



To all
aircraft operators administered by the Flemish Region, Belgium

Flemish Environment, Nature and Energy Department

Air, Nuisance, Risk Management, Environment and Health
Division

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17 januari 2014

Subject: EU ETS: reporting requirements 2013 emissions

Dear Sir /Madam,

This letter is intended to remind you of your reporting obligations under the EU ETS for aircraft operators for the 2013 emissions, especially with regard to the Commission proposal to limit the scope of the EU ETS as from 2013, following the result of the 38 ICAO Assembly.

Please read the instructions and information below carefully.

1. Deadline and scope for 2013 reporting

Following the 38 ICAO Assembly the European Commission has adopted a proposal for a Directive amending Directive 2003/87/EC in view of the implementation by 2020 of an international agreement applying a single global market-based measure to international aviation emissions.

This proposal is currently going through the co-decision process in the European Parliament and Council. The Parliament and Council are committed to adjusting the scope of the EU ETS so that the new Directive may enter into force with effect on the reporting year 2013, but there is no guarantee that the decision can be reached before the March 2014-reporting deadline. At the same time, it is not yet decided what the new scope will be. One element in the Commission

proposal is that the reporting and surrendering deadlines for the 2013 emissions would be delayed with one year, so the deadline for reporting 2013 emissions would become March 2015.

This is only a proposal. Until a final decision by the European Parliament and Council has been made, the current EU legislation remains in force and the initial 'full' scope in accordance with Annex 1 of the existing Directive is valid. This means that *reporting and surrender obligations for 2013 are for the full scope of the Directive and include flights to and from the EEA, until a limited scope has been agreed.*

The temporary suspension of obligations associated for inbound and outbound flights from third countries ("Stop the Clock") was exclusively valid for the reporting year 2012, and does therefore not apply any longer.

This means you should prepare to report your **full scope CO2 emissions** (in accordance with Annex 1 of the existing Directive) **by 13 March 2014**.

In the event the scope is limited before the 13 March 2014 reporting deadline, we will inform you of this change a.s.a.p. So please take into account that short-time changes (limiting the scope and extending the reporting and surrendering deadlines for 2013 emissions) may occur.

2. Verification

For the trading period 2013-2020 of the EU ETS, the system for the verification of the Annual Emission Reports and the Tonne-kilometers reports is harmonized at the EU level.

In the previous years, these verifications were performed by the VBBV, and the cost of the verification process was carried by the Flemish government.

As of 2013, the EU ETS-verification market is liberalized, resulting in some important changes:

- The VBBV will no longer verify Annual Emission Reports and Reports Tonne-kilometers;
- Instead, each aircraft operator has to appoint its own verifier for the verification of its emission data and – where relevant – tonne-kilometer data. Although an aircraft operator can freely choose its own verifier, this verifier has to meet certain conditions, such as disposing of the required accreditation (see FAQs in attachment);
- Each aircraft operator will have to carry the costs of its own verification;
- Each aircraft operator is responsible to submit its Annual Emissions Report and Report Tonne-kilometers – including the accompanying verification report – to the Flemish Competent Authority before the applicable deadline.

This means that for the verification of the report on the 2013 emissions you will have to engage a verifier yourself for the first time. The deadline of submitting your emission report by 31 January to the VBBV is no longer valid. The only mandatory deadline is 13 March 2014, by which date you must submit the verified emission report, accompanied by the verification report, to the Competent Authority.

Please also see the communication we have sent out on 17 September 2013 with FAQs on this issue and a list of accreditation bodies and accredited verifiers.

For the verification report there is a mandatory template to be used. (see point 3.1)

3. Mandatory templates

3.1. CO₂ emission report

The use of the Flemish reporting template is mandatory for the CO₂ emissions report.

This template is the same as used for the 2012-reporting and is available on the website of the Competent Authority:

<http://www.lne.be/en/ets-aviation/MRV>.

You can find the template also attached to this letter.

3.2. Verification report

Your verifier should provide you with a verification report, which you have to submit to the competent authority together with your emissions report. The (EU) template to be used for this verification report can be downloaded from:

http://ec.europa.eu/clima/policies/ets/monitoring/documentation_en.htm

and is also attached to this letter.

4. Points of special interest when drafting the CO₂ emissions report

Please pay special attention to the following issues:

- In the Annex of the report (part 12): for all aerodromes ICAO codes (e.g. EBBR) have to be used and NOT IATA codes (e.g. BRU).
- In the Annex of the report (part 12) : CO₂ emissions should have at least 2 decimals.
- For return flights the aerodrome pair is not the same as for the flight in the opposite direction: e.g. EBBR – JFK and JFK-EBBR are two separate aerodrome pairs and should be included as such in the emissions report.

5. Submission of the verified report to the competent authority

Please submit your verified emission report for the 2013 emissions by **13 March 2014** to the Competent Authority **by e-mail**. The emission report should be accompanied by a verification report.

You should send it to:

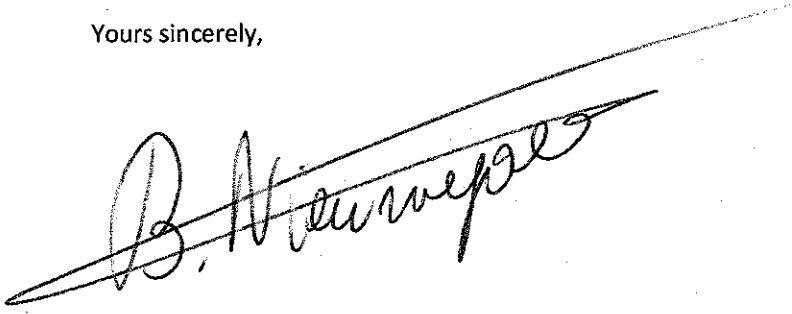
ets.aviation@lne.vlaanderen.be

A paper version is NOT necessary.

If you have any further questions, please do not hesitate to contact the Air, Nuisance, Risk Management, Environment and Health Division.

Thank you in advance for your cooperation.

Yours sincerely,

A handwritten signature in black ink, written in a cursive style. The signature appears to read 'B. Nieuwejaers'. The signature is written over a diagonal line that extends from the top right towards the bottom left.

Bob Nieuwejaers

Head of Division

Air, Nuisance, Risk Management, Environment and Health Division

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