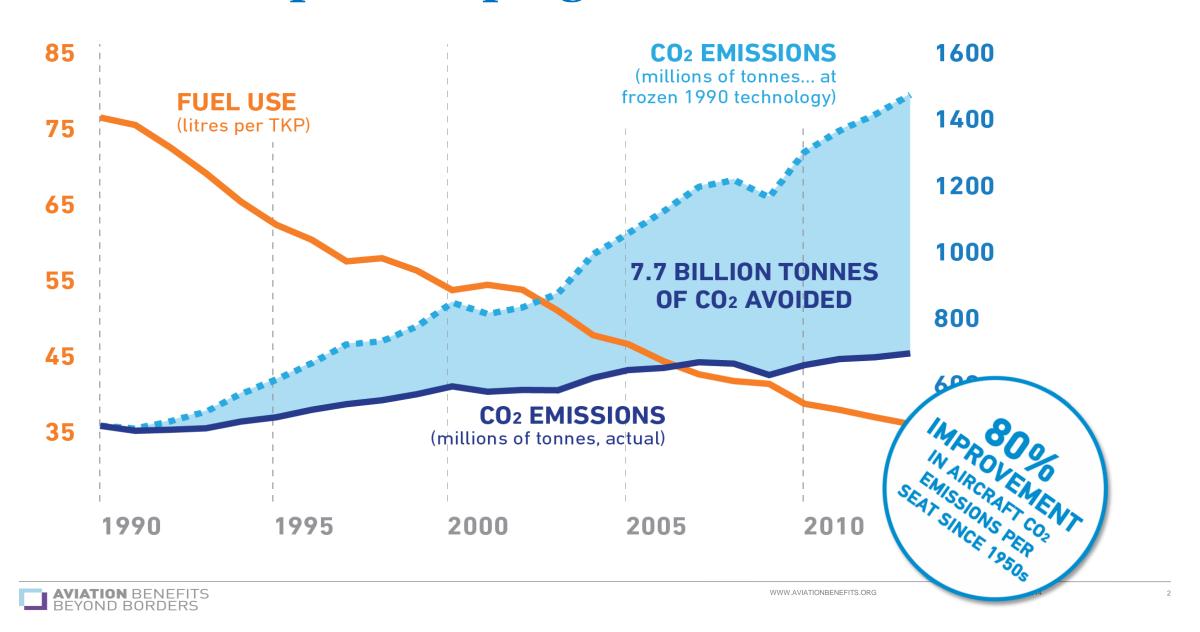




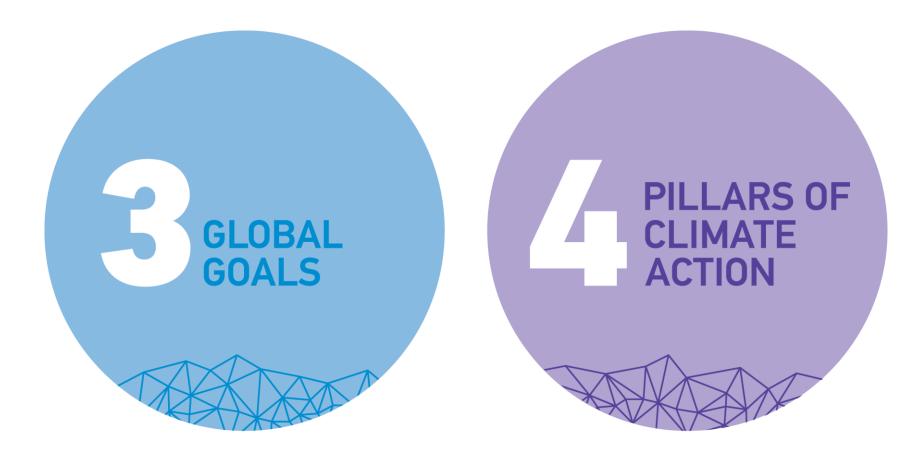
39th ICAO Assembly: Agreement on a global MBM for international aviation



Aviation: impressive progress so far



Tackling the climate challenge





Setting the strategic direction

GOAL 1

GOAL 2

GOAL 3

PRE-2020 AMBITION

1.5% ANNUAL AVERAGE FUEL **EFFICIENCY IMPROVEMENT** FROM 2009 TO 2020.







