

# Electronic Transfer of Data in the EU ETS

A Verifier's Perspective

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[www.ets-checklist.eu](http://www.ets-checklist.eu)

# Why Digital?

- Greater security
  - Signatures in the 21st Century?
  - Increased risk of fraud from non-EU aircraft operators
- Greater control over the format of the data
- Easier to give step by step advice
- Different users can have different access levels
- Communication
  - Notification of deadlines
  - Notification of changes to rules
- It's Environmentally Friendly...

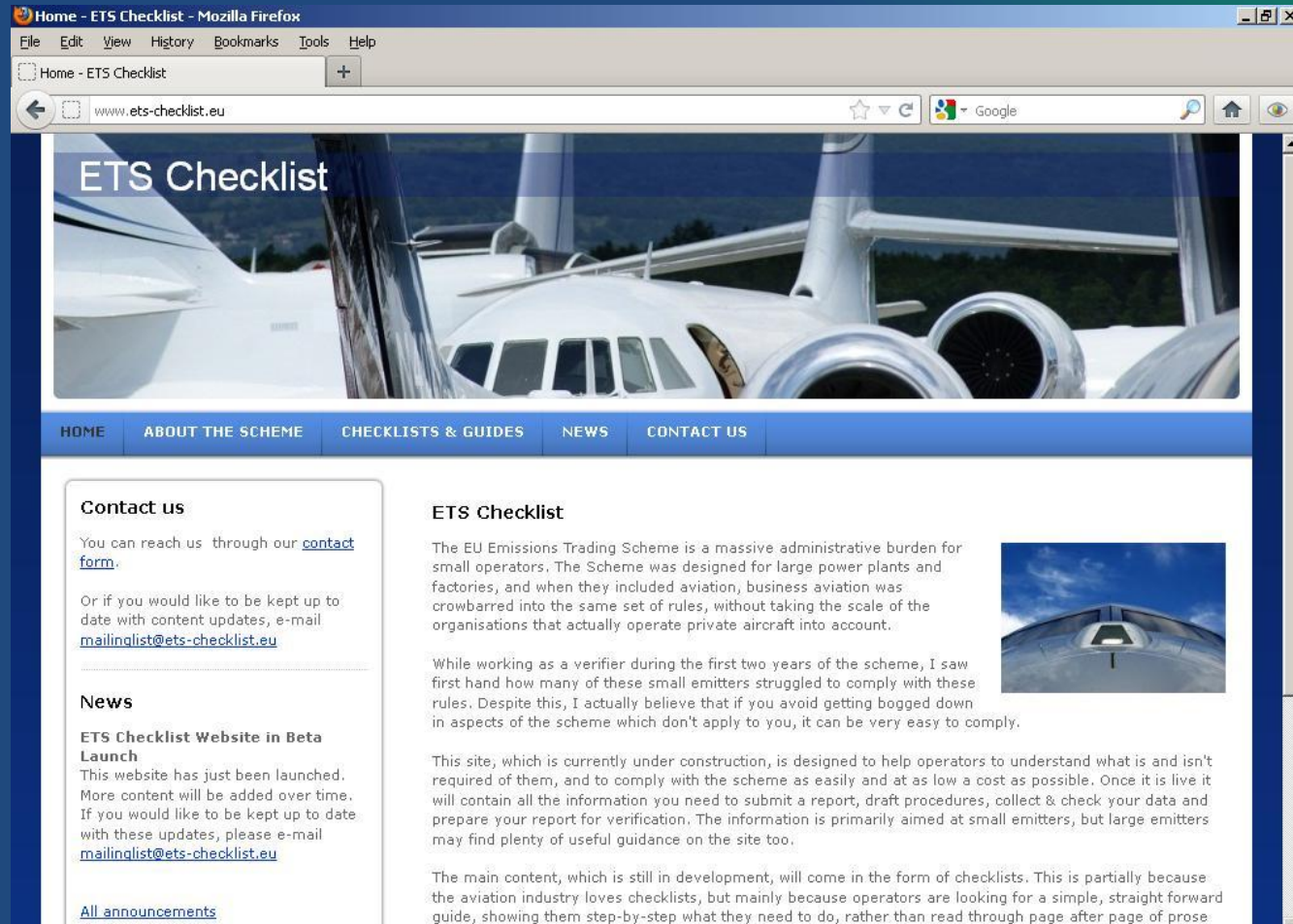
# Why one system?

- Management companies dealing with several operators across different jurisdictions
  - Many Aircraft operators aren't based in EU states
- Economies of scale
- Better integration with allowance registry
- Language
- Greater uniformity for guidance documents
- Wisdom of the crowd
  - The more users using one system, the more feedback will be available to improve that system
- One developer in the middle can help increase consistency across different regulators

# ETS Support Facility

- Small Emitters
  - Data from all operators looks the same
  - Data collected in consistent and reliable way
  - More errors in operators own data
- Large Emitters
  - Needs to replace half a manday
- Pre-verification of data?

# www.ETS-Checklist.eu



The screenshot shows a Mozilla Firefox browser window with the title "Home - ETS Checklist". The address bar displays "www.ets-checklist.eu". The main content area features a large banner image of an airplane's tail section with the text "ETS Checklist" overlaid. Below the banner is a navigation menu with the following items: HOME, ABOUT THE SCHEME, CHECKLISTS & GUIDES, NEWS, and CONTACT US. The page is divided into two columns. The left column contains a "Contact us" section with a link to a contact form and an email address, and a "News" section titled "ETS Checklist Website in Beta Launch" with a link to all announcements. The right column contains an "ETS Checklist" section with a paragraph explaining the scheme's burden on small operators, a small image of an airplane's nose, and a paragraph about the website's purpose and content.

**Contact us**

You can reach us through our [contact form](#).

Or if you would like to be kept up to date with content updates, e-mail [mailinglist@ets-checklist.eu](mailto:mailinglist@ets-checklist.eu)

**News**


**ETS Checklist Website in Beta Launch**

This website has just been launched. More content will be added over time. If you would like to be kept up to date with these updates, please e-mail [mailinglist@ets-checklist.eu](mailto:mailinglist@ets-checklist.eu)

[All announcements](#)

**ETS Checklist**

The EU Emissions Trading Scheme is a massive administrative burden for small operators. The Scheme was designed for large power plants and factories, and when they included aviation, business aviation was crowbarred into the same set of rules, without taking the scale of the organisations that actually operate private aircraft into account.



While working as a verifier during the first two years of the scheme, I saw first hand how many of these small emitters struggled to comply with these rules. Despite this, I actually believe that if you avoid getting bogged down in aspects of the scheme which don't apply to you, it can be very easy to comply.

This site, which is currently under construction, is designed to help operators to understand what is and isn't required of them, and to comply with the scheme as easily and at as low a cost as possible. Once it is live it will contain all the information you need to submit a report, draft procedures, collect & check your data and prepare your report for verification. The information is primarily aimed at small emitters, but large emitters may find plenty of useful guidance on the site too.

The main content, which is still in development, will come in the form of checklists. This is partially because the aviation industry loves checklists, but mainly because operators are looking for a simple, straight forward guide, showing them step-by-step what they need to do, rather than read through page after page of prose.

# Any Questions?