

The development of the Initial IMO Strategy on Reduction of GHG Emissions from Ships



*"We stand here at one of the most historic moments in IMO"
IMO Secretary General - Kitack Lim*

*"A major step forward in global action to combat climate Change "
UN Secretary General - António Guterres*

Important IMO Achievements on Climate Change

Norway proposes to establish an emission target for international shipping
March 2004 (MEPC 51)

MARPOL requirements on energy efficiency enters into force
January 2013

Amendments to MARPOL Annex VI adopted – the data collection system for fuel oil consumption of ships
MEPC 70 (Oct 2016)

Roadmap for developing an IMO Strategy on GHG emissions reduction - agreed
MEPC 70 (Oct 2016)

Amendments to MARPOL Annex VI – the data collection system for fuel oil consumption of ships entered into force
March 2018



The IMO mandate on GHG emissions established through the 1997 MARPOL Conference Resolution 8 on “CO2 emissions from ships”
Sept 1997

Resolution A.963(23)
“IMO Policies and Practices related to the Reduction of Greenhouse Gas Emissions from Ships”
Dec 2003

Amendments to MARPOL Annex VI – to include requirements on energy efficiency -
Adopted through a vote
July 2011 (MEPC 62)

Tony De Brum (MI): Proposal to establish a GHG emission reduction target for international shipping consistent with keeping global warming below 1.5°C
MEPC 68 May 2015

IMO Strategy on Reduction of GHG emissions from ships – Adopted
April 2018 (MEPC 72)

The Plan - Groundwork

Risks

- Could not afford to fail
- Risks for failure, were more upfront than chances for success. Risks included:
 - Chaotic process and mixed cultures - Chaotic outcome
 - Delay - because of the combination of too many red lines
 - Meaningless strategy – because that would be the sum of acceptance
 - A strategy not accepted by EU or SIDS or Latins or China or large Flags or the public in general.

ISWG-GHG 1 – June 2017

MEPC 71 – WG-GHG July 2017

ISWG 2 – Oct 2017

ISWG 3 – April 2018

MEPC 72 – WG-GHG April 2018

Action

- Needed to be Chair for the negotiations
- Needed to develop a plan for the total process

Key actions in the process

- Build trust!
- Lack of dealmakers in the group forced active lead by the Chair
- Careful consideration of order of discussions
- Do not lead into dead-ends
- Who to play on?
- Develop a product – not a problem
- No square brackets – No multi-optional text
- Establish a solid platform prior to the firm push
- Create a good hand for the final round

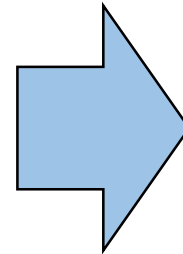
Outcome of MEPC 71

The Committee noted the outline....

[INITIAL IMO STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS

CONTENTS

- 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]



Outcome of MEPC 72

Finalized text

Key Challenges

"Vision – levels of ambition – guiding principles"

Meaningful strategy – vs – meaningless strategy

Ambition:

High Ambition – vs – No Ambition

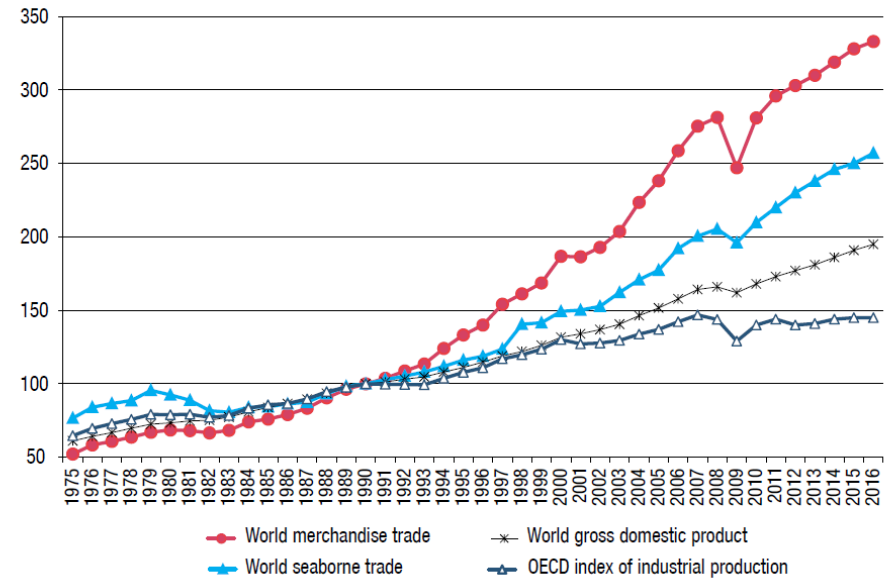
Efficiency only! – vs – efficiency for the ship and efficiency for the sector and reduction of total emissions

