

Aviation

CO₂ emissions

Each industry is different, but they're all dealing with climate change. What's happening in the aviation sector and how is ING supporting the low-carbon transition? Check it out.



3% of global CO₂ emissions comes from air travel.



This could grow to 25% by 2050 without real efforts to prevent it.



Our portfolio in scope is €3.4 billion, or 460 aircraft.

We measure this in emission intensity per passenger kilometre, per aircraft.

The trends



Biofuel could lead to an 80% reduction in emissions. But it's now only 1% of the market.



Regulation and incentives will be needed to help airlines overcome the hurdles to using it.



Still, experts say it's possible (and necessary) for sustainable fuel to make up 20% of the industry's demand by 2040.

The pandemic



The coronavirus pandemic is the most unforeseen and disruptive thing to ever happen to commercial air travel.



Experts think it won't recover until 2024, with domestic flights recovering faster than international.



Many believe that this is an opportunity for government recovery packages to be dependent on airlines making sustainability improvements.

The status



ING's portfolio's weighted average CO₂ intensity is now marginally above the scenario starting point.



It'll need to decrease 80% by 2050 to meet the scenario target.

The plan



Latest-generation aircraft is up to 20% more fuel efficient. We'll increase these in our portfolio from 25% today to 50% by end-2022.



We'll keep focusing on industry outperformers. We'll continue to support low-carbon trends and developments.

