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Table 1: Countries reporting non-CO2 emissions from EU ETS activities in 2022

Gas	Activity	Number of countries	EU ETS country
PFCs	Primary aluminium	12	DE, ES, FR, GR, IS, IT, NL, NO, RO, SE, SI, SK
N_2O	Nitric acid	19	AT, BE, BG, CZ, DE, ES, FI, FR, GR, HR, HU, IT, LT, NL, NO, PL, PT, RO, SK
	Adipic acid	3	DE, FR, IT
	Glyoxal and glyoxylic acid	3	DE, FR, IT

Table 2: Revenue from the auctioning of general and aviation allowances in the EU ETS in 2022 (EU 27)

EU Member State	**Revenue in 2022 (million EUR)**	
	General allowances	*Aviation allowances*
AT	375.4	6.3
BE	649.2	8.6
BG	1 091.3	2.9
CY	100.8	2.1
CZ	670.6	3.0
DE	6 772.4	40.2
DK	354.5	7.7
EE	333.2	0.8
EL	1 314.0	15.5
ES	3 186.8	44.4
FI	504.7	6.4
FR	1 834.7	33.6
HR	141.1	2.3
HU	462.0	2.9
IE	209.9	5.8
IT	3 166.1	36.6
LT	102.4	1.3
LU	29.6	1.0
LV	82.6	1.6
MT	38.4	1.8
NL	1 123.1	12.8
PL	4 966.4	9.6
PT	661.6	11.6
RO	482.4	5.6
SE	272.1	11.1

SI	170.5	0.4
SK	342.4	0.5

Table 3: Revenues from the auctioning of general and aviation allowances in 2022 (Iceland, Liechtenstein, Norway and the UK in respect of Northern Ireland)

EU ETS country	**Revenue in 2022 (million EUR)**	
	General allowances	*Aviation allowances*
Iceland	9.9	2.7
Liechtenstein	0.3	0.0
Norway	213.7	12.6
UK (Northern Ireland)	168.3	0.0

Table 4: Revenue from the auctioning of allowances for the Innovation Fund and the Modernisation Fund in 2022

Fund supplied from the EU ETS	**Revenue in 2022 (million EUR)**
Innovation Fund	3 192.0
Modernisation Fund	5 446.4

Table 5. Projects supported under the InnovFin EDP and CEF DI through NER 300 funds (1 June 2020 to 30 June 2023).

Project title	Description
Provence Grand Large Floating Offshore Wind Project (InnovFin EDP)	The project concerns the design, installation, operation and maintenance of a floating offshore wind farm about off the coast of Marseille, France in 100 metre Water Depth. The project will consist of three 8MW turbines which will be mounted in an innovative floating. The NER 300 contribution in form of loans amounts to EUR 50 million.
CH New Charging and Energy Storage Solutions (InnovFin EDP)	The proposed technology platform allows the integration of electric vehicles ("Evs") into the power grid by aggregating and leveraging the energy storage potential of end-user Evs batteries as stationary storage devices in order to provide power system services. The project's demonstration is located in Germany, France and the Netherlands and the NER 300 contribution amounts to EUR 2.1 million.
BORDEAUX LITHIUM ION BATTERY STORAGE (InnovFin EDP)	The project consists of a 105 megawatt lithium ion battery storage asset in Gironde, France. It aims to improve grid flexibility for the integration of renewables and to contribute to the security of supply of the system by increasing the battery storage capacity in the New Aquitaine region. The NER 300 contribution amounts to EUR 16.50 million.
DK Everfuel Green Hydrogen Project (CEF DI)	The project comprises the deployment of a hydrogen distribution infrastructure and a hydrogen production plant, to supply green hydrogen to a large-scale fleet of fuel cell electric buses in Denmark. The financing of EUR 20.7 million is supported under the Future Mobility product, backed by the Connecting Europe Facility and the NER 300.
ES Evervest (CEF DI)	The project consists of the roll out of an electric vehicle charging network involving the deployment of 476 charging points in 200 sites over a 3-year implementation period. Charging points will only sell electricity sourced from renewable sources backed by relevant certificates. This project requested the EIB loan of EUR 50 million, fully covered from NER 300 unspent funds.
Innovative Trains – North East Germany (CEF DI)	The project, led by the railway company Niederbarnimer Eisenbahn (NEB), aims to replace diesel locomotives with the first battery-powered trains from December 2024. These trains will use the overhead contact lines on electrified sections of the route to charge the batteries and power the trains on non-electrified sections. As soon as the railway's electricity comes entirely from renewable sources, the trains will run on zero emissions. The EIB is financing the project with an investment loan of up to EUR 95 million, supported by EUR 21.85 million from the NER 300 unspent funds.

