The global scope of air transport

- **1,402** Commercial airlines
- **100,000** Flights per day
- **10 million** Passengers per day
- **3,883** Airports
- **51,554** Routes served
- **173** ANSPs
- **26,065** Aircraft in service
- **3.57 billion** Passengers in 2015
Supporting the sustainable development framework
Supporting the sustainable development framework
Our global support for employment and GDP

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>Induced</th>
<th>Indirect</th>
<th>Aviation direct</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.2 million</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.2 million</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.9 million</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| ECONOMIC BENEFIT (GDP) | $355 billion | $761.4 billion | $664.5 billion |

www.aviationbenefits.org
Our global support for employment and GDP

### International tourists transported by air
- 54%

### Global trade transported by air (by value): $6.8 tn
- 35%

#### Employment
- Induced: 5.2 million
- Indirect: 11.2 million
- Aviation direct: 9.9 million

#### Economic Benefit (GDP)
- Induced: $355 billion
- Indirect: $761.4 billion
- Aviation direct: $664.5 billion

www.aviationbenefits.org
Our global support for employment and GDP

62.7 million

36.3 million
Tourism catalytic

5.2 million
Induced

11.2 million
Indirect

9.9 million
Aviation direct

$2.7 trillion

$892.4 billion

$355 billion

$761.4 billion

$664.5 billion

EMPLOYMENT

ECONOMIC BENEFIT (GDP)
Aviation benefits in Small Island States

Air transport supports 1.4 million jobs and $25.3 billion in GDP in countries that are members of the Association of Small Island States*.

<table>
<thead>
<tr>
<th>JOBS TOTAL</th>
<th>GDP TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4 million</td>
<td>$25.3 billion</td>
</tr>
</tbody>
</table>

- 1,200,000 Tourism catalytic | $20.9 bn
- 54,000 Induced | $1.1 bn
- 54,000 Indirect | $1.1 bn
- 74,000 Aviation direct | $2.3 bn

- 89 million passengers
- 1% proportion of global passengers
- 59 airlines
- 368 aircraft in service
Aviation benefits in developing countries

Air transport supports 38 million jobs and $561 billion in GDP in developing countries around the world.

Total jobs and GDP generated by air transport in developing countries, 2014

<table>
<thead>
<tr>
<th>JOBS TOTAL</th>
<th>GDP TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>38 million</strong></td>
<td><strong>$561 billion</strong></td>
</tr>
<tr>
<td>28,000,000</td>
<td><strong>$273.9 bn</strong></td>
</tr>
<tr>
<td>2,300,000</td>
<td><strong>$74.5 bn</strong></td>
</tr>
<tr>
<td>4,100,000</td>
<td><strong>$106.9 bn</strong></td>
</tr>
<tr>
<td>3,800,000</td>
<td><strong>$105.6 bn</strong></td>
</tr>
</tbody>
</table>

1.2 billion passengers
36% proportion of global passengers
832 airlines
10,011 aircraft in service
Growth means the global centre of gravity is shifting.
Growth in aviation fuels growth in jobs and economic activity

In 2034...

99.1 MILLION jobs supported in 2034

$5.9 TRILLION in GDP supported in 2034
Taking care of our climate responsibility
Setting the strategic direction

**GOAL 1**

**PRE-2020 AMBITION**

1.5% ANNUAL AVERAGE FUEL EFFICIENCY IMPROVEMENT FROM 2009 TO 2020.

**GOAL 2**

**IN LINE WITH THE NEXT UNFCCC COMMITMENT PERIOD**

STABILISE NET AVIATION CO₂ EMISSIONS AT 2020 LEVELS WITH CARBON-NEUTRAL GROWTH.

**GOAL 3**

**ON THE 2°C PATHWAY**

REDUCE AVIATION’S NET CO₂ EMISSIONS TO 50% OF WHAT THEY WERE IN 2005, BY 2050.
Making tactical improvements across the system

TECHNOLOGY
OPERATIONS
INFRASTRUCTURE
MARKET-BASED MEASURE
MARKET-BASED MEASURE

Through new technology, improved operational measures and more efficient infrastructure, the industry has avoided 8.5 billion tonnes of CO2 since 1990.

Emissions trajectory if we were still operating at the same efficiency levels as in 1990.

Savings already achieved.

GOAL 2: CNG2020

GOAL 3: -50%

Where emissions would be if efficiency does not improve from today.

With constant efficiency improvement through the pillars of technology, operations and infrastructure.

With gradual introduction of radical new technologies and sustainable alternative fuels.
## Encouraging more States to volunteer

<table>
<thead>
<tr>
<th>CLIMATE LEADERSHIP</th>
<th>EFFECTIVENESS OF THE CORSIA</th>
</tr>
</thead>
<tbody>
<tr>
<td>It demonstrates a state’s <strong>commitment</strong> to address climate change and shows <strong>leadership</strong> and <strong>solidarity</strong> in climate action and aviation.</td>
<td>As more States join the scheme, <strong>more coverage</strong> and greater climate benefits will be achieved.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MORE DEMAND FOR OFFSETS</th>
<th>REDUCING MARKET DISTORTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased coverage will generate more demand for carbon offsets. As the vast majority of the carbon offsets will be generated from projects hosted in developing states, increased coverage will <strong>drive investment in developing countries</strong>.</td>
<td>A key reason for industry support of the CORSIA was <strong>avoidance of a patchwork</strong> of competing measures which would distort the highly competitive airline market.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MORE SUSTAINABLE TRAVEL</th>
<th>GAINING EARLY EXPERIENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joining the scheme <strong>increases the sustainability of international flights</strong> to/from the volunteering state, which may be an important consideration for some air travellers/freight forwarders.</td>
<td>Joining early will allow airlines in volunteering states to <strong>gain experience with carbon trading</strong> when the costs of the scheme are the lowest (since offsetting requirements in the first years of the scheme will be relatively small). This will be an advantage in the later phases of the scheme.</td>
</tr>
</tbody>
</table>