



ΑΡΧΗ
ΠΟΛΙΤΙΚΗΣ
ΑΕΡΟΠΟΡΙΑΣ

Οι εξελίξεις για το 2025 στο Κανονιστικό Πλαίσιο της Παρακολούθησης Αερίων Εκπομπών της Πολιτικής Αεροπορίας



ENSURING SUSTAINABLE AIR TRANSPORT

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ΥΠΟΧΡΕΩΣΕΙΣ ΠΑΡΑΚΟΛΟΥΘΗΣΗΣ ΑΕΡΙΩΝ ΕΚΠΟΜΠΩΝ ΤΟΥ ΘΕΡΜΟΚΗΠΙΟΥ / GHG EMISSIONS

EU ETS

- EU ETS Directive 2003/87/EC



UK ETS

- Greenhouse Gas Emissions Trading Scheme Order 2020.



Non-CO2

CH ETS

- Art. 46.d CO2 Swiss Ordinance & Annex 13.1.



CORSIA

ΑΝΑΘΕΩΡΗΣΗ ΕΥ ΕΤΣ ΓΙΑ ΤΙΣ ΑΕΡΟΜΕΤΑΦΟΡΕΣ

- ✓ Οι Διεθνείς πτήσεις εντός του ΕΟΧ παραμένουν στο ΕΥ ΕΤΣ και **ενσωματώνεται η εφαρμογή του συστήματος CORSIA** στη νομοθεσία της ΕΕ για πτήσεις από / προς τρίτες χώρες για τα έτη 2021 έως 2026.
- ✓ Με τον ΕΚ 2024/1879 θεσπίζονται κανόνες για τον υπολογισμό των απαιτήσεων αντιστάθμισης του συστήματος CORSIA. Διατήρηση του Reduced Scope ΕΥ ΕΤΣ έως τέλη 2026.
- ✓ Επανακαθορισμός συνολικής ποσότητας δικαιωμάτων προς κατανομή στους Φορείς Εκμετάλλευσης Αεροσκαφών (ΦΕΑ) το 2024 με βάση το σύνολο εκπομπών που ανέφεραν στις Ετήσιες Εκθέσεις το 2023.
- ✓ Αναθεώρηση του Κανονισμού Παρακολούθησης και Αναφοράς (Monitoring and Reporting Regulation – ΕΚ 2018/2066) με τον ΕΚ 2024/2493, ώστε να ενσωματωθούν ορισμοί και ρυθμίσεις για την παρακολούθηση και την υποβολή εκθέσεων σχετικά με τις εκπομπές από ανανεώσιμα καύσιμα μη βιολογικής προέλευσης και καύσιμα ανακυκλωμένου άνθρακα και της παρακολούθησης και υποβολής εκθέσεων από τις εκπομπές των αερομεταφορών που δεν σχετίζονται με το CO₂.
- ✓ Αναμένουμε την Αναθεώρηση του Κανονισμού Διαπίστευσης και Επαλήθευσης (Accreditation and Verification Regulation - AVR) το 1^ο τρίμηνο του 2025.
- ✓ Προθεσμία υποβολής των Εκθέσεων (AER) & νέου Σχεδίου Παρακολούθησης (MP) έως 28 Μαρτίου 2025.
- ✓ Δικτυακός Τόπος Πληροφόρησης για τις εξελίξεις του ΕΥ ΕΤΣ https://climate.ec.europa.eu/eu-action/eu-emissions-trading-system-eu-ets/monitoring-reporting-and-verification_en

ΥΠΟΧΡΕΩΣΕΙΣ ΑΝΑΦΟΡΑΣ ΦΕΑ ΕΚΠΟΜΠΩΝ CO2

Οι ΦΕΑ που δεν υπερβαίνουν τις 25.000 τόνους CO₂ (small emitters) μπορούν να υπολογίζουν την κατανάλωση καυσίμου & τις εκπομπές CO₂ χρησιμοποιώντας το εργαλείο του Eurocontrol **small emitters tool (SET)**



The screenshot shows the website for the Small emitters tool (SET) by Eurocontrol. The header includes the Eurocontrol logo and the text 'Supporting European Aviation'. Navigation links for 'About us', 'What we do', and 'Newsroom' are present. The main heading is 'Small emitters tool' with the acronym 'SET' above it. A description states: 'Helping you estimate the fuel burn for an entire flight considering the characteristics of the air traffic covered by the EU emissions trading scheme (EU ETS)'. A prominent orange text box on the right says 'No fee charge for aircraft operators'. The URL <https://www.eurocontrol.int/tool/small-emitters-tool> is displayed in blue.

Versions of the tool available for download

The SET is updated on a regular basis in order to make it as accurate as possible. Different versions of the tool are available, depending on the year the flight was operated.

Small emitters tool (SET) - 2024

VERSION 5.14 — 15 NOVEMBER 2024

 Download

ΥΠΟΧΡΕΩΣΕΙΣ ΑΝΑΦΟΡΑΣ ΦΕΑ ΕΚΠΟΜΠΩΝ CO2

Επίσης, οι ΦΕΑ που δεν υπερβαίνουν τις 25.000 τόνους CO₂ (small emitters) μπορούν λάβουν την ετήσια έκθεση εκπομπών (AER) αυτόματα μέσω της Υπηρεσίας Πληροφοριών Περιβαλλοντικής Διαχείρισης του Eurocontrol (EMIS, παλαιότερα ονομαζόταν ETS Support Facility) και την **υποβάλλουν στην Αρμόδια Αρχή χωρίς περαιτέρω επαλήθευση.**

<https://www.eurocontrol.int/tool/emissions-trading-system-support-facility>

The screenshot shows the website for the Emissions Trading System Support Facility. The header includes the Eurocontrol logo and the text 'Supporting European Aviation'. Navigation links are 'ABOUT US', 'WHAT WE DO', 'NEWSROOM', and 'EVENTS'. The main content area features the text 'ETS SF FOR AIRCRAFT OPERATORS' and 'Emissions Trading System Support Facility'. A prominent orange text box states 'Annual fee of EUR 400 to all aircraft operators'. Below this, it says 'Helping stakeholders implement aviation's EU/UK/Swiss ETS and ICAO's CORSIA in a fair, equitable and efficient manner'. At the bottom, there are links for 'Log in' and 'Access conditions'.

Το Εργαλείο είναι διαθέσιμο σε:

- Φορείς εκμετάλλευσης αεροσκαφών
- Συμβουλευτικές Εταιρίες
- Διαπιστευμένους επαληθευτές
- Αρμόδιες κρατικές αρχές
- Ευρωπαϊκή Επιτροπή

ΠΑΡΑΚΟΛΟΥΘΗΣΗ ΕΚΠΟΜΠΩΝ NON CO2

Οι κανονισμοί ΕΚ 2023/958 & ΕΚ 2024/2493 προβλέπουν κανόνες παρακολούθησης και αναφοράς των Αερίων Εκπομπών CO2 και non-CO2 effects

- Από την **1η Ιανουαρίου 2025**, κάθε ΦΕΑ παρακολουθεί και αναφέρει στην αρμόδια αρχή, μετά το τέλος κάθε έτους, τις **μη σχετιζόμενες με το CO2 επιπτώσεις** από κάθε αεροσκάφος στη διάρκεια του ημερολογιακού έτους.
- Το πλαίσιο παρακολούθησης, υποβολής εκθέσεων και επαλήθευσης περιλαμβάνει δεδομένα για την τροχιά του αεροσκάφους, την υγρασία και τη θερμοκρασία περιβάλλοντος, ώστε να είναι δυνατή η παραγωγή ισοδύναμου CO2 (CO2e) για κάθε πτήση.
- Η Επιτροπή θα δημοσιεύει από το 2026, έκθεση σχετικά με τα αποτελέσματα της εφαρμογής του πλαισίου παρακολούθησης & υποβολής εκθέσεων non CO2.
- Έως την 31η Δεκεμβρίου 2027, με βάση τα αποτελέσματα της παρακολούθησης των επιπτώσεων των αεροπορικών μεταφορών non CO2, η Επιτροπή υποβάλλει έκθεση και νομοθετική πρόταση για τον μετριασμό των επιπτώσεων των αεροπορικών μεταφορών που δεν σχετίζονται με το CO2, επεκτείνοντας το πεδίο εφαρμογής του ΣΕΔΕ



Non-CO2

Monitoring Plan (MP) New Aviation Template

Αλλαγές που περιέχει το νέο Monitoring Plan (MP)

- Δημιουργία νέου φύλλου για την παρακολούθηση των επιπτώσεων non CO2
- Βελτίωση σε επιμέρους τμήματα που αφορούν την καταγραφή των εκπομπών CO2
 - Διαγραφή της αναφοράς σε ΤόνοΧιλιόμετρα (TKM)
 - Διαγραφή σε παλαιότερες αναφορές στα Πρότυπα του CORSIA Standards and Recommended Practices (SARPs)
- Διαδικασίες παρακολούθησης και αναφοράς καυσίμων:
 - Βιοκαύσιμα, RFNBO/RCF, SLCF – zero rated or not
 - Επιλέξιμα προς χρηματοδότηση αεροπορικά βιοκαύσιμα (Άρθρο 3c(6))

Το ενημερωτικό υλικό και το σχέδιο (draft) του μέρους του non-CO2 είναι δημοσιευμένο εδώ: https://climate.ec.europa.eu/news-your-voice/events/training-session-non-co2-monitoring-plan-template-2024-12-09_en

ANNUAL EMISSIONS MONITORING PLAN

Used for combined reporting under the EU ETS and ICAO CORSIA

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Template version information:

Template provided by:	European Commission
Publication date:	29/1/2025
Language version:	English
Reference filename:	MP P4.2 Aircraft COM en 290125.xls

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*Προθεσμία Υποβολής
έως 28/03/2025*

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MP – Non-CO2 Effects

18 Non-CO2 Effects

Only aeroplanes with jet engines are subject to the monitoring, reporting and verification obligation for non-CO2 effects (non-CO2 MRV). Other aircraft are not subject to the non-CO2 MRV even if they are subject to the EU ETS with regard to CO2 emissions. If you do not operate any flights with aeroplanes with jet engines, you are not subject to the non-CO2 MRV obligation.

