

Recent actions and decisions taken by IMO in relation to emissions from international maritime transport

COP 23 Special Side Event, Bonn, 7 November 2017
IMO Secretariat



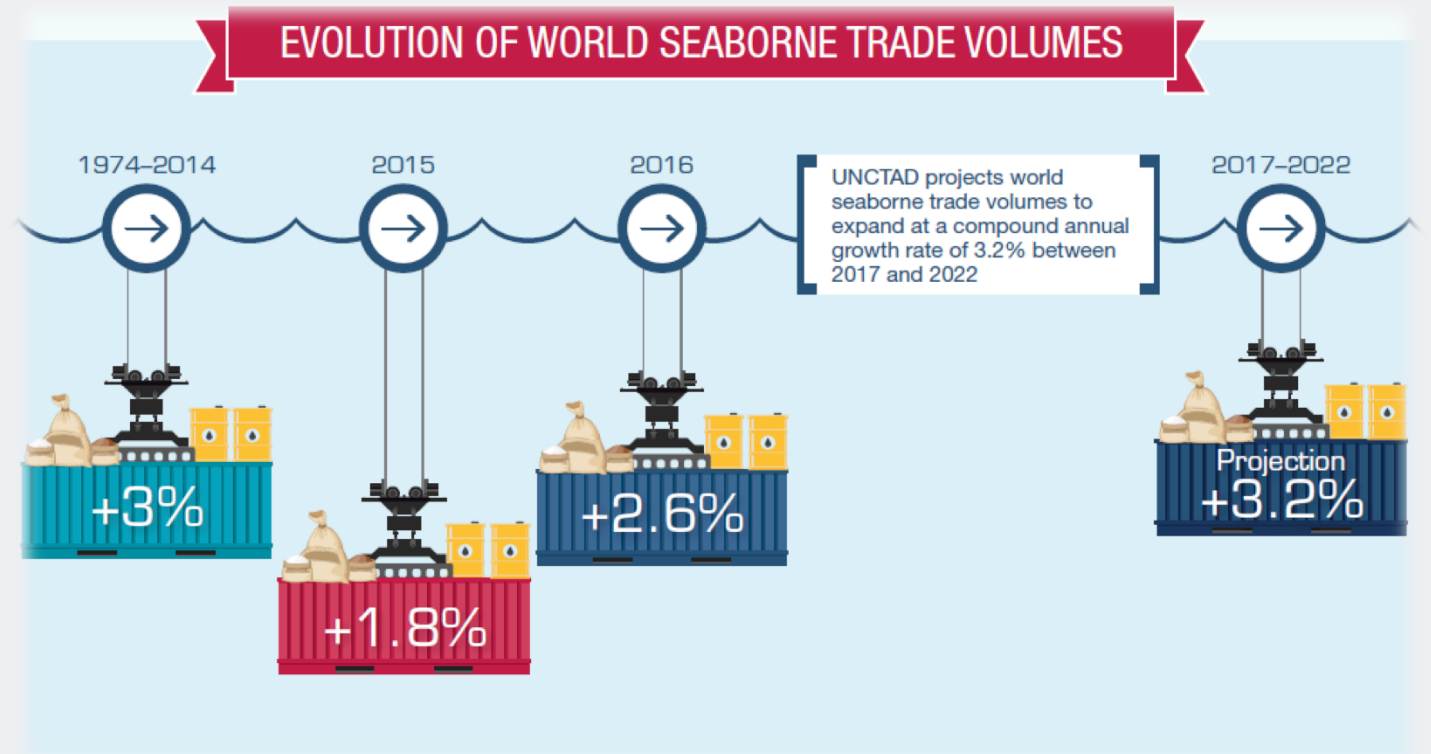
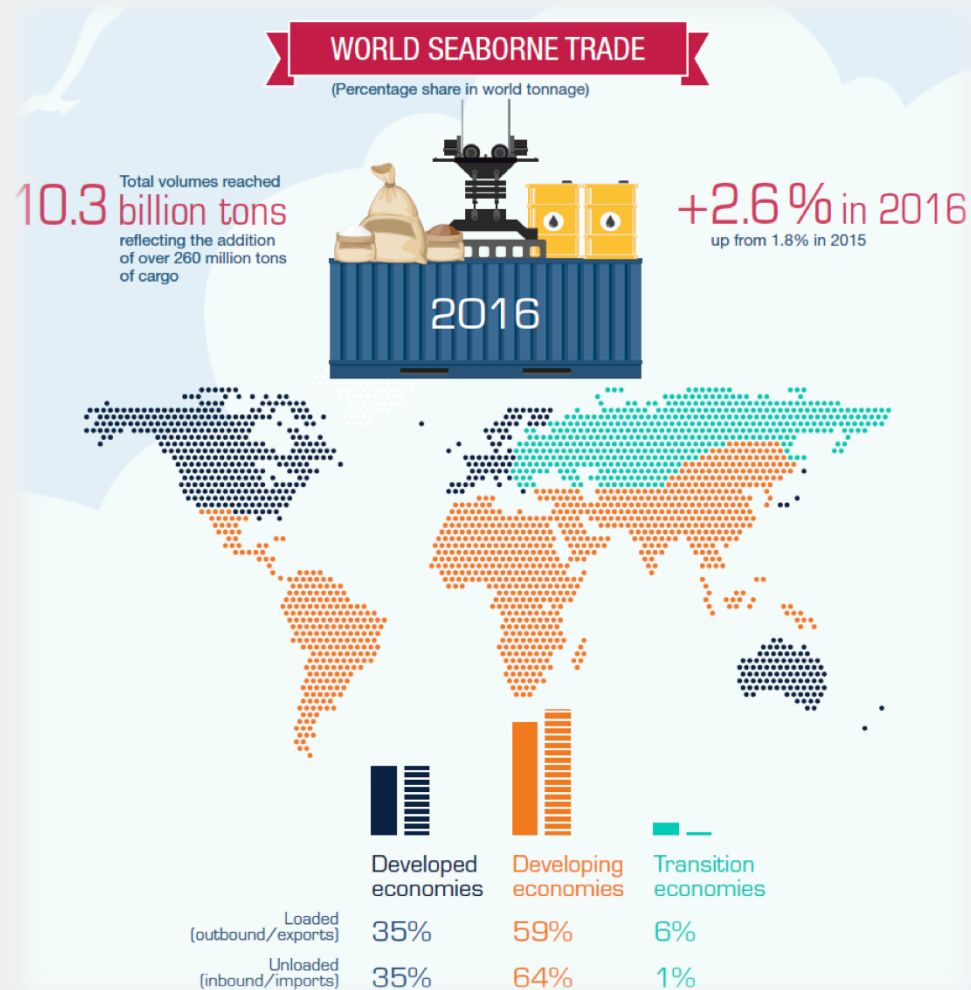
International Maritime Organization

