

SBSTA 61 agenda item 14(b)
Methodological issues
Emissions from fuel used for international aviation and maritime transport
Version 13/11/2024 10:30

Compilation of views of Parties on possible elements of draft conclusions

1. [[The Subsidiary Body for Scientific and Technological Advice (SBSTA) continued consideration of this agenda sub-item.]

{Interaction with ICAO and IMO secretariats}

2. [The SBSTA noted

Option 1 {noting that ICAO and IMO were present, requested to answer, and provided some answers (SBSTA57 outcomes)}

that the representatives of the secretariats of the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) were present at the informal consultations under this agenda sub-item, were requested to answer questions from Parties and provided some answers on the submissions from ICAO¹ and IMO² at the initial informal consultation, held on 12 November 2024.]

Option 2 {noting the information received from ICAO and IMO}

the information received from representatives of the secretariats of the International Civil Aviation Organization (ICAO)³ and the International Maritime Organization (IMO)⁴ on the progress of their work on this matter at the initial informal consultation, held on 12 November 2024.]

Option 3 {noting the presence of ICAO and IMO}

the presence of the representatives of the secretariats of the ICAO and IMO at the informal consultations under this agenda item who were requested to report on their ongoing work and provide answers on their submissions.⁵]

3. [The SBSTA [reaffirmed][recognized] the fundamental principles of the Convention and the Paris Agreement, including the principle of common but differentiated responsibilities and respective capabilities, in light of differing national circumstances, when addressing emissions from fuel used in international aviation and maritime transport.]

{Scientific assessments report on the impacts of the goals and measures}

4. [The SBSTA

Option 1 {by ICAO and IMO}

requested that the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) conduct and develop a report on scientific assessments to evaluate the impacts of their proposed goals and measures on economic growth and development, particularly in developing countries, including strategies for

¹ Available at https://www4.unfccc.int/sites/SubmissionsStaging/Documents/202411091958---ICAO%20Submission_SBSTA61_Final.pdf.

² Available at <https://www4.unfccc.int/sites/SubmissionsStaging/Documents/202410280849---IMO%20submission%20to%20SBSTA%2061.pdf>.

³ Available at https://www4.unfccc.int/sites/SubmissionsStaging/Documents/202411091958---ICAO%20Submission_SBSTA61_Final.pdf.

⁴ Available at <https://www4.unfccc.int/sites/SubmissionsStaging/Documents/202410280849---IMO%20submission%20to%20SBSTA%2061.pdf>.

⁵ ICAO submission is available at https://www4.unfccc.int/sites/SubmissionsStaging/Documents/202411091958---ICAO%20Submission_SBSTA61_Final.pdf. IMO submission is available at <https://www4.unfccc.int/sites/SubmissionsStaging/Documents/202410280849---IMO%20submission%20to%20SBSTA%2061.pdf>.

promoting the transfer of innovative and efficient technologies to developing countries for consideration by the SBSTA at its sixty-second session (June 2025).]

Option 2 {by ICAO}

invited ICAO to report scientific assessments on the impacts of the proposed goals and measures on the growth and economic impacts in developing countries as well as ways and means of promoting the transfer of innovative and efficient technologies to developing countries, for consideration by the SBSTA at its sixty-second session (June 2025).]

5. [The SBSTA agreed to continue consideration of this matter at SBSTA 62 (June 2025).]]