



EUROPEAN COMMISSION

MEMO

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Aviation emissions: Commission proposes applying EU ETS to European regional airspace from 1 January 2014

The European Commission today proposed amending the EU emissions trading system (EU ETS) so that aviation emissions would be covered for the part of flights that takes place in European regional airspace. The adjustment in the legislation would apply from 1 January 2014 and until a planned global market-based mechanism (MBM) becomes applicable to international aviation emissions by 2020, according to the International Civil Aviation Organization (ICAO).

Connie Hedegaard, European Commissioner for Climate Action, said: *"In the light of the recent progress made at ICAO, not least thanks to Europe's hard work and determination, the European Commission today has proposed to adjust the EU ETS so that emissions from the aviation sector would be covered for the part of flights that takes place in European regional airspace. The European Union has reduced greenhouse gas emissions considerably, and all the economic sectors are contributing to these efforts. The aviation sector also has to contribute, as aviation emissions are increasing fast – doubling since 1990. I am confident that the European Parliament and the Council will move swiftly and approve this proposal without delay. With this proposal, Europe is taking the responsibility to reduce emissions within its own airspace until the global measure begins"*

Key features

The key features of the revised ETS system resulting from this proposal would be as follows:

- All emissions from flights between airports in the European Economic Area (EEA, covering the 28 EU Member States plus Norway and Iceland) would continue to be covered.
- From 2014 to 2020, flights to and from countries outside the EEA would benefit from a general exemption for those emissions that take place outside EEA airspace. Only emissions from the part of flights taking place within EEA airspace would be covered.
- To accommodate the special circumstances of developing countries, flights to and from third countries which are not developed countries and which emit less than 1% of global aviation emissions would benefit from a full exemption.

Next steps

The Commission would like to see the proposal agreed by the European Parliament and Council by March 2014 to provide clarity for aircraft operators, who would otherwise have to surrender allowances for their all emissions on flights in 2013 to and from third countries by 30 April 2014.

A detailed Q&A document can be found here: [MEMO/13/905](#)