



Tackling aviation emissions in the EU

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Tackling aviation emissions in the EU: EU ETS

- *Aviation global emissions grow sharply.*
- *Mitigation measures: scientific research, SAF, operational measures... Not sufficient.*
- *EU ETS Directive was amended to cover aviation activities in 2008: emissions from all flights to and from EU airports from 2012*
- *Stop the clock Decision in 2013 and Regulation 411/2014 following the 2013 ICAO Assembly:*
 - *EU ETS limited to intra EEA flights between 2013-2016*
 - *Working well and delivering*
- *2016 ICAO Assembly: CORSIA*





Regulation (EU)2017/2392

- *Continuation of intra-EEA scope until 2023*
- *Allocation maintained as in 2016. LRF applies from 2021 (in the absence of review)*
- *Exception for non-commercial operators < 1 000 tonnes CO₂ extended beyond 2020*
- *New simplified reporting <3000 intra-EEA*





Regulation (EU) 2017/2392

- *Review:*
 - Commission will report on developments in ICAO (SARPs) and implementation of CORSIA by 3rd countries
 - The report should consider CORSIA implementation through EU ETS legislation and rules for intra-EEA flights emissions
 - The report may be accompanied by a new legal proposal consistent with EU's 2030 climate targets.
- *Empowerment to the Commission to adopt MRV rules for the purpose of the CORSIA implementation*





Post 2020?

- *Next ETS review in the light of CORSIA implementation*
- *Last Impact Assessment:*
 - Expectation to have CORSIA operational from 2021
 - Implementation of CORSIA on routes to and from third countries is assumed
 - Intra-EEA flights: different options are possible, from continuing the EU ETS to replacing it by CORSIA (or intermediate options).
- ***Conclusion:*** *continuation of intra-EEA; need for a new (in depth) analysis once CORSIA finalised.*





Post 2020 – CORSIA and EU ETS

- *The IA includes a first analysis of CORSIA and its impacts in the EU based on its main features:*
 - Offsetting (international credits)
 - Baseline: CNG 2020 – average 2019/20 emissions
 - Expected participation
 - Legal form: Assembly resolution (not binding). SARPs expected (binding for States – unless differences are filed)
- *Comparison with EU ETS (use of allowances domestic reductions; cap = 95% of average 2004-2006 emissions; legally binding EU law)*
- *Contribution to EU 2030 climate targets (-40% domestic reductions)*