

## 2016 GLADs Dialogue Questions

### Day 1 – Small Group Dialogue on Design elements

**Question 1.** During the 2015 GLADs, “administrative simplicity”, “environmental integrity” and “cost effectiveness”, among others, were identified as the most important considerations for the design of a global MBM scheme for international aviation. What are the 3 design elements (specific paragraphs) in the current GMBM proposal that address these considerations?

**Question 2.** What are the 3 design elements (specific paragraphs) in the current GMBM proposal that address differentiation in a practical way without impacting the non-discrimination principle?

**Question 3.** The current GMBM proposal includes the approach of using 100% sectoral growth rate for the distribution of offsetting requirements. Does this address the simplicity of the scheme? What are the advantages of this approach?

### Day 2 – Small Group Dialogue on Implementation Challenges

**Question 1.** The current GMBM proposal requests that CO<sub>2</sub> emissions data be collected, verified and reported by all ICAO member States. There are nevertheless different roles and responsibilities for operators, States and ICAO in fulfilling this requirement. Using the table below, can you describe these roles and responsibilities?

	Operators	States	ICAO
Measure/Calculate			
Collect			
Verify			
Report to States			
Report to ICAO			
Other (please specify)			

- Is there a Monitoring, Reporting and Verification (MRV) system in your State?
- Did your State focal points receive training from ICAO for the preparation of your State's Action Plan?
- What kind of assistance do you need for the reporting of CO<sub>2</sub> emissions?

**Question 2.** Emissions units can be purchased from different sources. Identify your 3 top priorities from the list below.

- Operators should be free to choose the offsets that are more cost effective as far as they comply with agreed quality requirements
- Operators should be encouraged to purchase emissions units that comply with agreed quality requirements, prior to 2020 for use in the GMBM
- There should be a preference for units under the current and new UNFCCC mechanisms (i.e. CDM)
- There should be a link to the protection of forests (from forestry projects i.e. REDD+)
- There should be a preference for offsets from aviation projects
- There should be a preference for projects located in developing/least developed States
- There should be a preference for offsets generated by projects in the State where the operators is registered
- There should be a link to sustainable alternative fuels

**Question 3.** Registries are needed to record the transactions of emissions units. Identify the roles and responsibilities of operators, States and ICAO to implement a registry for the transactions of emissions units, using the table below.

	Operators	Offset providers	States	ICAO
Establish a national/regional registry				
Open account for each operator				
Track compliance of each operator				
Sell an offset				
Issue emissions units				
Purchase emission units				
Record purchased emissions units in registry account				
Submit emissions data and surrender emissions units for compliance				
Establish a central registry to record emissions units transactions				

- Is there an offset registry in your State?
- What kind of assistance do you need to implement a registry?