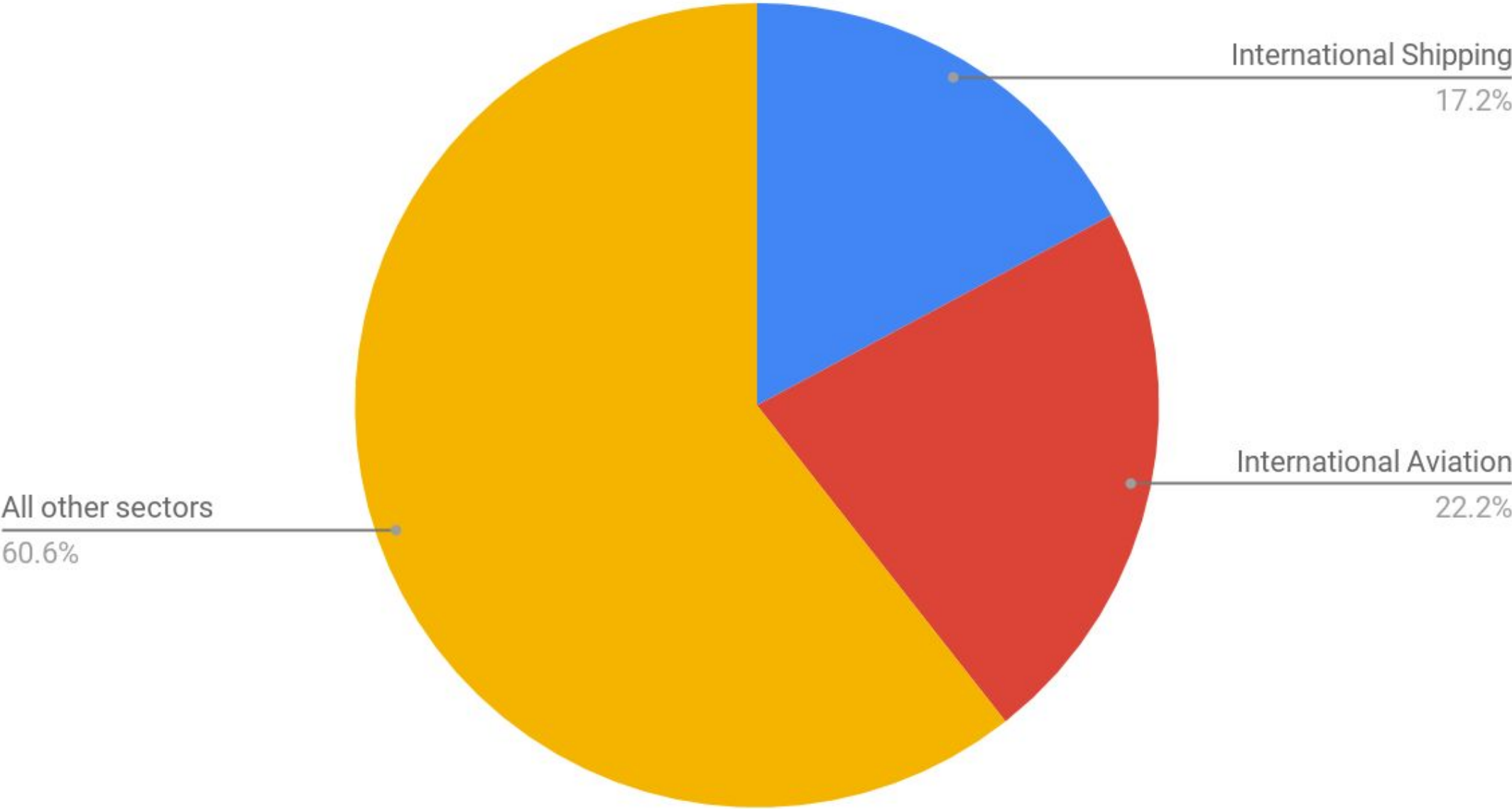


Transparency of action outside of the UNFCCC

Kelsey Perlman, Carbon Market Watch
