

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

**Subsidiary Body for Scientific and Technical Advice (SBSTA 39)**

**Agenda item 11(f)**

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

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**Warsaw, Poland, 11 to 16 November 2013**

Mr. Chairman, Distinguished Delegates, Ladies and Gentlemen,

The IMO Secretariat is very pleased to provide SBSTA 39 with an update on IMO's action to address emissions from fuel 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. This package of technical and operational requirements, that apply to ships over 400 gross tonnage, requires new ships to be constructed to a mandatory design index, the Energy Efficiency Design Index (EEDI), where the energy efficiency level will be progressively strengthened every five years up to 2025, by applying technological improvements in ship design and propulsion. Furthermore all 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 approval of the IMO's Marine Environment Protection Committee, at its 65<sup>th</sup> session in May, 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. Thus more of the CO<sub>2</sub> emissions of the international shipping industry will be brought into the regulatory regime. Additionally the Marine Environment Protection Committee considered further technical measures to enhance the energy efficiency of shipping, and will continue its deliberations at its next session in Spring 2014.

Mr. Chairman, I would like to briefly turn to some of the next steps for IMO:

IMO's Marine Environment Protection Committee, at its 65<sup>th</sup> session, also agreed to initiate a study for an updated GHG emissions' estimate for international shipping and I am pleased to inform you that the Update Study started in October 2013, the outcome of which is to be considered by MEPC in 2014.

This new study will focus on updating the emissions inventory in the current IMO GHG Study of 2009, which estimated that international shipping emitted 870 million tonnes, or about 2.7%, of the global man-made emissions of CO<sub>2</sub> in 2007.

The update of the study is considered necessary, in general, to provide a better foundation for future work by IMO to address emissions from fuel used by international shipping. Sea transport is fuel-efficient and without updated figures it will be difficult to provide a meaningful baseline to illustrate the steadily on-going improvement in fuel efficiency resulting from the introduction of mandatory technical and operational measures, including other operational measures employed by ships as a consequence of the economic downturn.

MEPC 65 also adopted an MEPC resolution 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.

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 under a recently concluded agreement between IMO's technical cooperation programme (ITCP) and the Korean International Cooperation Agency (KOICA) for implementation of a project on "Building Capacities in East Asian countries to address GHG emissions from Ships". This capacity building work is currently being extended to other regions and IMO is seeking additional funding from various sources to scale up these activities.

Ladies and gentlemen, let me conclude that:

IMO has an enviable track record of successfully addressing, resolving and promoting all issues within its competence and on its agenda.

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.