



# AVIATION BENEFITS BEYOND BORDERS

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**AVIATION  
PARTNERSHIPS  
FOR SUSTAINABLE  
DEVELOPMENT**



# The global scope of air transport



**1,402**  
Commercial airlines



**51,554**  
Routes served



**100,000**  
Flights per day



**173**  
ANSPs



**10 MILLION**  
Passengers per day



**26,065**  
Aircraft in service



**3,883**  
Airports



**3.57 BILLION**  
Passengers in 2015





# Supporting the sustainable development framework



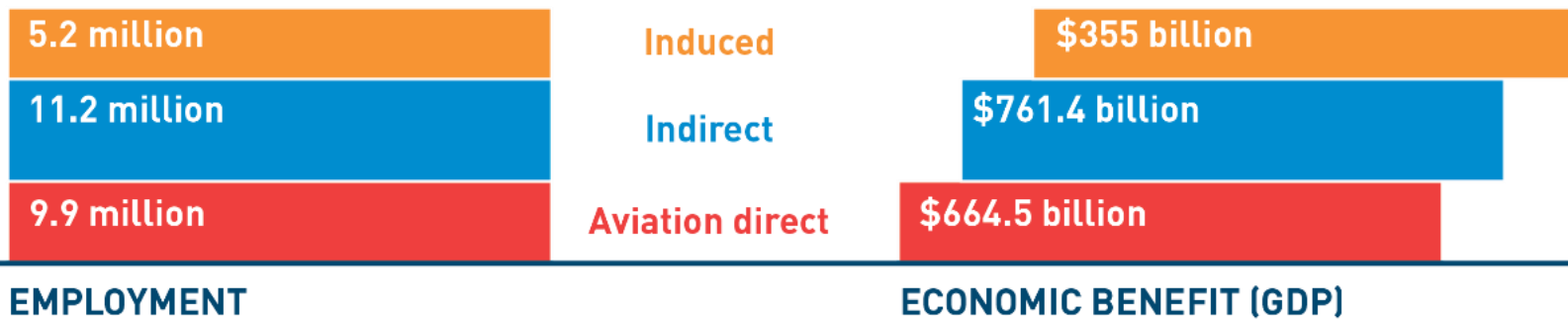


