

Chronological development under the SBSTA - archive		
SBSTA 59, Dubai, UAE, Nov.-Dec. 2023	FCCC/SBSTA/2023/8 paragraph 12	At SBSTA 59 (November-December 2023), SBSTA noted that Parties could not conclude consideration of the matter at this session. In accordance with rules 10(c) and 16 of the draft rules of procedure being applied, the matter will be included in the provisional agenda for SBSTA 60.
SBSTA 58, Bonn, Germany, June 2023	FCCC/SBSTA/2023/4 paragraph 15-16	At SBSTA 58 (June 2023), SBSTA noted that Parties could not conclude consideration of the matter at this session. In accordance with rules 10(c) and 16 of the draft rules of procedure being applied, the matter will be included in the provisional agenda for SBSTA 59.
SBSTA 57, Sharm-el- Sheikh, Egypt, Nov. 2022	FCCC/SBSTA/2022/10 paragraph 73-75	The SBSTA agreed to continued consideration of this agenda item. The SBSTA noted the presence of the representatives of the secretariats of the ICAO and IMO were present at the informal consultations under this agenda item who were requested to answer questions from Parties and provided some answers on the submissions from them at the initial informal consultation, held on 7 November 2022. The SBSTA agreed to continue consideration of this matter at SBSTA 58. (June 2023)
SBSTA 56, Bonn, Germany, June 2022	FCCC/SBSTA/2022/6 paragraph 97-98	The SBSTA agreed to continue its consideration of the matter at SBSTA 57.
SBSTA 52-55, Glasgow, Scotland, Nov. 2021	FCCC/SBSTA/2021/3 paragraph 85	The SBSTA agreed to defer consideration of the matters to SBSTA 56.
SBSTA 51, Madrid, Spain, Dec. 2019	FCCC/SBSTA/2019/5 paragraph 63	The SBSTA noted that Parties had not been able to agree on conclusions. In accordance with rule 16 of the draft rules of procedure being applied, the matter will be included in the provisional agenda for SBSTA 52.
SBSTA 50, Bonn, Germany, June 2019	FCCC/SBSTA/2019/2 paragraph 111	The SBSTA noted that Parties had not been able to agree on conclusions. In accordance with rule 16 of the draft rules of procedure being applied, the matter will be included in the provisional agenda for SBSTA 51.
SBSTA 49, Katowice, Poland, Dec. 2018	FCCC/SBSTA/2018/8 paragraphs 36-37	The SBSTA noted that Parties had not been able to agree on conclusions; in accordance with rule 16 of the draft rules of procedure being applied, the item will be on the provisional agenda for the next session.
SBSTA 48 Bonn, Germany, May 2018	FCCC/SBSTA/2018/4 paragraph 92	Consultations by the Chair concluded. The sub-item will be taken up again at SBSTA49 as per rule 16 of the draft rules of procedures being applied.
SBSTA 47 Bonn, Germany, Nov. 2017	FCCC/SBSTA/2017/7, paragraphs 85-85	Noted the information received from the secretariats of ICAO and IMO on their relevant work and invited them to report, at future sessions of the SBSTA, on the outcomes of their work on this issue report, at future sessions of the

		SBSTA, on relevant work on this issue. Special event on bunkers
SBSTA 46, Bonn, Germany, May 2017	FCCC/SBSTA/2017/4 , paragraphs 93-95	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 45, Marrakech, Morocco, Nov. 2016	FCCC/SBSTA/2016/4 , paragraphs 71-73	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 44, Bonn, Germany, May 2016	FCCC/SBSTA/2016/2 , paragraphs 68-70	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 43, Paris, France, Dec. 2015	FCCC/SBSTA/2015/5 , paragraphs. 41-43	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 42 Bonn, Germany, June 2015	FCCC/SBSTA/2015/5 , paragraphs 77-79	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 41 Lima, Peru, Dec. 2014	FCCC/SBSTA/2014/5 , paragraphs 77-79	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 40 Bonn, Germany, June 2014	FCCC/SBSTA/2014/2 , paragraphs 122-125	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 39 Warsaw, Poland, Nov. 2013	FCCC/SBSTA/2013/5 , paragraphs 91-94	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 38 Bonn, Germany, June 2013	FCCC/SBSTA/2013/3 , paragraphs 125-128	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 37 Doha, Qatar, Nov./Dec. 2012	FCCC/SBSTA/2012/5 , paragraphs 93-96	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 36 Bonn, Germany, May 2012	FCCC/SBSTA/2012/2 , paragraphs 82-85	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.

