



Message from Alexandre de Juniac

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AVIATION'S CLIMATE RESPONSIBILITIES

Since last year's publication of the IPCC Special Report on the impacts of global warming, which warned of the calamitous effects of unchecked climate change, the effectiveness of the global response to reduce carbon emissions has come under renewed scrutiny. The aviation industry is responding responsibly. The world depends on air connectivity, and we are working hard with governments to provide connectivity sustainably. We have reduced the carbon footprint of an individual flyer by 50% since 1990. And going forward, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) will achieve our commitment to carbon-neutral growth from 2020. All airlines, regardless of whether their government has volunteered for the initial phases of CORSIA, are already monitoring and reporting their emissions, in preparation for the start of the scheme. CORSIA will generate \$40bn in climate finance and reduce global CO₂ emissions by 2.5 billion tonnes by 2035. The adoption of CORSIA was truly a landmark achievement for any industry, particularly one that is currently reliant on carbon-based fuels.

But the public and policy-makers have not, it seems, been widely informed of this. And nor are many aware of our next goal, which is to cut net emissions to half 2005 levels by 2050. Achieving that would bring the aviation sector in line with the Paris Agreement objectives to limit global warming to 1.5-2 degrees. There is some work to do to map out the path to 2050. And we need governments to step up in at least two ways—sorting out air traffic management inefficiencies that cause unnecessary carbon emissions, and delivering policy frameworks that support the commercialization of sustainable aviation fuels.

Beyond 2050, I believe we can drive for even greater ambition, because radical new technologies will be coming on stream, and sustainable fuels will be widespread.

The industry has been hard at work improving its environmental performance, and that must continue. In parallel, we need to do a better job of communicating what we have achieved, and, more importantly, what we are aiming to achieve. If people are not aware of what we are doing, how can they be confident in a sustainable future for flying?

Whether society will grant aviation a license for future growth will be a political decision, and it needs an honest debate in full knowledge of the facts to come to a decision.

I don't think anyone wants to live in a world that is smaller, less connected and more isolated than we enjoy today. We all want our children and the generations that follow to be able to sustainably experience first-hand this magnificent planet and the people who live on it.

Aviation gives people personal freedom while generating greater prosperity and understanding in the world. A world where people cannot travel easily beyond their horizon will be poorer and less tolerant. But to protect the freedom to fly, we must take responsibility for explaining better how aviation will be part of the solution to the climate challenge.