

2025 Ocean and Climate Dialogue
Intervention by Mr. Fredrik Haag, Head, Office for the London
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Thank you, co-facilitators, and thank you for allowing me to make this brief intervention remotely.

Let me start by very briefly explaining that the International Maritime Organization is the UN specialized agency responsible for the safety and security of shipping, the prevention of marine and atmospheric pollution ships, as well as the prevention of pollution from dumping of wastes at sea. Since its establishment more 75 years ago, Member States have adopted more than 50 conventions and hundreds of codes and guidelines to implement this global regulatory framework, thereby supporting our common efforts to address some of the challenges the planet is facing in the ocean-climate nexus.

The main point I would like to make today is with respect to **climate change mitigation technologies**. IMO is the secretariat for the 1972 London Convention and the 1996 London Protocol, the two global treaties that prevent pollution from dumping of waste at sea, by banning disposal of wastes except in very specific cases, thereby minimizing marine pollution and limiting impacts on biodiversity.

More specifically, in relation to this Dialogue I would like to emphasize that the London Convention and Protocol are the treaties that **regulate** climate change mitigation technologies that may have the potential to cause harm to the marine environment, in particular through the London Protocol, which is the global treaty that regulates:

- 1) carbon capture and storage (CCS) in sub-sea geological formations and
- 2) marine geoengineering (or ocean interventions for climate change mitigation) activities.

The regulations governing CCS in the sub-seabed are in force since 2006, and since 2019, Parties are also allowed to export CO₂ streams for CCS in sub-seabed geological formations, in line with the criteria set out in an amendment which was agreed already in 2009.

In 2013, the Parties to the London Protocol also adopted amendments to regulate marine geoengineering activities, and although these amendments have not yet entered into force, the Contracting Parties strongly committed to work on these matters to facilitate the entry into force and implementation, and are very actively making progress on this through both the governing bodies and the joint Scientific Groups under the treaties, also in cooperation with the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection, GESAMP.

The current focus of the work will continue to advance their scientific understanding of marine geoengineering techniques to inform their potential actions, including further legal and technical analysis with regard to marine geoengineering techniques.

Current intersessional legal work focuses on the potential listing of additional marine geoengineering techniques to the 2013 amendment, and providing clarity on application of London Convention and London Protocol provisions. The LC/LP governing bodies have therefore identified the coordination with other international entities to both encourage the sharing of information also clarify the roles of these entities in the governance of marine geoengineering.

I would therefore like to encourage you to engage actively with the work under the LC/LP, as the global treaties that regulate climate change mitigation technologies in the marine environment. Many of your delegations are already playing an active role, and I would encourage you to engage through them or reach out to us in the LC/LP Secretariat for more information.

Another important point is of course the decarbonization of the maritime sector. This is currently a high priority item for IMO Member States, based on the *2023 IMO Strategy on Reduction of GHG Emissions from*

Ships, which sets an ambitious goal of achieving net-zero GHG emissions from international shipping by or around, i.e. close to 2050. The IMO Net-Zero Framework, which was approved by IMO Member States in April, is expected to be adopted in October of this year. I believe my colleague, Mr. Camille Bourgeon from our Climate Action and Clean Air team is providing a presentation on this topic at your meeting today, so I will not go into any details at this point.

In addition to these very directly connected issues, IMO's work also includes efforts to address invasive species, the management of ships' ballast water, biofouling and anti-fouling systems, and marine plastic litter, to name a few, and it also includes the possibility to establish areas with additional protective measures where this is needed, through what is known as Particularly Sensitive Sea Areas (PSSAs), and through Special Areas and Emission Control Areas under the MARPOL Convention.

I hope my short intervention provides a brief illustration of IMO's work to the issues you are discussing, and I believe it also highlights the importance of capacity building and an inclusive transition in the context of developing countries, in particular SIDS and LDCs. IMO is actively supporting such efforts through a number of major projects and our extensive capacity building efforts supporting our regulatory framework on issues related to the ocean-climate nexus.

I also hope that this intervention highlights the importance of dialogue between the entities that operate with different mandates in the ocean space.

With that, I would like to thank you once again for letting me address the Dialogue, and I look forward to an engaging discussion.

Thank you.
