



# Flightpath net zero

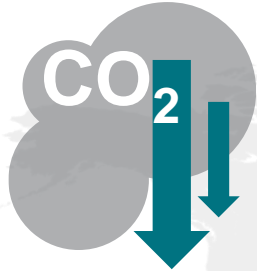
<https://www.iairgroup.com/sustainability/flightpath-net-zero>



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## IAG COMMITS TO NET ZERO CO<sub>2</sub> EMISSIONS

**BY 2050**



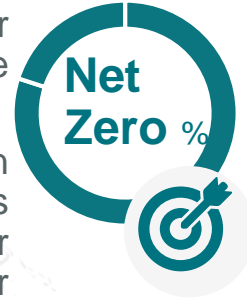
IAG has led aviation action on climate change for over a decade. Now, we are stepping up our commitment with a package of new measures to reduce our carbon footprint and a long term goal to reach **net zero** CO<sub>2</sub> emissions by 2050.

We are under no illusions, the challenge ahead is great. Aviation brings great benefits and 80% of emissions are for journeys over 1,500 kms where there are no reasonable alternatives to flying.

As an industry, we are currently reliant on fossil fuels and the low carbon solutions for aviation are more complex than for many other sectors. But we believe our ambitious goal is achievable.

With **Flightpath net zero**, we are putting environmental sustainability at the heart of our business, ready to meet the task ahead.

We are also using our influence to encourage industry partners to play their part and calling on governments to create the policies and incentives that will ensure we collectively meet our global climate goals.



1<sup>st</sup> airline group worldwide to commit to achieve net zero carbon emissions by 2050



In line with United Nations' objective to limit global warming to 1.5 degrees



Contributing to UK government's goal of a **net zero** carbon economy by 2050



New targets:  
By 2050: **Net zero** CO<sub>2</sub>  
By 2030: 20% reduction in net CO<sub>2</sub>  
By 2025: 10% reduction in CO<sub>2</sub> per passenger kilometre



British Airways will offset carbon emissions for all its UK domestic flights, making them **net zero** carbon from 2020



Establishing management incentives aligned to our climate targets



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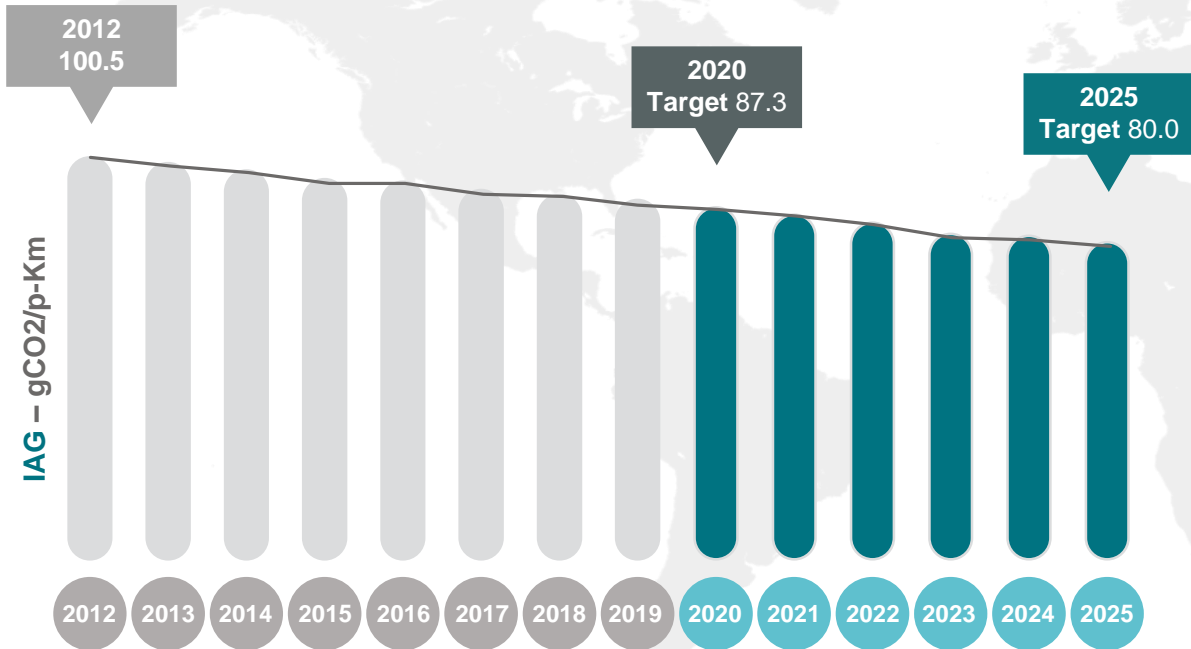