# Supporting the sustainable development framework





# Our global support for employment and GDP





# Our global support for employment and GDP

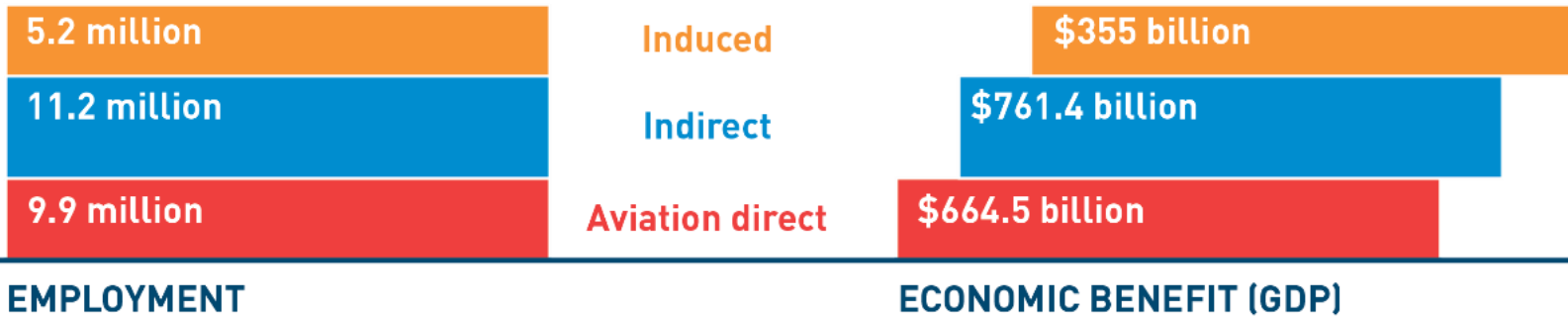


54%

**International tourists**  
transported by air

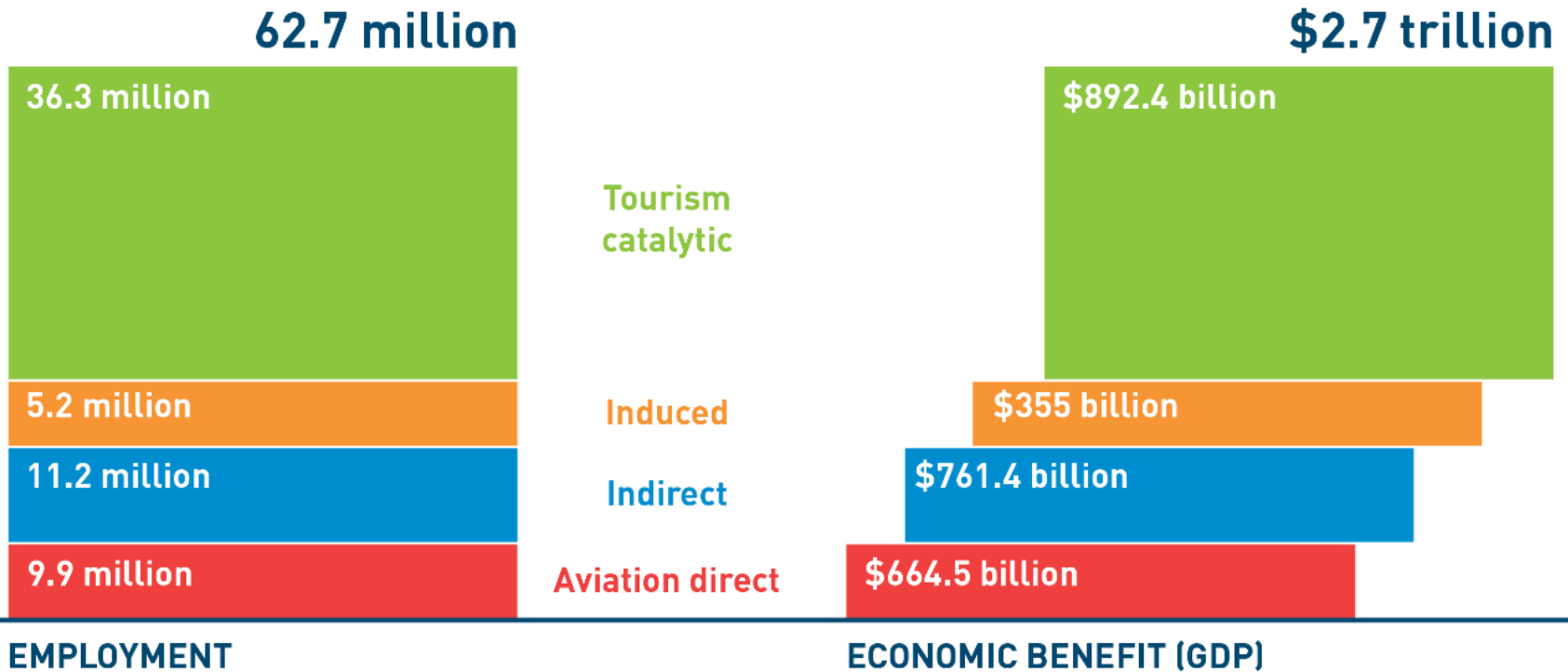
35%

**Global trade**  
transported by air (by value): \$6.8 tn





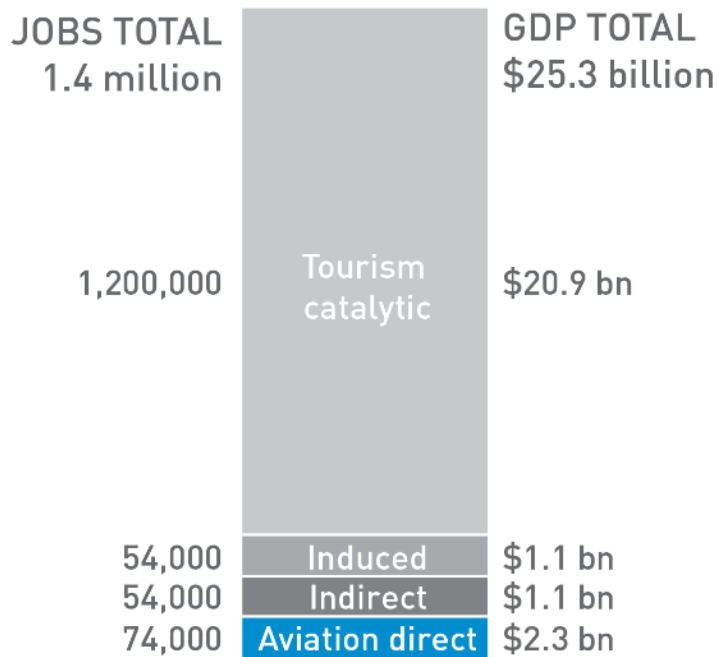
# Our global support for employment and GDP



# Aviation benefits in Small Island States

Air