

SUBSIDIARY BODY FOR SCIENTIFIC AND TECHNOLOGICAL ADVICE

Eleventh session

Bonn, 25 October - 5 November 1999

Agenda item 9 (c)

METHODOLOGICAL ISSUES

**EMISSIONS RESULTING FROM FUEL USED FOR
INTERNATIONAL TRANSPORTATION**

Draft conclusions by the Chairman

1. The Subsidiary Body for Scientific and Technological Advice (SBSTA) welcomed the steps taken by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) to address climate change issues and the information provided on their work relating to emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels. The SBSTA stressed the need to further enhance cooperation between ICAO, IMO and UNFCCC and invited ICAO and IMO to continue to provide the SBSTA with regular progress reports.
2. The SBSTA urged ICAO and IMO to continue and accelerate their efforts to identify policies and measures to limit or reduce emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels and steps of implementation, with the goal of taking decisions on appropriate mitigation plans within ICAO by 2001 and within IMO as soon as possible but not later than 2005, taking into account the goals of the Kyoto Protocol and the Convention.
3. The SBSTA encouraged Parties to participate actively in ICAO and IMO in the pursuit of limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through these organizations. It also encouraged the participation of representatives of the UNFCCC process, that is the Chairman of the SBSTA, one of the other officers of the SBSTA or members of the secretariat, in relevant meetings of ICAO and IMO.

4. The SBSTA requested the secretariat to further explore ways and means for cooperation with ICAO and IMO, and to promote mutual understanding of common activities and interests, including cooperation on methodological issues to improve inventory reporting, and side events to provide, *inter alia*, detailed status reports. The SBSTA requested the secretariat to report on the outcome of such activities to the SBSTA at its thirteenth session. The SBSTA also requested the secretariat to ask ICAO and IMO for assistance in making available data which may be needed to continue the work related to decision 2/CP.3, paragraph 4.

5. The SBSTA affirmed that the accuracy, consistency and comparability of data on emissions based upon fuel sold to ships and aircraft engaged in international transport as reported by Parties need to be improved. It called upon Parties to submit missing data including, to the extent possible, those for the year 1990 and subsequent years as part of their next inventory submissions consistent with the UNFCCC reporting guidelines on annual inventories, and to revise the submitted data according to any guidelines to be decided upon by the SBSTA and the COP. The SBSTA welcomed the work of the Intergovernmental Panel on Climate Change (IPCC) on good practices, including those related to the preparation of inventories of emissions based upon fuel sold to ships and aircraft engaged in international transport. It invited the IPCC to make a presentation on this aspect of good practices at the SBSTA session following the approval of the IPCC report on good practice in national inventory preparation, including managing uncertainty.

6. The SBSTA noted that the UNFCCC reporting guidelines on annual inventories, including the common reporting format, would improve the quality of inventory data provided under the Convention. The SBSTA requested the secretariat to include in any report on the experience of Parties using the common reporting format, information on the reporting of emissions based upon fuel sold to ships and aircraft engaged in international transport.

7. The SBSTA decided to consider the methodological aspects related to emissions based upon fuel sold to ships and aircraft engaged in international transport contained in the IPCC report on good practice in national inventory preparation including managing uncertainty, at the SBSTA session following the approval of this report.

8. The SBSTA decided to recommend a draft decision on emissions based upon fuel sold to ships and aircraft engaged in international transport for adoption by the Conference of the Parties (COP) at its fifth session.

[For the text of the draft decision mentioned in paragraph 8 above, see the annex below]

Annex

Draft decision

**EMISSIONS BASED UPON FUEL SOLD TO SHIPS AND AIRCRAFT
ENGAGED IN INTERNATIONAL TRANSPORT**

The Conference of the Parties,

Recalling that the Subsidiary Body for Scientific and Technological Advice held an exchange of views on emissions based upon fuel sold to ships and aircraft engaged in international transport during its tenth and eleventh sessions (FCCC/SBSTA/1999/6 and FCCC/SBSTA/1999/14),

Recalling also the recommendations of the Subsidiary Body for Scientific and Technological Advice,

1. *Expresses* its appreciation to the International Civil Aviation Organization for requesting, and to the Intergovernmental Panel on Climate Change, particularly its authors and scientists, for their excellent work in preparing the *Special Report on Aviation and the Global Atmosphere* of the Intergovernmental Panel on Climate Change;

2. *Considers* the *Special Report on Aviation and the Global Atmosphere* to be a comprehensive assessment of the effects of aircraft emissions on the climate and atmospheric ozone;

3. *Notes* that emissions from the aviation sector are an important contributor to climate change and that their contribution is projected to grow over time under the scenarios considered in the *Special Report on Aviation and the Global Atmosphere*;

4. *Urges* the International Civil Aviation Organization to consider the findings of the *Special Report on Aviation and the Global Atmosphere* as part of the work of the International Civil Aviation Organization on developing policy options to limit or reduce emissions from international aviation;

5. *Encourages* Parties to participate actively in the International Civil Aviation Organization and the International Maritime Organization in the pursuit of the limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through these organizations;

6. *Urges* the Intergovernmental Panel on Climate Change to further assess any new information on this subject in its Third Assessment Report;

7. *Requests* the secretariat to further enhance its cooperation with the International Civil Aviation Organization and the International Maritime Organization on climate change related issues;

8. *Requests* the Subsidiary Body for Scientific and Technological Advice to continue its current work on methodological issues related to reporting on emissions based upon fuel sold to ships and aircraft engaged in international transport.