- A specialized agency of the UN
- The IMO Convention adopted in 1948 and IMO first met in 1959
- 172 Member States, 3 Associate Members
- Consultative organizations (79 NGOs, 64 IGOs)
- Develop and maintain a comprehensive regulatory framework for international shipping on safety, environment, legal matters, technical co-operation, security and the efficiency of shipping
- Marine Environment Protection Committee (MEPC) deals with emissions from ships



“Safe, secure and efficient shipping on cleaner oceans”

The role of international maritime transport in sustainable development



(Review of Maritime Transport 2017, UNCTAD)

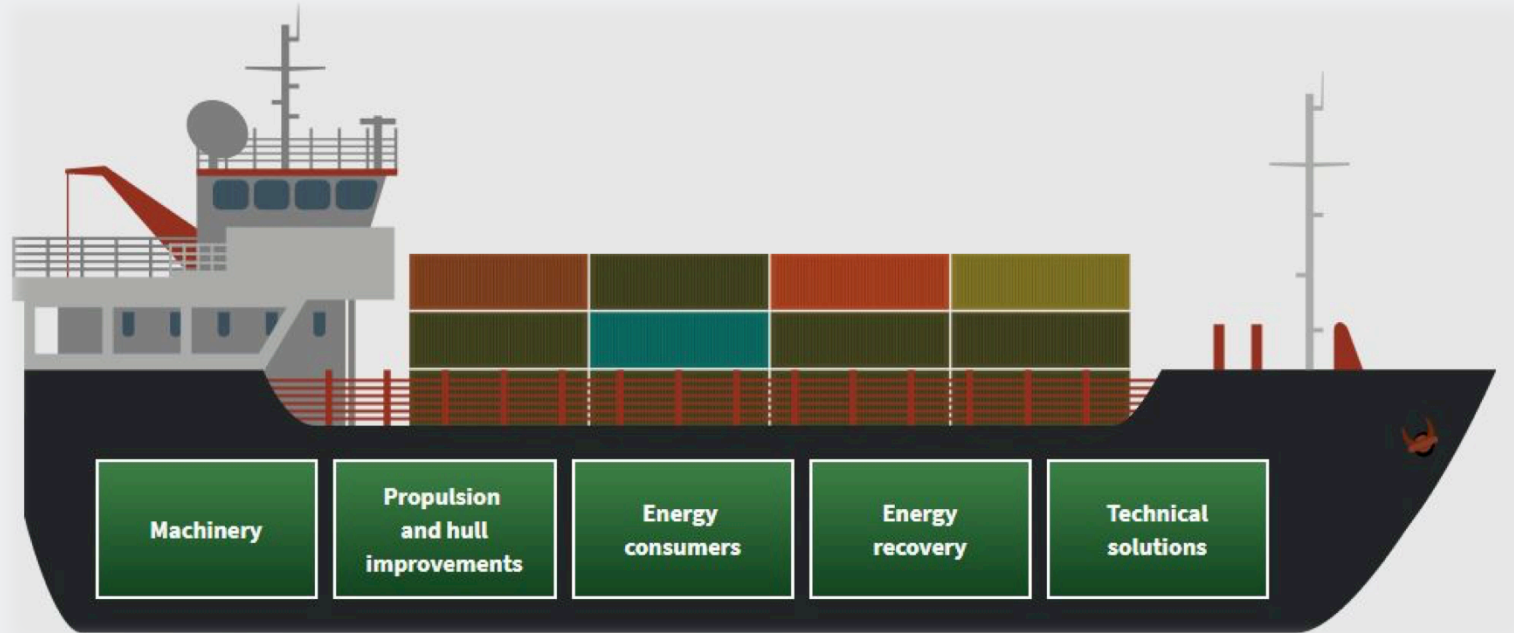
IMO work to address CO₂ emissions from ships

- In September 1997 Air Pollution Conference adopted resolution 8 on *CO₂ emissions from ships*
