
Environment and Climate Regional Accession Network (ECRAN)

Report on Regional
Training on Inclusion of
Aviation into the EU
Emission Trading Scheme,
with Focus on Monitoring
and Reporting and
Accreditation and
Verification Regulations
for Regional Aircraft
Operators

April 2014

ENVIRONMENTAL AND CLIMA REGIONAL NETWORK FOR ACCESSION - ECRAN

WORKSHOP REPORT

Activity No 3.3

**REPORT ON REGIONAL TRAINING ON INCLUSION OF AVIATION INTO THE EU
EMISSION TRADING SCHEME, WITH FOCUS ON MONITORING AND REPORTING
AND ACCREDITATION AND VERIFICATION REGULATIONS FOR REGIONAL
AIRCRAFT OPERATORS**

10 and 11 April 2014

Istanbul, Turkey



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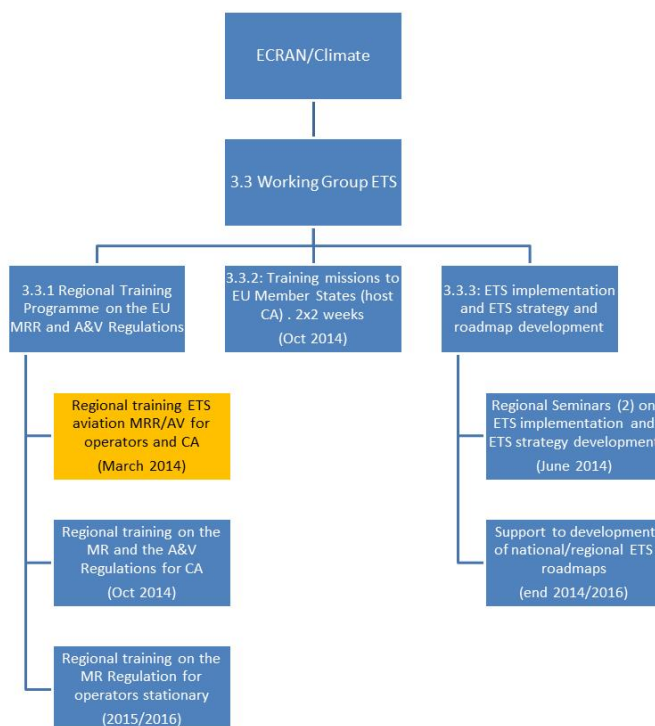
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I. Background/Rationale

The European Commission has been supporting climate cooperation in the region of the Western Balkans and Turkey, first with the Regional Environmental Network for Accession (RENA), and now with the Environment and Climate Regional Accession Network (ECRAN). The climate component of ECRAN will focus on sharing EU experiences to facilitate the development of national climate policies converging with EU *acquis*, including capacity building on emissions trading.

During the predecessor programme of ECRAN (RENA), the EU Emissions Trading System Working Group (EU-ETS Working Group) targeted the competent authorities as the primary target group. However, in order to have a future sound Monitoring, Reporting and Verification (MRV) system in place it is necessary to expand this target group and to start working with the operators and other relevant authorities under the motto: “Poor quality applications for permits or monitoring plans (MPs) will lead to poor quality permits and/or MPs; High quality applications for permits or MPs will lead to high quality permits/MPs”.

Preparations by the beneficiaries for future EU ETS involvement should be supported, in particular through specific MRV-related trainings. In this context competent authorities and operators of installations as well as aircraft operators and potential verifiers must be provided with the necessary capacity, knowledge and competence to fulfil, within the appropriate time-frames and on a permanent basis, the requirements under the directive.



The Emissions Trading Working Group's objective is to provide the essential regulatory building blocks and to increase technical capacity for a functioning future national or regional ETS system, which could be modelled in line with the EU ETS. This could pave the way for further cooperation and linking with the EU ETS.

The following results are expected for this Working Group:



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- To improve technical understanding of the ETS implementing provisions in relation to monitoring, reporting, verification and accreditation (MRVA) in the beneficiary countries, among the target group of industry and aircraft operators, as well as the competent authorities and potential verifiers.
- To identify institutional, legal and procedural arrangements for a future national or regional ETS system which could be modelled in line with the EU ETS.

Training programme on the EU Monitoring and Reporting, and Accreditation and Verification Regulations

A regional training programme on the EU Monitoring and Reporting, and Accreditation and Verification Regulations (MRR and AVR) will support operators of industrial installations, aircraft operators, authorities and verifiers on the basis of guidance and templates that have been developed by the European Commission. The following activities are planned under ECRAN:

1. Regional aircraft operators training (this training)
2. Regional training on the MRR and the AVR (September 2014, Zagreb). The main target groups are the competent authorities from the region.
3. Regional trainings on the MRR. Technical trainings targeted mainly at the operators of stationary ETS-like installations (2015/2016).

The ECRAN beneficiaries include the Ministries of Environment of Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Iceland, Kosovo*¹, Montenegro, Serbia and Turkey. In addition the other ministries and other bodies and institutions will be actively engaged in so far as their work is relevant for the scope of ECRAN-CLIMA (such as in the fields of energy, transport, agriculture, economy, health, finance), environment and other agencies, statistical institutions, inspectorates, and other relevant central, regional and local public authorities working on climate issues in the beneficiary countries, environmental NGOs. Other stakeholders will be involved as appropriate.

The target group for this training were government officials and experts from background institutions from the ECRAN beneficiaries that **are already** or **could be** involved in the application of the MRVA requirements of the EU ETS system. In addition, the participation of the **aircraft operators** registered in the ECRAN beneficiary countries has been encouraged to provide for an update on the newest developments and to receive practical training on the EU –ETS and its MRVA requirements.

This report describes the results of the implementation of the training. The training was in the form of a two-day regional training workshop on the ETS implementing provisions in relation to monitoring, reporting, verification and accreditation for the aviation sector participating in the EU - ETS.

The training was organised in collaboration with the Technical Assistance and Information Exchange (TAIEX) instrument managed by the Directorate-General for Enlargement of the European

¹ This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ opinion on the Kosovo declaration of independence.



