

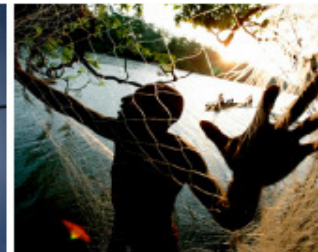


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Aviation and post-2012 climate policy

Peter Lockley, WWF-UK

30 April 2009





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‘relatively small contribution’

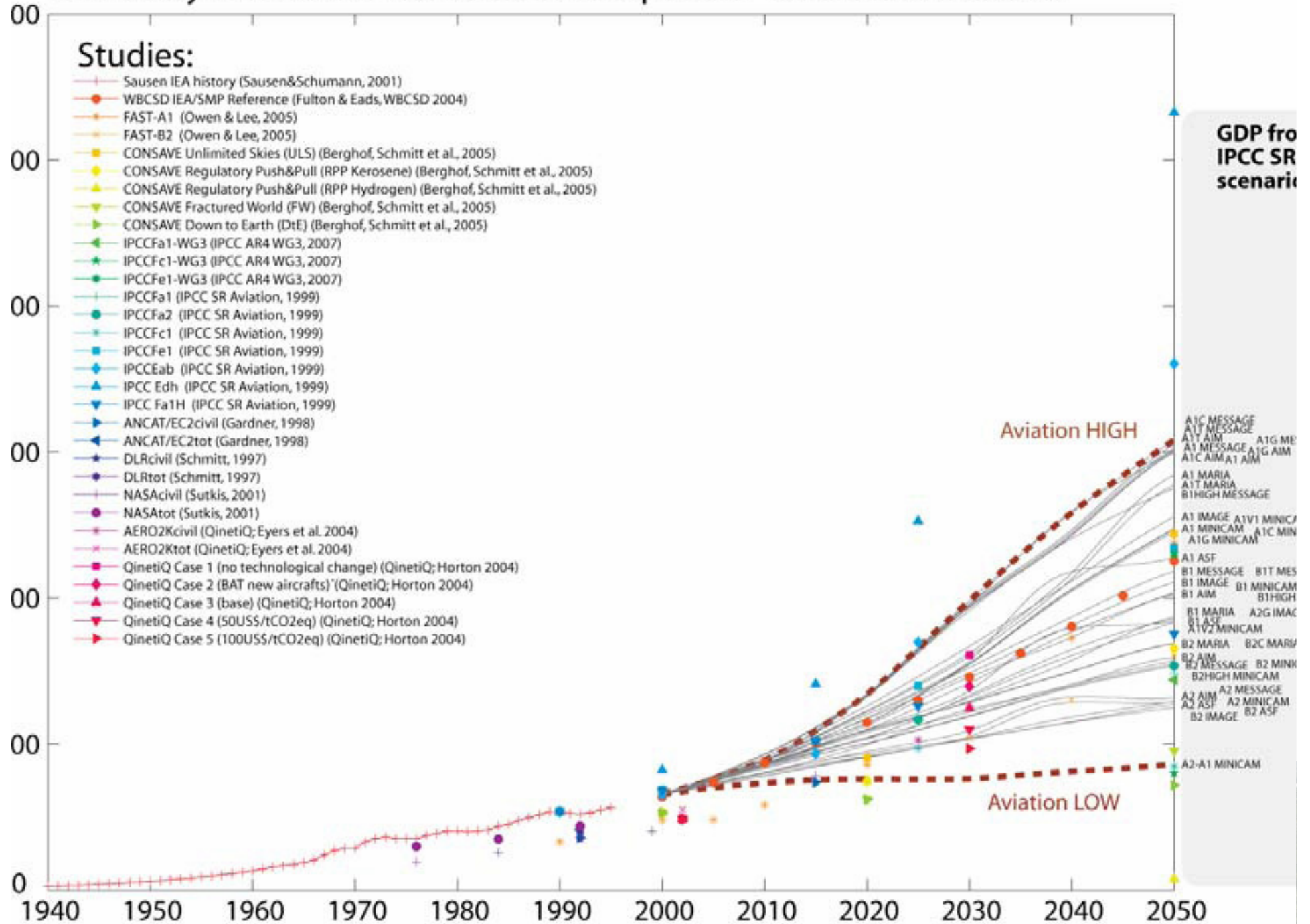
- International aviation:

> 500 MtCO₂

> France, Brazil, Indonesia or Australia



This study's reference scenarios in comparison to literature studies





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‘extremely complex’ allocation?

Table 8.3 Percentage of international aviation emissions that would be allocated to the UK using the SBSTA methodologies

Methodology 'recommended' for further consideration	Owen & Lee	CE Delft	Owen & Lee
	UK 1990	UK 1990	UK 2000
Fuel used for international flights (bunker fuels)	7%	7%	8%
Nationality of the airline	no data	8%	8%
International departures/arrivals (aircraft)	7%	7%	8%
International departures/arrivals (passengers)	7%	7%	8%



Post-2012 options

- A1 National totals
- Sectoral scheme (no allocation / Option 1)
 - Needs to reconcile ICAO ‘non-discrimination’ w/ UNFCCC ‘common but differentiated responsibilities and capabilities’
- Adaptation Levy
 - Clean source of revenue
 - Weak on mitigation



Differentiation

- Route-based: eg scheme applies on routes to/from A1 countries
 - Minor leakage / re-routing concerns
- Global but with ‘compensation differentiation’:
 - Revenues channelled to developing countries
 - *de minimis* threshold could exclude small operators





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Compensation continued...

- Needs to be credible in order to ensure developing country buy-in
- Credible = international
- EU ETS a poor precedent:
 - Permits auctioned at national level
 - Resistance to hypothecation for climate work