In addition, for the years 2025 and 2026, you can choose the geographical scope for which the non-CO2 MRV is to be applied. For these two years, you are free to choose between the full geographical scope (intra-EEA and outbound/inbound to/from EEA flights), the reduced geographical scope (intra-EEA flights), or in-between geographical scope, where only some of the extra-EEA flights are chosen on top of the reduced geographical scope, without this having any effect on your CO2 emissions obligations.

(a) Please confirm whether you operate flights with aircraft that are aeroplanes equipped with jet engines.

If you answer "FALSE" here, e.g. because you only operate helicopter flights or flights with propeller aeroplanes, you do not need to provide any further information on the non-CO2 MRV.

Please select

(b) Please select the geographical scope in which you would like to perform the non-CO2 MRV in 2025 and 2026.

Your decision regarding the non-CO2 MRV can be made independently of your obligations regarding your CO2 emissions. Different geographical scopes can also be used in each reporting year. However, this makes it necessary to update the monitoring plan.

Please select

(c) Please describe the chosen in-between geographical scope.

Please describe what are the routes the in-between scope covers on top of intra-EEA scope.

19 Choice of IT tool for determining the non-CO2 effects

In order to determine the non-CO2 effects from the flights, different data are required. These data can either be collected and provided by you or obtained from an independent data source. The climate impact of the non-CO2 effects is calculated using the provided data. For this purpose, you can use the NEATS information technology (IT) tool, provided by the European Commission, or an alternative tool.

NEATS is not a tool that enables the collection of the data by the aircraft operator.

NEATS streamlines the monitoring process as it incorporates available third-party collected data, state-of-art modules (e.g. Base for aircraft data, Boeing fuel flow method) and models (e.g. openAirClim, Contrail cirrus prediction model (CoCiP), algorithmic Climate Change Functions (aCCF)) needed for the calculation of CO2(e) per flight in line with the EU ETS Directive and Monitoring and Reporting Regulation (MRR). NEATS executes the calculation on a per flight level for Global Warming Potential (GWP) of 20, 50, and 100 years.

NEATS streamlines also the annual reporting exercise referred to in Article 68(5) of the MRR. NEATS generates automatically the XML table referred to in Annex X, Section 2a(9) to the MRR at the end of each reporting year, minimising administrative burden associated with reporting.

> ... MPversions Identification and description Emission sources Calculation Simplified calculation Management MS specific content

non-CO2

MRV data and NEATS

1. Flight information (call sign in UTC)

- a. Flight number
- b. Day and time
- c. Departure and arrival airport (ICAO codes)

Provided by NEATS (can be checked and corrected by AO)
Non-confidential
Needed in both Method C (weather-dependent (DEFAULT) approach and Method D (location-simplified approach)

2. Flight trajectory (4D)

- a. Timestamp (time interval between 2 time stamps, ideally 60 sec but could be more (linear interpolation within cruise phase)
- b. Latitude
- c. Longitude
- d. Altitude

Provided by NEATS (source: ECTL : model 1,2,3 with possible alternatives and equivalence in terms of data, ex: ADS-B, where relevant)
Non-confidential
Needed in both Method C&D (different definition depending on the Method)

3. Aircraft properties

- a. Aircraft type
- b. Engine UID
- c. Aircraft mass

Can be provided by NEATS (if Defaults are used, Annex IIIb of MRR – conservative defaults values for engine UID per aircraft type, based on ICAO EDB)
Non-confidential (unless aircraft mass is not provided, and if AO needs to provide load factor, unless Default value of 1 is used)
Needed in both Method C&D

4. Aircraft performance (optional)

- a. Fuel flow
- b. Aircraft performance model
- c. Engine efficiency

If no fuel flow measured or estimated through own models, NEATS can estimate (ECTL BADA)
Confidential
Optional in both Method C&D
+ for SAF

5. Fuel properties

- a. Hydrogen to carbon (H:C) ratio
- b. Aromatic content of the fuel
- c. Net calorific value

Challenge : mixed in airport fuel farm. Leads on finding the data : e.g. info from fuel suppliers per batch to purchasing AO, to be facilitated by update of IATA fuel invoice standard; AO to determine dynamic max levels per airport according to batches, used to calculate H:C per flight. Coordination with ReFuelEU (Art.10) encouraged.
Confidential (?). Defaults in NEATS: max regulatory (known) levels (ASTM)
Needed in Method C
+ for technology

6. Weather data

- a. Basic weather data (altitude corrected humidity, temperature, pressure), OR
- b. Enhanced weather data (above + RH_i, etc) through NWP

Common reference NWP model provided through NEATS (national weather service)
Enhanced and basic needed respectively in Method C and Method D
+ for operations

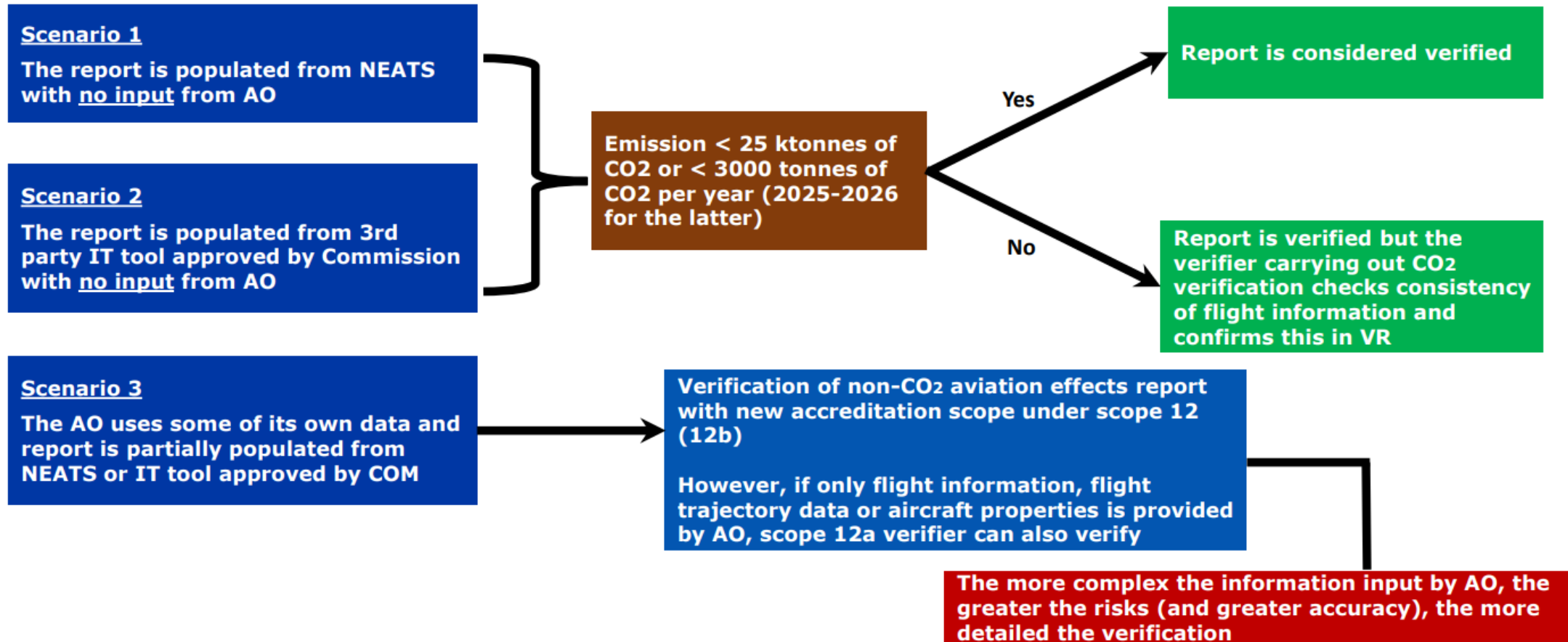
Non CO2 Aviation Effects Tracking System (NEATS)

COMMISSION IMPLEMENTING REGULATION (EU) 2024/2493 (Non-CO2 Regulation)

- Οι ΦΕΑ μπορούν να βασίζονται στο εργαλείο NEATS που θα είναι διαθέσιμο από την ΕΕ και συνδεδεμένο με δεδομένα του Eurocontrol για τον υπολογισμό των εκπομπών non CO2 με απλοποιημένο τρόπο.
- Επιτρέπεται στον Αερομεταφορέα να αλλάξει τις πληροφορίες πτήσης στο NEATS, που βασίζονται σε δεδομένα του Eurocontrol, εφόσον διαθέτει ακριβέστερα στοιχεία ανάλυσης.
- Όταν η ετήσια έκθεση AER για τα non CO2 συμπληρώνεται αυτόματα μέσω NEATS πραγματοποιείται έλεγχος & επαλήθευση εκπομπών non CO2 σχετικά με τη συνέπεια τους οπότε δεν απαιτείται πρόσθετη επαλήθευση από εξωτερικό επαληθευτή.
- Εάν ο Αερομεταφορέας αλλάξει τις πληροφορίες πτήσης στο NEATS, απαιτείται εξωτερικός επαληθευτής για να πραγματοποιήσει Επαλήθευση της αναφοράς και τυχόν ασυνεπειών για τα non CO2 που πρέπει να αναφέρονται στην έκθεση επαλήθευσης, προς την Αρμόδια Αρχή.

Non CO2 Aviation Effects Tracking System (NEATS)

AVR scenarios 1, 2, 3 for non-CO2 verification



MP – CALCULATION OF CO₂ EMISSIONS

Alternative Fuels Reporting (1)

Note:

Points (c) to (f) below apply only if you intend to use alternative aviation fuels which do not comply with the definition of the standard fuels listed under point (a) above, i.e. where laboratory analyses are required for determining parameters such as the (preliminary) emission factor.

For monitoring of more common alternative aviation fuels, i.e. biofuels, RFNBO (Renewable Fuels of Non-Biological Origin), RCFs (Recycled Carbon Fuels) and SLCFs (Synthetic Low Carbon Fuels), points (g) to (j) are to be filled.

