



**Destination Green**

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# **The EU as a partner for low carbon development – Prospects for the aviation sector**

**Session VIII – Financing and Assistance**

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# EU: biggest donor in the field of climate change



- EU is the biggest ODA donor globally (EUR 60 BN+)
- Also greatest contributor to Fast Start Finance: EUR 7.2 BN between 2010-2012
- EU central budget + 27 Member States
- Consultations for financing cycle 2014-2020 ongoing
- Important: CC not "stand-alone" issue – part of wider sustainable development cooperation for green growth
- Our aim: to work with partner countries to integrate CC/aviation in their development strategies



# Example 1: EU-India project



- EU-India Civil Aviation Cooperation Project 2010-2014
- Recommendations for environment and air quality management, carbon footprint, CC policy
- Report on Carbon Footprint of Indian Aviation 2011
- Guidelines for environmental reporting and for constructing the carbon footprint
- Technical support for data collection
- Environment management and carbon footprint trainings and workshops in Delhi, Athens etc.



# Example 2: ASEAN Air Transport Integration Project



- Objective: safe, secure and sustainable ASEAN Single Aviation Market. Launched in 2012, 4 years
- Brunei, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, Singapore, Thailand, Vietnam
- 1<sup>st</sup> step: gather data on the National Aviation Systems
- Essential component: need for improved ATM systems
- Explore ways to organise effective regional cooperation, identify problems and bottlenecks, improve ATM and sustainability



# Principles for providing assistance

- Assistance should be demand-driven
- In-country dialogue, stakeholder involvement
- Climate action integral part of wider national strategies, in accordance with national priorities
- Forward-looking, holistic approach
- Innovative "flagship" projects prioritized
- Scope for early action in relatively new areas, such as aviation!



# EU priorities in financing



- Urgent need to address aviation emissions globally – keep 2 C objective within reach
- Meaningful mitigation action, shift towards low carbon development, enhanced national ownership and capacity
- Main areas:
  - ✓ State action plans
  - ✓ Robust data quality, collection and management
  - ✓ Pilot measures to reduce emissions



# Supporting State Action Plans



- APs: information on national regional etc. activities to reduce CO<sub>2</sub> emissions from international civil aviation - Res 37/19
- Mid- and long-term planning, national ownership
- Important role for national aviation authorities
- 35 European/25 EU countries submitted APs (only 9 European above the threshold of 1% of RTK)
- EU strongly supports AP capacity building and preparation



# Robust data quality and collection

- Building on existing good practices – e.g. IPCC Guidelines for inventories
- Sharing experience and technical expertise, improving transparency
- Durban: first biennial update reports by Dec 2014
- Need to improve data availability, data quality, data collection methods
- Essential for validating policy impacts!



# Pilot measures to reduce aviation emissions



- Pilots could include:
- Air Traffic Management: potential for savings in the range of 10% of CO<sub>2</sub> emissions per flight;
- Improved air navigational procedures;
- Ground-based (airport) carbon management measures.
- Targeting most cost efficient measures, tailored to national circumstances.



THANK YOU!

[http://ec.europa.eu/dgs/clima/mission/index\\_en.htm](http://ec.europa.eu/dgs/clima/mission/index_en.htm)