



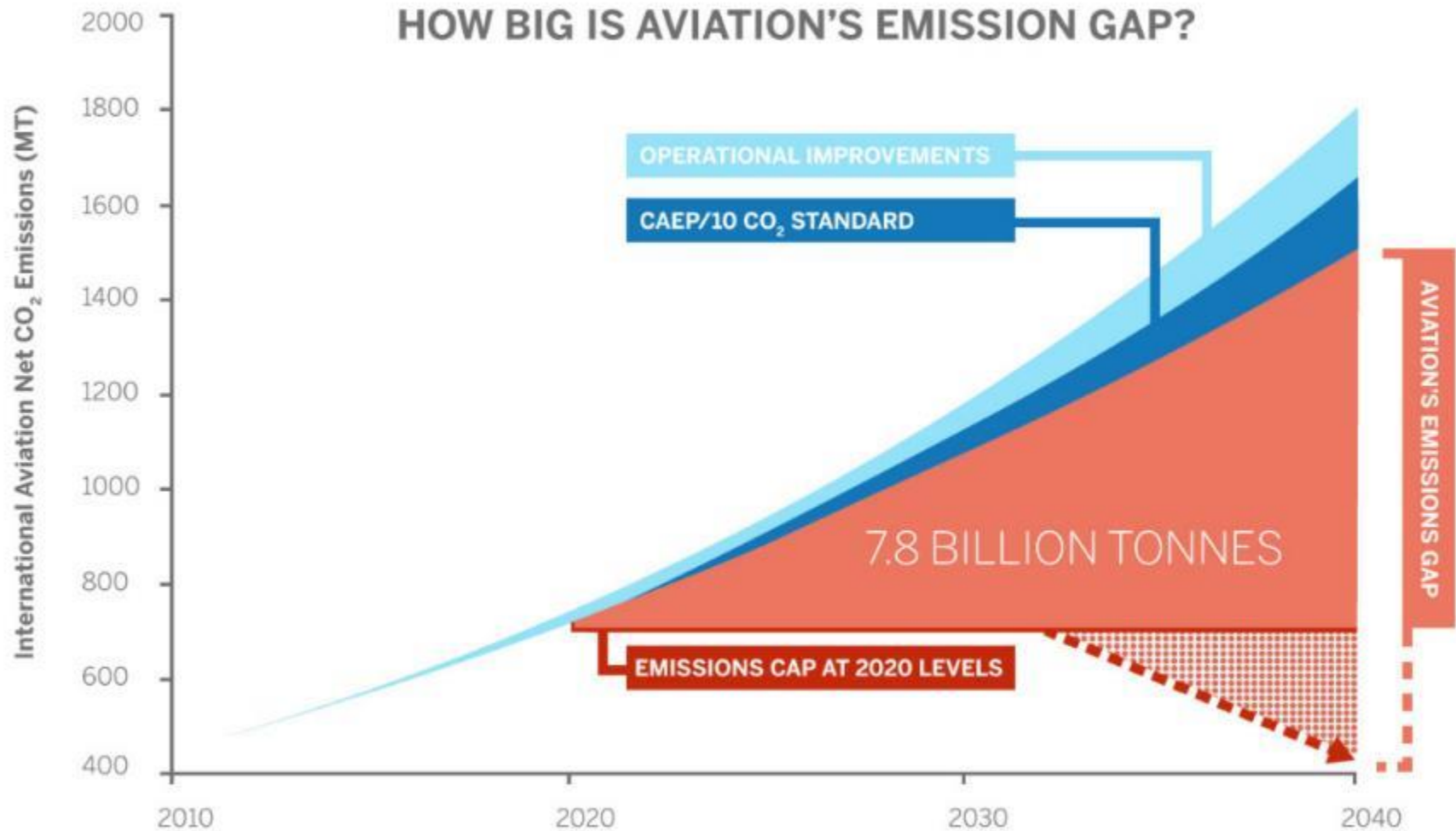
# **ENSURING 1.5C AMBITION**

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# AVIATION'S RAPID GROWTH

- Aviation (domestic and international) responsible for an estimated 4.9% of global warming
- More CO<sub>2</sub> into the atmosphere than the combined emissions of the 129 lowest emitting countries
- Estimates of growth vary between 300 and 400% in 2050 if no action taken
- Kyoto: Parties requested to work through ICAO to secure 'limitation or reduction' of emissions – ICAO failed to act since

# AVIATION'S RAPID GROWTH



SOURCE: ICAO, "Overview of Environmental Work," Singapore GLAs, 2015.

# IMPACT OF LOW OIL PRICES



Aviation, Aerospace & Defense

## AS OIL PRICES FALL, NEW AIRCRAFT LOSE COMPETITIVE EDGE

The decline in jet fuel prices could stymie the airline industry's deliberate march toward a new generation of narrow-body aircraft.

Aircraft manufacturers developed new planes and engines, and airlines ordered them, to reduce fuel consumption at a time when oil prices seemed stuck at historic highs (with the added benefits of reducing emissions and noise). However, as airlines wait to receive their new 737 MAXs, Airbus neos, and other efficient and innovative aircraft, fuel prices have dropped.

# PARIS AMBITION

## Art 2. 1(a)

“Holding the increase in the global average temperature to well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5 °C above pre-industrial levels

## Art 4. 1

“Parties aim to reach global peaking of greenhouse gas emissions as soon as possible, recognizing that peaking will take longer for developing country Parties, and to undertake rapid reductions thereafter in accordance with best available science

# GOALS AND ASPIRATIONS

## ICAO

Carbon Neutral Growth from 2020

- Adopted at 2010 37<sup>th</sup> Assembly
- Basket of measures incl CO<sub>2</sub> standard, 2% efficiency per annum and GMBM

## INDUSTRY

- Stabilise emissions at 2020 levels through GMBM
- 1.5% improvement in fuel efficiency per annum
- -50% CO<sub>2</sub> emissions from aviation by 2050, baseline 2005

# 2020 THROUGH A GMBM

- Agreed at 38<sup>th</sup> Assembly in 2013 to adopt a GMBM to stabilise net emissions at 2020 – in response to EU's inclusion of aviation in ETS
- 50 states objected to this target, 44 because 2020 was insufficient
- Stabilising at 2020 levels insufficient: 55% deviation from 2°C, let alone 'well below 2°C'
- Must be achieved and improved

# DRAFT GMBM (MAY 2016)

- Current draft attempts to reconcile differentiation and non-discrimination through exempting states based on RTK and GNI, at least for first five years
- Over 100+ exempt for the first five years, which could represent up to 40% of emissions, further exemptions beyond this
- Specific clause that this exemption is not compensated for = undermining of CNG2020 target



# MYTH OF 'NO REDISTRIBUTION'

- UNFCCC synthesis report for NDCs presumes a stabilising of international aviation emissions at 2020 levels
- Failure to stick to this target will push planet even further away from 1.5/2°C
- OR states will have to compensate for failed 2020 action through further ambition = “myth of no redistribution”
- Important therefore to minimise and distribute the exempted emissions

# 2020 ONLY EVER STARTING POINT

- Must match Paris provisions which call for ambition to increase over time
- Increased ambition can come through revision at ICAO level of GMBM's ambition (increased target, discounting etc)
- Can come through further in-sector measures (improved CO<sub>2</sub> efficiency standard, fuel tax)
- Encourage national or regional ambition
- GMBM must be a floor, not a ceiling, in ambition