

The aviation emissions problem and proposed 2016 solutions

David Hodgkinson and Rebecca Johnston

Introduction: The aviation emissions problem

- Aviation emissions unregulated and growing
- IPCC calculations
- UN estimates

Outline

- International framework for aviation emissions regulation
- ICAO action
- Options to deal with the emissions problem
- New draft ICAO resolution and implications

International framework

- UNFCCC and its Kyoto Protocol
- Kyoto article 2(2)
- Attribution and jurisdictional issues
- Responsibility?

ICAO Assembly

- 2013 consensus agreement
- A market-based mechanism
- 2020 implementation

Market-based measures?

- Mitigation – putting a price on carbon
- Quantity-based or price-based mechanisms?
- A tax or an ETS?
- ICAO has chosen mandatory carbon offsets ...

The Paris agreement

- No reference to aviation
- Division between developed and developing states at Paris ... but not now for aviation ...

Draft ICAO resolution

- Articles 4, 6 and 7
- First implementation phase 2021; second phase – 2026
- The developed/developing state divide is the sticking point

The problem with offsets

- Offsets are at the heart of the ICAO mechanism
- Offsets have little effect
- Collective, substantive action matters
- What about taxation?

UNITAID air ticket levy

- Advantages of taxes
- UNITAID has features of a tax
- Air ticket levy
- Implemented domestically

Conclusion

- The climate change problem
- The aviation emissions problem
- Fundamental implications for the airline industry

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