

consider the issue, with a focus on a future work program. The Chair and Parties agreed.

14. Specifically, the conclusions adopted by SBSTA allow for the continuation of a parallel process for moving forward as agreed to in Buenos Aires at CoP4, and ensure that discussions on sinks will continue while the IPCC prepares their Special Report. This is important because the Special Report will not deal with the policy decisions and criteria to be used for adding additional activities. Of note in the draft conclusions are: Parties are requested to provide submissions on additional policy or procedural issues and a framework for decision making by August 16, 1999, for discussion at SBSTA 11; the IPCC is invited to provide an in-depth progress report on the Special Report and a special side event at SBSTA 11; the SBSTA decided to further consider at its eleventh session the process and timing for the analysis of the information provided by the IPCC special report and the process for developing its work program on LULUCF; the SBSTA will reconsider the issue of harvested wood products at SBSTA 11; the secretariat is requested to organize a workshop to analyze the IPCC SR, between SBSTA 12 and CoP6; Parties are requested to provide guidance on the scope of this workshop by 1 February 2000; and the IPCC is invited to develop a work plan to address methodological issues raised in the SR in the context of the IPCC 1996 Revised Inventory Guidelines.

15. EMISSIONS RESULTING FROM FUEL USED FOR INTERNATIONAL

TRANSPORTATION: The Chair of SBSTA and an informal group prepared draft conclusions for the bunker fuel issue. Of note during the discussions and reflected in the conclusions is the exclusion of any references to the questions of allocation of emissions, future targets, or the Kyoto Protocol. The SBSTA adopted the conclusions and noted the following: Data on emissions from international bunker fuels provided by Annex I Parties are often incomplete and inconsistent; further methodological work is needed to ensure consistent and transparent inventories, including the development and use of consistent definitions and good practice guidance of the IPCC; and the International Marine Organization (IMO) and ICAO were requested to make available their data and expertise on the issue and were invited to inform the SBSTA of their work plans on this issue and to provide regular progress reports to SBSTA.

16. 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 and to consider the IPCC Special Report on Aviation and the Global Atmosphere, at its eleventh session. Parties are to provide comments by August 16, 1999 on an 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 secretariat was requested to revise the paper based on Parties comments.

17. ANNEX I NATIONAL COMMUNICATIONS: Part I: Annual Inventory Reporting Guidelines and Common Reporting Framework: SBSTA adopted new inventory reporting guidelines at the tenth session. The new guidelines will strengthen existing requirements to provide inventory information in a transparent manner, and provide a common structure for countries to submit information consistently. The date for submitting inventories will not change from April 15 of the second year subsequent to the year being reported.