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Commission. Logistical arrangements for the nominated beneficiary representatives and the TAIEX experts have been provided in line with the standard Manual of Procedures for TAIEX Operations.

Chapter 2 describes the objectives of the workshop and the topics addressed. Chapter 3 provides an outline of the relevant EU Climate policy and legislation. Chapter 4 presents the workshop highlights and Chapter 5 presents the evaluation. Furthermore the following Annexes are attached:

- Annex I: the agenda;
- Annex II: List of participants;
- Annex III: Power point presentations (downloadable under separate cover: <http://www.ecranetwork.org/Climate/Emissions-Trading>)
- Annex IV: Training materials (downloadable under separate cover: <http://www.ecranetwork.org/Climate/Emissions-Trading>)



Eve Tamme of the European Commission , DG Clima



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II. Objectives of the training

General objectives

The **wider** objective is to strengthen regional cooperation between the EU candidate countries and potential candidates in the fields of climate action and to assist them on their way towards the transposition and implementation of the EU climate policies and instruments which is a key precondition for EU accession.

Specific objectives

The **specific objective** of the training is to achieve an improved technical understanding of the ETS implementing provisions in relation to monitoring, reporting, verification and accreditation in the beneficiary countries among the target group of aircraft operators, as well as competent authorities and potential verifiers. In addition, information was provided on the requirements of the MRR and the AVR, as well as the guidance and templates that have been developed to support a harmonised implementation and compliance with the EU ETS.

Results/outputs

The issues addressed in the training were the following:

- The EU ETS Directive with a special emphasis on the inclusion of aviation into the EU-ETS
- The Compliance cycle: Tasks of aircraft operators; role of competent authorities; European Commission; verifiers; and the national accreditation bodies
- Monitoring and reporting of tonne-kilometre data
- Monitoring plan for the emissions and the use of the MP templates
- Monitoring plan for the tonne-kilometre data - templates
- Verification for EU ETS aviation - explanation of the verification template
- Verification for small emitters and the use of the EUROCONTROL's small emitter's tool
- Data collection by EUROCONTROL and provision of this data to support compliance with EU ETS
- Best practice examples from the EU Member States

The expected results were that participants would acquire:

1. Detailed knowledge of EU ETS legislation and its compliance processes relevant for aviation
2. Practical understanding of the mechanisms and requirements of the EU ETS and their implications for aircraft operators, verifiers and regulators



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III. EU policy and legislation covered by the training

Someone flying from London to New York and back generates roughly the same level of emissions as the average person in the EU does by heating their home for a whole year. Direct emissions from aviation account for about 3% of the EU's total greenhouse gas emissions. The large majority of these emissions stem from international flights. By 2020, global international aviation emissions are projected to be around 70% higher than in 2005 even if fuel efficiency improves by 2% per year. The International Civil Aviation Organisation (ICAO) forecasts that by 2050 emissions from air traffic could grow by a further 300-700%.

Since the beginning of 2012, emissions from international aviation have been included in the EU Emissions Trading System (EU ETS).

Like industrial installations covered by the EU ETS, airlines receive tradeable allowances covering a certain level of CO₂ emissions from their flights per year. The Commission proposed the inclusion of aviation in the EU ETS after concluding that this was the most cost-efficient and environmentally effective option for controlling aviation emissions. Its decision was based on the results of a wide-ranging consultation of stakeholders and the public and analysis of several types of market-based solutions.

Aircraft operators covered by the EU's Emissions Trading System are required to monitor and report their annual emissions in accordance with the 2012 Monitoring and Reporting Regulation². Reported emissions are also affected by obligations under the 2012 Accreditation and Verification Regulation³.

In line with the Monitoring and Reporting Regulation, the European Commission has published several templates⁴ for submission of monitoring plans and reporting by aircraft operators in Member States of the European Economic Area (EEA). The EEA comprises the 28 EU Member States plus Iceland, Liechtenstein and Norway.

In October 2013 the ICAO Assembly took the decision to develop a global market-based mechanism (MBM) by 2016 addressing international aviation emissions and with an implementation date of 2020. Until then, countries or groups of countries, such as the EU, are allowed to implement interim measures.

To allow time for negotiations on a global market-based measure applying to aviation emissions, the EU ETS requirements were suspended for flights in 2012 to and from non-European countries. For the period 2013-2016 the legislation has also been amended so that only emissions from flights within the EEA fall under the EU ETS. Exemptions for operators with low emissions have also been introduced.

² Commission Regulation (EU) No 601/2012 of 21 June 2012 on the monitoring and reporting of greenhouse gas emissions pursuant to Directive 2003/87/EC of the European Parliament and of the Council Text with EEA relevance

³ Commission Regulation (EU) No 600/2012 of 21 June 2012 on the verification of greenhouse gas emission reports and tonne-kilometre reports and the accreditation of verifiers pursuant to Directive 2003/87/EC of the European Parliament and of the Council Text with EEA relevance

⁴ http://ec.europa.eu/clima/policies/ets/monitoring/documentation_en.htm



The amended law provides for the Commission to report to the European Parliament and Council on the outcome of the 2016 ICAO Assembly and propose measures as appropriate to take international developments into account with effect from 2017.



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IV. Highlights from the training workshop

Reference is made to Annex I for the agenda and Annex III for all the presentations. Below only the highlights are covered. The details can be found in Annex III.

Day 1 , 10 April 2014:

The 1st day of the training provided a background and rationale for the inclusion of aviation in the EU ETS, addressing the key role of aviation in global GHG mitigation efforts, and the important role of EUROCONTROL in providing the basic data for EU ETS compliance of the aviation industry, as well as the practical experience of an aircraft operator in complying with EU ETS. EU ETS regulation and guidance are presented together with the various templates developed to assist in the compliance cycle. The training was chaired by Monique Voogt, coordinator of the ETS Working Group of ECRAN-Climate.