NER 300 programme

The NER 300 funded by the EU ETS was a large-scale funding programme for innovative low-carbon energy demonstration projects set up for 2013-2020. The aim was to demonstrate environmentally safe carbon capture and storage and innovative renewable energy technologies on a commercial scale. The programme pooled revenue from the auctioning of 300 million allowances from the EU ETS New Entrants' Reserve (NER). Funding was awarded to projects selected in two rounds of calls for proposals, in December 2012 and July 2014. The projects are still being implemented.

In total, 38 renewable energy projects and one carbon capture and storage project in 20 Member States were awarded support from the NER 300, amounting to EUR 2.1 billion, but only eleven projects came into operation. Six projects are considered completed: the bioenergy project *BEST* in Italy, the onshore wind project *Windpark Blaiken* in Sweden, the bioenergy project *Verbiostraw* in Germany, the offshore wind projects *Veja Mate* and *Nordsee One* in Germany and the onshore wind project *Windpark Handalm* in Austria. The implementation of the remaining projects is still monitored under the programme: the smart grid project *Puglia Active Network* in Italy, the floating offshore wind projects *Vertimed* in France and *Windfloat* in Portugal, the concentrated solar power project *Minos* in Greece and the bioenergy project *TORR* in Estonia.

Due to difficulties in securing co-financing (private- or public-sector) as well as challenging economic and policy conditions, 28 projects were unable to raise sufficient additional funding and had to be withdrawn from the programme. As a result, over EUR 1.6 billion became available again under the NER 300. These unspent funds have been reallocated. The funds unspent in the first round of calls for proposals (currently EUR 727.6 million) are reinvested under existing financial instruments managed by the European Investment Bank (EIB).

Under the InnovFin Energy Demonstration Projects (InnovFin EDP), projects could be signed off by the end of 2022. Under both the InnovFin Energy financial advisory support and the Connecting Europe Facility Debt Instrument (CEF DI), projects must be signed off by the end of 2023.

Table 5 provides further details on the projects supported under the InnovFin EDP and CEF DI since. At the end of June 2023, under InnovFin, NER 300 provided advisory services to 19 projects and more are in the pipeline. These are mainly renewable energy as well as carbon capture and use/storage projects.

The remaining unspent funds from NER 300 are channelled to the Innovation Fund. This includes

Table 6: Annual contributions of EU ETS countries to the Market Stability Reserve

EU ETS country	2021	2022	2023
AT	5 563 187	6 345 090	5 555 134
BE	9 228 856	10 525 966	9 215 496
BG	6 531 499	7 449 497	6 522 044
CY	874 285	997 166	873 019
CZ	14 108 876	16 091 870	14 088 451
DE	80 029 579	91 277 689	79 913 725
DK	5 005 490	5 709 009	4 998 244
EE	2 225 742	2 538 569	2 222 520
EL	11 888 232	13 559 116	11 871 023
ES	30 610 010	34 912 228	30 565 697
FI	6 682 443	7 621 657	6 672 769
FR	21 881 211	24 956 603	21 849 536
HR	1 513 604	1 726 341	1 511 413
HU	4 381 023	4 996 772	4 374 681
IE	3 740 851	4 266 625	3 735 436
IS	156 001	177 927	155 775
IT	37 775 362	43 084 666	37 720 676
LI	3 492	3 982	3 486
LT	1 100 842	1 255 564	1 099 248
LU	438 053	499 621	437 419
LV	480 330	547 840	479 635
MT	332 525	379 262	332 044
NL	13 394 277	15 276 835	13 374 887
NO	3 106 500	3 543 117	3 102 003
PL	34 583 085	39 443 717	34 533 022
PT	6 072 075	6 925 501	6 063 284
RO	11 604 041	13 234 982	11 587 243
SE	3 246 409	3 702 690	3 241 709
SI	1 478 674	1 686 501	1 476 533
SK	4 206 047	4 797 204	4 199 958
XI (Northern Ireland)	883 013	1 007 119	881 734