COP23
14 November 2017



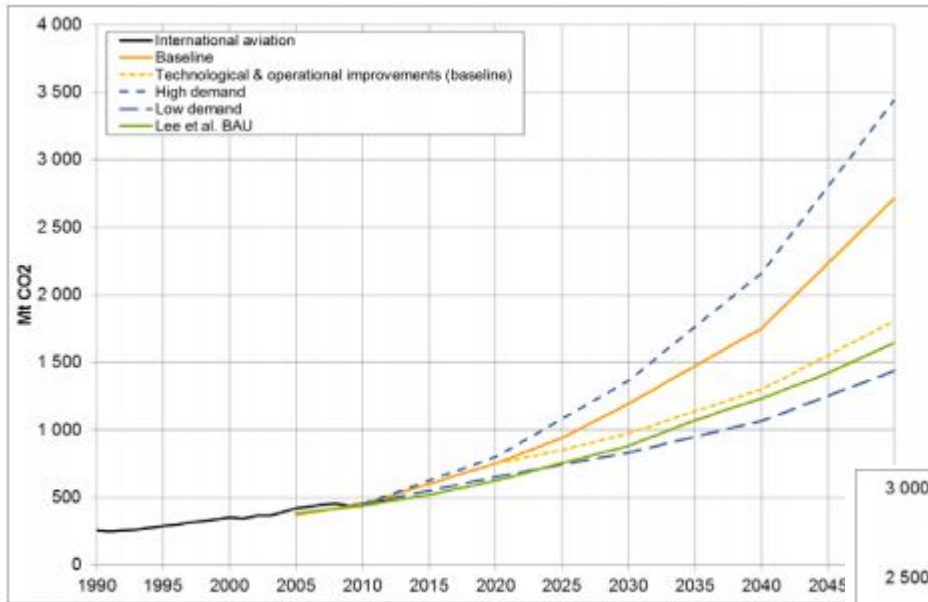
International transport share of the carbon budget in 2050



