

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. **Option 1** The SBSTA invited ICAO and IMO to continue their efforts to identify ways to limit or reduce emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, and further invited these bodies to take fully into account in this work Articles 2 and 3 of the Convention, in particular the common but differentiated responsibilities, and subsequent decisions of the COP.

Option 2 The SBSTA encouraged ICAO and IMO to continue their efforts to identify ways to limit or reduce emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, 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.

Option 3 (*deletion of option 1 and option 2*)

3. The SBSTA requested the secretariat to further explore ways and means of cooperating with ICAO and IMO and to promote mutual understanding of common activities and interests, including cooperation on methodological issues in order to improve inventory reporting, and side events to provide the opportunity for delivery of, *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 seek the assistance of ICAO and IMO in making available data which may be needed to continue the work related to decision 2/CP.3.

4. In accordance with decision 2/CP.3, 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 further noted that there are some missing inventory data with respect to emissions based upon fuel sold to ships and aircraft engaged in international transport and recommended that this situation be rectified to the extent possible, including data for the year 1990 and subsequent years, taking into account relevant reporting guidelines. 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.

5. The SBSTA noted that use of the guidelines for the preparation of national communications by Parties included in Annex I to the Convention, part I: UNFCCC reporting guidelines on annual inventories, including the common reporting format (FCCC/SBSTA/1999/6/Add.1) 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.

6. 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 that report.

7. 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 7 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 for preparing, the *Special Report on Aviation and the Global Atmosphere* of the Intergovernmental Panel on Climate Change related to the effects of aircraft emissions on the climate and atmospheric ozone;
2. *Welcomes* the *Special Report on Aviation and the Global Atmosphere* as a comprehensive assessment of the effects of aircraft emissions on the climate and atmospheric ozone;
3. *Requests* the secretariat to continue to develop its cooperation with the secretariats and participate in the meetings of the International Civil Aviation Organization and the International Maritime Organization on climate change related issues;
4. *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, including those contained in the Intergovernmental Panel on Climate Change report: Good Practice in National Inventory Preparation, Including Managing Uncertainty.

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