

# CORSIA

*Carbon Offsetting and Reduction Scheme for International Aviation*



# Aviation and climate change

Aviation is a valuable driver of the world economy, but it is also leading the way with efforts to improve its environmental performance. It is the first industry to have ambitious global goals for reducing the climate impact of its operations which currently contribute 2% of man-made CO<sub>2</sub> emissions.

GOAL 1	GOAL 2	GOAL 3
<b>PRE-2020 AMBITION</b>  1.5% AVERAGE ANNUAL FUEL EFFICIENCY IMPROVEMENT FROM 2009 TO 2020.	<b>IN LINE WITH THE NEXT UNFCCC COMMITMENT PERIOD</b>  STABILISE NET AVIATION CO <sub>2</sub> EMISSIONS AT 2020 LEVELS THROUGH CARBON-NEUTRAL GROWTH.	<b>ON THE 2°C PATHWAY</b>  REDUCE AVIATION'S NET CO <sub>2</sub> EMISSIONS TO 50% OF WHAT THEY WERE IN 2005 BY 2050.
<b>PROGRESS</b>  Currently tracking well above goal (2.9%), although figure is expected to normalise.	<b>PROGRESS</b>  Industry is pushing for action at an intergovernmental level.	<b>PROGRESS</b>  Significant research efforts underway.
<b>HOW IS INDUSTRY ACHIEVING THIS?</b>  Through actions in the first three pillars: new technology, more efficient operations and better use of infrastructure.	<b>HOW IS INDUSTRY ACHIEVING THIS?</b>  Through the full four-pillar strategy, including a global market-based measure at the International Civil Aviation Organization (ICAO).	<b>HOW IS INDUSTRY ACHIEVING THIS?</b>  Two main areas of action: development of sustainable alternative aviation fuels; research into future design concepts by aircraft and engine manufacturers.

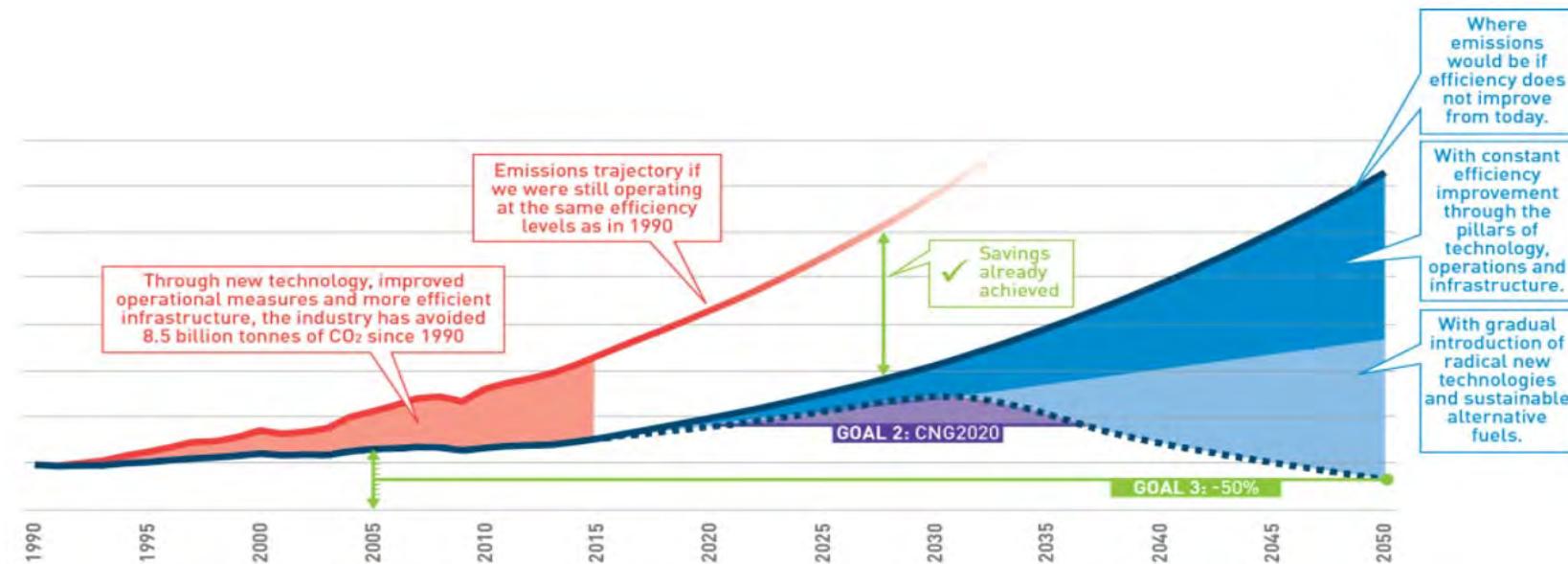
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# Why is CORSIA ?

According to Assembly Resolution A39-3 (october 2016), the role of a global MBM scheme is to complement a broader basket of measures to achieve the global aspirational goal (of carbon-neutral growth from 2020 onwards)



Source: ATAG

# Four pillars of climate action

Join effort with collaborative action taking place across the aviation sector, airports, airlines, air traffic management organizations, the manufactured of aircraft and engines and partners across the supply chain are working together on action that will reduce aviation CO2 emissions.

