

Swiss ETS - FAQ

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Answers by the Department of the Environment, Transport, Energy and Communications

1. Will the collection of TK data in 2013 be a mandatory requirement? Under the EU ETS, the monitoring and reporting of TK was not a mandatory requirement, it was only required to operators that wished to apply for free allowances.

Yes, differing from the rules under the EU ETS, the collection of tkm data is mandatory in Switzerland according to the draft ordinance.

The inclusion of the aviation sector into the Swiss ETS (and the detailed ETS-rules for aircraft operators) is not approved yet. Therefore the tkm data collection ordinance cannot refer to the specific issue of free allocation of allowances.

2. Does the ordinance concern ALL aircraft operators flying to / from and within Switzerland (with the exception of special flights and commercial operators below the de minimis threshold) or only operators which operate flights between Switzerland and non-EU/EEA states and domestic flights? Operators operating flights between Switzerland and EU/EEA states already monitored their TK data in 2010 in order to apply for free allowances. It seems to make sense that only operators which operate flights between EEA/EU and Switzerland and domestic flights should monitor their TK in order to apply for additional free allowances when the Swiss is linked with the EU ETS.

The draft ordinance concern all aircraft operators flying to / from and within Switzerland, i.e. for domestic flights, flights Switzerland - non-EU/EEA states (both directions) and flights Switzerland - EU/EEA states (both directions), even if the tkm-monitoring for some flights Switzerland – EU/EEA states (both directions) has already been done in the EU-ETS in 2010.

The collection of the entire data will ensure that the Swiss authorities have a complete dataset in order to prepare the inclusion of aviation in the Swiss ETS in case of a linking with the EU ETS.

3. What will the 2013 TK data be used for? Is it only for the calculations of additional free allowances, or will the TK data have another purpose?

In case of an inclusion of the aviation sector into the Swiss ETS, the tkm data will only be used for the calculation of the free allocation of allowances. If the intended linking between the Swiss ETS and the EU ETS should not be realized, the Swiss Federal Council can also consider to introduce an alternative measure for the aviation sector (instead of the inclusion into the ETS). In this case, the tkm data could be used for the design of such an alternative measure.