

FACT SHEET NO.: 3 Cat -No.1 / Subcat No. 1., PERFORMED BY: Panteia/NEA

A GENERAL INFORMATION		
A 1	Category	Pricing
A 2	Subcategory	External cost charges
A 3	Transport policy measure (TPM)	Inclusion of air transport into the EU-ETS in 2012
A 4	Description of TPM	The EU Emissions Trading System (EU ETS) is a so-called "cap and trade" scheme. The EU has imposed a cap on the total level of emissions for the aviation sector based on emissions levels during the period of 2004-2006 and will distribute a fixed number of emissions allowances to airlines which can be traded. A proportion of these allowances will be distributed for free and a proportion will be auctioned.
A 5	Implementation examples	Europe-wide
A 6	Objectives of TPM	The overall objective of the inclusion of aviation in the EU ETS is to tackle the climate impact of aviation: In 2020 CO2 emissions will be 21% lower than in 2005.
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	Possibly shift to (high speed) rail for shorter inner-European routes; however, there are many other factors to consider such as comparative modal prices, journey length, convenience and price elasticity, e.g. business vs. leisure.
A 7.2	- Origin and/or destination of trip:	No impact
A 7.3	- Trip frequency:	No impact
A 7.4	- Choice of route:	No impact
A 7.5	- Timing (day, hour):	No impact
A 7.6	- Occupancy rate / Loading factor:	No impact
A 7.7	- Energy efficiency / Energy usage:	About 1% fuel efficiency improvements per year are expected [2], p.17
A 8	Main source	[2]

B IMPACTS																																																																																																																																																																				
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B 4.2	Safety																			
B 4.3	Crime, terrorism and security																			
B 4.4	Accessibility of transport systems																			
B 4.5	Social inclusion, equality & opportunities																			
B 4.6	Standards and rights (related to job quality)																			
B 4.7	Employment and labour markets																			
B 4.8	Cultural heritage / culture																			
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B 5.II	Implementation phase																			
B 5.III	Operation phase																			
B 5.IV	Summary / comments concerning the main traffic impacts	In general, it should be noted that the emissions reductions won't necessarily be made in-sector as operators can choose not to reduce their own emissions but to buy allowances to cover any excess for which they don't have free allowances. At the EU level, including aviation in the emissions																		
B 5.V	Quantification of impacts																			

C REFERENCES

C 1	Other TPMs of this subcategory	Including aviation in the EU ETS is only be a part of a comprehensive package of measures to tackle the climate change impact of aviation. The other measures proposed by European Community include operational and technological measures (Directive 2008/101/EC.
C 2	References	<p>International</p> <p>[1] EU Directive 2008/101/EC, 2009</p> <p>[2] Anger, A., Allen, P., Rubin, J. and Köhler, J. (2008). Air Transport in the European Union Emissions Trading Scheme. http://www.landocon.com.ac.uk/research/leprg/4cmr/pdf/OmegaStudy_finalreport.pdf. Accessed 15.12.2011</p> <p>[3] CE Delft (2005) R. C. N. Wit, B. H. Boon, A. van Velzen, M. Comes, O. Deuber, D.S. Lee Giving wings to emission trading – Inclusion of aviation under the European emission trading scheme (ETS): design and impacts. A report for the European Commission, DG Environment, Delft, CE, 2005.</p> <p>[4] Frontier Economics (2006) Economic consideration of extending the EU ETS to include aviation: A Report Prepared for the European Low Fares Airline Association (ELFAA); March 2006, Online, : http://www.elfaa.com/documents/FrontierEconomicsreportforELFAAEconomicconsideration_005.pdf Accessed 15.12.2011</p> <p>[6] Eur-lex: Impact assessment on the internalisation of external costs. http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=SEC:2008:2208:FIN:EN:PDF</p> <p>[7] J. Scheelhaase, W. Grimme, M. Schaefer (2007). The impact of the European Commission's proposal on the integration of air transport into the emissions trading scheme on competition between European and non-European airlines. Proceedings of the European Transport Conference 2007.</p> <p>[8] R. Malina, D. McConnachie, N. Winchester, C. Wollersheim, S. Paltsev, I. Waitz (2012). The impact of the European Union Emissions Trading Scheme on US aviation. <i>Journal of Air Transport Management</i> 19 (2012) 36-41</p> <p>[9] P. Morrell (2007). An evaluation of possible EU air transport emissions trading scheme allocation methods. In: <i>Energy Policy</i>, Volume 35, Issue 11, November 2007, Pages 5562-5570.</p> <p>[10] A. Anger, P. Allen, J. Rubin, J. Köhler (2008). Air Transport in the European Union Emissions Trading Scheme. Online: http://www.omega.mmu.ac.uk/Events/OmegaStudy_17_finalreport_AAPMA_2-1__240209.pdf</p> <p>National:</p> <p>[5] DfT (2009) UK Air Passenger Demand and CO2 Forecasts. Department for Transport, UK, Jan 2009.</p>