

# AEM Plans, Verification and *'Room for Improvement'* in 2013

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## AEM Plans, Reports and Verification to date

The extension of Emissions Trading to Aviation has not been without bottlenecks and progress can be measured by the following formula;

$$(CAO + GAEM + SM/LE) * \Delta list * (VCAP + GAEMR) * P^2/P^3 - STC =$$



Where;

■ (contacting aircraft operators + getting AEM plans in on time + small emitters v large emitters) \* List changes \* (extension of scope and verification capacity + getting AEM Reports in on time) + Phase II (MRG) / Phase III (MRR) - stop the clock =

**Just glad to have an AEM Plan approved and verified AEM Report.**

## The Improvement Principle

- Would it be fair to say with the exception of the large emitters, that there has not been enough focus on improvement of the AEM Plans and associated procedures? It was enough to get the numbers correct?
- 2013 and the implementation of the MRR and ARV gives us a very powerful driver for getting better data collection at source and the follow through to reporting.
- In the past (understandably) the verification focus has been on the numbers.

## Moving on

- The MRR and AVR makes it a requirement that;
  - operators regularly review their monitoring methodology for improvement and respond to recommendations made by verifiers in the annual report.
  - continuous improvement of the aircraft operator's performance is part of the verification activities performed by the verifier.
  - the verifier shall check whether the aircraft operator has implemented those recommendations for improvement and the manner in which this has been done.

## What the Competent Authority can do?

- If you cannot see recommendations for improvement in the 2012 reports, you should ask why not? Send the signal for 2013.
- ETSWAP and other reporting tools, as of 2013/14, will track Verifier recommendations, notifying the Competent Authority and the Aircraft Operator that they have items to address and reminding them until completed.
- How will other Competent Authorities track this aspect?

## To finish

- The better the AEM Plan's procedures the easier it will be for the Aircraft Operator to produce the report, the simpler the verification and the greater the confidence the Competent Authority can have in the outputs.