

Annex VII - AERO-MS computational results of MBMs for international aviation

Table A1. Effects of Global Emission Trading Scheme (MBM1a) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-2.5%	-2.1%	-2.3%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-2.4%	-1.9%	-2.2%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.4%	-0.3%	-0.4%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-1.3%	-1.4%	-1.3%
4. Non-scheduled passengers and LCC passengers							
	million pax pa	443.16	84.54	527.70	-4.1%	-5.5%	-4.3%
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-2.0%	-1.6%	-1.9%
Passenger Km							
6. Scheduled passenger km - network carriers							
	billion pax-km pa	4,115.34	3,031.14	7,146.48	-1.3%	-1.3%	-1.3%
7. Non-scheduled passenger km and LCC passenger km							
	billion pax-km pa	775.81	206.86	982.67	-4.8%	-6.2%	-5.1%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-1.9%	-1.6%	-1.8%
Cargo							
9. Scheduled cargo							
	million tonnes	37.09	44.90	81.99	-2.0%	-1.8%	-1.9%
10. Non scheduled cargo							
	million tonnes	1.37	0.27	1.64	-1.9%	-1.6%	-1.8%
11. Total cargo	million tonnes	38.46	45.17	83.63	-2.0%	-1.8%	-1.9%
Cargo km							
12. Scheduled cargo km							
	billion tonne km	208.99	187.02	396.01	-1.7%	-1.6%	-1.7%
13. Non scheduled cargo km							
	billion tonne km	1.31	0.33	1.64	-1.8%	-1.7%	-1.8%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-1.7%	-1.6%	-1.7%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-1.8%	-1.6%	-1.7%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	1.6%	1.8%	1.6%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.6%	0.8%	0.7%
17. Airline revenues from non-scheduled passengers and LCC passengers							
	billion 2006 US \$	42.49	10.51	53.00	-0.7%	-2.0%	-0.9%
18. Airline revenues from scheduled cargo							
	billion 2006 US \$	92.44	92.62	185.06	0.5%	0.6%	0.6%
19. Airline revenues from non scheduled cargo							
	billion 2006 US \$	1.12	0.22	1.34	0.8%	0.7%	0.8%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.7%	0.9%	0.8%
Fuel Use and Emissions							
21. Fuel use							
	billion kg pa	150.87	105.84	256.71	-2.4%	-1.9%	-2.2%
22. CO ₂ emission							
	billion kg pa	476.29	334.14	810.44	-2.4%	-1.9%	-2.2%
23. NO _x emissions							
	billion kg pa	2.69	1.94	4.62	-2.2%	-1.8%	-2.0%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.5%	-0.3%	-0.4%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.6%	0.3%	0.5%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	2.6%	2.5%	2.6%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.1%	0.0%	0.1%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A2. Effects of Global Emission Trading Scheme (MBM1b - 15% of allowances under the cap auctioned and 85% allocated freely) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-2.5%	-2.1%	-2.3%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-2.4%	-1.9%	-2.2%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.4%	-0.3%	-0.4%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-1.3%	-1.4%	-1.3%
4. Non-scheduled passengers and LCC passengers							
	million pax pa	443.16	84.54	527.70	-4.1%	-5.5%	-4.3%
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-2.0%	-1.6%	-1.9%
Passenger Km							
6. Scheduled passenger km - network carriers							
	billion pax-km pa	4,115.34	3,031.14	7,146.48	-1.3%	-1.3%	-1.3%
7. Non-scheduled passenger km and LCC passenger km							
	billion pax-km pa	775.81	206.86	982.67	-4.8%	-6.2%	-5.1%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-1.9%	-1.6%	-1.8%
Cargo							
9. Scheduled cargo							
	million tonnes	37.09	44.90	81.99	-2.0%	-1.8%	-1.9%
10. Non scheduled cargo							
	million tonnes	1.37	0.27	1.64	-1.9%	-1.6%	-1.8%
11. Total cargo	million tonnes	38.46	45.17	83.63	-2.0%	-1.8%	-1.9%
Cargo km							
12. Scheduled cargo km							
	billion tonne km	208.99	187.02	396.01	-1.7%	-1.6%	-1.7%
13. Non scheduled cargo km							
	billion tonne km	1.31	0.33	1.64	-1.8%	-1.7%	-1.8%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-1.7%	-1.6%	-1.7%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-1.8%	-1.6%	-1.7%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	1.6%	1.8%	1.6%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.6%	0.8%	0.7%
17. Airline revenues from non-scheduled passengers and LCC passengers							
	billion 2006 US \$	42.49	10.51	53.00	-0.7%	-2.0%	-0.9%
18. Airline revenues from scheduled cargo							
	billion 2006 US \$	92.44	92.62	185.06	0.5%	0.6%	0.6%
19. Airline revenues from non scheduled cargo							
	billion 2006 US \$	1.12	0.22	1.34	0.8%	0.7%	0.8%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.7%	0.9%	0.8%
Fuel Use and Emissions							
21. Fuel use							
	billion kg pa	150.87	105.84	256.71	-2.4%	-1.9%	-2.2%
22. CO ₂ emission							
	billion kg pa	476.29	334.14	810.44	-2.4%	-1.9%	-2.2%
23. NO _x emissions							
	billion kg pa	2.69	1.94	4.62	-2.2%	-1.8%	-2.0%
Operating Efficiency							
24. Fuel/RTK							
	kg/tonne-km	0.23	0.22	0.23	-0.5%	-0.3%	-0.4%
25. RTK/aircraft-km							
	tonne-km/ac-km	21.23	25.74	22.94	0.6%	0.3%	0.5%
26. Revenues/RTK							
	US\$/tonne-km	0.85	0.80	0.83	2.6%	2.5%	2.6%
27. Fuel/aircraft-km							
	kg/ac-km	4.92	5.69	5.21	0.1%	0.0%	0.1%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A3. Effects of Global Emission Trading Scheme (MBM1c - 15% of allowances under the cap auctioned and 85% allocated freely and none of the opportunity costs for freely allocated allowances passed on) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-1.7%	-1.4%	-1.6%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-1.6%	-1.3%	-1.5%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.2%	-0.2%	-0.2%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-0.9%	-0.9%	-0.9%
4. Non-scheduled passengers and LCC passengers							
	million pax pa	443.16	84.54	527.70	-2.7%	-3.7%	-2.9%
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-1.3%	-1.1%	-1.2%
Passenger Km							
6. Scheduled passenger km - network carriers							
	billion pax-km pa	4,115.34	3,031.14	7,146.48	-0.9%	-0.9%	-0.9%
7. Non-scheduled passenger km and LCC passenger km							
	billion pax-km pa	775.81	206.86	982.67	-3.2%	-4.2%	-3.4%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-1.3%	-1.1%	-1.2%
Cargo							
9. Scheduled cargo							
	million tonnes	37.09	44.90	81.99	-1.3%	-1.2%	-1.3%
10. Non scheduled cargo							
	million tonnes	1.37	0.27	1.64	-1.2%	-1.1%	-1.2%
11. Total cargo	million tonnes	38.46	45.17	83.63	-1.3%	-1.2%	-1.3%
Cargo km							
12. Scheduled cargo km							
	billion tonne km	208.99	187.02	396.01	-1.2%	-1.1%	-1.1%
13. Non scheduled cargo km							
	billion tonne km	1.31	0.33	1.64	-1.2%	-1.1%	-1.2%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-1.2%	-1.1%	-1.1%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-1.2%	-1.1%	-1.2%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	1.0%	1.2%	1.1%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.4%	0.5%	0.5%
17. Airline revenues from non-scheduled passengers and LCC passengers							
	billion 2006 US \$	42.49	10.51	53.00	-0.4%	-1.4%	-0.6%
18. Airline revenues from scheduled cargo							
	billion 2006 US \$	92.44	92.62	185.06	0.4%	0.4%	0.4%
19. Airline revenues from non scheduled cargo							
	billion 2006 US \$	1.12	0.22	1.34	0.5%	0.5%	0.5%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.5%	0.6%	0.5%
Fuel Use and Emissions							
21. Fuel use							
	billion kg pa	150.87	105.84	256.71	-1.6%	-1.3%	-1.4%
22. CO ₂ emission							
	billion kg pa	476.29	334.14	810.44	-1.6%	-1.3%	-1.4%
23. NO _x emissions							
	billion kg pa	2.69	1.94	4.62	-1.5%	-1.2%	-1.4%
Operating Efficiency							
24. Fuel/RTK							
	kg/tonne-km	0.23	0.22	0.23	-0.3%	-0.2%	-0.3%
25. RTK/aircraft-km							
	tonne-km/ac-km	21.23	25.74	22.94	0.4%	0.2%	0.4%
26. Revenues/RTK							
	US\$/tonne-km	0.85	0.80	0.83	1.7%	1.7%	1.7%
27. Fuel/aircraft-km							
	kg/ac-km	4.92	5.69	5.21	0.1%	0.0%	0.1%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A4. Effects of Global Emission Trading Scheme (MBM1d - 10 US\$ per allowance for a ton of CO₂) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-0.9%	-0.7%	-0.8%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-0.9%	-0.7%	-0.8%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.1%	-0.1%	-0.1%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-0.4%	-0.5%	-0.4%
