

*Webinar*

# **Advice: International shipping and aviation**

13 December 2024



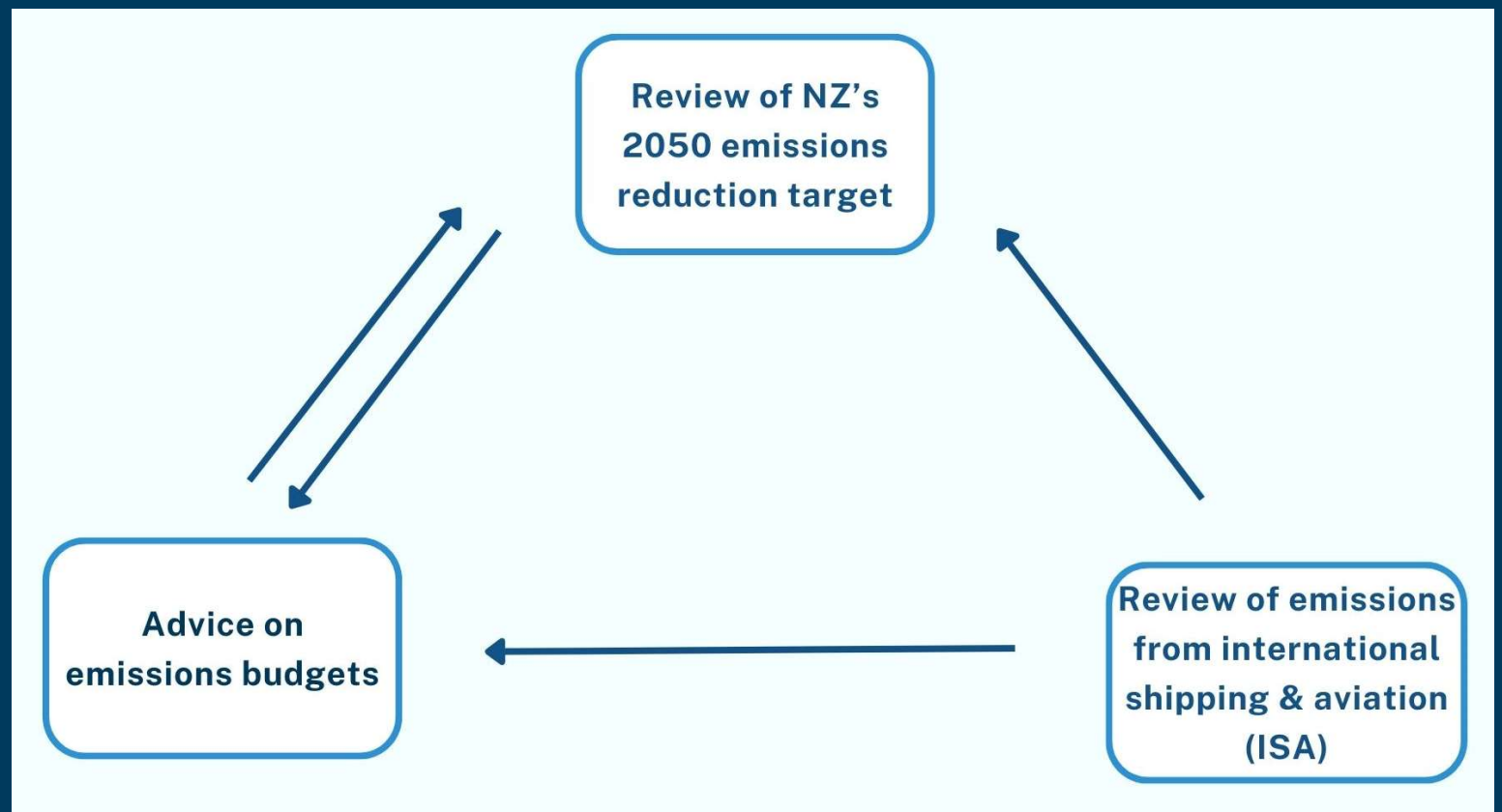
**He Pou a Rangi**  
Climate Change Commission

## **Our role**

**We provide independent,  
evidence-based advice to  
the Government on climate issues**

## Two reports...

... three interconnected pieces of advice



# 2050 emissions reduction target

Current 2050 target  
requires at least:



emissions of all greenhouse gases other than biogenic methane by 2050 - **excludes** emissions from international shipping and aviation



reduction below 2017 biogenic methane emissions by 2030



reduction below 2017 biogenic methane emissions by 2050

Target remains at these levels beyond 2050.

Recommended 2050 target  
requires at least:



emissions of all greenhouse gases other than biogenic methane by 2050 - **includes** emissions from international shipping and aviation



reduction below 2017 biogenic methane emissions by 2030



reduction below 2017 biogenic methane emissions by 2050

There are **further reductions and removals of greenhouse gases beyond these levels after 2050.**

# International shipping and aviation emissions

98-99% CO<sub>2</sub>

~9% now  
1/3+ by 2050

Limit  
warming to  
1.5°C

IMO & ICAO

# Whether to include international shipping and aviation emissions

*Recommendation:*  
the Government should **include** international shipping and aviation emissions in the 2050 target



*Reasons:*

**Significant and growing emissions**

**Feasible, makes part of emissions planning**

**Align with trading partners**

# International shipping and aviation: 'how' recommendations

## 1. How to count



Refuelling

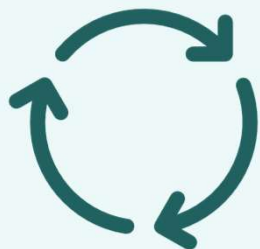


50% to/from  
next port

## 3. Target structure



## 2. Other climate impacts



Reconsider

## 4. Level of emissions reductions



Include measures for gross  
emissions reduction

No change to emissions  
reduction level when  
including ISA emissions

## 'How to count' context



**Accurate measures that can track progress**



**Incentives to produce and use alternative fuels**



**Alignment with other jurisdictions**



**Gross emissions reduction within net component of target**



# What we heard – international shipping and aviation

## We heard...

**Aotearoa New Zealand  
should take  
responsibility**

**Alignment with global  
action, policy, role of  
Government**

**Alternative fuels and  
feedstock availability**

**How to count these  
emissions including  
fairness**

**High ambition**

**Technology change**

## How we responded to what we heard

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### We responded by...

**Recommended action  
to reduce these  
emissions**

**Recognised  
importance of  
alignment**

**Strengthened analysis  
for alternative fuels,  
impacts, how**



Pātai?