Single European Sky

Kommissionen lanserade 22 september 2020
reviderad version av lagförslag från 2013

Förslag:
Samma undervägsavgift överallt
Sammanslagning av zoner för ATM, Aviation Traffic Management
Oberoende ATM-aktörer, marknadsutsättning
Överföring av makt från Eurocontrol till EU

- Effektivare utnyttjande av luftrummet
- Kortare flygtider
- Minskad trängsel
- Minskad bränsleförbrukning
- Lägre koldioxidutsläpp

EUROPEAN
COMMISSION

Brussels, 22.9.2020
COM(2020) 579 final

2013/0186 (COD)

Amended proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the implementation of the Single European Sky

(recast)

(Text with EEA relevance)

{SWD(2020) 187 final}

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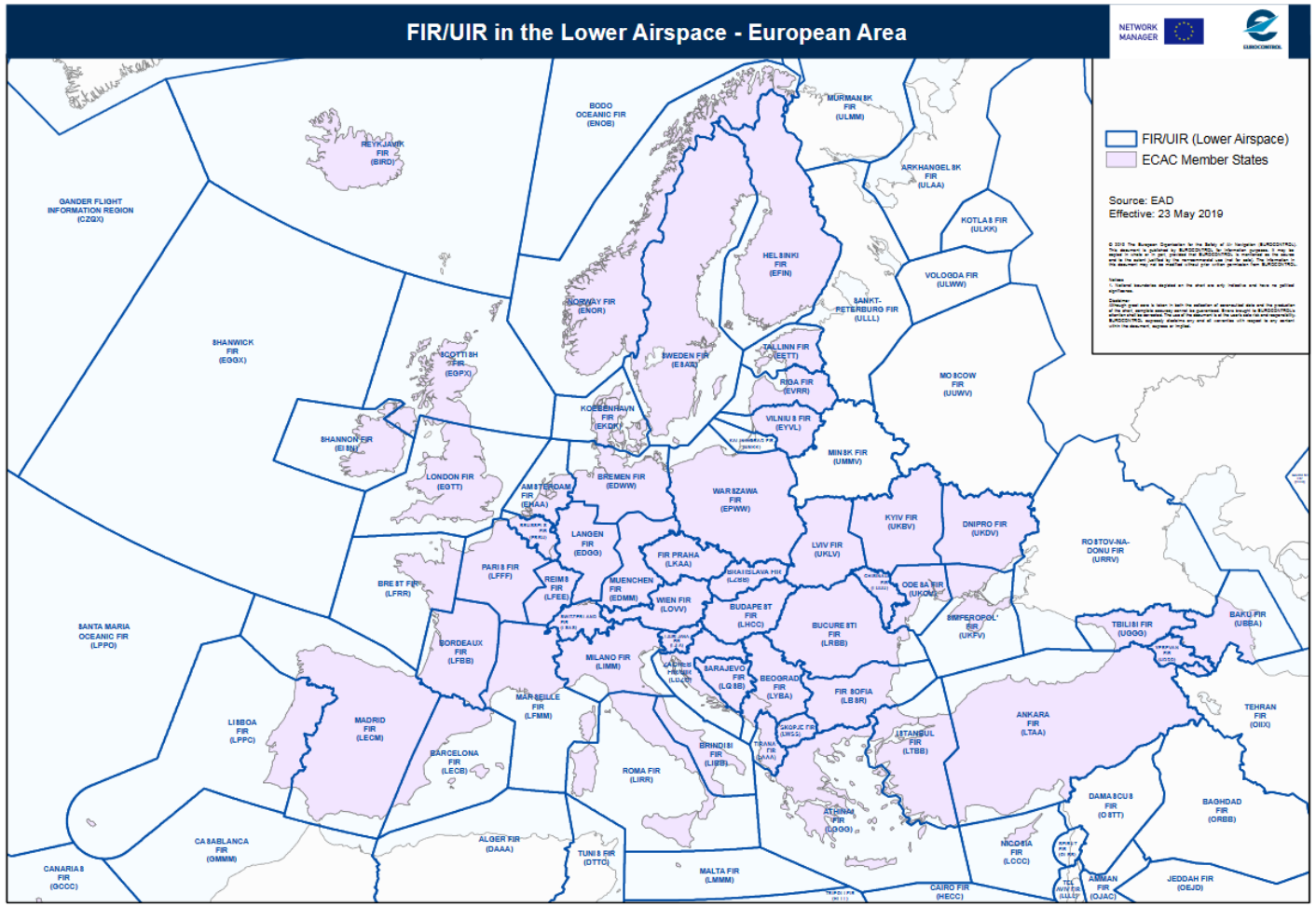
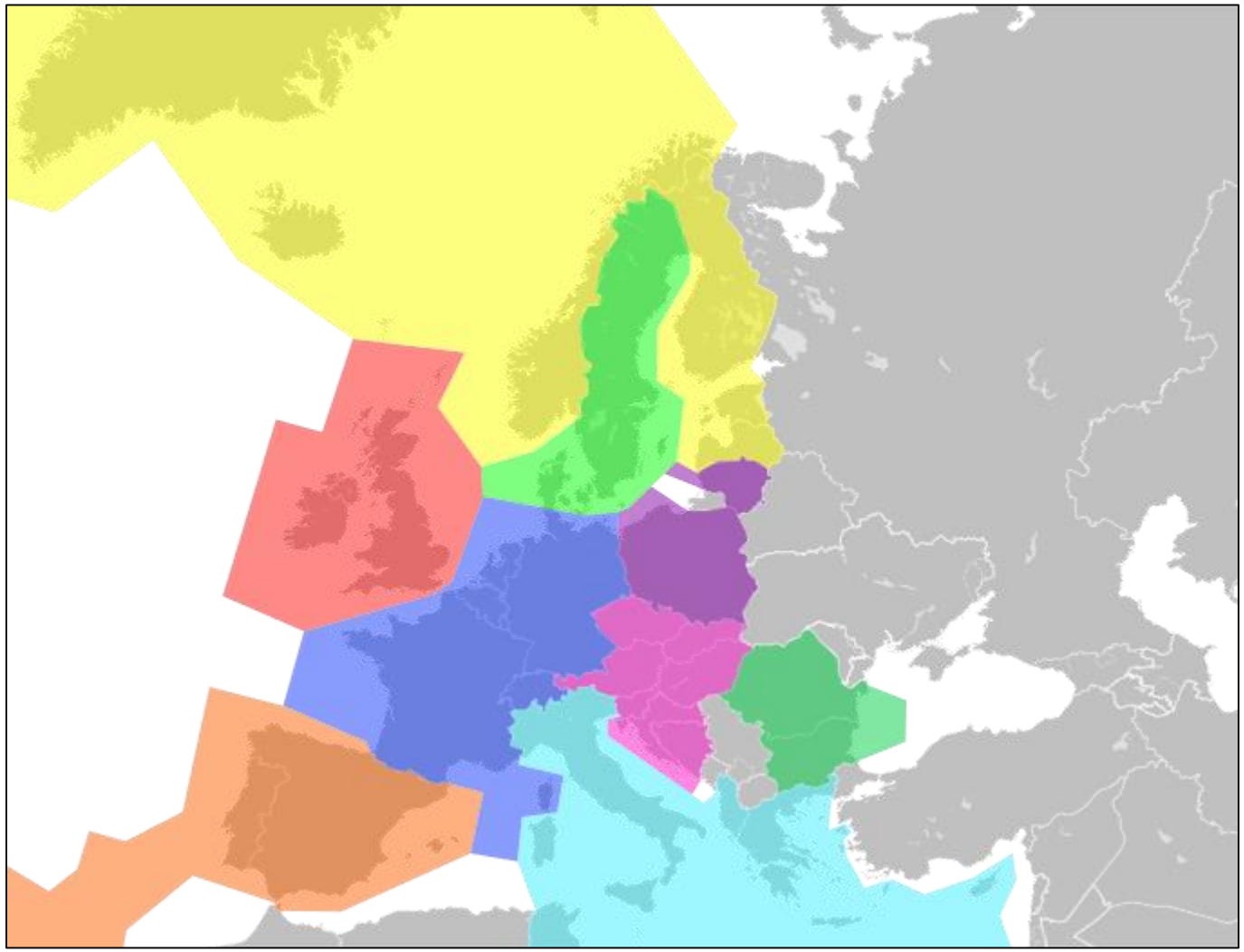


Eurocontrol FIR/UIR

Nuvarande bas för uttag av undervägsavgifter (”en route”)

