

European Union Emissions Trading Scheme (EU ETS)

Reporting of fuel density for EU ETS purposes

Background

The European Union Emissions Trading Scheme is the largest multi-national emissions trading scheme in the world and is a major part of the EU climate policy. The EU directive to include aviation within the EU ETS came into force in February 2009. This Directive requires aircraft operators to monitor and report verified data on carbon dioxide emissions arising from aviation activities covered by the scheme. All regular flights departing from and arriving at EU airports will be included in the EU ETS from 2012 and, to comply with the Directive, aircraft operators are required to monitor their emissions from 2010.

Affected aircraft operators must submit applications for both their emissions monitoring plans and their tonne-kilometre monitoring plans. To calculate the mass of fuel uplifted for ETS purposes a fuel density is required. The scheme allows monitoring plans to use one of three options:

- (1) density determined using the aircraft on-board fuel system densitometer
- (2) density of fuel actually loaded provided by fuel supplier
- (3) a standard density of 0.800 kg/litre

JIG Recommended Policy for Into-plane Fuelling Operations

JIG strongly recommends the use of either option (1) or (3) and it is understood that a number of airlines have made successful submissions to the EU based on these procedures.

JIG has considered option (2) and has come to the conclusion that it is not a suitable arrangement for JV locations. Although Joint Guidelines allows the ad-hoc measurement of density by airline staff at the point of fuelling, using equipment provided by the into-plane service provider, this is not considered to be a practical option for routine operations. In addition to the problems of nominating an indicative density, there are no reliable means to communicate the values to airlines. Writing densities on fuel delivery tickets is not supported by JIG unless covered by a specific additional service agreement with the service provider.

This document is intended for the guidance of Members of the Joint Inspection Group (JIG) and companies affiliated with Members of JIG, and does not preclude the use of any other operating procedures, equipment or inspection procedures. Neither JIG, its Members, the companies affiliated with its Members nor the International Air Transport Association (IATA) accepts responsibility for the adoption of this document or compliance with this document. Any party using this document in any way shall do so at its own risk.