

# Did you know that a return flight to London increases your emissions by 50%?



## THE PLANE FACTS

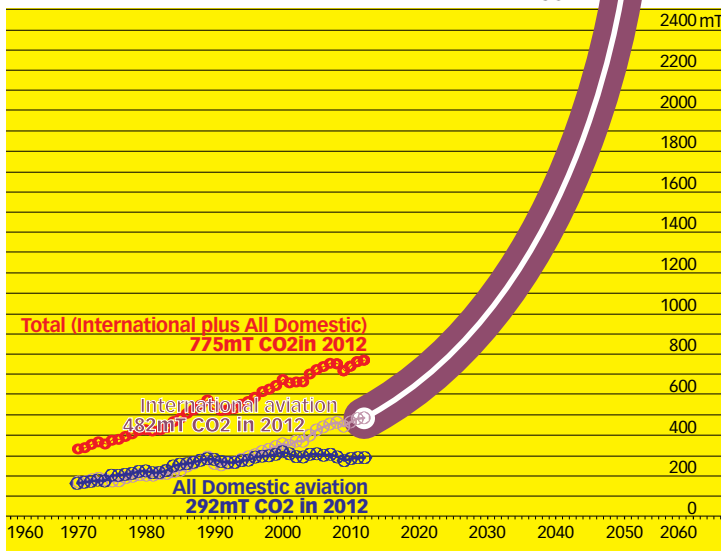
## And that aviation emissions are hidden...



The international aviation industry has lobbied successfully for self regulation. In 2015 it prevented aviation emissions from being included in the Paris Agreement and its associated national voluntary emissions reduction pledges known as Intentional Nationally Determined Contributions.

## are booming...

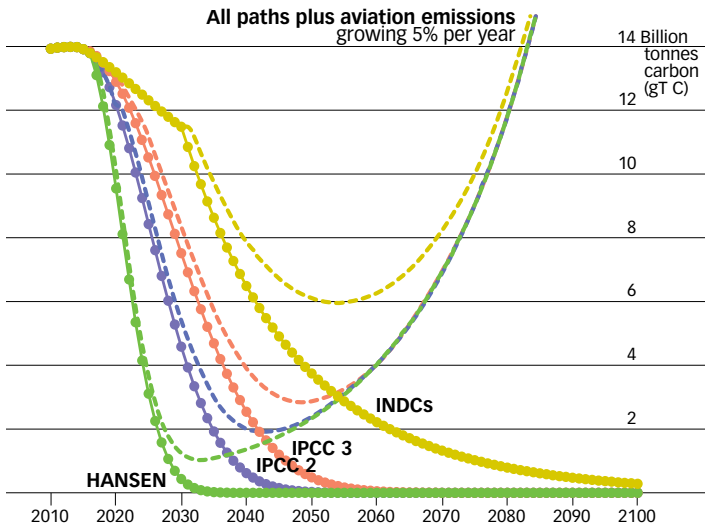
International aviation  
2700 mT  
CO<sub>2</sub>



At the very time all industries should be reducing their greenhouse gas emissions, those of the aviation sector are projected to increase 200 to 360% by 2050.

In 2011, Australia's civil aviation sector emitted a total of 17.7 mT of CO<sub>2</sub>-e, 40% of which was from domestic operations. Domestic aviation emissions in 2030 are projected to be 40% more than in 2015. Australia has no aviation-specific emissions reduction targets.

## catastrophic...



Aviation is the transport sector's biggest source of greenhouse gas emissions, and, per kilometre travelled more warming than trains, buses and both electric and petrol cars.

Emissions from planes high in the atmosphere have a warming affect that dwarfs that from the same amount of fuel burnt on the ground.

We can cut our national emissions significantly, but left unchecked, aviation emissions alone could drive temperatures to over 5°C by 2100.

