

Achieving Climate Change Goals for International Aviation



ACT>>>
GLOBAL

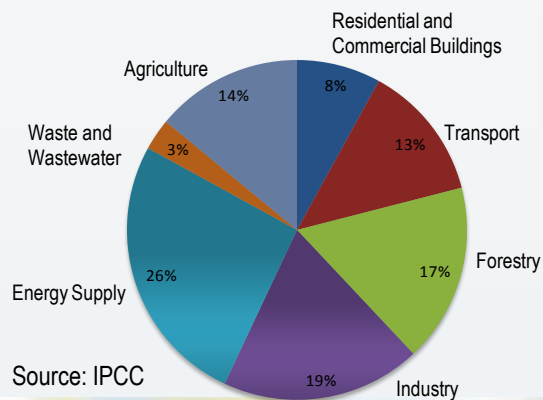
ICAO: LIMITING AVIATION ON CLIMATE CHANGE



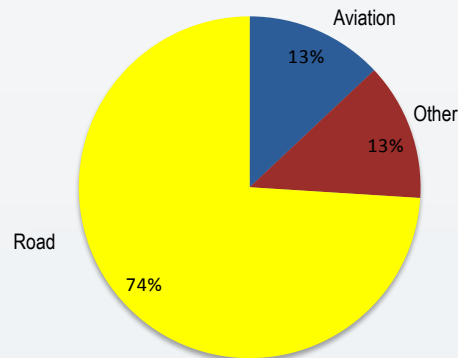
Aviation Emissions in Context

- Fast, reliable, and safe mode of transport
- No comparative alternatives for long haul passenger transport
- 2.3 billion passengers per year carried worldwide
- Scheduled passenger traffic worldwide forecast to grow at ~4.7% per year
- Aircraft produced today are 70% more fuel efficient than 40 years ago
- First sector with a special IPCC report (1999)
- Responsible for up to 8% of global economy

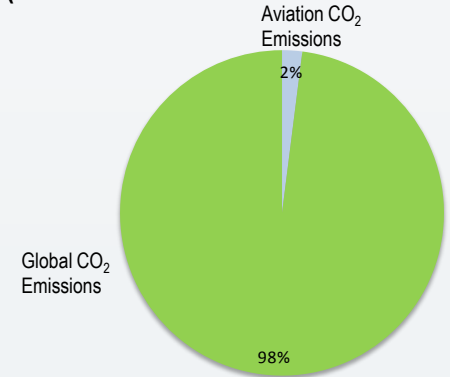
Global GHG Emissions by Sector, 2004



Global Transportation CO₂ Emissions, 2000



Aviation's Global CO₂ Emissions, 2000
(Int'l Aviation's Contribution was ~1.2%)





