender by making an Emissions Reduction Claim when you submit your annual emissions report to us in ETSWAP.

Detailed information about completing your Emissions Reduction Claim in ETSWAP is set out in Schedule 1 of this document.

What criteria must I meet to make an Emissions Reduction Claim?

To make a successful Emissions Reduction Claim you must be able to demonstrate that all of the following criteria have been met:

1. the fuel you have purchased is Eligible SAF;
2. the purchase has taken place in the Scheme Year or in the three months prior to the start of the Scheme Year;
3. the Eligible SAF has been delivered to an aerodrome fuelling system or one of your aircraft before the 31 March reporting deadline for the Scheme Year;
4. there has been no “double-counting” of the Eligible SAF;
5. the Emissions Reduction Claim has been verified.

How do I know that the fuel I have purchased is Eligible SAF?

To be Eligible SAF, a fuel must:

1. be derived from biomass; and

¹ [Renewable Transport Fuel Obligation - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/legislation-order/2020/12/2020-12-20-renewable-transport-fuel-obligation-gov-uk)

² The relevant legal provisions are out in Article 54 of the Monitoring and Reporting Regulation 2018, as amended by the Greenhouse Gas Emissions Trading Scheme Order 2020, and can be found here: [The Greenhouse Gas Emissions Trading Scheme \(Amendment\) Order 2021 \(legislation.gov.uk\)](https://www.gov.uk/government/legislation-order/2021/01/2021-01-20-greenhouse-gas-emissions-trading-scheme-amendment-order-2021-legislation.gov.uk)

³ The UK’s approach to the use of Sustainable Aviation Fuel is currently under review, with legislation planned for later in 2023.

2. meet the RTFO sustainability criteria in force at the date of purchase.

For the purpose of Emissions Reduction Claims relating to the 2022 and 2023 Scheme Years, a fuel that meets the Renewable Energy Directive 2018 (RED II) sustainability criteria will be regarded as having met the RTFO sustainability criteria.

Are there any geographical limits on the purchase and delivery of Eligible SAF?

No, you can make an Emissions Reduction Claims in relation to Eligible SAF purchased and delivered anywhere in the world.

When must the Eligible SAF purchase and delivery have taken place?

The Eligible SAF must have been:

1. purchased in the Scheme Year, or in the three months prior to the Scheme Year that your Emissions Reduction Claim relates to; and
2. delivered before the reporting deadline of 31 March in the year following that Scheme Year.

What is meant by delivered to an aerodrome fuelling system?

We regard a fuel as having been delivered to an aerodrome fuelling system if there is no prospect of it being diverted or removed from that system before the point of use by an aircraft, for example, delivery to a dedicated aviation fuel pipeline for an identified aerodrome.

Should I vary my Emissions Monitoring Plan (EMP) before making an Emissions Reduction Claim?

Yes, please contact the Environment Agency as soon as possible if you intend to make an Emissions Reduction Claim, so we can assist you to make the necessary variations to your EMP.

We will need you to set out the procedures you have in place to:

- record the purchase of Eligible SAF;
- record the delivery of Eligible SAF to an aerodrome fuelling system or aircraft;
- demonstrate that the SAF included in your Emissions Reduction Claim meets the required sustainability criteria;
- avoid double-counting, either by use in relation to another regulatory scheme or by sale to another party.

When you contact us, we will send you an Emissions Reduction Claim Methodology form for you to complete and attach to your EMP variation application.

Normally, you will only be able to make an Emissions Reduction Claim if we have approved or are in the process of considering your application to vary your EMP to include procedures relating to Emissions Reduction Claims.

Will my Emissions Reduction Claim need to be verified?

Yes, all Emissions Reduction Claims must be verified by a UK ETS UKAS accredited verifier.

If you currently instruct a verifier, they will need to verify your emissions in the usual way, and then factor in your verified Emissions Reduction Claim to provide a net verified aviation

emissions figure, which will be the number of allowances you must surrender for the Scheme Year.

If you currently use simplified reporting procedures, you will need to engage a verifier and submit your emissions report to them, including your Emissions Reduction Claim (see Schedule 1, for information about how to submit your emissions report to a verifier). Your verifier is permitted to use your emissions calculated using Eurocontrol Support Facility data, and then factor in your verified Emissions Reduction Claim, to provide a net verified aviation emissions figure.