4. Non-scheduled passengers and LCC passengers	million pax pa	443.16	84.54	527.70	-1.4%	-1.9%	-1.5%
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-0.7%	-0.6%	-0.6%
Passenger Km							
6. Scheduled passenger km - network carriers	billion pax-km pa	4,115.34	3,031.14	7,146.48	-0.4%	-0.4%	-0.4%
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-1.7%	-2.2%	-1.8%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-0.6%	-0.5%	-0.6%
Cargo							
9. Scheduled cargo	million tonnes	37.09	44.90	81.99	-0.7%	-0.6%	-0.6%
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-0.6%	-0.5%	-0.6%
11. Total cargo	million tonnes	38.46	45.17	83.63	-0.7%	-0.6%	-0.6%
Cargo km							
12. Scheduled cargo km	billion tonne km	208.99	187.02	396.01	-0.6%	-0.5%	-0.6%
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-0.6%	-0.6%	-0.6%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-0.6%	-0.5%	-0.6%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-0.6%	-0.5%	-0.6%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	0.5%	0.6%	0.5%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.2%	0.3%	0.2%
17. Airline revenues from non-scheduled passengers and LCC passengers	billion 2006 US \$	42.49	10.51	53.00	-0.2%	-0.7%	-0.3%
18. Airline revenues from scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.2%	0.2%	0.2%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	1.12	0.22	1.34	0.3%	0.2%	0.3%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.2%	0.3%	0.3%
Fuel Use and Emissions							
21. Fuel use	billion kg pa	150.87	105.84	256.71	-0.8%	-0.7%	-0.7%
22. CO ₂ emission	billion kg pa	476.29	334.14	810.44	-0.8%	-0.7%	-0.7%
23. NO _x emissions	billion kg pa	2.69	1.94	4.62	-0.8%	-0.6%	-0.7%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.2%	-0.1%	-0.2%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.2%	0.1%	0.2%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	0.9%	0.8%	0.9%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.0%	0.0%	0.0%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A5. Effects of Global Emission Trading Scheme (MBM1e - 50 US\$ per allowance for a ton of CO₂) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-4.0%	-3.3%	-3.8%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-3.9%	-3.1%	-3.6%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.6%	-0.6%	-0.6%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-2.1%	-2.2%	-2.2%
4. Non-scheduled passengers and LCC passengers							
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-3.3%	-2.7%	-3.0%
Passenger Km							
6. Scheduled passenger km - network carriers							
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-7.7%	-9.9%	-8.2%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-3.1%	-2.6%	-2.9%
Cargo							
9. Scheduled cargo							
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-3.0%	-2.6%	-3.0%
11. Total cargo	million tonnes	38.46	45.17	83.63	-3.2%	-3.0%	-3.1%
Cargo km							
12. Scheduled cargo km							
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-3.0%	-2.8%	-2.9%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-2.9%	-2.7%	-2.8%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-3.0%	-2.6%	-2.8%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	2.6%	3.0%	2.7%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.9%	1.4%	1.1%
17. Airline revenues from non-scheduled passengers and LCC passengers							
18. Airline revenues from scheduled cargo	billion 2006 US \$	42.49	10.51	53.00	-1.1%	-3.3%	-1.5%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.9%	1.0%	0.9%
20. Total Airline revenues	billion 2006 US \$	1.12	0.22	1.34	1.3%	1.2%	1.3%
Fuel Use and Emissions							
21. Fuel use							
22. CO ₂ emission	billion kg pa	150.87	105.84	256.71	-3.8%	-3.2%	-3.6%
23. NO _x emissions	billion kg pa	476.29	334.14	810.44	-3.8%	-3.2%	-3.6%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.9%	-0.5%	-0.7%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.9%	0.5%	0.8%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	4.4%	4.2%	4.3%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.0%	-0.1%	0.0%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A6. Effects of Global Offsetting with Revenue Generating Mechanism (MBM2a) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-1.7%	-1.4%	-1.6%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-1.6%	-1.3%	-1.5%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.2%	-0.2%	-0.2%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-0.9%	-0.9%	-0.9%
4. Non-scheduled passengers and LCC passengers							
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-1.3%	-1.1%	-1.2%
Passenger Km							
6. Scheduled passenger km - network carriers							
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-3.2%	-4.2%	-3.4%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-1.3%	-1.1%	-1.2%
Cargo							
9. Scheduled cargo							
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-1.2%	-1.1%	-1.2%
11. Total cargo	million tonnes	38.46	45.17	83.63	-1.3%	-1.2%	-1.3%
Cargo km							
12. Scheduled cargo km							
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-1.2%	-1.1%	-1.2%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-1.2%	-1.1%	-1.1%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-1.2%	-1.1%	-1.2%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	1.0%	1.2%	1.1%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.4%	0.5%	0.5%
17. Airline revenues from non-scheduled passengers and LCC passengers							
18. Airline revenues from scheduled cargo	billion 2006 US \$	42.49	10.51	53.00	-0.4%	-1.4%	-0.6%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.4%	0.4%	0.4%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.5%	0.6%	0.5%
Fuel Use and Emissions							
21. Fuel use							
22. CO ₂ emission	billion kg pa	150.87	105.84	256.71	-1.6%	-1.3%	-1.4%
23. NO _x emissions	billion kg pa	476.29	334.14	810.44	-1.6%	-1.3%	-1.4%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.3%	-0.2%	-0.3%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.4%	0.2%	0.4%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	1.7%	1.7%	1.7%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.1%	0.0%	0.1%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A7. Effects of Global Offsetting with Revenue Generating Mechanism (MBM2b - 10 US\$ for offsetting a ton of CO₂) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-0.6%	-0.5%	-0.5%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-0.6%	-0.4%	-0.5%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.1%	-0.1%	-0.1%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-0.3%	-0.3%	-0.3%
4. Non-scheduled passengers and LCC passengers	million pax pa	443.16	84.54	527.70	-0.9%	-1.3%	-1.0%
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-0.5%	-0.4%	-0.4%
Passenger Km							
6. Scheduled passenger km - network carriers	billion pax-km pa	4,115.34	3,031.14	7,146.48	-0.3%	-0.3%	-0.3%
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-1.1%	-1.4%	-1.2%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-0.4%	-0.4%	-0.4%
Cargo							
9. Scheduled cargo	million tonnes	37.09	44.90	81.99	-0.4%	-0.4%	-0.4%
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-0.4%	-0.4%	-0.4%
11. Total cargo	million tonnes	38.46	45.17	83.63	-0.4%	-0.4%	-0.4%
Cargo km							
12. Scheduled cargo km	billion tonne km	208.99	187.02	396.01	-0.4%	-0.4%	-0.4%
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-0.4%	-0.4%	-0.4%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-0.4%	-0.4%	-0.4%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-0.4%	-0.4%	-0.4%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	0.3%	0.4%	0.4%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.1%	0.2%	0.2%
17. Airline revenues from non-scheduled passengers and LCC passengers	billion 2006 US \$	42.49	10.51	53.00	-0.1%	-0.5%	-0.2%
18. Airline revenues from scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.1%	0.1%	0.1%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	1.12	0.22	1.34	0.2%	0.2%	0.2%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.2%	0.2%	0.2%
Fuel Use and Emissions							
21. Fuel use	billion kg pa	150.87	105.84	256.71	-0.5%	-0.4%	-0.5%