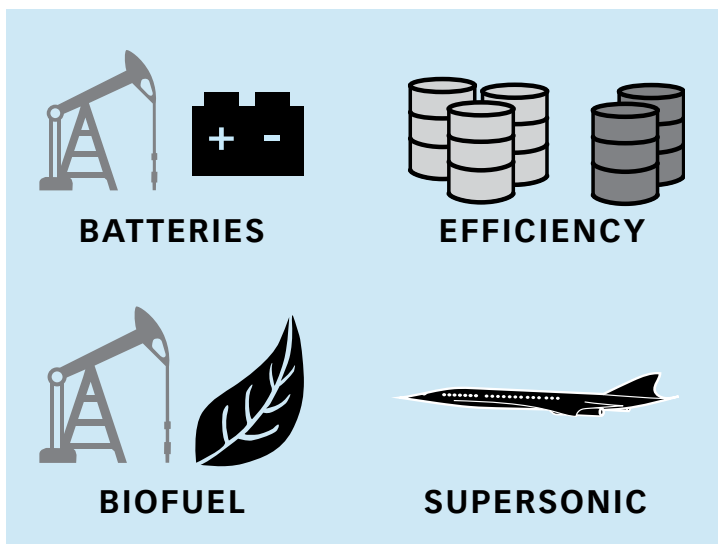
## unregulated...



The International Air Transport Association (IATA) has locked-in ongoing avoidance of a jet fuel tax for international carriers through multiple bilateral Air Service Agreements with nations across the world.

Aviation emissions face no legally binding constraints. The UN International Civil Aviation Organisation's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) will allow aviation CO2 emission levels at 2020 to continue. And because carbon offsetting doesn't reduce carbon emissions, CORSIA permits 70% of additional CO2 emissions beyond 2020. It fails to even acknowledge aviation's more damaging non-CO2 emissions.

## tech-neutral...

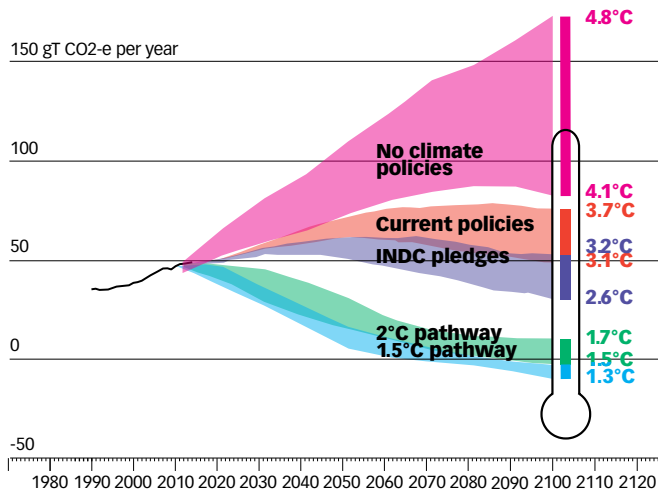


Potential aviation emissions reductions in the near term from existing and proposed technical and operational measures will be negated by those from the overall increases in air traffic if passenger demand projected to 2050 is realised.

Promotion by the aviation industry of unfeasible new technologies as 'emissions reduction solutions' denies the reality that progress in emissions reductions for aviation has stalled.

No technology, either in place or on the horizon – whether biofuel, batteries, fuel efficiency, or supersonic aircraft – can reduce emissions at the scale and speed necessary to avoid damaging climate system tipping points.

## and need to be zero?



The Intentional Nationally Determined Contributions proposed after the Paris Agreement will result in warming of around 3°C, and up to 5°C when likely carbon cycle feedbacks are considered.

We have no 'carbon budget' – no more carbon we can burn – if we want warming constrained to below the 1.5°C level.

For an acceptably high probability of restoring a safe climate – getting warming back under 1°C – future emissions need to drop to zero by 2030, and at least 150 gigatonnes of previous emissions in the atmosphere needs to be drawn down.

## Tourism: not waving, drowning



Tourism is the major reason we fly. But between 2009 and 2013, tourism's global carbon footprint grew four times more than previously estimated, accounting for about 8% of global greenhouse gas emissions. Global demand for tourism is outstripping the decarbonisation of tourism operations, and, as a result, is accelerating global carbon emissions.

Air travel emissions are helping drown the Maldives, Tuvalu and hundreds of tourist destinations this century. Worldwide 275 million people live in areas that will eventually be flooded at 3°C of global warming.

THE FLIGHT OR FIGHT RESPONSE

## Your disbelief is believable



This is our reality. Of growth not limits, technical solutions rather than difficult behaviour change. But time has run out for market-driven solutions. The priorities driving their deployment will delay us further in getting to where we need to be. We can't change the laws of physics, but we can change the laws of the land.

