Federal Ministry for the
Environment, Nature Conservation,
Building and Nuclear Safety

EU ETS and civil aviation

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Climate Action in International Aviation

Dr. Jan Scharlau LLM, German Ministry of Environment
Division KI I 3 - Emissions Trading, Climate and Energy Law

STARTING POINT

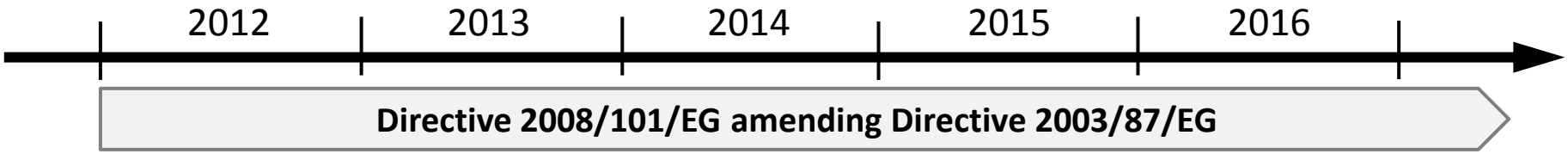
Rio Declaration

1992 Rio Declaration (Principle 16): “National authorities should endeavour to promote:

- the internalization of environmental costs,
- the **use of economic instruments**,
- the approach that the polluter should, in principle, bear the cost of pollution,
- without distorting international trade

EU ETS

Inclusion of Aviation



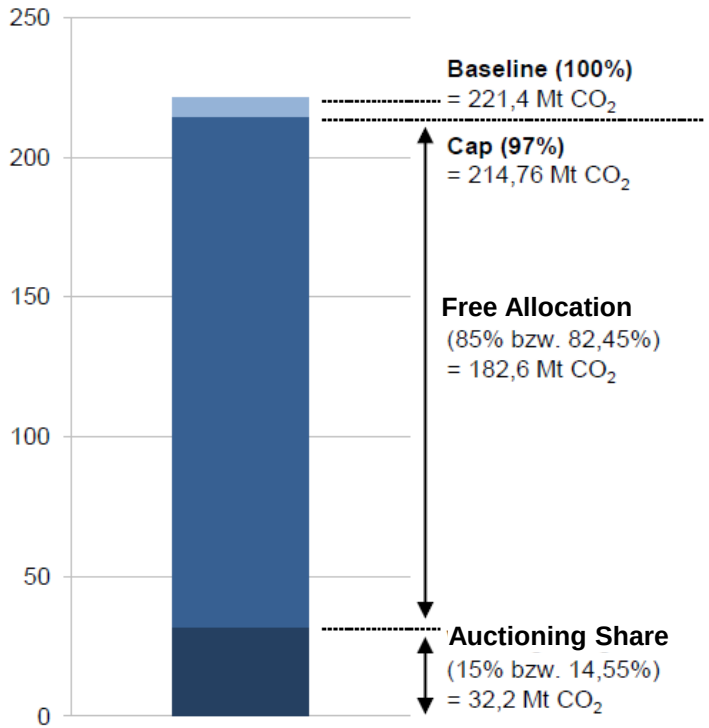
EU ETS full scope approach

- All flights that start or land in the European Economic Area (EEA)
- Route based approach (no reference to overflights or airspace)
- Coverage ~ 50 % of world aviation emissions in 2012
- Pilot year 2012, Trading Period 2013 – 2020

