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Item 8 (c) of the provisional agenda

Methodological issues under the Convention

Emissions from fuel used for international aviation and maritime transport

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Submission from a Party

1. The secretariat has received a submission from Norway containing information on the outcome of a technical workshop on greenhouse gas emissions from international aviation and maritime transport which was held in October 2007.
2. In accordance with the procedure for miscellaneous documents, this submission is attached and reproduced* in the language in which it was received and without formal editing.

* This submission has been electronically imported in order to make it available on electronic systems, including the World Wide Web. The secretariat has made every effort to ensure the correct reproduction of the text as submitted.

SUBMISSION FROM NORWAY

SBSTA 8 (c): Emissions from fuel used for international aviation and maritime transport

Submission by Norway, November 28, 2007

We would like to use this opportunity to inform Parties on a technical workshop on greenhouse gas emissions from international aviation and maritime transport which was arranged in Oslo 4-5 October 2007 by the Government of Norway and the European Environment Agency (EEA). The workshop was attended by 90 participants representing both Annex I and non-Annex I country governments, the United Nations Framework Convention on Climate Change (UNFCCC), the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO) and the Intergovernmental Panel on Climate Change (IPCC).

The main aims of the technical workshop were to: enhance reporting on emissions from fuel used for international aviation and maritime transport (bunker fuels); explore methodological aspects related to reporting; encourage collaboration among parties on the future development of methodologies; improve the availability and quality of data from all parties; and assist the UNFCCC Subsidiary Body for Scientific and Technological Advice (SBSTA) in the overall negotiation process.

We would like to thank the organizing team, and especially the EEA. We would also like to thank Finland, Germany, the Netherlands, Sweden and the United Kingdom for their financial contributions to the workshop.

Conclusions of the workshop

The following conclusions were presented by the organizers for reactions. No consensus was asked for but no major reactions/concerns were raised after the presentation.

General:

- The workshop focused on technical issues linked to GHG emissions from aviation and maritime transport but also discussed links to different possible regimes for including those emissions into future international mitigation strategies;
- Some countries still struggle with differentiating national and international emissions or their inventories, which sometimes are due to institutional problems;
- It was obvious from the discussions that differences between the two sectors were predominant rather than similarities. Therefore future discussions should be carried out separately but where possible profit from lessons learned between the sectors;
- Current IPCC guidelines provide detailed and comprehensive methodology for estimating/reporting emissions from aviation/maritime transport;

- The review process of Annex I countries' national inventories has been useful and to have a similar process for Non-annex I countries could contribute to the capacity building in those countries;
- The three UN organisations dealing with climate change issues linked to aviation and shipping have this topic high on the agenda. Nevertheless little progress in reducing emissions has been demonstrated and the emissions are projected to rise notably in the future;
- For both sector it was obvious that no technical issues related to monitoring and reporting remains that cannot be solved. The absence of global policies and measures is rather due to other barriers e.g. institutional questions than on technical shortcomings. Nevertheless there is room for further improvements:
- Data availability and quality are not major obstacles in relation to most of - but not all - allocation options so far discussed even if some institutional issues have to be solved;
- It was suggested that in practice institutional obstacles should be dealt with as a part of the political process;
- Countries should strive to assure a harmonised policy approach from experts involved in negotiations within different international organizations;
- One issue in the relations between UNFCCC on the one hand and ICAO/IMO on the other hand is the split in Annex I/non-Annex I countries that is used under the UNFCCC/KP.

Aviation:

- Very detailed data exists in aviation companies and could be collected if so decided;
- Existing capacity differs between Annex I and non-Annex I countries as well as within those groups of countries;
- There are already reliable calculation models that can be used for the preparation of inventories and for validation of emission calculations. Some of the model results are available to governments and could be used to support inventory preparations;
- Data collection and use of calculation models might be a resource problem for certain countries. Capacity building is an issue of high priority;
- Including aviation in a future regime is mainly a political issue. Most of the approaches discussed are feasible from a reporting point of view. Some approaches might require the development of new methodologies and institutional set ups.

Maritime transport:

- Fuel consumption data needed for present and future reporting purposes are available also in the shipping sector but more institutional problems have to be overcome compared to the aviation sector to collect these data;
- The implementation of reporting requirements (by the relevant national and international bodies) is crucial to get access to existing data;
- Off shore bunkering, lack of clear definitions and errors in reporting is a problem which causes uncertainties in the statistics of bunker sold;
- Parties should look into the further improvement and use of calculation models to assist policy discussions and for verification purposes.
- It was noted that 75% of the tonnage is registered in Non-annex I countries but a majority of the ships are owned by companies in Annex I countries.
