

**Submission by the International Maritime Organization
to the tenth session of the Ad Hoc Working Group on Long-Term Cooperative Action
under the Convention (AWG-LCA)**

Agenda item 3 – Preparation of an outcome to be presented to the Conference of the Parties for adoption at its sixteenth session to enable the full, effective and sustained implementation of the Convention through long-term cooperative action now, up to and beyond 2012

**Outcome of the sixtieth session of IMO's Marine Environment Protection Committee
Further progress made on technical, operational and market-based measures**

SUMMARY

IMO's Marine Environment Protection Committee met for its sixtieth session (MEPC 60) in March 2010 with control of greenhouse gas emissions from ships as the paramount issue on its agenda. More than 800 delegates from 94 Member States, five United Nations bodies, six intergovernmental organizations and 43 non-governmental organizations with consultative status with IMO participated at the session.

The Committee held extensive discussions on making mandatory, the technical and operational measures that were agreed as voluntary at its last session, and established the basic concepts and developed draft regulatory text as possible amendments to MARPOL Annex VI. The Committee concluded that more work was needed, in particular on ship size, target dates and reduction rates in relation to the Energy Efficiency Design Index for new ships, and agreed to establish an intersessional meeting of its Working Group on Energy Efficiency Measures for Ships, which will report back to the Committee's next session (MEPC 61) in September/October 2010.

With regard to market-based mechanisms (MBM) for international maritime transport, the Committee had before it ten different proposals and agreed to establish an Expert Group to undertake a feasibility study and impact assessment of the different proposals in line with the work plan agreed at its last session – the Expert Group will also report to MEPC 61. The scope of the study/assessment is to identify for each proposed MBM, the reduction potential on GHG emissions from international shipping, its impact on world trade and the shipping industry, and the maritime sector in general, giving priority to the maritime sectors in developing countries.

The outcome of the sixtieth session of IMO's Marine Environment Protection Committee is described in detail in IMO's submission to the thirty-second session of UNFCCC's Subsidiary Body for Scientific and Technological Advice (SBSTA 32), which is issued as document FCCC/SBSTA/2010/MISC.5.