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## MEDIA RELEASE

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# Australian Aviation White Paper: Another federal government climate policy fail

**Brace for impact. The Australian government Transport Minister's [Aviation White Paper](#) released yesterday puts aviation on a climate crash flight path.**

Emissions are [increasing](#), devastating climate impacts are increasing, and flying is the [most global warming](#) single human activity.

Yet the White Paper puts us all in harm's way. It mandates no aviation emissions reduction target, no means of cutting in-flight CO2 emissions, and no halt to either aviation's annual [4% growth](#) or new runways and airports.

Our government, is living in a fantasy world. A world detached from reality. A world where net zero emissions by 2050 can supposedly stop warming beyond 2°C. A world where the pathway they advocate – going carbon neutral, going net zero – will stop existing emissions, now at [420ppm](#), from raising sea levels 10 metres. A world where somehow a global cut in aviation emissions of [5% by 2030](#) is adequate.

In the real world, the government's all-sector emission reduction target of net zero by 2050 comes with an [IPCC](#) projected 50:50 chance of triggering catastrophic climate impacts.

In the real world, the White Paper's aviation emissions reduction tools – so-called 'Sustainable' Aviation Fuels and carbon offsetting – are not fit for purpose and won't enable aviation to significantly reduce its share of climate impact.

In the real world, so-called 'Sustainable' Aviation Fuels won't be available before warming [hits 1.5°C](#), and even then, along with offsets, won't cut atmospheric emissions or [flight emissions](#).

In the real world, burning SAF will continue to create non-CO2 emissions, two thirds of a flight's warming impact.

In the real world, Qatar Airways CEO Akbar Al Baker says "I genuinely believe that it will be very difficult to achieve the targets by 2050." The International Air Transport Association's Director-General, Willie Walsh says "We believe that 5% of SAF in 2030 is exceedingly ambitious [and] won't be achieved everywhere in the world."

In the real world, the Safeguard Mechanism requires Qantas and Virgin Australia to cut their emissions 4.9% annually, or 30% by 2030, way less than even the inadequate national interim target of 43%.

In the real world, the only effective way currently available for emissions reductions from aviation to align with the 2015 Paris Agreement limits, is through a dramatic reduction in the number of flights – an action not seriously addressed in the government's Aviation White paper.

Government policies that would deliver these reductions include:

- **Capping aviation fossil fuel emissions.** A cap could be managed by redefining airport capacity as the total allowable emissions from departing flights, reducing each year to near zero by 2030. Renewable electricity powered short haul flights would not be constrained.



- **Mandating the counting of all emissions** in annual Australian aviation emissions totals, including those from departing [international flights](#), and [non-CO2 emissions](#).
- **Banning the use of carbon offsets** in the calculation of aviation emissions.
- **Halting taxpayer funding** of [biofuels](#).
- **Ending aviation subsidies** including by [raising the aviation fuel excise tax](#) 900% to equal that on other transport fuels.
- **Halting the promotion of aviation emissions** by banning airline advertising and frequent flyer schemes, by penalising greenwashing, and by mandating tickets list per passenger emissions for that flight.
- **Halting airport expansions and new runways.**

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### More information

> Low carbon liquid fuels Briefing note: <https://flightfree.net.au/>

> Aviation Green Paper critique: <https://flightfree.net.au/the-plane-facts/are-sustainable-fuels-emissions-free/australian-aviation-green-paper/>