



Fact Sheet

Climate Change & CORSIA

The aviation industry recognizes the need to address the global challenge of climate change and in 2009 adopted a set of ambitious targets to mitigate CO₂ emissions from air transport:

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

The industry 4-pillar strategy

The industry is pursuing a 4-pillar strategy for addressing aviation's climate impacts and to meet the carbon targets:

- Improved technology, including the deployment of sustainable alternative fuels
- More efficient aircraft operations
- Infrastructure improvements, including modernized air traffic management systems
- A single Global Market-Based Measure (GMBM) to fill the remaining emissions gap

The aviation industry is confident that technology, operations and infrastructure measures will provide long-term solutions for aviation's sustainable growth. However, the industry recognizes that a global market-based measure (GMBM) is needed to fill any remaining emissions gap.

The industry favors a single, global market-based measure to address CO₂ emissions from international aviation. Many airlines fly into dozens of different countries on a daily basis, with some large airlines serving over a hundred different countries each day; they need to have a single point of accountability. If airlines are subject to a patchwork of national or regional CO₂ taxes, offsetting mechanisms, emissions trading schemes and other carbon pricing instruments, compliance would be unnecessarily complex and costly.

A CO₂ standard for aircraft

In February 2017, ICAO adopted the first ever global CO₂ certification standard for new aircraft. The standard sets limits to the CO₂ emissions from aircraft in relation to their size and weight. The standard is projected to save significant quantities of CO₂ once it comes into effect in 2020 and is an important element of our long term climate strategy.

CORSIA – the ICAO global market-based measure

At the 39th session of the ICAO Assembly in 2016, ICAO's Member States adopted a global carbon offsetting scheme for international aviation. ICAO's Carbon Offset and Reduction Scheme for International Aviation (CORSIA) aims to address any annual increase in total CO₂ emissions from international civil aviation above 2020 levels. CORSIA is set to commence with a voluntary period (2021-2026) after which it will become mandatory.

The adoption of CORSIA is the first climate measure of its type for any global industry and is a solution which will help airlines achieve carbon neutral growth in a cost-efficient way and avoid a complex patchwork of different schemes.

- 69 states have already volunteered to implement the scheme from its outset, covering approximately 80% of CO₂ growth in 2021-2035.
- Under CORSIA, aircraft operators will be required to purchase offsets, or “emission units”, for the growth in CO₂ emissions covered by the scheme.
- Flights on some routes may be exempt from offsetting requirements, but all airlines must monitor and report the fuel use and emissions of all international flights. Whilst the scheme does not fully take effect until end 2020, all aircraft operators will need to monitor their CO₂ emissions starting on 1 January 2019.

Some facts on aviation and climate change

- Air transport accounts for 2% of global man-made CO₂ emissions. In 2016, flights worldwide produced 815 million tonnes of CO₂, globally
- Air transport’s relative contribution has not increased in the past 20 years and is not expected to increase beyond 3% by 2050
- Each new generation of aircraft is on average 20% more fuel efficient than the model it replaces and over the next decade airlines will invest \$1.3 trillion in new planes.
- Airlines have continued to improve their fuel efficiency performance between 2009 and 2016. In 2016, fuel efficiency for total system-wide services (in litres per 100 RTK) stands at 35.28 litres per 100 RTK, an improvement of 10.2% compared to 2009.

More information on www.iata.org/policy/environment