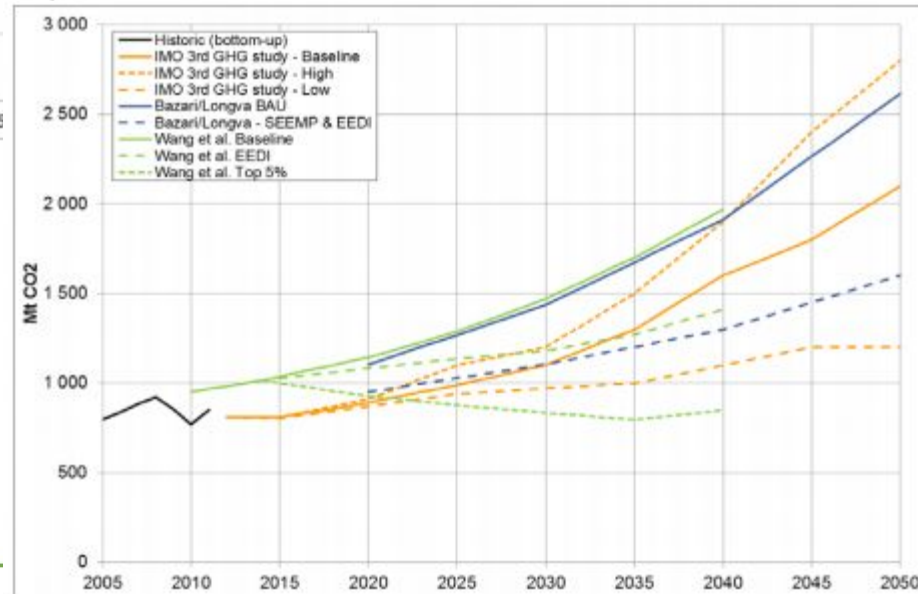
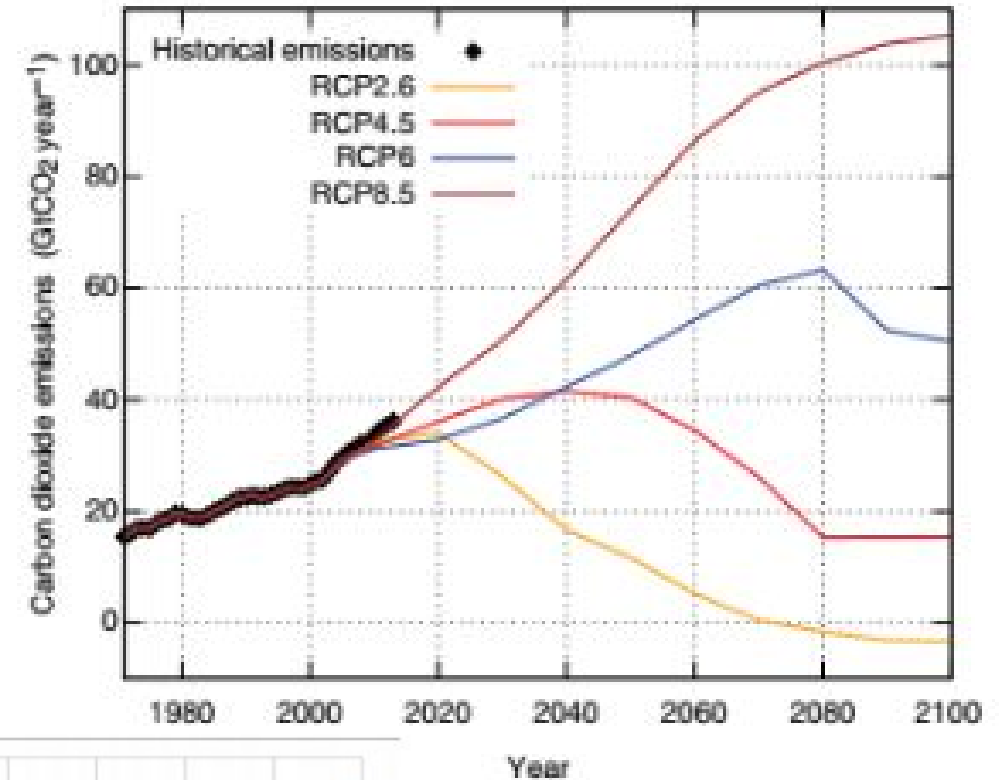
We've been faced with a dilemma



What is the impact?