IN LINE WITH THE NEXT **UNFCCC COMMITMENT PERIOD** STABILISE NET

AVIATION CO2 EMISSIONS AT 2020 LEVELS WITH CARBON-**NEUTRAL** GROWTH.



ON THE 2°C PATHWAY

REDUCE **AVIATION'S NET** CO₂ EMISSIONS **TO 50% OF WHAT** THEY WERE IN 2005, BY 2050.





Making tactical improvements across the system

- TECHNOLOGY
- **O** OPERATIONS
- INFRASTRUCTURE
- M MARKET-BASED MEASURE

Aviation's global market-based measure has been agreed





Historic decision at ICAO Assembly

Nearly all 191 ICAO States supported 'CORSIA'

Industry was instrumental in agreement

Seven years since industry set goals and started pushing for a global MBM



Aviation's global market-based measure has been agreed



- Addresses increase in CO2 emissions from international civil aviation above 2020 levels
- The market-based measure applying to CO2 emissions from international aviation
- Complements a broader package of measures to achieve CNG2020
- Phased-implementation to address principles of Common but Differentiated Responsibilities (CBDR) and Special Circumstances and Respective Capabilities (SCRC)

Why does the industry support such action?



30 September 2015, Geneva

A LETTER FROM THE COMMERCIAL AVIATION

INDUSTRY ON CLIMATE CHANGE

One year ahead of the 39th International Civil Aviation Organization (ICAO) Assembly and as governments prepare to meet in Paris for the crucial COP21 climate change negotiations, we reaffirm our commitment to reduce aviation. One year ahead of the 39th International Civil Aviation Organization (ICAO) Assembly and as governments prepare to meet in Paris for the crucial COP21 climate change negotiations, we reaffirm our commitment to reduce aviation outribution to climate change. As a result of billions of dollars of investment and collaborative action already taken by the industry. a passenger total produces half the CO₂ per kilometric flown contrared to 1900. This is significant progress. contribution to climate change. As a result of billions of dollars of investment and collaborative action already taken by the industry, a passenger today produces half the CO₂ per kilometre flown compared to 1990. This is significant progress. But we recognise that more needs to be done.

Many economies rightly wish to foster the vital connectivity for trade, investment and tourism that further development of air transport can bring. We must balance that task with the challenge faced by all industrial sectors to reduce emissions. Aviation already supports around 60 million iobs. a third of global trade by value and half of all international of air transport can bring. We must balance that task with the challenge faced by all industrial sectors to reduce emissions. Aviation already supports around 60 million jobs, a third of global trade by value and half of all international transfer or continue to provide these benefits. narricularly in the developing world, whilst at the same time transfer or continue to provide these benefits. emissions. Aviation already supports around 60 million jobs, a third of global trade by value and half of all international continus. Our mission is to continue to provide these benefits, particularly in the developing world, whilst at the same time of the entire of t

As leaders in the aviation industry and the global business community and as the first global transport sector to set carbon-reduction gnals. We have been engaged in impressive errors epigate action. Our ambitious gnals are to As leaders in the aviation industry and the global business community and as the first global transport sector to set carbon-reduction goals, we have been engaged in impressive cross-sectoral climate action. Our ambitious goals are to:

1. improve the fuel efficiency of the world fleet by an average 1.5% per anima, a goal we are already exceeding;

2. stabilise net aviation CO₂ emissions at 2020 levels through earbon-neutral growth: improve the fuel efficiency of the world fleet by an average 1.5% per annum, a goal
 stabilise net aviation CO: emissions at 2020 levels through carbon-neutral growth;
 stable and the stabilise of the stabilism of th

 stabilise net aviation (2)2 emissions at 2020 levels through carpon-neutral git.
 halve aviation's net CO2 emissions by 2050, compared with a 2005 baseline. These have been matched by action across the sector in four key areas:

- Technology and sustainable alternative fuels: over a trillion dollars has been spent on high-technology, efficient and sustainable alternative fuels are alternative fuel sector.
 Technology and sustainable alternative fuels: over a trillion dollars has been spent on high-technology, efficient and sustainable alternative fuels. aircraft since 2009 and the industry has fostered a new alternative fuel sector.