Table 8: Accreditation and verification in the EU ETS in 2022[1]

Aspect	Countries	Number	Number per country
Number of verifiers accredited by the National Accreditation Body of a Member States – for installations	23	106	AT(2), BE(2), BG(3), CZ(5), DE(16), DK(3), EE(1), EL(5), ES(6), FI(4), FR(6), HR(2), HU(5), IT(10), LV(3), NL(3), NO(3), PL(8), PT(3), RO(6), SE(4), SI(2), SK(4)
Number of verifiers accredited by the National Accreditation Body of a Member State- for aviation	12	23	AT(1), CZ(1), DE(4), EL(3), ES(2), FR(2), IT(3), LV(1), PT(2), RO(2), SI(1), SK(1)
Number of verifiers accredited by another Member State - for installations	24	57	AT(1), BE(4), BG(4), CY(2), CZ(1), DK(1), EE(3), ES(3), FR(1), HR(1), HU(3), IE(6), IS(2), LT(3), LU(4), MT(1), NL(2), NO(2), PL(3), PT(1), RO(2), SE(4), SK(1), XI(2)
Number of verifiers accredited by a national accreditation body in another Member State - for aviation	23	39	AT(2), BE(3), BG(1), CY(1), DK(1), EE(1), ES(1), FI(1), HR(1), HU(1), IE(2), IS(1), IT(3), LT(2), LU(2), MT(3), NL(2), NO(3), PL(3), PT(1), RO(1), SE(2), SK(1)
Number of complaints made about verifiers	6	28	DE(4), ES(16), FR(4), LV(1), RO(2), SE(1)
Number of resolved complaints	5	26	DE(4), ES(16), FR(3), RO(2), SE(1)
Number of complaints from prior reports, not reported as resolved earlier and meanwhile resolved	1	11	DE(11)
Number of non-conformities for verifiers reported in the information exchange	8	64	AT(10), BG(10), FI(18), FR(3), HR(10), HU(5), IE(3), NO(5)
Number of non-conformities above resolved	8	46	AT(10), BG(5), FI(9), FR(3), HR(10), HU(5), IE(3), NO(1)
Number of non-conformities from prior reports, not reported as resolved earlier and meanwhile resolved	3	24	BG(4), DE(11), FI(9)
Verifiers suspended	1	2	NO(2)
Withdrawal of accreditation certificate	1	1	FR(1)

[1] The maximum number of countries is 30 because Liechtenstein did not have any active operators in 2022. XI is a country code for Northern Ireland.

Scope of accreditation reduced	6	7	DE(2), DK(1), FI(1), FR(1), NO(1), SE(1)

Table 9: EU ETS coordination between competent authorities in 2022[2]

Aspect	Number and list of relevant countries	
Does a central competent authority review monitoring plans, annual emission reports and improvement reports in addition to local and regional authorities on a regular basis?	11	AT, BG, ES, HR, HU, LT, NL, PL, SE, SI, XI
Does a central competent authority steer local and/or regional competent authorities by giving binding instructions and guidance?	5	BG, FR, NL, SK, XI
Does a central competent authority steer local and/or regional competent authorities by giving non- binding instructions and guidance?	5	AT, FI, LT, PL, PT
Are regular meetings organised with the competent authorities?	9	BE, BG, EL, ES, FR, NL, PT, SE, XI
Is common training organised for all competent authorities to ensure harmonised implementation of requirements?	8	AT, BG, FR, NL, PT, SE, SK, XI
Is a structured working or coordination group established, where competent authority staff, discusses monitoring and reporting issues and develops common approaches?	10	BG, EL, ES, FR, HR, HU, NL, PT, SE, XI

