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SUBSIDIARY BODY FOR SCIENTIFIC AND TECHNOLOGICAL ADVICE

Tenth session

Bonn, 31 May - 11 June 1999

Agenda item 5 (b)

**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 Intergovernmental Panel on Climate Change (IPCC) *Special Report on Aviation and the Global Atmosphere* prepared at the request of the International Civil Aviation Organization (ICAO), as a comprehensive assessment of the effects of aircraft on the climate and atmospheric ozone.
2. The SBSTA noted with appreciation the information provided by ICAO and the International Maritime Organization (IMO) on their work regarding emissions from international bunker fuels. It regretted that a representative of IMO could not attend the current session.
3. In accordance with decision 2/CP.3 and relevant conclusions of the SBSTA at its ninth session<sup>1</sup>:

(a) The SBSTA noted that the data on emissions from international bunker fuels provided by Annex I Parties are often incomplete and inconsistent, as reported in document FCCC/SBSTA/1999/INF.4. It noted that further methodological work is needed to ensure consistent and transparent inventories, including the development and use of consistent definitions, taking into account any good practice guidance by the IPCC on the issue. The

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<sup>1</sup> FCCC/SBSTA/1998/9, para. 51 (i)

SBSTA requested ICAO and IMO to make available their data and expertise on the issue. It invited Annex I Parties to provide emission data and information on methods used to estimate emissions in a transparent manner, including the definitions applied, as part of their annual greenhouse gas inventory; and

(b) The SBSTA noted the informal paper “Methods used to collect data and to estimate and report emissions from international bunker fuels” made available to Parties by the secretariat during the session. The SBSTA requested Parties to provide comments on that paper to the secretariat by 16 August 1999. It requested the secretariat to revise the paper, based on these comments provided by Parties, and to make the revised version available as soon as possible.

4. Recalling relevant articles of the Convention, decisions of the Conference of the Parties, including decision 2/CP.3, and the relevant conclusions of the SBSTA, the SBSTA invited IMO and ICAO to inform it of their work plans relating to emissions based on fuel sold to ships or aircraft engaged in international transport and to provide regular progress reports at future sessions of the SBSTA.

5. The SBSTA invited the secretariat to explore ways to further strengthen the exchange of information between ICAO, IMO and the SBSTA. It requested the secretariat to report to it on these issues at its eleventh session.

6. The SBSTA decided to continue to elaborate on the inclusion of emissions based on fuel sold to ships or aircraft engaged in international transport in the overall greenhouse gas inventories of Parties, in accordance with decision 2/CP.3, and to consider the IPCC *Special Report on Aviation and the Global Atmosphere*, at its eleventh session. It invited Parties to submit their views on these issues to the secretariat by 16 August 1999.

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