When considering your Emissions Reduction Claim, we expect your verifier to ensure, in the light of this Guidance Note, that you have:

1. complied with your issued or proposed EMP procedures for Emissions Reduction Claims;
2. complied with the UK ETS Order (including the applicable requirements of the Monitoring and Reporting Regulation 2018);
3. put in place a system that provides a clear audit trail for each tonne of Eligible SAF included in the Emissions Reduction Claim.

As an Emissions Reduction Claim, in effect, provides a financial benefit by reducing the Aircraft Operator's surrender obligation, it is essential that it is fully supported by documentary evidence. We will only accept an Emissions Reduction Claim if you have provided to your verifier all the documents required to demonstrate the [criteria](#) have been met, and your verifier has verified the Emissions Reduction Claim on that basis. If your verifier cannot verify data submitted in support of part of your Emissions Reduction Claim, that part must be excluded. However, if the verifier identifies a calculation error in your Emissions Reduction Claim which can be corrected, then the verifier is permitted to enter a verified emissions figure to take this into account.

Are there any limits on the amount of Eligible SAF I can claim in relation to a Scheme Year?

Yes, the amount of Eligible SAF claimed must not exceed the total amount of fuel you used in relation to your UK ETS aviation activities in the Scheme Year; if you are using simplified reporting, you must not exceed the amount of fuel estimated using Eurocontrol Support Facility data. This means that you are not able to reduce your emissions figure below zero and there is no ability to apply an unused emissions reduction in relation to a future Scheme Year.

What is meant by "double counting"?

Under the UK ETS Order, you are required to provide evidence to the satisfaction of the regulator that there has been no double counting of the same Eligible SAF. We consider this means that you have to demonstrate to us that no part of the Eligible SAF included in your Emissions Reduction Claim has been:

- (i) relied on **by you** to obtain an emissions reduction or a financial benefit in another scheme;
- (ii) transferred for value to another person.

When you submit an annual emission report that includes an Emissions Reduction Claim, you must attach a signed copy of a "Declaration of no Double Counting" using the text set out in Schedule 2 of this Guidance Note. With regard to this Declaration, please note that the UK ETS Order provides for a civil penalty where a person submits false or misleading information.

In addition, your verifier should not verify an Emissions Reduction Claim if it considers that this would lead to double-counting of the Eligible SAF.

What units do I need to use when reporting the amount of Eligible SAF?

We require you to report the amount of your Eligible SAF in tonnes. If you are converting from volume to mass, please ensure that the density figure used is correct at 15°C.

Can I use a different method to calculate the amount of my Eligible SAF?

Where fuel is delivered to your aircraft in physically identifiable batches, it is possible under the UK ETS Order to use analyses to determine the biomass element of a fuel comprised of fossil fuel and Eligible SAF, or to estimate the biomass fraction of the fuel on a mass balance of fossil fuels and biofuels purchased. If you want to use one of these methods, please contact us so that we can explain how you will need to formulate and report your Emissions Reduction Claim. You will also need to ensure that your related procedures are sufficiently well documented in your EMP.

What documents do I need to support my Emissions Reduction Claim?

In order to make a successful Emissions Reduction Claim, you will need to provide evidence to demonstrate to the satisfaction of the Environment Agency and your verifier that:

- the fuel that forms the basis of the Emissions Reduction Claim is Eligible SAF;
- you purchased the Eligible SAF within the Scheme Year, or three months prior to the start of the Scheme Year;
- the Eligible SAF was delivered to an aerodrome fuelling system, or to one of your aircraft before the 31 March reporting date for the Scheme Year;
- there has been no double counting.

Although we do not set out any prescriptive documentary requirements in relation to Emissions Reduction Claims, we have set out below examples of the documents we would expect you to provide. Please note the Emissions Reduction Claim must be based on documentary evidence; there is no role for estimation.

Proof the fuel meets the RTFO Sustainability Criteria

- documentary evidence that demonstrates the fuel meets the criteria, e.g. copy of a Proof of Sustainability certificate or proof of purchase marked with ISCC EU, RSB EU RED;
- report from fuel producer or supplier;
- proof of successful RTFO claim, e.g. RTFO Operating System screenshot

If you have any questions about the evidence you need to demonstrate sustainability, please contact etaviationhelp@environment-agency.gov.uk to discuss.

Proof of purchase/delivery

- Product Transfer Documents;
- invoices;
- delivery notes;
- fuel supplier reports.