Our future is one of radical change. Either as chaos and calamity, as the climate makes life unsafe, or as a never-seen-before emergency response. It's now not about changing plane routes, altitudes or fuels. It's about changing our mind.

## We can be zero heroes



We stand at the precipice. Do we choose to jump because we think we can fly, or do we stand in the No Fly Zone? Harm minimisation policies to reduce air travel demand can be initiated, promoted and implemented.

The warming effect of one return flight to Europe increases that of an average Australian's annual greenhouse gas emissions by 50%. In being a challenging choice outside-the-norm, deciding to not fly is of-a-kind with those we as a society must immediately make to prevent catastrophic warming. As such, it can kick off a conversation about the emergency response now needed to restore the planet to safe operating conditions.

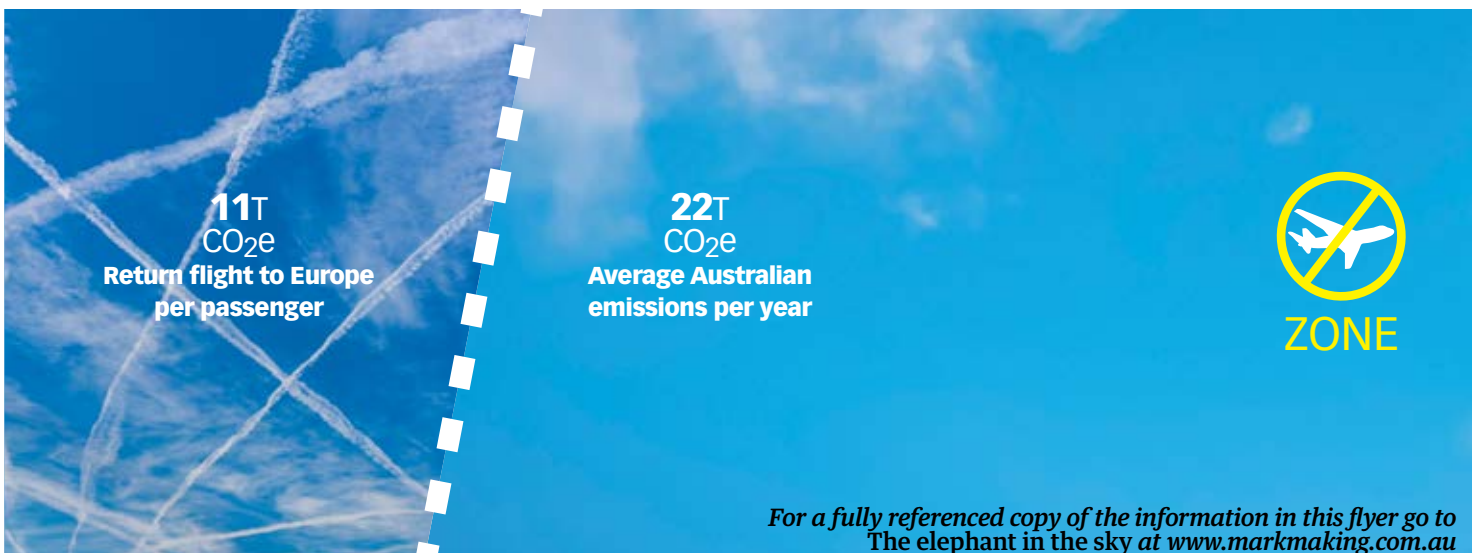
## Don't fly. Drive climate emergency action



The only pragmatic route to climate safety is now through an emergency response. Today, the challenge for us all is to generate broad community support for political and social leadership that enables a national cross-party 'climate rescue' government to respond to the climate emergency. Such a government would have the single priority of implementing a safe-climate plan, putting on hold the way we're doing things now, and removing all economic obstacles to fast emissions reductions and drawdown.

Emergency action has appeal when recognised as an "all-hands-on-deck" implementation of solutions already available. It can fulfill our common need for a safe and secure future.

## Cut your emissions 33%. Stand in the no fly zone.



For a fully referenced copy of the information in this flyer go to The elephant in the sky at [www.markmaking.com.au](http://www.markmaking.com.au)