- Resolution A.963(23) on *IMO Policies and Practices Related to the Reduction of Greenhouse Gas Emissions from Ships*, adopted by Assembly 23 in December 2003
- Assembly urged the Marine Environment Protection Committee to identify and develop the mechanism or mechanisms needed to achieve the limitation or reduction of GHG emissions from international shipping and, in doing so, to give priority to:.....

.....the evaluation of technical, operational and market-based solutions



Potential energy efficiency improvements



- Technical measures (EEDI) e.g., waste heat recovery, propeller polishing, hull cleaning, air lubrication, LEDs, etc.
- Operational measures (SEEMP) e.g., trim and draft optimization, speed management, autopilot adjustment, weather routing, etc.

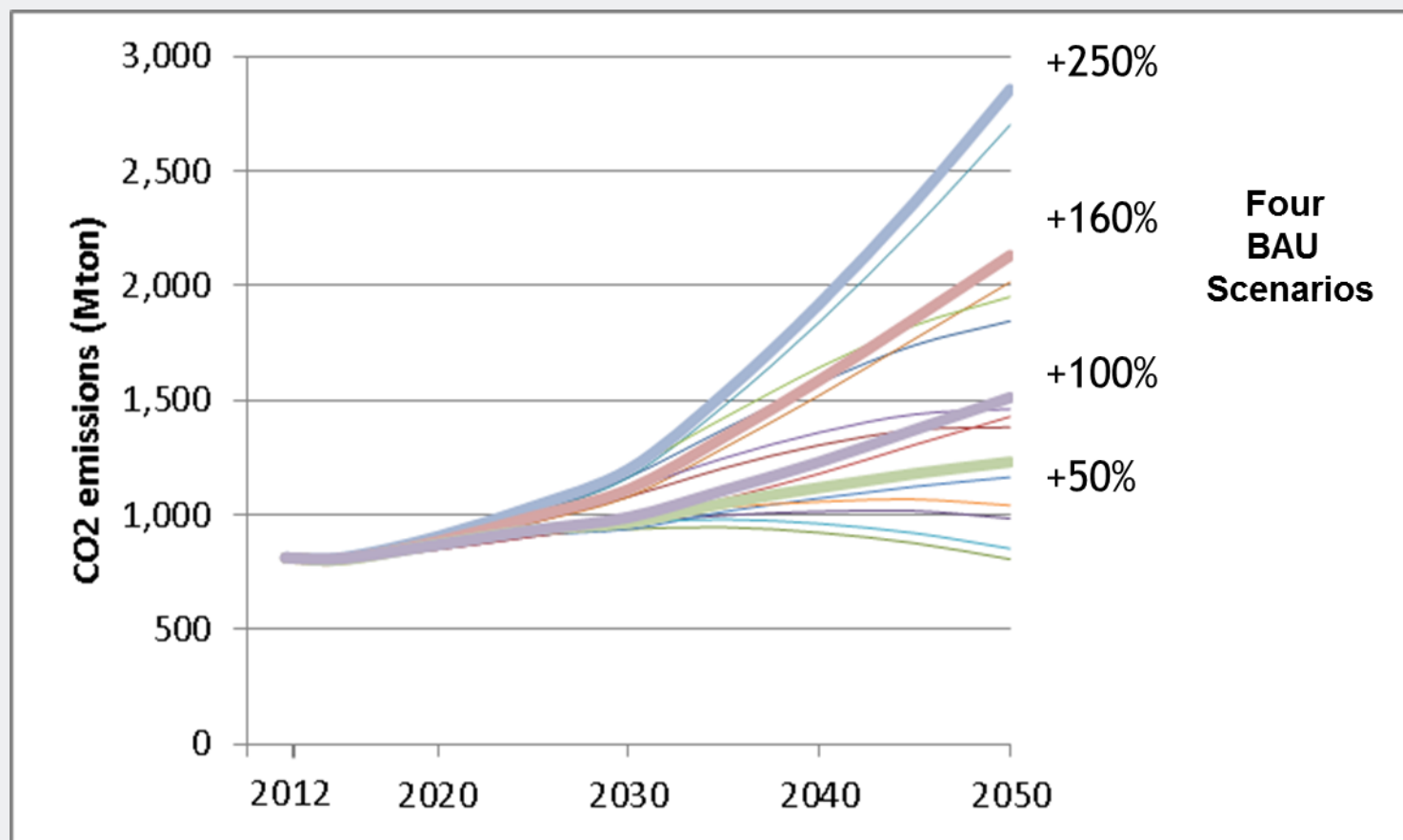
The role of international maritime transport in sustainable development