Schedule 1

Making an Emissions Reduction Claim in ETSWAP

The following screenshots set out, step-by step, which sections of the emissions report form in ETSWAP need to be completed when making an Emissions Reduction Claim using purchase records. As well as completing these sections, you must attach all the supporting information required to the “Additional Information” section of the emissions report form.

Emissions Overview section

Step 1: Answer “Yes” to you are making an Emissions Reduction Claim using purchase records.

2022 - AEM Report Form - Emissions Overview

Guidelines
Operator Activity
Service Contact
Monitoring Plan Info
Operator Identification
Operator Identification
Emissions Overview
Emissions Data
Total Emissions
Simplified Procedures
Use of Biomass
Detailed Emissions
Additional Emissions
Data Gaps
Operator Identification - C
Use of CERT/Fuel allocat
Fuel density use - CORSI
Emissions Overview - CO
Emissions Data - CORSI
Detailed Emissions SP - C
Detailed Emissions AP - C
CORSIA ELIGIBLE FUEL
Data Gaps for CORSIA
Aircraft Data
Additional Information
Confidentiality
Submission

Items marked * must be completed

In this section you are required to identify fuels used, assign the relevant fuel types to the aircraft used and identify the aerodromes that have been visited during the reporting year. This data will then be used as a basis to generate the aggregated emission table in the next section of the report. Where you are to make a claim for a emissions reduction from the use of biofuels that meet the sustainability criteria in the Schedule to the [Greenhouse Gas Reporting Regulations 2012](#) (an “RTFO Biofuel”), you are required to provide information about the fuels.

Properties of the Fuels Used

Please provide in the table below the parameters required for describing each fuel’s properties that are used for calculating emissions from the use of the fuels. Note: Input is only required if you are using fuels other than the standard fuels already defined in the table below.

preliminary EF
The preliminary emission factor is the assumed total emissions factor of a mixed fuel based on the total carbon content, composed of fossil fraction, an RTFO biofuel fraction, or other non-standard fuel fraction, before multiplying by the fossil fraction to result in the emissions factor. For Aviation, the em

final EF
This is calculated from the preliminary emission factor and the content of RTFO Biofuel (where the RTFO biofuel content is zero-rated).

NCV
Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation.

RTFO Biofuel Content
For fuels which contain a biofuel, compliance with the RTFO Sustainability Criteria has to be demonstrated in order to assign an emissions factor of zero to the biofuel. Please enter here the percentage of RTFO fuel (% of the carbon content) contained in the fuel.

Non standard Fuel Content
Please enter here the percentage of other fuel (any fuel other than a standard fuel, or a RTFO biofuel) contained in the mixed fuel. This other fuel is treated like fossil fuel, i.e. it contributes to fossil emissions, but is also presented as a separate memo-item.

Note: If you use a RTFO biofuel, or non-standard fuel mixed with a standard fuel, you have to define two different fuels here, one with RTFO biomass and one with the non-standard fuel.

Name of Fuel	EF (CO ₂ t fuel)	Final EF (CO ₂ t fuel)	NCV (GJ/t)	RTFO Biofuel Content (%)
Jet kerosene (jet A1 or jet A)	3.15	3.15	44.10	0
Jet gasoline (Jet B)	3.10	3.10	44.30	0
Aviation gasoline (AvGas)	3.10	3.10	43.30	0

[Add Row...](#)

RTFO Biofuel quantity determined using purchase records

* Are you claiming for the use of RTFO biofuel batches that are not physically delivered to a specific aircraft, the quantity of which are determining use using purchase records?
 Yes No

Fuel use per aircraft type

In the table below please add 'generic aircraft types' used within the reporting period where these do not already appear. In addition, please add 'Fuel Types Used' for each aircraft type.
 * Please add at least one row into the table below.

Generic Aircraft Type	Fuel Types Used
A318 - AIRBUS A-318	Jet kerosene (jet A1 or jet A)
B772 - BOEING 777-200	Jet kerosene (jet A1 or jet A)
A321 - AIRBUS A-321	Jet kerosene (jet A1 or jet A)
A388 - AIRBUS A-380-800	Jet kerosene (jet A1 or jet A)
A20N - AIRBUS A320neo	Jet kerosene (jet A1 or jet A)

Step 1

Step 2: In this table you are required to identify each type of Eligible SAF that is included in your Emissions Reduction Claim and its calorific value (NCV). This table is populated using the “Add Row” function.

Note: The NCV is for information only and is not used in any calculation. Please contact us if you are not able to obtain this information.

