

# Comparison of offset programmes

André Heughebaert  
ABC impacts workshop  
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# Plan

- Aviation GHG emissions
- Voluntary carbon offsets
- Comparing offset programmes
- Conclusions
- Complementary Study
- Trends in Belgium and abroad

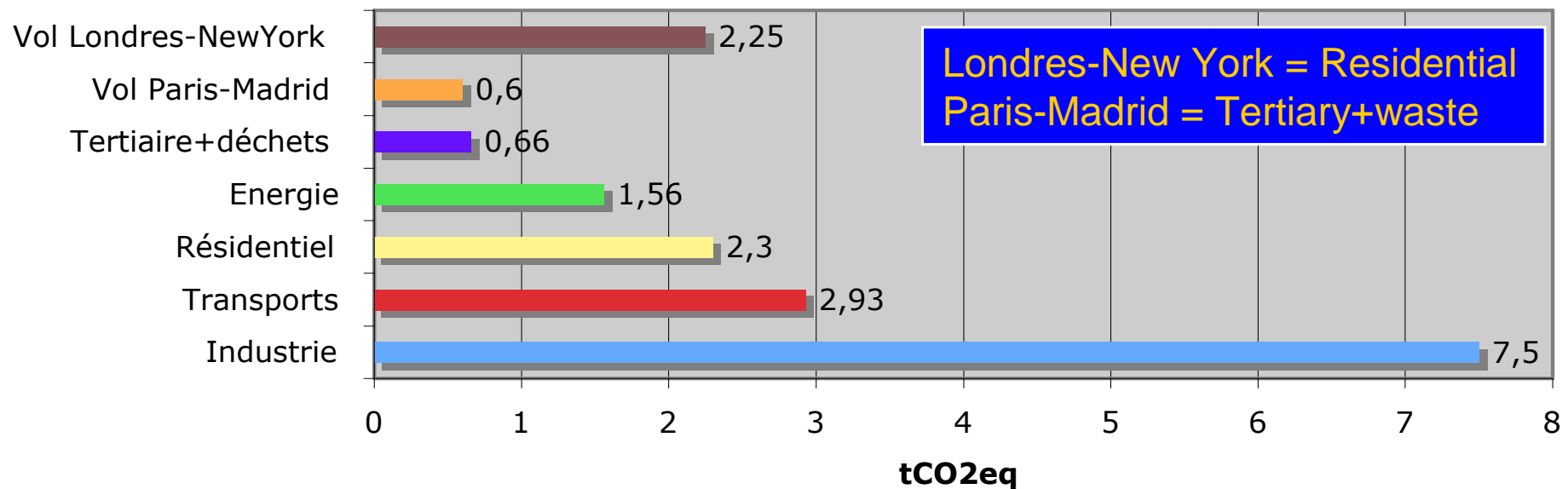
# Aviation GHG emissions

- Air (and sea) transports are **not covered** by the Kyoto protocol
- Aviation GHG impact is small, yet **rapidly growing**
  - Tourism growth (5% per year)
  - Going further and further
  - Low-cost offer boom
- OCDE are responsible of **60%** of aviation CO<sub>2</sub>
- European air traffic emissions increased by **86,5%** in 14 years (1990-2004)
- Aviation GHG emissions will **double by 2025!**