- In 2012, international shipping CO₂ emissions were estimated to be 796 million tonnes accounting for 2.2% of global CO₂ emissions
- By 2050, CO₂ emissions from international shipping could grow by between 50% and 250%, depending on future economic growth and energy developments
- Demand is the key driver for growth

(Third IMO Greenhouse Gas Study 2014)

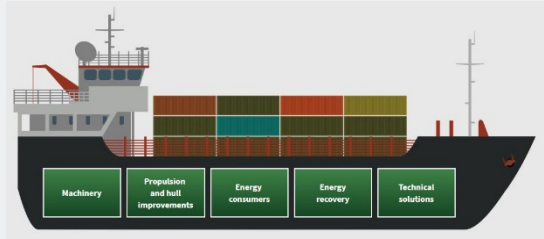


The role of international maritime transport in sustainable development

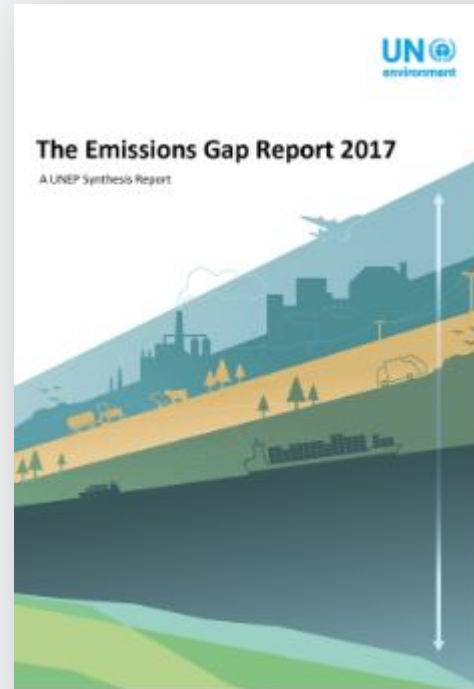


Ref: Third IMO GHG Study 2014

Potential energy efficiency improvements



- 300MT of fuel oil used by international shipping in 2012
- Negligible energy demand for shipping currently is met by renewables
- Alternative energy sources and/or alternative fuels are key to reducing GHG emissions



UN Environment *The Emissions Gap Report 2017*

Emission reduction potential
from shipping efficiency in 2030
= **0.7 GtCO₂e**

Development of an IMO Strategy on reduction of GHG emissions from ships

Outcome of MEPC 71 (July 2017) & ISWG-GHG 2 (October 2017)

