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| Paragraph | Current text | Suggested amendment | Rationale |
| **Subscription to the Paris agreement: Lack of clarity that international aviation will do its fair share to reach the temperature goals in the Paris Agreement** | | | |
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| Preambular para 13 | *Welcoming* the adoption of the Paris Agreement under the UNFCCC and *recognizing* that the work related to a global MBM scheme for international aviation and its implementation will contribute to the achievement of the goals set out in the Paris Agreement; | *Welcoming* the adoption of the Paris Agreement under the UNFCCC and *recognizing* that the work related to a global MBM scheme for international aviation and its implementation will **ensure that international aviation contributes its fair share** ~~contribute~~ to the achievement of the **long term temperature** goals set out in the Paris Agreement; | The text as it stands is a quite weak signal of commitment to addressing global climate change considering that international aviation is an important actor in that regard. That the implementation will contribute does not give any guidance on the extent of this contribution or that ICAO see that it has a key role to play. There is no viable alternative to full buy-in to the PA goals. |
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| Integrity of offsets:  -Implications of the Paris agreement on additionality and link to UNFCCC  -The practical and political appeal of having a strong link to UNFCCC | | | |
| Para 13 | *[…]* b) recommended criteria for emissions units to be purchased by aircraft operators that take into account developments in the UNFCCC process; […] | *[…]* b) recommended criteria for emissions units to be purchased by aircraft operators that **should be consistent with** **existing UNFCCC decisions and** take into account **future** developments in the UNFCCC process; […] | There are existing decisions that are clearly relevant and that the GMBM needs to be consistent with, and there may be future developments and that should be taken into account when and if they occur. This does not imply a need to wait for further work. |
| Para17, c, page B-5 | the Council to develop, with the technical contribution of CAEP, the SARPs and related guidance material for Emissions Unit Criteria (EUC) to support the purchase of appropriate emissions units by aircraft operators under the scheme, taking into account relevant developments in the UNFCCC and Article 6 of the Paris Agreement, […] | the Council to develop, with the technical contribution of CAEP, the SARPs and related guidance material for Emissions Unit Criteria (EUC) to support the purchase of appropriate emissions units by aircraft operators under the scheme **in line with existing decisions under UNFCCC and**~~,~~ taking into account relevant developments in the UNFCCC and Article 6 of the Paris Agreement, […] | Ref. rationale para 13 |
| Para 17f | the Council to develop, with the technical contribution of CAEP, policies and related guidance material to support the establishment of registries under the scheme, for adoption by the Council by 2018 | the Council to develop, with the technical contribution of CAEP, policies and related guidance material to support the establishment of registries under the scheme **ensuring transparency, accuracy, consistency and compatibility and that no double counting takes place**, for adoption by the Council by 2018 | These are essential principles of the PA and the UNFCCC, and should be make explicit as they are fundamental to the integrity and credibility of the GMBM. |
| Para 19 | *Decides* that the CORSIA will use emissions units that meet the Emissions Unit Criteria (EUC) in paragraph 17 above, and *requests* the Council to promote the use of emissions units generated from programmes that benefit developing States, including emissions units generated from the CDM, new market mechanisms or other programmes under the UNFCCC, and *encourages* States to develop domestic aviation-related projects; | *Decides* that the CORSIA will use emissions units that meet the Emissions Unit Criteria (EUC) in paragraph 17 above, and *requests* the Council to promote the use of emissions units generated from programmes that benefit developing States, including emissions units generated from the ~~CDM,~~ new market mechanisms or other programmes under the UNFCCC, and *encourages* States to develop domestic aviation-related projects; | Ref. rationale Preambular para 14 |
| Preambular para 14 | *Whereas* the UNFCCC provides for market-based mechanisms and other programmes, such as the Clean Development Mechanism (CDM), and a new market mechanism under the Paris Agreement, […] | *Whereas* the UNFCCC provides for market-based mechanisms and other programmes~~, such as the Clean Development Mechanism (CDM), and a~~ including a new market mechanism under the Paris Agreement, […] | CDM has no special status, and will at any rate have to be fundamentally altered if it is to continue as a mechanism under the PA. Giving it a special status in the decision is unwarranted. |