Zone	National Unit Rate / Taux Unitaire National EUR	Global Unit Rate / Taux Unitaire Global EUR	Exchange Rate Applied / Taux de change appliqué 1 EUR =	
Portugal Santa Maria *	7.78	7.91	./.	
Belg.-Luxembourg *	91.01	91.14	./.	
Allemagne / Germany *	63.61	63.74	./.	
Estonie / Estonia *	31.38	31.51	./.	
Finlande / Finland *	43.53	43.66	./.	
Royaume-Uni / United Kingdom	60.62	60.75	0.909664	GBP
Pays-Bas / Netherlands *	67.26	67.39	./.	
Irlande / Ireland *	24.48	24.61	./.	
Danemark / Denmark	57.70	57.83	7.44042	DKK
Norvège / Norway	46.39	46.52	10.7790	NOK
Pologne / Poland	43.56	43.69	4.47125	PLN
Suède / Sweden	48.61	48.74	10.4166	SEK
Lettonie / Latvia *	27.27	27.40	./.	
Lituanie / Lithuania *	36.81	36.94	./.	
Espagne / Spain - Canarias *	43.60	43.73	./.	
Albanie / Albania	47.47	47.60	123.550	ALL
Bulgarie / Bulgaria	28.59	28.72	1.95581	BGN
Chypre / Cyprus *	20.05	20.18	./.	
Croatie / Croatia	41.23	41.36	7.53943	HRK
Espagne / Spain - Continent. *	50.95	51.08	./.	
France *	58.69	58.82	./.	
Grèce / Greece *	32.17	32.30	./.	
Hongrie / Hungary	25.33	25.46	360.218	HUF
Italie / Italy *	66.02	66.15	./.	
Slovénie / Slovenia *	51.79	51.92	./.	
République Tchèque / Czech Republic	43.49	43.62	26.7226	CZK
Malte / Malta *	27.29	27.42	./.	
Autriche / Austria *	59.45	59.58	./.	
Portugal Lisboa *	38.00	38.13	./.	
Bosnie Herz. / Bosnia Herzegovina	31.54	31.67	1.94991	BAM
Roumanie / Romania	37.26	37.39	4.85720	RON
Suisse / Switzerland	91.95	92.08	1.07825	CHF
Turquie / Turkey	20.12	20.25	8.89841	TRY
Moldavie / Moldova	62.62	62.75	19.5064	MDL
Macédoine du Nord /North Macedonia	44.71	44.84	61.3941	MKD
Serbia/Montenegro/KFOR	31.00	31.13	117.502	RSD
République Slovaque / Slovak Republic *	45.72	45.85	./.	
Arménie / Armenia	28.73	28.86	571.916	AMD
Géorgie/Georgia	24.07	24.20	3.72008	GEL