Information on neat alternative fuels and potential zero-rating

Guidance on points (g) to (j)

The MRR provides for certain types of fuels that they can be "zero-rated" (i.e. their emission factor regarding CO₂ is considered zero), if they comply with certain criteria in accordance with the Renewable Energy Directive (RED) or the "Gas Directive". These fuels are biofuels, RFNBOs (Renewable Fuels of Non-Biological Origin), RCFs (Recycled Carbon Fuels), and SLCFs (Synthetic Low-Carbon Fuels).

Furthermore, certain groups of these fuels qualify for support in accordance with Article 3c(6) of the EU ETS Directive ("eligible aviation fuels").

For all these fuel types, the rules of the MRR require that the aircraft operator:

- determines whether such fuels are used, and whether they comply with the applicable criteria for zero-rating;
- determines the amount of neat fuel for each fuel type for the purpose of reporting, as well as the fraction of such fuel contained in blended fuels, if applicable;
- reports the CO₂ emissions in accordance with the zero-rating rules (for the EU ETS) as well as in terms of total CO₂ (using the 'preliminary emissions factor') for the purpose of CORSIA;
- attributes each fuel type to individual EU ETS flights, or proportionate to the EU ETS flights departing at the relevant aerodrome, as applicable and depending on whether fuels can be physically attributed to individual flights.

The applicable rules are laid down in Articles 53 to 54c of the MRR, and are elaborated in the Commission's MRR Guidance document No.2 ("General guidance for Aircraft Operators").

https://climate.ec.europa.eu/system/files/2023-05/gd2_guidance_aircraft_en.pdf

Please describe here in points (g) to (j) the procedures by which you ensure the appropriate monitoring and reporting of those specific fuels in accordance with the MRR, if applicable for your aviation activities.

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MP – CALCULATION OF CO₂ EMISSIONS

Alternative Fuels Reporting (2)

- (g) **If applicable, please provide a description of the procedure used to determine the amount of neat alternative fuel from blended fuels.**

This procedure should describe how you will determine the quantity of neat fuel from blends. E.g. if you purchase 1000 tonnes of 3% biofuel blend, how does the procedure work so that you ensure the reporting of the neat biofuel as 30 tonnes and 970 tonnes fossil Jet A.

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- (h) **If applicable, please provide a description of the procedure used to determine the neat amount of aviation fuels reported under Article 53a of the MRR.**

This procedure should describe how you determine whether the fuels is uplifted physically in batches (MRR Article 53a(2)) or whether no physical attribution is possible (Article 53a(3)). In the latter case please describe how the proportionality is established (i.e. attribution of fuels to the EU ETS flights (reduced scope) from each aerodrom), and how all points under Article 53a(4) are ensured.

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- (i) **If applicable, please provide a description of the procedure used to determine the neat amount of eligible aviation fuels pursuant to Article 54a of the MRR.**

This procedure should build on the procedure provided under point (h) above. However, please note that only specific aviation fuels are eligible for support under Article 3c(6) of the EU ETS Directive. Therefore, this procedure must also ensure the proper determination if an alternative aviation fuel is eligible.

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Furthermore, please note, that the scope of flights eligible is the reduced EU ETS scope, plus flights covered by Article 3c(8) of the EU ETS Directive, i.e. flights between an aerodrome located in an outermost region of a Member State and an aerodrome located in the same Member State, including another aerodrome located in the same outermost region or in another outermost region of the same Member State.

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- (j) **If applicable, please provide a description of the procedure used to determine whether an alternative fuel is zero rated.**

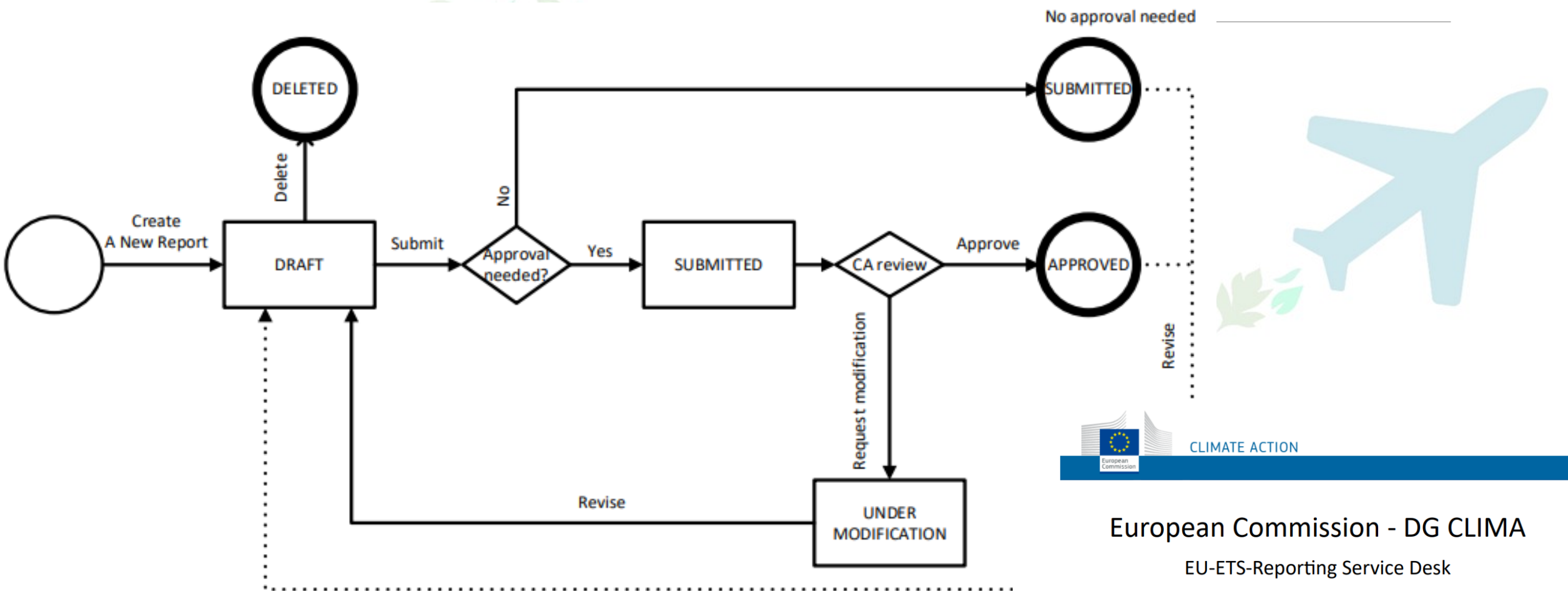
Please provide here the method you will use to provide the necessary evidence to the competent authority on whether the applicable criteria for zero-rating of biofuels, RFNBO/RCF and SLCFs are met, if you intend to use such fuels. In line with the MRR and the Renewable Energy Directive (RED), such information may be retrieved in particular from the "proof of sustainability" (PoS) issued under a certification scheme recognised by the Commission under the RED or other equivalent document. If you intend to make use of the "Union Database" under the RED, please describe how.

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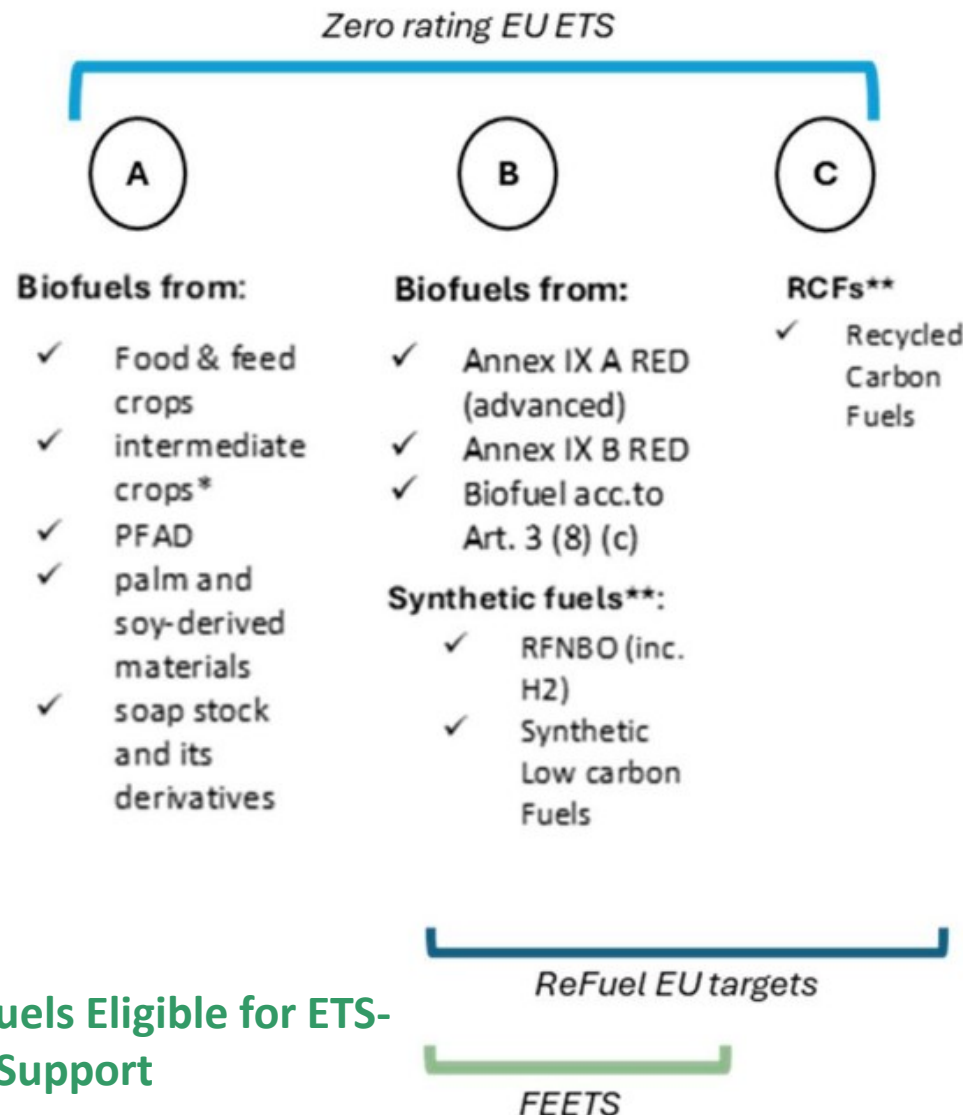
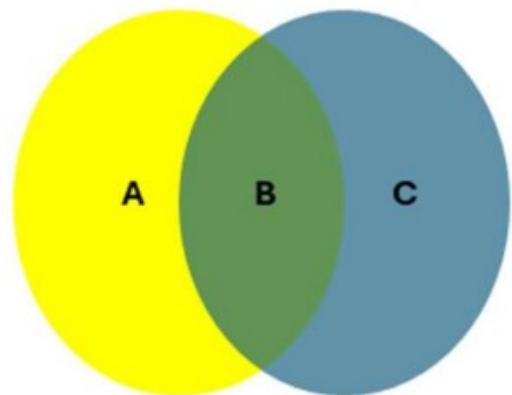
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ETS Reporting Tool (ERT)