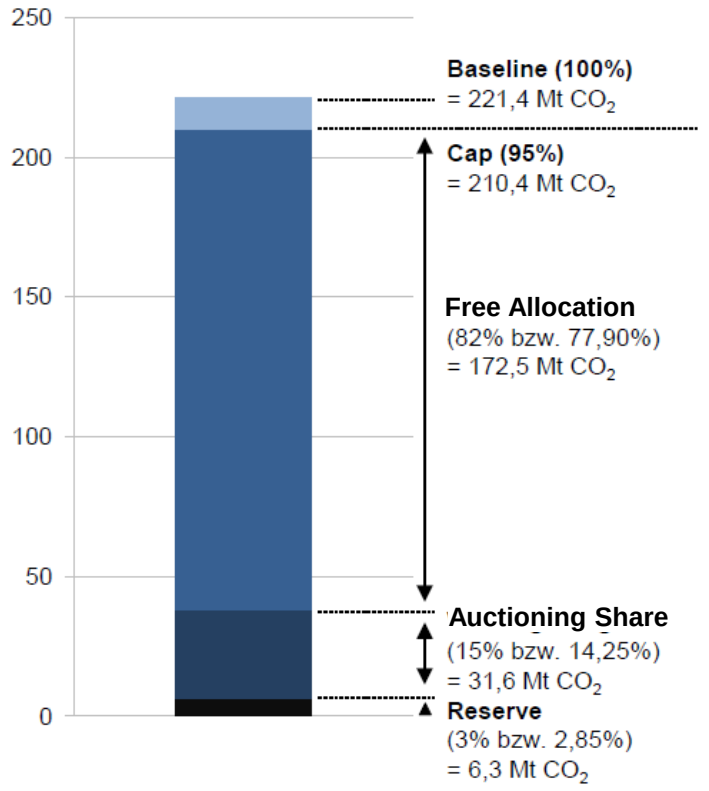
EU ETS

Cap and Trade System

Trading Period 01.01.2012 – 31.12.2012



Trading Period 01.01.2013 – 31.12.2020



ICAO AND ETS

- 2004: ICAO Guidance on the Use of Emissions Trading for Aviation
  → ETS is appropriate to address aviation emissions
  → Options for including international aviation
- 2007: ICAO Resolution A36-22
  → 42 reservations against “mutual agreement” approach to ETS
- 2008: EU legislation includes domestic and international aviation into the EU ETS in 2012

ICAO AND EU ETS

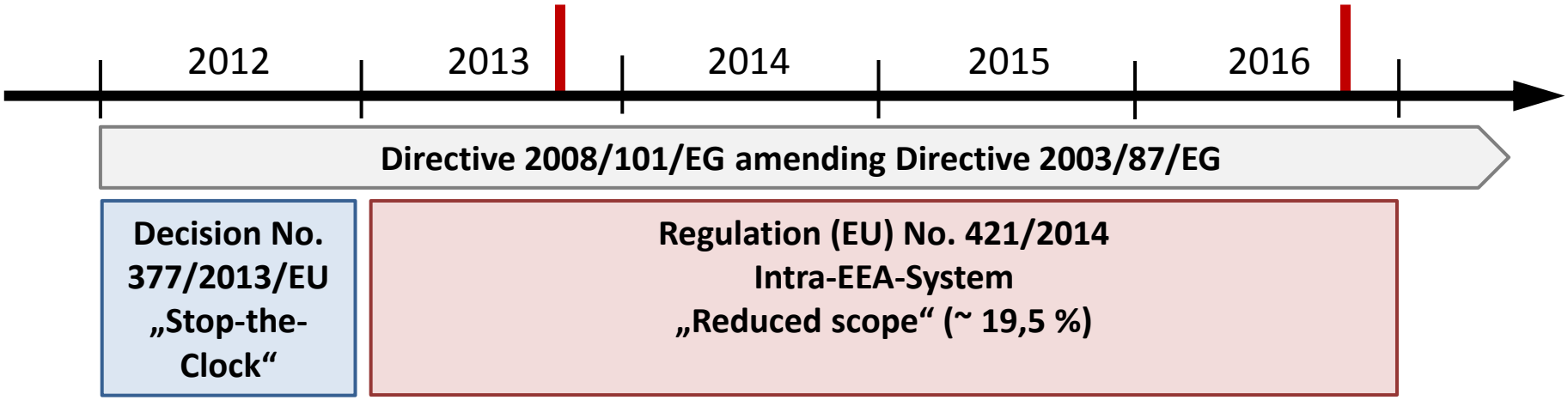
- 2010: ICAO sets CNG 2020 aspirational goal
- 2012: Start of EU ETS for aviation
  - Diplomatic Interventions
  - ICAO task force on GMBM
  - EU suspends international aviation from EU ETS in 2012 (“Stopping-the-clock”)
- 2013: ICAO Assembly decides to develop a GMBM to be adopted in 2016 and to come into force in 2020