transport supports 1.4 million jobs and \$25.3 billion in GDP in countries that are members of the Association of Small Island States\*.

## Total jobs and GDP generated by air transport in Small Island States, 2014



**89** million passengers

**1%** proportion of global passengers

**59** airlines

**368** aircraft in service

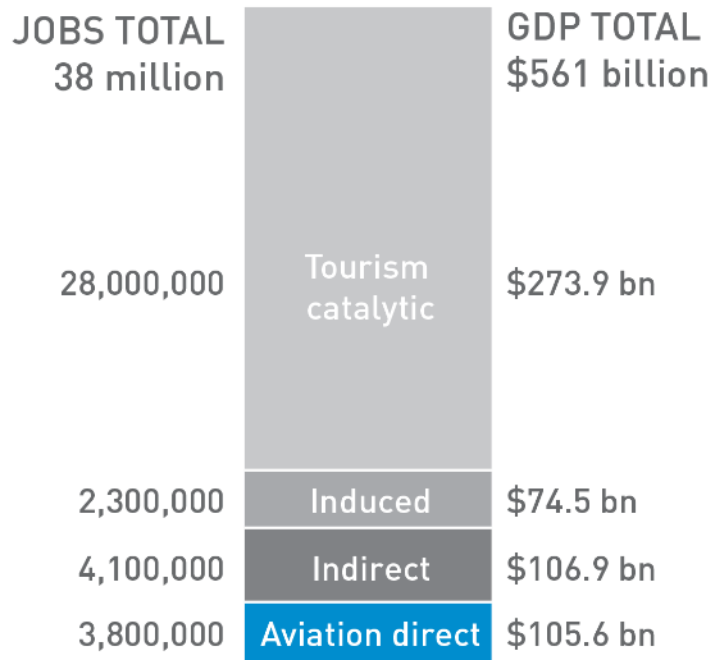




# Aviation benefits in developing countries

Air transport supports 38 million jobs and \$561 billion in GDP in developing countries around the world.

