Paragraphs 1.3 to 1.5 of the annex are replaced by the following:

"1.3 Over the period 2007-2012, average annual fuel consumption ranged between approximately 247 and 325 million tonnes of fuel consumed by all ships within this study, reflecting top-down and bottom-up methods, respectively. Of that total, international shipping fuel consumption ranged between approximately 201 million tonnes and 272 million tonnes per year, depending on whether consumption was defined as fuel allocated to international voyages (top-down) or fuel used by ships engaged in international shipping (bottom-up), respectively.

1.4 Correlated with fuel consumption, CO₂ emissions from shipping are estimated to range between approximately 739 and 795 million tonnes per year in top-down results, and to range between approximately 915 and 1135 million tonnes per year in bottom-up results. Both the top-down and the bottom-up methods indicate limited growth in energy and CO₂ emissions from ships during 2007-2012, as suggested both by the IEA data and the bottom-up model. Nitrous oxide (N₂O) emission patterns over 2007-2012 are similar to the fuel consumption and CO₂ patterns, while methane (CH₄) emissions from ships increased due to increased activity associated with the transport of gaseous cargoes by liquefied gas tankers, particularly during 2009-2012.

1.5 International shipping CO₂ estimates range between approximately 596 and 649 million tonnes calculated from top-down fuel statistics, and between approximately 771 and 921 million tonnes according to bottom-up results. International shipping is the dominant source of the total shipping emissions of other GHGs: nitrous oxide (N₂O) emissions from international shipping account for the majority (approximately 85%) of total shipping’s N₂O emissions, and methane (CH₄) emissions from international ships account for nearly all (approximately 99%) of total shipping’s emissions of CH₄."