



5th Aviation & Environment Summit

Summit Communiqué

On the occasion of the fifth global Aviation & Environment Summit held in Geneva, Switzerland from 16 to 17 September 2010:

Over 300 delegates from all parts of the aviation industry met with representatives of civil society, governments and suppliers. The focus at this summit has been to assess progress towards the industry-wide targets to reduce aviation carbon emissions. Aviation is the only industry to present a set of global targets to the world's governments. The targets are to:

- 1) improve its fuel efficiency by an average of 1.5 percent per annum from now through 2020;
- 2) cap the growth of its net carbon emissions from 2020 (carbon-neutral growth from 2020); and
- 3) to halve its net emissions by 2050 compared to 2005 levels.

The three areas of industry development that carry the greatest potential for emissions reductions are new technologies, air traffic management improvements and the use of sustainable aviation biofuels. Summit delegates heard from aviation stakeholders about the current developments and the potential to deliver them. They called for governments to continue supporting research and development funding of advanced aeronautic exploration at academic institutions, adding to the significant research funding contributions already made by the industry.

Delegates reiterated industry calls to speed up the delivery of streamlined air navigation systems including the Next Generation system in the United States and the Single European Sky, the two of which would introduce significant efficiencies and carbon reductions.

Aviation biofuels are expected to receive full certification for use on commercial flights within the next six months and delegates turned to the challenges of commercialisation and securing sufficient supply whilst ensuring that such fuels meet agreed sustainability criteria. A significant project was launched at the Summit – a team from across the industry and Cranfield University announced the start of the SURF initiative to support the development of sustainable aviation biofuels from algae. The industry is making significant progress with small- and mid-scale projects, but calls were also made for further funding as well as policy and fiscal incentives from governments to encourage this fledgling energy industry.

Three further announcements at the Summit provided strong evidence of an industry active in reducing emissions through infrastructure partnerships. A plan announced at the fourth Aviation & Environment Summit to introduce continuous descent approaches at 100 airports across Europe by 2013 has already resulted in 83 airports committed and carbon emissions already being reduced – well on the way to saving half a million tonnes of CO₂ a year. Pioneered by ACI Europe, over 22 airports in Europe have also signed up to the Airport Carbon Accreditation programme moving them towards carbon neutral airport status: over 400,000 tonnes of CO₂ have already been saved due to this project. In addition, IATA launched iFlex, a project aimed at providing maximum efficiency with flexible flight routings over ultra long-haul sectors that could reduce fuel burn by as much as two percent.

Delegates heard from their industry partners about the multitude of ways that teams from airports, airlines, air navigation service providers and manufacturers are working together on projects to reduce carbon emissions. The Summit discussed how these special projects can be turned into day-to-day best practice across the sector and around the world. Delegates encouraged each other to continue working together and extend existing partnerships to further drive efficiency measures underway and explore new opportunities.

The need for a comprehensive global policy framework was reiterated throughout the discussions and delegates turned their attention to the ICAO 37th Assembly and the UN climate negotiations, urging States to summon the political will to endorse the industry targets for reducing emissions and establish the necessary global framework to deliver them.

Delegates supported the cross-industry resolution that has been sent to ICAO and will be submitted to the UNFCCC, sending the following message to Governments:

AVIATION INDUSTRY RESOLUTION

ON CARBON-NEUTRAL GROWTH FROM 2020 AND A GLOBAL FRAMEWORK APPROACH TO MANAGE AVIATION EMISSIONS

Introduction

The civil aviation industry, as represented by ACI, CANSO, IATA, IBAC and ICCAIA, takes its environmental responsibilities seriously and has an unsurpassed record of improving its environmental performance over time. It is committed to improve its fuel efficiency by an annual average of 1.5 percent from now through 2020, stop the growth of its net carbon emissions from 2020 (carbon-neutral growth from 2020) and to halve its net emissions by 2050 compared to 2005 levels, subject to governments incentivising technological research and development for airframes and engines and the commercial development of alternative low-carbon fuels while also providing modern airport and airspace infrastructure.

Policy responses must be cost-effective, equitable and globally coordinated through ICAO, providing open access to carbon markets. Governments must recognise that the industry's ability to invest in new aircraft, currently the most effective tool for lowering CO₂ emissions, is threatened by increasing and costly regulatory burdens, including taxes, charges and economic measures.

Cooperation between industry and ICAO provides a solid foundation for implementing a global framework based on the industry's targets and four-pillar strategy.

Resolution

The civil aviation industry:

1. Strongly endorses the continuing efforts of governments to develop a comprehensive global carbon emissions management framework under ICAO as opposed to a patchwork quilt of unilateral national and/or regional plans.
2. Agrees that such a framework gives due consideration to the special needs of developing countries and the maturity of aviation markets, while ensuring a level playing field amongst operators.
3. Encourages ICAO and governments to gain endorsement at the 37th triennial ICAO Assembly for a global framework (or globally accepted approach) to limit and reduce aviation emissions consistent with industry's proposals.

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