



Q & A on tonne-kilometre monitoring and reporting requirements under the EU ETS

➤ Why do I need to monitor and report tonne-kilometre data?

- The allocation of free allowances will be based on the airline's tonne-kilometres as a proportion of the total tonne-kilometres of all airlines covered by the scheme.
- Applications for free allowances should be made by submitting tonne-kilometre data for flights covered by the scheme performed during the monitoring year (2010 for first two trading periods).
- An accredited verifier must verify each data submission before it can be submitted to the administering Member State. In order for the verifier to conduct the necessary checks an airline will most likely be required to keep all the underlying data.

➤ What tonne-kilometre data needs to be monitored?

- Tonne-kilometre data are calculated by using the formula: distance (km) x payload (t)
- "distance" means the great circle distance (GCD) between the aerodrome of departure and the aerodrome of arrival plus an additional fixed factor of 95 km;
 - The GCD is calculated using the system in Article 3.7.1.1. of Annex 15 of the Chicago Convention (WGS 84).
 - GCD calculations shall use Aeronautical Information Publications (AIP) data
 - Distances calculated by software or by a third party may be used provided that they are based on the Chicago system and AIP data.
- "payload" means the total mass of freight, mail and passengers carried. It shall be calculated using the formula: mass of freight and mail (t) + mass of passengers and checked baggage (t)
- *Mass of freight and mail:*
 - Actual or standard mass contained in the mass and balance documentation shall be used. If not available the aircraft operator has to propose a suitable methodology for determining the mass, for approval of the competent authority.
 - The actual freight and mail mass shall exclude the tare weight of all pallets and containers that are not payload, and the service weight.
- *Mass of passengers and checked baggage:*
 - The number of passengers shall be the number of people on-board excluding crew members.
 - An aircraft operator may choose to apply either:
 - The actual or standard mass for passengers and checked baggage contained in the mass and balance documentation.
 - Or a default value of 100kg for each passenger and their checked baggage.

- Within the same trading period the chosen method shall be applied to all flights.

➤ How should the monitored tonne-kilometre data be reported?

- In addition to data identifying the aircraft operator, contact details (aircraft operator and verifier) and other administrative information (reporting year, reference of monitoring plan), the report on tonne-kilometre data should include the following information:
 - Changes and deviations from the approved monitoring plan.
 - Aircraft registration numbers and types of aircraft used by aircraft operator.
 - Chosen method for calculation of mass for passengers and checked baggage as well as for freight and mail.
 - When reporting tonne-kilometre data the following aggregate data must be provided:
 - Total number of tonne-kilometres and passenger kilometres for all flights performed during the year under the scheme
 - For each aerodrome pair:
 - ICAO designator of the two aerodromes
 - Distance in km (=GCD + 95 km)
 - Total number of flights
 - Total mass of passengers and checked baggage (t)
 - Total number of passengers
 - Total number of passenger-kilometres
 - Total mass of freight and mail (t)
 - Total number of tonne-kilometres
- The Commission is planning to publish an electronic template for submission of the tonne-kilometre report (not yet available), and so may some of the administering Member States.

➤ When should the tonne-kilometre data be monitored and reported?

- The collection of tonne-kilometre data must cover “the year ending 24 months before the trading period”. For the first trading period (2012) the monitoring year is therefore 2010. Note however that 2010 is also the monitoring year for the second trading period (2013-2020).
- For the first trading period (2012) airlines have to apply for their free allocation of allowances by 31 March 2011 together with their application for free allowances for the second trading period.

➤ When will the requested allowances be issued to the operators?

- Once an aircraft operator has applied to the administering Member State for free allowances,
 - The European Commission will decide by 30 September 2011 on the quantity of available allowances and their distribution.
 - By 31 December 2011, EU Member States will calculate and publish the allocation of free allowances to operators.
 - By 28 February each year (starting in 2012), the free allowances will be issued to the operators.