Table 10: Administrative charges in the EU ETS in 2022[3]

Aspect		Number and list of relevant countries (charges expressed in EUR)	
Installations	Are fees charged to operators?	16	AT, BG, CZ, DK, ES, FI, HR, HU, IS, IT, NO, PL, PT, RO, SI, XI
	Permit issuance/monitoring plan approval	14	BG(250), CZ(400), ES(985.35), FI(500), HR(5), HU(257), IS(3500), IT(250), NO(3356), PL(17.52), PT(207.96), RO(360), SI(22.6), XI(7729.2)
	Permit update	13	BG(100), ES(393.33), FI(400), HR(5), HU(143), IS(780), IT(62), NO(1007), PL(2.13), PT(103.97), RO(360), SI(22.6), XI(546.92)
	Permit transfer	8	FI(500), HR(5), HU(143), IS(780), IT(62), PL(2.13), SI(22.6), XI(546.92)

[2] The maximum number of countries is 30 because Liechtenstein did not have any active operators in 2022. XI is a country code for Northern Ireland.

[3] XI is a country code for Northern Ireland.

	Permit surrender	3	IT(62), PL(2.13), XI(870.1)
	New entrant reserve application	8	BG(500), HR(5), HU(652.5), IS(2600), IT(62), PT(1455.69), SI(22.6), XI(1447.53)
	Annual subsistence charge amount	3	DK(4854), IT(250), XI(5277)
Aircraft operators	Are fees charged to aircraft operators?	13	AT, BG, DK, FI, HR, HU, IS, IT, NO, PL, PT, RO, SI
	Approval of monitoring plan for emissions	11	BG(500), FI(700), HR(5), HU(540), IS(3100), IT(250), NO(3000), PL(2.13), PT(279.14), RO(2000), SI(22.6)
	Approval of change to monitoring plan for emissions	11	BG(50), FI(250), HR(5), HU(540), IS(1080), IT(62), NO(800), PL(2.13), PT(139.57), RO(500), SI(22.6)
	Approval of monitoring plan for tonne-kilometre data	8	BG(500), HU(540), IS(3100), IT(62), PL(2.13), PT(279.14), RO(2500), SI(22.6)
	Approval of change to monitoring plan for tonne-kilometre data	8	BG(50), HU(540), IS(1080), IT(62), PL(2.13), PT(139.57), RO(500), SI(22.6)
	Transfer of monitoring plan	5	HR(5), HU(540), IS(1080), IT(62), SI(22.6)
	Surrender of monitoring plan	1	IT(62)

Table 11: Compliance checks in the EU ETS in 2022[4]

Type of check		**Number and list of EU ETS countries (% or number per country)**	
Installations	Share of the emissions reports checked for completeness and internal consistency (%)	30	AT(100%), BE(100%), BG(100%), CY(100%), CZ(100%), DE(100%), DK(100%), EE(100%), EL(100%), ES(100%), FI(100%), FR(100%), HR(100%), HU(100%), IE(90%), IS(100%), IT(100%), LT(100%), LU(100%), LV(100%), MT(100%), NL(100%), NO(100%), PL(100%), PT(100%), RO(100%), SE(100%), SI(100%), SK(100%), XI(100%)
	Share of the emissions reports checked for consistency with the monitoring plan (%)	29	AT(20%), BE(70%), BG(100%), CY(100%), CZ(30%), DE(100%), DK(100%), EE(100%), EL(100%), ES(90%), FI(100%), FR(70%), HR(100%), HU(100%), IE(90%), IS(100%), LT(80%), LU(100%), LV(100%), MT(100%), NL(100%), NO(100%), PL(100%), PT(100%), RO(100%), SE(3%), SI(100%), SK(100%), XI(100%)

[4] XI is a country code for Northern Ireland.

