Flight Safety Card: Global Market Based Measure (GMBM) to address aviation emissions

AVIATION IS NOT ON TARGET TO REACH THE 1.5°C PARIS GOAL.
FOLLOW THESE INSTRUCTIONS FOR A ROBUST GMBM.

1. KEEP YOUR TARGET BINDING
A binding target for aviation is needed to ensure confidence in and effectiveness of the GMBM.

2. NO BAD OFFSETS ALLOWED. THE GMBM SHOULD ONLY USE CREDITS THAT FULFILL MINIMUM QUALITY STANDARDS
Mitigation projects must ensure environmental and social integrity. Projects that violate quality criteria, such as forestry, industrial gas, nuclear, fossil fuel, large hydro, or those that violate human rights should be banned.

3. KEEP CALM, IMPLEMENT THE GMBM BY 2021
If the global market based measure is not up and running in 2021, the target will automatically be missed.

4. IN CASE OF A LOSS OF TRANSPARENCY, FOLLOW THE ILLUMINATED PATH TO OPEN GOVERNANCE
The technical and political policy process to develop aviation’s climate response should expand public participation and make all information publicly available on the ICAO website.

5. GMBM-2021
NO DOUBLE COUNTING: LIAISE WITH EXPERIENCED UN CREW MEMBERS FOR PROPER ACCOUNTING
Double counting is a danger when weak accounting rules allow reductions from mitigation projects to count towards more than one climate commitment.

Under the Paris Agreement, countries—including ICAO Member States—are committed to pursue efforts to limit global warming to 1.5°C. A robust market based measure is a first step to put ICAO on the right flight path. If you see aviation’s emissions leading to warming of 2°C or more, increase the GMBM’s ambition.

At the UN Climate Change Conference in December 2015, 196 countries agreed to the Paris Agreement. The Agreement came into force on November 4, 2016, and requires each country to submit an updated national contribution every five years with the aim to keep global warming to 2°C and to 1.5°C if possible.

1.5°C is a crucial threshold because it marks the point after which the risk of catastrophic climate impacts becomes extremely high. In the Paris Agreement, countries agreed to work towards fueling ambition to move towards 1.5°C and to limit global warming to 1.5°C above pre-industrial levels.

The GMBM is a critical component of aviation’s climate response. Implementing it by 2021 is a cornerstone of carbon reduction efforts. When developed, the GMBM is expected to incentivize all aviation activities—both emissions from aircraft and those from ground activities such as fuel storage, distribution, and manufacturing—through the use of financial incentives or penalties tied to project performance.

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