

Overview

EU ETS and CORSIA

Aviation was integrated into the European Union Emissions Trading Scheme (EU ETS) by Directive 2008/101/EC which became law on the 2 February 2009. As of 1 January 2012 all aircraft operators who operate flights that arrive at or depart from an airport in the EU became subject to the scheme. This includes non-EU and EU aircraft operators.

As a result of strong international pressure by Third Countries, in October 2014 the Commission proposed to amend the EU ETS legislation by creating a, so called, airspace model whereby international flights would 'pay' for their emissions in EU airspace. Intra-EU flights would remain fully captured by the scheme.

ERA's position continues to be that the EU ETS scheme should be suspended until ICAO has been able to implement its global solution CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) to aviation's impact on the environment.

ERA members have always considered the EU ETS as a fair and cost-effective Market-Based scheme to help tackling aviation emissions together with other measures (operations, technology, traffic management improvements).

Unfortunately, an intra-EU Emissions Trading Scheme, as adopted in April 2013, simply resulted in competitive distortions to the detriment of many European regional and point-to-point carriers, whose operations take place primarily within Europe.

The amended ETS scheme will continue to impose cost and complexity on their European operations with little or no overall environmental benefit. As a result, airlines will be financially impacted at different degrees depending on the proportion of the European versus non-European flights they operate.