ICAO AND EU ETS

Reduced Scope until 2016

38. ICAO Assembly (Oct. 2013)
Decision to adopt GMBM in 2016 for implemention in 2020

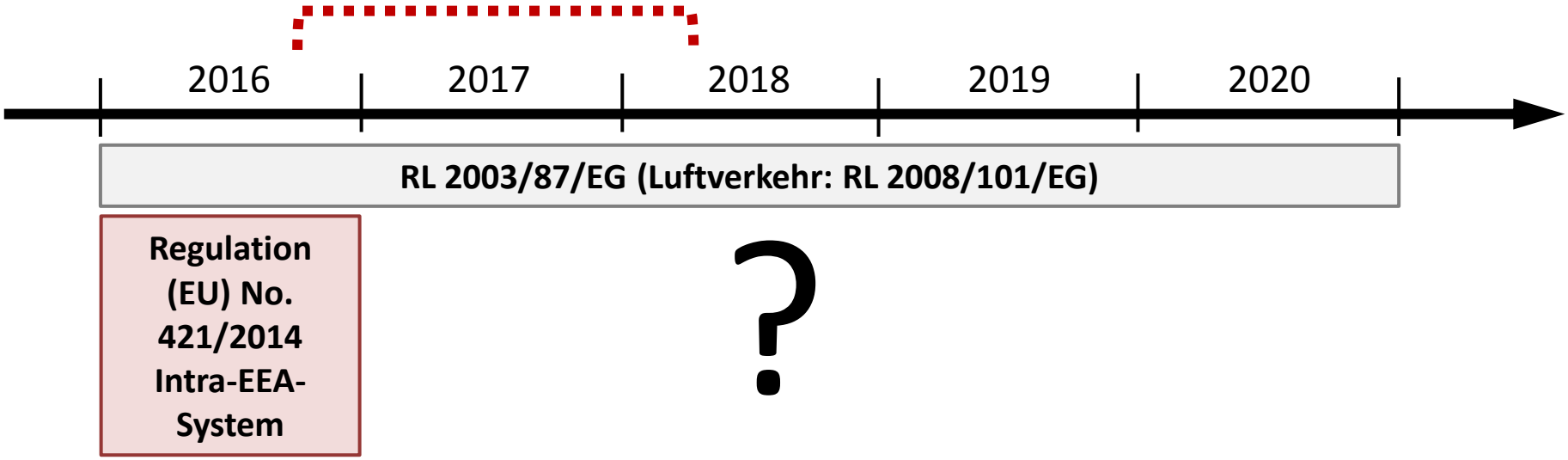
39. ICAO Assembly (Sep./Oct. 2016)
Adoption of GMBM (CORSIA)



- Scope reduced to flights within the EU and the EEA
- 700 airlines covered (compared to 2560 airlines in full scope)

EU ETS

Next steps



Legislative Proposal:

- Intra-EEA-Scope from 2017, review in the light of CORSIA implementation in line with EU 2030 climate goal
- EU Legislative process ongoing (to be finalised end of 2017)

Findings

- EU ETS is in place since 2004 and included aviation in 2008
- EU ETS is a Cap&Trade System to reduce emissions in line with the EU 2030 climate target (at least 40% reduction vs. 1990)

- ICAO Carbon Offset and Reduction Scheme for International Aviation (CORSIA) adopted in 2016 for implementation 2020
- CORSIA is an offset scheme in line with the ICAO climate target of Carbon Neutral Growth from 2020 (CGN 2020)