*Invest in new*  
**TECHNOLOGY**

*(including sustainable  
aviation biofuels)*

*Fly using more efficient*  
**OPERATIONS**

*Build and use efficient*  
**INFRASTRUCTURE**

*Use effective, global,*  
**MARKET-BASED  
MEASURES**

# What is CORSIA?

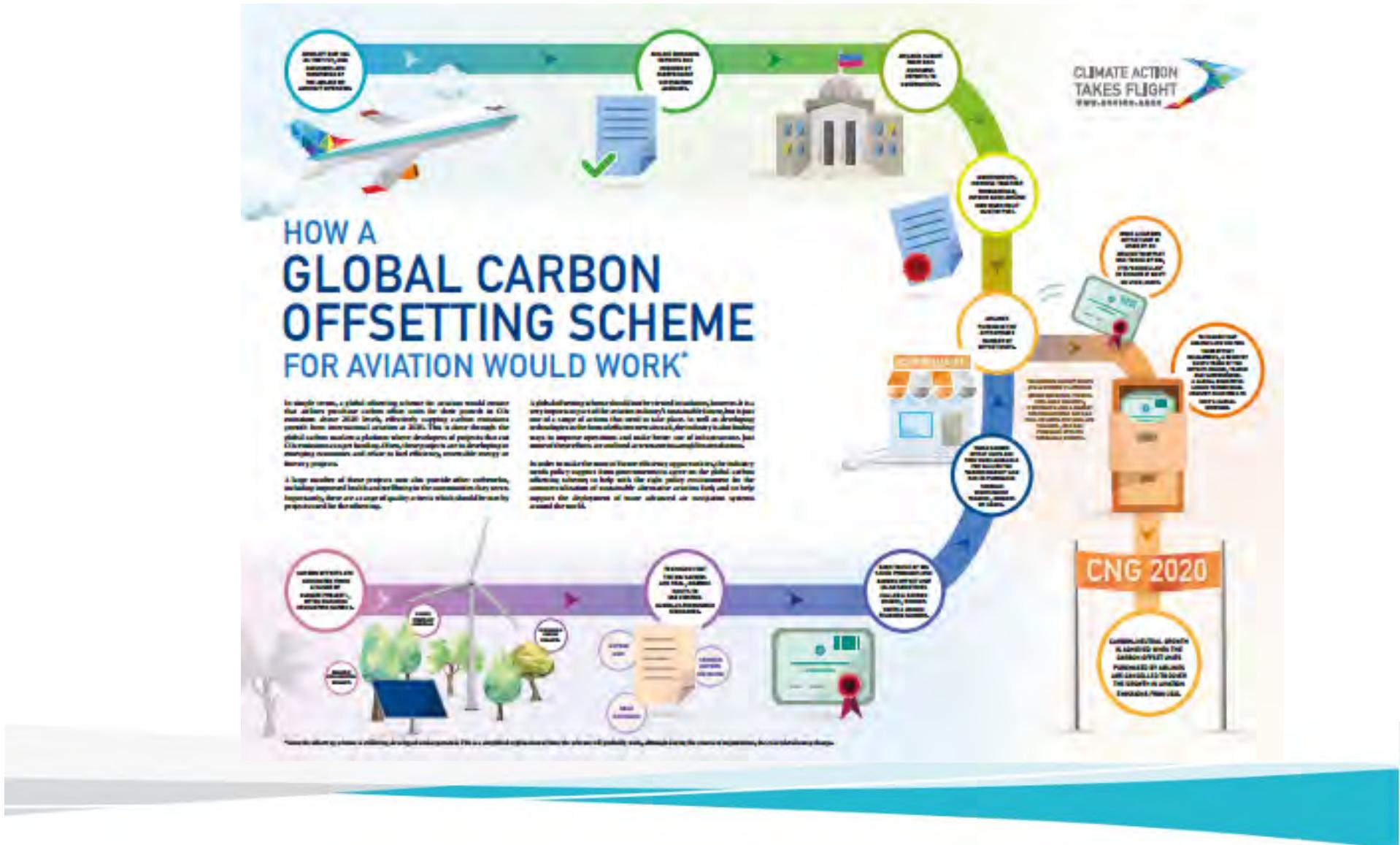
After 2020, technological, infrastructure and operational efficiency measures will be complemented by the ICAO Carbon Offsetting and Reduction Scheme for International Aviation – better known as “CORSIA”.

