

ICSA'S PROGRESS REPORT ON THE ICAO MBM

ICAO well off course to meet its 2020 aviation emissions goal – August meeting an important chance to get the deal back on track



This autumn, the 191 countries in the International Civil Aviation Organization (ICAO) will meet in Montreal to decide how to tackle CO₂ emissions from international flights. The proposal on the table is a global market-based measure (MBM) with the initial goal of capping net carbon emissions in the sector at 2020 levels (“carbon neutral growth from 2020” – CNG2020).

The International Coalition for Sustainable Aviation (ICSA), the official NGO observer group in ICAO, published its Checklist for the MBM this spring. This Progress Report assesses the latest draft of the MBM text (25th July 2016) against ICSA's Checklist and recommends ways to improve its environmental integrity. [Click here for an expanded version of ICSA's Progress Report on the ICAO MBM.](#)

THE MBM SHOULD	GRADE	WHY HAS THE DRAFT TEXT RECEIVED THIS GRADE?	ICSA RECOMMENDS
1. CAP EMISSIONS AND INVITE GREATER AMBITION	C	<ul style="list-style-type: none"> – The CNG2020 goal is “aspirational”. (§2 & 3) + The MBM will be regularly reviewed in light of the long term temperature goal of the Paris Agreement.(§16) 	<p>Make the CNG2020 goal “binding”.</p> <p>Ensure airlines are incentivised to reduce their own emissions.</p>
2. MAINTAIN THE INTEGRITY OF THE EMISSIONS CAP	D	<ul style="list-style-type: none"> – So many routes are exempted that only around half of the CNG2020 goal will be met in the first phase.(§7 & 8) – The need to avoid double counting of emissions reductions is barely mentioned.(§20) – There is an unnecessary price control which could prevent the achievement of the CNG2020 goal.(§15) 	<p>Ensure that 90%+ of international aviation emissions are covered, and that all emissions, including those from exempted routes, are offset.</p> <p>ICAO's emissions registries must sync with new and existing emissions registries.</p> <p>Remove any reference to price controls.</p>
3. DELIVER SOUND, TRANSPARENT ACCOUNTING AND GOVERNANCE	INCOMPLETE	<ul style="list-style-type: none"> + Monitoring, Reporting, and Verification (MRV) procedures and criteria for offsets to be introduced as ICAO standards.(§17) – Little progress to date on registries and measures to prevent conflicts of interest. 	<p>The Assembly Resolution should call for additional work on enforcement, accounting, registries and governance.</p>
4. DIFFERENTIATE RESPONSIBILITIES	INCOMPLETE	<ul style="list-style-type: none"> +/- The current text exempts some routes from the MBM and requires all airlines to offset at the sector's collective growth rate. (§7, 8 & 9) 	<p>Not all countries are accepting the current text. This must be solved this year, without undermining the CNG2020 goal.</p>

+ Denotes positive aspects of current text

– Denotes aspects of the current text that must be improved

THE MBM SHOULD	GRADE	WHY HAS THE DRAFT TEXT RECEIVED THIS GRADE?	ICSA RECOMMENDS
5. CREDIT ONLY BIOFUELS THAT CUT EMISSIONS	F	<ul style="list-style-type: none"> +/- The draft text incentivises “sustainable alternative fuels” but does not define “sustainable”. (§5) - No indication of how sustainability criteria will be implemented. 	<p>The Assembly must be clear that biofuels that either may fail to reduce emissions (including land use change) or undermine sustainable development will be excluded.</p> <p>Sustainability criteria should be implemented as ICAO standards.</p>
6. AUTHORIZE ONLY HIGH-QUALITY EMISSIONS UNITS	C	<ul style="list-style-type: none"> + The draft text proposes to implement criteria as standards. (§17) - However, the current criteria do not explicitly rule out questionable offsets such as large hydro, nuclear and fossil fuel projects. 	<p>The Assembly Resolution must make it clear that offsets that either fail to reduce emissions or undermine sustainable development, will be excluded.</p>
7. INVITE ADDITIONAL ACTION	D	<ul style="list-style-type: none"> - The draft text seeks to rule out any other market-based approaches to tackling aviation emissions, such as the EU Emissions Trading System . (§4bis) 	<p>The Resolution should encourage States to go beyond the ambition of the MBM wherever possible, and must not rule out additional measures.</p>
8. BUILD CAPACITY FOR DEVELOPING COUNTRIES TO IMPLEMENT AND ENFORCE THE PLAN	B	<ul style="list-style-type: none"> + The draft text includes guidance for capacity building efforts. (§13 & 18) 	<p>Complex technical elements in the text should be clarified, and financial support for developing states assured.</p>

+ Denotes positive aspects of current text - Denotes aspects of the current text that must be improved

¹ The most recent publicly available version of the Assembly Resolution text refers to the global MBM as the Carbon Offsetting Scheme for International Aviation (COSIA)

² ICSA’s Checklist sets recommendations for the type of MBM ICAO Member States must adopt by October 7. This can be found at <http://www.flightpath1point5.org/#toward-1-5>.

³ Carbon neutral growth from 2020 is ICAO and the aviation industry’s net emissions target. This effectively means that any aviation emissions above 2020 levels must be offset through the purchase of emissions unit credits (e.g. offsets or allowances).

⁴ The “100% sectoral” approach derives an airline’s offsetting requirement by multiplying an airline’s emissions in a particular year by a sectoral growth factor. It favors fast growing carriers. The “100% individual” approach has an airline’s offsetting requirement simply reflect. This approach favors airlines with low and negative emission growth rates; many of these carriers are based in developed countries.