

● The Act Partially Amending the Civil Aeronautics Act and Other Legislation

Background and Necessity

1. Promoting decarbonization in the aviation sector

- **With the International Civil Aviation Organization's international aviation framework for decarbonization coming into effect and the 2050 carbon neutrality goal being set, decarbonization efforts are an urgent issue for airlines and airports. There are concerns that this will also impact the international competitiveness of Japanese airlines and airports.**
 - * International flight operators are not to let their total CO2 emissions increase above 2019 levels, and they need to achieve this goal by using emissions trading (carbon offsetting) for any shortfall.

➔ There needs to be a framework for **promoting decarbonization across the aviation sector**, with **airlines and airports working in partnership with one another**.

2. Supporting airlines in light of the impact of COVID-19

- Airlines **continue to be severely affected by COVID-19**.

➔ In order to **sustain and hold the aviation network in FY2022 as well**, there is a need for **support measures aimed at ensuring that the supply system can promptly respond to a recovery in demand and that there is investment in growth after demand recovers**.

Outline of This Bill

1. Promoting decarbonization across the aviation sector.

① Provisions on the establishment of a basic policy to promote decarbonization [The Civil Aeronautics Act]

- The Bill provides for the Minister of Land, Infrastructure, Transport and Tourism to **formulate a Basic Policy for Promoting Decarbonization in Aviation** prescribing measures by the government and efforts by airlines, airport operators, and others, in order to systematically promote decarbonization across the aviation sector.

② Provisions on the promotion of decarbonization efforts by Japanese airlines [The Civil Aeronautics Act and Other Legislation]

- The Bill provides for Japanese airlines to **prepare plans to promote decarbonization in the air transportation business** that include initiatives such as the introduction of sustainable aviation fuel*, and for **the Minister of Land, Infrastructure, Transport and Tourism to approve** them.

* Sustainable fuels such as biojet fuel. Blending is already mandatory in parts of Europe.

- The Bill establishes that airlines whose plans have been approved **may consult with the councils for the promotion of airport decarbonization mentioned in (3) and others** in order to help facilitate efforts under their approved plans.

③ Provisions on the promotion of decarbonization efforts at airports [The Airports Act and Other Legislation]

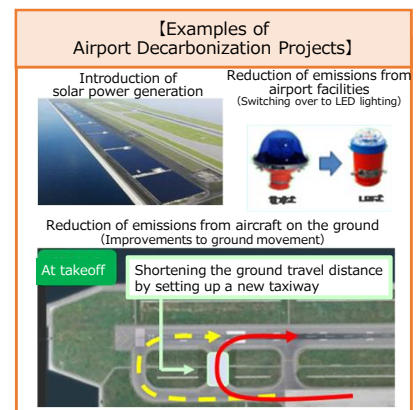
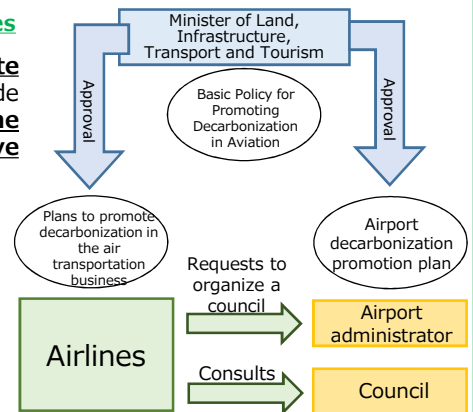
- The Bill provides for airport administrators to **prepare airport decarbonization promotion plans** that include initiatives such as taxiway improvements and making arrangements for solar power generation facilities to supply the electricity used at the airport, and for **the Minister of Land, Infrastructure, Transport and Tourism to approve** them.

- According to the Bill, an airport administrator seeking to prepare a plan would organize **a council for the promotion of airport decarbonization** made up of airlines, fueling companies, and terminal building operators, as well as businesses that generate renewable energy for the airport and others, and consult on matters such as the preparation and implementation of the plan.

- The Bill introduces measures such as **special provisions related to the use of national government assets** for efforts that are based on approved plans.

The Bill provides that:

- ➔ **airlines'** systematic investment in the introduction of sustainable aviation fuel and new technologies, and
- ➔ **airports'** transformation into energy efficient facilities and their introduction of renewable energy generation using unused land are to be promoted based on the Basic Policy for Promoting Decarbonization in Aviation established by the Minister of Land, Infrastructure, Transport and Tourism, in order to **achieve decarbonization across the aviation sector**.



2. Providing support in light of the reduced demand for air travel due to COVID-19 [The Civil Aeronautics Act]

- The Bill establishes support for Japanese airlines by including measures such as the reduction and exemption of airport charges in FY 2022 in the Policy on Infrastructural Strengthening in the Air Transportation Business, from the perspective of ensuring user convenience.