22. CO ₂ emission	billion kg pa	476.29	334.14	810.44	-0.5%	-0.4%	-0.5%
23. NO _x emissions	billion kg pa	2.69	1.94	4.62	-0.5%	-0.4%	-0.5%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.1%	-0.1%	-0.1%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.2%	0.1%	0.1%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	0.6%	0.6%	0.6%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.0%	0.0%	0.0%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A8. Effects of Global Offsetting with Revenue Generating Mechanism (MBM2c - 50 US\$ for offsetting a ton of CO₂) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-2.8%	-2.2%	-2.6%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-2.7%	-2.1%	-2.4%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.4%	-0.4%	-0.4%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-1.4%	-1.5%	-1.5%
4. Non-scheduled passengers and LCC passengers							
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-2.2%	-1.8%	-2.0%
Passenger Km							
6. Scheduled passenger km - network carriers							
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-5.3%	-6.8%	-5.6%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-2.1%	-1.8%	-1.9%
Cargo							
9. Scheduled cargo							
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-2.0%	-1.8%	-2.0%
11. Total cargo	million tonnes	38.46	45.17	83.63	-2.2%	-2.0%	-2.1%
Cargo km							
12. Scheduled cargo km							
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-2.0%	-1.9%	-2.0%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-1.9%	-1.8%	-1.9%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-2.0%	-1.8%	-1.9%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	1.7%	2.0%	1.8%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.6%	0.9%	0.8%
17. Airline revenues from non-scheduled passengers and LCC passengers							
18. Airline revenues from scheduled cargo	billion 2006 US \$	42.49	10.51	53.00	-0.7%	-2.2%	-1.0%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.6%	0.6%	0.6%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.8%	1.0%	0.9%
Fuel Use and Emissions							
21. Fuel use							
22. CO ₂ emission	billion kg pa	150.87	105.84	256.71	-2.6%	-2.1%	-2.4%
23. NO _x emissions	billion kg pa	476.29	334.14	810.44	-2.6%	-2.1%	-2.4%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.6%	-0.3%	-0.5%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.7%	0.4%	0.6%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	2.9%	2.8%	2.8%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.1%	0.0%	0.1%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A9. Effects of EU Emission Trading Scheme (MBM3a) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-2.0%	-0.4%	-1.4%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-1.8%	-0.6%	-1.4%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.3%	-0.1%	-0.2%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-0.9%	-0.2%	-0.6%
4. Non-scheduled passengers and LCC passengers	million pax pa	443.16	84.54	527.70	-3.7%	-1.6%	-3.3%
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-1.6%	-0.3%	-1.1%
Passenger Km							
6. Scheduled passenger km - network carriers	billion pax-km pa	4,115.34	3,031.14	7,146.48	-0.8%	-0.4%	-0.7%
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-4.2%	-2.9%	-3.9%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-1.4%	-0.6%	-1.0%
Cargo							
9. Scheduled cargo	million tonnes	37.09	44.90	81.99	-1.2%	-0.3%	-0.7%
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-1.7%	-0.2%	-1.5%
11. Total cargo	million tonnes	38.46	45.17	83.63	-1.2%	-0.3%	-0.7%
Cargo km							
12. Scheduled cargo km	billion tonne km	208.99	187.02	396.01	-1.0%	-0.4%	-0.7%
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-1.5%	-0.3%	-1.3%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-1.0%	-0.4%	-0.7%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-1.2%	-0.5%	-0.9%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	1.1%	0.8%	1.0%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.3%	0.1%	0.2%
17. Airline revenues from non-scheduled passengers and LCC passengers	billion 2006 US \$	42.49	10.51	53.00	-0.5%	-0.7%	-0.5%
18. Airline revenues from scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.3%	0.1%	0.2%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	1.12	0.22	1.34	0.7%	0.1%	0.6%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.4%	0.2%	0.3%
Fuel Use and Emissions							
21. Fuel use	billion kg pa	150.87	105.84	256.71	-1.6%	-0.7%	-1.2%
22. CO ₂ emission	billion kg pa	476.29	334.14	810.44	-1.6%	-0.7%	-1.2%
23. NO _x emissions	billion kg pa	2.69	1.94	4.62	-1.5%	-0.7%	-1.1%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.4%	-0.2%	-0.3%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.6%	0.1%	0.4%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	1.7%	0.7%	1.3%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.2%	-0.1%	0.1%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A10. Effects of EU ETS (MBM3b - none of the opportunity costs for freely allocated allowances passed on) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-1.3%	-0.2%	-0.9%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-1.1%	-0.4%	-0.8%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.2%	-0.1%	-0.1%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-0.5%	-0.1%	-0.3%
4. Non-scheduled passengers and LCC passengers							
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-1.0%	-0.2%	-0.7%
Passenger Km							
6. Scheduled passenger km - network carriers	billion pax-km pa	4,115.34	3,031.14	7,146.48	-0.5%	-0.3%	-0.4%
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-2.6%	-1.8%	-2.4%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-0.8%	-0.4%	-0.6%
Cargo							
9. Scheduled cargo	million tonnes	37.09	44.90	81.99	-0.7%	-0.2%	-0.4%
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-1.0%	-0.1%	-0.9%
11. Total cargo	million tonnes	38.46	45.17	83.63	-0.7%	-0.2%	-0.4%
Cargo km							
12. Scheduled cargo km	billion tonne km	208.99	187.02	396.01	-0.6%	-0.2%	-0.4%
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-0.9%	-0.2%	-0.8%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-0.6%	-0.2%	-0.4%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-0.8%	-0.3%	-0.6%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	0.7%	0.5%	0.6%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.2%	0.1%	0.1%
17. Airline revenues from non-scheduled passengers and LCC passengers							
18. Airline revenues from scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.2%	0.1%	0.1%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	1.12	0.22	1.34	0.4%	0.1%	0.4%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.3%	0.1%	0.2%
Fuel Use and Emissions							
21. Fuel use	billion kg pa	150.87	105.84	256.71	-1.0%	-0.4%	-0.8%
22. CO ₂ emission	billion kg pa	476.29	334.14	810.44	-1.0%	-0.4%	-0.8%
23. NO _x emissions	billion kg pa	2.69	1.94	4.62	-0.9%	-0.4%	-0.7%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.2%	-0.1%	-0.2%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.4%	0.1%	0.3%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	1.0%	0.4%	0.8%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.1%	0.0%	0.1%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A11. Effects of EU Emission Trading Scheme (MBM3c - 10 US\$ per allowance for a ton of CO₂) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-0.7%	-0.1%	-0.5%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-0.6%	-0.2%	-0.5%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.1%	0.0%	-0.1%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-0.3%	-0.1%	-0.2%
4. Non-scheduled passengers and LCC passengers							
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-0.5%	-0.1%	-0.4%
Passenger Km							
6. Scheduled passenger km - network carriers							
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-1.4%	-1.0%	-1.4%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-0.5%	-0.2%	-0.4%
Cargo							
9. Scheduled cargo							
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-0.6%	-0.1%	-0.5%
11. Total cargo	million tonnes	38.46	45.17	83.63	-0.4%	-0.1%	-0.2%
Cargo km							
12. Scheduled cargo km							
