

MANCHESTER CLIMATE CHANGE FRAMEWORK – 2022 UPDATE: AVIATION EMISSIONS

MANCHESTER
CLIMATE CHANGE
PARTNERSHIP

ENVIRONMENT AND CLIMATE CHANGE SCRUTINY COMMITTEE

12 JANUARY 2023

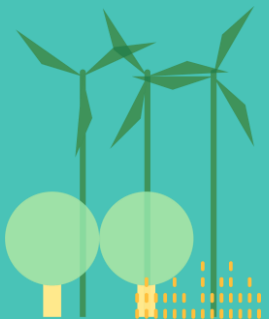
SAM NICHOLSON

DIRECTOR, MANCHESTER CLIMATE CHANGE AGENCY



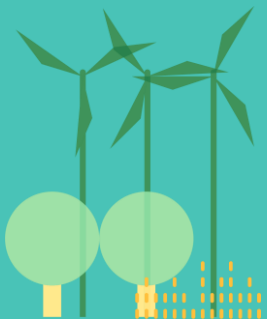
To support the common aim of establishing Manchester Airport, and the city of Manchester, as a national and international leader in sustainable aviation, Manchester Climate Change Partnership has worked together to develop and commit to the following agreement:

To work with the UK Government and other stakeholders to ensure that emissions from flights are kept within a carbon budget for UK aviation that is fully aligned with the Tyndall budget and the Paris Agreement (the “UK Aviation Budget”). This includes flights by Manchester citizens, businesses and other organisations, and all flights from airports in which the city has a stake.



As with the Manchester Climate Change Framework as a whole, **the following principles underpin our approach** to aviation:

- The principle of **urgency**, to ensure that high impact actions are taken in the short term to minimise cumulative emissions and their climate effects.
- The **precautionary** principle, to ensure that we are confident of remaining within the UK Aviation Budget by only adopting proven measures, while also supporting research into innovative approaches.
- The principle of **equity**, to ensure fair access to transport and an equitable distribution of the remaining global carbon budget. To meet this sub-objective, we will pursue the following actions:
 - Empower citizens, businesses, and other organisations to understand the climate impact of their aviation practices and take action to reduce it.
 - Engage and collaborate with national government, regulatory agencies, other cities, and the industry to ensure aviation emissions remain within the UK Aviation Budget.
 - Monitor progress through emissions reporting and budgeting, track the contribution of mitigation measures, and periodically review the underpinning science.
 - Recommend actions to ensure that the city plays its fair part in keeping aviation emissions within the UK Aviation Budget, while mitigating the risk of redistributing flights, emissions and associated social and economic benefits.



MAG Sustainability Update

Manchester City Council –
Environment and Climate Change
Scrutiny Committee
12 January 2023

Neil Robinson
CSR and Future Airspace Director



INTERNATIONAL AGREEMENT

- In September 2022, the United Nations International Civil Aviation Organisation convened its 41st General Assembly. The focus of the 41st General Assembly was climate change, with states considering the proposal to adopt a new long-term aspirational goal (LTAG).
- The General Assembly agreed that a new LTAG should be adopted and that the target should be net zero emissions from international aviation by 2050. This was consistent with the position of the UK and reflects our national target.
- The LTAG ensures that international aviation now aligns to the Paris Agreement. This is a landmark agreement, which will ensure a common global standard and reduce the risk of market distortion and ‘carbon leakage’.
- The current delivery mechanism agreed through the climate negotiation process led by ICAO is the Carbon Offsetting and Reduction Scheme for International Aviation (CORSI A). CORSI A caps net emissions from international aviation at 85% of 2019 levels and secures carbon neutral growth.



NATIONAL POLICY - JET ZERO STRATEGY



- Jet Zero Strategy published in July 2022.
- The Government continues to support a technology led transition, including improvements in fuel efficiency and the use of alternative fuels.
- To realise the potential of technologies, the Government announced:
 - Further funding of £180 million to support the development of sustainable aviation fuel (SAF).
 - Mandate that 10% of fuel will need to be SAF by 2030.
 - Commitment to invest a further £685 million in research and investment, which will be match-funded by industry.
- The Government set a forward trajectory for aviation emissions that is consistent with the UK's carbon budget.

JET ZERO STRATEGY - AIMS



- **Domestic flying:** All domestic flights will be net zero by 2040.
- **Airports:** All UK airports must reach zero emissions by 2040. The definition of zero emissions will be subject to further detailed consultation.
- **Future Airspace:** Reaffirming the Government's commitment to a national programme of airspace change and modernisation.
- **Passenger information:** Consumers to be able to make informed choices, understanding the emissions associated with their flights and the differences between airlines.
- **Non-CO₂ impacts:** Commitment to further research to better understand the effects and inform future policy on other, non-carbon, emissions from aviation.

JET ZERO STRATEGY – MAG PLEDGES



- **Education:** MAG will develop a new curriculum of education materials for use at its Aerozones and Airport Academies to improve understanding of how aviation plans to reach net zero.
- **Research:** MAG will fund three PhD projects on air travel decarbonisation to support the work of the Jet Zero Council.
- **Technology:** MAG will launch a new competition offering five years of free landing fees to the first zero-emission aircraft operating transatlantic flights from its airports.
- **Sustainable Aviation Fuel:** MAG will create a financial incentive as part of its charging arrangements to encourage airlines to go further than the UK SAF mandate on flights from its airports.
- **Airspace:** MAG is committed to delivering airspace modernisation at its airports at the earliest opportunity as a key lever of decarbonisation.

