

To: Fabrice Brégier, President and Chief Executive Officer, Airbus

Re: Global fuel efficiency standard

Brussels 19 January 2016

Dear Monsieur Brégier

Climate change is the defining challenge of our time. Paris has mobilised all nations and sectors to act with even greater urgency to achieve emissions reductions so that global warming will not exceed 1.5°C. Air traffic is growing at 5-6% a year and emissions are expected to double or triple by 2050. We recall that Airbus and you yourself played a decisive role at the highest levels of government in Europe and abroad in 2012 to ensure that Europe's flagship measure to address aviation emissions, the EU ETS, was largely dismantled in favour of global measures that have yet to be realised.

Now on the very eve of a decision at the global level that Airbus so prefers – the UN's aviation body ICAO – for states to agree the first ever global fuel efficiency standard for new and in-production aircraft types, Airbus is again intervening in a critical way. Aircraft manufacturers led by Airbus and Boeing have already made sure during the standard's long development process, that multiple conservative assumptions and insistence on a technology following approach means the standard risks being environmentally ineffective. As decision time on stringency and applicability approaches, Airbus is now asserting at the highest levels, that it cannot accept a robust standard as it would damage Airbus' business. The implication being that Airbus may not be so competitive on fuel efficiency and that business-as-usual is better, leaving airlines to continue operating Airbus' relative gas guzzlers. The upshot is that European policymakers are now proposing a weak level of ambition on stringency while the US, under pressure from its Environmental Protection Agency, wants a strong standard. Europe will potentially be left rightly taking the blame just when ICAO seems to be starting to get its act together. Over 90% of global aviation emissions arise from Airbus and Boeing aircraft, so it is imperative that the standard regulate large aircraft effectively.

We call on Airbus to seize the opportunity that this standard presents. An effective standard will set a level playing field and realistic technology bar that can only benefit European industry by stimulating billions of manufacturing investment in R&D and thousands of new jobs. A weak standard on the other hand will not only lock in many hundreds of megatonnes of avoidable emissions over the next generation – all from the sector with the fastest rate of CO2 emissions growth – but damage both Airbus and Europe's airlines by foregoing achievable fuel efficiency improvements which are central to aviation becoming sustainable.

Airbus claims to be an environmentally friendly and responsible company. It receives millions in public money and subventions every year to pursue this aim. Yet its actions on fuel efficiency regulation seem to contradict this. For Europe to follow the Airbus line at ICAO would be a betrayal of European climate ambition and run directly counter to everything that Europe so rightly achieved last month in Paris.

It's time, Monsieur, for Airbus to come on board.

For the NGOs,



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ACT Alliance EU www.actalliance.org

Carbon Market Watch www.carbonmarketwatch.org

Centre for Transport and Energy (Czech Republic) - www.cde.ecn.cz

Change Partnership www.changepartnership.org

Clean Air Action Group (Hungary) www.levego.hu

Det Økologiske Råd (Denmark) www.ecocouncil.dk

Focus - Društvo za Sonaraven Razvoj (Slovenia) www.focus.si

Germanwatch (Germany) www.germanwatch.org

Green Budget Europe www.green-budget.eu

HACAN (UK) www.hacan.org.uk

Milieudéfensie (the Netherlands) www.milieudéfensie.nl

Natuur&Milieu (the Netherlands) www.natuurenmilieu.nl

Quercus - Associação Nacional de Conservação da Natureza (Portugal) www.quercus.pt

RAC-France (France) www.rac-f.org

Transport & Environment www.transportenvironment.org

Verkehrsclub Deutschland www.vcd.org

WWF (France/UK) - www.wwf.fr www.wwf.org.uk