

# IATA ANNUAL GENERAL MEETING

78th AGM and World Air Transport Summit  
Doha, Qatar 21 June 2022

## Environment & Sustainability Briefing

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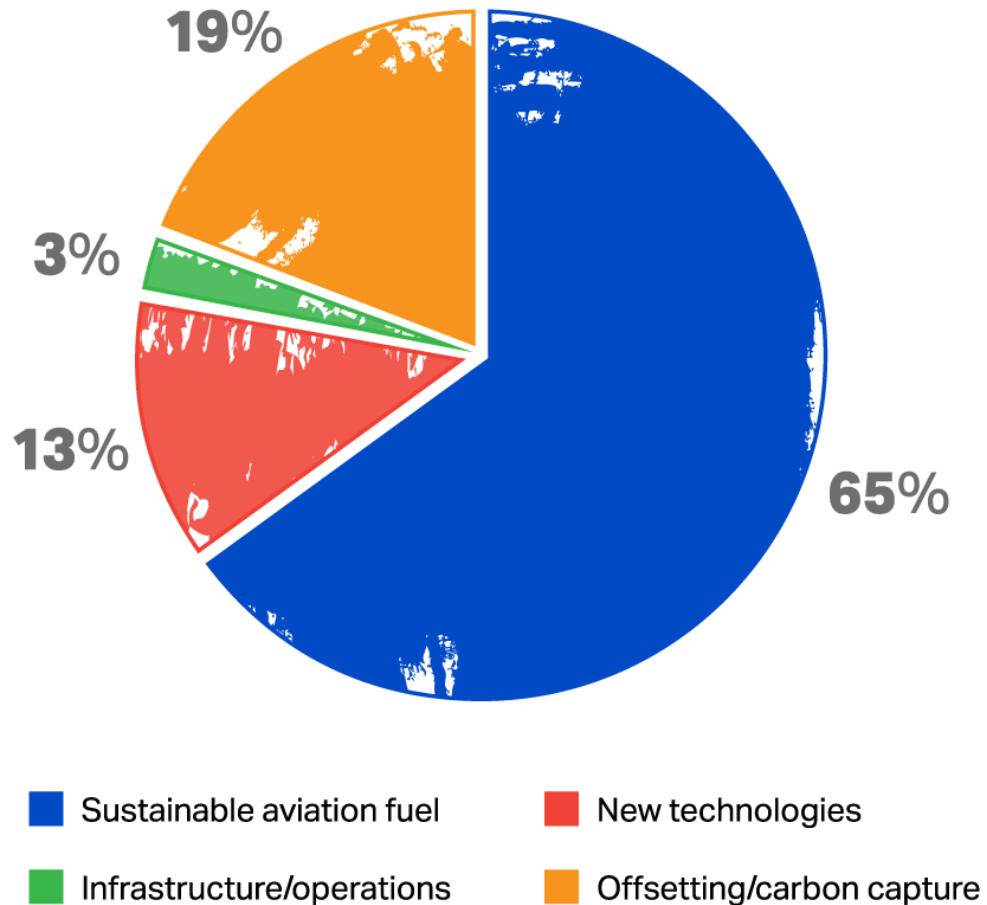


# NET ZERO CARBON EMISSIONS BY 2050

- 8 months after this monumental decision, airlines are more committed than ever
- There is momentum on SAF production but effective policy support from governments needed to reach tipping point
- CORSIA agreement at risk
- ICAO Assembly must adopt long term climate goal aligned with industry commitment
- Comprehensive sustainability approach, with SUP reduction high on the agenda