Introductory notes

The meeting was opened by Mehrali Ecer, Head of the Department of Climate Change of the Ministry of Environment and Urbanisation. Mr Ecer highlighted the importance of ECRAN's assistance and the adoption of MRV legislation in line with the EU ETS MRV legislation. He wished all participants a fruitful workshop. Mr Csikós, coordinator of ECRAN-Climate presented an overview of ECRAN and presented the overall EU climate policy (current 20-20-20 policy, the EU 2050 decarbonisation roadmap and the 2030 Framework). In addition an overview of the activities implemented under ECRAN Climate was presented.

Aviation in ETS: latest developments (Eve Tamme, European Commission DG Climate Action)

- Roadmap to 2016 in ICAO: Technical work: under Committee on Aviation Environmental Protection Task force on Global Market Based Measure (MBM), including Monitoring Reporting and Verification and eligibility of units; The Environmental Advisory Group (Overview and guidance) will oversee the work related to the development of the global scheme, which will be principally undertaken by a Global Market-based Measure Technical Task Force (GMTF) comprised of representatives and experts from ICAO member states, industry and NGOs. Both the EAG and GMTF held their first meetings in March 2014 and subsequent meetings will be held in May, July and November.
- The new Commission Regulation limits the coverage of aviation ETS to emissions from flights within the EEA. Exemptions for operators with low emissions have also been introduced.
- In 2016 a review will take place in response to the results of the 2016 ICAO Assembly. Commission to report on: (1) Actions to implement global MBM that will reduce greenhouse gas emissions in non-discriminatory way; (2) Scope of the EU ETS from 2017 onwards; (3) Use of auctioning revenues and (4) Environmental effectiveness.

EU ETS – Objectives and scope (Chris Dekkers, ECRAN)

- An overview of Article 3 (inclusion of Aviation into the EU ETS) was presented, including the provisions on Monitoring and Reporting (Articles 14 and 15)
- MRV (Monitoring, Reporting and Verification) is the backbone of the EU-ETS. It requires: (1) Precise, well-defined requirements on the monitoring, reporting and verification of emissions; (2) Adherence by the aircraft operators to the basic principles of MRV, i.e. Completeness; Consistency and comparability; Transparency; Accuracy; Integrity of methodology; Continuous improvement; (3) A well-defined structure and format for the monitoring, reporting and

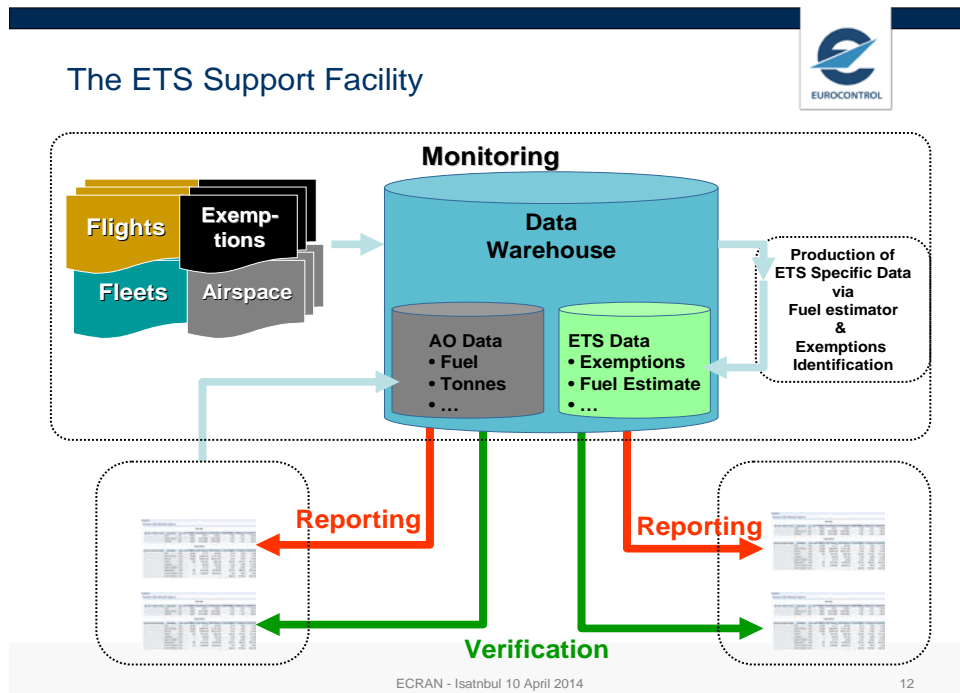


verification of emissions and (4) Each actor in the Compliance Cycle plays its role as required and is aware of its own responsibility

- An overview of the web links to the corresponding legislation and templates was provided

Inclusion of aviation in EU ETS – EUROCONTROL flight data (Stefano Mancini, EUROCONTROL)

- The ETS Support facility was presented as well as the manner in which it assist the competent authorities in ensuring compliance. The ETS Support Facility will provide ETS relevant information and data in order to aid the ETS Competent Authorities in meeting their regulatory obligations under the EU ETS.



- The ETS Support Facility is available as an on-line permanent support to the EU Member States' ETS Competent Authorities, following the conclusion of contractual arrangements with EUROCONTROL. The information provided by EUROCONTROL for a specific Aircraft Operator consists of:
 - a draft annual emissions report, and associated flight data information provided by email. This draft report is provided in the form of an Excel file compliant with the EU ETS Scheme reporting format for such documents. This report will include also the "kilometres" data for the airport pairs contained in the report (for the tonne-kilometre verification). Since February 2013, an additional page is available in the report, including all flights to be reported under the Stop-the-clock derogation;
 - a text file in a comma separated file (csv) format containing the list of the flights attributed to the Aircraft Operator and operating in the ETS area (both included and exempted fights) with details allowing the identification of the flight and the reasons