2022 - AEM Report Form - Emissions Overview

- Guidelines
- Operator Activity
- Service Contact
- Monitoring Plan Info
- Operator Identification
- Emissions Overview**
- Emissions Data
- Total Emissions
- Simplified Procedures
- Use of Biomass
- Detailed Emissions
- Additional Emissions
- Data Gaps
- Operator Identification - C
- Use of CERTIFuel allocat
- Fuel density use - CORSI
- Emissions Overview - CO
- Emissions Data - CORSI
- Detailed Emissions SP - C
- Detailed Emissions AP - C
- CORSIA ELIGIBLE FUEL
- Data Gaps for CORSIA
- Aircraft Data
- Additional Information
- Confidentiality
- Submission

Items marked * must be completed

In this section you are required to identify fuels used, assign the relevant fuel types to the aircraft used and identify the aerodromes that have been visited during the reporting year. This data will then be used as a basis to generate the aggregated emission table in the next section of the report. Where you are to make a claim for an emissions reduction from the use of biofuels that meet the sustainability criteria in the Schedule to the [Renewable Transport Fuels Obligation Order 2022](#) (an "RTFO Biofuel"), you are required to provide information about the fuels.

Properties of the Fuels Used

Please provide in the table below the parameters required for describing each fuel's properties that are used for calculating emissions from the use of the fuels. Note: Input is only required if you are using fuels other than the standard fuels already defined in the table below.

preliminary EF
The 'preliminary emission factor' is the assumed total emissions factor of a mixed fuel based on the total carbon content, composed of fossil fraction, an RTFO biofuel fraction, or other non-standard fuel fraction, before multiplying by the fossil fraction to result in the emissions factor. For Aviation, the emissions factor is usually reported as I CO2t

final EF
This is calculated from the preliminary emission factor and the content of RTFO Biofuel (where the RTFO biofuel content is zero-rated).

NCV
Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation.

RTFO Biofuel Content
For fuels which contain a biofuel, compliance with the RTFO Sustainability Criteria has to be demonstrated in order to assign an emissions factor of zero to the biofuel. Please enter here the percentage of RTFO fuel (% of the carbon content) contained in the fuel.

Non-standard Fuel Content
Please enter here the percentage of other fuel (any fuel other than a standard fuel, or a RTFO biofuel) contained in the mixed fuel. This other fuel is treated like fossil fuel, i.e. it contributes to fossil emissions, but is also presented as a separate memo-item.

Note: If you use a RTFO biofuel, or non-standard fuel mixed with a standard fuel, you have to define two different fuels here, one with RTFO biomass and one with the non-standard fuel.

Name of Fuel	EF (tCO ₂ e/t fuel)	Final EF (tCO ₂ e/t fuel)	NCV (GJ/t)	RTFO Biofuel Content (%)
Jet kerosene (Jet A1 or Jet A)	3.15	3.15	44.10	0
Jet gasoline (Jet B)	3.10	3.10	44.30	0
Aviation gasoline (AvGas)	3.10	3.10	43.30	0

[Add Row...](#)

RTFO Biofuel quantity determined using purchase records

* Are you claiming for the use of RTFO biofuel batches that are not physically delivered to a specific aircraft, the quantity of which are determining use using purchase records?
 Yes No

Please identify the biofuel used and its net calorific value (NCV).
 Note: Where you are claiming for the use of RTFO biofuels using purchase records the total equivalent emissions reported for the RTFO biofuels will be deducted from the total fossil fuel emissions reported. The mass of RTFO biofuels to be claimed is to be entered in the Total Emissions section.
 * Please add at least one row into the table below.

Name of Fuel	NCV (GJ/t)
SAF Type 1	44.20
SAF Type 2	43.70
SAF Type 3	44.30

[Add Row...](#)

Step 2

Step 3: For each type of Eligible SAF the form asks for the standard fuel type that was blended with the Eligible SAF, the Eligible SAF feedstock, the conversion process used to produce the Eligible SAF and the Eligible SAF's life cycle value (Greenhouse Gas Emissions gCO₂e/MJ). Please contact us if you are not able to obtain this information.

This table is populated using the "Add Row" function.

Note: This table can only be populated using the same fuels entered in Step 2. The life cycle value is for information only and is not used in any calculation.