## Total jobs and GDP generated by air transport in developing countries, 2014



1.2 billion passengers

36% proportion of global passengers

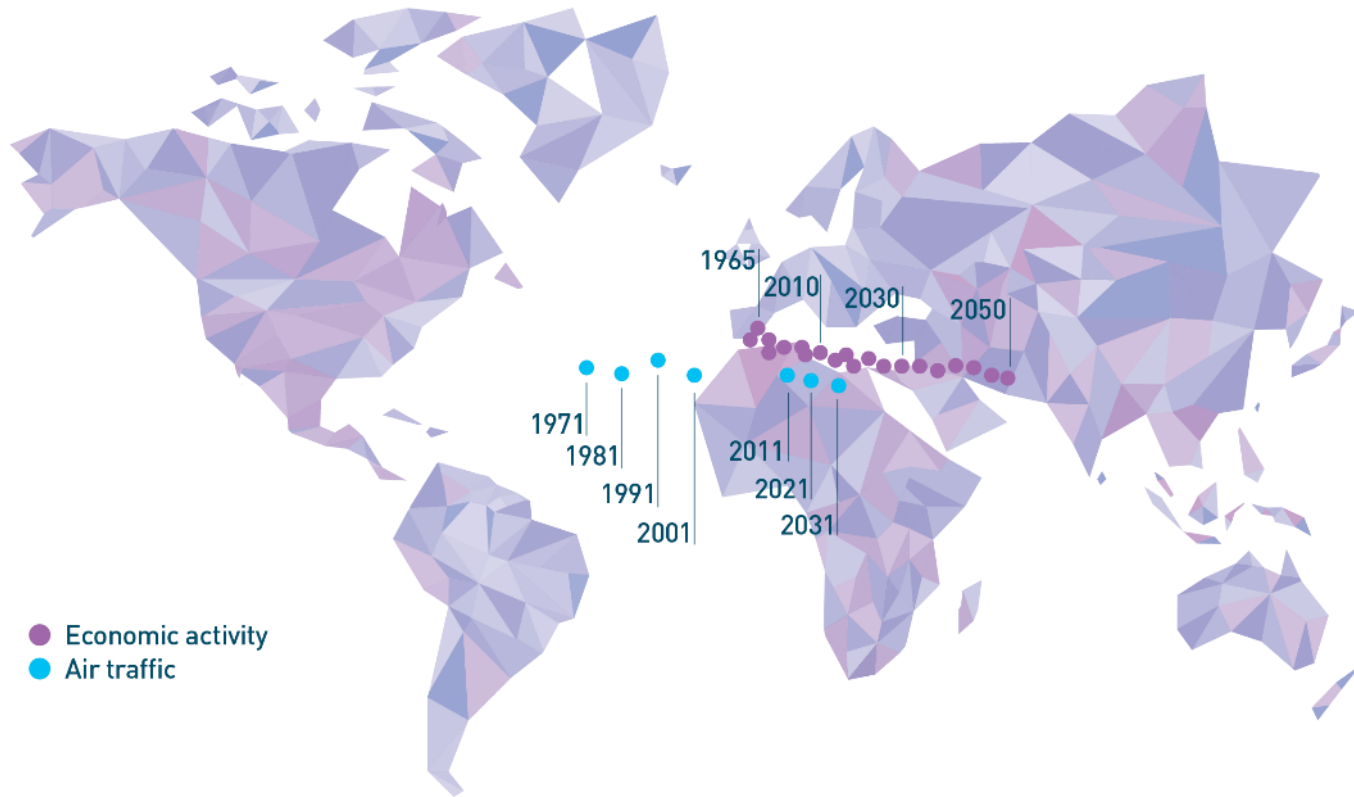
832 airlines

10,011 aircraft in service





# Growth means the global centre of gravity is shifting





# Growth in aviation fuels growth in jobs and economic activity

## In 2034...

**99.1** MILLION  
jobs supported  
in 2034

**\$5.9** TRILLION  
in GDP supported  
in 2034



CLIMATE ACTION  
TAKES FLIGHT



# Taking care of our climate responsibility





# Setting the strategic direction



## GOAL 1

PRE-2020 AMBITION

1.5% ANNUAL AVERAGE FUEL EFFICIENCY IMPROVEMENT FROM 2009 TO 2020.

**T O I**

## GOAL 2

IN LINE WITH THE NEXT UNFCCC COMMITMENT PERIOD

STABILISE NET AVIATION CO<sub>2</sub> EMISSIONS AT 2020 LEVELS WITH CARBON-NEUTRAL GROWTH.

**T O I + M**

## GOAL 3

ON THE 2°C PATHWAY

REDUCE AVIATION'S NET CO<sub>2</sub> EMISSIONS TO 50% OF WHAT THEY WERE IN 2005, BY 2050.