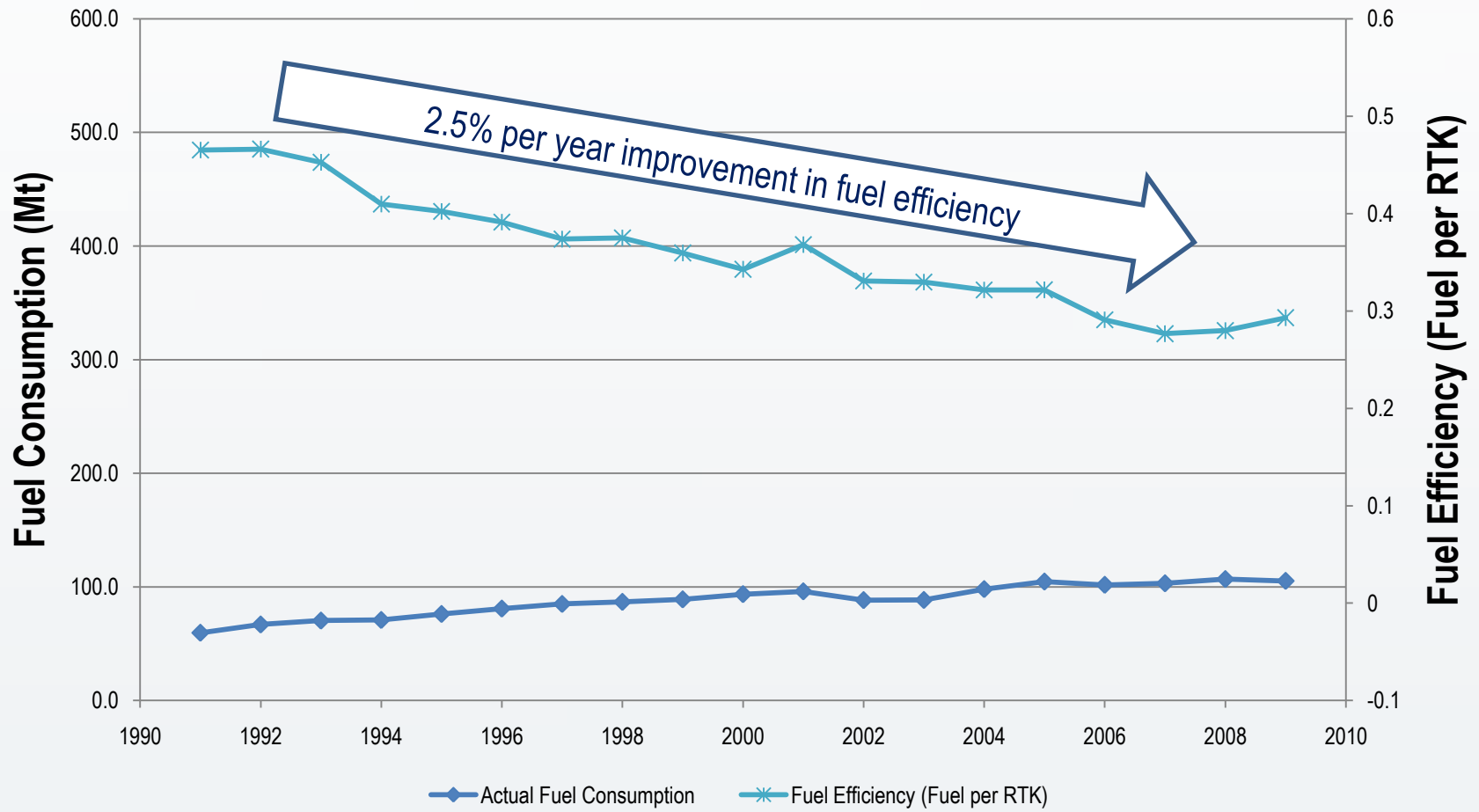
ICAO and UNFCCC Working Together

- UNFCCC / Kyoto Protocol:
 - Domestic aviation emissions
- ICAO:
 - International aviation emissions
- “It is vital that ICAO and the UNFCCC meet the challenge of climate change in a complementary fashion.”