 • Operations: through countless measures being implemented by the industry around the world, the operational efficiency of aircraft already in the fleet is continually being improved.

- efficiency of aircraft already in the fleet is continually being improved.

 Infrastructure: airports are implementing efficiency measures on the ground and air traffic management organisations are working to design better use of aircrace. Infrastructure: airports are implementing efficiency measures on the ground and air traffic management
 market-based measures: the aviation industry is committed to a global market-based measure for the sector be developed through IcAO and in place from 2020. In the industry's view, a single global carbon offsetting offset the evident and most effective approach

Today we call on governments to support efforts towards realising these goals.

This support must take place through a range of actions: air traffic management investment and reform; continus support for research into new technology, one rations and sustainable alternative fuels: improved intermodal training traffic management investment and reform; continus support for research into new technology, one rations and sustainable alternative fuels: improved intermodal training traffic management investment and reform; continus support for research into new technology, one rations and sustainable alternative fuels: improved intermodal training traffic management investment and reform; continus traffic management investment and reform in the reform of the reformation in This support must take place through a range of actions: air traffic management investment and reform; continually propertion of the properties of the prope support for research into new technology, operations and sustainable alternative fuels; improved intermodal trait planning; and the right policy framework to help accelerate the availability of sustainable alternative fuels for aviation at the right policy framework to help accelerate the availability of sustainable alternative fuels for a single properties of sustainable alternative fuels; improved intermodal trait for the right policy framework to help accelerate the availability of sustainable alternative fuels from the right policy framework for a smart regulatory environment which make a constant a start of broader government economic growth policy. Coordinated within and access satisfact the sustainable alternative fuels. These measures should be undertaken as part of a smart regulatory environment which encourages aviation development as part of broader government economic growth policy, coordinated within and across national bord bring global benefits in a way that avoids unintended negative consequences. development as part of broader government economic growth policy, coordin-bring global benefits in a way that avoids unintended negative consequences.



A COMMITMENT FROM INDUSTRY TO ACTION ON CLIMATE CHANGE

(across: technology and alternative fuels; operations; infrastructure and a market-based measure to close the gap between growth and a cap on emissions).

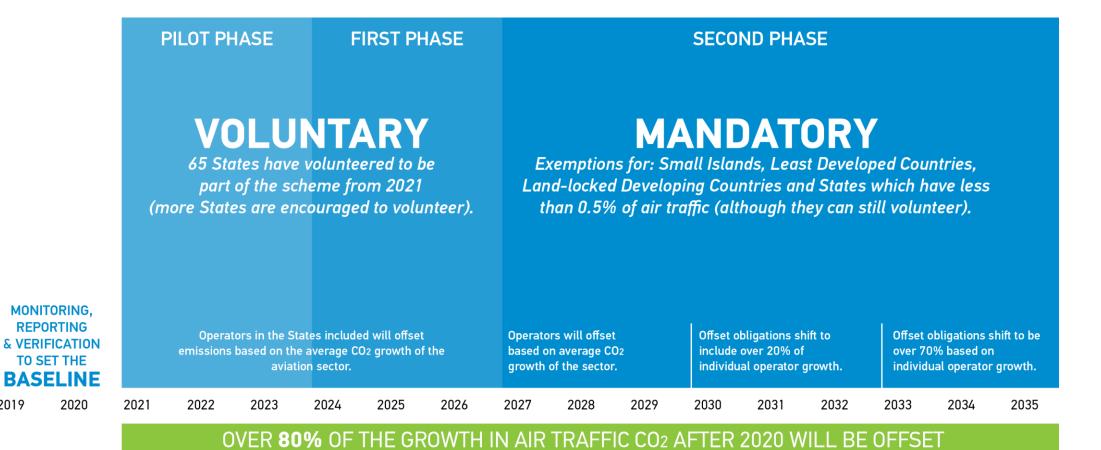
DESIRE TO AVOID A PATCHWORK OF

These overlapping, uncoordinated mechanisms would bring extra cost and administrative burden to the sector.

WORLDWIDE MEASURES

penefits.or

How does CORSIA work?





2019

Which States are included in the first



AS OF 12 OCTOBER 2016, **66 STATES** HAVE VOLUNTEERED TO BE PART OF CORSIA FROM THE START.