

From: [REDACTED] (CLIMA)
To: [REDACTED]
Subject: RE: ETS net reductions
Date: vendredi 31 janvier 2020 14:14:18
Attachments: [image002.jpg](#)

Dear [REDACTED], thanks for your email, I think that this is now very clear, it's an exemplary way of explaining this to passengers in a way that the public can understand. It avoids double-counting and presumably may also result in higher take-up by passengers (as the cost is lower for these flights).

Best regards,

[REDACTED]
(only tiny comment would be that the wording switches from 'system' to 'scheme'. The word 'scheme' is very negative in the US, which is why the EP and Council took it out of the Directive in 2017 and all legal references are now to 'system'. We never realised back in the early 2000s that this would be a political issue...)

From: [REDACTED]
Sent: Thursday, January 30, 2020 10:54 AM
To: [REDACTED] (CLIMA)
Subject: RE: ETS net reductions

Hi [REDACTED], hope you're well. For info we've updated the website where we currently host our carbon offset. We now describe how flights within the UK have been made carbon neutral by BA, and for journeys that have EU ETS sectors, we have a specific message describing how the emissions are partly accounted for through ETS and the residual can be voluntarily offset to make the flight carbon neutral. We also built new FAQs to explain in detail as below:
There are some continuing issues that we'll look to tidy up, but we wanted to get these changes in asap.

Cheers

[REDACTED]

https://www.pureleapfrog.org/ba/carbon_zero/

Your total CO₂ emissions for this flight are **0.54 tCO₂e**.
British Airways has already accounted for **0.25 tCO₂e**** so you only need to offset **0.29 tCO₂e**.

Cost to offset £1.77.

**The emissions from your flight are regulated by the EU Emissions Trading System. We have subtracted the emissions reductions already accounted and paid for through our participation in this scheme so that you only offset the residual emissions.

How does the EU ETS work?

The ETS works by setting a limit (or cap) on the amount of CO₂ emissions that are allowed from EU-based industries e.g. power generation, aviation, fuels and chemicals production. Companies are required to reduce their emissions or buy emission credits from other companies in the system who have reduced their emissions. In the aviation ETS, the amount of emissions allowed overall is capped at 95% of emissions in 2005 (the reference year). CO₂ allowance units equal to the cap (less a percentage held back for new entrants in the ETS) are distributed to airlines either freely or through auctions that are managed by EU states. Airlines which make emissions above their allowance must buy emission reduction units from other companies that have reduced their emissions below their allowance.

How do we calculate the EU ETS reductions applicable to your flight?

As British Airways knows the number of ETS allowances issued to it under the ETS, the percentage of ETS allowances that are held back for new entrants in the ETS and the percentage of emissions allowances that are auctioned under the ETS, it can calculate its individual ETS allowance and which of its emissions are already accounted for through the ETS. ETS CO₂ allowance units purchased by British Airways above this individual allowance are treated as emissions reductions achieved through the EU ETS. To make your flight carbon neutral, for flights within the EU ETS, we subtract the CO₂ allowance units above British Airways' individual emissions allowance that British Airways has paid for through the ETS to leave the remaining residual CO₂ emissions that need to be offset.

From: [REDACTED]
Sent: 07 January 2020 14:26
To: [REDACTED]
Subject: RE: ETS net reductions

Hi [REDACTED] happy new year to you! I'm grateful to you for following up on this. As discussed, I completely agree with what you say about making this far clearer to customers that part of their emissions are already addressed through the ETS – I'm working on improving it, but it will take time to get the changes built in. It was previously considered 'too technical' to highlight, but I no longer support that view.

On the FAQ you mention, that does sound strange indeed so we'll look into that too.

Thanks again for your help with this

Best regards

[REDACTED]

From: [REDACTED]
Sent: 07 January 2020 14:15
To: [REDACTED]
Subject: RE: ETS net reductions

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Dear [REDACTED] happy New Year! I hope that all is well.

I've now had a chance to look at the website (https://www.pureleapfrog.org/ba/carbon_zero/) and see that lower emission figures are given for LHR to Chania rather than Tenerife. However, there's no explanation that this is because a proportion of the emissions are being offset by BA by law, it simply looks as if less is emitted. As said on the phone, I consider that this is misleading customers, it should at least be clear to them that the emissions are being addressed in another way rather than simply suggesting that less is emitted.

I took the time to go to go through the FAQs, and see a reference to this in "Why is it cheaper to go internationally via somewhere in Europe than direct?", which is an unusual heading that normal people wouldn't be likely to look at – most people wouldn't do two flights when one is available at a reasonable price, I would have thought. As discussed, I think it's good that BA is at least seeking to be clear, compared to other airlines that are misrepresenting the situation to their customers, in my personal view, but I don't think that what's on the website does give a clear, correct impression.

Best regards,

[REDACTED]

From: [REDACTED]

Sent: Friday, December 20, 2019 8:01 PM

To: [REDACTED]

Subject: RE: ETS net reductions

Hi [REDACTED], thanks for the useful discussion earlier. For info, our carbon calculator now correctly gives the correct co2 for LHRTFS (out of ETS) compared to similar distance LHRLCA (in ETS).

Cheers

[REDACTED]

Mobile [REDACTED]

From: [REDACTED]

Sent: 20/12/2019 10:39

To: [REDACTED]

Subject: RE: ETS net reductions

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I'm reaching your voicemail too. I see I got my number wrong, it's [REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, December 20, 2019 11:35 AM

To: [REDACTED]

Subject: RE: ETS net reductions

Hi [REDACTED] I tried the number you gave but it goes to voice message referring to [REDACTED]. Is there another number I should call.

Cheers

[REDACTED]

From: [REDACTED]

Sent: 19 December 2019 22:17

To: [REDACTED]

Subject: RE: ETS net reductions

Hi [REDACTED], great, your 1130, my 1030 tomorrow works for me, I'll give you a ring.

The way we currently calculate emission reduction in ETS is as follows:

For BA Group the expected emissions reduction in EU ETS in both 2019 and 2020 is 46%. This is calculated by defining an equivalent ETS cap for BA.

Assuming the EU ETS is applicable to BA in 2019 and 2020, we will receive 1,358,000 free allowances each year. From this figure and knowing that the NER is 3% and auctioning is 15%, the equivalent cap is calculated as follows:

$$1,358,000 / (0.97 * 0.85) = 1,647,059$$

BA net CO2 emissions in the EU ETS are therefore 1,647,059 in 2019 and 2020.

[REDACTED]

Mobile: [REDACTED]

From: [REDACTED]
Sent: 19/12/2019 10:47
To: [REDACTED]
Subject: RE: ETS net reductions

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear [REDACTED], thanks for your email, I'm well and I hope that you are too. Would tomorrow morning at 11.30 suit you (10.30 UK time)? If there's any information on how BA's announced domestic offsetting fits with its ETS coverage, I'd be interested to read in advance.

From: [REDACTED]
Sent: Monday, December 9, 2019 11:43 AM
To: [REDACTED]
Subject: ETS net reductions

Hi [REDACTED], hope you're well, I'd be grateful for a conversation with you at some point on the following issue we're working through:

Given the EU ETS reduces net emissions for intra-EEA flights to some extent, when an individual or organisation seeks to be carbon neutral for an intra-EEA flight, how can those reductions be taken into account when determining emissions remaining to be offset.

Ultimately I believe this is an area where governments and regulators could provide guidance, but I'd welcome your initial thoughts.

If you have a 15 minute window to talk please let me know or of course you're welcome to call me on [REDACTED]

Cheers

[REDACTED]
[REDACTED]

[REDACTED] British Airways | [REDACTED]

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