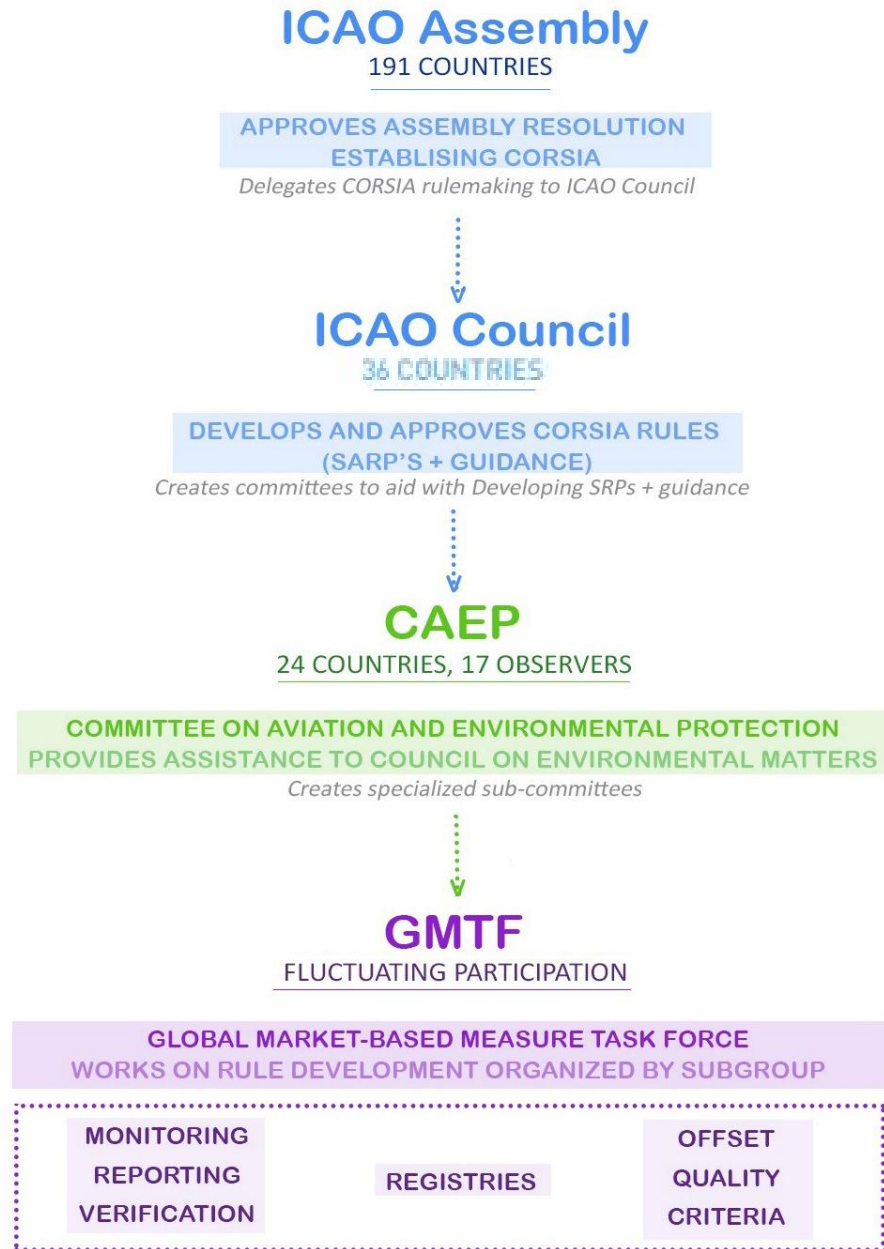


Source: IEA 2014, ICAO 2013b, Lee et al. 2013



Source: IMO 2009, IMO 2014, Bazaril & Longva 2011, Wang & Lutsey 2013

ICAO case study



- Observers by invitation only
- No invitation to Council
- No public meetings or documents
- Non-disclosure agreement for information under CAEP
- Limited membership in each body

ICAO COUNCIL

Approves CORSIA rules

Columbia	United Republic of Tanzania
Algeria	Republic of Korea
Cabo Verde	Cuba
Malaysia	
Kenya	Turkey
Nigeria	Ireland
Mexico	Saudi Arabia
Congo	
Ecuador	
Panama	

Australia	India	United Arab Emirates
France	Sweden	
South Africa	Canada	United Kingdom
Argentina	Italy	United States
Germany	China	Egypt
Spain	Japan	Russia
Brazil	Egypt	Singapore

OBSERVERS

Chile
Norway
Greece
Peru
EU
UNFCCC

ACI *
IATA
ACAC
CANSO
IBAC
IFALDA

ICSA *

NGO*

INDUSTRY*

Indonesia
Netherlands
Poland
Switzerland
Ukraine

CAEP

Develops
CORSIA
rules

What is the current problem?

What credits are allowed?

UN credits are allowed if they meet ICAO criteria

Not all UN credits come from environmentally or socially sound projects

Will the bookkeeping be right?

How do we prevent aviation and countries from claiming the same credit?

What does the ICAO quality criteria screen?