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-0.5%	-0.1%	-0.4%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-0.3%	-0.1%	-0.2%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-0.4%	-0.2%	-0.3%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	0.4%	0.3%	0.3%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.1%	0.0%	0.1%
17. Airline revenues from non-scheduled passengers and LCC passengers							
18. Airline revenues from scheduled cargo	billion 2006 US \$	42.49	10.51	53.00	-0.2%	-0.3%	-0.2%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.1%	0.0%	0.1%
20. Total Airline revenues	billion 2006 US \$	1.12	0.22	1.34	0.2%	0.0%	0.2%
Fuel Use and Emissions							
21. Fuel use							
22. CO ₂ emission	billion kg pa	150.87	105.84	256.71	-0.6%	-0.2%	-0.4%
23. NO _x emissions	billion kg pa	476.29	334.14	810.44	-0.6%	-0.2%	-0.4%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.1%	-0.1%	-0.1%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.2%	0.0%	0.2%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	0.6%	0.2%	0.4%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.1%	0.0%	0.0%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A12. Effects of EU Emission Trading Scheme (MBM3d - 50 US\$ per allowance for a ton of CO₂) for Annex I countries versus non-Annex I countries - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Unit	BaU scenario			Policy case (% effect relative to BaU scenario)		
		Annex I countries	Non Annex I countries	All countries	Annex I countries	Non Annex I countries	All countries
Flights and aircraft km							
1. Flights	million flight pa	13.53	7.80	21.33	-3.2%	-0.6%	-2.3%
2. Aircraft km	billion ac-km pa	30.63	18.60	49.23	-2.9%	-1.0%	-2.2%
Nr of passengers							
3. Scheduled passengers - network carriers							
a. First / business class	million pax pa	131.07	64.86	195.93	-0.5%	-0.2%	-0.4%
b. Economy class / discount	million pax pa	984.29	904.60	1,888.88	-1.4%	-0.4%	-0.9%
4. Non-scheduled passengers and LCC passengers							
5. Total Passengers	million pax pa	1,558.51	1,054.00	2,612.51	-2.6%	-0.5%	-1.8%
Passenger Km							
6. Scheduled passenger km - network carriers							
7. Non-scheduled passenger km and LCC passenger km	billion pax-km pa	775.81	206.86	982.67	-6.8%	-4.6%	-6.3%
8. Total Passenger km	billion pax-km pa	4,891.15	3,238.00	8,129.15	-2.2%	-1.0%	-1.7%
Cargo							
9. Scheduled cargo							
10. Non scheduled cargo	million tonnes	1.37	0.27	1.64	-2.8%	-0.3%	-2.4%
11. Total cargo	million tonnes	38.46	45.17	83.63	-1.9%	-0.4%	-1.1%
Cargo km							
12. Scheduled cargo km							
13. Non scheduled cargo km	billion tonne km	1.31	0.33	1.64	-2.5%	-0.6%	-2.1%
14. Total cargo km	billion tonne km	210.30	187.35	397.65	-1.7%	-0.7%	-1.2%
Revenue Tonne Km (RTK)							
15. Total RTK	billion RTK	650.50	478.77	1,129.27	-2.0%	-0.8%	-1.5%
Airline Revenues							
16. Airline revenues from scheduled passengers - network carriers							
a. First / business class	billion 2006 US \$	148.56	69.53	218.09	1.8%	1.3%	1.7%
b. Economy class	billion 2006 US \$	265.75	212.28	478.03	0.5%	0.2%	0.3%
17. Airline revenues from non-scheduled passengers and LCC passengers							
18. Airline revenues from scheduled cargo	billion 2006 US \$	42.49	10.51	53.00	-0.8%	-1.2%	-0.8%
19. Airline revenues from non scheduled cargo	billion 2006 US \$	92.44	92.62	185.06	0.5%	0.2%	0.3%
20. Total Airline revenues	billion 2006 US \$	550.36	385.16	935.52	0.7%	0.4%	0.6%
Fuel Use and Emissions							
21. Fuel use							
22. CO ₂ emission	billion kg pa	150.87	105.84	256.71	-2.6%	-1.1%	-2.0%
23. NO _x emissions	billion kg pa	476.29	334.14	810.44	-2.6%	-1.1%	-2.0%
Operating Efficiency							
24. Fuel/RTK	kg/tonne-km	0.23	0.22	0.23	-0.6%	-0.3%	-0.5%
25. RTK/aircraft-km	tonne-km/ac-km	21.23	25.74	22.94	0.9%	0.2%	0.6%
26. Revenues/RTK	US\$/tonne-km	0.85	0.80	0.83	2.8%	1.2%	2.1%
27. Fuel/aircraft-km	kg/ac-km	4.92	5.69	5.21	0.2%	-0.1%	0.1%

* Effects are allocated to Annex I and Non Annex I countries on the basis of the country of departure of international flights.

Table A13. Results for BaU scenario for countries selected for Case Study Economies (CSEs) - Scenario: CAEP8-M 2025.

Effects*	Unit	Results BaU scenario for countries selected for Case Studie Economies (CSEs)									
		1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km											
1. Flights	1000 flight pa	344.39	841.84	213.18	37.21	7.43	52.03	12.07	14.77	2.56	42.87
2. Aircraft km	million ac-km pa	842.04	2417.89	776.97	46.30	13.47	165.92	41.29	6.88	7.11	149.54
Nr of passengers											
3. Scheduled passengers - network carriers											
a. First / business class	1000 pax pa	2,216.94	4870.41	3,262.14	219.41	66.26	600.95	79.23	47.60	37.03	510.51
b. Economy class / discount	1000 pax pa	24,213.36	151,132.97	38,416.30	2,395.30	535.78	4,553.30	1,795.17	467.04	379.38	5,351.95
4. Non-scheduled passengers and LCC passengers	1000 pax pa	10,470.03	2,980.20	525.18	345.52	0.00	569.82	358.88	135.36	18.96	263.45
5. Total Passengers	1000 pax pa	36,900.33	158,983.57	42,203.62	2,960.23	602.04	5,724.08	2,233.28	650.00	435.38	6,125.91
Passenger Km											
6. Scheduled passenger km - network carriers	million pax-km pa	81,527.87	496,798.67	158,819.11	4,025.43	1,799.33	20,703.79	4,901.88	747.04	1,049.59	22,439.24
7. Non-scheduled passenger km and LCC passenger km	million pax-km pa	29,152.04	9,172.30	2,410.06	1,186.37	0.00	3,053.46	2,835.89	245.50	57.15	887.75
8. Total Passenger km	million pax-km pa	110,679.91	505,970.96	161,229.17	5,211.80	1,799.33	23,757.25	7,737.77	992.54	1,106.74	23,327.00
Cargo											
9. Scheduled cargo	1000 tonnes	401.96	9,296.93	1,856.67	20.23	21.24	271.81	34.60	1.61	2.33	313.95
10. Non scheduled cargo	1000 tonnes	15.84	0.00	0.00	18.81	0.00	0.00	0.00	0.00	0.00	0.00
11. Total cargo	1000 tonnes	417.80	9,296.93	1,856.67	39.04	21.24	271.81	34.60	1.61	2.33	313.95
Cargo km											
12. Scheduled cargo km	million tonne km	1,462.83	36,639.30	8,508.13	56.87	91.38	1,534.33	154.61	7.10	6.10	1,829.85
13. Non scheduled cargo km	million tonne km	17.62	0.00	0.00	35.20	0.00	0.00	0.00	0.00	0.00	0.00
14. Total cargo km	million tonne km	1,480.45	36,639.30	8,508.13	92.07	91.38	1,534.33	154.61	7.10	6.10	1,829.85
Revenue Tonne Km (RTK)											
15. Total RTK	million RTK	11,441.65	82,176.69	23,018.76	561.14	253.32	3,672.48	851.01	96.43	105.71	3,929.28
Airline Revenues											
16. Airline revenues from scheduled passengers - network carriers											
a. First / business class	million 2006 US \$	1,825.83	8,606.74	3,886.85	89.41	45.80	512.95	104.81	19.54	21.24	623.84
b. Economy class	million 2006 US \$	5,802.17	33,248.55	9,659.33	326.11	145.98	1,453.82	318.87	49.90	67.13	1,458.22
17. Airline revenues from non-scheduled passengers and LCC passengers	million 2006 US \$	1,475.55	449.02	115.10	54.31	0.00	142.89	143.10	12.43	2.83	35.42
18. Airline revenues from scheduled cargo	million 2006 US \$	790.08	18,550.85	4,435.16	30.47	49.54	694.34	84.72	3.01	2.62	862.25
19. Airline revenues from non scheduled cargo	million 2006 US \$	10.36	0.00	0.00	24.46	0.00	0.00	0.00	0.00	0.00	0.00
20. Total Airline revenues	million 2006 US \$	9,903.99	60,855.15	18,096.44	524.76	241.32	2,804.00	651.49	84.89	93.82	2,979.74
Fuel Use and Emissions											
21. Fuel use	million kg pa	3,160.56	16,755.68	5,064.90	165.79	61.42	861.22	248.25	32.34	28.92	868.93
22. CO ₂ emission	million kg pa	9,977.90	52,897.69	15,989.88	523.39	193.91	2,718.86	783.71	102.09	91.31	2,743.23
23. NO _x emissions	million kg pa	50.75	323.03	91.30	2.62	1.07	15.45	4.71	0.48	0.44	15.28
Operating Efficiency											
24. Fuel/RTK	kg/tonne-km	0.28	0.20	0.22	0.30	0.24	0.23	0.29	0.34	0.27	0.22
25. RTK/aircraft-km	tonne-km/ac-km	13.59	33.99	29.63	12.12	18.80	22.13	20.61	14.01	14.86	26.28
26. Revenues/RTK	US\$/tonne-km	0.87	0.74	0.79	0.94	0.95	0.77	0.77	0.88	0.89	0.76
27. Fuel/aircraft-km	kg/ac-km	3.75	6.93	6.52	3.58	4.56	5.19	6.01	4.70	4.07	5.81

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A14. Effects of Global Emission Trading Scheme (MBM1a) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-3.4%	-1.2%	-1.4%	-2.1%	-1.1%	-1.3%	-2.1%	-6.6%	-1.4%	-0.9%
2. Aircraft km	-3.4%	-1.3%	-1.5%	-2.9%	-1.0%	-1.7%	-3.6%	-3.4%	-1.4%	-1.2%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.3%	-0.4%	-0.3%	-0.4%	-0.3%	-0.3%	-0.4%	-1.1%	-0.4%	-0.3%