Στόχος για το 2025: Υποβολή MP & AER μέσω ETS Reporting Tool



EU-ETS Επιλέξιμα Αεροπορικά βιοκαύσιμα



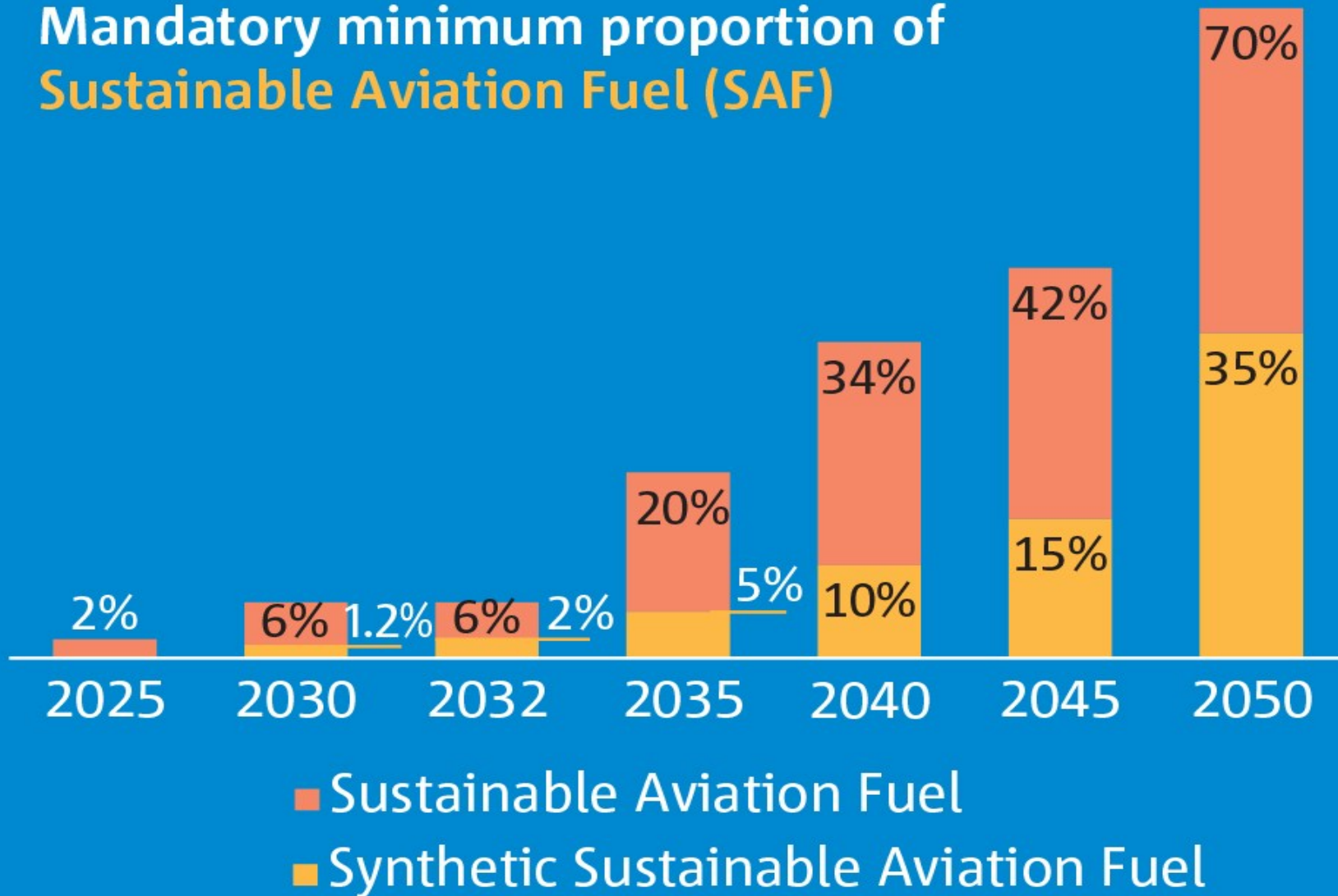
FEETS = Fuels Eligible for ETS-financed Support

FEETS = Αεροπορικά βιοκαύσιμα επιλέξιμα για τους στόχους στο ReFuelEU Aviation (ΕΚ 2023/2405)

- ✓ Μη ορυκτής προέλευσης
- ✓ Εμπορικές υποηχητικές πτήσεις με υποχρέωση παράδοσης δικαιωμάτων σύμφωνα με Αρ.12 παρ. 3 της οδηγίας 2003/87/ΕΚ
- ✓ Πτήσεις του άρ 3γ παρ. 8, που προέρχονται από το αεροδρόμιο που παρέχεται το επιλέξιμο αεροπορικό καύσιμο στο πλαίσιο του ΕΚ ReFuel Aviation.

ΚΑΝΟΝΙΣΜΟΣ ΕΕ 2023/2405 Refuel Aviation

Mandatory minimum proportion of Sustainable Aviation Fuel (SAF)



1. Πιστοποιούνται με τα κριτήρια αειφορίας της Οδηγίας (ΕΕ) 2018/2001 (RED: Renewable Energy Directive)
2. Τα συνθετικά αεροπορικά καύσιμα είναι μη βιολογικής προέλευσης και χαμηλών εκπομπών άνθρακα. Παράγονται από υδρογόνο (H_2) χαμηλών εκπομπών άνθρακα με χρήση ΑΠΕ.
3. Ανακυκλωμένα αεροπορικά καύσιμα, όπως ορίζονται στην οδηγία RED που συμμορφώνονται με το όριο εξοικονόμησης **70%** των εκπομπών αερίων θερμοκηπίου

ΚΑΝΟΝΙΣΜΟΣ ΕΕ 2023/2405 Refuel Aviation

Θεσπίζει εναρμονισμένους κανόνες για την προμήθεια & χρήση βιώσιμων αεροπορικών καυσίμων (Sustainable Aviation Fuels / SAF).



Aviation fuel suppliers

Who

All aviation fuel suppliers
supplying to Union airports

*Τα SAF είναι drop-in καύσιμα,
συμβατά με τους υπάρχοντες
κινητήρες αεροσκαφών*



Union airports

$\geq 800\,000$ passengers
 $\geq 100\,000$ tonnes freight

*Opt-in for airports below the
thresholds, and in outermost
regions*

to facilitate access to SAF



Aircraft operators

> 500 passengers flights
 > 52 all-cargo flights

*Opt-in for other commercial
flights and for non-commercial
flights*

to uplift aviation fuels at Union
airports → prohibition to 'tanker'



reporting obligations



UNION AIRPORTS IN GREECE

Ελληνικά Αεροδρόμια που εντάχθηκαν το 2024 στον Κανονισμό ΕΕ 2023/2405 Refuel Aviation



Airport Name	ICAO Code	Member State	Yearly pax (2022)	Yearly freight (2022)
➤ Athens International	LGAV	EL	21.183.968	98.850
➤ Iraklion/Nikos Kazantzakis	LGIR	EL	7.657.405	384
➤ Rodos/Diagoras	LGRP	EL	5.765.629	206
➤ Thessaloniki/Makedonia	LGTS	EL	5.152.167	3.799
➤ Kerkira/Ioannis Kapodistrias	LGKR	EL	3.708.382	28
➤ Chania/Souda	LGSA	EL	3.181.248	158
➤ Kos/Ippokratis	LGKO	EL	2.781.604	66
➤ Santorini	LGSR	EL	2.704.162	44
➤ Zakynthos/D.Solomos	LGZA	EL	1.898.138	0
➤ Mikonos	LGMK	EL	1.692.225	28
➤ Kefallinia	LGKF	EL	825.077	0

EASA Sustainability Portal

<https://sustainabilityportal.easa.europa.eu/>



Home My organisation National Competent Authorities Aircraft operators Union airports Data reporting Exemptions Reporting periods

Sustainability Portal

The EASA Sustainability Portal offers you various functions for the **ReFuelEU Aviation** and the **Environmental Labelling Scheme for Flight emissions calculation**.

Functions available

Exemption

The competent authorities can review the exemption requests submitted by the aircraft operators.

[More info on exemptions](#) in the knowledge base.

Account management

The competent authorities can invite and manage accounts of their **competent authority** and **aircraft operators**.

[More info on account management](#) in the knowledge base.

Data reporting template and Manual

The [ReFuelEU Aviation](#) page on the EASA Website includes the

- [template for aircraft operator reporting](#) and the
- [manual for aircraft operators and verification bodies](#)

The data reporting function will be enabled in the future.

Questions or feedback

Visit the help center for [Manuals & FAQs](#) or [contact support](#) if you have any questions or feedback.