- 77% of CERs (3.6 bn) are reserved for pre-2020
- If not sold they have been taken into the emissions baseline for NDCs
- If CDM is used CORSIA don't not contribute to closing the gap

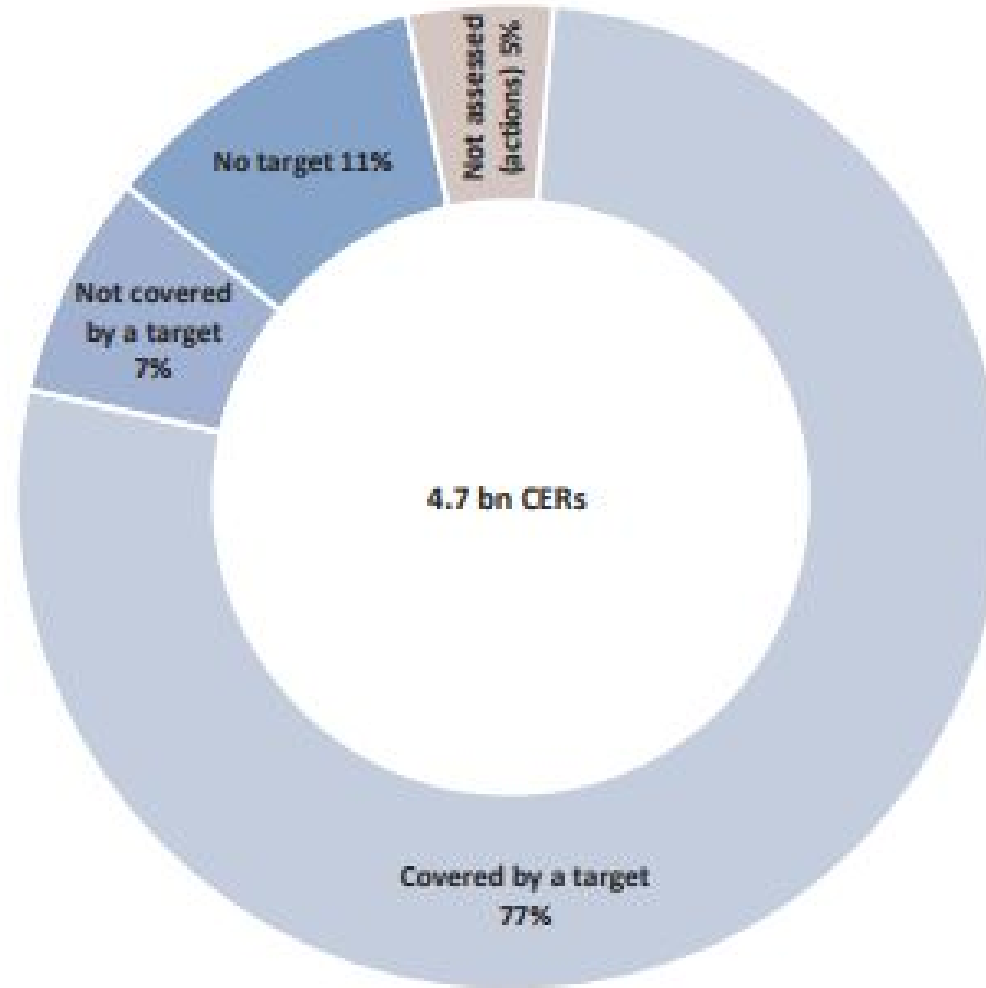


Figure 2: CER supply potential from registered projects in the period 2013 to 2020, differentiated by the coverage of 2020 targets

Paris accounting: Bridging compliance and voluntary markets



Paris accounting, cont.



Questions left by limited transparency

- Who has the liability on a credit proven to lack environmental integrity, eg. banned by compliance markets (airlines, countries, project developers?)
- Will airlines be able to surrender units that host countries have claimed towards their NDC?
- What programs are deemed eligible (programs from the voluntary market? CDM? Bilateral crediting mechanisms?)

Thank you!

Kelsey Perlman

Aviation Policy Officer

Carbon Market Watch

Rue d'Albanie 117, B-1060 Brussels, Belgium

Tel: +32 2 335 36 64 / Mobile: +32 487 13 02 80

Email: kelsey.perlman@carbonmarketwatch.org

Web: www.carbonmarketwatch.org