	Share of the emissions reports that were cross-checked with allocation data (%)	23	AT(20%), BE(100%), BG(100%), CY(100%), CZ(10%), DK(100%), EE(100%), EL(100%), ES(43%), FI(100%), FR(100%), HU(100%), IE(1%), IS(100%), LT(80%), LU(100%), LV(100%), PL(100%), PT(100%), RO(100%), SI(100%), SK(100%), XI(100%)
	Share of the emissions reports that were cross-checked with other data (%).	21	AT(20%), BE(100%), BG(100%), CY(100%), CZ(30%), DK(79%), EE(100%), EL(100%), ES(34%), FR(100%), HR(100%), LT(80%), LU(100%), NL(100%), NO(100%), PT(100%), RO(100%), SE(100%), SI(100%), SK(100%), XI(100%)
	Share of the emissions reports that were analysed in detail (%).	25	AT(20%), BE(11%), BG(8%), CY(100%), CZ(30%), DK(54%), EE(100%), EL(50%), ES(23%), FI(100%), FR(30%), HR(100%), IE(90%), IS(100%), LT(100%), LU(100%), MT(100%), NL(25%), NO(100%), PL(100%), PT(100%), RO(100%), SE(3%), SK(100%), XI(100%)
	Number of verified emissions reports that were rejected because of non-compliance	2	FR(1), RO(1)
	Number of verified emissions reports that were rejected because of other reasons.	5	ES(5), FR(4), LT(16), NO(3), PT(26)
Aircraft operators	Share of the emissions reports checked for completeness and internal consistency (%)	26	AT(100%), BE(50%), BG(100%), CY(100%), CZ(100%), DE(100%), DK(100%), EE(100%), EL(100%), ES(100%), FI(100%), FR(100%), HR(100%), IE(100%), IS(100%), IT(100%), LT(100%), LU(100%), MT(100%), NL(100%), NO(100%), PL(100%), PT(100%), RO(100%), SE(100%), SK(100%)
	Share of the emissions reports checked for consistency with the monitoring plan (%)	24	AT(100%), BE(50%), BG(100%), CY(100%), CZ(50%), DE(100%), DK(100%), EE(100%), EL(100%), ES(100%), FI(100%), HR(100%), IS(100%), IT(60%), LT(100%), LU(100%), MT(100%), NL(14%), NO(100%), PL(100%), PT(100%), RO(100%), SE(100%), SK(100%)
	Share of the emissions reports that were cross-checked with other data (%)	23	AT(100%), BE(100%), BG(100%), CY(100%), DE(100%), DK(100%), EE(100%), EL(100%), ES(100%), FI(100%), FR(100%), HR(100%), IS(67%), IT(100%), LT(100%), LU(100%), MT(100%), NL(100%), NO(100%), PT(100%), RO(100%), SE(100%), SK(100%)
	Share of the emissions reports that were analysed in detail (%).	23	AT(100%), BG(100%), CY(100%), DE(100%), DK(30%), EE(100%), EL(100%), ES(100%), FI(100%), FR(80%), HR(100%), IS(100%), IT(50%), LT(100%), LU(100%), MT(100%), NL(14%), NO(50%), PL(100%), PT(100%), RO(100%), SE(45%), SK(100%)
	Number of verified emissions reports that were	0	-

	rejected because of non-compliance		
	Number of verified emissions reports that were rejected because of other reasons.	1	PT(3)

Table 12: EU ETS compliance measures in 2022

Compliance measures		**Countries**	
Installations	Onsite inspections	17	AT, BE, BG, CY, EL, ES, FR, HR, HU, IS, LT, NL, NO, PL, RO, SE, SI
	Have preventive measures been taken to ensure operator's compliance?	17	AT, BG, CZ, DE, DK, EE, ES, FI, FR, HR, HU, LU, NL, NO, PL, SE, SI
	Ensuring that selling of emission allowances is prohibited in the case of irregularities	7	AT, BG, CZ, DE, FR, SI, SK
	Imprisonment possible?	8	BE, CY, DK, EE, IE, LU, NO, SE
Aircraft operators	Onsite inspections	0	-
	Have preventive measures been taken to ensure aircraft operator's compliance?	4	AT, CZ, DE, RO
	Ensuring that selling of emission allowances is prohibited in the case of irregularities	12	AT, CY, CZ, DE, EE, FI, HR, IS, LU, NO, RO, SE
	Imprisonment possible?	6	CY, DK, IE, LU, NO, SE

Table 13. Excess emissions penalties in the EU ETS in 2022.

