



## EUROPÄISCHES PARLAMENT

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### **Press release: European Parliament asks European Commission to "implement in full legislation on aviation and emission trading"**

Groote and Liese: "Global solution at ICAO best option but third member states must say what they want and not only what they do not want"

The European Parliament supports the policy of the European Commission and the Council of Ministers on the emissions trading for aviation with a broad majority. In a resolution on the low carbon roadmap, the long term climate strategy of the European Union, Parliament included an article which asks the European Commission to implement in full the legislation on aviation in the ETS. The report has been adopted with 398 to 132 votes. Matthias Groote, chairman of the committee of environment and Peter Liese, rapporteur on the legislation welcome the strong support of the Parliament.

"The inclusion of aviation in the emission trading has been agreed by all three European Institutions after three years of intensive debate and after taking extensive legal advice. All Courts that have been asked to take a position decided that the legislation is legal. If Europe would decide not to implement the legislation just because of the pressure from third countries, that would be a very negative precedence also for other fields of politics such as regulation of the financial market or trade policy."

On the other hand, Groote and Liese referred to provisions in the legislation which could show a way out of the dispute with third countries. "If we ask the Commission to fully implement the legislation that includes also the provision that we should continue to seek a global agreement under ICAO. Unfortunately the third countries have no common idea on how ICAO should address the problem. At the same time we support the possibility to exclude incoming flights from third countries if equivalent measures are introduced by

a third country. Of course all the issues need to be non-discriminatory, which means that at one flight rout the same conditions are valid for all airlines", said Liese and Groote who negotiated the legislation for the two biggest parliamentarian groups EPP and Social Democrats.

The two MEPs insisted that the reaction by third countries is disproportionate. "Compared to the national tax duties which are already in place in for example the UK, Germany, USA and India, the burden on the airlines is very low. Ryanair, a major European Airline calculated the cost per flight with 25 cents ( \$ 0,33) for an intercontinental flight. From Europe to China the costs are less than two Euros ( \$ 2,63). The UK air passenger tax goes up to £ 170 ( \$ 266) and it will even be increased to £ 180 ( \$ 282) by 1st April. The German tax is more than 40 Euros ( \$ 53) for a long-distance flight. The US themselves tax every passenger arriving from another Continent with 16.30 Dollar for incoming and outgoing flights. India taxes every departing flight with 500 Rupees ( \$ 10). The total amount with airport charges is about 1300 Rupees ( \$ 26)", the two MEPs said.

Editor's note: The European Union has introduced an emission trading scheme already in 2005 for major emitters like the power sector and the energy intensive industry. In 2008 it has been decided after three years of debate to include aviation by 1.1. 2012. The aviation ETS has come under pressure from various third countries during the last months. These third countries include the US, China, India, Brazil but also Belarus, Uganda and Guatemala. At the meeting in Moscow 23 countries have agreed on a basket of measures against the EU-ETS. This group of countries anyhow has no common position on how the question should be addressed at ICAO, for example there are substantial differences on the principal of common but differentiated responsibility between the US and China.