Initial IMO Strategy on reduction of GHG emissions from ships

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Dr Edmund Hughes
Marine Environment Division
International Maritime Organization
Shipping a global industry supporting international trade

- Over 80% of global trade by volume and more than 70% of its value carried on board ships
- World seaborne trade volumes expanded by 2.6% in 2016 to reach 10.3 billion tons of cargo
- Cargo flows are set to expand across all segments, with containerized and major dry bulk commodities trades recording the fastest growth

*(Review of Maritime Transport 2017, UNCTAD)*
IMO work to address GHG emissions from ships

- In September 1997 Air Pollution Conference adopted resolution 8 on $CO_2$ emissions from ships
- MARPOL Annex VI – ODS, NOx, VOC
- EEDI and SEEMP
- Collection and reporting of ship fuel oil consumption data
- IMO Assembly in December 2017 adopted for the Organization a strategic direction entitled "Respond to Climate Change"
Forecasted GHG emissions from international shipping

Ref: Third IMO GHG Study 2014
Resolution MEPC.304(72)
Adopted on 13 April 2018

INITIAL IMO STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS

THE MARINE ENVIRONMENT PROTECTION COMMITTEE

RECALLING Article 38(e) of the Convention on the International Maritime Organization (the Organization) concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

ACKNOWLEDGING that work to address greenhouse gas (GHG) emissions from ships has been undertaken by the Organization continuously since 1997, in particular, through adopting global mandatory technical and operational energy efficiency measures for ships under MARPOL Annex VI,

ACKNOWLEDGING ALSO the decision of the thirtieth session of the Assembly in December 2017 that adopted for the Organization a strategic direction entitled "Respond to Climate Change",

RECALLING the United Nations 2030 Agenda for Sustainable Development,

1. ADOPTS the Initial IMO Strategy on reduction of GHG emissions from ships (hereinafter the Initial Strategy) as set out in the annex to the present resolution;

2. INVITES the Secretary-General of the Organization to make adequate provisions in the Integrated Technical Cooperation Programme (ITCP) to support relevant follow up actions of the Initial Strategy that may be further decided by the Committee and undertaken by developing countries, particularly Least Developed Countries (LDCs) and Small Island Developing States (SIDS);

3. AGREES to keep the Initial Strategy under review, with a view to adoption of a Revised IMO Strategy on reduction of GHG emissions from ships in 2023.
Initial IMO Strategy on Reduction of GHG emissions from ships – Contents

1  INTRODUCTION
2  VISION
3  LEVELS OF AMBITION AND 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
2 VISION

IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in this century.
3 LEVELS OF AMBITION AND GUIDING PRINCIPLES

Levels of ambition

3.1 Subject to amendment depending on reviews to be conducted by the Organization, the Initial Strategy identifies levels of ambition for the international shipping sector noting that technological innovation and the global introduction of alternative fuels and/or energy sources for international shipping will be integral to achieve the overall ambition. The reviews should take into account updated emission estimates, emissions reduction options for international shipping, and the reports of the Intergovernmental Panel on Climate Change (IPCC), as relevant. Levels of ambition directing the Initial Strategy are as follows:

1. **carbon intensity of the ship to decline through implementation of further phases of the energy efficiency design index (EEDI) for new ships**
   
   to review with the aim to strengthen the energy efficiency design requirements for ships with the percentage improvement for each phase to be determined for each ship type, as appropriate;

2. **carbon intensity of international shipping to decline**
   
   to reduce CO₂ emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and

3. **GHG emissions from international shipping to peak and decline**
   
   to peak GHG emissions from international shipping as soon as possible and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008 whilst pursuing efforts towards phasing them out as called for in the Vision as a point on a pathway of CO₂ emissions reduction consistent with the Paris Agreement temperature goals.
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5  BARRIERS AND SUPPORTIVE MEASURES; CAPACITY-BUILDING AND TECHNICAL COOPERATION; R&D

5.1 The Committee recognizes that developing countries, in particular the LDCs and SIDS, have special needs with regard to capacity building and technical cooperation.

5.2 The Committee acknowledges that development and making globally available new energy sources that are safe for ships could be a specific barrier to the implementation of possible measures.

5.3 The Committee could assist the efforts to promote low-carbon technologies by facilitating public-private partnerships and information exchange.

5.4 The Committee should continue to provide mechanisms for facilitating information sharing, technology transfer, capacity-building and technical cooperation, taking into account resolution MEPC.229(65) on *Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships*.

5.5 The Organization is requested to assess periodically the provision of financial and technological resources and capacity-building to implement the Strategy through the ITCP and other initiatives including the GloMEEP project and the MTCC network.
The shipping sector is finally on board in the fight against climate change.

U.N. shipping agency reaches deal to cut CO2 emissions.

Global shipping in 'historic' climate deal.

Shipping Regulators Reach Deal to Cut Carbon Emissions.

For The First Time, Maritime Shipping Has A Climate Target.

The shipping industry is finally going to cut its climate change emissions. That's a big deal.

Carbon emissions from global shipping to be halved by 2050, says IMO.

Carbon dioxide from ships at sea to be regulated for first time.

Nations Strike Historic Deal to Curb Shipping Emissions.
The future of international shipping
Next steps

- ISWG-GHG 4 (to be considered by IMO Council, 2 to 6 July 2018)
  - develop a programme of follow-up actions of the Initial IMO Strategy on reduction of GHG emissions from ships;
  - further consider how to progress the matter of reduction of GHG emissions from ships and advise the Committee as appropriate;
  - submit a written report to MEPC 73
- MEPC 73 (22 to 26 October 2018)
  - Working Group on Reduction of GHG emissions from ships is expected to be established
Thank you for your attention