

## **PRESS RELEASE**

### **Ventana Aviation and Camco announce Alliance to assist airlines in meeting new European aviation emissions obligations**

- *From January 2012 all aircraft operators flying to/from EU destinations will be subject to EU Directive requiring mandatory CO<sub>2</sub> emissions reductions*
- *Affects all aircraft operators flying to or from an EU destination, approximately 4,000 operators in total*
- *Affected operators must submit plans on how they will monitor and report on emissions from 2010 onwards, and on tonne-km activity benchmarking during 2010. For operators administered by the UK, the deadline for these plans is November/December 2009*
- *The emissions reporting plan is mandatory. The benchmarking plan is voluntary, but if one is not submitted, the operator will have to pay for its emissions allowances up to 2020. Submission of the benchmarking plan is the first step to securing a **free** allowance allocation*
- *Ventana Aviation and Camco have established an alliance to support airlines in meeting these complex new emissions requirements.*

Ventana Aviation ([www.ventana-aviation.com](http://www.ventana-aviation.com)), a specialist supplier of aviation services and Camco, ([www.camcoglobal.com](http://www.camcoglobal.com)) the global carbon services company, today announced that they have joined forces to provide aircraft operators with expert advice and support on how best to meet the requirements of the new EU aviation directive.

Andrew Cowen, Ventana Aviation Managing Director, explained: “As part of Europe’s efforts to reduce harmful emissions of greenhouse gases, aviation is being targeted by policymakers with the approval of European Union Directive 2008/101/EC.

*This requires all aircraft operators – with some minor exceptions - flying to or from an EU destination, whether based in the EU or not, to monitor their emissions from January 2010, with annual caps applying from January 2012.*

*Affected operators must submit an emissions reporting plan and a separate benchmarking plan. In particular, the submission of a benchmarking plan, which sets out how tonne-km data will be monitored during 2010, secures the air operator a free allocation of emissions allowances from 2012-2020. For operators administered by the UK, the deadline for this plan is 31 December 2009”*

Gareth Jones, Camco Technical Director, stressed: “By not meeting these requirements, aircraft operators risk finding themselves needing to purchase proportionately more emissions allowances than their competitors, potentially incurring significant cost. Its important for operators to meet the immediate requirements of the Directive, but at the same time not to lose sight of the strategic implications, putting into place the necessary management systems and plans to ensure that they remain competitive in a carbon constrained economy.”

Mr Cowen went on to explain how the Ventana Aviation/Camco team can help:

- Interpretation of aviation directive requirements;
- Assess/develop emission monitoring, reporting and management systems
- Preparation and/or review of emissions reporting and benchmarking plans
- Emissions reporting plan and benchmarking plan submissions and ongoing EU ETS compliance support
- Carbon emissions management and reduction strategy
- Sourcing of carbon credits to supplement agreed emissions allowances.

*“This is a relatively complex issue, requiring immediate action to meet directive obligations. The Ventana/Camco team have the specialist expertise necessary to support affected air operators.”*

**#End#**

**Additional notes for Editors:**

- Ventana Aviation ([www.ventana-aviation.com](http://www.ventana-aviation.com)) is a specialist aviation practice offering solutions to many aviation business problems where in-house expertise is either not available or not seen as core.
- Camco ([www.camcoglobal.com](http://www.camcoglobal.com)) is one of the world's leading climate change and sustainable development companies. With a 20-year track record in advisory services and one of the largest and most diversified portfolios of carbon credits, it is an international leader in identifying and implementing solutions that help businesses address their climate change risks and opportunities.

The business brings together the distinct but complementary service areas of Carbon Credits, Advisory and Investments into a unique proposition that helps clients manage all aspects of their carbon risk and all stages of their carbon management process.

- European Union Directive 2008/101/EC was approved in February 2009, including emissions from the aviation sector in the EU Emission Trading Scheme from 2012.
- Extensive recent press coverage in the UK has highlighted the extent of aviation's contribution to greenhouse gas emissions, especially when future air operator growth is considered alongside worldwide efforts to reduce absolute levels of emissions.

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