SBSTA 35 Durban, South Africa, Nov./Dec. 2011	FCCC/SBSTA/2011/5 , paragraphs 58-60	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 34 Bonn, Germany, June 2011	FCCC/SBSTA/2011/2 , paragraphs 69-73	Noted the information and invited ICAO and IMO secretariats to continue to report on their ongoing work.
SBSTA 33 Cancun, Mexico, Dec. 2010	FCCC/SBSTA/2010/13 , paragraphs 60-64	Noted the information received from ICAO and IMO and invited them to report, at future SBSTA sessions.
SBSTA 32 Bonn, Germany, May 2010	FCCC/SBSTA/2010/6 , paragraphs 55-59	Noted the information received from ICAO and IMO and invited them to report, at future SBSTA sessions.
SBSTA 31 Copenhagen, Denmark, Dec. 2009	FCCC/SBSTA/2009/8 , paragraphs 47-51	Noted the information received from ICAO and IMO and invited them to report, at future SBSTA sessions.
SBSTA 30 Bonn, Germany, June 2009	FCCC/SBSTA/2009/3 , paragraphs 88-92	Noted the information received from ICAO and IMO and invited them to report, at future SBSTA sessions.
SBSTA 29 Poznan, Poland, Dec. 2008	FCCC/SBSTA/2008/13 , paragraphs 68-72	Noted the information received from ICAO and IMO and invited them to report, at future SBSTA sessions.
SBSTA 28 Bonn, Germany, June 2008	FCCC/SBSTA/2008/6 , paragraphs 114-119	Noted the information received from ICAO and the IMO and recognized the need to continue the cooperation and the exchange of information. Agreed to continue to receive information from ICAO and IMO to enable Parties to exchange views during its next three sessions. Agreed to consider further at SBSTA 32.
SBSTA 27 Bali, Indonesia, Dec. 2007	FCCC/SBSTA/2007/16 , paragraphs 77-78	Parties agreed to continue its consideration of this issue at SBSTA 28.
SBSTA 26 Bonn, Germany, May 2007	FCCC/SBSTA/2007/4 , paragraphs 67-68	Parties agreed to continue its consideration of this issue at SBSTA 27.
SBSTA 25 Nairobi,	FCCC/SBSTA/2006/11 , paragraphs 102-103	Parties agreed to continue its consideration of this issue at SBSTA 26.

Kenya, Nov. 2006		
SBSTA 24 Bonn, Germany, May 2006	FCCC/SBSTA/2006/5 , paragraphs 71-73	Parties agreed to continue its consideration of this issue at SBSTA 25
SBSTA 23 Montreal, Canada, Nov./Dec. 2005	FCCC/SBSTA/2005/10 , paragraphs 44-47	Parties did not complete its consideration of the issues and agreed to continue its consideration at SBSTA 24
SBSTA 22 Bonn, Germany, May 2005	FCCC/SBSTA/2005/4 , paragraphs 22-26	ICAO provided additional information contained in document FCCC/SBSTA/2005/MISC.4 . And the SBSTA discussed methodological issues relating to emissions from fuel used for international aviation and maritime transport (FCCC/SBSTA/2005/MISC.6). Parties could not agree on substantial conclusions and agreed to continue its consideration at SBSTA 23.
5 Apr. 2005		In response to the request by the SBSTA at its twenty-first meeting, the UNFCCC secretariat prepared a document on Information on greenhouse gas emissions from international aviation and maritime transport (FCCC/SBSTA/2005/INF.2) which updates document
SBSTA 21, Buenos Aires, Argentina, Dec. 2004	FCCC/SBSTA/2004/13 Paragraphs 42-48	Parties considered the conclusions of the two expert meetings organized by ICAO and IMO and other issues in document FCCC/SBSTA/2004/INF.5 and requested the secretariat to prepare, information on methodological issues to update document FCCC/SBSTA/2003/INF.3 .
SBSTA 20, Bonn, Germany, June 2004	FCCC/SBSTA/2004/6 , paragraphs 34-37	The UNFCCC secretariat organized two expert meetings (7-8 April 2004, Montreal, Canada and 21 April 2004, London, United Kingdom) to address methodological issues relating to the estimation and reporting of GHG emissions data from international aviation and maritime transport. The secretariat prepared a document Methodological issues relating to emissions from international aviation and maritime transport (FCCC/SBSTA/2004/INF.5) to consider at SBSTA 20. Parties decided to finalize consideration at SBSTA 21.
SBSTA 19 Milan, Italy, Dec. 2003		Requested ICAO to encourage the developers of two models providing emissions data (AERO2K and SAGE) to complete these models as soon as possible and recognized the importance of reliable inventory data for further work on the implementation of decision 2/CP.3 . SBSTA agreed to continue consideration of inventory issues SBSTA 22.

