Towards a sustainable aviation industry

Scott Stone
General Manager
Aviation Environment
Department of Infrastructure, Transport, Regional Development and Local Government
AUSTRALIA

May 2010
<table>
<thead>
<tr>
<th><strong>Recipe for sustainable aviation</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Action plans</td>
</tr>
<tr>
<td>Global carbon footprint reporting</td>
</tr>
<tr>
<td>Emissions goals</td>
</tr>
<tr>
<td>Technological advances</td>
</tr>
<tr>
<td>Economic measures</td>
</tr>
</tbody>
</table>
Action plans

- Visions, strategies and timeframes
- Emissions baselines and goals
- Sub-sectors’ contribution to goals
- Quantification of emissions savings
- Transparent monitoring and reporting
Global carbon footprint reporting

Methodology and metrics for tracking progress

Collection of carbon emissions data

Reporting by Contracting States

De-minimis threshold for reporting

ICAO global emissions progress reports
Emissions goals

- 2% fuel efficiency improvement is not enough
- Carbon neutral growth by 2020 on base of 2005
- Significant net carbon reductions by 2050
- Need to track gross and net aviation emissions
- DGCA Climate Group can provide leadership
Technological advances

Air traffic management + operational measures

Newer more efficient aircraft

Airports and land transport efficiencies

Sustainable aviation fuels in longer term

Sustainable aviation fuels road map study in Australia
**Economic measures**

- Market-based measures are key part of solution
- Need ICAO market-based measures framework
- Arrangements for linking different MB schemes
- Greater role for voluntary carbon offsetting
- Carbon price will stimulate further innovation
Thank you