b. Economy class / discount	-1.6%	-1.0%	-1.4%	-1.6%	-1.2%	-1.2%	-1.4%	-4.4%	-1.8%	-0.9%
4. Non-scheduled passengers and LCC passengers	-6.1%	-7.0%	-7.7%	-6.4%	n.a	-6.5%	-8.1%	-6.4%	-6.4%	-6.1%
5. Total Passengers	-2.8%	-1.1%	-1.4%	-2.1%	-1.1%	-1.6%	-2.5%	-4.5%	-1.8%	-1.1%
Passenger Km										
6. Scheduled passenger km - network carriers	-1.6%	-1.1%	-1.3%	-1.6%	-1.1%	-1.2%	-1.5%	-2.0%	-1.7%	-1.0%
7. Non-scheduled passenger km and LCC passenger km	-6.9%	-7.1%	-7.8%	-7.3%	n.a	-6.7%	-8.1%	-6.8%	-6.4%	-6.0%
8. Total Passenger km	-3.0%	-1.3%	-1.4%	-2.9%	-1.1%	-1.9%	-3.9%	-3.2%	-1.9%	-1.2%
Cargo										
9. Scheduled cargo	-2.3%	-1.7%	-1.7%	-1.8%	-1.5%	-1.8%	-3.0%	-2.0%	-1.7%	-1.8%
10. Non scheduled cargo	-1.8%	n.a	n.a	-1.4%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-2.3%	-1.7%	-1.7%	-1.6%	-1.5%	-1.8%	-3.0%	-2.0%	-1.7%	-1.8%
Cargo km										
12. Scheduled cargo km	-1.9%	-1.6%	-1.6%	-1.9%	-1.4%	-1.8%	-1.8%	-1.9%	-1.7%	-1.7%
13. Non scheduled cargo km	-1.7%	n.a	n.a	-1.5%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-1.9%	-1.6%	-1.6%	-1.8%	-1.4%	-1.8%	-1.8%	-1.9%	-1.7%	-1.7%
Revenue Tonne Km (RTK)										
15. Total RTK	-2.8%	-1.4%	-1.5%	-2.7%	-1.2%	-1.9%	-3.5%	-3.1%	-1.9%	-1.4%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	1.9%	1.8%	2.0%	1.9%	1.9%	2.1%	2.2%	2.2%	2.0%	1.8%
b. Economy class	0.7%	1.1%	0.9%	0.8%	1.0%	1.2%	1.2%	0.2%	0.7%	1.1%
17. Airline revenues from non-scheduled passengers and LCC passengers	-2.7%	-3.0%	-3.3%	-3.0%	n.a	-1.8%	-3.3%	-2.4%	-2.3%	-0.3%
18. Airline revenues from scheduled cargo	0.5%	0.6%	0.7%	0.8%	0.6%	0.8%	0.4%	0.8%	0.7%	0.7%
19. Airline revenues from non scheduled cargo	0.7%	n.a	n.a	0.6%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.4%	1.0%	1.0%	0.6%	1.1%	1.1%	0.3%	0.3%	0.9%	1.1%
Fuel Use and Emissions										
21. Fuel use	-3.2%	-1.6%	-1.6%	-4.1%	-1.2%	-2.0%	-3.9%	-3.6%	-2.0%	-1.7%
22. CO ₂ emission	-3.2%	-1.6%	-1.6%	-4.1%	-1.2%	-2.0%	-3.9%	-3.6%	-2.0%	-1.7%
23. NO _x emissions	-3.0%	-1.5%	-1.5%	-4.3%	-1.2%	-1.7%	-3.7%	-3.4%	-2.1%	-1.6%
Operating Efficiency										
24. Fuel/RTK	-0.4%	-0.2%	-0.1%	-1.5%	0.0%	-0.1%	-0.4%	-0.5%	-0.1%	-0.3%
25. RTK/aircraft-km	0.6%	-0.1%	0.0%	0.2%	-0.2%	-0.1%	0.1%	0.3%	-0.5%	-0.3%
26. Revenues/RTK	3.3%	2.4%	2.6%	3.4%	2.3%	3.0%	3.9%	3.5%	2.8%	2.5%
27. Fuel/aircraft-km	0.2%	-0.2%	-0.1%	-1.3%	-0.1%	-0.2%	-0.3%	-0.2%	-0.6%	-0.5%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A15. Effects of Global Emission Trading Scheme (MBM1b - 15% of allowances under the cap auctioned and 85% allocated freely) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-3.4%	-1.2%	-1.4%	-2.1%	-1.1%	-1.3%	-2.1%	-6.6%	-1.4%	-0.9%
2. Aircraft km	-3.4%	-1.3%	-1.5%	-2.9%	-1.0%	-1.7%	-3.6%	-3.4%	-1.4%	-1.2%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.3%	-0.4%	-0.3%	-0.4%	-0.3%	-0.3%	-0.4%	-1.1%	-0.4%	-0.3%
b. Economy class / discount	-1.6%	-1.0%	-1.4%	-1.6%	-1.2%	-1.2%	-1.4%	-4.4%	-1.8%	-0.9%
4. Non-scheduled passengers and LCC passengers	-6.1%	-7.0%	-7.7%	-6.4%	n.a	-6.5%	-8.1%	-6.4%	-6.4%	-6.1%
5. Total Passengers	-2.8%	-1.1%	-1.4%	-2.1%	-1.1%	-1.6%	-2.5%	-4.5%	-1.8%	-1.1%
Passenger Km										
6. Scheduled passenger km - network carriers	-1.6%	-1.1%	-1.3%	-1.6%	-1.1%	-1.2%	-1.5%	-2.0%	-1.7%	-1.0%
7. Non-scheduled passenger km and LCC passenger km	-6.9%	-7.1%	-7.8%	-7.3%	n.a	-6.7%	-8.1%	-6.8%	-6.4%	-6.0%
8. Total Passenger km	-3.0%	-1.3%	-1.4%	-2.9%	-1.1%	-1.9%	-3.9%	-3.2%	-1.9%	-1.2%
Cargo										
9. Scheduled cargo	-2.3%	-1.7%	-1.7%	-1.8%	-1.5%	-1.8%	-3.0%	-2.0%	-1.7%	-1.8%
10. Non scheduled cargo	-1.8%	n.a	n.a	-1.4%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-2.3%	-1.7%	-1.7%	-1.6%	-1.5%	-1.8%	-3.0%	-2.0%	-1.7%	-1.8%
Cargo km										
12. Scheduled cargo km	-1.9%	-1.6%	-1.6%	-1.9%	-1.4%	-1.8%	-1.8%	-1.9%	-1.7%	-1.7%
13. Non scheduled cargo km	-1.7%	n.a	n.a	-1.5%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-1.9%	-1.6%	-1.6%	-1.8%	-1.4%	-1.8%	-1.8%	-1.9%	-1.7%	-1.7%
Revenue Tonne Km (RTK)										
15. Total RTK	-2.8%	-1.4%	-1.5%	-2.7%	-1.2%	-1.9%	-3.5%	-3.1%	-1.9%	-1.4%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	1.9%	1.8%	2.0%	1.9%	1.9%	2.1%	2.2%	2.2%	2.0%	1.8%
b. Economy class	0.7%	1.1%	0.9%	0.8%	1.0%	1.2%	1.2%	0.2%	0.7%	1.1%
17. Airline revenues from non-scheduled passengers and LCC passengers	-2.7%	-3.0%	-3.3%	-3.0%	n.a	-1.8%	-3.3%	-2.4%	-2.3%	-0.3%
18. Airline revenues from scheduled cargo	0.5%	0.6%	0.7%	0.8%	0.6%	0.8%	0.4%	0.8%	0.7%	0.7%
19. Airline revenues from non scheduled cargo	0.7%	n.a	n.a	0.6%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.4%	1.0%	1.0%	0.6%	1.1%	1.1%	0.3%	0.3%	0.9%	1.1%
Fuel Use and Emissions										
21. Fuel use	-3.2%	-1.6%	-1.6%	-4.1%	-1.2%	-2.0%	-3.9%	-3.6%	-2.0%	-1.7%
22. CO ₂ emission	-3.2%	-1.6%	-1.6%	-4.1%	-1.2%	-2.0%	-3.9%	-3.6%	-2.0%	-1.7%
23. NO _x emissions	-3.0%	-1.5%	-1.5%	-4.3%	-1.2%	-1.7%	-3.7%	-3.4%	-2.1%	-1.6%
Operating Efficiency										
24. Fuel/RTK	-0.4%	-0.2%	-0.1%	-1.5%	0.0%	-0.1%	-0.4%	-0.5%	-0.1%	-0.3%
25. RTK/aircraft-km	0.6%	-0.1%	0.0%	0.2%	-0.2%	-0.1%	0.1%	0.3%	-0.5%	-0.3%
26. Revenues/RTK	3.3%	2.4%	2.6%	3.4%	2.3%	3.0%	3.9%	3.5%	2.8%	2.5%
27. Fuel/aircraft-km	0.2%	-0.2%	-0.1%	-1.3%	-0.1%	-0.2%	-0.3%	-0.2%	-0.6%	-0.5%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A16. Effects of Global Emission Trading Scheme (MBM1c - 15% of allowances under the cap auctioned and 85% allocated freely and none of the opportunity costs for freely allocated allowances passed on) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-2.3%	-0.8%	-0.9%	-1.4%	-0.8%	-0.9%	-1.4%	-4.4%	-0.9%	-0.6%
2. Aircraft km	-2.3%	-0.9%	-1.0%	-1.9%	-0.7%	-1.2%	-2.4%	-2.3%	-0.9%	-0.8%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.2%	-0.3%	-0.2%	-0.2%	-0.2%	-0.2%	-0.2%	-0.7%	-0.3%	-0.2%
b. Economy class / discount	-1.1%	-0.7%	-0.9%	-1.1%	-0.8%	-0.8%	-0.9%	-2.9%	-1.2%	-0.6%
4. Non-scheduled passengers and LCC passengers	-4.1%	-4.7%	-5.2%	-4.3%	n.a	-4.4%	-5.4%	-4.3%	-4.3%	-4.1%
5. Total Passengers	-1.9%	-0.7%	-0.9%	-1.4%	-0.8%	-1.1%	-1.6%	-3.0%	-1.2%	-0.7%
Passenger Km										
6. Scheduled passenger km - network carriers										
7. Non-scheduled passenger km and LCC passenger km	-4.6%	-4.8%	-5.2%	-4.9%	n.a	-4.5%	-5.5%	-4.6%	-4.3%	-4.1%
8. Total Passenger km	-2.0%	-0.8%	-0.9%	-1.9%	-0.7%	-1.3%	-2.6%	-2.2%	-1.3%	-0.8%
Cargo										
9. Scheduled cargo										
10. Non scheduled cargo	-1.5%	-1.2%	-1.1%	-1.2%	-1.0%	-1.2%	-2.0%	-1.3%	-1.1%	-1.2%
11. Total cargo	-1.2%	n.a	n.a	-0.9%	n.a	n.a	n.a	n.a	n.a	n.a
Cargo km										
12. Scheduled cargo km										
13. Non scheduled cargo km	-1.3%	-1.0%	-1.1%	-1.3%	-0.9%	-1.2%	-1.2%	-1.3%	-1.1%	-1.1%
14. Total cargo km	-1.2%	n.a	n.a	-1.0%	n.a	n.a	n.a	n.a	n.a	n.a
Revenue Tonne Km (RTK)										
15. Total RTK	-1.9%	-0.9%	-1.0%	-1.8%	-0.8%	-1.2%	-2.4%	-2.1%	-1.3%	-0.9%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	1.3%	1.2%	1.3%	1.3%	1.2%	1.4%	1.4%	1.4%	1.4%	1.2%
b. Economy class	0.5%	0.7%	0.6%	0.6%	0.6%	0.8%	0.8%	0.1%	0.4%	0.7%
17. Airline revenues from non-scheduled passengers and LCC passengers	-1.8%	-2.0%	-2.2%	-2.0%	n.a	-1.2%	-2.2%	-1.6%	-1.5%	-0.2%
18. Airline revenues from scheduled cargo	0.4%	0.4%	0.4%	0.5%	0.4%	0.5%	0.2%	0.5%	0.5%	0.4%
19. Airline revenues from non scheduled cargo	0.5%	n.a	n.a	0.4%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.3%	0.7%	0.7%	0.4%	0.7%	0.7%	0.2%	0.2%	0.6%	0.7%
Fuel Use and Emissions										
21. Fuel use										
22. CO ₂ emission	-2.2%	-1.1%	-1.0%	-3.0%	-0.8%	-1.4%	-2.6%	-2.4%	-1.3%	-1.1%
23. NO _x emissions	-2.0%	-1.0%	-1.0%	-3.0%	-0.8%	-1.2%	-2.4%	-2.3%	-1.4%	-1.1%
Operating Efficiency										
24. Fuel/RTK										
25. RTK/aircraft-km	-0.3%	-0.1%	0.0%	-1.2%	0.0%	-0.2%	-0.3%	-0.3%	-0.1%	-0.2%
26. Revenues/RTK	0.4%	0.0%	0.0%	0.1%	-0.1%	-0.1%	0.0%	0.2%	-0.4%	-0.2%
27. Fuel/aircraft-km	2.2%	1.6%	1.7%	2.3%	1.5%	2.0%	2.6%	2.3%	1.9%	1.7%
* Effects are allocated to individual countries on the basis of the country of departure of international flights.										

Table A17. Effects of Global Emission Trading Scheme (MBM1d - 10 US\$ per allowance for a ton of CO₂) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-1.2%	-0.4%	-0.5%	-0.7%	-0.4%	-0.4%	-0.7%	-2.3%	-0.5%	-0.3%
2. Aircraft km	-1.2%	-0.5%	-0.5%	-1.0%	-0.4%	-0.6%	-1.2%	-1.2%	-0.5%	-0.4%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.4%	-0.1%	-0.1%