Many thanks,
EASA Team



- Οι υπόχρεοι Αερομεταφορείς έχουν ήδη εγγραφεί στο Portal κατόπιν πρόσκλησης από την ΑΠΑ
- Έχουν τη δυνατότητα υποβολής αιτημάτων εξαιρέσεων ανεφοδιασμού και υποβολής των ετήσιων εκθέσεων & αναφορών
- Οι αρμόδιες αρχές μέσω του Portal διαχειρίζονται τα αιτήματα εξαιρέσεων των αεροπορικών εταιριών
- Υπάρχουν αναλυτικές οδηγίες προς τους αερομεταφορείς

Ιστοσελίδα της ΕΕ για το ReFuelEU Aviation

https://transport.ec.europa.eu/transport-modes/air/environment/refueeu-aviation_en

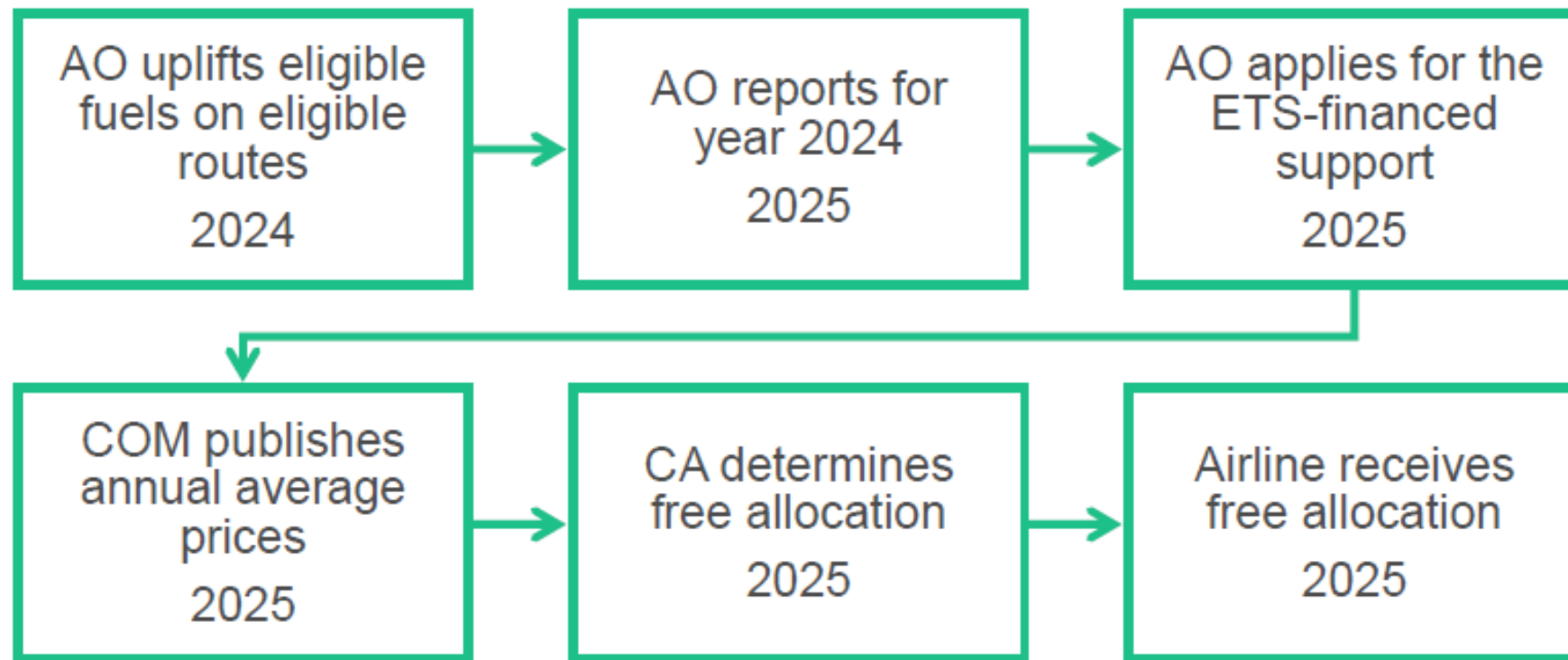
Χρηματοδότηση Επιλέξιμων SAF μέσω EU-ETS

Για την περίοδο από 1^η Ιανουαρίου 2024 έως 31^η Δεκεμβρίου 2030, έως 20 εκατομμύρια δικαιωμάτων δεσμεύονται για τους Αερομεταφορείς, για τη χρηματοδότησης της **χρήση SAF**, για την επίτευξη της διείσδυσης του SAF

- Τα δικαιώματα εκπομπών CO₂ που δεσμεύονται, ανακατανέμονται για την κάλυψη μέρους ή συνόλου της διαφοράς τιμής μεταξύ της χρήσης ορυκτής κηροζίνης και της τιμής των σχετικών επιλέξιμων αεροπορικών καυσίμων.
- Ο υπολογισμός της διαφοράς τιμής, θα δημοσιεύεται ετησίως στην τεχνική έκθεση της EASA.
- Τα δικαιώματα εκπομπών που αποδίδονται θα καλύπτουν:
 - α) το 70 % της διαφοράς τιμής μεταξύ της χρήσης ορυκτής κηροζίνης και προηγμένων βιοκαυσίμων, συμβατών με την οδηγία (EU) 2018/2001 (RED: Renewable Energy Directive)
 - β) το 95 % της διαφοράς τιμής μεταξύ της χρήσης ορυκτής κηροζίνης και ανανεώσιμων καυσίμων μη βιολογικής προέλευσης (RFNBO / Renewable Fuels of Non-Biological Origin) μηδενικού συντελεστή εκπομπών, σύμφωνα με τη RED
 - γ) το 100 % της διαφοράς τιμής μεταξύ της χρήσης ορυκτής κηροζίνης και επιλέξιμου SAF, σε αερολιμένες που βρίσκονται σε νησιά μικρότερα των 10 000 km² και δεν είναι διασυνδεδεμένα οδικώς ή σιδηροδρομικώς με την ηπειρωτική χώρα, σε αερολιμένες που δεν είναι αρκετά μεγάλοι ώστε να οριστούν ως Ενωσιακοί αερολιμένες

Χρηματοδότηση Επιλέξιμων SAF μέσω EU-ETS

- Εκδίδεται ο κανονισμός της Επιτροπής (**FEETS = Fuels Eligible for ETS-financed Support**) για θέσπιση λεπτομερών κανόνων για ετήσιο υπολογισμό της διαφοράς τιμής των SAF και για την κατανομή δικαιωμάτων για την αύξηση των επιλέξιμων καυσίμων



Principle: financial support = SAF price - (fossil kerosene price + ETS price + poss. Min EU-level tax on Kerosene)

Annual emissions report (AER) of aircraft operators

- Νέο πρότυπο AER για το έτος αναφοράς 2024 με σημαντικές αλλαγές στην καταγραφή των αεροπορικών καυσίμων & SAF, θα εφαρμοστεί από αρχές 2025. Η updated version “[Template No. 5: Annual emissions report of aircraft operators for EU ETS, Swiss ETS, and CORSIA](https://climate.ec.europa.eu/eu-action/eu-emissions-trading-system-eu-ets/monitoring-reporting-and-verification_en)” είναι διαθέσιμη online @ EU-ETS: https://climate.ec.europa.eu/eu-action/eu-emissions-trading-system-eu-ets/monitoring-reporting-and-verification_en
- Έγινε διαγραφή του "Παραρτήματος 2023" (σχετικά με τη δωρεάν κατανομή το 2024)
- Ενιαίος Συντελεστής εκπομπής EU-ETS / CORSIA για Jet A = 3,16 t CO₂/t
- Αναφορά για τα επιλέξιμα καύσιμα κατά CORSIA (**CEF = CORSIA Eligible Fuels**)
- Αναφορά βιοκαυσίμων, RFNBO/RCF, SLCF (μηδενικών εκπομπών ή όχι) ως καθαρά καύσιμα (NEAT Fuel) σε τόνους. Αναφορές ανά αεροδρόμιο και ανά κατηγορία καυσίμων.
- Αναλυτική αναφορά στις κατηγορίες των επιλέξιμων προς χρηματοδότηση αεροπορικών καυσίμων, σύμφωνα με άρ. 3γ παρ. 6. / **FEETS = Fuels Eligible Fuels** for ETS-financed Support
- Αρχή της αναλογικότητας, όπου το εναλλακτικό καύσιμο διανέμεται μέσω κεντρικών αγωγών διανομής (Ακολουθούν αναλυτικά παραδείγματα υπολογισμού).

ANNUAL EMISSIONS REPORT FOR AIRCRAFT OPERATORS

Used for combined reporting under the EU ETS, the Swiss ETS and ICAO CORSIA

Updated version for emissions from of 2024 onwards

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*Προθεσμία Υποβολής
έως 28/03/2025*

Αναλυτική Αναφορά της Προμήθειας Αεροπορικού καυσίμου ανά Αεροδρόμιο για εφαρμογή του FEETS

10a Proportional fuel attribution at aerodromes

As an aircraft operator, you have to attribute alternative aviation fuels (i.e. all fuels except the fossil standard fuels Jet A, Jet A1, Jet B and AvGas) and their emissions proportionally between EU ETS flights and other flights. This is regulated in Article 53a of the MRR for alternative aviation fuels in general (in particular for zero-rated fuels) and in Article 54a regarding aviation fuels eligible for support pursuant to Article 3c(6) of the EU ETS Directive. In this section only quantities of neat alternative aviation fuels are to be reported.

This section shall be used solely for the purpose of EU ETS, alternative fuels used under CH ETS shall not be reported under this section.

The following rules apply:

A. The fuel is delivered directly to the aircraft in physically identifiable batches

In this case, the alternative fuel is attributed to the flight directly following the uplift. Where several subsequent flights are carried out without fuel uplift between these flights ("tankering"), the aircraft operator shall split the amount of the alternative fuel and assign it to these flights proportionally to the emissions from those flights calculated using the preliminary emission factor.

B. The fuel delivered cannot be physically attributed to a specific flight, e.g. because it is physically delivered only to a tank/pipeline system at the aerodrome

In this case, the alternative fuel is attributed proportionally using the following formulae:

$$AttrF_N = TotalF_N \times F_{Ae}$$

$$F_{Ae} = Em_{relevant} / Em_{total}$$

Where the variables have the following meaning:

$AttrF_N$	Attributed fuel quantity of Fuel N at the specified aerodrome in tonnes (the amount of fuel to be reported for calculating its emissions).
$TotalF_N$	Total quantity (in tonnes) of the Fuel N used by the aircraft operator at the specified aerodrome
F_{Ae}	Proportionality factor to be applied for all fuels uplifted at the same aerodrome (with exception of batches physically delivered to the aircraft).
$Em_{relevant}$	Total emissions of all flights by the aircraft operator starting from this aerodrome using all fuels (including standard fuels) and which are "relevant" (see explanation below), calculated using the preliminary emission factor (i.e. without zero-rating).
Em_{total}	Total emissions of all flights by the aircraft operator starting from this aerodrome using all fuels (including standard fuels), calculated using the preliminary emission factor (i.e. without zero-rating), including non-ETS flights.