14 Nov. 2003	FCCC/TP/2003/3	The UNFCCC secretariat prepared a technical paper on Compilation of data on emissions from international aviation.
SBSTA 18, Bonn, Germany, June 2003	FCCC/SBSTA/2003/10 , paragraphs 27-29	The SBSTA invited ICAO and IMO to organize two expert meetings before SBSTA 20 to address options to improve the methodologies for estimating and reporting emissions from international aviation and maritime transport as an input to the IPCC on the revision of the guidelines for preparing national GHG inventories under the relevant provisions of the Convention and the Kyoto Protocol.
14 May 2003		ICAO and IMO organized two expert meetings (27-28 February 2003, Montreal, Canada and 6 March 2003, London, United Kingdom) to discuss methodological aspects relating to the compilation and reporting of GHG inventory data from international and domestic aviation and maritime transport. The UNFCCC secretariat prepared a document on emissions resulting from fuel used for international aviation and maritime transportation (FCCC/SBSTA/2003/INF.3) to consider at SBSTA 18.
SBSTA 16 Bonn, Germany, June 2002	FCCC/SBSTA/2002/6 , paragraph 52 b-c	Decided to consider the methodological aspects at SBSTA 18 and invited ICAO and IMO to report on their activities.
SBSTA 15 Marrakesh, Morocco, Nov./Dec. 2001	FCCC/SBSTA/2001/8 , paragraphs 16-19	Noted the Report on the use of the UNFCCC reporting guidelines on annual inventories (FCCC/SBSTA/2001/5 and FCCC/SBSTA/2001/5/Add.1). The SBSTA adopted conclusions that strengthen the cooperation between ICAO, IMO and the UNFCCC secretariat.
SBSTA 14 Bonn, Germany, July 2001	FCCC/SBSTA/2001/2 , paragraphs 13-15	Noted report updating activities by ICAO, IMO and the UNFCCC secretariat (FCCC/SBSTA/2001/INF.1) and decided to consider the matter further at SBSTA 15.
SBSTA 12 Bonn, Germany, June 2000	FCCC/SBSTA/2000/10 , paragraphs 43-45	Considered the IPCC Report on Good Practice Guidance and Uncertainty Management in National Greenhouse Gas Inventories which contains information on methods to estimate bunker fuel emissions. The SBSTA noted the information provided by ICAO and IMO and highlighted the importance of coordination by Parties at the national level.
SBSTA 11 Bonn, Germany, Oct./Nov.1999	FCCC/CP/1999/6/Add.1	Parties outlined the importance of cooperation with ICAO and IMO; affirmed that the quality of reporting by Annex I Parties on bunker fuel emissions needs to be improved; and that the reporting guidelines on annual inventories under development at that time would contribute to such an improvement (FCCC/SBSTA/1999/6/Add.1).

		Decision 18/CP.5 requested the secretariat to further develop its cooperation with the secretariats of ICAO and IMO and requested the SBSTA to continue its current work on methodological issues (.
Oct. 1999	FCCC/SBSTA/1999/INF.9	The UNFCCC secretariat prepared a paper on “Ways to further strengthen the exchange of information between the International Civil Aviation Organization, the International Maritime Organization and UNFCCC.”
Sep. 1999	FCCC/SBSTA/1999/MISC.8	The UNFCCC secretariat compiled submissions by Parties on how to proceed with this issue as well as on the informal paper and the IPCC Special Report on Aviation and the Global Atmosphere in a miscellaneous document.
SBSTA 10 Bonn, Germany, May/June 1999	FCCC/SBSTA/1999/6 , paragraphs 42-45	Parties welcomed a " Special Report on Aviation and the Global Atmosphere " prepared by the IPCC on request of ICAO and noted that the data on emissions from international bunker fuels provided by Annex I Parties are often incomplete and inconsistent; and that further methodological work is needed to ensure consistent and transparent inventories. The SBSTA requested ICAO and IMO to provide data and expertise on the issue and Annex I Parties to provide emissions data and information on methods used to estimate emissions. The SBSTA invited the secretariat to explore ways to further strengthen the exchange of information between ICAO, IMO and the SBSTA and Parties were invited to submit their views on how to proceed with this issue as well as on the informal paper and the IPCC Special Report on Aviation and the Global Atmosphere.
12 May 1999	FCCC/SBSTA/1999/INF.4	The UNFCCC secretariat prepared a paper on methodological issues on Emissions resulting from fuel used for international transport and an informal paper addressing Methods used to collect data and to estimate and report emissions from international bunker fuels for consideration by the SBSTA 10
SBSTA 9 Buenos Aires, Argentina, Nov. 1998	FCCC/SBSTA/1998/9 , paragraph 51i	The SBSTA requested the secretariat to provide information at SBSTA 10 on emissions resulting from fuel sold to ships or aircraft engaged in international transport; and requested the secretariat to invite representatives of ICAO and IMO to report on their work to the SBSTA 10. Since this decision, ICAO and IMO have continuously reported on their activities regarding GHG emissions from international aviation and maritime transport to the SBSTA.
SBSTA 8 Bonn, Germany, June 1998	FCCC/SBSTA/1998/6 , paragraph 27	The SBSTA agreed to invite ICAO and IMO to report progress on their work relevant to the Convention and noted the work by the IPCC on a special report on aviation and the global atmosphere.