# Aviation GHG emissions

- Comparing **one return flight** to annual GHG emissions per capita in Wallonia

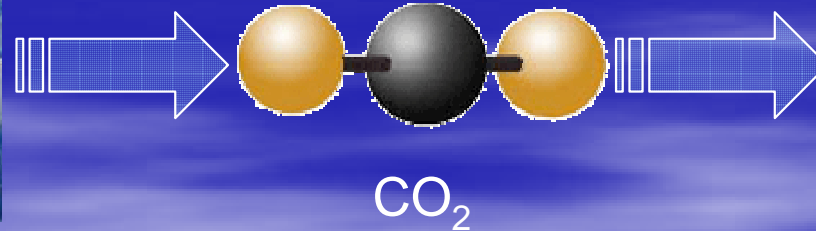
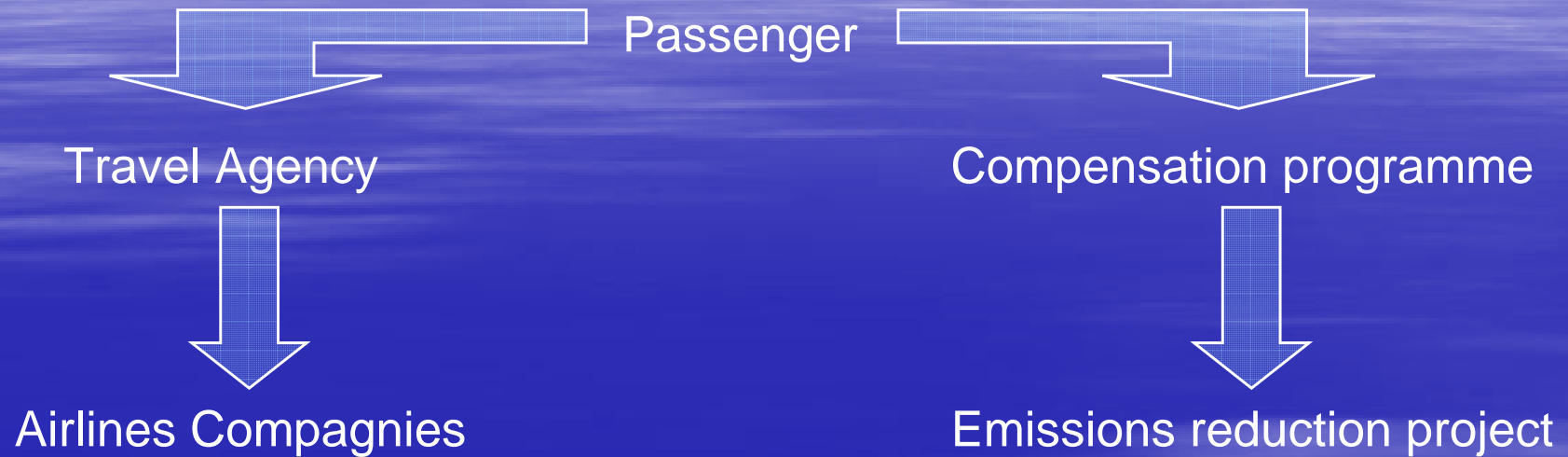
Vols comparés aux émissions wallonnes (TBE 2005)



