

Myths can be deceptive...

US POLICY TOWARDS CURBING INTERNATIONAL AVIATION EMISSIONS

MYTHS ▼

REALITIES ▼

AVIATION & CLIMATE



Aviation's contribution to climate change is only 2%. (ICAO) ^[1]



Actually, it's 4.9%. Prof David Lee, one of the lead authors of IPCC Fifth Assessment Report ^[2]

New aircraft are 70% more fuel efficient than 40 years ago. (IATA) ^[3]



Typical aircraft of the 1950s were as efficient as modern planes. ^[4]

The US has successfully tackled its aviation emissions.
Nicholas Calio, CEO, A4A ^[5]



Per person, Americans emit twice as much aviation CO₂ as Europeans. ^[6]
Both the US Federal Aviation Administration and United Nation's ICAO forecast that US international aviation emissions will continue to grow 3-4% per year. ^[7]

THE ETS AND THE INDUSTRY



The EU Emissions Trading Scheme (ETS) infringes on other countries' sovereignty in violation of international law. ^[8]



It's normal practice to regulate aircraft and goods on arrival and departure. Imagine if Europe couldn't ban drugs from entering just because they arrived on a US aircraft. The US insists on receiving passenger data even before boarding commences on any US-bound flight. ^[9]

The EU acted outside its mandate, they should have gone through ICAO. ^[10]



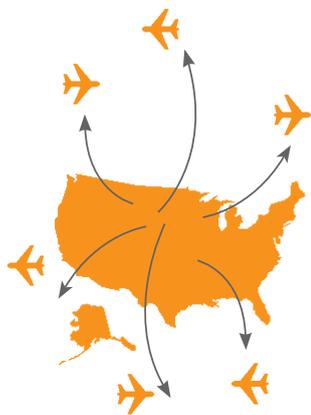
The EU did the only possible thing that ICAO had not yet ruled out: a regional ETS, as recommended by ICAO in 2004. ^[11]

The aviation EU ETS will cost a whopping US\$1.15bn just in 2012.
Tony Tyler, CEO, IATA ^[12]



US airlines are set to make windfall profits of up to US\$2.6bn by 2020. ^[13]

US ATTITUDE TO GLOBAL AVIATION REGULATION



The EU should not have attempted to regulate any emissions outside its airspace. A4A in their submission to the Court of Justice of the EU ^[14]

ICAO's own guidance for aviation emissions trading systems states: "Options defined solely on the basis of national airspace are inherently limited in their coverage as emissions over the high seas will never be included and ... create significant administrative problems and enforcement difficulties." ^[15]



The US wants global action on aviation emissions. As stated in the Thune Bill ^[16]

The US wants a framework to govern action at member state level based on the key principle of 'mutual agreement'. For global action, this would potentially require tens of thousands of bilateral agreements; a recipe for global stalemate, not global action. ^[18]



The US supports a global market-based measure in ICAO. As stated in the Thune Bill ^[16]

The US does not support this; it supports a FRAMEWORK for market-based measures because "it would take a substantial amount of time before a global MBM could be agreed and there was no basis for expecting an agreement at the 2013 Assembly." ^[17]



"Nobody has a better record on the environment than President Obama... we're being penalized by the EU..."
Ray LaHood, US Transport Secretary ^[21]

"The truth is we dragged our feet. The United States of America has been one of the principal foot-draggers in this entire [emissions control] effort."
Senator John Kerry ^[22]



"U.S. airline operators are committed to working with ICAO... on an appropriate emissions regulation system."
US Senator John Thune ^[19]

"ICAO does not set policy of the United States of America. We are a sovereign nation. We must defend our sovereignty in concurrence with international trade agreements."
Congressman John Mica, Chairman of the House Transportation and Infrastructure Committee ^[20]



Footnotes

^[1] http://legacy.icao.int/icao/en/env2010/Pubs/EnvReport2010/ICAO_EnvReport10-Ch1_en.pdf

^[2] <http://pubs.acs.org/doi/pdf/10.1021/es902530z>

^[3] http://www.iata.org/whatwedo/environment/pages/fuel_efficiency.aspx

^[4] <http://www.transportenvironment.org/publications/fuel-efficiency-commercial-aircraft-overview-historical-and-future-trends>