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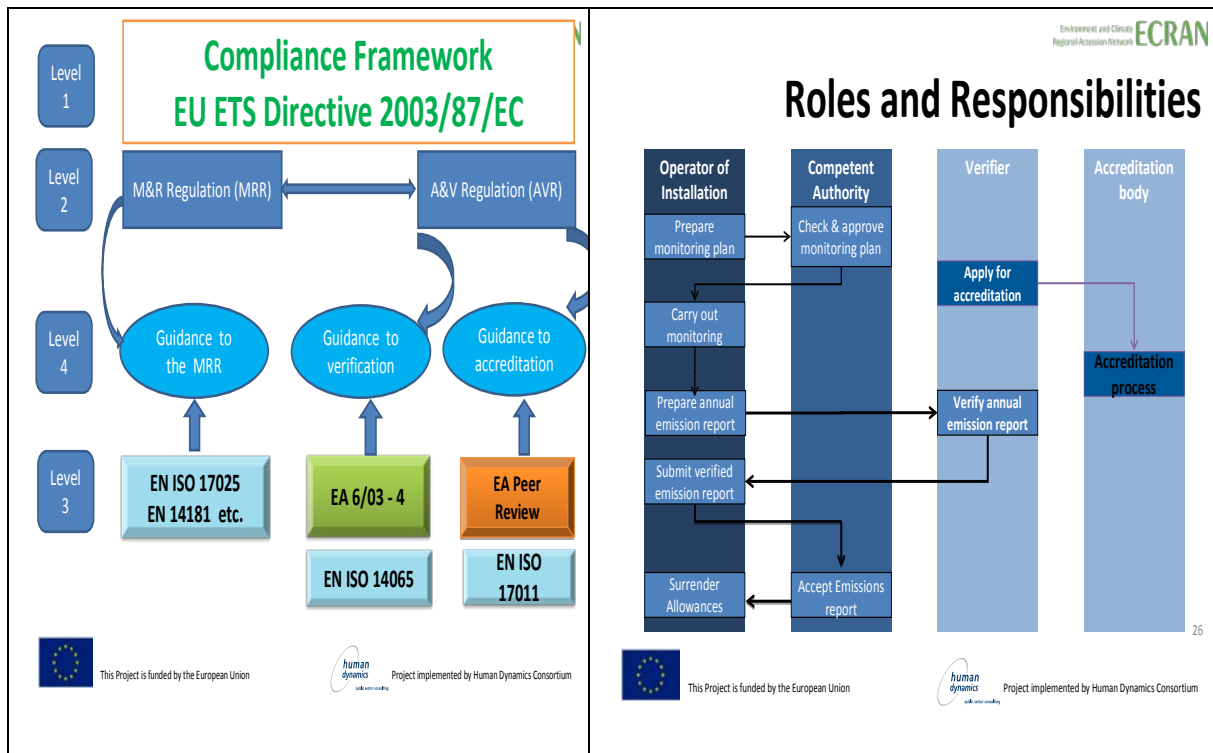


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for its inclusion, exemption, the attribution to the operator, and the "kilometre" data (departure airport , destination airport , departure date and time , call sign , aircraft registration mark -if available-, flown distance , applicable route charge exemption -if any-, estimated fuel consumption , estimated CO2 emissions, possible ETS exemption as determined by EUROCONTROL) upon which the Aircraft Operator's draft annual emissions report is built.

Overview of the EU ETS legislation and guidance related to aviation Monitoring and Reporting Regulation No 601/2012 Accreditation and Verification Regulation No 600/2012. (Chris Dekkers)

- Presenting the two regulations (MRR and AVR) and the requirements impacting aircraft operators
- Summary of the guidance and templates to support compliance with the MRR and AVR requirements
- Roles and responsibilities of actors in the compliance cycle were presented



The role of Competent Authorities in the EU ETS compliance cycle and the steps and processes to ensure that aircraft operators are informed on how to comply with the requirements (Charalambos Savvidis – German Emissions Authority -DEHSt)

- The presentation provided a detailed overview of the compliance cycle and a presentation of the obligations and reports to be submitted by the different Actors. It also provided information on how the CA provides help to the operators.
 - The minimum contents of the Monitoring Plan were presented. DEHSt provides guidance documents, a sample Monitoring Plan, a user Manual and XML Interface for the electronic Monitoring Plan
 - Emissions Reporting and Verification of the Emissions Report
 - Surrendering of Allowances
 - Report checking and enforcement



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- What DEHSt does to prepare Airline Operators for EU ETS
- How CAs may use the Eurocontrol Support Facility

Monitoring and reporting in practice; methods and tools (Renée Peerboom – Dutch Emissions Authority- NEa)

- Explaining the legal, institutional and procedural requirements for the Competent Authorities
- Introduction of the templates used for the monitoring plans, tonne-kilometres MP and the annual emissions report
- Outlining the most relevant guidance material for monitoring and reporting and how to use them

Verification and Accreditation specifying the guidance and tools available to comply with the requirements (Saviour Vassallo , Climate Change Malta Resources Authority)

- Explaining the legal, institutional and procedural requirements for verifiers and accreditation bodies and what the role is of the CA
- Introduction of the templates used for the verification of annual emissions reports and the tonne-kilometres reporting
- Outlining the relevant guidance material for verification and accreditation

Day 2 , 11 April 2014:

EU ETS and aviation: Impact on the industry and response (Michael Kluge – Sr. Director Aviation Regulatory & Compliance Affairs of DHL Germany)

- How DHL responded to the compliance challenges of EU ETS?
 - Involvement as from the beginning & tracking of current legal updates
 - Close cooperation with competent authorities and external?. verifier
 - On-time delivery of all required reports
- Which internal administrative changes DHL had to make in response to these compliance challenges?
 - Establishing a dedicated ETS-Team
 - Re-configuration of IT applications
 - Definition and documentation of new processes and procedures (incl. Monitoring Plans, AE & TK Reports)
- How it has impacted emissions from DHL?
 - DPDHL supports EU-ETS as a valuable market based measure to reduce CO2
 - DPDHL's Corporate Program GoGreen is offering carbon neutral transport
 - A great Fuel Efficiency Tracking Tool

Explaining the MP templates, submission and assessment of the MPs (Renée Peerboom)

- Detailing the most important MP requirements
- How the NEa evaluates the MP templates
- Use of checklists and the provision of feedback to AOs



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Drafting of the AER and steps towards verification and use of the guidance documents (Saviour Vassallo)

