



PRESS RELEASE

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Aviation and carbon market sectors to meet in London as controversy over action to limit the growth of aviation carbon emissions intensifies

The next 12 months promise to be a critical period for the international air transport sector with airlines and business jet operators serving Europe required to pay for their carbon emissions for the first time against a backdrop of international controversy. In a bid to head off a potential trade war between the EU and major powers over the application of the EU Emissions Trading Scheme (EU ETS) to international aviation, the International Civil Aviation Organisation (ICAO) is working hard to come up with a global plan.

By 30 April 2013, aircraft operators are required under EU legislation to submit permits to cover their 2012 emissions on flights to, from and within EU and some EEA states. Nations including China, India and Saudi Arabia have banned their airlines from complying with the EU ETS and legislation is passing through the US Congress that could potentially lead to US operators being similarly prohibited.

Most operators should have purchased allowances from the carbon market to cover their EU ETS shortfall but faced with the political uncertainty, many will still not have done so, no doubt waiting to see if there is a negotiated outcome before the April deadline. Carbon strategies in many cases will have been put on hold, or not even been implemented, although time is running out.

The EU included aviation into its flagship carbon scheme following impatience with an inability by countries at ICAO, a 191-member state UN agency, to agree a market-based mechanism (MBM) seen as vital in limiting the accelerating worldwide growth of carbon emissions from international aviation. Expert groups have now been tasked with evaluating potential MBMs and how they would work on a global basis. The time plan is for member states to reach an agreement by ICAO's triennial Assembly in a year's time but a deal is far from certain, with a number of key states opposed to a global MBM. However, the EU says it will amend its ETS legislation if an ambitious agreement is forthcoming.

Aviation Carbon 2013, to be held February 19-20 at the London Heathrow Marriott Hotel, will be timed perfectly to address these issues and bring airlines and business jet operators up to date on developments with the EU ETS and at ICAO. At the same time, they will also receive practical advice and up-to-date information on administrative matters and trading in the carbon market, which is itself undergoing strains currently.

The conference will build on the highly successful **Aviation Carbon 2012** event, which brought together for the first time the aviation and carbon market sectors in a major forum to discuss and learn about carbon trading. It attracted over 300 delegates from 62 countries, including representatives from 110 airlines and business jet operators.

Speakers already lined up for **Aviation Carbon 2013** include representatives from the European Commission, the International Emissions Trading Association, Thomson Reuters Point Carbon, the French civil aviation authority (DGAC), the International Coalition for Sustainable Aviation, the industry's Air Transport Action Group, Barclays Capital, Vertis, Air France, Turkish Airlines, the UK Environment Agency and the Arab Air Carriers Organization – with more to be announced in the coming weeks.

The conference website can be found at www.AviationCarbon2013.com.

Aviation Carbon 2013 is organized by Aviation Carbon Events Ltd (ACE), a partnership of VerifAvia, Green Aviation and GreenAir Online.

For more details, contact Christopher Surgenor at christopher.surgenor@aviationcarbon.aero or phone +44 (0)845 388 3614.

Notes to Editors:

1. ACE would appreciate a listing of the event in the relevant section of your publication.
2. Please contact Christopher Surgenor if your publication is interested in becoming a Media Partner to Aviation Carbon 2013.
3. A limited number of free media passes will be issued to relevant publications covering the aviation or carbon sectors and which are willing to credit the event in their news stories.