

9th of August 2019

BARIG welcomes the six-point paper of the German Aviation Association (BDL) and supports these ideas and initiatives for future responsible and sustainable air travel

(in coordination with the BDL paper from the 2nd of August 2019)

The demand for air traffic continues to grow with the development of prosperity in many areas of the world: air traffic connects people worldwide, enables urgent transport of valuable goods, facilitates development aid in multiple states and makes it possible for people to explore different countries and cultures. All these aspects are indispensable in a free and globalized world. In the process, air traffic accounts for 2.8% of the CO_2 emissions worldwide. Our position in this regard is clear: climate protection concerns us all and requires both sustainable and effective action.

Mutually foster climate protection measures

In our opinion the question how air traffic can be made more sustainable and consistent with climate protection presents one of the central mutual challenges for the air traffic industry, politics and society. We want to address this challenge with concrete ideas. Our agenda:

1. Enable reduction of CO₂ emission related to air travel

We want to lower air traffic related CO_2 emissions to zero. We understand that this target is only achievable if fossil kerosene is replaced by renewable fuels. Currently, the best solution also in an ecological sense is given by fuel that is produced in the so-called power-to-liquid process.

In order to make progress here, mutual efforts from politics and industries are needed:

- We support pilot projects for the construction of industrial plants that produce powerto-liquid fuel.
- We need a roadmap for the development of the respective production plants and for the supply of renewable fuel at competitive prices. In this context, it is the responsibility of the UN International Civil Aviation Organization (ICAO) to provide the international framework so that sufficient demand for regenerative fuel in air traffic can be secured worldwide.
- The European Union and its member states should lay the foundations for an adequate supply of production plants and fuel within a mutual initiative of industry policy and should further support the ICAO in creating the necessary framework for respective demand.
- We propose that the German federal government utilizes the revenue generated from the air traffic tax to facilitate the market launch of renewable fuels. Currently, the state raises around 1.2 billion Euros in air traffic taxes annually without using this national revenue in a targeted manner for any climate policy targets in air traffic.

2. Compensation of flights' impacts

The option to compensate the impact of respective flights and thereby fly climate-neutrally at a surcharge is already available to passengers. However, only few customers are currently making use of this.



- We will therefore facilitate offers to our customers for compensation of flight climate impact.
- At the same time, we suggest that the German legislator develops the currently existing tax deductibility of climate compensation charges so that it can be applied not only by private but also by business travelers.

3. Reducing CO₂ emissions in European air space

The development of a "Single European Sky" is active climate protection: the optimization of flights in German air space alone could already reduce detours and thus fuel consumption. The optimization of flight routes in the entire European air space could save up to 10 percent of fuel and emissions. However, to achieve this target, more cross-border cooperation between national air traffic control organizations, an increased automatization of flight controller services and more flexibility regarding personnel deployment are needed.

• We therefore consider it necessary that the EU and its member states newly adjust the regulation system for air traffic control and further advance the introduction of modern technologies to facilitate air traffic control services.

4. Investments in energy-efficient air traffic

Through investments in energy-efficient aircraft and flight procedures the airlines already reduced significantly their CO_2 emissions per passenger kilometer. On that note we will continue to invest in climate-friendly technologies:

• Aircraft fleet shall be further renewed. With these investments, the specific annual CO₂ emissions will decline steadily. Each new aircraft generation burns 25 percent less kerosene and consequently produces less emissions. Today the aircraft of German airlines, for example, consume 3.58 liters per 100 passenger kilometers on average compared to 6.3 liters in 1990.

5. Strengthen the railway network for enhanced intermodality

The German domestic air traffic currently registers a share of 0.3 percent of the total CO_2 emissions in Germany. Nowadays, domestic flights mainly take place on longer routes on which the given travel duration by train would not allow appointments within the same day. Short flight routes, on the other hand, are almost exclusively used by international transfer passengers.

In the past a large extent of domestic travel has already been transferred to rail and bus, thereby making certain domestic air routes redundant. Prerequisites for former successful shifts of traffic always included the existence of an attractive offer, adequate infrastructural conditions and a travel duration of less than three hours by train.

Under appropriate circumstances, domestic traffic can be further shifted from air to rail:

- In this regard many airlines offer rail travel to their customers already in the booking process as mode of transportation to the departure location of international flights.
- Locations lacking connection to the long-distance railway network, such as the international hub in Munich, must be respectively developed as soon as possible.
- Wherever customers are largely making use of attractive fast-track railway connections, such as Berlin-Nuremberg, respective air traffic routes are suspended



6. Climate protection must be coordinated internationally

In air traffic, an international industry by its nature, national solo efforts are the wrong approach. Especially climate policy regulations through national taxes, charges and bans are counterproductive both in an ecological and an economical sense. However, instead of reducing CO_2 emissions, such measures rather lead to an emissions transfer to regions that do not feature the mentioned charges, while at the same time economically burdening the domestic industry. Regulations in air traffic should thus be implemented on an international level and only is this way climate policy can be effective.

In Germany, the air traffic tax already presents a national charge that significantly excels the volume of the planned tax in France. Different national solutions only promote circumvention strategies while at the same time producing additional environmental pollution.

Instead, we advocate for cross-border and competitively neutral solutions in CO_2 pricing that can really contribute to climate protection:

- We are of the opinion that emissions trade as a market-based instrument is the most suitable solution to limit and reduce CO₂ emissions and to price CO₂ emissions in air traffic, financed through the purchase of respective emission certificates. By incorporating German and European air traffic into emissions trade, air traffic has been growing CO₂-neutrally since 2012. This means that additionally performed flights did not result in additional CO₂ in the past seven years. Emissions trade will further secure that total CO₂ emissions resulting from the related industrial sectors (energy sector, manufacturing industries, air traffic) will be reduced by 43 percent compared to 2005.
- The incorporation of worldwide air traffic into emissions trade could not be pushed through within the international community. Instead, worldwide air traffic shall be subject to the internationally coordinated CO₂ compensation system CORSIA as of 2021, thereby making worldwide air traffic growth CO₂-neutral. Likewise, this system is then financed by airlines through the purchase of respective compensation certificates. With the help of politics, we aim at convincing the few currently reluctant countries to follow this CO₂ compensation system already as of 2021.

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