

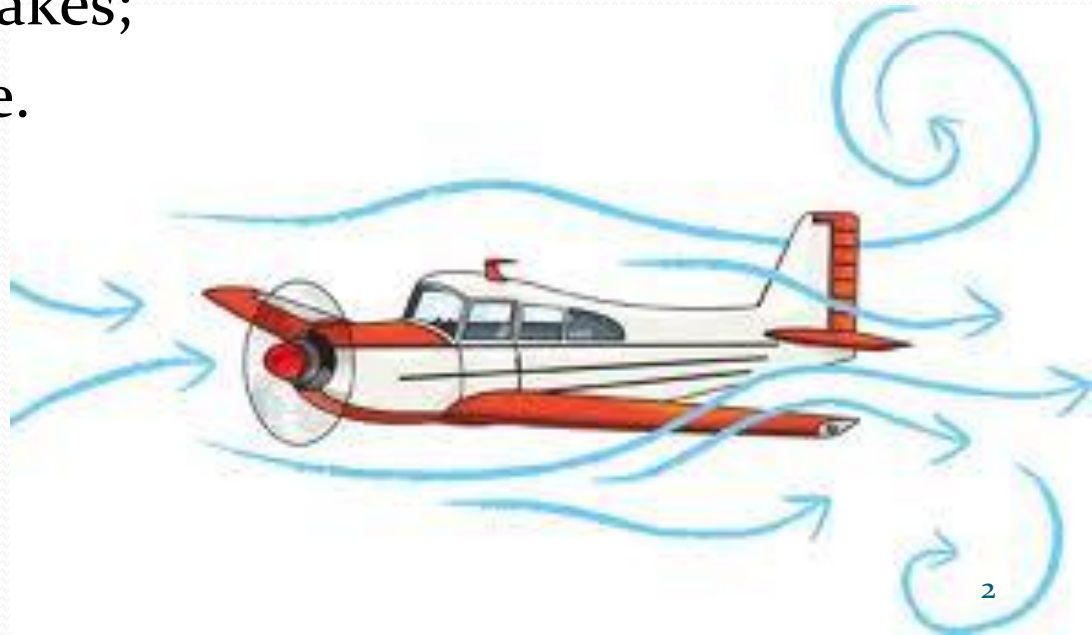
Some thoughts on ...

# Aviation specific challenges and potential improvements going forward

Saviour Vassallo  
Malta Resources Authority  
EU ETS Compliance Conference 2014

# Stability ...

- Entering a phase of stability of (at least) 3 consecutive compliance cycles;
- An opportunity for:
  - Consolidation of what has been done so far – a lot!
  - Learn from past mistakes;
  - Prepare for the future.



# Focus: strategic

- The next 3 years can be invested in enhancing the credibility of MBMs in general and EU ETS in particular with stakeholders;
- Need to understand better the expectations of stakeholders - esp. aircraft operators - going forward, whatever the future of Aviation-EU ETS and MBMs for aviation;
- Opportunity for pro-active – rather than re-active – capacity building in MSs: human, financial, know-how, IT, etc.

# Focus: administering AOs

- A thorough ‘cleaning’ of the CION list is needed.
- Explore opportunities offered by other policy areas/EU institutions to assist MSs in identifying AOs for Aviation-EU ETS, such as:
  - Reporting on decision by MSs on granting, suspension and revocation of operating licences pursuant to Article 10(3) of Reg<sup>n</sup> (EC) No 1008/2008 on common rules for the operation of air services in the Community;
  - EASA;
- Can MSs collaborate in identifying AOs (e.g. utilise each other’s bilateral contacts)?

# Focus: use of tools (electronic)

- Electronic tools – ECTL ETS SF, Small Emitters' tool, DEHSt ERE – available to support implementation of Aviation-EU ETS by all players concerned;

- Still surprised that not everyone recognises the added value offered by, in particular, the ETS SF! What are the implications for harmonised implementation?



- Should focus more on further enhancing data reliability and quality of deliverables rather than major design development of these tools.

# Focus: use of tools (guidance)

- Guidance - guidance documents, FAQs, CA websites – already very extensive; but ...
- Is this material readily accessible?
- Who is really using the material available?
- Time to rethink presentation and accessibility of guidance material: in a more ‘attractive’/iterative manner either on the DG CLIMA website or a separate website;
- [Is SharePoint effective? Should the Compliance Forum have a dedicated webpage/site?]

# Focus: enforcement

- High rate of compliance should be acknowledged.
- Is there further scope for coordination of annual enforcement action across MSs?
- Need a better understanding of provisions in Art 16 re operating bans – when? how? Should we wait for a first case, or should we prepare beforehand?



# Focus: learning from each other

- Workshops seem to work better than SharePoint...
- Can these be more frequent (e.g. continue regional approach; greater use of video-conferencing)?
- Informal bilateral contacts between competent authorities: how can we bring to the fore any lessons learnt/decisions made through such communication?



# Focus: international process

- Thinking and acting on Aviation-EU ETS cannot be isolated from what is going on in other fora;
- Context: discussions on a global MBM under the auspices of ICAO;
- What are the lessons learnt from EU ETS, that can be adapted to/adopted in a global MBM?
- Does Aviation-EU ETS prepare MSs for implementation of a global MBM?
- Does Aviation-EU ETS facilitate an understanding of/enhance compliance with a global MBM by AOs?
- Is there a role for the AITF in this process (e.g. through EU/ECAC coordination process)?

# Focus: other specific issues

- A number of specific items continue to crop up from time to time:
  - Confidentiality of data;
  - Access to contact details of private individuals who are identified as AOs;
  - Free allocation from the special reserve: what does “*a continuation of an aviation activity previously performed by another aircraft operator*” really mean?
  - Treatment of free allocations for splits/mergers/bankruptcies/etc.;
  - The ‘excluded’ status in the registry system;
  - Application of the €100 per tonne excess emissions penalty.



Thank you!