[Targets and Effects]

The Bill aims to promote decarbonization by airlines and airports by establishing a Basic Policy for Promoting Decarbonization in Aviation and by supporting their formulation and implementation of plans to promote decarbonization in the air transportation business and airport decarbonization promotion plans.

(KPI) Reduction of annual CO2 emissions by all Japanese airlines to below the total emissions of the base year (international aviation: 2019; domestic aviation: 2013) by FY2030.

(KPI) Achievement of carbon neutrality at all airports by FY2030.

●航空法等の一部を改正する法律

背景・必要性

1. 航空分野における脱炭素化の推進

- 脱炭素化に向けた**国際民間航空機関（ICAO）による国際航空枠組みの発効、2050年カーボンニュートラル目標**の設定により、航空会社及び空港にとって、**脱炭素化の取組は喫緊の課題。本邦航空会社及び空港の国際競争力にも影響する懸念。**

※国際線運航者は2019年比でCO2総排出量を増加させないこととし、未達分は排出権取引（カーボンオフセット）により達成する必要

➡ **航空会社と空港が相互に連携しつつ、航空分野全体で脱炭素化を推進するための仕組みが必要。**

2. 新型コロナウイルス感染症の影響を踏まえた航空会社への支援

- 航空会社は、**新型コロナウイルス感染症の甚大な影響が依然として継続。**

➡ **令和4年度においても、航空ネットワークを維持・確保するため、需要回復に速やかに対応できる供給体制・需要回復後の成長投資の確保に向けた支援措置が必要。**

法案の概要

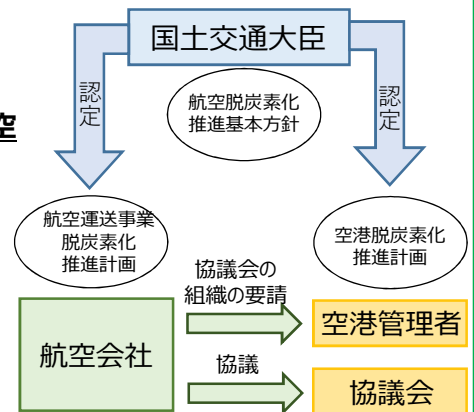
1. 航空分野全体での脱炭素化の推進

① 脱炭素化の推進に関する基本方針の策定【航空法】

- 国土交通大臣は、航空分野全体における脱炭素化を計画的に推進するため、政府の施策、航空会社、空港関係者等の取組について定めた**航空脱炭素化推進基本方針**を策定。

② 本邦航空会社による脱炭素化の取組の推進【航空法等】

- 本邦航空会社は、SAF（※）の導入等の取組について記載した**航空運送事業脱炭素化推進計画**を作成し、**国土交通大臣が認定**。
- 認定を受けた航空会社は、③の**空港脱炭素化推進協議会等に対して認定計画に基づく取組の円滑化を図るための協議が可能**。



③ 空港における脱炭素化の取組の推進【空港法等】

- 空港管理者は、誘導路の改良、空港で使用する電力を供給するための太陽光発電設備の整備等の取組について記載した**空港脱炭素化推進計画**を作成し、**国土交通大臣が認定**。
- 計画を作成しようとする空港管理者は、航空会社、給油事業者、ターミナルビル事業者のほか、空港のための再生可能エネルギー発電を行う事業者等からなる**空港脱炭素化推進協議会**を組織し、計画の作成、実施等について協議。
- 認定を受けた計画に基づく取組について、**国有財産の活用に関する特例**等を措置。



- ➡ 国土交通大臣による航空脱炭素化推進基本方針のもと、
 - **航空会社**においてはSAFや新技術の導入のための計画的な投資、
 - **空港**においては省エネルギー化に加え、未利用地を活用した再生可能エネルギー発電の導入を推進し、**航空分野全体での脱炭素化を実現**。

2. 新型コロナウイルス感染症による航空需要の低下を踏まえた支援【航空法】

- 利用者利便の確保等の観点から、航空運送事業基盤強化方針に令和4年度における空港使用料等の減免等の措置を記載し、本邦航空会社を支援。

【目標・効果】

航空脱炭素化推進基本方針を定め、航空運送事業脱炭素化推進計画及び空港脱炭素化推進計画の作成及び実施を支援することにより、航空会社及び空港の脱炭素化を推進する

（KPI）本邦航空会社全体で2030年度までにCO2の年間排出量を基準年（国際航空：2019年、国内航空：2013年）の総排出量以下とする。

（KPI）空港全体で2030年度までにカーボンニュートラルを実現する。