Which flights are relevant for the calculation of the proportionality factor depends on the reporting purpose:

10b Support under Article 3c(6) of the EU ETS Directive

- (a) Please, indicate here if you do NOT want to apply for the free allocation to support the use of eligible aviation fuels pursuant to Article 3c(6) of the EU ETS Directive.

In selecting "TRUE", you are opting-out from the ETS support pursuant to Article 3c(6) of the EU ETS Directive.

You are applying for support for the use of eligible aviation fuels under Article 3c(6) of the EU ETS Directive using the data displayed below.

- (b) Aggregated amount of neat fuels eligible for Article 3c(6) support

The table below lists the amounts of neat fuels in tonnes, attributed proportionally to eligible flights, as entered in section 10a of this report.

The level of support is automatically taken from the fuel definitions in section 5b.

Where an airport listed in section 10b is eligible for 100% support in accordance with Article 3c(6) of the EU ETS Directive, this support level is set to 100%.

	Level of direct ETS support under Article 3c(6)				
Fuels entered in Section 10a [tonnes]	50%	70%	95%	100%	Total Volume
Advanced Aviation Biofuel					
Aviation Biofuel					
Other aviation biofuel					
Co-processed advanced biofuel					
Co-processed biofuel					
RFNBO					
non-fossil SLCF					
Other Aviation fuel (Manual input)					
TOTAL					



(12) CORSIA REPORTING

Note: This sheet only has to be filled if you have an obligation to report CORSIA-related emissions to your administering Member State. All international flights have to be reported here in accordance with the delegated act pursuant to Article 28c of the ETS Directive.

Explanation for the data below: Please complete the list underneath. All aerodrome pairs that were operated during the reporting year have to be reported.

Note I: Please report both directions between aerodrome pairs if applicable (A-B and B-A).

Note II: If you used different type of fuels on the same aerodrome pair with different preliminary emission factors, you need to create an identical aerodrome pair and report this portion of fuel separately.

Note III: Please also complete the CORSIA eligible fuels supplementary information to the Annual Emissions Report, if CORSIA eligible fuels were used during the reporting period.

a) Summary of reported international flights and emissions

Total CO2 emissions from international flights (in tonnes):		t CO2
Total CO2 emissions from flights subject to offsetting requirements (in tonnes):		t CO2
Total number of international flights during reporting period:		
Total number of international flights subject to offsetting requirements:		
Total reductions claimed from the use of CORSIA eligible fuels (in tonnes):		t CO2

Please note that the figures here are considered the relevant data determining the offsetting obligation under CORSIA. Therefore these figures are reflected also on the cover page of this report, and to be confirmed by the accredited verifier. For making sure that the figures here are not contradicted by the data below, they are automatically calculated here. However, if the list of flights is longer than in the original template, the formulae here have to be adjusted accordingly.

b) Summary of fuel quantities (in tonnes):

Jet-A		t
Jet-A1		t
Jet-B		t
AvGas		t

b1) CORSIA eligible fuels claimed (only applicable from reporting year 2021 onwards)

If claiming reductions from the use of CORSIA eligible fuels, please complete the table below in accordance with the CORSIA delegated act. Supplementary information about the claim is also required, and can be reported using the appropriate supplementary template on CORSIA eligible fuels supplementary information.

Fuel type			Total mass of the neat CORSIA eligible fuel (in tonnes)	Life Cycle Emissions	Reductions claimed	Unit
Fuel type	Feedstock	Conversion process				
						t CO2
						t CO2
						t CO2
						t CO2
						t CO2
Total reductions from the use of CORSIA eligible fuel(s) claimed:						t CO2

ΧΡΗΣΗ & ΑΝΑΦΟΡΑ ΑΞΙΩΣΕΩΝ ΧΡΗΜΑΤΟΔΟΤΗΣΗΣ ΓΙΑ ΤΑ ΕΝΑΛΛΑΚΤΙΚΑ ΚΑΥΣΙΜΑ ΑΕΡΟΠΟΡΙΑΣ /ZERO RATING FUELS FEETS Fuels Eligible for ETS-financed Support

TECHNICAL GUIDANCE
ON SUPPORTING DOCUMENTATION REQUIRED FOR ALTERNATIVE AVIATION FUELS (ZERO RATING/FEETS)
CLAIMS FOR AVIATION IN THE EU ETS

TECHNICAL GUIDANCE
ON SUPPORTING DOCUMENTATION
REQUIRED FOR ALTERNATIVE AVIATION
FUELS (ZERO RATING/FEETS) CLAIMS
FOR AVIATION IN THE EU ETS

UPDATED VERSION, November 2024

The updated guidance on zero-rating of SAFs, which was endorsed at the Compliance Conference on 26 November 2024, can now be found on the Commission website:

https://climate.ec.europa.eu/eu-action/eu-emissions-trading-system-eu-ets/monitoring-reporting-and-verification-eu-ets-emissions_en#documentation



https://climate.ec.europa.eu/document/download/88f6d12c-3a59-4701-8c3c-2dfba63ebb0a_en?filename=20241219_alternativfuelsETS_Guide_forAESAWG_clean.pdf

ΧΡΗΣΗ & ΑΝΑΦΟΡΑ ΑΞΙΩΣΕΩΝ ΓΙΑ ΤΑ ΕΝΑΛΛΑΚΤΙΚΑ ΚΑΥΣΙΜΑ ΑΕΡΟΠΟΡΙΑΣ (ZERO RATING FUELS /FEETS)

- Πριν από οποιαδήποτε χρήση/αξίωση χρηματοδότησης της χρήσης εναλλακτικών αεροπορικών καυσίμων στο πλαίσιο του EU ETS, ένας ΦΕΑ θα πρέπει να τεκμηριώσει, εφαρμόσει και διατηρήσει γραπτές διαδικασίες σχετικά με τον τρόπο με τον οποίο καταγράφονται τα δεδομένα και η τεκμηρίωση που απαιτούνται για την υποστήριξη της μηδενικής βαθμολογίας των καυσίμων.
- Όλες οι σχετικές πληροφορίες πρέπει να περιλαμβάνονται σε συγκεκριμένες διαδικασίες στο σχέδιο παρακολούθησης εκπομπών (MP) στην ενότητα 8: «Παράγοντες εκπομπών».
- Απαιτείται να προηγηθεί η έγκριση του επικαιροποιημένου MP από την Αρμόδια Αρχή πριν γίνει οποιαδήποτε αξίωση στην ετήσια έκθεση εκπομπών (AER) του ΦΕΑ.
- Ο φορέας εκμετάλλευσης αεροσκαφών παρακολουθεί την ποσότητα των εναλλακτικών καυσίμων αεροσκαφών που χρησιμοποιούνται και αναφέρει κάθε ποσότητα χρήσης όπως αποδίδεται σε ζεύγη πτήσης ή αεροδρομίου.

ΧΡΗΣΗ & ΑΝΑΦΟΡΑ ΑΞΙΩΣΕΩΝ ΓΙΑ ΤΑ ΕΝΑΛΛΑΚΤΙΚΑ ΚΑΥΣΙΜΑ ΑΕΡΟΠΟΡΙΑΣ (ZERO RATING FUELS /FEETS)

Ένας ΦΕΑ μπορεί να διεκδικήσει χρηματοδότηση για καύσιμα μηδενικού συντελεστή εκπομπών στις αερομεταφορές, μόνο εάν στην Ετήσια Έκθεση Εκπομπών (AER) ισχύουν τα εξής:

1. Η συνολική ποσότητα καυσίμου που αιτείται δεν υπερβαίνει τη συνολική χρήση καυσίμου του ΦΕΑ για πτήσεις με υποχρεώσεις παράδοσης δικαιωμάτων βάσει του EU ETS (δηλαδή για το μειωμένο πεδίο εφαρμογής EU ETS)
2. Η ποσότητα καυσίμου δεν υπερβαίνει τη συνολική ποσότητα καυσίμου που αγοράστηκε από τον ΦΕΑ μείον τη συνολική ποσότητα εναλλακτικού καυσίμου που πωλήθηκε από τον ΦΕΑ σε τρίτους
3. Στην περίπτωση RFNBO, RCF και βιοκαυσίμων, αυτά πληρούν τα κριτήρια βιωσιμότητας και εξοικονόμησης εκπομπών αερίων θερμοκηπίου που ορίζονται στο RED II. Υπάρχουν συγκεκριμένες απαιτήσεις ιχνηλασιμότητας των βιοκαυσίμων
4. Η αναλογία μεταξύ εναλλακτικών καυσίμων αεροσκαφών και ορυκτών καυσίμων που αποδίδονται σε πτήσεις συγκεντρωτικά, ανά ζεύγος αεροδρομίων, δεν υπερβαίνει το μέγιστο όριο ανάμειξης για αυτόν τον τύπο καυσίμου, όπως πιστοποιείται σύμφωνα με διεθνή πρότυπα (ASTM)
5. Οι ίδιες ποσότητες εναλλακτικών καυσίμων δεν έχουν καταγραφεί σε προηγούμενη έκθεση στο EU ETS, ή από οποιονδήποτε άλλο σύστημα αντιστάθμισης των αερίων του θερμοκηπίου.

ΠΑΡΑΔΕΙΓΜΑΤΑ ΑΞΙΩΣΕΩΝ ΓΙΑ ZERO RATING ΕΝΑΛΛΑΚΤΙΚΑ ΚΑΥΣΙΜΑ (ZERO RATING FUELS /FEETS)

Reporting of neat fuels



- According to Article 53(1)

(v) the aircraft operator shall calculate the amount of each neat fuel as total amount of the mixed aviation fuel multiplied by the relevant fraction.

