

From: [REDACTED] i (CLIMA)
Sent: 30 January 2020 11:07
To: DE LA TORRE Clara (CLIMA)
Cc: [REDACTED] (CLIMA); [REDACTED] (CLIMA);
[REDACTED] (CLIMA); [REDACTED] (CLIMA)
Subject: IAG Meeting

Dear Clara,

Please see below short notes from our meeting on Monday with IAG.

Participants: [REDACTED] IAG, [REDACTED] IAG, [REDACTED] IAG,
Clara de la Torre - DDG DG CLIMA, [REDACTED] DG CLIMA

IAG introduced their pathway to achieve net zero emissions in 2050, a plan called Flightpath to Zero. IAG acknowledges that efficiency gains of 1,5% per year do not offset the consistent growth of over 3%. The first step is a renewal of the fleet, mainly by purchasing new A320 and A350 aircraft, with efficiencies increasing between 20% and 40% compared to their current fleet.

IAG sees a very important role for SAF, especially synthetics and waste-based. They participate in a pilot project in the UK, which connects a SAF producer with a CCS facility, and they claim this can achieve negative emissions (over 100% gains over LCA). This facility is planned to function in 2024.

DG CLIMA is appreciative of the efforts to decarbonise and supports industry stakeholders which have ambitious goals. DG CLIMA communicated on the timing of the climate law, which is still being shaped up, and added that the context of the Multiannual Financial Framework is very important in the drive towards the necessary deep transition. DG CLIMA also informed on upcoming initiatives related to the ETS revision, discussions around the Fuels Quality Directive and made clear that taxation should not be dismissed as a policy instrument.

IAG added that also operational improvements may lead to additional gains, as there are currently almost 30% inefficiencies in the system. IAG recognises the need of increased stringency than CORSIA in Europe, and is ready to present their ideas on methods of implementation of CORSIA and ETS in a "layered" way.

DG CLIMA confirmed that it is aiming to publish an Inception Impact Assessment on the ETS revision, and then, in the period of public consultation, it is open to hearing views on this subject.

IAG informed on the initiative FlyAware, which is being developed by IATA and intends to inform the public on the environmental impact of aviation in a nuanced way, as they

see the flygskam movement as potentially very damaging and unfair to the sector. IAG further informed on the start-up incubator Hangar51, where they are incentivising innovation and research in the field of aviation. In this context, DG CLIMA informed that a call on the Innovation Fund projects is scheduled to be launched in the next six months.

The discussed touched briefly on the idea of a long-term goal in ICAO, which IAG and IATA supports. However, IAG mentioned that manufacturers are more reluctant than airlines at this point.

The meeting was concluded.

Thank you,