- Explanation of the AERs requirements and the improvement report and providing some of the reporting details
- Common mistakes by verifiers – lessons learnt by other CAs

Preparing aircraft operators for EU ETS (Charalambos Savvidis)

- Outlining mistakes regularly made by AOs in their submissions of MPs and AERs to the CA, and explaining how errors can be avoided
- DEHSt thinks that the nonconformities, issues and findings which have been made in the past years are good reasons for CA's to evaluate MP's and AER carefully
 - Description of the data gap approach is not in line with MRR ((1) Existence of secondary reliable data (e.g. the malfunction of a data transmission does not lead to a data gap) (2) Putting forward an approach to fill data gaps which is not conservative (not underestimating)
 - Insufficient description of data collection, handling and control activities and quality assurance
 - Low transparency of monitoring method (too little information)

Experiences in Croatia with the implementation of the EU ETS in the aviation sector (Madlena Ožanić, Ministry of Environment and Nature Protection of Croatia)

- Explanation of Croatia's experiences with implementation of the EU ETS legislation
- How to ensure compliance with the ETS requirements . An Interactive approach with AOs is recommended. The better the understanding of requirements by the AOs, the better their submissions and the easier the work of the CA.
- Lessons learned:
 - Determine, provide and accept technical and financial support
 - Accurate determination of the goals and means of implementation, including technical and IT support
 - Establishment of the horizontal and vertical, flexible procedures in competent authorities
 - Constant involvement in EC policy developments
 - Importance of the participation at the relevant meetings and workshops organized by the EC

Training Session (moderated by Saviour Vasallo and Renée Perenboom)

- Reference is made to Annex IV (Guidance and examples)
- Training Session on using the guidance and templates that support the Monitoring and Reporting Regulation
 - Template 2: MP for the monitoring of emissions of aircraft operators
 - Template 5: Annual Emissions Report (AER) of aircraft operators
 - Template 8: Improvement report for aircraft operators
- Training Session on Using guidance and templates that support the Accreditation and Verification Regulation
 - Practical case (imaginary case)



- Overview of verification procedures
- Overview of guidance documents and templates
- Use of the Verification Report template
- Outline of the Information Exchange templates

Planning and Preparation for EU ETS (Imre Csikós)

- The following recommended steps for developing a EU ETS system in the country are outlined:
 - Step 1: ETS Implementation Plan
 - Step 2: Designate the Competent Authority
 - Step 3: Develop necessary legislation
 - Step 4: Determine capacity building requirements for implementation
 - Step 5: Start with Monitoring, Reporting, Verification and Accreditation
 - Step 6: Learn the actual trading
 - Step 7: Set up the compliance structures



Tentative listening



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V. Evaluation

35 Participants (excluding the presenters) filled in the evaluation form which is a response of 70% (as compared to the originally confirmed participants attendance list of 50 participants, excluding the presenters).

The results of the evaluation shows that the workshop was very well received, where 85% of the participants indicated that attending the workshop was time well spent for them and only 13 % consider this aspect as average. Also, 91% rated the workshop as high level (rated between excellent and good) and 97 % of the participants rated the facilitators between excellent and good.

Furthermore 71% of the participants claim to have received **a full** practical understanding of the mechanisms and requirements of the EU ETS and their implications for aircraft operators, verifiers and regulators, while 53% of the participants claim that their expectations are met in full for getting prepared for the EU ETS in the aviation sector (41% mentions that this is true partially for them).

Although the large majority was very positive, some negative evaluations were received. As can be seen from the evaluation below 2 out of 35 responses (both from Turkish participants) were negative in their evaluation and in their comments.

Statistical Information

1.1	Workshop Session	Regional Training on inclusion of aviation into the EU Emission Trading Scheme, with focus on the Monitoring and Reporting, and Accreditation and Verification Regulations for Regional Aircraft Operators
1.2	Facilitators name	Imre Csikós (ECRAN)/ Monique Voogt (ECRAN)/Eve Tamme (European Commission)/Chris Dekkers (ECRAN)/Stefano Mancini (EUROCONTROL)/ Charalambos Savvidis (D)/ Renée Peerboom (NL)/ Saviour Vassallo (MT)/Michael Kluge (ECRAN)/ Madlena Ožanić (HR)
1.3	Name and Surname of Participants (evaluators)	As per participants' list.

Your Expectations

Please indicate to what extent specific expectations were met, or not met:



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My Expectations	My expectations were met		
	Fully	Partially	Not at all
1. Detailed knowledge of EU ETS legislation and its compliance processes relevant for aviation	68%	I (32%)	
2. Practical understanding of the mechanisms and requirements of the EU ETS and their implications for aircraft operators, verifiers and regulators	71%	(29%)	
3. Practical training session on Day 2 (using guidances and templates) have been an appropriate tool to learn to work with the ETS requirements	I (47%)	II (50%)	I (3%)
4. Getting prepared for EU ETS in the aviation sector	(53%)	(41%)	II (6%)

Workshop and Presentation

Please rate the following statements in respect of this training module:

Aspect of Workshop	Excellent	Good	Average	Acceptable	Poor	Unacceptable
1 The workshop achieved the objectives set	(59%)	I (32%)	(9%)			
2 The quality of the workshop was of a high standard	I (62%)	(29%)	(9%)			
3 The content of the workshop was well suited to my level of understanding and experience	(51%)	I (31%)	(14%)	I (3%)		
4 The practical work was relevant and informative	(44%)	(24%)	I (18%)	(12%)	I (3%)	
5 The workshop was interactive	I (62%)	(12%)	(15%)	(9%)	I (3%)	
6 Facilitators were well prepared and knowledgeable on the subject matter	(71%)	(26%)	I (3%)			
7 The duration of this workshop was neither too long nor too short	(44%)	(26%)	I (18%)	(9%)	I (3%)	
8 The logistical arrangements (venue, refreshments, equipment) were satisfactory	56%	(24%)	(15%)	(6%)		
9 Attending this workshop was time well spent	(63%)	II (22%)	(13%)		I (3%)	



