



Climate change is an important issue. When it comes to aviation, Europe’s governments have lost the plot. Tunnel-vision on emissions trading is no solution at all.

Airlines are working hard to reduce their 2% share of global carbon emissions.

Europe is fixated on punitive measures. Unilaterally bringing aviation into the European Emissions Trading Scheme (ETS) seeks to limit mobility and add EUR 4.2 billion to the cost of travel.

Our fuel bill is already an enormous incentive to reduce emissions. Europe’s ETS proposal was developed in 2005 when oil averaged US\$55 per barrel (Brent). Now oil is around US\$135. Our 2008 fuel bill could be US\$190 billion.

Europe must show international leadership.

The drafters of Kyoto envisaged a global ETS solution for aviation brokered through the International Civil Aviation Organization (ICAO)—a UN body.

Europe’s unilateral regional scheme misses the mark. An ETS that is fair, global and compliant with international law could be effective. But only if it is part of a comprehensive programme to reduce emissions. Europe’s current proposal is none of these.

- It cannot incentivise better results. To survive the oil crisis, airlines are already doing everything possible to save fuel and reduce emissions.
- The unilateral approach won’t fly internationally. Europe’s proposal jumped the gun ahead of an ICAO solution. Already over 130 countries have vowed to oppose it.
- And it puts 7.6 million aviation-related European jobs at risk with higher costs.

Europe must refocus.

First, it must put aside its ETS proposal. Making decisions in the middle of an energy crisis for an ETS to be implemented in five years is crazy.

Second, it must be honest. Emissions taxes may fill government coffers. But they do little for the environment. Politicians painting themselves green to win votes only adds hot air and even more CO₂ emissions to the debate.

Third, Europe must find a comprehensive strategy that can reduce aviation emissions—even in the middle of a crisis.

The industry has a solution.

The aviation industry is already delivering significant CO₂ savings.

IATA’s four-pillar strategy to address climate change is now an industry-wide commitment:

PILLAR 1
Invest in technology.
Airlines will spend US\$3 trillion to renew their fleets over the next 20 years. Our target is a 25% improvement in fuel efficiency by 2020.

PILLAR 2
Fly planes effectively to emit less carbon.
IATA Green Teams worked with airlines to save 7 million tonnes of CO₂ in 2007 through better flight operations.

PILLAR 3
Build efficient infrastructure for efficient flying.
Flying directly takes less time and uses less fuel.

In 2007 IATA optimised 395 routes, saving 4 million tonnes of CO₂. Our target is to eliminate the 73 million tonnes of unnecessary CO₂ emissions caused by inefficient infrastructure. Europe is falling behind.

PILLAR 4
Implement positive economic measures.
Tax credits for re-fleeting and research funding are essential measures. Industry increased its research spend and tested bio-fuels, solar power and fuel cells. By 2017 10% of our fuel will be from alternative sources. But OECD countries reduced their energy research budgets by 50% compared to 1980. This must change.

IATA’s strategy has been endorsed by 179 countries—including Europe. Now it’s time to deliver results.

Uniting Europe’s 35 air navigation service providers into a Single European Sky would save 12 million tonnes of CO₂. Routes would be optimised and the 21 million minutes of delays experienced last year would be reduced.

After decades of discussion, that would be good news for everyone.

I challenge the French Presidency to work with the Commission to deliver a Single European Sky within its mandate.

Join us.

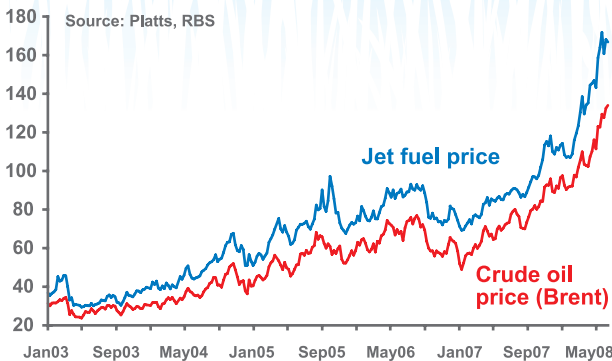
IATA is leading the industry to carbon-neutral growth. Our vision is a carbon-free future. No other industry has dared to think so ambitiously or act so effectively.

I urge the European Council, the European Parliament and the European Commission to support our successful strategy with concrete measures. And to stop plans to punish airlines and travellers with an ETS that will only invite international legal battles.

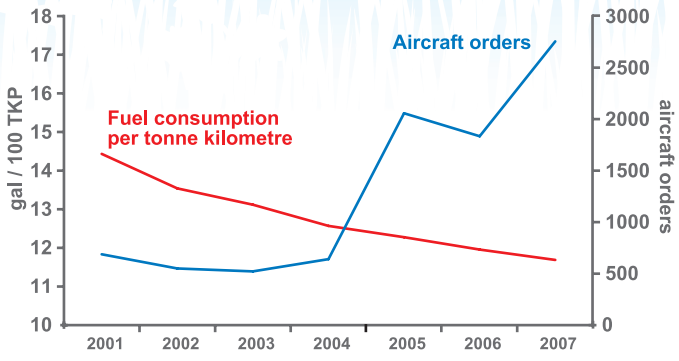
It is time for governments and industry to work together to achieve the global solutions that a global industry needs to become even more environmentally responsible.

Giovanni Bisignani
Director General & CEO
International Air Transport Association (IATA)

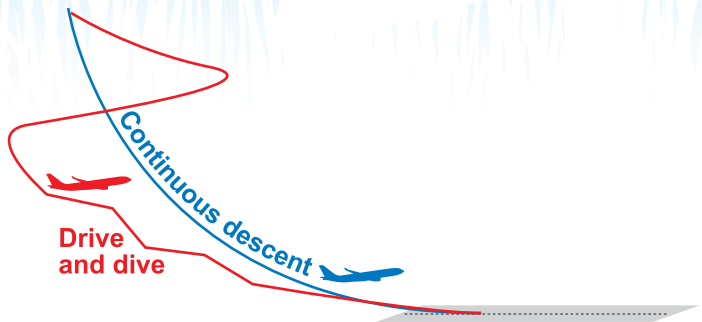
It’s time to say BASTA. Enough.



Fuel Costs: Rising energy prices are an enormous incentive to save fuel. Jet fuel prices have risen even faster than crude. They now approach US\$170 a barrel. If Brent crude remains in the US\$135 range, the total industry fuel bill could reach US\$190 billion.



Aircraft Orders and Fuel Efficiency: Airlines placed record orders for more fuel efficient aircraft in recent years. Since 2001 fuel efficiency improved 19%. The industry target is a 25% improvement by 2020, compared to 2005.



Continuous Descent Approach: Efficient operations deliver results. Landing with an uninterrupted descent reduces emissions in this part of flight by up to 10%. This is just one of the many operational measures that we are working with governments to implement.



IATA-1:
The IATA-1 route saves 30 minutes on a round trip from Europe to Southern China and saves 84,000 tonnes of CO₂ annually. We have 394 other examples of optimised routes in 2007.



Single European Sky (SES):
With 35 air navigation service providers, Europe’s air space is among the most complex in the world. The US manages a similar space with one provider. SES would deliver tremendous efficiency—saving 12 million tonnes of CO₂ and reducing the 21 million minutes of delays in 2007.