b. Economy class / discount	-0.5%	-0.3%	-0.5%	-0.6%	-0.4%	-0.4%	-0.5%	-1.5%	-0.6%	-0.3%
4. Non-scheduled passengers and LCC passengers	-2.1%	-2.4%	-2.7%	-2.2%	n.a	-2.3%	-2.8%	-2.2%	-2.2%	-2.1%
5. Total Passengers	-1.0%	-0.4%	-0.5%	-0.7%	-0.4%	-0.6%	-0.8%	-1.6%	-0.6%	-0.4%
Passenger Km										
6. Scheduled passenger km - network carriers										
7. Non-scheduled passenger km and LCC passenger km	-2.4%	-2.5%	-2.7%	-2.5%	n.a	-2.3%	-2.8%	-2.4%	-2.2%	-2.1%
8. Total Passenger km	-1.0%	-0.4%	-0.5%	-1.0%	-0.4%	-0.6%	-1.3%	-1.1%	-0.6%	-0.4%
Cargo										
9. Scheduled cargo										
10. Non scheduled cargo	-0.6%	n.a	n.a	-0.5%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-0.8%	-0.6%	-0.6%	-0.6%	-0.5%	-0.6%	-1.0%	-0.7%	-0.6%	-0.6%
Cargo km										
12. Scheduled cargo km										
13. Non scheduled cargo km	-0.6%	n.a	n.a	-0.5%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-0.6%	-0.5%	-0.5%	-0.6%	-0.5%	-0.6%	-0.6%	-0.6%	-0.6%	-0.6%
Revenue Tonne Km (RTK)										
15. Total RTK	-1.0%	-0.5%	-0.5%	-0.9%	-0.4%	-0.6%	-1.2%	-1.1%	-0.6%	-0.5%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	0.7%	0.6%	0.7%	0.6%	0.6%	0.7%	0.7%	0.7%	0.7%	0.6%
b. Economy class	0.2%	0.4%	0.3%	0.3%	0.3%	0.4%	0.4%	0.1%	0.2%	0.4%
17. Airline revenues from non-scheduled passengers and LCC passengers	-0.9%	-1.0%	-1.1%	-1.0%	n.a	-0.6%	-1.1%	-0.8%	-0.8%	-0.1%
18. Airline revenues from scheduled cargo	0.2%	0.2%	0.2%	0.3%	0.2%	0.3%	0.1%	0.3%	0.2%	0.2%
19. Airline revenues from non scheduled cargo	0.2%	n.a	n.a	0.2%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.1%	0.3%	0.3%	0.2%	0.4%	0.4%	0.1%	0.1%	0.3%	0.4%
Fuel Use and Emissions										
21. Fuel use										
22. CO ₂ emission	-1.1%	-0.5%	-0.5%	-1.2%	-0.4%	-0.9%	-1.3%	-1.3%	-0.7%	-0.6%
23. NO _x emissions	-1.0%	-0.5%	-0.5%	-1.1%	-0.4%	-0.9%	-1.2%	-1.2%	-0.7%	-0.5%
Operating Efficiency										
24. Fuel/RTK										
25. RTK/aircraft-km	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	-0.2%	-0.1%
26. Revenues/RTK	1.1%	0.8%	0.9%	1.1%	0.8%	1.0%	1.3%	1.2%	0.9%	0.8%
27. Fuel/aircraft-km	0.1%	-0.1%	0.0%	-0.2%	0.0%	-0.4%	-0.1%	-0.1%	-0.2%	-0.2%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A18. Effects of Global Emission Trading Scheme (MBM1e - 50 US\$ per allowance for a ton of CO₂) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-5.3%	-2.0%	-2.3%	-3.3%	-1.8%	-2.1%	-3.4%	-10.5%	-2.2%	-1.5%
2. Aircraft km	-5.4%	-2.2%	-2.4%	-4.5%	-1.7%	-2.8%	-5.7%	-5.4%	-2.2%	-1.9%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.6%	-0.7%	-0.5%	-0.6%	-0.6%	-0.5%	-0.6%	-1.8%	-0.7%	-0.4%
b. Economy class / discount	-2.6%	-1.7%	-2.3%	-2.7%	-2.0%	-1.9%	-2.3%	-7.0%	-2.9%	-1.5%
4. Non-scheduled passengers and LCC passengers	-9.7%	-11.2%	-12.2%	-10.3%	n.a	-10.5%	-12.9%	-10.2%	-10.3%	-9.8%
5. Total Passengers	-4.5%	-1.8%	-2.3%	-3.4%	-1.9%	-2.6%	-4.0%	-7.3%	-3.0%	-1.8%
Passenger Km										
6. Scheduled passenger km - network carriers	-2.6%	-1.9%	-2.1%	-2.6%	-1.8%	-1.9%	-2.4%	-3.3%	-2.7%	-1.7%
7. Non-scheduled passenger km and LCC passenger km	-11.0%	-11.4%	-12.4%	-11.7%	n.a	-10.7%	-12.9%	-11.0%	-10.3%	-9.7%
8. Total Passenger km	-4.8%	-2.1%	-2.3%	-4.7%	-1.8%	-3.1%	-6.2%	-5.2%	-3.1%	-2.0%
Cargo										
9. Scheduled cargo	-3.7%	-2.9%	-2.7%	-3.0%	-2.4%	-3.0%	-4.8%	-3.2%	-2.8%	-2.9%
10. Non scheduled cargo	-3.0%	n.a	n.a	-2.3%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-3.7%	-2.9%	-2.7%	-2.7%	-2.4%	-3.0%	-4.8%	-3.2%	-2.8%	-2.9%
Cargo km										
12. Scheduled cargo km	-3.1%	-2.6%	-2.7%	-3.2%	-2.2%	-3.0%	-3.0%	-3.1%	-2.8%	-2.7%
13. Non scheduled cargo km	-2.9%	n.a	n.a	-2.5%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-3.1%	-2.6%	-2.7%	-2.9%	-2.2%	-3.0%	-3.0%	-3.1%	-2.8%	-2.7%
Revenue Tonne Km (RTK)										
15. Total RTK	-4.6%	-2.3%	-2.4%	-4.4%	-2.0%	-3.0%	-5.7%	-5.1%	-3.1%	-2.3%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	3.2%	3.0%	3.3%	3.2%	3.1%	3.5%	3.6%	3.6%	3.4%	2.9%
b. Economy class	1.2%	1.8%	1.5%	1.4%	1.6%	1.9%	2.0%	0.4%	1.1%	1.8%
17. Airline revenues from non-scheduled passengers and LCC passengers	-4.4%	-4.9%	-5.3%	-4.9%	n.a	-2.9%	-5.3%	-3.9%	-3.7%	-0.5%
18. Airline revenues from scheduled cargo	0.9%	1.0%	1.1%	1.3%	1.0%	1.3%	0.6%	1.3%	1.2%	1.1%
19. Airline revenues from non scheduled cargo	1.2%	n.a	n.a	1.0%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.7%	1.6%	1.7%	1.0%	1.7%	1.8%	0.4%	0.5%	1.5%	1.8%
Fuel Use and Emissions										
21. Fuel use	-5.3%	-2.6%	-2.5%	-6.2%	-2.1%	-3.6%	-6.3%	-5.8%	-3.2%	-2.9%
22. CO ₂ emission	-5.3%	-2.6%	-2.5%	-6.2%	-2.1%	-3.6%	-6.3%	-5.8%	-3.2%	-2.9%
23. NO _x emissions	-5.1%	-2.5%	-2.5%	-6.4%	-2.0%	-3.2%	-6.0%	-5.5%	-3.4%	-2.8%
Operating Efficiency										
24. Fuel/RTK	-0.8%	-0.3%	-0.1%	-2.0%	-0.1%	-0.6%	-0.7%	-0.8%	-0.1%	-0.6%
25. RTK/aircraft-km	0.9%	-0.1%	0.0%	0.1%	-0.3%	-0.2%	0.1%	0.4%	-0.9%	-0.4%
26. Revenues/RTK	5.5%	4.0%	4.3%	5.7%	3.8%	5.0%	6.5%	5.9%	4.7%	4.2%
27. Fuel/aircraft-km	0.1%	-0.4%	-0.1%	-1.8%	-0.4%	-0.8%	-0.6%	-0.4%	-1.0%	-1.0%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A19. Effects of Global Offsetting with Revenue Generating Mechanism (MBM2a) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-2.3%	-0.8%	-0.9%	-1.4%	-0.8%	-0.9%	-1.4%	-4.4%	-0.9%	-0.6%
2. Aircraft km	-2.3%	-0.9%	-1.0%	-1.9%	-0.7%	-1.2%	-2.4%	-2.3%	-0.9%	-0.8%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.2%	-0.3%	-0.2%	-0.2%	-0.2%	-0.2%	-0.2%	-0.7%	-0.3%	-0.2%
b. Economy class / discount	-1.1%	-0.7%	-0.9%	-1.1%	-0.8%	-0.8%	-0.9%	-2.9%	-1.2%	-0.6%
4. Non-scheduled passengers and LCC passengers	-4.1%	-4.7%	-5.2%	-4.3%	n.a	-4.4%	-5.4%	-4.3%	-4.3%	-4.1%
5. Total Passengers	-1.9%	-0.7%	-0.9%	-1.4%	-0.8%	-1.1%	-1.6%	-3.0%	-1.2%	-0.7%
Passenger Km										
6. Scheduled passenger km - network carriers	-1.0%	-0.8%	-0.9%	-1.1%	-0.7%	-0.8%	-1.0%	-1.4%	-1.1%	-0.7%
7. Non-scheduled passenger km and LCC passenger km	-4.6%	-4.8%	-5.2%	-4.9%	n.a	-4.5%	-5.5%	-4.6%	-4.3%	-4.1%
8. Total Passenger km	-2.0%	-0.8%	-0.9%	-1.9%	-0.7%	-1.3%	-2.6%	-2.2%	-1.3%	-0.8%
Cargo										
9. Scheduled cargo	-1.5%	-1.2%	-1.1%	-1.2%	-1.0%	-1.2%	-2.0%	-1.3%	-1.1%	-1.2%
10. Non scheduled cargo	-1.2%	n.a	n.a	-0.9%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-1.5%	-1.2%	-1.1%	-1.1%	-1.0%	-1.2%	-2.0%	-1.3%	-1.1%	-1.2%
Cargo km										
12. Scheduled cargo km	-1.3%	-1.0%	-1.1%	-1.3%	-0.9%	-1.2%	-1.2%	-1.3%	-1.1%	-1.1%
13. Non scheduled cargo km	-1.2%	n.a	n.a	-1.0%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-1.3%	-1.0%	-1.1%	-1.2%	-0.9%	-1.2%	-1.2%	-1.3%	-1.1%	-1.1%
Revenue Tonne Km (RTK)										
15. Total RTK	-1.9%	-0.9%	-1.0%	-1.8%	-0.8%	-1.2%	-2.4%	-2.1%	-1.3%	-0.9%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	1.3%	1.2%	1.3%	1.3%	1.2%	1.4%	1.4%	1.4%	1.4%	1.2%
b. Economy class	0.5%	0.7%	0.6%	0.6%	0.6%	0.8%	0.8%	0.1%	0.4%	0.7%
17. Airline revenues from non-scheduled passengers and LCC passengers	-1.8%	-2.0%	-2.2%	-2.0%	n.a	-1.2%	-2.2%	-1.6%	-1.5%	-0.2%
18. Airline revenues from scheduled cargo	0.4%	0.4%	0.4%	0.5%	0.4%	0.5%	0.2%	0.5%	0.5%	0.4%
19. Airline revenues from non scheduled cargo	0.5%	n.a	n.a	0.4%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.3%	0.7%	0.7%	0.4%	0.7%	0.7%	0.2%	0.2%	0.6%	0.7%
Fuel Use and Emissions										
21. Fuel use	-2.2%	-1.1%	-1.0%	-3.0%	-0.8%	-1.4%	-2.6%	-2.4%	-1.3%	-1.1%
22. CO ₂ emission	-2.2%	-1.1%	-1.0%	-3.0%	-0.8%	-1.4%	-2.6%	-2.4%	-1.3%	-1.1%
23. NO _x emissions	-2.0%	-1.0%	-1.0%	-3.0%	-0.8%	-1.2%	-2.4%	-2.3%	-1.4%	-1.1%
Operating Efficiency										
24. Fuel/RTK	-0.3%	-0.1%	0.0%	-1.2%	0.0%	-0.2%	-0.3%	-0.3%	-0.1%	-0.2%
25. RTK/aircraft-km	0.4%	0.0%	0.0%	0.1%	-0.1%	-0.1%	0.0%	0.2%	-0.4%	-0.2%
26. Revenues/RTK	2.2%	1.6%	1.7%	2.3%	1.5%	2.0%	2.6%	2.3%	1.9%	1.7%
27. Fuel/aircraft-km	0.2%	-0.2%	0.0%	-1.0%	-0.1%	-0.2%	-0.2%	-0.2%	-0.4%	-0.3%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A20. Effects of Global Offsetting with Revenue Generating Mechanism (MBM2b - 10 US\$ for offsetting a ton of CO₂) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-0.8%	-0.3%	-0.3%	-0.5%	-0.3%	-0.3%	-0.5%	-1.5%	-0.3%	-0.2%
2. Aircraft km	-0.8%	-0.3%	-0.3%	-0.7%	-0.2%	-0.4%	-0.8%	-0.8%	-0.3%	-0.3%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.3%	-0.1%	-0.1%
b. Economy class / discount	-0.4%	-0.2%	-0.3%	-0.4%	-0.3%	-0.3%	-0.3%	-1.0%	-0.4%	-0.2%