Comments and suggestions

The participants had the following comment and/or suggestions in addition to questions already answered:

Workshop Sessions:

- More interaction during the sessions. Not only after the session ends
- Was too theoretical
- All sessions were truly informative and full of useful information. I hope that in a future (as potential verifier) will have an opportunity to use in praxis what I learned though the training sessions
- Examples should be increased in a more practical way
- We are as AO under UK Registry and unfortunately there was nobody from UK. But all day I learned some new and valuable information besides UK Registry and toll ETSWAP
- All presentations were very useful. Everything that we learned here will be useful as we are at beginning of this process (BiH 1)
- All presentations were very useful for us. Everything that we learned here will be useful as we are at beginning of this process (BiH2)
- The information provided was very congested and at times difficult to comprehend. Perhaps extending the training for another day would have been more appropriate
- Ok
- There should be small breaks after 2 speeches. Longer sessions cause loss of concentration
- Too many repetitions of the legislation, information, implementations. Combining operators and authorities did not work. As an operator I felt bored while listening to the authorities requirements. Croatia's problems were too specific, I would prefer more detailed case study for operators

Facilitators:

- Facilitators made a good job and also help me to get a better knowledge of the topic
- Love Saviour's energy
- They were all great, especially Imre Csikós
- Content was ok
- Very great. Very good presentations and useful
- They fulfilled all my expectations and I appreciate their efforts that they made concerning organisation and preparation of this workshop
- Most of the presentations were very good. In my opinion the most interesting and useful were presentations of Mr Saviour Vassallo, Mr Michael Kluge and Mrs. Renée Perenboom. Facilitators were very good.
- Excellent
- Ok
- Ok
- Ok
- Quite helpful and knowledgeable. Croatia was irrelevant to the topic. I wouldn't expect to listen to the problems of Croatia within this training. I would expect the presentation of Turkey as a Member of ECRAN. More adequacy to be provided to time management

Workshop level and content:

- Longer training sessions and deeper practical training
- Unfortunately this workshop was on higher level than I expected. This was my first experience with this topic on workshop. Very good idea to make a workshop together with both verifiers, authorities and companies
- Since everything is quite well, I've nothing to add



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-
- Good thing would be more power sockets for computers of participants
 - The quality of the workshop was of a high standard
 - The workshops achieved the objectives set. During this workshop we got detailed knowledge of EU ETS legislation and practical understanding of mechanisms and requirements of the EU ETS. All we learned here will help us in the future work
 - Excellent
 - Excellent
 - Excellent
 - Ok
 - If there was a translation service, this training will be more fruitful than now. Also company which was organising this was not successful
 - Workshop topics were well known by airlines since we all apply our emission reports till 2012. Thus content were all well known. It was like hearing same thing again and again. We would like to hear more about future of the ETS, not today or past. Next time please separate a detailed presentation on the future of the ETS
 - Quite helpful but a bit long, would be specified to shorten the duration. Operator and authority sides would be separated as one day each. Summarised information is diamond for operators. Thanks in general, welcome back again. Best regards
-

Hereafter the evaluation is presented in graphical form



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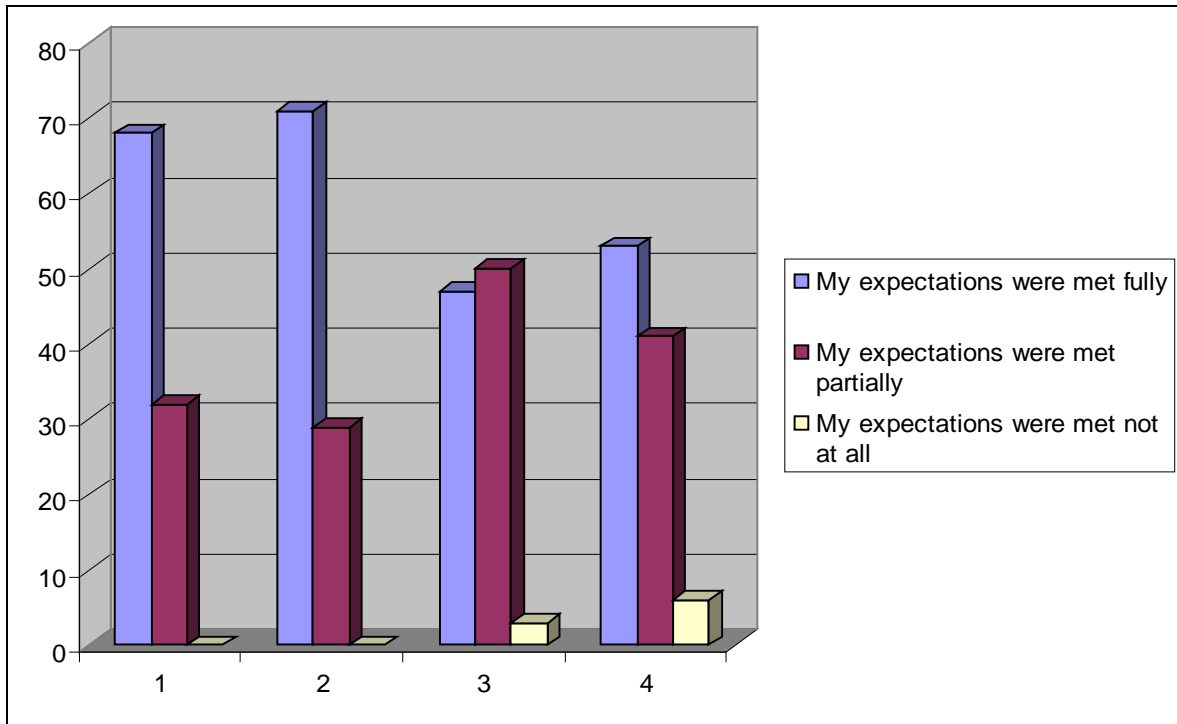


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X axis:

