

**Aviation Global Deal Group**  
**Communiqué on International Aviation Emissions & Climate Change Policy**  
***A sectoral approach to meeting environmental goals while maintaining competitiveness***

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In December this year, governments will meet in Copenhagen to negotiate and agree what must be an ambitious, equitable and effective global deal to address climate change. CO<sub>2</sub> emissions from international aviation must be integrated within this agreement, at a sectoral level.

The Aviation Global Deal (AGD) Group recognises the need to find a global solution to our emissions that meets environmental and developmental needs whilst ensuring a level playing field in our markets. We also underscore the need for our industry to continue to invest in the sector's key emissions reduction drivers, namely fleet replacement, infrastructure improvement and sustainable biofuels.

We support the leadership of the International Civil Aviation Organisation through its Group on International Aviation and Climate Change (GIACC) in developing a sectoral approach to managing international aviation emissions. We will work with the International Air Transport Association (IATA), regional industry groups, governments and other key stakeholders in helping to develop an appropriate solution.

We believe a sectoral approach for international aviation should be based on the following key principles:

- ***Environmental integrity*** – Aviation must reduce net CO<sub>2</sub> emissions in line with scientifically determined targets, through continued investments in technology, sustainable biofuels, improvements in infrastructure, operational efficiency and cost-effective economic measures, especially carbon trading. Any regime for aviation must be consistent with, and in proportion to, aviation's contribution to the overall level of emissions in the broader international framework. The policy approach must not create 'carbon leakage' where emissions continue, but markets are distorted.
- ***A global policy*** – International aviation emissions must be integrated in a post-Kyoto climate change agreement. Policy measures to deal with aviation's contribution to climate change should be developed at a global sectoral level to avoid competitive distortion and to avoid creating a patchwork of conflicting national and regional policies.
- ***Maintain competitiveness between airlines*** – Airlines must face equal treatment, in accordance with the Chicago Convention. A global sectoral approach is the best way of ensuring this.
- ***Equity between countries*** – At the same time as it delivers equal treatment between *airlines*, any agreement must also respect the UNFCCC principle of common but differentiated responsibilities amongst *countries*. Achieving this will require progressive political leadership and a willingness to consider innovative solutions.
- ***Economic efficiency*** – Aviation must be integrated within the overall climate framework with open access to cost-effective market-based instruments including carbon trading, CDM credits and potentially deforestation avoidance credits.
- ***Operational capability*** – The system must be simple, universally applicable and straightforward to implement. Compliance must be enforceable at state and carrier level.

The eventual solution needs to balance the contribution made by a sustainable, competitive and healthy aviation sector to the global economy with the urgent challenge of combating climate change.