Penalty	**Countries**	**Number of operators and country**	
Imposition of excess emission penalties to installations	8	29	CZ(2), DE(1), DK(1), ES(4), HR(1), HU(9), PL(1), RO(10)
Imposition of excess emission penalties to aircraft operators	4	9	BE(1), DE(3), ES(4), IE(1)

Table 14. Comparison of the EU ETS and Swiss ETS - stationary installations in 2022.

System	EU ETS	Swiss ETS
General allowances auctioned	484 838 000	412 698
Free allocation of general allowances	542 829 020	4 096 180
Verified emissions from stationary installations	1 312 575 855	4 338 478

Table 15. Comparison of the EU ETS and Swiss ETS - aircraft operators in 2022.

System	EU ETS		Swiss ETS	
Aviation allowances auctioned	3 698 000		157 299	
Free allocation of aviation allowances	*EU aviation allowances for EU ETS*	*Swiss aviation allowances for Swiss ETS*	*Swiss aviation allowances for Swiss ETS*	*EU aviation allowances for EU ETS*
	23 178 122	369 247	485 796	388 327
Verified emissions from aircraft operators	*EU ETS*	*Swiss ETS*	*Swiss ETS*	*EU ETS*
	48 677 904	502 282	581 741	753 211

Table 16. Units used for compliance in the EU Registry in 2022.

Stationary installations	**Free allocation and auctioning**	**Verified emissions**	**Surrendered units**	**EU ETS allowances**		**Swiss ETS allowances**	
				General	*Aviation*	*General*	*Aviation*
	1 027 667 020	1 312 575 855	1 309 944 521	1 304 785 369	4 590 780	394 722	173 650
	% of the total			99.61%	0.35%	0.03%	0.01%
Aircraft operators	**Free allocation (including Swiss ETS) and auctioning**	**Verified emissions (including under the Swiss ETS)**	**Surrendered units**	**EU ETS allowances**		**Swiss ETS allowances**	
				General	*Aviation*	*General*	*Aviation*
	27 345 369	49 180 186	48 799 731	18 835 162	29 561 771	41 018	361 780
	% of the total			38.60%	60.58%	0.08%	0.74%

Table 17. Units used for compliance in the Swiss Registry in 2022.

Stationary installations	**Free allocation and auctioning**	**Verified emissions**	**Surrendered units**	**EU ETS allowances**		**Swiss ETS allowances**	
				General	*Aviation*	*General*	*Aviation*
	4 508 878	4 338 478	4 338 478	267 295	0	4 053 338	17 845
	% of the total			6.16%	-	93.43%	0.41%
Aircraft operators (administered by Switzerland)	**Free allocation (including EU ETS) and auctioning**	**Verified emissions (including under the EU ETS)**	**Surrendered units**	**EU ETS allowances**		**Swiss ETS allowances**	
				General	*Aviation*	*General*	*Aviation*
	1 031 422	1 334 952	1 334 952	92 035	810 865	909	431 143

	% of the total	6.89%	60.74%	0.07%	32.30%

Table 18. Allowances transferred between the EU ETS and the Swiss ETS in 2020-22.

Year		2020	2021	2022	Total
Transfers of allowances between the EU ETS and the Swiss ETS	*From the EU ETS to the Swiss ETS*	475 679	1 051 360	1 714 499	3 241 538
	From the Swiss ETS to the EU ETS	0	1 523 770	1 215 662	2 739 432
Balance					502 106