4. Non-scheduled passengers and LCC passengers	-1.4%	-1.6%	-1.8%	-1.5%	n.a	-1.5%	-1.9%	-1.5%	-1.5%	-1.4%
5. Total Passengers	-0.6%	-0.2%	-0.3%	-0.5%	-0.3%	-0.4%	-0.6%	-1.0%	-0.4%	-0.2%
Passenger Km										
6. Scheduled passenger km - network carriers	-0.3%	-0.3%	-0.3%	-0.4%	-0.2%	-0.3%	-0.3%	-0.5%	-0.4%	-0.2%
7. Non-scheduled passenger km and LCC passenger km	-1.6%	-1.6%	-1.8%	-1.7%	n.a	-1.5%	-1.9%	-1.6%	-1.5%	-1.4%
8. Total Passenger km	-0.7%	-0.3%	-0.3%	-0.7%	-0.2%	-0.4%	-0.9%	-0.7%	-0.4%	-0.3%
Cargo										
9. Scheduled cargo	-0.5%	-0.4%	-0.4%	-0.4%	-0.3%	-0.4%	-0.7%	-0.4%	-0.4%	-0.4%
10. Non scheduled cargo	-0.4%	n.a	n.a	-0.3%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-0.5%	-0.4%	-0.4%	-0.4%	-0.3%	-0.4%	-0.7%	-0.4%	-0.4%	-0.4%
Cargo km										
12. Scheduled cargo km	-0.4%	-0.4%	-0.4%	-0.4%	-0.3%	-0.4%	-0.4%	-0.4%	-0.4%	-0.4%
13. Non scheduled cargo km	-0.4%	n.a	n.a	-0.3%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-0.4%	-0.4%	-0.4%	-0.4%	-0.3%	-0.4%	-0.4%	-0.4%	-0.4%	-0.4%
Revenue Tonne Km (RTK)										
15. Total RTK	-0.6%	-0.3%	-0.3%	-0.6%	-0.3%	-0.4%	-0.8%	-0.7%	-0.4%	-0.3%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	0.4%	0.4%	0.4%	0.4%	0.4%	0.5%	0.5%	0.5%	0.5%	0.4%
b. Economy class	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%	0.0%	0.1%	0.2%
17. Airline revenues from non-scheduled passengers and LCC passengers	-0.6%	-0.7%	-0.7%	-0.7%	n.a	-0.4%	-0.7%	-0.5%	-0.5%	-0.1%
18. Airline revenues from scheduled cargo	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.2%	0.2%	0.1%
19. Airline revenues from non scheduled cargo	0.2%	n.a	n.a	0.1%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.1%	0.2%	0.2%	0.1%	0.2%	0.2%	0.1%	0.1%	0.2%	0.2%
Fuel Use and Emissions										
21. Fuel use	-0.7%	-0.4%	-0.4%	-0.7%	-0.2%	-0.6%	-0.9%	-0.8%	-0.4%	-0.4%
22. CO ₂ emission	-0.7%	-0.4%	-0.4%	-0.7%	-0.2%	-0.6%	-0.9%	-0.8%	-0.4%	-0.4%
23. NO _x emissions	-0.7%	-0.3%	-0.4%	-0.6%	-0.2%	-0.6%	-0.8%	-0.8%	-0.5%	-0.4%
Operating Efficiency										
24. Fuel/RTK	-0.1%	0.0%	-0.1%	0.0%	0.0%	-0.2%	-0.1%	-0.1%	0.0%	-0.1%
25. RTK/aircraft-km	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	-0.1%	-0.1%
26. Revenues/RTK	0.7%	0.5%	0.6%	0.8%	0.5%	0.7%	0.9%	0.8%	0.6%	0.6%
27. Fuel/aircraft-km	0.1%	-0.1%	-0.1%	0.0%	0.0%	-0.2%	-0.1%	-0.1%	-0.1%	-0.1%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A21. Effects of Global Offsetting with Revenue Generating Mechanism (MBM2c - 50 US\$ for offsetting a ton of CO₂) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-3.7%	-1.3%	-1.5%	-2.2%	-1.2%	-1.4%	-2.3%	-7.2%	-1.5%	-1.0%
2. Aircraft km	-3.7%	-1.5%	-1.6%	-3.1%	-1.1%	-1.9%	-3.9%	-3.7%	-1.5%	-1.3%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.4%	-0.5%	-0.4%	-0.4%	-0.4%	-0.3%	-0.4%	-1.2%	-0.5%	-0.3%
b. Economy class / discount	-1.8%	-1.1%	-1.5%	-1.8%	-1.4%	-1.3%	-1.6%	-4.8%	-1.9%	-1.0%
4. Non-scheduled passengers and LCC passengers	-6.6%	-7.6%	-8.4%	-7.0%	n.a	-7.1%	-8.8%	-6.9%	-7.0%	-6.7%
5. Total Passengers	-3.1%	-1.2%	-1.5%	-2.3%	-1.2%	-1.8%	-2.7%	-5.0%	-2.0%	-1.2%
Passenger Km										
6. Scheduled passenger km - network carriers	-1.7%	-1.3%	-1.4%	-1.7%	-1.2%	-1.3%	-1.6%	-2.2%	-1.8%	-1.1%
7. Non-scheduled passenger km and LCC passenger km	-7.5%	-7.8%	-8.5%	-8.0%	n.a	-7.3%	-8.8%	-7.5%	-7.0%	-6.6%
8. Total Passenger km	-3.2%	-1.4%	-1.5%	-3.2%	-1.2%	-2.1%	-4.2%	-3.5%	-2.1%	-1.3%
Cargo										
9. Scheduled cargo	-2.5%	-1.9%	-1.8%	-2.0%	-1.6%	-2.0%	-3.2%	-2.1%	-1.8%	-1.9%
10. Non scheduled cargo	-2.0%	n.a	n.a	-1.5%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-2.5%	-1.9%	-1.8%	-1.8%	-1.6%	-2.0%	-3.2%	-2.1%	-1.8%	-1.9%
Cargo km										
12. Scheduled cargo km	-2.1%	-1.7%	-1.8%	-2.1%	-1.5%	-2.0%	-2.0%	-2.1%	-1.9%	-1.8%
13. Non scheduled cargo km	-1.9%	n.a	n.a	-1.7%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-2.1%	-1.7%	-1.8%	-2.0%	-1.5%	-2.0%	-2.0%	-2.1%	-1.9%	-1.8%
Revenue Tonne Km (RTK)										
15. Total RTK	-3.1%	-1.5%	-1.6%	-3.0%	-1.3%	-2.0%	-3.8%	-3.4%	-2.1%	-1.6%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	2.1%	2.0%	2.2%	2.1%	2.1%	2.3%	2.4%	2.4%	2.2%	1.9%
b. Economy class	0.8%	1.2%	1.0%	0.9%	1.0%	1.3%	1.3%	0.3%	0.7%	1.2%
17. Airline revenues from non-scheduled passengers and LCC passengers	-3.0%	-3.3%	-3.6%	-3.3%	n.a	-1.9%	-3.6%	-2.6%	-2.5%	-0.3%
18. Airline revenues from scheduled cargo	0.6%	0.6%	0.7%	0.8%	0.6%	0.9%	0.4%	0.9%	0.8%	0.7%
19. Airline revenues from non scheduled cargo	0.8%	n.a	n.a	0.7%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.5%	1.1%	1.1%	0.7%	1.2%	1.2%	0.3%	0.3%	1.0%	1.2%
Fuel Use and Emissions										
21. Fuel use	-3.5%	-1.7%	-1.7%	-4.4%	-1.4%	-2.3%	-4.3%	-3.9%	-2.2%	-1.9%
22. CO ₂ emission	-3.5%	-1.7%	-1.7%	-4.4%	-1.4%	-2.3%	-4.3%	-3.9%	-2.2%	-1.9%
23. NO _x emissions	-3.3%	-1.7%	-1.6%	-4.5%	-1.4%	-1.9%	-4.0%	-3.7%	-2.3%	-1.8%
Operating Efficiency										
24. Fuel/RTK	-0.4%	-0.2%	-0.1%	-1.5%	-0.1%	-0.2%	-0.4%	-0.5%	-0.1%	-0.3%
25. RTK/aircraft-km	0.7%	-0.1%	0.0%	0.2%	-0.2%	-0.1%	0.1%	0.3%	-0.6%	-0.3%
26. Revenues/RTK	3.7%	2.7%	2.8%	3.7%	2.5%	3.3%	4.3%	3.9%	3.1%	2.8%
27. Fuel/aircraft-km	0.2%	-0.3%	-0.1%	-1.3%	-0.2%	-0.4%	-0.4%	-0.3%	-0.7%	-0.6%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A22. Effects of EU Emission Trading Scheme (MBM3a) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-0.2%	-0.1%	-0.3%	-0.1%	-0.2%	-0.5%	-1.1%	0.0%	0.0%	-0.1%
2. Aircraft km	-0.6%	-0.3%	-0.6%	-0.6%	-0.6%	-1.2%	-2.8%	0.0%	0.0%	-0.3%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.1%	-0.2%	-0.2%	0.0%	-0.1%	-0.1%	-0.2%	0.0%	0.0%	0.0%
b. Economy class / discount	-0.3%	-0.1%	-0.3%	-0.1%	-0.6%	-0.5%	-0.2%	0.0%	0.0%	-0.2%
4. Non-scheduled passengers and LCC passengers	-0.6%	-1.5%	-3.2%	-1.3%	n.a	-3.6%	-7.2%	0.0%	0.0%	0.0%
5. Total Passengers	-0.3%	-0.1%	-0.4%	-0.2%	-0.5%	-0.8%	-1.3%	0.0%	0.0%	-0.1%
Passenger Km										
6. Scheduled passenger km - network carriers	-0.7%	-0.3%	-0.6%	-0.3%	-0.8%	-0.8%	-0.6%	0.0%	0.0%	-0.4%
7. Non-scheduled passenger km and LCC passenger km	-1.7%	-3.4%	-4.7%	-2.7%	n.a	-4.6%	-7.3%	0.0%	0.0%	0.0%
8. Total Passenger km	-1.0%	-0.4%	-0.7%	-0.9%	-0.8%	-1.3%	-3.1%	0.0%	0.0%	-0.4%
Cargo										
9. Scheduled cargo	-0.3%	-0.1%	-0.6%	-0.2%	-1.0%	-1.3%	-0.3%	0.0%	0.0%	-0.2%
10. Non scheduled cargo	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-0.3%	-0.1%	-0.6%	-0.1%	-1.0%	-1.3%	-0.3%	0.0%	0.0%	-0.2%
Cargo km										
12. Scheduled cargo km	-0.7%	-0.3%	-0.8%	-0.5%	-1.1%	-1.5%	-0.5%	0.0%	0.0%	-0.3%
13. Non scheduled cargo km	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-0.7%	-0.3%	-0.8%	-0.3%	-1.1%	-1.5%	-0.5%	0.0%	0.0%	-0.3%
Revenue Tonne Km (RTK)										
15. Total RTK	-0.9%	-0.3%	-0.7%	-0.8%	-0.9%	-1.4%	-2.6%	0.0%	0.0%	-0.4%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	1.0%	0.8%	1.2%	0.5%	1.2%	0.9%	1.5%	0.0%	0.0%	0.6%
b. Economy class	0.1%	0.1%	0.2%	0.1%	0.5%	0.4%	0.2%	0.0%	0.0%	0.2%
17. Airline revenues from non-scheduled passengers and LCC passengers	-0.6%	-1.4%	-2.1%	-1.1%	n.a	-1.4%	-3.1%	0.0%	0.0%	0.0%
18. Airline revenues from scheduled cargo	0.2%	0.1%	0.3%	0.2%	0.4%	0.6%	0.2%	0.0%	0.0%	0.1%
19. Airline revenues from non scheduled cargo	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.2%	0.2%	0.4%	0.0%	0.6%	0.5%	-0.3%	0.0%	0.0%	0.2%
Fuel Use and Emissions										
21. Fuel use	-1.1%	-0.4%	-0.8%	-2.1%	-0.9%	-1.3%	-3.0%	0.0%	0.0%	-0.5%
22. CO ₂ emission	-1.1%	-0.4%	-0.8%	-2.1%	-0.9%	-1.3%	-3.0%	0.0%	0.0%	-0.5%
23. NO _x emissions	-1.2%	-0.4%	-0.8%	-2.5%	-0.9%	-1.1%	-2.7%	0.0%	0.0%	-0.5%
Operating Efficiency										
24. Fuel/RTK	-0.1%	-0.1%	-0.1%	-1.3%	0.1%	0.0%	-0.4%	0.0%	0.0%	-0.1%
25. RTK/aircraft-km	-0.4%	0.0%	-0.1%	-0.2%	-0.4%	-0.2%	0.2%	0.0%	0.0%	-0.1%
26. Revenues/RTK	1.1%	0.5%	1.1%	0.8%	1.5%	1.8%	2.4%	0.0%	0.0%	0.6%
27. Fuel/aircraft-km	-0.5%	-0.1%	-0.1%	-1.5%	-0.3%	-0.1%	-0.2%	0.0%	0.0%	-0.2%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A23. Effects of EU Emission Trading Scheme (MBM3b - none of the opportunity costs for freely allocated allowances passed on) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-0.1%	-0.1%	-0.2%	-0.1%	-0.1%	-0.3%	-0.7%	0.0%	0.0%	-0.1%
2. Aircraft km	-0.4%	-0.2%	-0.4%	-0.3%	-0.3%	-0.7%	-1.7%	0.0%	0.0%	-0.2%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	0.0%	-0.1%	-0.1%	0.0%	-0.1%	-0.1%	-0.1%	0.0%	0.0%	0.0%