- All airlines operating international flights, would be required to monitor and report their emissions from 2018

- FLIGHT PREPARATIONS: 2017
- PRE-TAKE OFF: FIRST HALF 2018
- TAKE OFF: SECOND HALF 2018

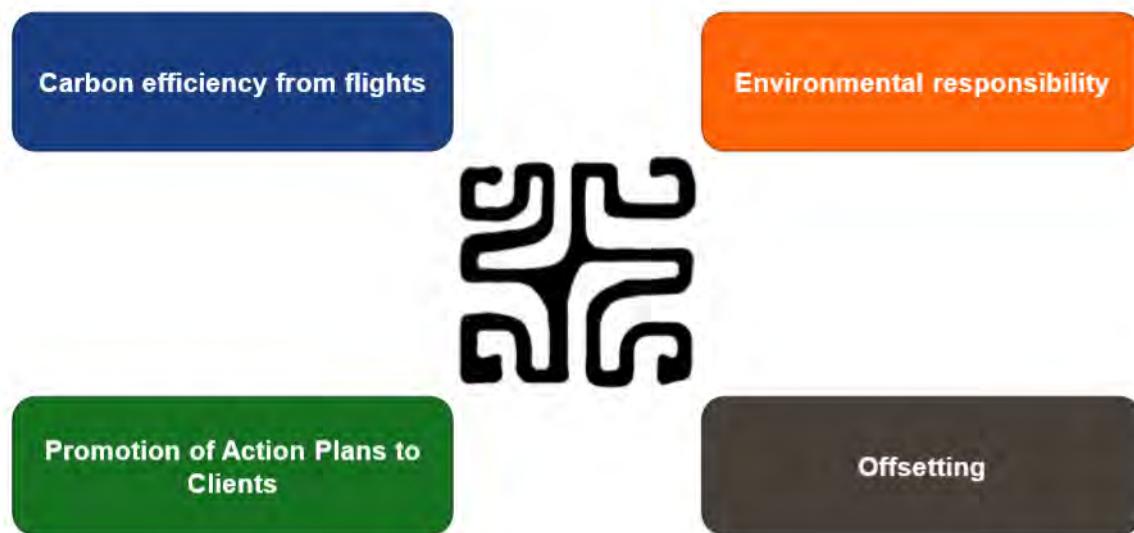


# How Global carbon offsetting Scheme for aviation would work?



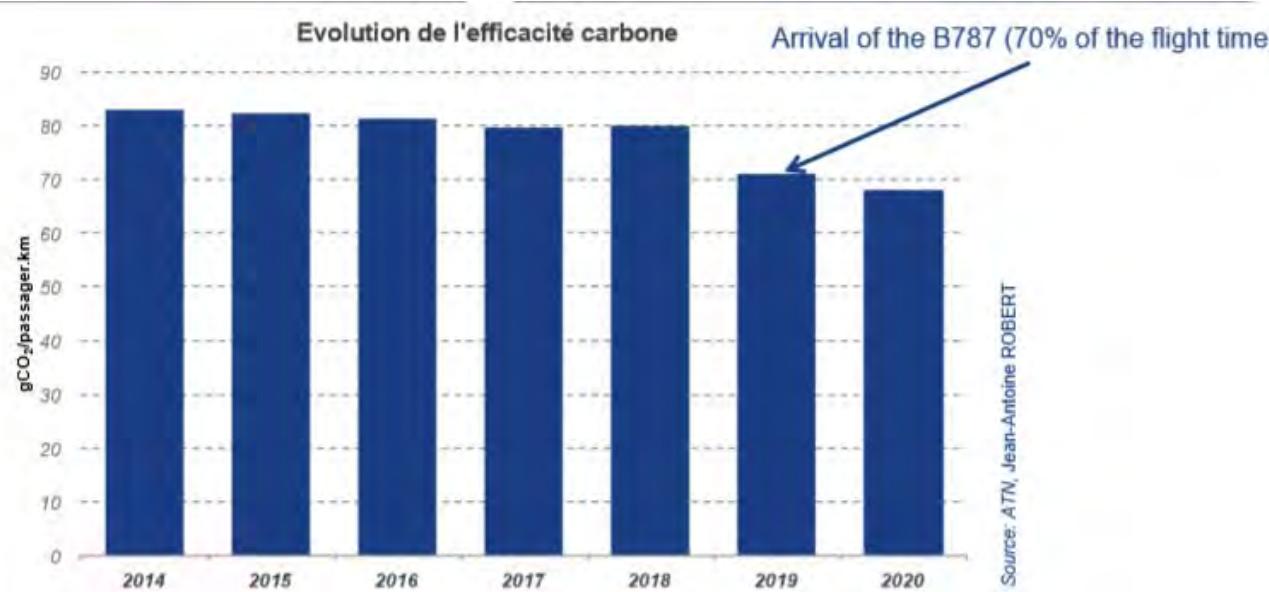
# How Air Tahiti Nui make efforts on Environment ?

- Regarding its *Corporate Social Responsibility* policy, Air Tahiti Nui has calculated it's **carbon footprint in 2015**
  - On the amount of 440 000 tonnes of CO2 e, **95% of ATN's emissions are linked to the flights**
  - ATN actions plan are:



# How Air Tahiti Nui make efforts on Environment ?

ATN has already implemented effective procedures in energy efficiency and improve/monitor the carbon efficiency of flight management (with the specific tool open airlines since 2016)



Furthermore, the arrival of Boeing 787 will lead to an improvement in energy efficiency close to 20% therefore a carbon efficiency, all things being equal

For more informations, please visit our website:  
<https://www.airtahitinui.com/pf-fr/rse-environnement>

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