<p>SBSTA 6/COP 3 Kyoto, Japan, Dec. 1997</p>	<p>Decision 1/CP.3 and Decision 2/CP.3</p>	<p>Parties adopted the Kyoto Protocol, which states that the Parties included in Annex I shall pursue limitation or reduction of emissions of GHG emissions not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the ICAO and the IMO, respectively (Article 2, paragraph 2).</p> <p>The COP urged the SBSTA to further elaborate on the inclusion of these emissions in the overall GHG inventories of Parties, recalling that under the 'Revised 1996 Guidelines for National Greenhouse Gas Inventories of the Intergovernmental Panel on Climate Change', emissions from international bunker fuels should not be included in national totals, but should be reported separately. While GHG emissions from international maritime transport are not counted towards Parties national GHG totals, GHG emissions from domestic shipping are included in a Party national total under the Convention.</p>
<p>SBSTA 7 Bonn, Germany, Oct. 1997</p>	<p>FCCC/SBSTA/1997/14, paragraph 12</p>	<p>ICAO statement to the SBSTA</p>
<p>SBSTA 6 Bonn, Germany, July/Aug. 1997</p>	<p>FCCC/SBSTA/1997/6, paragraph 45</p>	<p>Invited ICAO and IMO to provide reports on their relevant work and called upon Parties to work through ICAO and IMO to address emissions from international bunker fuels.</p>
<p>SBSTA 5 Geneva, Switzerland, Dec. 1996</p>	<p>FCCC/SBSTA/1996/20, paragraph 55</p>	<p>The SBSTA took note of the eight options (FCCC/SBSTA/1996/9/Add.1) for allocation of bunker fuels and considered that five of these options should form the basis for further work on this issue; noted the role of ICAO and IMO in addressing the control of emissions from international bunker fuels, and the opportunity for Parties to work through these bodies; encouraged Parties to apply the revised 1996 IPCC guidelines on international bunker fuels and to report these emissions accordingly in two separate entries in their national communications. ().</p>
<p>SBSTA 3 Geneva, Switzerland, July 1996</p>	<p>FCCC/SBSTA/1996/13, paragraph 61</p>	<p>ICAO statement indicating its willingness to support the IPCC in the development of a special report on aviation. SBSTA Chair noted the significance of such a report and that it would be brought to the attention of the IPCC.</p>
<p>24 Oct 1996</p>	<p>FCCC/SBSTA/1996/9/Add .1 and FCCC/SBSTA/1996/9/Add .2</p>	<p>The UNFCCC secretariat prepared a paper that addressed international bunker fuels and included eight options for the allocation and control of emissions from international bunker fuels for consideration by the SBSTA 4.</p>
<p>SBSTA 2 Geneva, Switzerland, Feb. /March 1996</p>	<p>FCCC/SBSTA/1996/8, paragraphs 61-62</p>	<p>Requested the secretariat to prepare a report suggesting possible revisions to the guidelines for preparation of first communications by Annex I Parties including on international bunker fuels.</p>
<p>SBSTA 1 Geneva,</p>	<p>FCCC/SBSTA/1995/3, paragraph 37</p>	<p>Considered the allocation and control of emissions from international bunker fuels and requested the secretariat to</p>

Switzerland,
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provide an options paper to consider at future SBSTA session.