**T O I**



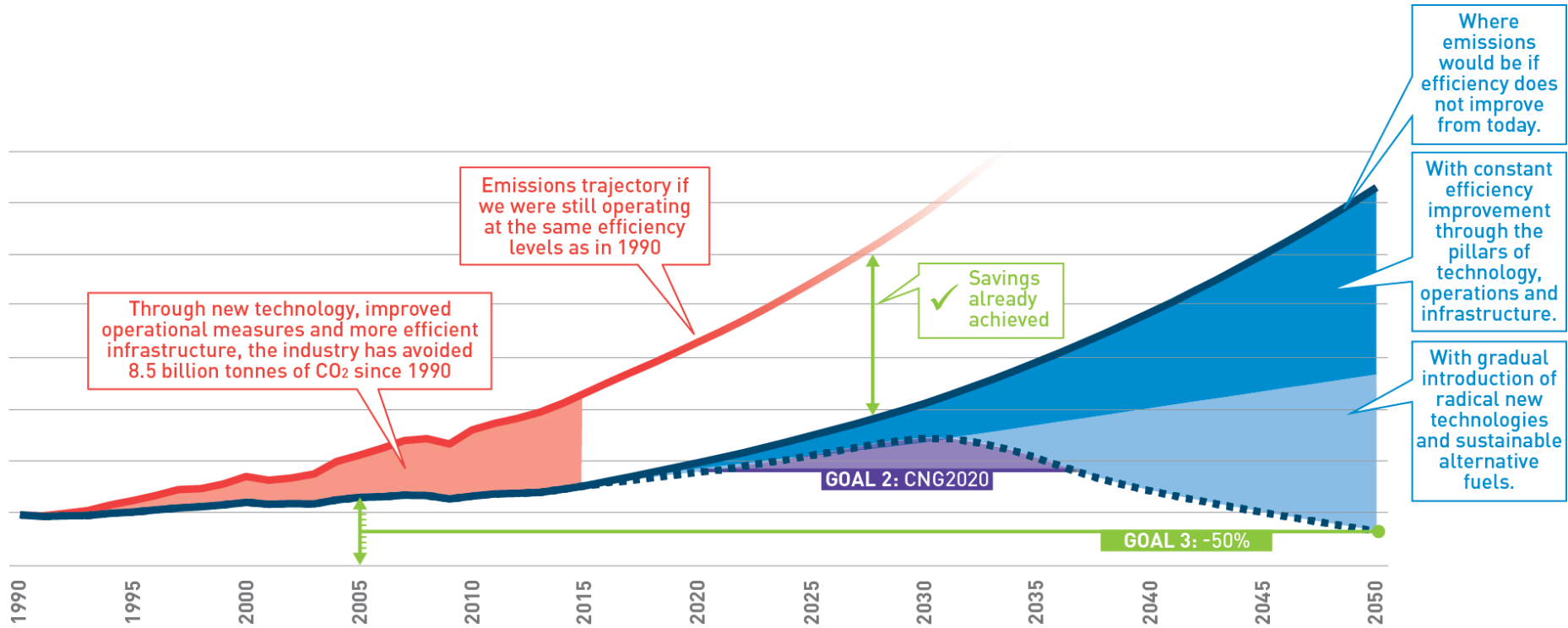
# Making tactical improvements across the system

- T** TECHNOLOGY
- O** OPERATIONS
- I** INFRASTRUCTURE
- M** MARKET-BASED  
MEASURE



# M

# MARKET-BASED MEASURE





# Encouraging more States to volunteer

## CLIMATE LEADERSHIP

It demonstrates a state's **commitment** to address climate change and shows **leadership** and **solidarity** in climate action and aviation.

## MORE DEMAND FOR OFFSETS

Increased coverage will generate more demand for carbon offsets. As the vast majority of the carbon offsets will be generated from projects hosted in developing states, increased coverage will **drive investment in developing countries**.

## MORE SUSTAINABLE TRAVEL

Joining the scheme **increases the sustainability of international flights** to/from the volunteering state, which may be an important consideration for some air travellers/freight forwarders.

## EFFECTIVENESS OF THE CORSIA

As more States join the scheme, **more coverage** and greater climate benefits will be achieved.

## REDUCING MARKET DISTORTIONS

A key reason for industry support of the CORSIA was **avoidance of a patchwork** of competing measures which would distort the highly competitive airline market.

## GAINING EARLY EXPERIENCE

Joining early will allow airlines in volunteering states to **gain experience with carbon trading** when the costs of the scheme are the lowest (since offsetting requirements in the first years of the scheme will be relatively small). This will be an advantage in the later phases of the scheme.





# AVIATION BENEFITS BEYOND BORDERS

[www.aviationbenefits.org](http://www.aviationbenefits.org)



**ATAG**   
AIR TRANSPORT ACTION GROUP