

**RESOLUTION BY THE MEMBERS OF THE EUROPEAN REGIONS AIRLINE ASSOCIATION (ERA)
ON THE FUTURE OF THE EU EMISSIONS TRADING SCHEME FOR AVIATION**

At their 2016 Annual General Meeting, the members of ERA unanimously adopted the resolution below:

1. ERA's members have always recognised that they have a role to play in protecting the environment from the impact of aviation on climate change and have consistently supported efforts to develop European and international policy measures to help reduce aviation's CO₂ output.
2. ERA members also supported the development of the European Union Emissions Trading Scheme (EU ETS) for aviation when it came into force in 2012 but were disappointed when the scope of the scheme was reduced to cover only flights within the 28 EU member states, plus Iceland, Liechtenstein and Norway. This reduced scope has limited environmental effectiveness whilst adding considerable administrative burden to the majority of ERA's airline members.
3. ERA therefore welcomes the progress made by the International Civil Aviation Organization (ICAO) over the past three years and the agreed global agreement on aviation emissions reached by the ICAO Assembly on 07 October 2016. Despite the pilot phase of the ICAO scheme (starting in 2021) being voluntary, ERA members welcome the positive declarations by over 65 states to participate from 2021, including the entire European Civil Aviation Conference (ECAC) region (44 states), China, USA, South Korea, Japan, the UAE, Canada, Indonesia, Mexico and Singapore.
4. ICAO has now delivered a global scheme that will include all EU (and ECAC) states and a wider global scope than the current EU ETS.
5. ERA members now ask the European Commission to come forward urgently with a proposal that includes the discontinuation of the EU ETS and its replacement with the ICAO scheme from 2021.
6. ERA is ready to work with and help the European Commission, Parliament and Council to implement a smooth transition from the EU ETS to the ICAO scheme. However, ERA's members are fundamentally opposed to a dual scheme and could not support a continuation of the EU ETS in parallel with the ICAO scheme. A dual scheme including duplicated monitoring, reporting & verification requirements will bring added complexity and administration with no environmental benefit and will disadvantage, in particular, European carriers, their passengers and cargo.

Approved by the members of ERA in Madrid on 13 October 2016

