

Aviation Task Force Objectives, activities, achievements

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Aviation Task Force

- ➔ What we have achieved
- ➔ Today
- ➔ Future challenges and work plan

Why an Aviation Task Force?

- ➔ Need for an aviation task force agreed at 2008 Compliance Conference
- ➔ Aviation new EU ETS sector
- ➔ Very different for regulators
- ➔ Technical issues
- ➔ Many small operators
- ➔ Enforcement
- ➔ Consistency - stationary and aviation

Terms of Reference

- ➔ Improving communications
- ➔ Sharing issues/best practice, formally and informally
- ➔ Identifying and resolving technical issues
- ➔ Ensuring consistency, credibility of EU ETS and successful extension of EU ETS to aviation

Achievement - highlights

- Technical issues – fuel density, splits mergers, biofuels, issue of allowances and others
- Aviation task force FAQ – Commission FAQ
- Eurocontrol support facility – an EU ETS essential
- Best practise – German Emissions Report Evaluation tool
- Facilitated “Stop the clock” changes
- Facilitated recent changes to the Regulations
- Review of costs for small emitters
- Relationship building and information sharing
- SharePoint

The Present

- A period of stability until 2017 scheme year or later
- Number of operators reduced by 75% (UK)
- Simplified procedures for small emitters
- A workable scheme – many issues raised by task force have been addressed
- But still state backed non compliance issues for some Member States
- Legacy of penalty enforcement and debt recovery

The Future

- Dependent on feedback from today
- Proposed meeting May 2015 – to review compliance and progress with year one of the new scheme
- Enforcement and paying of penalties
- Consistency with regard to issue of allowances and dropping out the scheme
- Taking simplified monitoring and reporting to the next stage
- 2016 Review
- 2017 Onwards – a different scheme?
- 2020 Global Market Based Measure

The Future

- ➔ But future task force activities really dependent on YOUR feedback today

Thank You for Listening