

Transport & Environment and Greenovation Hub

Report on 2016 EU-China NGO Twinning Program

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The exchange focused on greater understanding of EU, Chinese and the UN's International Civil Aviation Organisation's (ICAO) efforts to mitigate aviation's climate impact. In particular, the exchange focused on emissions trading systems (ETS) in the EU and China, and efforts by ICAO to adopt a global market based measure (GMBM) for international aviation. The exchange took place before and after the triennial ICAO assembly which adopted an outline of this GMBM, and 12 months before China's ETS is due to come into operation.

Andrew Murphy, Transport & Environment, Brussels, Belgium

Beijing, Greenovation Hub, August 1st – August 28th 2016

Introduction

China has a central role to play in mitigating aviation's substantial and growing climate impact. Firstly, it has stated its intention to include domestic aviation in its ETS, to be launched in 2017. The Chinese ETS will be the world's largest carbon market when launched, and China's domestic aviation sector will be the world's largest by the 2020s. Secondly, China is one of the leading voices in ICAO and has a central impact on the policies adopted by it.

Challenges (Cultural contrasts)

The Chinese policy making system is somewhat more complex than the EU's, with a lack of transparency and certainty as to how and when decisions are made. Its relatively easy to get meetings with officials, especially those from think-tanks, but more difficult to understand if they are speaking in an independent capacity or on behalf of the government. There is limited engagement by NGOs/environmental actors with the issue of aviation's climate impact.

Activities

Research on China's efforts to limit aviation's climate impact, for example in the 13th five year plan. Interviews with officials, experts and NGOs. Co-organised a public event with Greenovation Hub.

Outcome and Impact

The exchange raised the profile of aviation's climate impact among the climate and NGO community in China. This included articles in online publications and a greater understanding of ICAO's possibility and limits.

Future Plans and Sustainability of the Partnership

European/Chinese NGO cooperation has improved since the exchange. For example a Chinese NGO, REEI, which I met during my exchange attended the ICAO assembly in October. I also organized a meeting of aviation campaigners with Greenovation Hub at COP22. Cooperation will continue, in particular relating to the role that China will play in finalizing and implementing rules relating to the GMBM.

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<https://chinadialogue.org.cn/article/show/single/en/9370-First-emissions-mechanism-established-for-aviation>

Hongyu Guo, Greenovation Hub, Beijing, China

Dates and location of exchange in China

Brussels, Transport & Environment, October 2nd - October 30th, 2016

Introduction (Objectives, expectations)

As one of the fast-increasing sources of greenhouse gas emissions, aviation emissions are responsible for an estimated 5% of climate change, and by 2050 they are projected to grow by 300-700%. Failure to address this sector would greatly undermine the Paris Agreement's goals. While China demonstrated political will to work with other countries to achieve a global market-based mechanism (GMBM) at ICAO Assembly in October, 2016, there have been few engagement from Chinese civil society on this front. On the national level, China is launching its national carbon market in 2017, which will cover domestic aviation, based on the experiences of seven piloting provinces and cities.

Through the exchange project, G:HUB proposes to enhance Chinese NGO's engagement in ICAO policy advocacy; learn from the experiences and lessons of EU ETS in terms of top-level design and stakeholder engagement, and explore ways of communicating low carbon transportation, to promote effective emission reductions of aviation in line with Paris Agreement.

Challenges (Cultural contrasts)

In the EU, there are more space and channels for the EU NGOs to conduct policy advocacy and it's easy to set up meetings with policy makers, think tanks and NGOs. Yet given the brief stay, and the long process of EU policy making, and different positions of EU member states on climate policies, it's difficult to gain a deep understanding of the EU climate policies, different stakeholders and their positions, as well as its policy making process in one month. And, in some cases, it's difficult to adopt/translate the best practices of EU policy makers and NGOs into strategies/actions that are workable for the counterparts in China.

Activities

Greenovation Hub, Transport & Environment and China Carbon Forum co-organized a public event on ICAO and China's role in Beijing on August 15, 2016. Speakers from government think tank, local NGO and international NGO shared their insights on the ICAO process and international aviation emissions, the expansion of China's aviation sector and the taming of its environmental impact in the national carbon emission trading market, to explore the challenges and opportunities for China to better contribute to the global efforts in tackling aviation emissions to achieve a sustainable and climate-smart growth.

Over 50 participants from government think tanks, academia, NGOs, airlines, and foundations, etc. to attended the event, and generated lively discussions and exchanges from different stakeholders. For a summary of the event, please visit G:HUB's website (CN) <http://www.ghub.org/blog/archives/6255>

During my stay at Brussels, ICAO Assembly just adopted the CORSIA and the EU is discussing the amendment of EU ETS. I have conducted interviews with representatives from NGOs and the EU institutions on EU climate policies ranging from ICAO, EU ETS, ESR, Shipping and electric vehicles. I also attended a series of roundtables on the outcomes/interpretation of CORSIA, assessment of the effectiveness of EU ETS on emission reduction.

Outcome and Impact

(What were the concrete results and accomplishments of the exchange? What "products" came out of your twinning? E.g. reports, events, studies, work models, conferences,...)

Chinese civil society's engagement in policy advocacy around ICAO is enhanced with a better understanding of the actors and their positions on aviation emission reduction, including government think tank, academia, NGOs and industries in China.

Offline event: [Public event on ICAO and China's role – summary](#) August 15, 2016

Public discussions are facilitated around the climate impacts of aviation and shipping through strategic communications. We published briefings on ICAO and IMO and their roles in climate governance on our social media channels and among media outlets, which fostered a media report by a bilingual media website, China Dialogue.

October 14th, 2016 [Briefing on ICAO](#) (G:HUB)

October 9th, 2016 [Analysis of ICAO outcome](#) (G:HUB)

November 1, 2016 [Analysis of IMO outcomes](#) (G:HUB)

Information sharing and communications between Chinese and European NGOs on clean transportation is set up, which would enable further cooperation and collaboration on climate-friendly transportation in the future.

Future Plans and Sustainability of the Partnership

We will continue our policy advocacy around aviation and clean transportation, as well as

China's national carbon market, in cooperation with T&E, and other organizations. In light of "The Belt and Road" Initiative, we are exploring ways to work with international counterparts to promote the green governance of the Initiative.

Please add your 3 favourite pictures/media coverage of your work



(Andrew Murphy speaking at the public event on ICAO and China's role on August 15th, 2017. Photo/G:HUB)



(Hongyu Guo facilitating the public event on ICAO and China's role on August 15th, 2017. Photo/G:HUB)

Media report:

China Dialogue on ICAO outcomes

<https://chinadialogue.org.cn/article/show/single/en/9370-First-emissions-mechanism-established-for-aviation>