- For most alternative aviation fuels the relevant fractions are provided by the fuel supplier or producer as 'blend' information



Example 1 - blend:

- 1,000 tonnes 3% biofuel blend is supplied
 - 3% corresponds to the biofuel fraction
 - Neat fuels: 30 tonnes of neat biofuel + 970 tonnes of neat fossil Jet A

Example 2 - co-processing:

- 1,000 tonnes of co-processed biofuel is supplied with 5% biomass feedstock
 - 5% corresponds to the biofuel fraction
 - Neat fuels: 50 tonnes of neat biofuel + 950 tonnes of neat fossil Jet A

ΠΑΡΑΔΕΙΓΜΑΤΑ ΑΞΙΩΣΕΩΝ ΓΙΑ ZERO RATING ΕΝΑΛΛΑΚΤΙΚΑ ΚΑΥΣΙΜΑ (ZERO RATING FUELS /FEETS)

- SAF must be monitored and reported as attributed to each flight or aerodrome pair

1. The aircraft operator shall monitor the amount of alternative aviation fuels used and report that amount as attributed to each flight or aerodrome pair.

3a. The aircraft operator shall determine the amount of neat eligible aviation fuel as a sum of neat alternative fuels eligible under Article 3c(6) of Directive 2003/87/EC as determined in accordance with Article 53(1) of this Regulation. The neat eligible fuels shall be attributed to each flight or aerodrome pair in accordance with paragraphs 4 or 5.

- Two scenarios are possible:
 1. Fuel is delivered in physically identifiable batches to the aircraft (fuelling truck with known SAF blend)
 - ✓ The SAF is attributed to the flight immediately following the fuel uplift.
 - ✓ In case a subsequent flight is carried out without fuel uplift (tankering), the SAF should be split between the flights proportionally to the emissions from those flights using preliminary emissions factor (3.16)

Physically identifiable batches

ΓΙΑ ΤΗΝ ΕΛΛΑΔΑ ΟΛΑ ΤΑ ΠΕΡΙΦΕΡΕΙΑΚΑ ΑΕΡΟΔΡΟΜΙΑ



Example 1 – single flight:

- Aircraft fuel truck with 30% biofuel blend is used
- The uplift is 10,000 litres -> 8 tonnes of blended fuel -> 2.4 tonnes neat biofuel + 5.6 fossil Jet A
- The fuel consumption of the flight (per MP method) is 7 tonnes (22.12 tonnes CO₂)
 - Neat fuels reported on the flight: 2.4 tonnes of neat biofuel + 4.6 tonnes of neat fossil Jet A (7-2.4)

Technical
limitations
must be met!

Physically identifiable batches

ΓΙΑ ΤΗΝ ΕΛΛΑΔΑ ΟΛΑ ΤΑ ΠΕΡΙΦΕΡΕΙΑΚΑ ΑΕΡΟΔΡΟΜΙΑ



Example 1 – single flight:

- Aircraft fuel truck with 30% biofuel blend is used
- The uplift is 10,000 litres -> 8 tonnes of blended fuel -> 2.4 tonnes neat biofuel + 5.6 fossil Jet A
- The fuel consumption of the flight (per MP method) **is 4 tonnes (12.64 tonnes CO2)**
 - Neat fuels reported on the flight: **2.0 tonnes of neat biofuel + 2.0 tonnes of neat fossil Jet A (50% blend technical limit)**

Technical
limitations
must be met!

2. Fuel delivered via **pipeline system** where the SAF is injected in the fuelling system of the aerodrome of departure



- Where alternative aviation fuels cannot be physically attributed at an aerodrome to a specific flight, the aircraft operator shall **split the SAF between the flights for which allowances have to be surrendered in accordance with Article 12(3) of Directive 2003/87/EC departing from that aerodrome and the rest of the flights departing from that aerodrome proportionally to the emissions from those flights calculated using the preliminary emission factor (3.16).**
- **SAF attributed to each flight or aerodrome pair can be attributed freely within limits set in Article 53a(4) and 54a(6) – proportionality is not mandatory!**

2. Fuel delivered via **pipeline system** where the SAF is injected in the fuelling system of the aerodrome of departure

- Evidence must be provided that the alternative fuel was delivered to the fueling system of the departure aerodrome in the reporting period, or 3 months before the start, or 3 months after the end, of that reporting period
- Proportionality factor for alternative fuels

$$F_{Ae} = \frac{\text{Emissions of flights from this airport for which allowances have to be surrendered by the AO}}{\text{Emissions of all flights of the AO departing from this airport}}$$

- Proportionality factor for eligible fuels

$$F_{Ae} = \frac{\text{Emissions to be surrendered by the AO} + \text{Emissions from domestic OMR flights}}{\text{Emissions of all flights of the AO departing from this airport}}$$

Pipeline system



Example 1 – alternative and eligible fuel proportionality is the same:

- AO purchased/used 100 tonnes of neat biofuel ('total neat fuel used at the airport')
- This biofuel was delivered to the fueling system of Frankfurt airport (departure airport)
- The total CO₂ emissions from flights subject to surrender departing from Frankfurt (intra-EEA flights) is determined to be 10,000 tonnes CO₂ (using 3.16 EF)
- The total CO₂ emissions from all flights departing from Frankfurt is determined to be 50,000 tonnes CO₂ (using 3.16 EF)
- The proportionality factor is $F = 10,000/50,000 = 0.2$ (20%)
 - The AO can report up to total 20 tonnes (100 x 20%) of neat biofuel at Frankfurt airport
 - Neat biofuel shall be reported in the AER on aerodrome pairs departing from Frankfurt (reduced scope) freely

Technical
limitations
must be met!



Attribution to flights

Example 1:

- AO can report 20 tonnes of neat biofuel purchased/used at Frankfurt airport
- The AO reports the following flights departing from Frankfurt:

departure	arrival	Fuel name	Fuel consumed [tonnes]	Calculated ratio
EDDF	LROP	Jet kerosene	45	10%
EDDF	LROP	HEFA	5	
EDDF	LKPR	Jet kerosene	495	1%
EDDF	LKPR	HEFA	5	
EDDF	LEMD	Jet kerosene	195	2.5%
EDDF	LEMD	HEFA	5	
EDDF	LIRF	Jet kerosene	5	50%
EDDF	LIRF	HEFA	5	





Attribution to flights

Example 2:

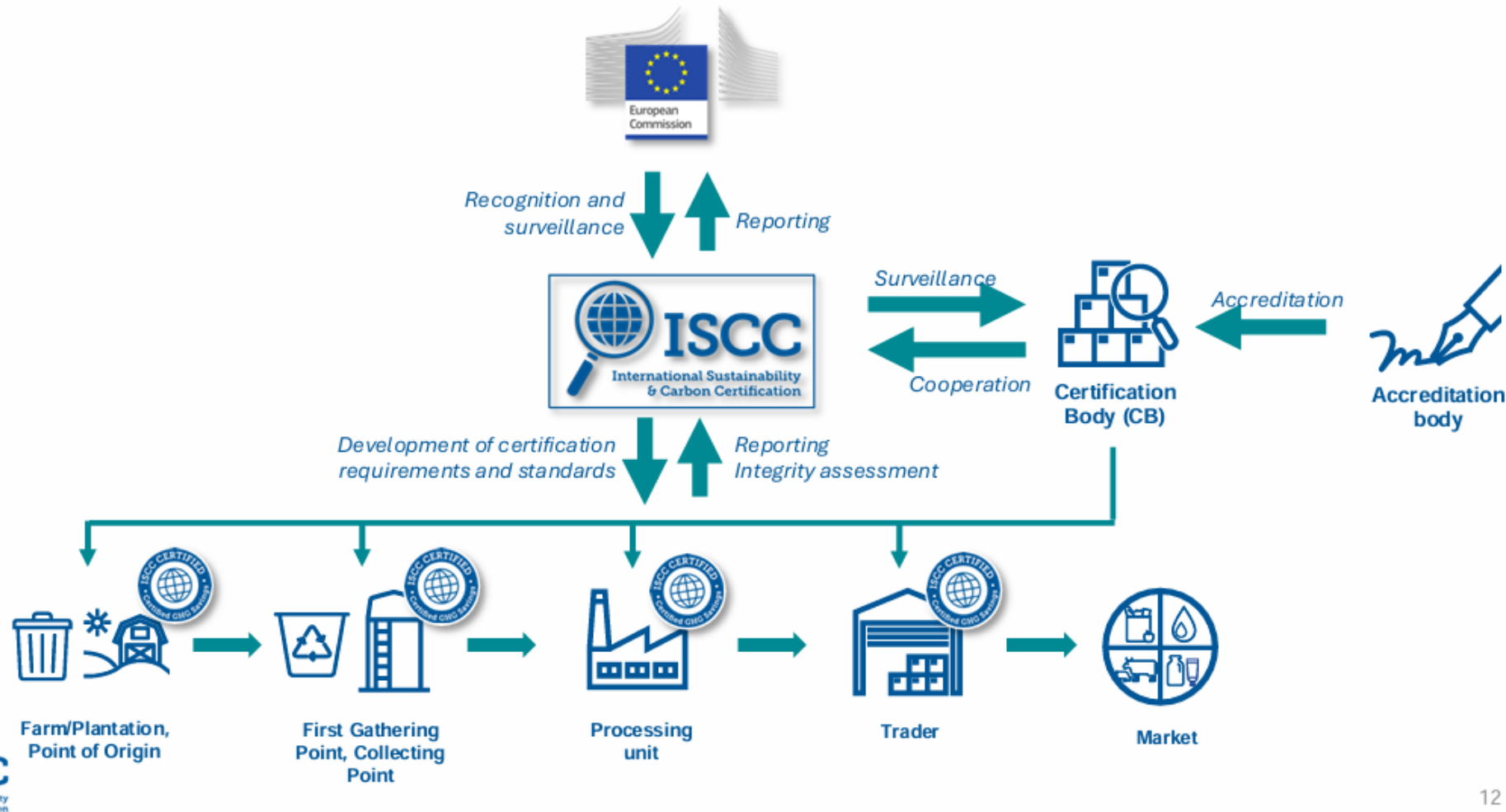
- AO can report 20 tonnes of neat biofuel purchased/used at Frankfurt airport
- The AO reports the following flights departing from Frankfurt:

departure	arrival	Fuel name	Fuel consumed [tonnes]	Calculated ratio
EDDF	LROP	Jet kerosene	45	31%
EDDF	LROP	HEFA	20	
EDDF	LKPR	Jet kerosene	500	0%
EDDF	LKPR	HEFA	5	
EDDF	LEMD	Jet kerosene	200	0%
EDDF	LEMD	HEFA	5	
EDDF	LIRF	Jet kerosene	10	0%
EDDF	LIRF	HEFA	5	



