

TOPIC

“Despite the unfathomable pollution caused by aircraft, there is a profound socioeconomic benefit”

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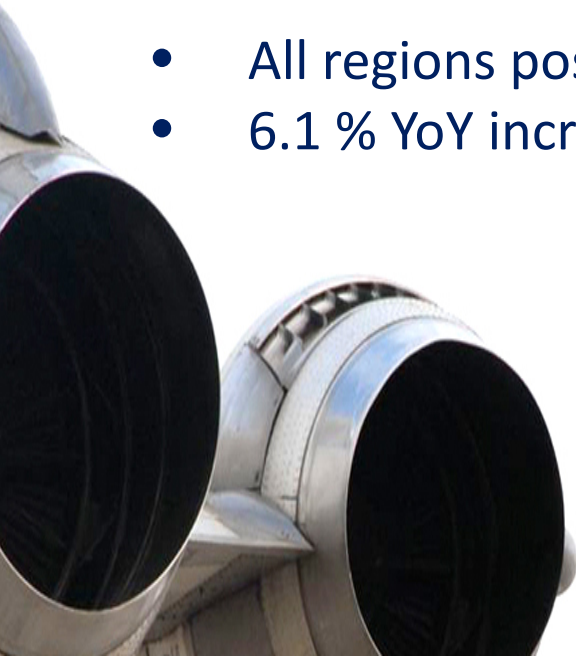
IATA

AFRICAN AIRLINES SHOW INCREASED PASSENGER DEMAND

- In 1 year, African airlines experienced a 6.5% increase in traffic
- Down from 9.8% demand growth in June 2017

CAPACITY BY REGION

- All regions posted an expansion in capacity in July 2017
- 6.1 % YoY increase in capacity worldwide



FUTURE OF AIRLINE INDUSTRY 2035

Establishes 11 themes affecting air traffic demand:

- Geopolitics
- Data
- Africa and Asia-Pacific
- Government
- Security and borders
- Privacy and trust
- Business models
- Economy
- Values and communities
- Environment
- Technology



INTERNATIONAL ASSISTANCE PLATFORM FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA

Despite cross-cutting nature and multiple links to other economic sectors:

- Air transport received a mere 4.2 % (USD 4.6 billion) of the total Official Development Assistance (ODA) provided by all donors for economic infrastructure and services (2005-2013)
- In comparison, road transport was allocated a share of 54.7 %, which amounts to USD 60.9 billion