- Guidelines
- Operator Activity
- Service Contact
- Monitoring Plan Info
- Operator Identification
- Emissions Overview**
- Emissions Data
- Total Emissions
- Simplified Procedures
- Use of Biomass
- Detailed Emissions
- Additional Emissions
- Data Gaps
- Operator Identification - C
- Use of CERTIFuel allocat
- Fuel density use - CORSI
- Emissions Overview - CO
- Emissions Data - CORSI
- Detailed Emissions SP - C
- Detailed Emissions AP - C
- CORSIA ELIGIBLE FUEL
- Data Gaps for CORSIA
- Aircraft Data
- Additional Information
- Confidentiality
- Submission

2022 - AEM Report Form - Emissions Overview

Items marked * must be completed

In this section you are required to identify fuels used, assign the relevant fuel types to the aircraft used and identify the aerodromes that have been visited during the reporting year. This data will then be used as a basis to generate the aggregated emission table in the next section of the report. Where you are to make a claim for an emissions reduction from the use of biofuels that meet the sustainability criteria in the Schedule to the [Renewable Transport Fuels Obligation Order 2022](#) (an "RTFO Biofuel"), you are required to provide information about the fuels.

Properties of the Fuels Used

Please provide in the table below the parameters required for describing each fuel's properties that are used for calculating emissions from the use of the fuels. Note: Input is only required if you are using fuels other than the standard fuels already defined in the table below.

preliminary EF
The 'preliminary emission factor' is the assumed total emissions factor of a mixed fuel based on the total carbon content, composed of fossil fraction, an RTFO biofuel fraction, or other non-standard fuel fraction, before multiplying by the fossil fraction to result in the emissions factor. For Aviation, the emissions factor is usually reported as I CO2t

final EF
This is calculated from the preliminary emission factor and the content of RTFO Biofuel (where the RTFO biofuel content is zero-rated).

NCV
Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation.

RTFO Biofuel Content
For fuels which contain a biofuel, compliance with the RTFO Sustainability Criteria has to be demonstrated in order to assign an emissions factor of zero to the biofuel. Please enter here the percentage of RTFO fuel (% of the carbon content) contained in the fuel.

Non-standard Fuel Content
Please enter here the percentage of other fuel (any fuel other than a standard fuel, or a RTFO biofuel) contained in the mixed fuel. This other fuel is treated like fossil fuel, i.e. it contributes to fossil emissions, but is also presented as a separate memo-item.

Note: If you use a RTFO biofuel, or non-standard fuel mixed with a standard fuel, you have to define two different fuels here, one with RTFO biomass and one with the non-standard fuel.

Name of Fuel	EF (tCO ₂ e/t fuel)	Final EF (tCO ₂ e/t fuel)	NCV (GJ/t)	RTFO Biofuel Content (%)	Non-standard
Jet kerosene (Jet A1 or Jet A)	3.15	3.15	44.10	0	0
Jet gasoline (Jet B)	3.10	3.10	44.30	0	0
Aviation gasoline (AvGas)	3.10	3.10	43.30	0	0

[Add Row...](#)

RTFO Biofuel quantity determined using purchase records

* Are you claiming for the use of RTFO biofuel batches that are not physically delivered to a specific aircraft, the quantity of which are determining use using purchase records?
 Yes No

Please identify the biofuel used and its net calorific value (NCV).
 Note: Where you are claiming for the use of RTFO biofuels using purchase records the total equivalent emissions reported for the RTFO biofuels will be deducted from the total fossil fuel emissions reported. The mass of RTFO biofuels to be claimed is to be entered in the Total Emissions section.
 * Please add at least one row into the table below.

Name of Fuel	NCV (GJ/t)
SAF Type 1	44.20
SAF Type 2	43.70
SAF Type 3	44.30

[Add Row...](#)

Further information on the RTFO biofuels and/or other fuels

Please provide the following information relating to each RTFO biofuel and non-standard fuel used.
 Note: The life cycle emissions value for an RTFO fuel must be calculated in accordance with the methods provided by the Renewable Transport Fuels Obligations Order 2022.
 * Please add at least one row into the table below.

Name of fuel	Fuel type	Feedstock	Conversion Process	Life cycle emissions value (gCO ₂ e/MJ)
SAF Type 1	JetA1	Municipal solid waste - UK	Fische-Tropisch	5.2
SAF Type 2	JetA1	Used Cooking Oil - Germany	Hydroprocessed Ester and Fatty Acid (HEFA)	13.9
SAF Type 3	JetA1	Palm fatty acid distillate - Malaysia	Hydroprocessed Ester and Fatty Acid (HEFA)	20.7

[Add Row...](#)

Step 3

Total Emissions section

Step 4: This table is pre-populated with Eligible SAF and fossil fuel types, as identified in the previous tables. Using the “edit” function, you are required to enter the mass of each type of Eligible SAF in your Emissions Reduction Claim, which must be evidenced by your attached information.