# Net Zero by 2050

Contribution to achieving Net Zero Carbon in 2050



**1.8 Gigatons CO<sub>2</sub> to abate by 2050**

**Net Zero 2050 is achievable through:**

## Combination of measures

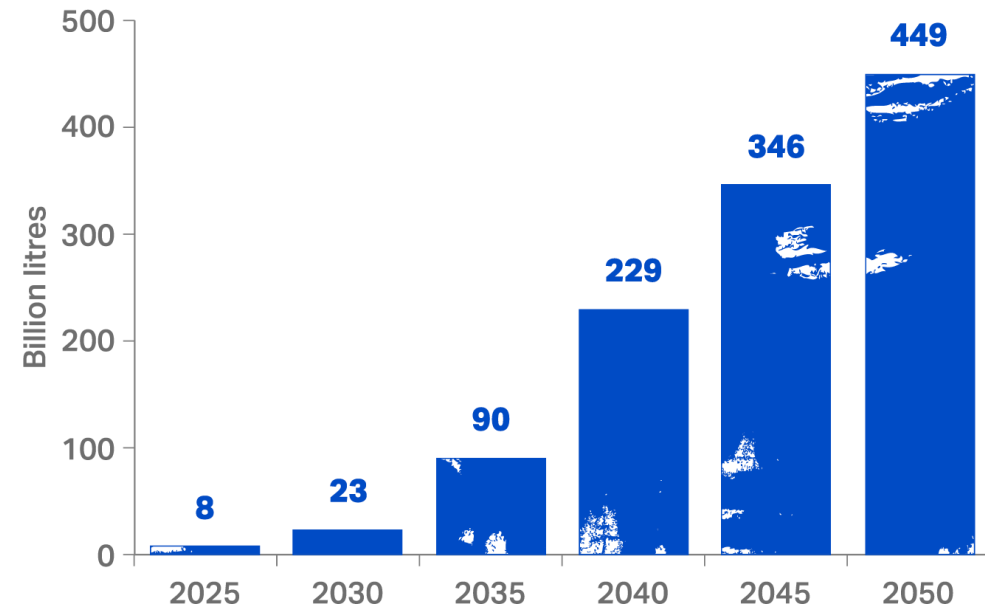
- Sustainable Aviation Fuel,
- new technologies (electric, hydrogen)
- operational and infrastructure improvements,
- and offsetting/carbon capture.

## Collective effort

of the entire industry together with governments, oil producers and investors.

# Sustainable Aviation Fuel – a Tipping Point

Expected SAF required for Net Zero 2050



**SAF could represent up to 65% of emission reductions by 2050**

## SAF production must be backed by effective incentives

Production needs to go from 100+ million liters in 2021 to at least 449 billion liters in 2050.

Contrast of approaches US vs EU:

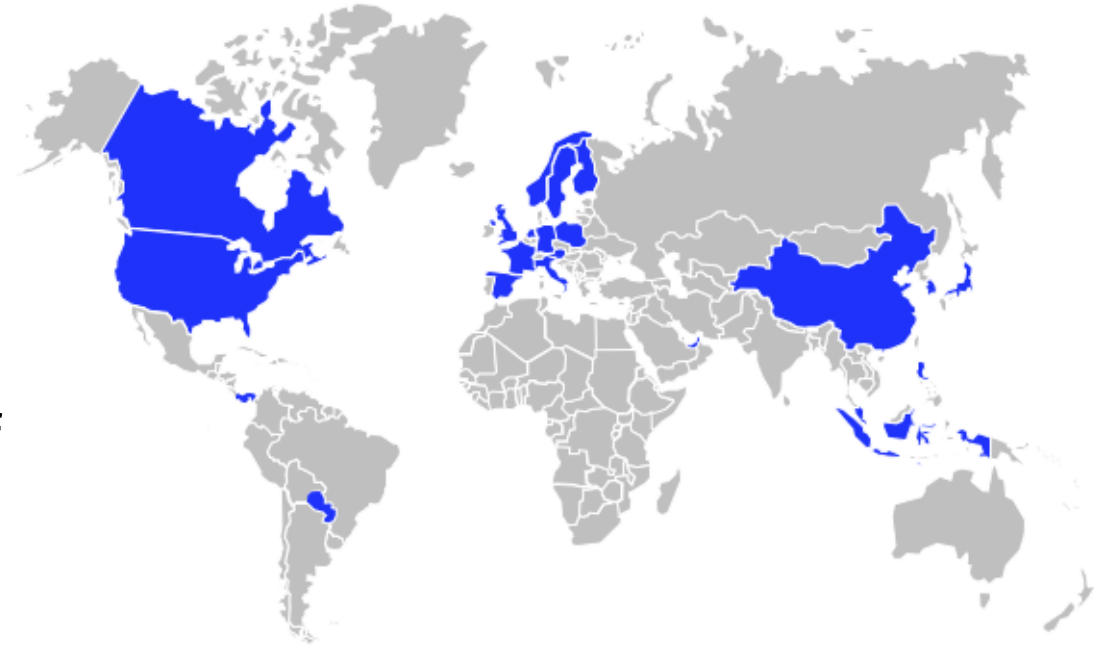
- 11 billion liters in the US by 2030
- SAF mandate in the EU not most efficient & can dilute environmental benefits

