

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

Subsidiary Body for Scientific and Technical Advice (SBSTA 40)

Agenda item 8(c)

Emissions from fuel used for international aviation and maritime transport

Ms Astrid Dispert, IMO's Marine Environment Division

Bonn, Germany, 1 to 11 June 2015

Mr. Chairman, Distinguished Delegates, Ladies and Gentlemen,

The IMO Secretariat is very pleased to provide SBSTA 42 with an update on IMO's action to address emissions from bunker fuels used for international maritime transport.

International shipping plays an essential role in the facilitation of world trade as the most cost-effective and energy-efficient mode of mass cargo transport, making a vital contribution to international trade and being a key pillar of the development of a sustainable global economy.

Mandatory energy efficiency requirements for international shipping have now been in force for over two years. Data presented last month to the sixty-eight session of the IMO's Marine Environment Protection Committee, MEPC 68, clearly identifies the improvements made, significant in many cases, in the energy efficiency of ships being designed and delivered today. This is a significant success story and once again demonstrates the IMO's important role as the global standard setter for international shipping. However, the complexity of optimizing the energy efficiency of existing ships requires that any future action is taken following the analysis of robust data.

As such IMO continues to consider further technical and operational measures to enhance the energy efficiency of ships. As part of this work, MEPC 68 continued with the development of a data collection system for ships and agreed that it should follow a three step approach: data collection, data analysis, followed by decision-making on what further measures, if any, are required.

MEPC 68 also noted that one purpose of the data collection system was to analyze energy efficiency and that for this analysis to be effective some transport work data needs to be included. Therefore, work at MEPC 68 primarily focused on the development of the full language for a data collection system for fuel consumption, which can be readily used for voluntary or mandatory application of the system, and consideration was given to transport work and/or other proxies for inclusion in such a system.

Noting that further work should be undertaken intersessionally, MEPC 68 agreed to establish, subject to endorsement by the IMO Council, an intersessional working group and instructed it to further consider transport work and/or proxies for inclusion in the

data collection system, as well as the issue of data confidentiality and the development of guidelines. The group will report to MEPC 69, expected to be held in April 2016.

Mr. Chairman,

MEPC 68 considered a document by the Marshall Islands providing justification for and requesting the IMO to undertake the work necessary to establish a GHG emission reduction target for international shipping consistent with keeping global warming below 1.5°C, and to agree the measures necessary to reach that target.

MEPC 68 expressed gratitude to the Marshall Islands for their submission and the information therein acknowledging and recognizing the importance of the issue raised; recognized the measures already adopted by the IMO in relation to the reduction of emissions from ships, also recognizing that more could be done; was of the opinion that current work should continue to focus on further reduction of emissions from ships, particularly through the finalization of a data collection system; considered the issues raised by the Marshall Islands could be further addressed at a future session of the MEPC, acknowledging the need to move forward cautiously; and looked forward to a successful meeting of UNFCCC COP 21 in Paris later this year.

Mr Chairman,

IMO has also been focusing its efforts on technical co-operation and capacity building, and has been undertaking a series of regional and national workshops on implementation of the mandatory requirements to address emissions from international shipping. Under IMO's Integrated Technical Co-operation Programme, further capacity-building activities are planned in 2015, in order to sustain the level of technical cooperation interventions in various regions for the effective implementation and enforcement of energy efficiency measures for ships.

MEPC 68 also considered a progress report on the work carried out to date by the Committee's Ad Hoc Expert Working Group on Facilitation of Transfer of Technology for Ships, and noted that full reports on the first three of the four tasks identified in the group's work plan had been provided and that a complete report of all four tasks would be submitted to MEPC 69 next year.

Several delegations expressed their appreciation for the progress made to date by the group, noting in particular the usefulness of relevant regional workshops that had taken place, as a means to increase awareness of technology transfer in the context of energy efficiency of ships.

Mr. Chairman, let me conclude that:

IMO, as the global regulator of international shipping, will continue its endeavours to reduce environmental impacts from international maritime transport, a vital industry to world trade and sustainable development, and keep relevant bodies of the UNFCCC informed of its progress.