

Call for public inputs – Template for inputs	Recommendations for possible changes to the modalities and procedures of the CDM
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Name of submitter: _____ Edit Kiss _____

Affiliated organization of the submitter (if any): _____ Eneco _____

Contact email of submitter: _____ e.kiss@eneco.nl _____

Date: _____ 22/01/2013 _____

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Issue No.	Issue to be addressed (including need for change)	Proposed change (including proposed text, if applicable)
1	<p>Taking demand side measures for the CDM. The SBI should review the urgency of options provided by the CDM Policy Dialogue in 2012 to improve the demand and interest in the CDM. The Doha summit did little to address the limited demand for CDM and the resulting low prices. Despite of some of its defaults, the CDM is the only existing mechanism currently at hand that delivers emission reductions worldwide. Hence Eneco believes that it is of utmost importance that fresh new demand is created for the second Commitment Period of the Kyoto Protocol. Otherwise the low prices will lead to the lack of further investments in new CDM projects which will spiral into a slow death for the Kyoto mechanism.</p>	
2	<p>Excluding certain methodologies and sectors from CDM, hence decreasing the supply.</p> <ul style="list-style-type: none"> a. Large scale renewable project in advanced developing countries are not in need of carbon finance b. There are many methodologies that allow projects with low environmental integrity to earn CERs. Such projects, typically low cost, make impossible to implement truly additional project with high environmental additionality as the depressed price will strangle them. 	

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2	<p>Making binding obligations for airlines and shipping industry on using CERs to offset part of their emissions</p> <p>International aviation and shipping is exempt from emission reduction targets under the Kyoto Protocol, although the relevant U.N. bodies have been tasked with devising decarbonisation plans. Combined they accounted for about 1.5 billion tonnes of CO2 output by 2007. The EU wants both industries to either cut or offset emissions and forecasts aviation emissions alone will rise from 640 million tonnes in 2005 to almost 1.1 billion by 2020 even with 2 percent annual growth in fuel efficiency. Assuming linear emissions growth over that timeframe, forcing airlines to offset all carbon emissions above 2005 levels starting next year could eat up over 2.5 billion of the credit surplus.</p>	
3	<p>Making the crediting periods of CDM projects shorter</p> <p>Many potential CDM projects are currently deemed ineligible on additionality grounds because they do not meet the current criteria for crediting periods. Allowing a more flexible approach to crediting period length will enlarge the scope of potential CDM projects and boost demand for CERs.</p>	