

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

ANNUAL EMISSIONS REPORT FOR AIRCRAFT OPERATORS

CONTENTS

1. Reporting year
2. Identification of the aircraft operator
3. Identification of the Verifier
4. Information about the monitoring plan
5. Total emissions
6. Use of simplified procedures
7. Approval for data gaps
8. Detailed emissions data
9. Aircraft data
10. Member State specific further information

Reporting year: 2013

Total emissions of the aircraft operator: **4 531 013 t CO2**

27/05/2014 CHA/AVI/François

Aerodrome Pair (use 4-letter ICAO designator)		Total number of flights per aerodrome pair	Total emissions [t CO2]
Aerodrome of departure	Aerodrome of arrival		
LIMC	LFPS	4	50
LIMC	LFRS	212	200
LIMC	LIMF		100
LIMC	LIMJ		6
LIMC	LIML	8	200
LIMC	LIPE	216	200
LIMF	EDDF	10	100
LFPG	ZSPD	218	50
LIMF	LFPG	12	200
LIMF	LFPO	220	10
LIMJ	LFLL	14	0
LIMJ	LFPG	222	100
LIMJ	LFQQ	16	200
LIML	EDDM	217	50
LIML	LFLL	11	15
LIML	LFPG	212	19 112
LIPE	LFLL	6	1 789
LIPE	LFPG		14 927
LIPE	LFQQ		200
LIPE	LIPZ	4	
LIPQ	LFPG		200
LIPX	LFPG		5 774
LIPZ	EDDM	0	100
LIPZ	LFBO	192	200
LIPZ	LFLL	6	50
LIPZ	LFML	187	50
LFPD	TFFR	1	200
LIPZ	LFMN	182	200
LIPZ	LFPG	4	24 233
LIPZ	LFBS	177	50
LIPZ	LFST	6	100
LIPZ	LIPX	172	200
LIPZ	LJLJ	1	50
end of list	end of list	end of list	end of list

Note: Shanghai airport

Note: Guadeloupe airport

Microsoft Visual Basic pour Applications - STC2 geographical scope.xlsm

Fichier Edition Affichage Insertion Format Débogage

Projet - VBAProject

VBAProject (STC2 geographical scope.xlsm)

```

While Cells(i, 3) <> "Aerodrome of departure"
    i = i + 1
Wend

ligne_Aerodrome_One = i

Do Until Cells(i, 3) = "end of list"

    If (Mid(Cells(i, 4), 1, 2) = "LB" Or Mid(Cells(i, 4), 1, 2) = "LE" Or Mid(Cells(i, 4), 1, 2) = "LHRP" Or Mid(Cells(i, 4), 1, 2) = "LJLJ") Then
        ' ...
    End If

```



AO/verifier for correction

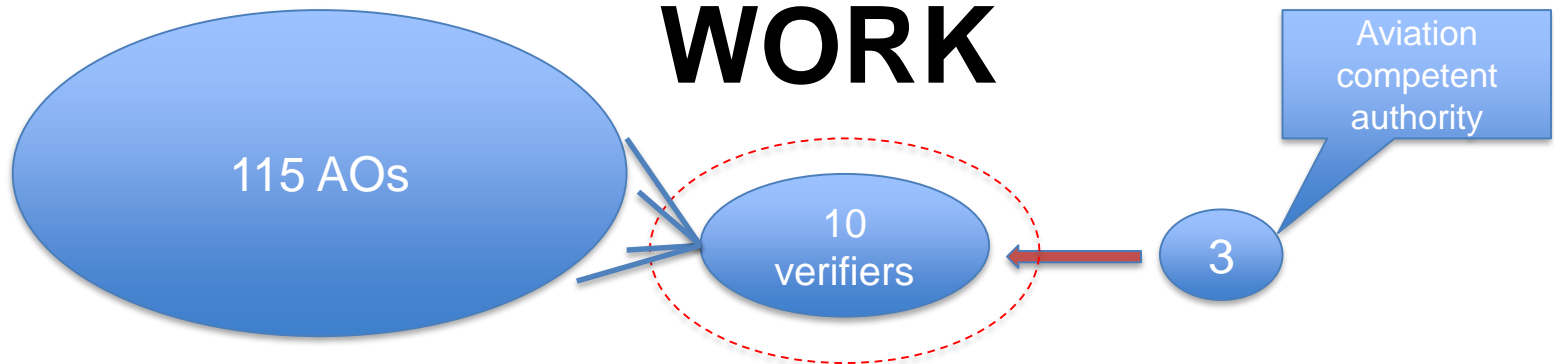
Totals:	Total number of flights	Total emissions [t CO2]
Reporting year totals:	3 358	68 920
Compare data entered in section 5:		68670,45955



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



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?