^[5] <http://www.airlines.org/Pages/A4A-Lauds-House-Passage-of-Bill-That-Allows-U.S.-Airlines-to-Avoid-Illegal-EU-ETS-Aviation-Scheme.aspx>

^[6] US EPA reporting to UNFCCC shows (page 14), US domestic commercial aviation emitting 114MT and US international aviation 72MT in 2010 (<http://www.epa.gov/climatechange/Downloads/ghgemissions/US-GHG-Inventory-2012-Chapter-3-Energy.pdf>) For 309m Americans, that makes about 374 litres a head. Meanwhile, the EU ETS intra-EU data, shows max 60 MT for intra-EU flights, for 501m Europeans, makes approximately 120 litres a head (see Eurocontrol's ETS support facility <http://www.eurocontrol.int/articles/ets-support-facility>).

^[7] http://legacy.icao.int/icao/en/env2010/Pubs/EnvReport2010/ICAO_EnvReport10-Outlook_en.pdf and http://www.faa.gov/about/office_org/headquarters_offices/apl/aviation_forecasts/aerospace_forecasts/2012-2032/media/Forecast%20Tables.pdf

^[8] A4A President and CEO Nicholas E. Calio said on 04/11/12: "The European Union's Emissions Trading Scheme is an affront to U.S. sovereignty and should not stand." (<http://www.politico.com/news/stories/1112/83284.html>)

^[9] <http://www.lufthansa.com/online/portal/mam/rowr/program/news/detail?nodeid=3175234&l=en&cid=1000175>

^[10] <http://www.aircargoworld.com/Air-Cargo-News/2012/10/the-emissions-trading-battle-continues/2910371>

^[11] See Annex 1 of Assembly Resolutions in Force as of 8 November 2004 (Doc 9848), available at: <http://legacy.icao.int/env/a35-5.pdf> and http://ec.europa.eu/clima/policies/transport/aviation/docs/icao_guidance_2008_en.pdf

^[12] Tony Tyler, director general of the International Air Transport Association (IATA), has said the ETS would cost airlines 900 million euros (\$1.15 billion) in 2012 and the industry will not generally be able to pass this on to consumers because the market is too weak (<http://www.reuters.com/article/2012/01/06/airlines-carbon-tax-asia-idUSL3E8C45RQ20120106>)

^[13] http://globalchange.mit.edu/files/document/MITJPSPGC_Reprint_12-5.pdf

^[14] Air Transport Association of America v Secretary of State for Energy and Climate Change, Court of Justice of the EU, Case C-366/10

^[15] http://ec.europa.eu/clima/policies/transport/aviation/docs/icao_guidance_2008_en.pdf

^[16] The US Congress and Senate state that the intention of the Thune Bill is to give the US room to: "conduct international negotiations to pursue a worldwide approach to address aircraft emissions." (http://thomas.loc.gov/home/gpoxmlc112/s1956_es.xml)

^[17] <http://www.greenaironline.com/news.php?viewStory=1584>

^[18] <http://www.gpo.gov/fdsys/pkg/CHRG-112hrg67582/html/CHRG-112hrg67582.htm>; ICAO explains mutual agreement as a scheme which "would only include flights operated by aircraft operators registered in the State(s) participating in the scheme. Aircraft operators from other States could only be obliged to participate in the scheme on the basis of bilateral or multilateral agreements." (http://ec.europa.eu/clima/policies/transport/aviation/docs/icao_guidance_2008_en.pdf)

^[19] <http://www.thune.senate.gov/public/index.cfm/op-eds?ID=352c1fa4-4a1e-49ef-b29c-8b72b33fb61>

^[20] <http://news.airwise.com/story/view/1352872192.html>

^[21] <http://travel.usatoday.com/flights/post/2012/06/eu-carbon-airline/710523/1>

^[22] <http://cnsnews.com/news/article/sen-kerry-blames-us-dispute-over-eu-airline-carbon-tax-we-dragged-our-feet>