b. Economy class / discount	-0.2%	-0.1%	-0.2%	0.0%	-0.4%	-0.3%	-0.1%	0.0%	0.0%	-0.1%
4. Non-scheduled passengers and LCC passengers	-0.4%	-0.9%	-2.0%	-0.8%	n.a	-2.3%	-4.5%	0.0%	0.0%	0.0%
5. Total Passengers	-0.2%	-0.1%	-0.2%	-0.1%	-0.3%	-0.5%	-0.8%	0.0%	0.0%	-0.1%
Passenger Km										
6. Scheduled passenger km - network carriers										
7. Non-scheduled passenger km and LCC passenger km	-1.1%	-2.1%	-2.9%	-1.7%	n.a	-2.8%	-4.5%	0.0%	0.0%	0.0%
8. Total Passenger km	-0.6%	-0.2%	-0.4%	-0.5%	-0.5%	-0.8%	-1.9%	0.0%	0.0%	-0.2%
Cargo										
9. Scheduled cargo										
10. Non scheduled cargo	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-0.2%	-0.1%	-0.3%	-0.1%	-0.6%	-0.8%	-0.2%	0.0%	0.0%	-0.1%
Cargo km										
12. Scheduled cargo km										
13. Non scheduled cargo km	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-0.4%	-0.2%	-0.5%	-0.2%	-0.7%	-0.9%	-0.3%	0.0%	0.0%	-0.2%
Revenue Tonne Km (RTK)										
15. Total RTK	-0.6%	-0.2%	-0.4%	-0.5%	-0.6%	-0.8%	-1.6%	0.0%	0.0%	-0.2%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	0.6%	0.5%	0.7%	0.3%	0.7%	0.6%	0.9%	0.0%	0.0%	0.3%
b. Economy class	0.1%	0.0%	0.1%	0.0%	0.3%	0.3%	0.1%	0.0%	0.0%	0.1%
17. Airline revenues from non-scheduled passengers and LCC passengers	-0.4%	-0.9%	-1.3%	-0.7%	n.a	-0.9%	-1.9%	0.0%	0.0%	0.0%
18. Airline revenues from scheduled cargo	0.1%	0.1%	0.2%	0.1%	0.2%	0.4%	0.1%	0.0%	0.0%	0.1%
19. Airline revenues from non scheduled cargo	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.1%	0.1%	0.2%	0.0%	0.4%	0.3%	-0.2%	0.0%	0.0%	0.1%
Fuel Use and Emissions										
21. Fuel use										
22. CO ₂ emission	-0.6%	-0.3%	-0.5%	-0.9%	-0.5%	-1.0%	-1.9%	0.0%	0.0%	-0.3%
23. NO _x emissions	-0.7%	-0.3%	-0.4%	-0.9%	-0.6%	-0.9%	-1.7%	0.0%	0.0%	-0.3%
Operating Efficiency										
24. Fuel/RTK										
25. RTK/aircraft-km	-0.2%	0.0%	0.0%	-0.1%	-0.2%	-0.1%	0.1%	0.0%	0.0%	-0.1%
26. Revenues/RTK	0.7%	0.3%	0.7%	0.5%	0.9%	1.1%	1.4%	0.0%	0.0%	0.4%
27. Fuel/aircraft-km	-0.3%	-0.1%	-0.1%	-0.5%	-0.2%	-0.3%	-0.1%	0.0%	0.0%	-0.1%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A24. Effects of EU Emission Trading Scheme (MBM3c - 10 US\$ per allowance for a ton of CO₂) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-0.1%	0.0%	-0.1%	0.0%	-0.1%	-0.2%	-0.4%	0.0%	0.0%	0.0%
2. Aircraft km	-0.2%	-0.1%	-0.2%	-0.2%	-0.2%	-0.4%	-1.0%	0.0%	0.0%	-0.1%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	0.0%	-0.1%	-0.1%	0.0%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.0%
b. Economy class / discount	-0.1%	0.0%	-0.1%	0.0%	-0.2%	-0.2%	-0.1%	0.0%	0.0%	-0.1%
4. Non-scheduled passengers and LCC passengers	-0.2%	-0.5%	-1.1%	-0.4%	n.a	-1.3%	-2.5%	0.0%	0.0%	0.0%
5. Total Passengers	-0.1%	0.0%	-0.1%	-0.1%	-0.2%	-0.3%	-0.5%	0.0%	0.0%	0.0%
Passenger Km										
6. Scheduled passenger km - network carriers	-0.2%	-0.1%	-0.2%	-0.1%	-0.3%	-0.3%	-0.2%	0.0%	0.0%	-0.1%
7. Non-scheduled passenger km and LCC passenger km	-0.6%	-1.2%	-1.6%	-0.9%	n.a	-1.6%	-2.5%	0.0%	0.0%	0.0%
8. Total Passenger km	-0.3%	-0.1%	-0.2%	-0.3%	-0.3%	-0.4%	-1.1%	0.0%	0.0%	-0.1%
Cargo										
9. Scheduled cargo	-0.1%	0.0%	-0.2%	-0.1%	-0.3%	-0.4%	-0.1%	0.0%	0.0%	-0.1%
10. Non scheduled cargo	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
11. Total cargo	-0.1%	0.0%	-0.2%	0.0%	-0.3%	-0.4%	-0.1%	0.0%	0.0%	-0.1%
Cargo km										
12. Scheduled cargo km	-0.2%	-0.1%	-0.3%	-0.2%	-0.4%	-0.5%	-0.2%	0.0%	0.0%	-0.1%
13. Non scheduled cargo km	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
14. Total cargo km	-0.2%	-0.1%	-0.3%	-0.1%	-0.4%	-0.5%	-0.2%	0.0%	0.0%	-0.1%
Revenue Tonne Km (RTK)										
15. Total RTK	-0.3%	-0.1%	-0.2%	-0.3%	-0.3%	-0.5%	-0.9%	0.0%	0.0%	-0.1%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	0.3%	0.3%	0.4%	0.2%	0.4%	0.3%	0.5%	0.0%	0.0%	0.2%
b. Economy class	0.0%	0.0%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.1%
17. Airline revenues from non-scheduled passengers and LCC passengers	-0.2%	-0.5%	-0.7%	-0.4%	n.a	-0.5%	-1.1%	0.0%	0.0%	0.0%
18. Airline revenues from scheduled cargo	0.1%	0.0%	0.1%	0.1%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%
19. Airline revenues from non scheduled cargo	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.1%	0.1%	0.1%	0.0%	0.2%	0.2%	-0.1%	0.0%	0.0%	0.1%
Fuel Use and Emissions										
21. Fuel use	-0.3%	-0.1%	-0.3%	-0.5%	-0.3%	-0.7%	-1.0%	0.0%	0.0%	-0.2%
22. CO ₂ emission	-0.3%	-0.1%	-0.3%	-0.5%	-0.3%	-0.7%	-1.0%	0.0%	0.0%	-0.2%
23. NO _x emissions	-0.4%	-0.1%	-0.2%	-0.5%	-0.3%	-0.7%	-0.9%	0.0%	0.0%	-0.2%
Operating Efficiency										
24. Fuel/RTK	0.0%	0.0%	0.0%	-0.2%	0.0%	-0.3%	-0.1%	0.0%	0.0%	0.0%
25. RTK/aircraft-km	-0.1%	0.0%	0.0%	-0.1%	-0.1%	-0.1%	0.1%	0.0%	0.0%	0.0%
26. Revenues/RTK	0.4%	0.2%	0.4%	0.3%	0.5%	0.6%	0.8%	0.0%	0.0%	0.2%
27. Fuel/aircraft-km	-0.1%	0.0%	0.0%	-0.3%	-0.1%	-0.3%	-0.1%	0.0%	0.0%	-0.1%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.

Table A25. Effects of EU Emission Trading Scheme (MBM3d - 50 US\$ per allowance for a ton of CO₂) for countries selected for Case Study Economies - % effects relative to BaU scenario CAEP8-M 2025.

Effects*	Effects policy case for countries selected for Case Studie Economies (CSEs) - % effects relative to BaU scenario									
	1. Mexico	2. China (including Hong Kong)	3. India	4. Trinidad and Tobago	5. Togo	6. Kenya	7. Maldives	8. Samoa	9. Cook Islands	10. Chile
Flights and aircraft km										
1. Flights	-0.2%	-0.2%	-0.5%	-0.2%	-0.3%	-0.8%	-1.8%	0.0%	0.0%	-0.1%
2. Aircraft km	-0.9%	-0.5%	-1.1%	-0.9%	-0.9%	-1.9%	-4.5%	0.0%	0.0%	-0.5%
Nr of passengers										
3. Scheduled passengers - network carriers										
a. First / business class	-0.1%	-0.3%	-0.3%	0.0%	-0.2%	-0.2%	-0.4%	0.0%	0.0%	-0.1%
b. Economy class / discount	-0.4%	-0.2%	-0.6%	-0.1%	-0.9%	-0.9%	-0.4%	0.0%	0.0%	-0.3%
4. Non-scheduled passengers and LCC passengers	-0.9%	-2.4%	-5.2%	-2.0%	n.a	-5.8%	-11.4%	0.0%	0.0%	0.0%
5. Total Passengers	-0.5%	-0.2%	-0.6%	-0.3%	-0.9%	-1.3%	-2.1%	0.0%	0.0%	-0.2%
Passenger Km										
6. Scheduled passenger km - network carriers										
7. Non-scheduled passenger km and LCC passenger km	-1.2%	-0.5%	-1.0%	-0.6%	-1.4%	-1.3%	-1.1%	0.0%	0.0%	-0.7%
8. Total Passenger km	-2.7%	-5.5%	-7.5%	-4.2%	n.a	-7.3%	-11.6%	0.0%	0.0%	0.0%
Cargo										
9. Scheduled cargo										
10. Non scheduled cargo	-0.5%	-0.2%	-0.9%	-0.4%	-1.6%	-2.1%	-0.5%	0.0%	0.0%	-0.3%
11. Total cargo	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
Cargo km										
12. Scheduled cargo km										
13. Non scheduled cargo km	-0.4%	-0.2%	-0.9%	-0.2%	-1.6%	-2.1%	-0.5%	0.0%	0.0%	-0.3%
14. Total cargo km	-1.2%	-0.5%	-1.4%	-0.8%	-1.8%	-2.4%	-0.9%	0.0%	0.0%	-0.6%
Revenue Tonne Km (RTK)										
15. Total RTK										
16. Airline revenues from scheduled passengers - network carriers	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
17. Airline revenues from non-scheduled passengers and LCC passengers	-1.1%	-0.5%	-1.4%	-0.5%	-1.8%	-2.4%	-0.9%	0.0%	0.0%	-0.6%
Airline Revenues										
16. Airline revenues from scheduled passengers - network carriers										
a. First / business class	1.6%	1.4%	2.0%	0.9%	2.0%	1.5%	2.6%	0.0%	0.0%	1.0%
b. Economy class	0.2%	0.1%	0.3%	0.1%	0.8%	0.7%	0.3%	0.0%	0.0%	0.3%
17. Airline revenues from non-scheduled passengers and LCC passengers	-1.0%	-2.3%	-3.4%	-1.7%	n.a	-2.3%	-5.0%	0.0%	0.0%	0.0%
18. Airline revenues from scheduled cargo	0.4%	0.2%	0.4%	0.3%	0.6%	1.0%	0.3%	0.0%	0.0%	0.2%
19. Airline revenues from non scheduled cargo	0.0%	n.a	n.a	0.0%	n.a	n.a	n.a	n.a	n.a	n.a
20. Total Airline revenues	0.3%	0.3%	0.7%	0.1%	1.0%	0.8%	-0.5%	0.0%	0.0%	0.4%
Fuel Use and Emissions										
21. Fuel use										
22. CO ₂ emission	-1.8%	-0.7%	-1.3%	-2.8%	-1.4%	-2.5%	-4.9%	0.0%	0.0%	-0.8%
23. NO _x emissions	-1.8%	-0.7%	-1.3%	-2.8%	-1.4%	-2.5%	-4.9%	0.0%	0.0%	-0.8%
Operating Efficiency										
24. Fuel/RTK										
25. RTK/aircraft-km	-0.3%	-0.2%	-0.1%	-1.6%	0.1%	-0.3%	-0.7%	0.0%	0.0%	-0.1%
26. Revenues/RTK	-0.6%	-0.1%	-0.1%	-0.3%	-0.6%	-0.3%	0.3%	0.0%	0.0%	-0.1%
27. Fuel/aircraft-km	1.9%	0.9%	1.9%	1.3%	2.6%	3.1%	3.9%	0.0%	0.0%	1.0%
27. Fuel/aircraft-km	-0.8%	-0.2%	-0.2%	-1.9%	-0.5%	-0.6%	-0.4%	0.0%	0.0%	-0.3%

* Effects are allocated to individual countries on the basis of the country of departure of international flights.