

# Air Seychelles prepares for EU carbon emissions scheme

**Air Seychelles has signed an agreement with ETS Aviation – the provider of a web-based reporting, monitoring and data verification software tool called Aviation Footprinter – to record and monitor all its carbon emissions.**

This follows the introduction by the European Commission this year of the Emissions Trading Scheme, with compulsory monitoring and reporting of all emissions.

As of 2012, all airlines that have a flight path with a landing or departing airport within the European Union will be liable to pay carbon emission charges through an offset trading system.

Carbon emissions contribute to the greenhouse effect, and with these charges the EU is moving towards making those responsible for polluting the atmosphere pay for it.

Airlines will buy allowances to offset their emissions, which are recorded in tonnes per kilometre.

Air Seychelles will be affected by this regulation, as Europe is its main destination continent. With about 32 flights to, from and within Europe every week, and with the airline operating a charter flight out of the

Falklands on behalf of the British Ministry of Defence, it is in its interest to have an accurate data recording system as the slightest mistake could have huge financial repercussions.

Air Seychelles' director for ground operations Gerold Tumulka said that even though the airline flies to only five destinations within the EU it still falls under the regulation as all flights to, from and within EU airspace are affected.

He explained that this year has been established as the "master year" to start monitoring carbon emissions. The data recorded and submitted to the EU early next year will form the basis for the free carbon credits, which will be allocated for the whole reporting cycle of eight years.

Those who exceed their allocated free carbon credits will have to buy them through the Emissions Trading Scheme in the form of allowance certificates on an open market, similar to a stock exchange, where emission generators (such as airlines) buy allowances to offset their emissions from producers (such as plantations).

He said Air Seychelles had started the monitoring but, after trials, has decided to bring in a software application to perform



the monitoring and reporting functions, which is why the Aviation Footprinter has been signed up.

Mr Tumulka described the Aviation Footprinter as "not only the best in class, but also of incredible value".

One attribute of the system is its inbuilt cross-check logic, which irons out most mistakes in input data, or at least flags them up for corrective action. It also allows an annual report to be produced which can be audited and submitted with the simple click of a mouse.

He said that since the software tool is web-based it is easily accessible, which

makes it easier to specify and verify.

Air Seychelles expects the increased accuracy factor of the software will ensure it will have the best possible annual report on its carbon emissions, which it has to submit to the EU as of next year.

Mr Tumulka said that in signing on Aviation Footprinter, the airline is ensuring it is well prepared, not only for the EU's emissions scheme but for any similar moves by other countries in the future.

The signing also emphasises Air Seychelles' commitment towards helping to reduce the greenhouse effect, as the data from the software will enable the airline to

better plan its aircraft maintenance. This in turn will ensure that the planes' carbon emissions are kept to the lowest possible level.

Air Seychelles also expects to considerably reduce its carbon footprint with the arrival of the Boeing 787 Dreamliner which it has on order.

Although a costly investment, Air Seychelles' executive chairman Captain David Savy says the new B787, which the airline expects to receive in 2013, is the future when it comes to environmentally-conscious aviation.

The 787 is quieter on take-off and landing, and uses 20% less fuel than the current B767 or similar-sized commercial jets. The Dreamliner uses about one gallon of fuel per seat per 100 miles of travel, which is about a third of that used by an SUV (sport utility vehicle).

Captain Savy has stressed the fact that in ordering the Boeing 787, Air Seychelles will in effect be reducing its fuel consumption and carbon emissions. This, together with the Aviation Footprinter software, means the airline is putting its money where its mouth is when it comes to environment protection.

## Seychelles Breweries gives R50,000 for Regatta



Long-standing Regatta partner Seychelles Breweries has donated R50,000 to the Round Table to organise this year's activities.

In a ceremony at the company's head office at Le Rocher on Thursday morning, commercial director Guy Morel handed over a check in support of the Regatta to

He said this year's Regatta will be a lot livelier than in previous years, with many more sports activities such as a cycle race, a boxing tournament with fighters from Mauritius, a road race, a basketball competition, a handball exhibition and boat races of all types.

"We will also have a new feature