

Aviation and climate in the EU

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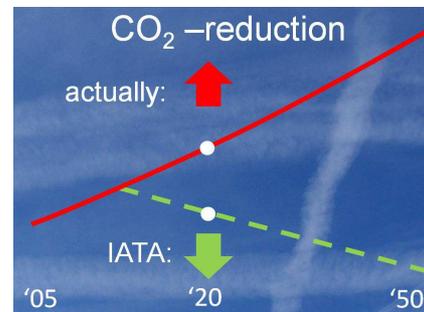
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Summary for policymakers

Large CO₂ emission increase of aviation requires urgent intervention

In 2010 UN organization ICAO and the aviation industry published measures to halve the CO₂ emissions of a growing aviation in 2050 compared to 2005. The reduction of CO₂ should have begun in 2009 and after 2020 aviation growth should be carbon neutral. The scrutiny in this Report concludes that *these goals will totally fail*. The GHG emissions will not decrease, **but increase three to four times** those of 2005. Even without growth after 2020, the emissions and warming effects would eventually in 2050 about equalize those of 2005. This disconcerting observation is based on

scientific references. ICAO and the aviation industry are overestimating the effects of bio kerosene and fuel, pleading for a “sustainable” growth of aviation that is bad for the climate. While prominent scientists already are warning for a too high warming of four degrees, aviation will increase its share considerably. In that case the associated threat to global economy will also hit aviation itself.



No new runways, more hi-speed trains and less flying

This report is an urgent appeal on the EU and its Member States to limit the European aviation emissions by waiving the expansion of runways at airports. It is unnecessary, even harmful to let aviation grow as the economy grows. There are other possibilities to respond to economic developments without aviation growth, causing considerable less damage to the climate.

International transport could grow considerably by truly integrating aviation and the large European network of hi-speed trains and supporting conventional trains. Trains will be powered by fully renewable electricity within a few decades, contrarily to aircraft not becoming climate neutral before and maybe also after 2050. Futuristic low GHG-airplanes do not even exist on the drawing board. Airlines could accommodate a majority of their European passengers by hi-speed train and using the airport capacity becoming available. Accelerated deployment of hi-speed trains for international business trips would be quite beneficial to both the economy and the climate.

Airplanes cause 17 times more warming per passenger km than hi-speed trains. Trains will soon become far more climate friendly, airplanes will hardly. Flying within West-Europe should be urgently questioned

Moreover *a shift may occur of leisure traffic to business and societal air transport.* The leisure market is very price sensitive. When flying becomes more expensive because of doubling oil prices and higher CO₂ emission charges, decreasing leisure traffic will make room for further business traffic growth without air traffic increase. Also both business and leisure passengers could be stimulated to make more use of video conferencing and waive flights that hardly contribute to the economy and society.

Conclusion: European governments should stop the expansion of runways. Nevertheless business and societal transport could be offered a considerable growth potential

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