

**III. Inclusion according to other methods ; particular options 4 (inclusion in the national inventory of the Party according to the nationality of the transporting company, or to the country where the ship or aircraft is registered, or to the country of the operator), 5 (inclusion in the national inventory of the Party according to the country of departure or destination of the ship or aircraft) or 6 (inclusion in the national inventory of the Party according to the country of departure or destination of passengers or cargo) in document FCCC/SBSTA/1996/9/Add.1.**

The EU shares the analysis in para. 34 of FCCC/SBSTA/1999/INF.4 that it might take Parties three to five years to put in place adequate systems to collect and report information on emissions from international bunker fuels for these options in a consistent manner. If one of these options should be pursued, the necessary methodological work would have to be initiated very soon. Similar to approach II, the method for inclusion would have to be taken into account in agreeing differentiated legally binding commitments for Annex B Parties for the second and future commitment periods. The incentives to take action seem to be similar as in approach II.

In this context, the EU urges ICAO to make available the results of the work on the elaboration on decision 2/CP.3 mentioned in para. 23 of FCCC/SBSTA/1999/INF.4 as soon as possible. The EU also urges IMO to work on the elaboration on decision 2/CP.3 and to make available the results of its work.

Finally, the EU would welcome regular progress reports of ICAO and IMO on this agenda item at future SBSTA sessions.

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