1. Detailed knowledge of EU ETS legislation and its compliance processes relevant for aviation
2. Practical understanding of the mechanisms and requirements of the EU ETS and their implications for aircraft operators, verifiers and regulators
3. Practical training session on Day 2 (using guidance and templates) have been an appropriate tool to learn to work with the ETS requirements
4. Getting prepared for EU ETS in the aviation sector

Y axis: Percentages (35 filled in evaluations)



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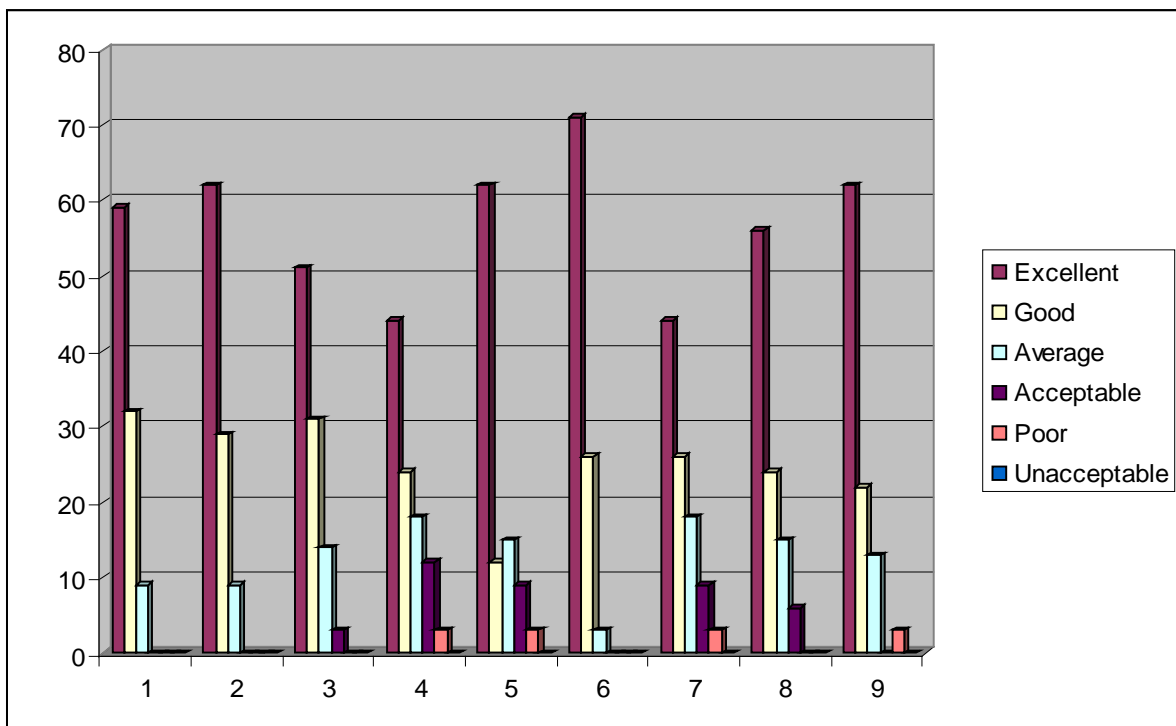


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X axis:

- 1 The workshop achieved the objectives set
- 2 The quality of the workshop was of a high standard
- 3 The content of the workshop was well suited to my level of understanding and experience
- 4 The practical work was relevant and informative
- 5 The workshop was interactive
- 6 Facilitators were well prepared and knowledgeable on the subject matter
- 7 The duration of this workshop was neither too long nor too short
- 8 The logistical arrangements (venue, refreshments, equipment) were satisfactory
- 9 Attending this workshop was time well spent

Y axis: Percentages (35 filled in evaluations)



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ANNEX I – Agenda

Thursday 10th April 2014 (Day 1 of training)

- The 1st day will provide a background and rationale for the inclusion of aviation in the EU ETS, addressing the key role of aviation in global GHG mitigation efforts, and the important role of EUROCONTROL in providing the basic data for EU ETS compliance of the aviation industry, as well as the practical experience of an aircraft operator in complying with EU ETS. EU ETS regulation and guidance are presented together with the various templates developed to assist in the compliance cycle.
- The time allocated to the presentations include time for Q&A (at least 15 min).

Venue: tbd, Istanbul				
Start	Finish	Topic	Speaker	Sub topic/Content
08:30	09:00	Registration		
09.00	09.15	Formal opening, word of welcome, and presentation ETS/aviation in Turkey	Deputy Undersecretary Professor Mehmet Emin Birpinar, Ministry of Environment and Urbanisation	
09.15	09.30	Round of introduction participants		
09.30	09.45	Introduction to ECRAN	Imre Csikós, ECRAN	<ul style="list-style-type: none"> • Introduction to ECRAN
9.45	10.00	ECRAN Climate Working Group and introduction to training	Monique Voogt, ECRAN	<ul style="list-style-type: none"> • ECRAN Climate – Working Group ETS • Results needs assessment • Objectives of the workshop / Introduction to training and agenda



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10.00	10.30	Aviation in ETS: latest developments	Eve Tamme, European Commission, DG Climate Action	<ul style="list-style-type: none"> • Inclusion of aviation into the ETS • History • International Civil Aviation Organization (ICAO) initiative to reach a global agreement to tackle aviation emissions • Future perspective on aviation in ETS
10.30	10.45	Coffee Break		
10.45	11.30	EU ETS – Objectives and scope	Chris Dekkers, ECRAN	<ul style="list-style-type: none"> • EU ETS contribution to the Climate and Energy Package • Overview of main provisions and articles of Directive 2003/87/EC and its implementing Regulations • Principal obligations of Member States • Inclusion of aviation into the EU ETS and the implications for ensuring consistent data
11.30	12.15	Inclusion of aviation in EU ETS – EUROCONTROL flight data	Stefano Mancini, EUROCONTROL (tbc)	<ul style="list-style-type: none"> • Monitoring flights and emissions from the Aviation sector and how EUROCONTROL flight control data have led to the development of the ETS Support Facility • Outline of the ETS SF and how it supports the competent authorities in ensuring compliance
12.15	13.00	Overview of the EU ETS legislation and guidance related to aviation Monitoring and Reporting Regulation No 601/2012 Accreditation and	Chris Dekkers, ECRAN	<ul style="list-style-type: none"> • Presenting the two regulations (MRR and AVR) and the requirements impacting aircraft operators • Summary of the guidance and templates to support compliance with the MRR and AVR requirements • Stressing the importance of cooperation between the Competent Authorities and the activities of the Compliance Forum Task Force on Aviation