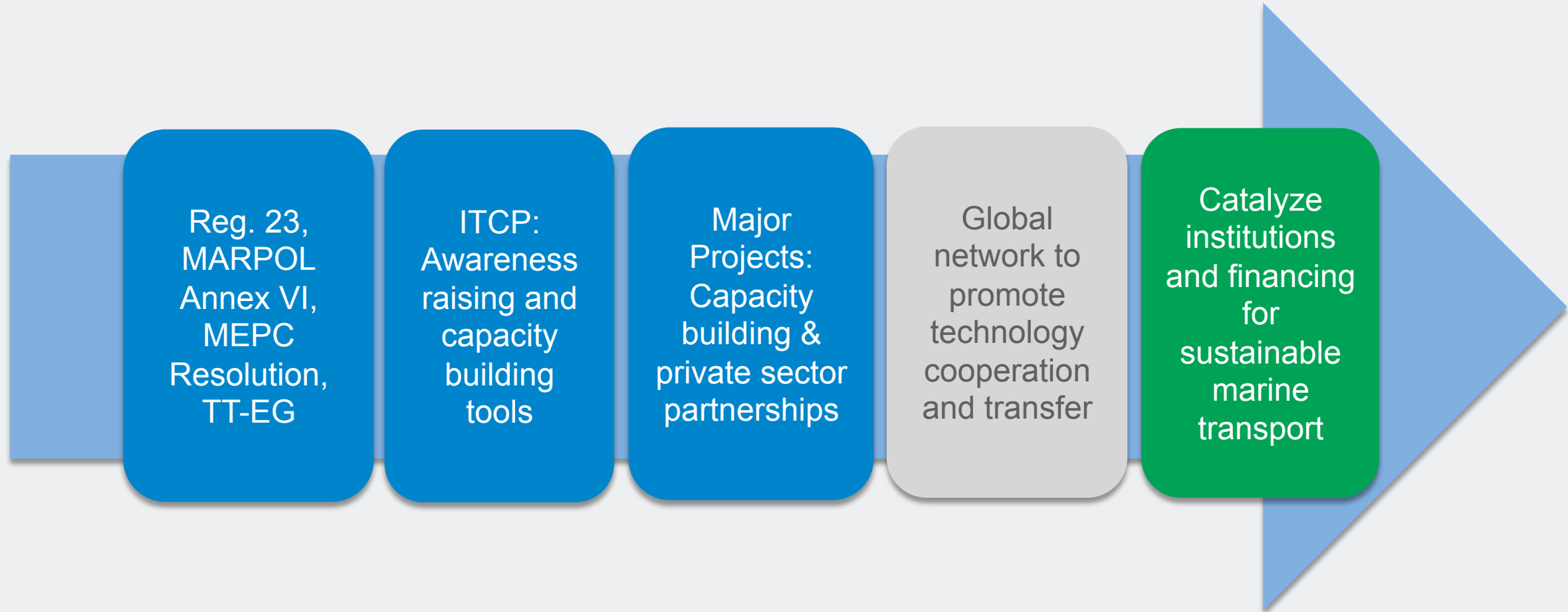
- Draft outline of the structure of the initial IMO GHG Strategy (following the Roadmap for developing a comprehensive IMO Strategy agreed at MEPC 70)
 1. Preamble/introduction/context/objectives including emission scenarios
 2. Vision
 3. Levels of ambition
Guiding principles
 4. List of candidate short-, mid- and long-term further measures with possible timelines and their impacts on States
 5. Barriers and supportive measures; capacity building and technical cooperation; R&D
 6. Follow-up actions towards the development of the revised Strategy
 7. Periodic review of the Strategy
- ISWG-GHG 3 planned for April 2018

Latest progress made in developing GHG Strategy for international shipping

Outcome of ISWG-GHG 2 (23-27 October 2017)

- ISWG-GHG 2 has made progress in starting to shape a draft initial IMO GHG Strategy including refining the **vision** for IMO, which will express IMO's further commitment to reducing GHG emissions from international shipping.
- While the structure of the Strategy has been largely agreed, the detailed text to be included is still under discussion.
- The group agreed that candidate short-term measures could be measures finalized and agreed by the Marine Environment Protection Committee (MEPC) between 2018 and 2023; candidate mid-term measures could be measures finalized and agreed by the MEPC between 2023 and 2030; and candidate long-term measures could be measures finalized and agreed by the MEPC beyond 2030.
- Dates of entry into force and when the measure can effectively start to reduce GHG emissions would be defined for each measure individually.
- The group supported the need for early action.

Promotion of technical cooperation and transfer of technology relating to the improvement of energy efficiency of ships





Picture credit: Yara/Kongsberg Gruppe

Thank-you for your attention

