

**UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE
(UNFCCC)**

Subsidiary Body for Scientific and Technical Advice (SBSTA 41)

Agenda item 10(d)

Emissions from fuel used for international aviation and maritime transport

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Lima, Peru, 1 to 6 December 2014

Mr. Chairman, Distinguished Delegates, Ladies and Gentlemen,

The IMO Secretariat is very pleased to provide SBSTA 41 with an update on IMO's action to address emissions from bunker fuels used for international maritime transport.

In recognition of the magnitude of the climate change challenge and the importance of global action, IMO, for some time now, has been effectively addressing greenhouse gas (GHG) emissions from international shipping.

As reported before to this body, but it does no harm to reiterate the positive action taken, a mandatory energy-efficiency framework for ships trading internationally entered into force as a 'package' on 1 January 2013, under Annex VI of the International Convention for the Prevention of Pollution from Ships (the MARPOL Convention). Effective implementation will see a strengthening of the energy efficiency requirements for ship types responsible for approximately 85% of carbon dioxide (CO₂) emissions from international shipping and, together, they represent the first-ever, mandatory global regime for CO₂ emission reduction in an entire industry sector.

At its 67th session in October, IMO's Marine Environment Protection Committee approved the Third IMO GHG Study 2014 providing updated emission estimates for greenhouse gases from ships. According to the estimates presented in this study, international shipping emitted 796 million tonnes of CO₂ in 2012, that is, about 2.2% of the total global CO₂ emissions for that year. By contrast, in 2007, before the global economic downturn, international shipping is estimated to have emitted 885 million tonnes of CO₂, that is, 2.8% of the total global CO₂ emissions for that year. These percentages are all the more significant when considering that shipping is the principal carrier of world trade, carrying over 80% by volume, and therefore providing a vital service to global economic development and prosperity.

Without reference to the findings of this new study, it would be extremely difficult for IMO to demonstrate the steady and ongoing improvement in ships' energy efficiencies resulting from the introduction of the global mandatory technical and operational measures. Indeed even with these measures the Third IMO GHG Study forecasts that by 2050 CO₂ emissions from international shipping are likely to increase by between 50% and 250%.

IMO's Marine Environment Protection Committee is therefore considering further technical measures to enhance the energy efficiency of shipping and MEPC 67 in October agreed, in principle, to develop a data collection system for ships. Further consideration will be given at the 68th session of IMO's Marine Environment Protection Committee in May 2015.

Mr. Chairman,

To ensure a smooth and effective implementation and enforcement of the new energy efficiency regulations worldwide, IMO has also been focusing its efforts on technical co-operation and capacity building, and has been undertaking a series of workshops on implementation of the measures to address emissions from fuel used by international shipping. For example, regional workshops focusing on the energy efficiency measures have taken place this year in Ghana, India, Jamaica, Samoa, and Turkey.

In addition, the Ad Hoc Expert Working Group on Facilitation of Transfer of Technology for Ships met, for a second time this year, to continue its work with regard to the implementation of resolution MEPC.229(65) on *Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships*. In line with its work plan, I am pleased to report that the Group has made significant progress.

Further, I am pleased to inform this body that IMO, through the United Nations Development Programme (UNDP), has submitted a Project Document for final approval to the Global Environment Facility (GEF) for a project entitled "*Transforming the Global Maritime Transport Industry towards a Low Carbon Future through Improved Energy Efficiency*". Having received the support and commitment of ten Lead Pilot Countries for this project we fully expect this two year global project, that will assist developing countries in the implementation of the energy efficiency measures adopted by IMO, to be initiated in early 2015.

Mr. Chairman, ladies and gentlemen, let me conclude that:

As the development and implementation of mandatory technical and operational measures for ships has demonstrated, IMO is best placed, as the competent global regulatory body, to continue to develop both an authoritative and robust greenhouse gas emissions control regime that is relevant for international shipping while also matching overall expectations for climate change abatement.