The form calculates the Emissions Reduction Claim in tCO₂, based on the mass of Eligible SAF.

The total aviation emissions (C) that are to be verified are the emissions calculated from the use of standard fuel (A) minus the emissions avoided as a result of your emissions reduction claim (B).

2022 - AEM Report Form - Total Emissions - ETS

Guidelines
Operator Activity
Service Contact
Monitoring Plan Info
Operator Identification
Emissions Overview
Emissions Data
Simplified Procedures
Use of Biomass
Detailed Emissions
Additional Emissions
Data Gaps
Operator Identification - C
Use of CER/Fuel offset
Fuel density use - CORSR
Emissions Overview - CO
Emissions Data - CORSR
Detailed Emissions AP - C
Detailed Emissions AP - C
CORSIA ELIGIBLE FUEL
Data Gaps for CORSIA
Aircraft Data
Additional Information
Confidentiality
Submission

Items marked * must be completed

Total number of flights in the reporting year covered by the UK ETS (calculated from the reported values in the 'Aggregated Emissions' section): 270

Fuels Consumption and Emissions - UK ETS

This table is populated using the data entered in the Aggregated Emissions Data table

Name of Fuel	Final EF (tCO ₂ /t fuel)	Fuel Consumption (tonnes)	CO ₂ Emissions (tCO ₂)	CO ₂ Emissions from RTFO Biofuel	CO ₂ Emissions from Non-standard Fuel
Jet kerosene (jet A1 or jet A)	3.15	533 886	1741 950	0	0
Jet gasoline (jet B)	3.18	1775 865	5602 732	0	0
Total equivalent CO₂ Emissions from RTFO fuels (tCO₂)			0		
Total CO₂ Emissions from Non-standard fuels			0		
Total CO₂ Emissions in the scheme year from Standard and Non-standard fuels (tCO₂)			1741 952		

Operator Identification - C
Use of CER/Fuel offset
Fuel density use - CORSR
Emissions Overview - CO
Emissions Data - CORSR
Detailed Emissions AP - C
Detailed Emissions AP - C
CORSIA ELIGIBLE FUEL
Data Gaps for CORSIA

The amount of RTFO biofuels claimed through purchase records

Please complete the table stating the mass of each RTFO biofuel claimed using purchase records for the scheme year that are not physically delivered to a specific aircraft

(*) The mass of any RTFO biofuel not claimed in this table must still have been included in the table above
(?) The mass of any RTFO biofuel not claimed in this table must still have been included in the table above
(?) The mass of any RTFO biofuel not claimed in this table must still have been included in the table above

Name of fuel	Fuel Type	Mass of RTFO Fuel Claimed (tonnes)	Equivalent CO ₂ Emissions (tCO ₂)
SAF Type 1	JAGAL1	22 300	70 245
SAF Type 2	JAGAL1	521 300	1 612 204
SAF Type 3	JAGAL1	140 000	456 756

Total emissions reduction claimed for the scheme year as a result of the use of RTFO biofuel evidenced using purchase records (tCO₂): 1536 276

Total CO₂ Emissions in the scheme year (tCO₂): 1741 952

Total CO₂ Emissions in the scheme year (tCO₂): 1741 952

(*) This total figure takes into account any emissions reductions resulting from the use of RTFO biofuels evidenced either by purchase records, or used on a flight-by-flight basis

Visible | Print | Save Form | Close Form | Previous Page

Simplified Procedures section

Only applicable for an Aircraft Operator who is using simplified reporting procedures.

Step 5: An emissions reduction claim must be verified. In order to allow you to submit your emissions report, with the emissions reduction claim to your verifier, you must answer “Yes” to the question circled below when completing this section of the report form.