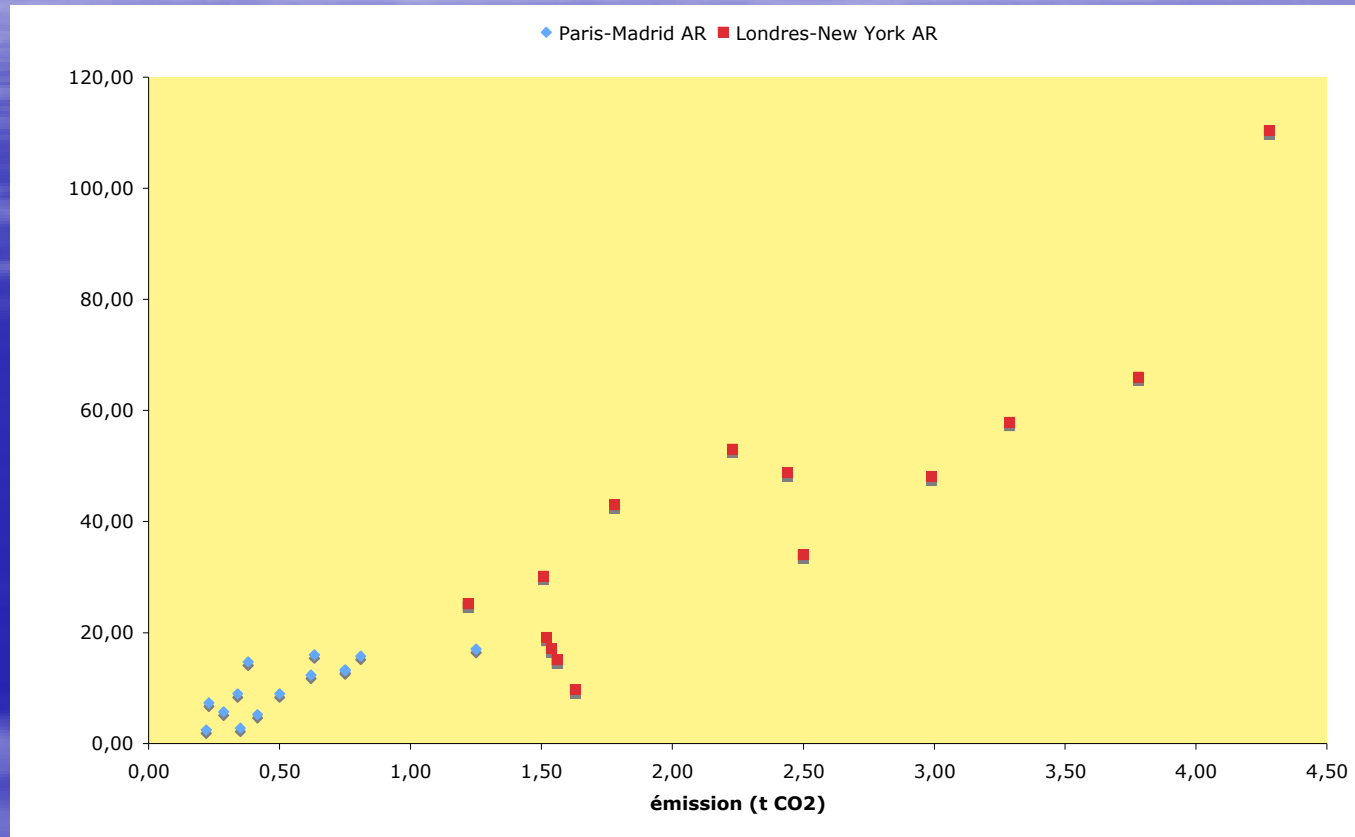
# Potential solutions

Solutions	Easy	Time	Efficiency	Acceptable
Kerozene Taxation	Medium	1	Low	Low
Other taxes	Low	1	Variable	Low
Standards & laws	Low	5+	Variable	Low
traffic optimisation	Low	2+	Low	Good
R&D	Low	15+	Variable	Very good
Emissions Trading Scheme	Medium	5+	Variable	Good
Offsets	Good	0	Low	Variable

# How does it works?



# GHG offset prices



Emissions estimates and offset prices are **too variable**  
Voluntary offset represents **5 to 10%** of the ticket price

# Carbon Offset Projects

- **Renewables energy**
  - Solar, wind farms, small hydro-electric station
- **Energy efficiency**
  - heating, cooking, light bulbs
- **Carbon sinks**
  - Reforestation, forest protection

Most of the projects are located in developing countries.



# Comparative Study

- 16 programmes:

CO2Solidaire,  
ClimatMundi, GreenSeat,  
TreesForTravel, Atmosfair,  
MyClimate, ClimateCare,  
CarbonNeutral, Grow-a-  
forest, Offsetters,  
TreeCanada, Greentags,  
CarbonFund,  
ClimateFriendly,  
GreenFleet, Ebex21

- 9 criteria:

- (Emissions)
- Certificates
- GHG calculation
- Projects
- Standards
- Localisation
- Awareness
- Structure
- Transparency

# Qualitative approach



# Conclusions

- On a long term, aviation GHG emissions **undermine** climate change reduction policy
- Voluntary offset programmes allow to
  - Raise public **awareness**  
( big events, conferences,...)
  - Finance **renewable energy** in poor/developing countries
  - transfer clean technology **North-South**