Christiana Figueres, Executive Secretary of the UNFCCC



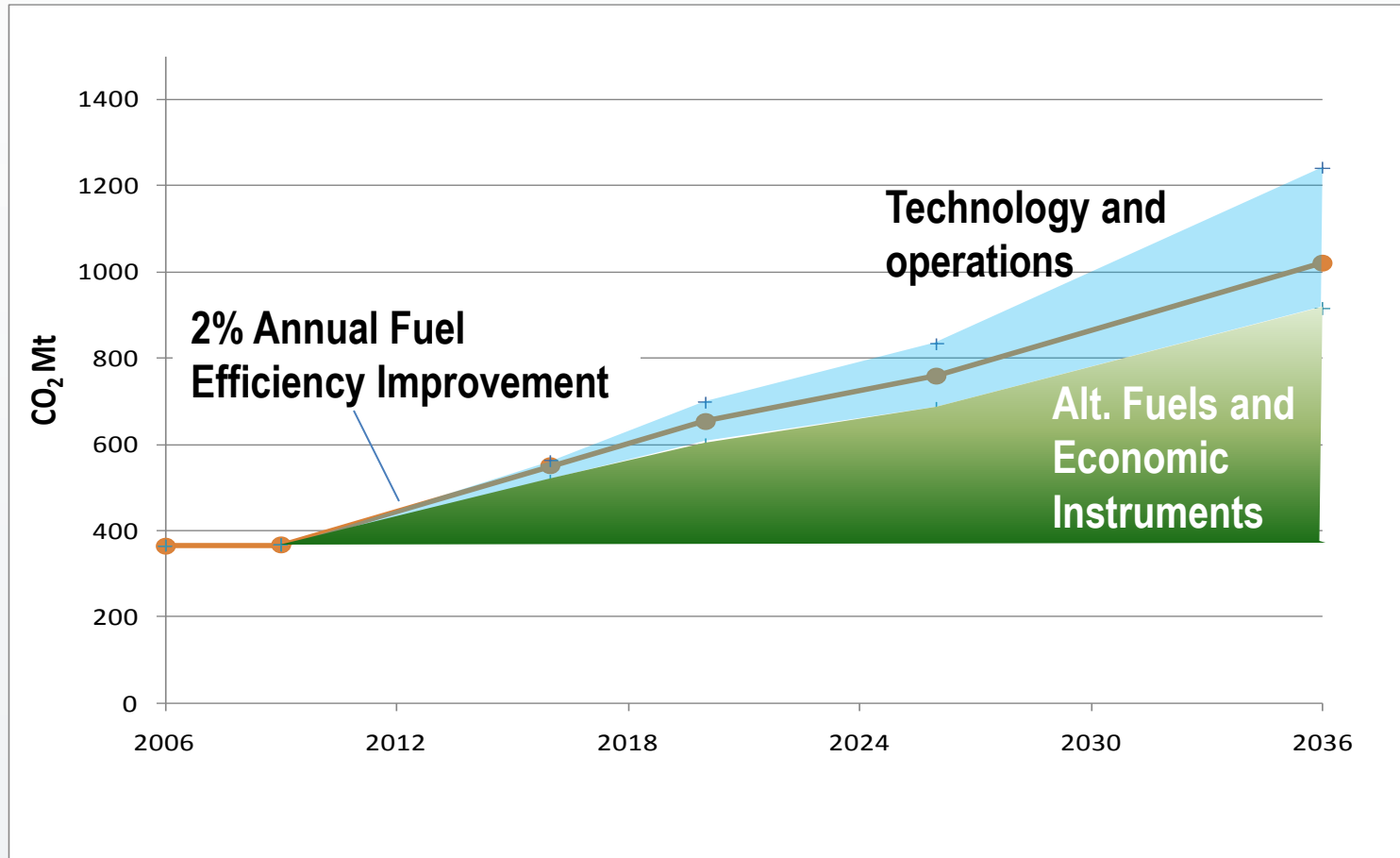
Where We Have Been



Where We Are Going

CAEP/8 Aviation CO₂ Trends to 2036

International Traffic Only





ICAO Analysis Conclusions

- 2% annual fuel efficiency goal to 2020 likely to be achieved
- Feasibility of more ambitious goals depends on work in all areas identified by the High-level Meeting – no single element can achieve the goals alone
 - Technology, Operations, Alternative Fuels, Economic Instruments
- Measures need to be applied as appropriate based on local circumstances