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		Verification Regulation No 600/2012.		
13.00	13.45	LUNCH		
13.45	14.30	The role of Competent Authorities in the EU ETS compliance cycle and the steps and processes to ensure that aircraft operators are informed on how to comply with the requirements	Charalambos Savvidis – German Emissions Authority (DEHSt)	<ul style="list-style-type: none"> • Outline of the Compliance Cycle and its actors • Steps CAs can take to prepare AOs in time for EU ETS • How can the communication be established and what did the DEHSt do to make AOs ready for EU ETS • How can CAs use the ETS Support Facility in ensuring that AOs comply with the ETS requirements
14.30	15.15	Monitoring and reporting in practice; methods and tools	Renée Peerboom (NL) – Dutch Emissions Authority (NEa)	<ul style="list-style-type: none"> • Explaining the legal , institutional and procedural requirements for the Competent Authorities • Introduction of the templates used for the monitoring plans, tonne-kilometres MP and the annual emissions report • Outlining the most relevant guidance material for monitoring and reporting and how to use them
15.15	15.30	Coffee break		
15.30	16.15	Verification and Accreditation specifying the guidance and tools available to comply with the requirements	Saviour Vassallo (MT), Climate Change Malta Resources Authority	<ul style="list-style-type: none"> • Explaining the legal , institutional and procedural requirements for verifiers and accreditation bodies and what the role is of the CA • Introduction of the templates used for the verification of annual emissions reports and the tonne-kilometres reporting • Outlining the relevant guidance material for verification and accreditation



16.15	16.30	Conclusions and wrap-up 1 st day / outlook 2 nd day	Monique Voogt, ECRAN	
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Friday 11th April 2014 (Day 2 of training)

Day 2 continues with the practical and operational aspects of the regulation on ETS/aviation. The experiences of EU Member States are presented. The training is concluded with practical work on using the guidance and on the next steps in implementing the MRR/AV systems for aviation.

Venue: tbd, Istanbul				
Start	Finish	Topic	Speaker/trainer	Sub topic/Content
08:30	09:00	Coffee		
09.00	09.15	Opening and agenda	Monique Voogt, ECRAN	
09.15	10.00	Overview of yesterday's presentations and discussions	Imre Csikós/Chris Dekkers	
10.00	10.45	EU ETS and aviation: Impact on the industry and response	Michael Kluge – Sr. Director Aviation Regulatory & Compliance Affairs of DHL Germany	<ul style="list-style-type: none"> • How DHL responded to the compliance challenges of EU ETS • Which internal administrative changes DHL had to make in response to these compliance challenges • How it has impacted emissions from DHL
10.45	11.00	Coffee break		



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11.00	11.30	Explaining the MP templates, submission and assessment of the MPs	Renée Peerboom	<ul style="list-style-type: none"> • Detailing the most important MP requirements • How the NEa evaluates the MP templates • Use of checklists and the provision of feedback to AOs
11.30	12.00	Drafting of the AER and steps towards verification and use of the guidance documents	Saviour Vassallo	<ul style="list-style-type: none"> • Explanation of the AERs requirements and the improvement report and going into some of the reporting details • Common mistakes by verifiers – lessons learnt by other CAs
12.00	12.45	Preparing aircraft operators for EU ETS	Charalambos Savvidis	<ul style="list-style-type: none"> • Outlining mistakes regularly made by AOs in their submissions of MPs and AERs to the CA, and explaining how errors can be avoided
12.45	13.45	Lunch break		
13.45	14.15	Experiences in Croatia with the implementation of the EU ETS in the aviation sector	Madlena Ožanić, Ministry of Environment and Nature Protection of Croatia	<ul style="list-style-type: none"> • Explanation of Croatia's experiences with implementation of the EU ETS legislation • How to ensure compliance with the ETS requirements
14.15	15.30	Training Session 1 for AOs and CAs: Using the guidance and templates that support the Monitoring and Reporting Regulation	Moderated by Renée Peerboom and Michael Kluge, with assistance of Charalambos Savvidis / Madlena Ožanić	<ul style="list-style-type: none"> • Practical case (real or imaginary operator) • Template 2: MP for the monitoring of emissions of aircraft operators • Template 5: Annual Emissions Report (AER) of aircraft operators • Template 8: Improvement report for aircraft operators • Data collection and processing approach
14.15	15.30	Training Session 2 for Verifiers, Accreditation Bodies and CAs: Using guidance and templates	Moderated by Saviour Vassallo and Chris Dekkers	<ul style="list-style-type: none"> • Practical case (real or imaginary operator) • Overview of verification procedures • Overview of guidance documents and templates • Use of the Verification Report template • Outline of the Information Exchange templates



		that support the Accreditation and Verification Regulation		
15.30	15.45	Coffee break		
16.45	17.00	Lessons learnt and discussion of the next steps - EU ETS implementation roadmap	Moderated by Imre Csikós, ECRAN, assisted by other trainers	<ul style="list-style-type: none"> • What are the next steps in implementation and compliance? • Roadmap for ETS with focus on inclusion of aviation • Remaining gaps
17.00	17.15	Summary of the training and wrap-up	Monique Voogt, ECRAN	<ul style="list-style-type: none"> • Brief recapturing and summarising all issues addressed • Recommendations for further “homework” and next steps • Evaluation of the workshop and training • Remaining training needs • Outlook to future training programmes under ECRAN



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ANNEX II – Participants

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ANNEX III – Presentations (under separate cover)

Presentations can be downloaded from

<http://www.ecranetwork.org/Climate/Emissions-Trading>



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ANNEX IV – Training Materials

Can be downloaded from

<http://www.ecranetwork.org/Climate/Emissions-Trading>



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