

## **Capping aviation emissions – the European Commission’s proposal to include aviation emissions in the European Emissions Trading Scheme**

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Steady growth in GHG emissions from transport has proven to be one of the most challenging trends to change. While air transport currently accounts for a modest share of overall emissions, this contribution is growing faster than any other sector. The trend has been exacerbated by the special treatment of international aviation emissions under the Kyoto Protocol.

In Europe alone, GHG emissions from international air transport increased by 87% from 1990 to 2004, and projections suggest that the rapid growth will continue if no further action is taken.

In this context, the European Commission in December 2006 presented draft legislation aiming at the inclusion of aviation in the EU GHG Emissions Trading Scheme (EU ETS).

The proposal aims to address greenhouse gas emissions from aviation in line with the European Community's commitment as an Annex I Party to do so under the Kyoto Protocol, and following an endorsement of the use of emissions trading for aviation in 2001 and again in 2004 by the International Civil Aviation Organization. The background for and the details of the proposal currently under discussion in the European legislative process will be outlined.