## 2025: 10% REDUCTION IN CO<sub>2</sub> PER PASSENGER KILOMETRE

### FROM 87.3 gCO<sub>2</sub>/PKM IN 2020 TO 80 BY 2025



Grammes of CO<sub>2</sub> per passenger kilometre is a standard industry measure of flight efficiency that we've been reporting annually



### WHAT THIS TARGET MEANS:



Progress with this will be achieved by investing in new aircraft and further improvements in operational fuel efficiency



To meet the 2025 target, we will be investing in 142 new aircraft over the next 5 years which are up to 25% more fuel efficient than the aircraft they replace



Our 2025 target can also be expressed as a fuel consumption rate of 3.17 litres per 100 passenger kilometres (versus 3.79 in 2015)

We are on track to meet our target of 87.3gCO<sub>2</sub>/pkm by 2020 and are now looking ahead to 2025



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**2030: 20% REDUCTION IN NET CO<sub>2</sub>**

**FROM 26 MILLION TONNES IN 2020 TO 22 BY 2030**



This is the first time we are targeting a reduction in net CO<sub>2</sub> emissions.

**2020**

**Saving  
160<sup>MT</sup>  
CO<sub>2</sub>**

**2030**

Reducing our net emissions to 22 million tonnes of CO<sub>2</sub> by 2030 means **we will save 160 million tonnes CO<sub>2</sub>** over the ten years compared to 'business as usual'.

It also means that by 2030 we will produce **60% less net CO<sub>2</sub> per passenger km than in 2005**.

To meet this target, we will be tackling every source of emissions across our business including:



Investing in new aircraft and applying laser-focus to operational fuel efficiency



Reducing weight and waste on board aircraft



Reducing energy use and moving to renewable electricity



Expanding electric vehicle fleets



Investing in future technology and innovations including sustainable aviation fuels, hybrid and electric aircraft and carbon capture



Using high quality carbon offsets to fund CO<sub>2</sub> reduction initiatives around the world such as solar energy and reforestation projects



We'll also be encouraging passengers to contribute to voluntary carbon offsetting



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**2050: NET ZERO CO<sub>2</sub>**

**BY 2050**

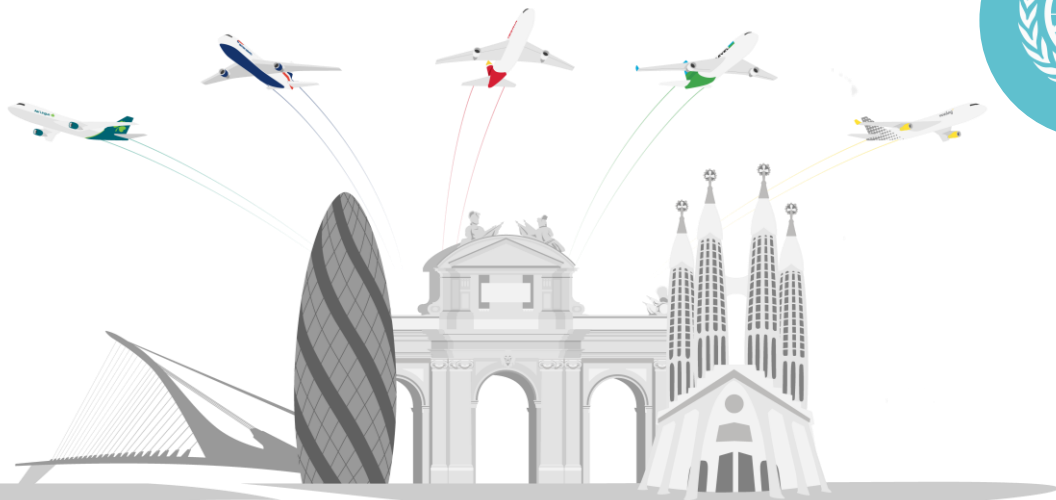
This is a bold and ambitious new vision for IAG and a **world first for the airline sector**



To meet this target we will be continuing the work we put in place to meet our 2030 target and scaling up our investments in sustainable fuels, low carbon aircraft and carbon capture technologies



This target means we are in line with the United Nations' objective to limit global warming to **1.5°C**



**But we can't succeed alone,**

We will need strong policies to support our actions. We are therefore asking Governments to:

- 01** Support a long term climate goal for aviation via United Nations agency ICAO
- 02** Support smart global carbon pricing for aviation which directly reduces climate impacts and avoids blunt taxation
- 03** Create policies and incentives to increase funding for research and development for low carbon aircraft, sustainable aviation fuels and carbon removal technologies