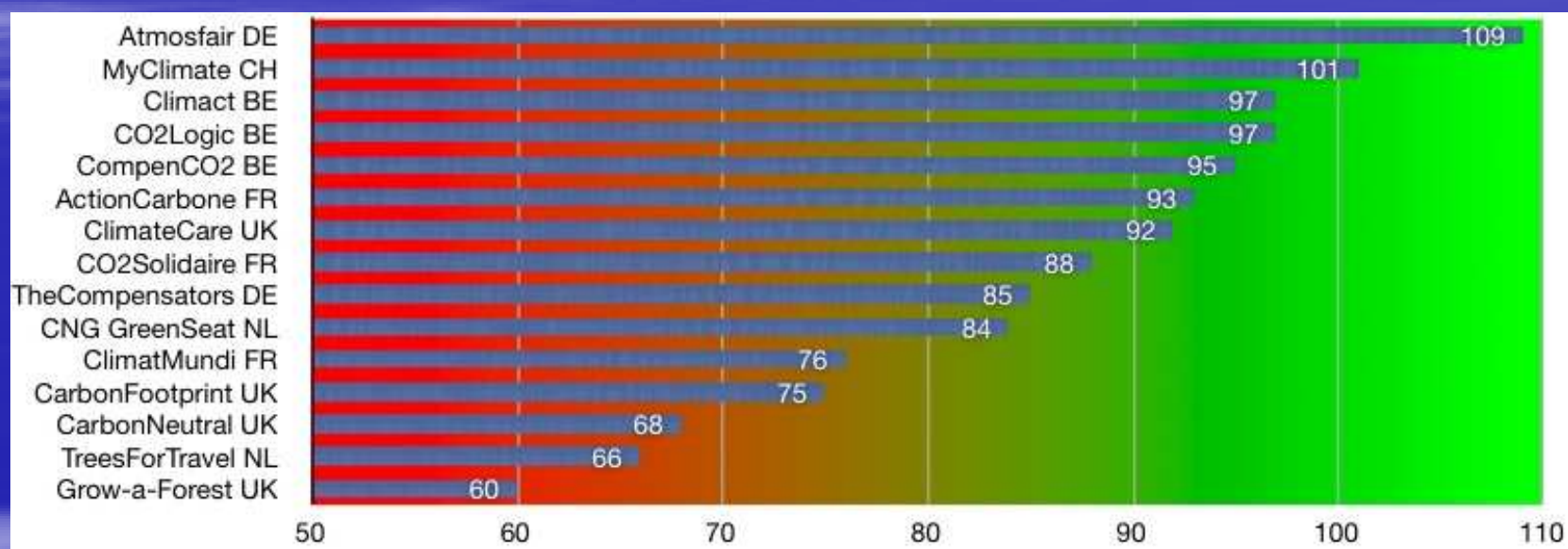
# Conclusions

- Voluntary offset market is still **very small**  
13Mt CO<sub>2</sub>éq en 2006 (Hamilton 2007)
- Most of the programmes **are questionable**:
  - Management cost too high
  - Doubtful GHG reductions, double counting
  - Lack of transparency
- Others give **better guaranties**:
  - Robust and transparent structure
  - Independent control over projects
  - CERs, Gold Standard
  - Scientific source of calculation

# Complementary Study

- Published par 'Inter Environnement Wallonie' (november 2007)
- Raise awareness with independent information
- 3 new Belgian programmes in 2007
  - ✓ CompenCO2
  - ✓ CO2Logic
  - ✓ Climact
- Compared to 12 European programmes
- Follow-up

# Complementary Study



<http://www.iewonline.be/spip.php?article1400>



# Trends in Belgium

- Climate Change Study (december 2005)  
64% of people are ready to pay more if it reduces their environmental impact
- Public sector ready to offset all flights  
'Avant-projet du Plan Fédéral DD 2009-2012'
- Towards a mature voluntary offset market
  - ✓ Legislation
  - ✓ Carbon neutral label
  - ✓ Code of best practice
- Increase consumer awareness and understanding
- Increase consumer confidence in voluntary offset

# Trends abroad

- **Best practice code** (DEFRA, UK)
- **Compensation Portal** (ADEME, France)
- A Comparison of Carbon Offset **Standards** (WWF, March 2008)
- Change our minds and habits to
  - **Reduce** our daily CO<sub>2</sub> emissions
  - **Compensate the unavoidable emissions**





Thank you for your attention