By 2030, with effective government incentives, similar to renewable energies, **30 billion liters tipping point can be reached**

# Momentum on SAF

## New capacity is coming online by 2025

- **2025** 10+ plants with a capacity **of 5 billion liters** annually—**50x** what was available on the market last year.
- **2030**: Production could reach **30 billion liters** with right policies
- Geographical disparity shows importance of **book & claim system**



## 2025 (estimates):

**\$30+ billion** in forward purchase agreement (\$17bn in 2022)

**2 million flights** used SAF (vs 450,000 in 2022)

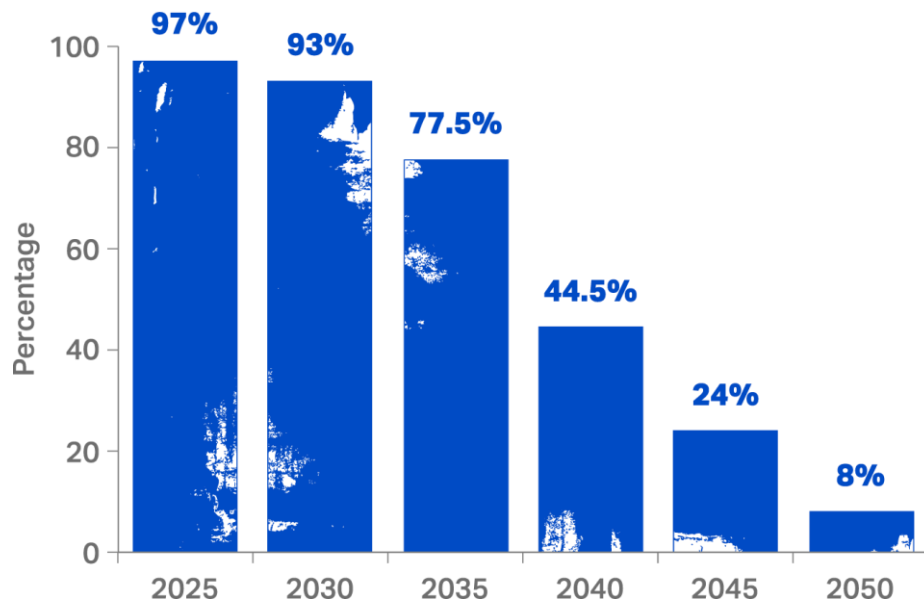
**11 technical pathways** are approved for SAF production (7 in 2022)

# Need for offsetting & carbon capture

**Offsets** are a gap filler & will play a diminishing role in the industry strategy as other technologies develop.

**CCUS\*** removes carbon from the atmosphere and could be used for SAF production.

Estimated percentage reliance on offsets for industry CO<sub>2</sub> reduction



Offsetting and Carbon Capture can contribute **up to 19%** of the emissions reductions needed in 2050.

\*Carbon Capture, Utilization and Storage



# CORSIA at Risk



- **CORSIA is a cooperative, global offsetting scheme to stabilize aviation's net CO2 emissions from 2020.**
- **CORSIA is now at risk.**
  - Governments are in disagreement.
  - Concern with EU Fit for 55 ETS proposal
  - Will **weaken and potentially dismantle** CORSIA agreement
  - Would also **threaten adoption of LTAG at ICAO**

# Long Term Aspirational Goal

**IATA calls on governments to adopt a “Long Term Aspirational Goal” to decarbonize aviation, aligned with industry commitments.**

The energy transition must be supported by a long-term holistic government policy framework.

Governments must align with the industry which is has committed to achieving net zero by 2050





# Ongoing Challenge: Single Use Plastics

- **Conflicting regulations** on plastics & on cabin waste around the world.
- Alternatives must meet **strict security, safety and hygiene criteria** and be **lightweight**.
- Earlier this year, the **United Nations Environmental Assembly endorsed a resolution to develop a legally binding treaty by 2024**, addressing the full life cycle of plastic, from production to disposal.
- **The treaty can help the aviation sector** in its goal of reducing single use plastics and replacing them with sustainable alternatives.



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## Q&A

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