



10 MAY 2016

COMMUNIQUE

FROM THE GLOBAL SUSTAINABLE AVIATION FORUM



Representatives of the global aviation sector met today ahead of the important International Civil Aviation Organization (ICAO) High Level Meeting on a Global Market-Based Measure Scheme, which will take place over the next three days. We respectfully put forward the following views for consideration by States meeting at ICAO:

In 2009, aviation was the first transport industry to set itself global climate goals: a short-term efficiency goal, a mid-term goal to cap net CO₂ emissions through carbon-neutral growth and a long-term goal to halve net aviation CO₂ emissions. It is in respect of the second of these goals that a global offsetting scheme has a fundamental role to play.

These goals were set as part of the industry's efforts to respond to the global challenge of climate change, understanding that the efficient operation of the international aviation system is so reliant on globally-agreed standards and systems.

In the seven years since we set those goals, there have been significant achievements in collaborative climate action across the sector:

- » We are surpassing our first, short-term goal for fuel efficiency improvements.
- » Seven new, more efficient, aircraft types have entered service, with another three due to enter the fleet before 2020.
- » Airlines have spent over \$1 trillion buying these more fuel-efficient aircraft and over 8,000 have entered the world's fleet.
- » Over 100 airports have installed solar power generation on-site and 156 are now part of the Airport Carbon Accreditation programme, representing over 32% of global passenger traffic.
- » Improvements in air traffic management are helping to reduce emissions through measures such as performance-based navigation, air traffic flow management, shortening of routes and more flexible routings

- » We have tested, certified and flown over 2,200 commercial flights on sustainable alternative fuels and will have flown over 5,500 such flights by the end of 2016. There are now five certified pathways for the production of renewable alternative jet fuel. Lower-carbon fuels are now being used on regular flights from at least two international airports with more airports and routes to follow.
- » In February this year, working through ICAO, governments agreed on the world's first CO₂ efficiency Standard for new aircraft, supported by industry and environmental experts.

A global carbon offsetting scheme for international aviation is not intended to replace these efforts, nor will it make fuel efficiency any less of a day-to-day priority for operators. Work on more efficient technology, sustainable alternative fuels, better operational measures and improved infrastructure will continue. The global offsetting scheme is a complementary and temporary emissions gap-filler to address international aviation's climate responsibility until radical new technology, together with the deployment of sustainable alternative fuels, brings aviation CO₂ emissions back below 2020 levels. It is intended to be simply one additional tool in the basket of measures available to the sector.

The Paris Agreement signalled that the world is ready to tackle the climate challenge together and we are pleased to note that over 170 governments signed the Agreement two weeks ago in New York. However, international aviation – a truly interconnected and extremely competitive industry founded on global standards – needs a specific solution to recognise these unique characteristics.

The Paris Agreement, in not addressing international aviation, recognised that a different approach is required to address the specific global needs of the aviation sector.

The minimisation of market distortion is a key issue for operators and States and as such, any offsetting mechanism must have a globally-agreed set of rules for monitoring, reporting, compliance and the use of emissions units. Unless ICAO adopts standards and guidance in these areas on a global level, both governments and industry will be faced with regulatory fragmentation, creating unnecessary costs, administrative burden and unacceptable risks of market distortion.

There are understandably questions around the cost of such a global offsetting mechanism to the economy at large and how this may impact connectivity around the world.

Thorough analysis, both by ICAO and the industry, shows that a single, global carbon offsetting scheme will provide the most cost-effective option for the sector. Indeed, the absence of such a globally-agreed mechanism will lead to a costly and cumbersome patchwork of different policy measures, adversely impacting economic development by reducing connectivity, trade and tourism.

The process to develop a global offsetting scheme for aviation is a complex technical and political discussion. It is vital therefore that the final administrative mechanics of the scheme be kept as simple as possible. However, we are confident that, once the discussions conclude and the time comes for implementation, the delivery of a single global scheme will become normal operational practice for industry and regulators. Aviation is a sector used to implementing global standards and processes, from the technology we use to fly our aircraft, to the daily operations of over 100,000 flights and ten million passengers, to the intricacies of the global air navigation system.

Over the past seven years, the industry has strongly supported ICAO's work to develop the global offsetting scheme for international aviation. We believe it is the most cost-effective way to complete our full climate package, in conjunction with the other aspects of the basket of measures. We now urge governments to progress these discussions in a positive manner and to make the most of the historic opportunity ahead of us all.

We wish you a productive High Level Meeting over the coming days in Montreal and look forward to a successful outcome at the ICAO Assembly later this year.

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