



Европейски парламент Parlamento Europeo Evropský parlament Europa-Parlamentet Europäisches Parlament
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Parlament Ewropew Europees Parlement Parlament Europejski Parlamento Europeu Parlamentul European
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Brussels, 13.04.2016

Dear Minister Schultz van Haegen-Maas Geesteranus,

As the Council of the European Union prepares to consider the follow-up to the Paris agreement in the context of aviation and shipping emissions, we are writing to highlight the climate impact of the two sectors and the need to ensure that robust action is taken at both international and EU level – specifically consistent with aligning the EU 2030 climate target with the Paris agreement

Parties to the Paris Agreement emphasized the urgent need for measures to hold "the increase in the global average temperature to well below 2°C above preindustrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels". They committed to "aim to reach global peaking of greenhouse gas emissions as soon as possible" and "to undertake rapid reductions thereafter".

Aviation emissions are responsible for 5% of global warming and shipping makes up almost 3% of global CO₂. In 2014, the sector emitted more CO₂ into the atmosphere than the combined emissions of the 129 lowest emitting countries. These sectors have CO₂ impacts on a par with the UK and Germany respectively and are continuing to grow rapidly – by up to 270%. By 2050 aviation and shipping emissions could account for almost 40% of all emissions¹, if left unregulated. Such growth will undermine reduction efforts by all countries and other sectors to limit warming to the 1.5/2°C agreed in Paris.

Efforts at the relevant UN agencies, the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO), to cut emissions need to be accelerated and consistent with the Paris agreement. At the same time the European Council and the Commission have committed to economy-wide reductions to meet the EU 2030 climate target. Aviation is already part of the ETS and its contribution is now under review as part of the wider ETS review. However, the ETS for airlines is very moderate compared to other industries in the European Union. The aviation industry should reduce their emissions only by 5 percent until 2020 compared to minus 21 percent for other industries. Only 15% of the CO₂ allowances are allocated by auctioning. There is currently no commitment covering shipping but a reduction target and introduction of measures have already been envisaged as the next step following the EU MRV Regulation on MRV of shipping emissions adopted in 2015.

¹ Emission Reduction Targets for Aviation and Shipping (European Parliament, 2015) <http://bit.ly/1N5xK4f>



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There is no reasonable excuse to continue exempting aviation and shipping from the international and EU climate policies. In establishing measures at EU level, account needs to be taken of global reduction commitments and measures at ICAO and the IMO level. The greater the ambition at ICAO and IMO, the less will be the demand for reductions at the regional level. It is clear nevertheless that ambitious efforts will be required at both levels. We call on EU Member States to support greater climate ambition consistent with the Paris agreement at both ICAO and IMO level in addition to measures at EU level consistent with the economy-wide 2030 EU reduction target.

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