2022 - AEM Report Form - Simplified Procedures - ETS

Guidelines
Operator Activity
Service Contact
Monitoring Plan Info
Operator Identification
Emissions Overview
Emissions Data
Total Emissions
Simplified Procedures
Use of Biomass
Detailed Emissions
Additional Emissions
Data Gaps
Operator Identification - C
Use of CER/Fuel offset
Fuel density use - CORSR
Emissions Overview - CO
Emissions Data - CORSR
Detailed Emissions AP - C
Detailed Emissions AP - C
CORSIA ELIGIBLE FUEL
Data Gaps for CORSIA
Aircraft Data
Additional Information
Confidentiality
Submission

Items marked * must be completed

* Do you consider that your operation qualifies to use simplified reporting procedures for this Scheme Year?
 Yes No

* Are your annual emissions less than 25 000 tonnes CO₂ per year (based on UK ETS full-scope), or less than 3 000 tonnes of CO₂ per year (based on UK ETS aviation activities)?
 Yes No

* Has your report been populated with data taken directly from Eurocontrol's ETS Support Facility, without any modification?
 Yes No

* Based on the answers to the questions and the emissions and flight data provided, your report will be considered verified and does not need to be sent to a verifier for verification. However, if you wish to have your report verified you may still do so. Would you like to send your report to a verifier?
 Yes No

Flights and Emissions

Please state the total number of flights in each four-month period based on UK ETS full-scope and state your annual emissions (either full-scope or UK ETS aviation activity), which qualify you to use simplified reporting procedures (considering the thresholds above).

* Number of Flights - January to April: 210
* Number of Flights - May to August: 158
* Number of Flights - September to December: 144
* Total emissions in the reporting year (UK ETS full-scope or aviation activity): 15 210

Confirmation of eligibility for simplified reporting

You are eligible to use simplified reporting procedures as your annual emissions are less than 25 000 t CO₂ full-scope, or less than 3 000 t CO₂ UK ETS aviation activity scope.

Visible | Print | Save Form | Close Form | Previous Page

On submission of your emissions report form, you will be provided with the functionality to send your report to your verifier. On completion of the verification, your verifier will submit your emissions report and their verification report back to you, at which point you will be able to submit them to us.

Schedule 2

Declaration of no Double Counting:

Greenhouse Gas Emissions Trading Scheme Order 2020 Declaration of no Double-Counting

Aircraft Operator: {AO Name}

CRCO number: {#####}

On behalf of the Aircraft Operator, I confirm that none of the Sustainable Aviation Fuel (SAF) included in its UK ETS Emissions Reduction Claim relating to the 202[] Scheme Year has been sold or used by the Aircraft Operator to claim an emissions reduction or financial benefit in any other scheme.

I confirm that I am authorised to make this Declaration on behalf of the Aircraft Operator.

Name:

Position in Aircraft Operator:

Date:

Schedule 3

Glossary of Terms/Links

Aviation Activities – the flights regulated under the UK ETS, as defined in Schedule 1 of the UK ETS Order - [The Greenhouse Gas Emissions Trading Scheme Order 2020 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

Batch - an amount of fuel or material representatively sampled and characterised, and transferred as one shipment or continuously over a specific period

Eligible SAF - sustainable aviation fuel derived from biomass that meets the sustainability criteria referred to in Schedule 1 to the Renewable Transport Fuel Obligations Order 2007 (RTFO) (treated as having an emissions factor of zero in UK ETS)

Fossil fuel – used to refer to any fuel that is not Eligible SAF, including SAF that does not meet the UK ETS Eligible SAF criteria

RED II - Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources - [EUR-Lex - 02018L2001-20220607 - EN - EUR-Lex \(europa.eu\)](https://eur-lex.europa.eu/2018L2001-20220607)

RTFO - Renewable Transport Fuel Obligations Order 2007 and subsequent amendments - [Renewable Transport Fuel Obligation - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

UK ETS – UK Emissions Trading Scheme

UK ETS Order - the Greenhouse Gas Emissions Trading Scheme Order 2020 - [The Greenhouse Gas Emissions Trading Scheme Order 2020 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

as amended by:

The Greenhouse Gas Emissions Trading Scheme (Amendment) Order 2020 No. 1557 - [The Greenhouse Gas Emissions Trading Scheme \(Amendment\) Order 2020 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

The Greenhouse Gas Emissions Trading Scheme (Amendment) Order 2020 No. 1455 - [The Greenhouse Gas Emissions Trading Scheme \(Amendment\) Order 2021 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

The Greenhouse Gas Emissions Trading Scheme (Amendment) Order 2020 No. 454 - [The Greenhouse Gas Emissions Trading Scheme \(Amendment\) Order 2022 \(legislation.gov.uk\)](https://www.legislation.gov.uk)