

This newsletter provides important information for UK administered aircraft operators about the requirement to update EU ETS emissions monitoring plans (EMP) as a result of amendments to the Monitoring and Reporting Regulation ((EU) No. 601/2012)

Background

To take account of the First Edition of the International Standards and Recommended Practices on Environmental Protection for the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA SARPs) and to incorporate simplifications to monitoring under EU ETS, amendments have been made to the EU Monitoring and Reporting Regulation 2012 (MRR 2012) by Article 76 of the Monitoring and Reporting Regulation 2018 ((EU) 2018/2066)(MRR 2018), a copy of which can be found [here](#). The Article 76 amendments apply from 1 January 2019.

As the Commission's emission monitoring template has been updated to account for Article 76 amendments, we will, where appropriate, be asking you for additional information to include in your EU ETS EMP. Changes to your EMP as a result of Article 76 will be made through a competent authority initiated variation, which requires no action from you.

How do these changes affect my EU ETS EMP?

Aircraft Operators using a Fuel Use Monitoring Method (EU ETS only)

If you are an aircraft operator regulated by us for EU ETS only and use a fuel monitoring method (Method A or B) to determine your emissions for EU ETS, we will be sending out a separate communication to you by 26 July 2019 asking for the following additional information:

- a procedure for identifying data gaps and assessing whether the threshold of 5% of the number of flights has been reached, which should allow for permanent monitoring against this threshold and include a requirement to inform the competent authority during the reporting year;
- an explanation of which secondary data sources will be used to determine emissions in the absence of the primary data source;
- a procedure for fuel density that makes reference to appropriate operational, or safety procedures that state what fuel density is used, actual value, or the standard value (0.8kg/l), or both on a flight-by-flight basis, for emissions reporting; this now replaces the requirement to use actual density, or in the absence of actual density, standard density if approved by the competent authority.

This additional information is a mandatory supplement to your current EU ETS EMP.

Aircraft Operators using a Fuel Use Monitoring Method (EU ETS and CORSIA)

If you are an aircraft operator regulated by us for ETS and CORSIA and are using a fuel use monitoring method for EU ETS and CORSIA, no action is required, as you will have already provided the additional information in your CORSIA EMP application. We will copy the relevant information from your CORSIA EMP into your EU ETS EMP and issue a revised EMP.

If you have elected to use the CERT for CORSIA, we will require the same information as requested from EU ETS only operators.

Small Emitters

If you are an aircraft operator with annual full-scope emissions of <25,000 tCO₂, or annual intra-EEA emissions of <3,000 tCO₂ and use simplified reporting procedures in accordance with Article 28a(6) of the EU ETS Directive when you reported for the 2018 Scheme Year, we will make amendments to your EU ETS EMP to record that you qualify to use simplified reporting and are using the Eurocontrol Support Facility (ETS-SF) for monitoring and reporting purposes. If you consider that you will not be eligible to use simplified reporting procedures in any future Scheme Year you should contact us as soon as possible.

We will start the process of re-issuing EU ETS EMPs as soon as possible.

Notifying us of significant changes to your EMP

Article 76(2) of the MRR 2018 amends the list of significant modifications to a monitoring plan in Article 15 that require the approval of the competent authority, so that it now includes:

- a change in the fuel use monitoring method used, or a change from the use of fuel use monitoring method to the use of estimation methodology (SET), or *vice versa*;
- a change in the status of the aircraft operator as a small emitter, or a change in eligibility to use simplified reporting procedures.

If you wish to make a significant modification to your EMP you can do so by submitting a variation application in ETSWAP.

Talking to us

If you have any questions regarding EU ETS compliance please contact our ET Aviation [helpdesk](#).