

# INVITATION to UNFCCC SB38 SIDE EVENT



## An Equitable Solution to Curb Aviation Emissions

It is our pleasure to extend to you an invitation to our side event at the upcoming SB38 United Nations Climate Change Conference in Bonn:

**Date: Friday 7 June 2013 from 16:45—18:15 in the “Metro” room  
(Ministry of Transport)**

**Hosted by: Bread for the World – Protestant Development Service in  
cooperation with Nature Code and Transport & Environment**

**Synopsis:** Aviation emissions have more than doubled since 1990 and are caused by 3% of the world’s richest population. This event brings together voices from the global South and North to discuss a future global deal that respects equity and avoids false solutions such as large scale offsetting.

### Speakers:

- Sabine Minninger, Bread for the World – Protestant Development Service - *Equity and aviation emissions*
- Bill Hemmings, Transport & Environment – *ICAO state of play*
- Eva Filzmoser, Nature Code - *Role of market based measures*
- Sudhir Sharma, Climate Action Network South Asia - *India in the ICAO negotiations*

### For more information contact:

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# Facts about aviation emissions

→ Aviation accounts for around 5% of global greenhouse gas (GHG) emissions. Taking into account additional factors, such as contrails and cirrus clouds, aviation may be responsible for up to 14% of man-made climate change<sup>1</sup>.

→ GHG emissions from aviation are growing rapidly at about 4% annually<sup>2</sup>. Emissions from aviation could grow by 300-400% by 2050.

→ In 1997, the responsibility to reduce aviation emissions was given to the International Civil Aviation Organization (ICAO) to develop a suitable climate protection mechanism for its sector.

→ 16 years later, neither countries nor companies have legally binding commitments to account or reduce their aviation emissions.

→ On 3 June 2013, the International Air Transport Association (IATA) called on governments to agree at this year's ICAO Assembly on a global carbon offsetting measure to take effect in 2020, but ruled out cap-and-trade as a stepping stone, raising of revenues, and impacts on traffic volume.

→ However, the report of the UN Secretary-General's High-level Advisory Group on Climate Change Financing only estimates increased costs of air travel of around 2-3%<sup>3</sup>.

→ Measures to reduce aviation emissions would hardly impact developing countries. Lion's share of global tourism takes place between developed countries. Only 10% of tourists travel to developing countries.

→ UNFCCC needs to give a strong signal to ICAO to come up with a global binding agreement to implement a global market-based measure that significantly addresses aviation's pollution. This measure must include targets compatible with climate science, strong provisions to ensure the environmental credibility of the traded units, limited access to offsets and strict provisions to ensure compliance.

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<sup>1</sup> Lee et al., 2009

<sup>2</sup> Solomon et al., 2007

<sup>3</sup> AGF report, 2009

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