ACT>>>
GLOBAL

ICAO: LIMITING AVIATION ON CLIMATE CHANGE

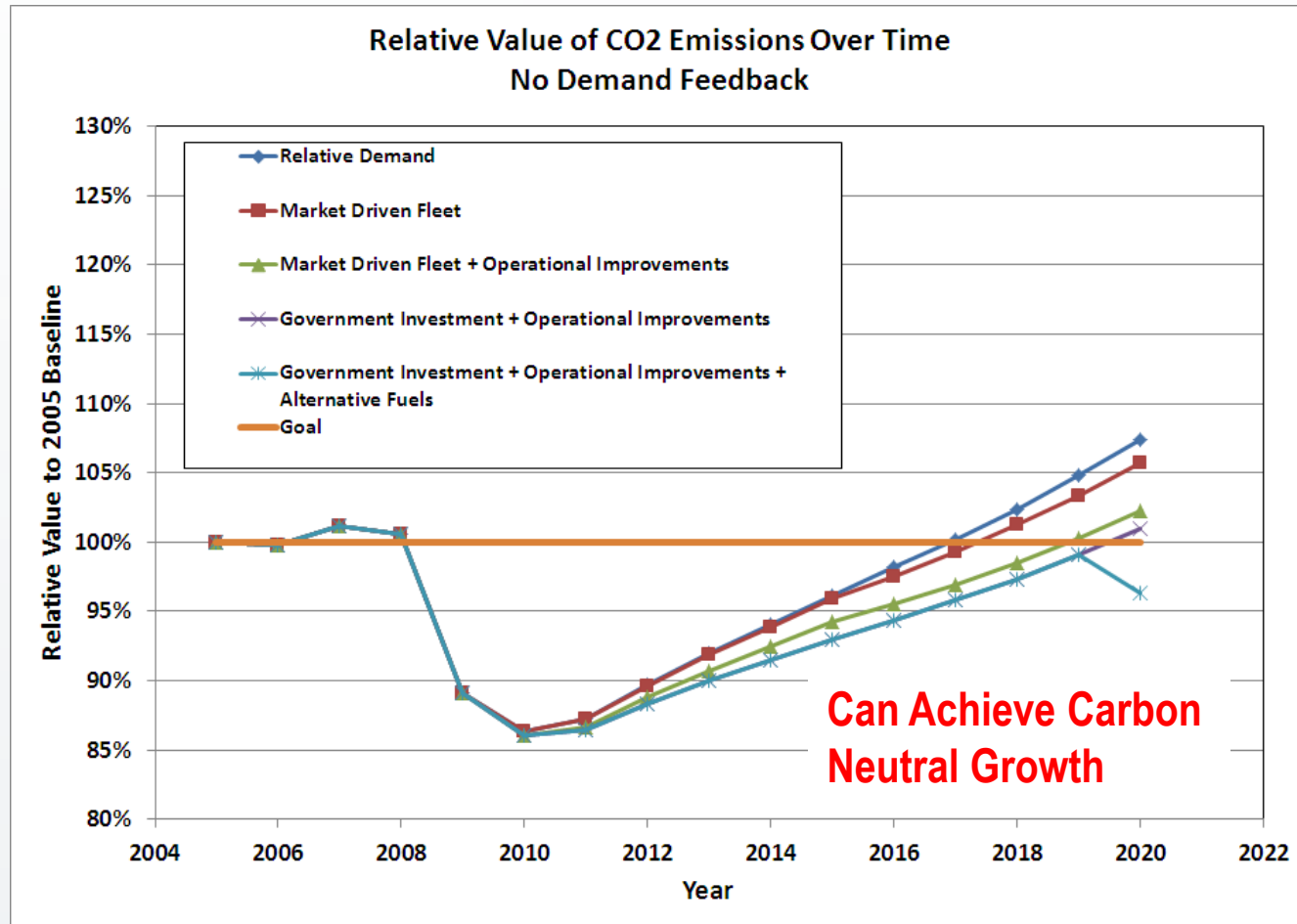


EC Conclusions

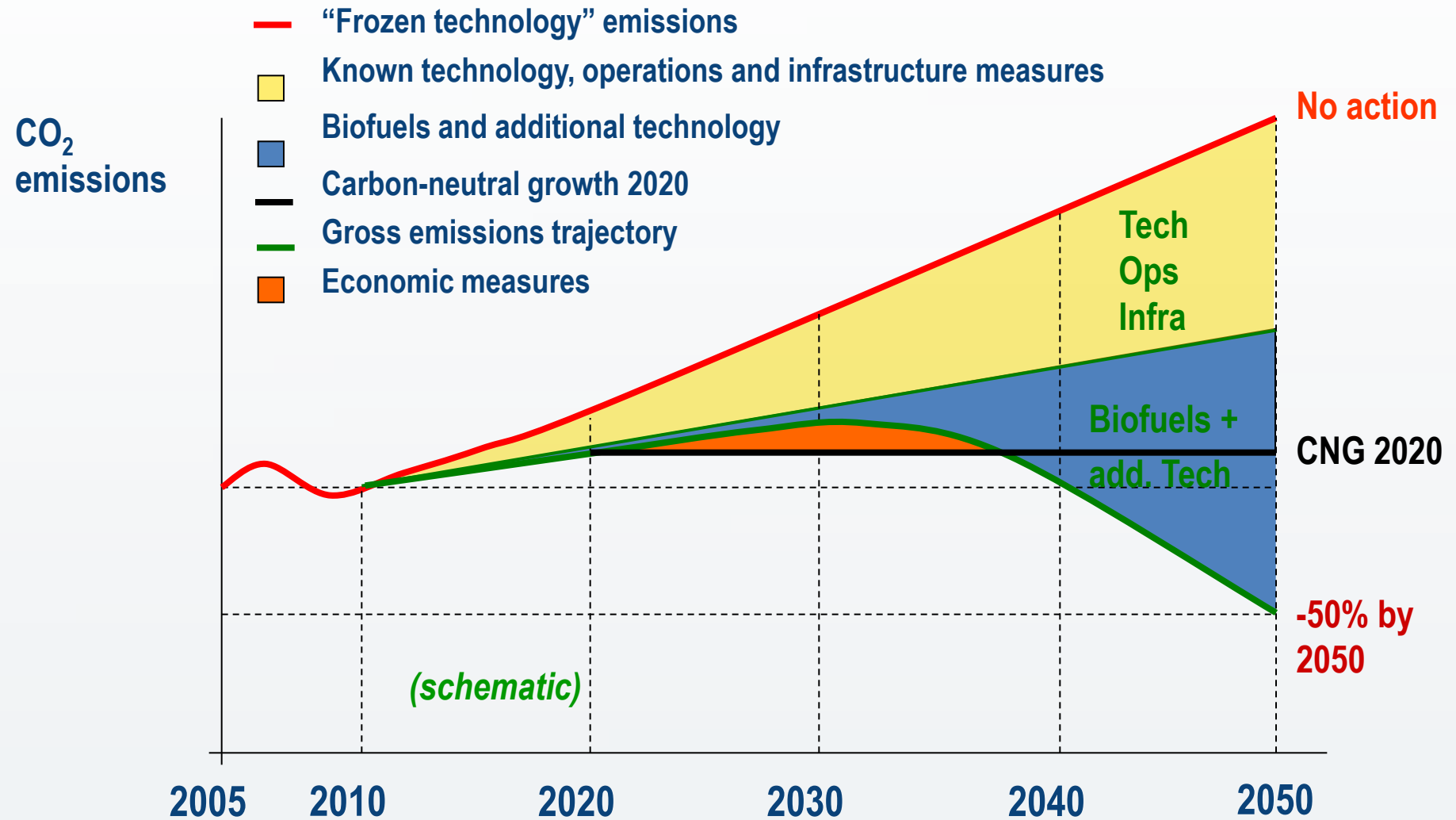
- A number of studies have demonstrated that it is feasible to set ambitious reduction goals for aviation
- Cost effectiveness can be assured by allowing access to lower cost reduction in other sectors (international credits / offsets)
- The EU considers that a net 10% reduction in GHG emissions below 2005 levels by 2020 to be achievable
- Technical, operational and market based measures should be pursued



Results for U.S. Aviation



Industry Emissions Reduction Roadmap





Overall Conclusions

- Technology and operational efficiency make the 2% annual fuel efficiency goal until 2020 achievable
- Various analyses have shown the feasibility of achieving more ambitious goals at the State and the Regional levels
- Combination of measures need to be applied, as appropriate, based on local circumstances



For more information

www.icao.int



ACT>>>
GLOBAL