

EU ETS Aviation Newsletter

Issue 15

January 2013

EU Emissions Trading System (EU ETS) – This edition of our newsletter contains important information for aircraft operators about their 2012 obligations.

We would like to wish all those involved in EU ETS Aviation a very Happy New Year.

The 'stop the clock' proposal

You should by now have received a letter from us circulating the European Commission's latest explanation of the scope and effect of the 'stop the clock' proposal.

The European Commission has also published an updated FAQ document on their website about 'stop the clock'. This update includes further details on the geographic scope of the derogation from enforcement and the scope of reporting for 2012. A copy of the FAQ can be found here: [Updated 'stop the clock' FAQ 11 January 2013](#).

We recommend that you refer to our letter and the updated FAQ in order to decide what action you wish to take in relation to your 2012 emissions.

Commercial operators should be aware that the European Commission's proposal does not affect the de minimis thresholds within Annex I (j) of the Directive and they should take into account all their Annex I flights in determining if they qualify for this exemption.

How to report your 2012 emissions

Operators should use their Phase II AEM plan for reference when completing their 2012 emissions report. Reports must be submitted via ETSWAP.

Operators using the 'small emitters tool' should use the latest version of the tool (v4.105) to calculate their estimated fuel consumption for 2012 reporting. A copy of the latest tool can be found on the [Eurocontrol](#) website.

The reporting template in ETSWAP is currently being updated and flights entered in the 'outbound and internal' and 'inbound' tables will now be categorised as either 'intra-' or 'extra-

European'. As well as a total figure for all emissions reported, the report will include a total figure for your 'intra-European' emissions.

Verified 2012 emissions reports must be submitted to us by 31 March 2013. A list of the accredited verifiers for the aviation sector can be found on the United Kingdom Accreditation Service (UKAS) [website](#). Your chosen verifier will also need to verify your emissions in the Union Registry by 31 March 2013.

Operators must surrender allowances for their emissions by 30 April 2013. The mechanism for surrendering allowances is through an Aircraft Operator Holding Account (AOHA) in the UK part of the Union Registry.

Operators who have not performed an Annex 1 activity during 2012 are not required to submit a verified report for 2012. Please notify us via our [helpdesk](#) ASAP if you fall into this category.

EU Union Registry

If you have yet to submit your application for an AOHA, please do this as soon as possible. Please visit the [Registry](#) pages of our website for more information. For advice or help please email: etregistryhelp@environment-agency.gov.uk

EU ETS Phase III (2013-2020)

The current 'stop the clock' proposal does not apply to 2013 emissions. Operators are reminded that they are required to monitor their emissions from 2013 in accordance with their Phase III emissions monitoring plan.

Further information

If you have a query regarding EU ETS Aviation please contact the ET Aviation [helpdesk](#). You will also be able to meet representatives of the Environment Agency at the [Aviation Carbon 2013](#) event at London Heathrow on 19/20 February 2013.

The European Commission has published details on which flights are considered as 'intra-European' with respect to their 'stop the clock' proposal.

EU Member States

Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom.

Additional EEA States

Norway, Iceland, Liechtenstein.

Regions and territories within territorial scope of EEA (Dependencies of EEA Countries).

Canary Islands; French Guiana; Guadeloupe; Martinique; Réunion; Saint Martin; Azores; Madeira; Melilla, Ceuta, Åland Islands; Jan Mayen; Gibraltar.

Accession Country*

Croatia

EEFTA Country*

Switzerland

Closely connected areas*

Greenland; French Polynesia; Saint Barthélemy; Mayotte; New Caledonia; Saint Pierre and Miquelon; Wallis and Furtuna; Aruba; Bonaire, Saba and Sint Eustatius; Curacao; Sint Maarten; Anguilla; Bermuda; British Indian Ocean Territory; British Virgin Islands; Cayman Islands; Falkland Islands; Montserrat; Pitcairn Islands; Saint Helena, Ascension and Tristan da Cunha; South Georgia and the South Sandwich Islands; Turks, Caicos Islands; Faeroe Islands; Svalbard; Guernsey, Isle of Man; Jersey; Akrotiri; Dhekelia; Andorra; Monaco, San Marino, Vatican City.

*Flights from these areas to the EU/EEA should be entered in the 'inbound' table of your 2012 emissions report.

Depart from	Arrive to	EEA Countries (EU+3) e.g. France	Dependencies of EEA Countries e.g. Azores	EFTA Country (only Switzerland)	Accession Country (only Croatia)	Closely connected to EEA Countries e.g. Bermuda	3rd Countries e.g. Australia
EEA Countries (EU+3) e.g. UK	In	In	In	In	In	In	Ex
Dependencies of EEA Countries e.g. Guadeloupe	In	In	In	In	In	In	Ex
EFTA Country (only Switzerland)	In	In	n/a	n/a	n/a	n/a	n/a
Accession Country (only Croatia)	In	In	n/a	n/a	n/a	n/a	n/a
Closely connected to EEA Countries e.g. Falkland islands	In	In	n/a	n/a	n/a	n/a	n/a
3rd Countries e.g. USA	Ex	Ex	n/a	n/a	n/a	n/a	n/a

In	intra-European	Ex	extra-European	n/a	not applicable/reportable
----	----------------	----	----------------	-----	---------------------------