Olika redovisade kostnader = olika nivå på undervägsavgifterna



Functional Airspace Blocks

Tänkt framtida organisering av ATM

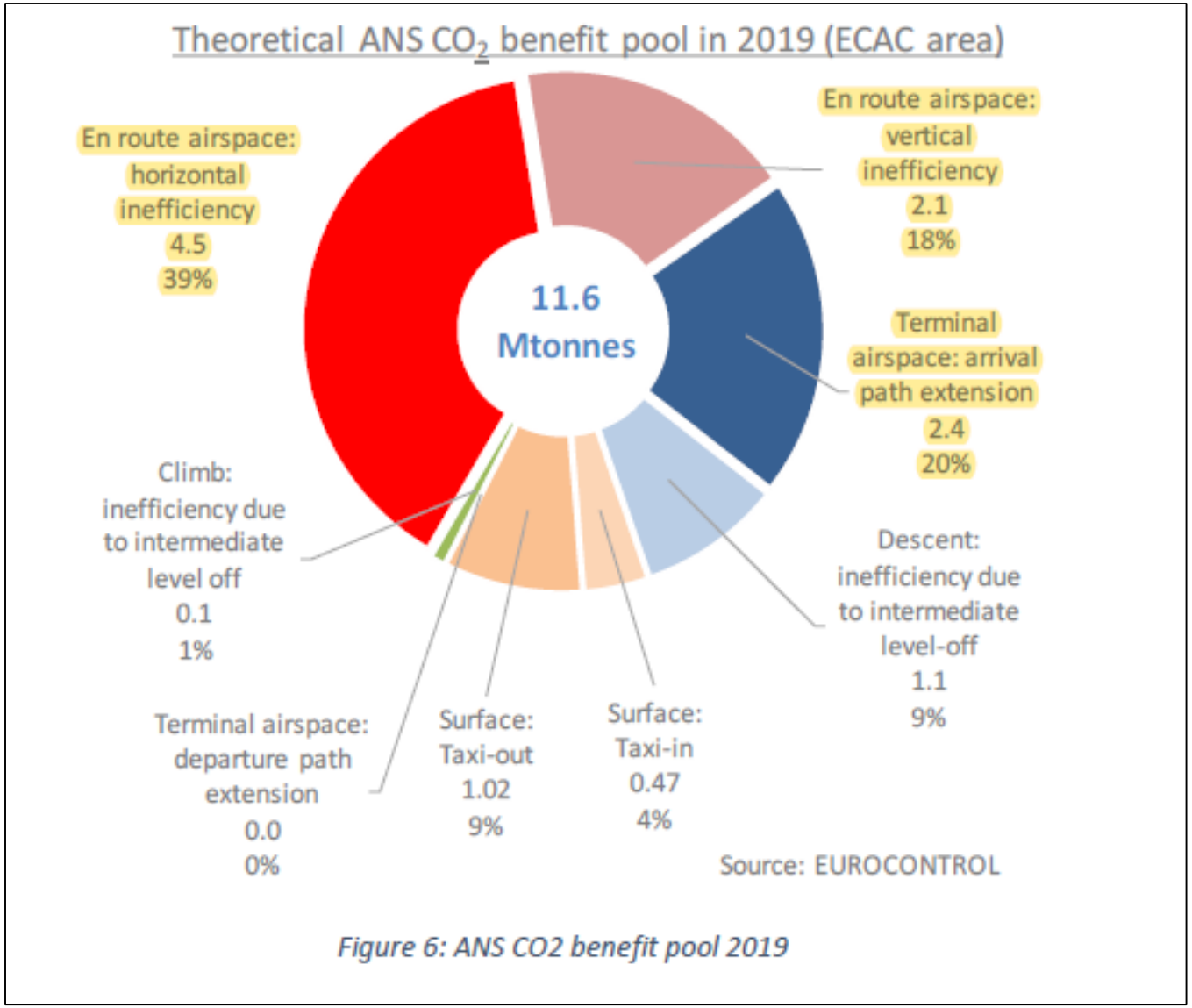


Figure 6: ANS CO2 benefit pool 2019

Totala utsläpp ECAC 2019: 208,7 Mton

Obligatorisk differentiering av undervägavgifterna

"Modulation should be mandatory at EU level in light of its positive effect on reducing CO2 emissions. For example, charges may be modulated for airspace users that choose more environmentally-friendly flight paths."

"an aircraft equipped with 'clean' technologies or burning sustainable aviation fuel could benefit at network level by being offered priority services, or reduced ANS charges, whereas a 'polluting' aircraft would have to pay higher charges. Creating a pan-European modulation of charges would help overcome the reluctance of Member States to do this only at local level."

A fresh look at the Single European Sky, 200922
SWD(2020) 187 final
Sid 20

Förslag:
Samma en-routeavgift överallt inom EU
Differentieras även efter flygningarnas klimatprestanda – flygplanstyp, drivmedel. ("höghöjdseffektsrisk"?)

Kan differentierade undervägsavgifter begränsa höghöjdseffekter?

"only 2.19% [1.97%, 2.45%] of flights contribute to 80% of the total contrail EF"

"a small-scale diversion strategy of modifying the cruising altitude of 1.7% of flights by ±2000 feet could reduce the contrail EF by up to 59.3% [52.4%, 65.6%], at the expense of an average fuel penalty of 0.71% [0.36%, 1.10%] per flight"

"a fleet-wide adoption of new technologies such as the double annular combustor engine, of which the average BC PN emissions is 76% lower than conventional engines, could reduce the contrail age and EF by 22.5% [15.6%, 27.9%] and 68.6% [45.0%, 82.0%] respectively. Finally, a combination of both methods (including the diversion strategy) could theoretically reduce the contrail EF by up to 91.8% [88.6%, 95.8%]"

Mitigating the Climate Forcing of Aircraft Contrails by Small-Scale Diversions and Technology Adoption
Teoh, Schumann, Majumdar & Stettler, 2020