AER Inspection

6th EU ETS Compliance Conference

6 November 2015
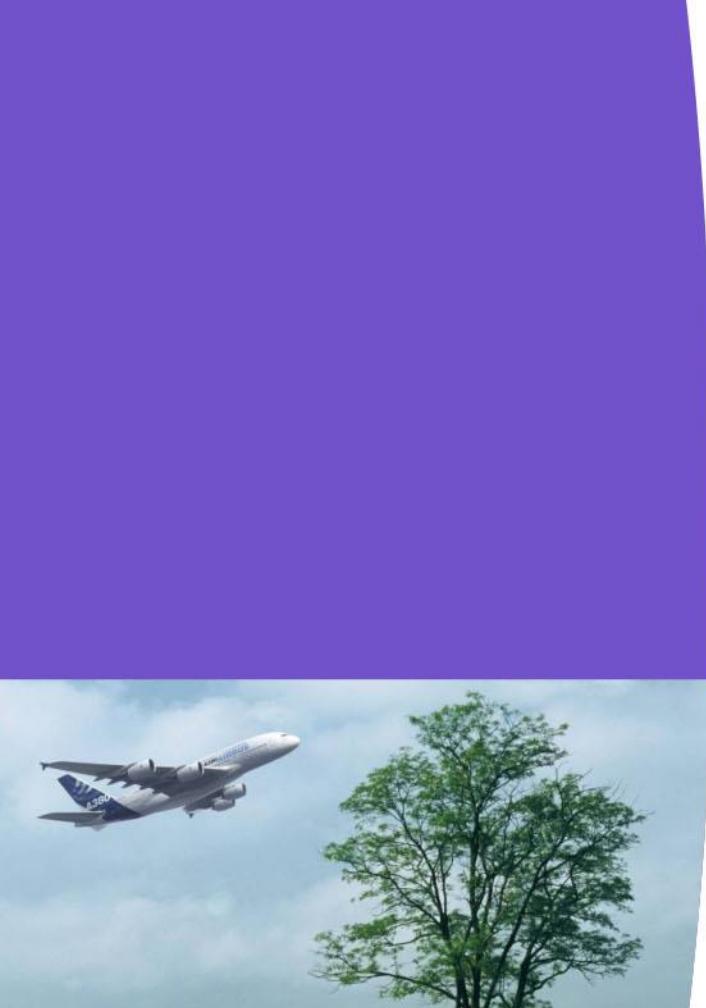
HOW IS INSPECTION DONE?

For each AO:

- **Identification data**

- **Application of the VBA scope tool**

- **On the VR**
    - **use of the correct version of the AEMP (phase?)**
    - **Conclusion of the AER data being fairly stated**
    - **Check the misstatements, non conformities, non compliances and recommendations**

- **Compare AER emission figures with VR emission figures and the ETSSF figures**

WHICH TOOLS ARE USED?

The VBA scope tool

Airport pairs in the AER vs EU ETS reduced geographical scope

AO/verifier
for correction

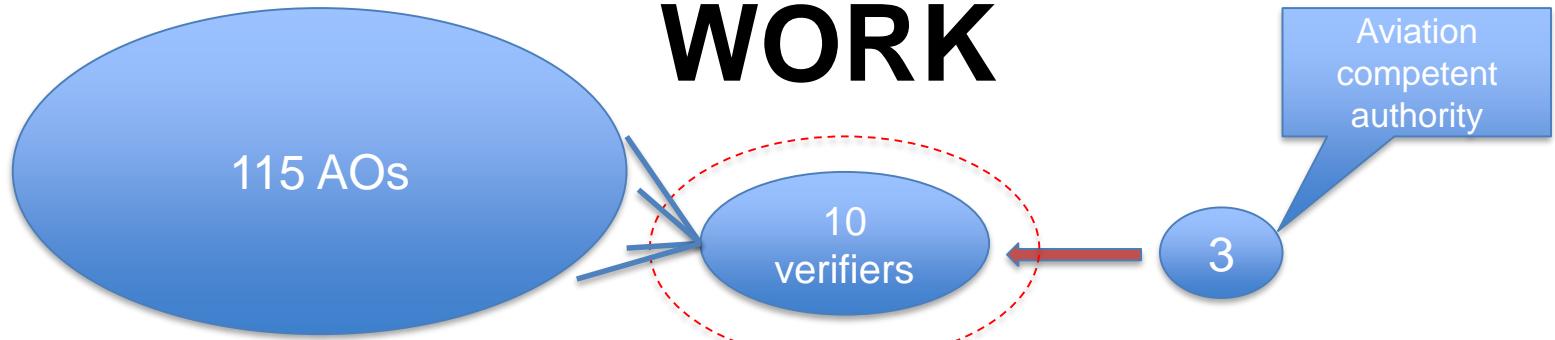# CRITERIA TO DECIDE WHICH AOs TO INSPECT IN MORE DETAIL

- **(AER vs ETS-SF)**
  If Discrepancies > 2,5% after the VBA scope tool is applied;
  Then further investigation
    Contact by email: AO+Verifier

- **Study of the opportunity to use the ERE tool**
    - **Criteria: Time spent vs Benefit of the investigation**

UPSTREAM/DOWNSTREAM WORK

115 AOs

10 verifiers

3

Aviation competent authority

For Quality improvement, efforts **focused on the 10 verifiers**.

Action plan

- EC Verification Report template: **Recommended → Mandatory** *(Done)*
- On-site visits with NAB+Verifier **(Data, documents accessed, limits)** *(Planned)*

Goal
Adapt control on the AEMP/AER,
For a **complementary verification** with the verification body.

QUESTION AND DISCUSSION

1. Now the EU ETS regulation is stable, on which improvement action should we focus on?

2. What is the minimum inspection action that must be done?

3. In my opinion, inspection process is very linked to the country's configurations (AOs administred, nb of Verifiers, size of the EU ETS aviation of the CA). What do you think? Possible to group MS by country configuration, usefull?