

Sustainable Academic Travelling: a regulatory perspective

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28 June 2019, ULB, Brussels



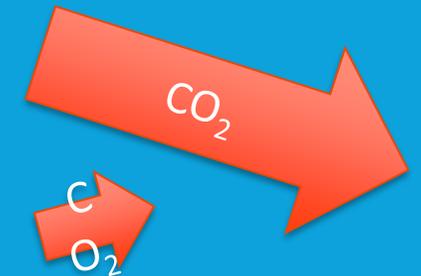
Regulatory approaches DO exist:

For flights within the EU, and flights between EU territory and Norway, Iceland, Liechtenstein, and, in the near future, Switzerland:

Aviation is covered by the EU Emissions Trading System

EU ETS emissions decreased

But aviation emissions increased within this total cap



For other flights:

ICAO aims at carbon neutral growth from 2020



EU ETS:

less generous for aviation from 2021 onwards

From 2021 onwards, the same linear reduction factor that applies to stationary installations, -2.2% annually, will apply to allocations to aviation.



Aviation and industries will be competing on the market for allowances, under increasing scarcity (how will this turn out? Aviation emissions still rise?)

ICAO - > Corsia -> the critical issue of offsetting

- The ICAO approach rests on a basket of measures, among which offsetting of emissions
- Offsetting was a practice introduced by the Kyoto Protocol, but many critical comments, negative experiences, while, in theory, offsetting may lead to important cost savings
- **RQ: How to move to an adequate, well functioning form of offsetting?**
 - Article 6 Paris Agreement -> no consensus yet on detailed rules
 - Corsia -> yet to be further investigated

National and other initiatives regarding aviation

- Litigation regarding airports
- National taxes (complementary to the EU ETS)
- Naming and shaming of aviation companies, and of those who fly (private action)

What should, in my view, academics do?

Consider whether you need to travel and, if so, take the less polluting option as reasonably possible

If you fly (or if you take another high polluting transport mode):

**Start to experience with compensation, certainly for flights to countries not participating to the EU ETS,
and examine the concept to find the best option possible!**

Moreover, the ambition of the EU ETS - and the ambition of all parties to the Paris Agreement - but also the ambition of ICAO - is and needs to be debated in view of strengthening the ambition to reduce global emissions