

Greenhouse gas emission allowance trading within the Community: inclusion of aviation activities in the scheme

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The Council adopted conclusions on the inclusion of aviation in the European emissions trading scheme which views as a cost-effective and promising way of limiting CO₂ emissions from aviation and a key element of a comprehensive approach to managing aviation emissions. It notes the emphasis that ICAO has placed on open emissions trading schemes as a mechanism for tackling climate change emissions. It acknowledges that emission trading is a flexible, market-based measure and that its use could prevent the need for other Community measures to reduce CO₂ emissions from aviation. It emphasises that a solution should be sought that maintains the competitiveness of the aviation industry while contributing to combating climate change.

The Council is prepared to include aviation in the European emissions trading scheme to implement the policy endorsed by the ICAO Assembly in 2001 and 2004. It stresses that this should be seen as a first step towards the eventual objective to expand emissions trading to international aviation globally within the framework on climate change which should be facilitated by ICAO and the UNFCCC.

The Council invites the Member States to do everything they can at the 36th ICAO Assembly in September 2007 to ensure that:

- a) ICAO continues its efforts to reduce greenhouse gas emissions from international aviation;
- b) any agreement reached in ICAO does not prevent the Community, either in principle or in practice, from including international aviation in the European emissions trading scheme in line with the principle of equal treatment;
- c) ICAO engages in the promotion and development of the use of emissions trading for international aviation.

Should it not prove possible to make progress on the above-mentioned points, EU Member States would be ready to reserve their position in order to keep all options open in this essential policy area. Nonetheless, the Council stresses that it is prepared to engage in constructive cooperation, in particular, within the framework of ICAO to develop policies, practices, instruments or standards to reduce emissions from aviation and that it remains receptive to proposals for solutions from third parties.