Απαιτήσεις ιχνηλασιμότητας Επιλέξιμων βιοκαυσίμων

The Certification “Ecosystem” in the Regulated Market



ISCC Certifies a Plethora of Feedstocks Covering Markets Worldwide

Examples

Agricultural feedstocks



Corn



Sugarcane

Waste and residues



Tall Oil



UCO

Non-bio feedstocks



Mixed Plastic Waste



End-of-life tires

Renewable electricity



Hydrogen

Covered markets



Road transport



Aviation



Maritime



Food & Feed



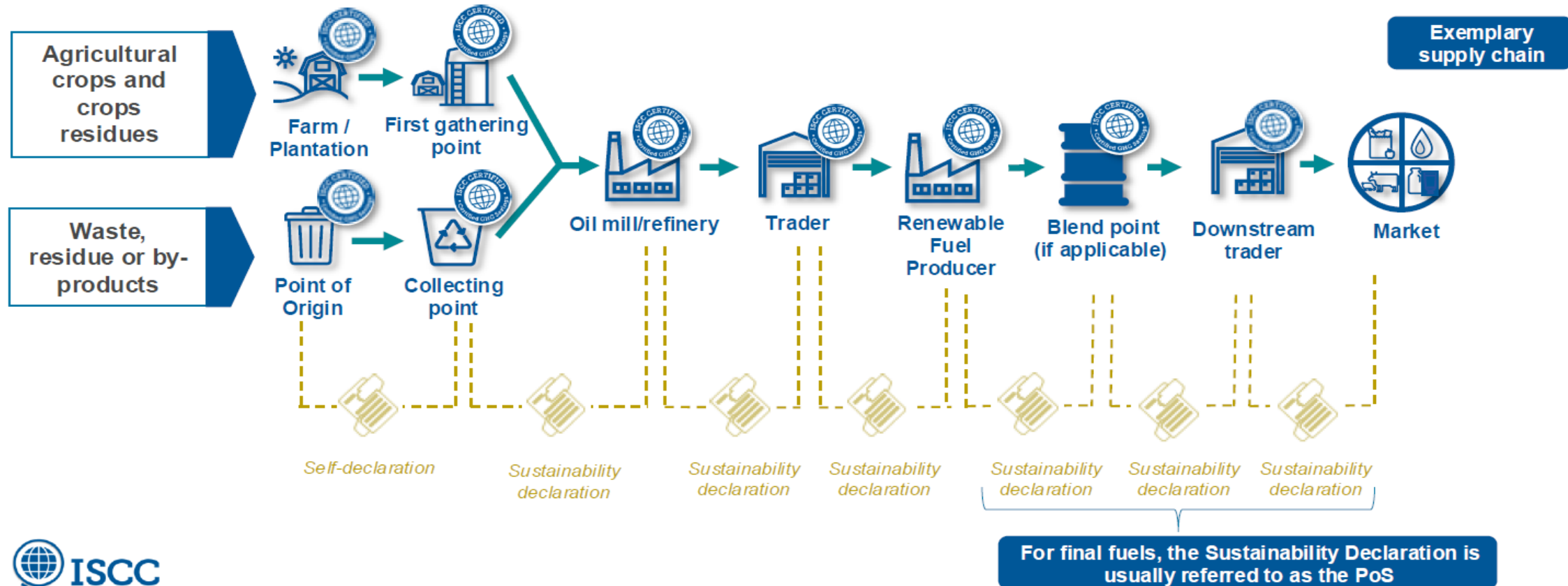
Power-to-x

NH_3
 H_2

Απαιτήσεις ιχνηλασιμότητας Επιλέξιμων βιοκαυσίμων

Each Supply Chain Element is Certified to Ensure Full Traceability

Information is forwarded through the chain via sustainability declarations



Certificate vs. PoS: What's the Difference?

Clarifying common misconceptions

Certificate



VS.

Proof of Sustainability (PoS)



- A certificate is what **certifies** that an **economic operator** (e.g., a fuel production facility) **complies with the rules of the certification scheme**
- A certificate **puts the economic operator in the position to produce fuels as compliant** under the respective certification scheme
- Does **not** mean that each and every outgoing batch of fuel is automatically sustainable

- A Proof of Sustainability (PoS) is a **document issued by the economic operator** (e.g., a fuel producer or supplier)
- A PoS **confirms that a certain batch of fuel meets the requirements** for sustainability and GHG emission savings under a certain scheme or regulation (e.g., ISCC EU)

Proof of Sustainability (PoS) for Biofuels, Bioliquids and Biomass Fuels V3.0
Applies under the Renewable Energy Directive (EU) 2018/2001 (RED II)

Unique Number of the PoS:
Date of Issuance of the PoS:

Supplier
Name:
Address:
Certification System: ISCC EU
Certificate Number:
Address of dispatch/shipping point of the sustainable material:
☐ Same as address of supplier
Address of receipt/receiving point of the sustainable material:
☐ Same as address of recipient
Date of dispatch of the sustainable material:

Recipient
Name:
Address:
Contract Number:

1. General information
Type of Product:
Type of Raw Material:
Additional Information (voluntary):
Country of Origin (of the raw material):
Quantity: ☐ m³ ☐ metric tons
Energy content (MJ): MJ
EU RED Compliant material³ ☐ Yes ☐ No
ISCC Compliant material (volunt)⁴ ☐ Yes ☐ No
Chain of custody option (voluntary)
Country of biofuel production
Start date of biofuel production¹
If applicable, start date of bioliq/biomass fuel use^{1,2}

2. Scope of certification of raw material
The raw material complies with the relevant sustainability criteria according to Art. 29 (2) - (7) RED II⁵ ☐ Yes ☐ No
The agricultural biomass was cultivated as intermediate crop (if applicable) ☐ Yes ☐ No
The agricultural biomass additionally fulfills the measures for low ILUC risk feedstocks (if applicable) ☐ Yes ☐ No
The raw material meets the definition of waste or residue according to the RED II⁶ ☐ Yes ☐ No
If applicable, please specify waste or animal by-product permit number
Was support for the production of the fuel or fuel precursor received⁷ ☐ Yes ☐ No
If yes, please specify support nature and scheme

The Proof of Sustainability (PoS)

A Document Demonstrating a Fuel's Sustainability Compliance

- The Proof of Sustainability (PoS) is the **primary document proving sustainability characteristics** for a batch of renewable fuel
- Used to **substantiate “claims”** for a batch of renewable fuel (e.g., that the fuel complies with the EU RED II criteria) and must be **provided to verifiers and/ or competent authorities**
- The **PoS includes essential sustainability information, i.e.,**
 - General information (fuel type, feedstock, country of origin, etc.)
 - Feedstock sustainability (no deforestation, Classification as waste/residue, etc.)
 - Life cycle emissions information (incl. for each life cycle step) and emissions *savings* of the fuel compared to fossil fuel equivalent
- **“Double issuance” of a PoS is prohibited** as it could lead to double counting of GHG emissions reductions
- Often, the **PoS is surrendered upstream for compliance purposes** by a fuel supplier (e.g., EU mandates), and is **no longer available to be forwarded downstream** to airlines

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Targeting Market Challenges: The Proof of Compliance (PoC)

- ISCC has **developed the Proof of Compliance framework to target gaps in document traceability**
 - **Released December 17th, 2024**, the package includes Guidance Document, Audit Procedures, and PoC Template
 - Developed in **close collaboration with industry operators, off-takers, regulatory bodies**, etc.
- Standardized template has been **based off the existing PoS format** and **shows all required sustainability details**
- **Clear auditing framework on template handling:**
 - All entities “**handling**” (issuing, receiving, forwarding) the **PoC must be certified** (except fuel user) under existing ISCC EU frameworks, and **undergo additional ISCC PoC Trader procedures**
- Operates under the **similar structure and mechanisms as the existing PoS** processes



Proof of Compliance (PoC)
with the sustainability and greenhouse gas emissions savings criteria of the EU RED II¹ v1.0

Please note: This Proof of Compliance (PoC) document can only be issued for a batch of product if the Proof of Sustainability (PoS) document for that batch of product is no longer available, due to the PoS document having been retired under a fuel supplier obligation or incentive scheme.
A prerequisite for issuance of a PoC document is the acceptance by the competent authorities in the target market.

Please indicate under which fuel supplier obligation or incentive scheme the original PoS document was retired under (e.g., UK RTFO):

Unique Number of the PoC²:

Date of Issuance of the PoC:

Unique Number of the underlying PoS³:

Date of Issuance of the PoS (if available):

Supplier

Name:

Address:

Certification System: **ISCC EU**

Certificate Number:

Recipient

Name:

Address:

Contract Number:

Address of dispatch/shipping point of the sustainable product:

☒ Same as address of supplier

Date of dispatch of the sustainable product:

1. General information

Type of Product: Please select

Type of Raw Material/Feedstock: Please select

Additional Information (voluntary):

Country of Origin (of the raw material/feedstock):

Quantity⁴: m³/15°C ☒ m³ ☐ metric tons

Energy content (MJ): 0 MJ Please specify Energy content in MJ per l:

Product density, if available (at 15°): kg/m³

EU RED II Compliant material ☒ Yes

Chain of custody option: Mass balance



Guidance Link: <https://www.iscc-system.org/wp-content/uploads/2024/12/ISCC-Guidance-Document-Proof-of-Compliance-V1.0.pdf>



Ερωτήσεις ?

Σας ευχαριστώ για την προσοχή σας!

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Προϊσταμένη του Τμήματος Κανονισμών & Εποπτείας Προστασίας Περιβάλλοντος
Δ/ση Ασφάλειας από Έκνομες Ενέργειες & Προστασίας Περιβάλλοντος

ΑΡΧΗ ΠΟΛΙΤΙΚΗΣ ΑΕΡΟΠΟΡΙΑΣ