

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

**Subsidiary Body for Scientific and Technical Advice (SBSTA 40)**

**Agenda item 11(c)**

**Emissions from fuel used for international aviation and maritime transport**

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Mr. Chairman, Distinguished Delegates, Ladies and Gentlemen,

The IMO Secretariat is very pleased to provide SBSTA 40 with an update on IMO's action to address emissions from bunker fuels used for international maritime transport.

On 1 January 2013, a set of mandatory energy efficiency measures adopted by the IMO for international shipping, came into force under Annex VI of MARPOL, the International Convention for the Prevention of Pollution from Ships. This package of technical and operational requirements, apply to ships over 400 gross tonnage undertaking international voyages.

New ships are now required to be constructed to a mandatory design index, the Energy Efficiency Design Index (EEDI). The design requirements will see the progressive strengthening of the energy efficiency of new ships every five years up to 2025, by applying technological improvements in ship design and propulsion.

Furthermore ships are now required to have a Ship Energy Efficiency Management Plan (SEEMP). The SEEMP establishes a mechanism to improve the energy efficiency of a ship in a cost-effective manner, and also provides an approach for shipping companies to manage ship and fleet efficiency performance over time using, for example, the Energy Efficiency Operational Indicator (EEOI) as a monitoring tool.

Together, these mandatory measures address ship types responsible for approximately 70% of CO<sub>2</sub> emissions from international shipping and represents the first ever mandatory global CO<sub>2</sub> emission reduction regime for an entire industry sector.

The acceptance of the EEDI as a regulatory tool is demonstrated by adoption by IMO's Marine Environment Protection Committee, at its 66th session in April this year, of amendments to MARPOL Annex VI to include several additional ship types into the EEDI framework including ro-ro passenger, ro-ro cargo, ro-ro(vehicle carrier), LNG carriers and cruise passenger ships. These amendments will increase to approximately 85% the CO<sub>2</sub> emissions of the international shipping industry brought under the international regulatory regime.

Additionally, the Marine Environment Protection Committee considered further technical measures to enhance the energy efficiency of shipping, and discussed various submissions relating to proposals to establish a framework for the collection and reporting of data on the fuel consumption of ships. The Committee established a Working Group on “Further technical and operational measures for enhancing energy efficiency of international shipping” to consider the development of a data collection system for ships, including identification of the core elements of such a system.

Mr. Chairman,

Linked to the implementation of energy efficiency measures, MEPC 66 discussed 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*, which, among other things, requests the IMO, through its various programmes, to provide technical assistance to Member States to enable cooperation in the transfer of energy efficient technologies to developing countries in particular; and further assist in the sourcing of funding for capacity building and support to States, in particular developing States, which have requested technology transfer.

MEPC established, in accordance to the resolution, the Ad Hoc Expert Working Group on Facilitation of Transfer of Technology for Ships (AHEWG-TT) which agreed on the methodology for conducting its work, as well as a work plan which was endorsed by the Committee.

Against this background, IMO has also been focusing its efforts on technical co-operation and capacity building to ensure a smooth and effective implementation and enforcement of the new energy efficiency regulations worldwide, and has been undertaking a series of workshops on implementation of the measures to address emissions from fuel used by international shipping.

Further, the Marine Environment Protection Committee noted that IMO, through the United Nations Development Programme (UNDP), submitted a Project Identification Form to the Global Environment Facility (GEF) which has received endorsement for funding of a project entitled *"Transforming the Global Maritime Transport Industry towards a Low Carbon Future through Improved Energy Efficiency"*. This two year global project builds on IMO's experience in successfully delivering a capacity building project in East Asia to address GHG emissions from ships, and will assist developing countries in the implementation of the energy efficiency measures adopted by IMO.

Mr. Chairman, Ladies and gentlemen, 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.