# OUR ACTIONS SUPPORTING



Flightpath  
net zero



LEVEL



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## REDUCING WASTE AND

## SINGLE USE PLASTICS



### IAG



are reviewing all on-board products and introducing sustainable alternatives that **reduce waste and the use of single use plastics.**

### BRITISH AIRWAYS



Appointed 175 onboard **'War on Waste'** champions



Offer discounts for customers who bring their **own reusable cup**  
**15 million cocktail stirrers** replaced with bamboo

### IBERIA



Leading European LIFE+ zero cabin waste project



Designed new **trolleys** to help cabin crew separate waste for recycling



Replaced plastic wrap on blankets and earphones saving **500,000** plastic bags



**1 million cans** and 200,000 plastic containers saved in Iberia lounges.

### vueling



replaced **plastic cups** on short haul routes with **biodegradable** alternatives.

### Aer Lingus



Cabin **waste reduction** plan to roll out in 2020

### LEVEL

Using an app to avoiding water waste and no plastic bags given for on board duty free



IAG and British Airways head office catering changes have saved over 1.5 million **single-use plastic cups, bowls and cutlery.**



Collectively, our changes are saving almost 100 tonnes of single use plastic per year and there's more to come.

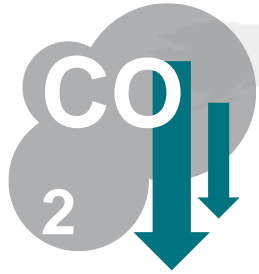


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## INVESTING IN SUSTAINABLE

### AVIATION FUELS



IAG committed \$400USD million over 20 years to development of sustainable aviation fuel.

Over their lifecycle, these fuels produce at least **70% less CO<sub>2</sub> than fossil fuels.**



British Airways' partnership with Velocys and Shell is the first commercial plant in Europe to convert household waste into jet fuel, with first fuel in 2024.

The plant in South Humberside will take **500,000 tonnes of non-recyclable waste**, that would otherwise have gone to landfill, to create over 40 million litres of sustainable jet fuel per year.



Iberia's first Airbus A350 aircraft delivery was powered by

**10%** sustainable aviation fuel blend.



In 2019, British Airways launched a Future of Fuels competition for UK universities. The winners were awarded a **£25,000 grant** to further their research and presented their winning proposal at the industry leading ATAG Global Sustainable Aviation Summit.



IAG is asking governments to establish strong incentives to accelerate **development of sustainable aviation fuels.**



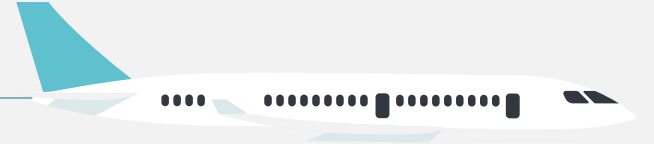


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## ADVOCATING FOR GLOBAL CARBON

### PRICING



IAG has supported **smart global carbon pricing** for over a decade.



Smart carbon pricing means airlines can **fund carbon reductions** in other sectors (like solar energy, wind and reforestation projects) while we work on scaling up the technology needed to decarbonise aviation itself.



IAG was instrumental in the design and adoption of CORSIA, the **UN agency ICAO's** "Carbon Offsetting and Reduction Scheme for International Aviation".



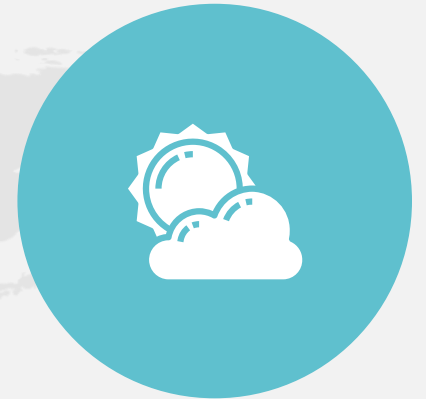
CORSIA enables **international aviation to meet its target** of carbon neutral growth from 2020.



CORSIA means airlines globally will fund **2.5 billion tonnes** of carbon reduction projects from 2020 – 2035.



IAG airlines have also participated in the **EU Emissions Trading Scheme (ETS)** since 2012. Through the ETS, airlines have collectively reduced the net carbon footprint of European aviation by more than 17 million tonnes per year, funding emissions reductions in other sectors.



We strongly believe **smart global carbon pricing** is a more effective solution for the climate than blunt taxation measures.