CANSO

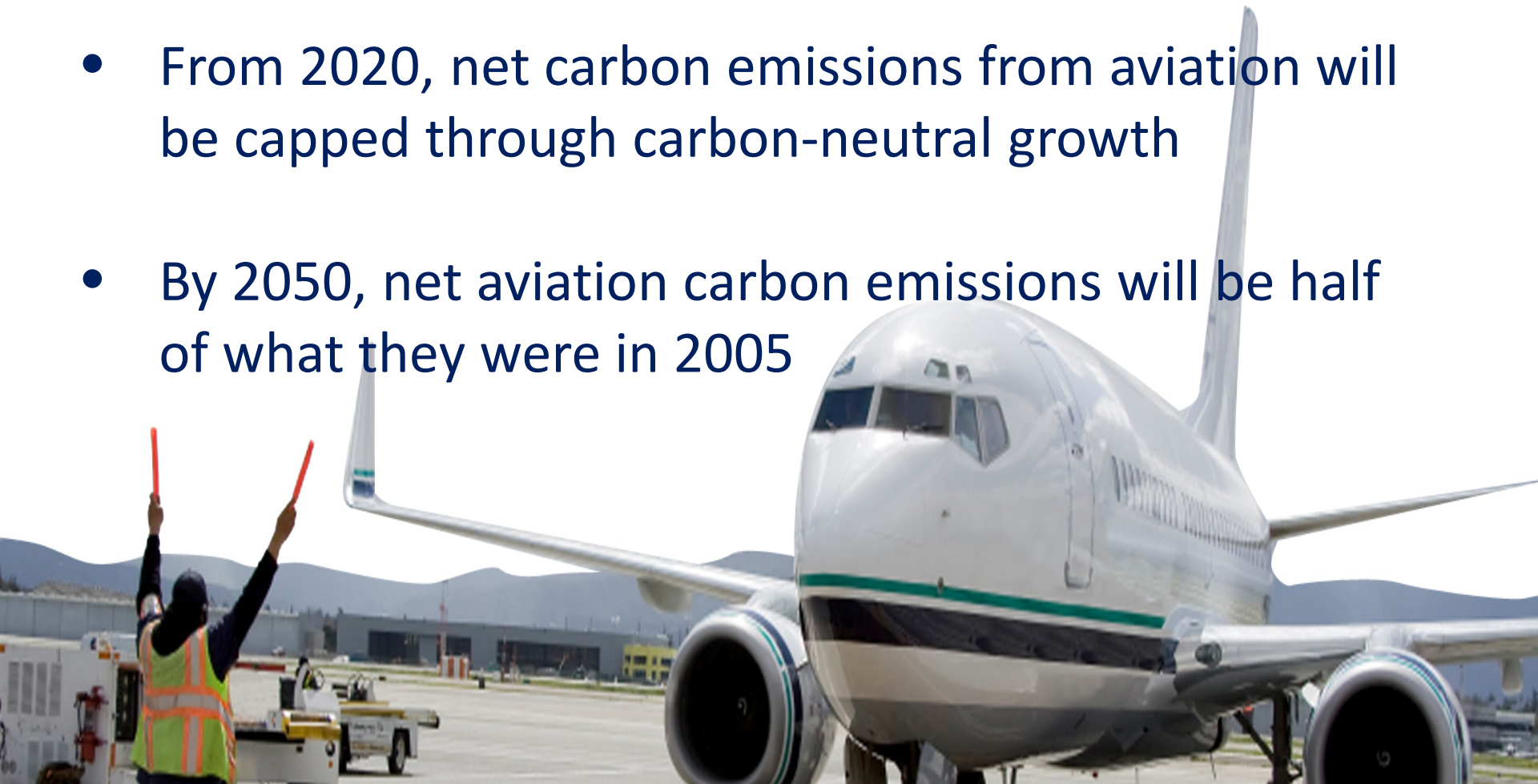
TECHNOLOGICAL IMPROVEMENTS

- Exciting time to be in aviation and air traffic management in Africa
- Africa has huge potential to develop, increase trading links,
- Grow economies but at the moment this is hampered by:
 - poor connectivity
 - fragmented air transport system



ATAG

- Indicated that aviation will improve its fuel efficiency by 1% per annum by 2020
- From 2020, net carbon emissions from aviation will be capped through carbon-neutral growth
- By 2050, net aviation carbon emissions will be half of what they were in 2005



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WORLD AVIATION FORUM – (IWAF)

Financing the Development of Aviation Infrastructure

Forum is intended to explore the benefits of the aviation sector to:

- social
- economic development
- prosperity of Member States
- discuss, identify needs, and facilitate the funding and financing required
- to accelerate the implementation of international civil aviation global
- standards and policies and global plans for aviation in support of the ICAO “No Country Left Behind (NCLB)” initiative



FREIGHT TRAFFIC

- World freight traffic grew by 11.4% YoY in July 2017
- 0.4 % points higher than the growth in the previous month



A GLOBAL APPROACH TO REDUCING AVIATION EMISSIONS

“A VISION FOR THE FUTURE”

In 2007, IATA laid out its environmental vision to mitigate greenhouse gas emissions from aviation:

- Build a zero-emission aircraft within 50 years
- Adopt a four-pillar strategy to achieve this vision:
 - Improved technology
 - Effective operations
 - Efficient infrastructure
 - Positive economic measures



In 2009, IATA took a landmark decision to adopt a set of ambitious targets:

- A cap on aviation CO₂ emissions from 2020 (carbon neutral growth);
- An average improvement in fuel efficiency of 1.5% per year from 2009 to 2020;
- A reduction in CO₂ emissions of 50% by 2050, relative to 2005 levels



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39TH ICAO ASSEMBLY AND THE GLOBAL MARKET BASED MEASURES (GMBM)

- Preamble to the Convention states that “the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world . . .”



Cont'd

Art 44

ICAO should:

- “develop the principles and techniques of international air navigation and foster the planning and development of international air transport to meet the needs of the peoples of the world for safe, regular, efficient and economical air transport”



Affirming that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, noting collective commitments announced by:

- Airports Council International (ACI),
- Civil Air Navigation Services Organisation (CANSO),
- International Air Transport Association (IATA),
- International Business Aviation Council (IBAC)
- International Coordinating Council of Aerospace Industries Associations (ICCAIA)



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To:

- Continuously improve CO2 efficiency by an average of 1.5 % per annum from 2009 until 2020,
- Achieve carbon neutral growth from 2020
- Reduce its carbon emissions by 50 % by 2050 compared to 2005 levels
- MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- MBMs should not impose inappropriate economic burden on international aviation



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- Acknowledges the progress achieved on all elements of the basket of measures available to address CO2 emissions from international aviation, including:
 - aircraft technologies
 - operational improvements
 - sustainable alternative fuels
 - a GMBM scheme and any other measures
 - affirms the preference for the use of aircraft technologies
 - operational improvements
 - sustainable alternative fuels that provide the environmental benefits within the aviation sector



Decides to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to:

- address any annual increase in total CO₂ emissions from international civil aviation
- (i.e. civil aviation flights that depart in one country and arrive in a different country)
- above the 2020 levels, taking into account special circumstances and respective capabilities



BIOFUELWATCH

- Biofuelwatch an organization which represents over 100 civil society organizations worldwide
- Issued a report titled “ICAO’s aviation biofuels plan: “A dangerous distraction”
- Greenhouse gas emissions from aviation are rising faster than those from almost any other sector
- ICAO and the industry therefore intend to rely on carbon offsets – condemned by over 100 civil society organizations last year – and on biofuels



RAINFOREST RESCUE GROUP

- International aviation wants to achieve “carbon-neutral growth” by using up to 285 million tons of biofuels a year, according to the ICAO
- What the industry representatives aren’t saying: this will mean palm oil jet fuel and destroying rainforests in the name of “green” air travel
- Consider ICAO plans for “carbon-neutral growth” to be a deception of the public



- Only truly environmentally friendly solution is a reduction in air traffic
- Climate protection measures the ICAO is pursuing include trading in CO2 offsets and more efficient aircraft
- Carbon trading does not actually reduce emissions: the aviation industry is merely buying a “license to pollute”



PANEL DISCUSSION



THANK YOU