Numbers – vs – No numbers

Principles:

Differentiation – vs – No differentiation

Figure 1.1. Organization for Economic Cooperation and Development index of industrial production and world indices: Gross domestic product, merchandise trade and seaborne shipments, 1975–2016 (1990 = 100)



Sources: UNCTAD secretariat calculations, based on data from OECD, 2017; United Nations, 2017; UNCTAD *Review of Maritime Transport*, various issues; World Trade Organization, 2012.

Note: Index calculations are based on GDP and merchandise trade in dollars, and seaborne trade in metric tons.

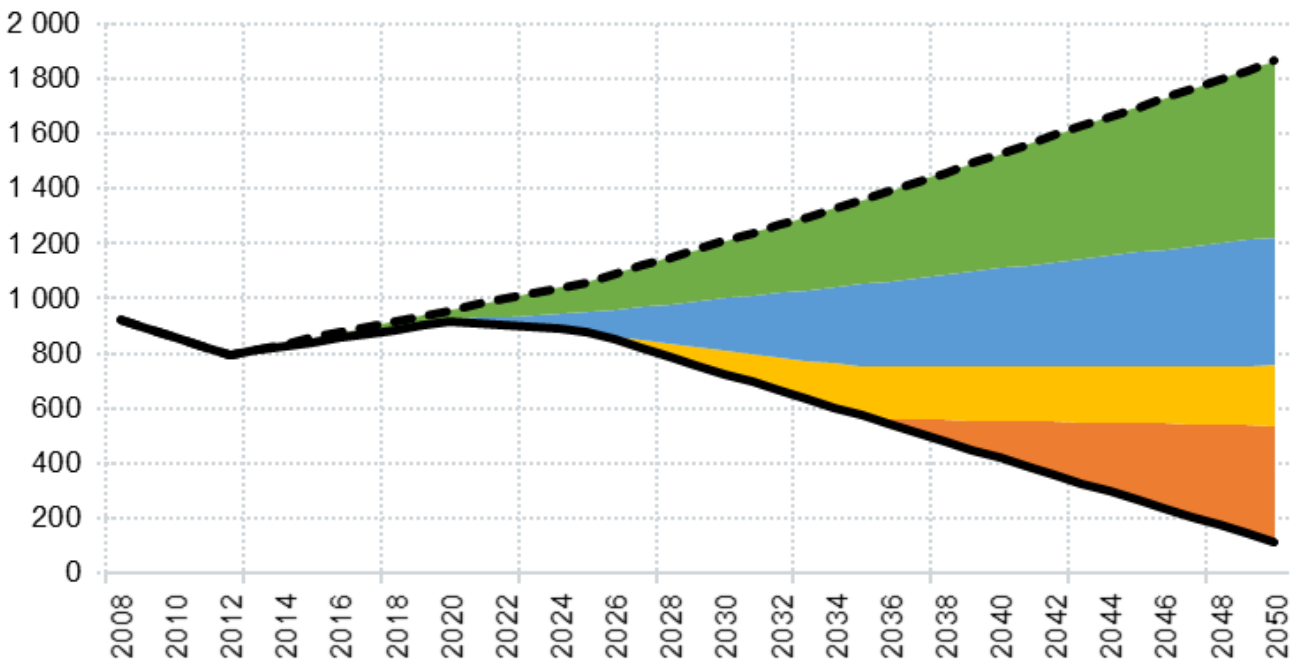
CO₂ EMISSION REDUCTION POTENTIAL 2008 TO 2050 - LOW GROWTH

Units: **Million tonnes CO₂**

Years to maturity

- Currently mature
- 2-5 years to maturity
- 5-10 years to maturity
- More than 10 years to maturity

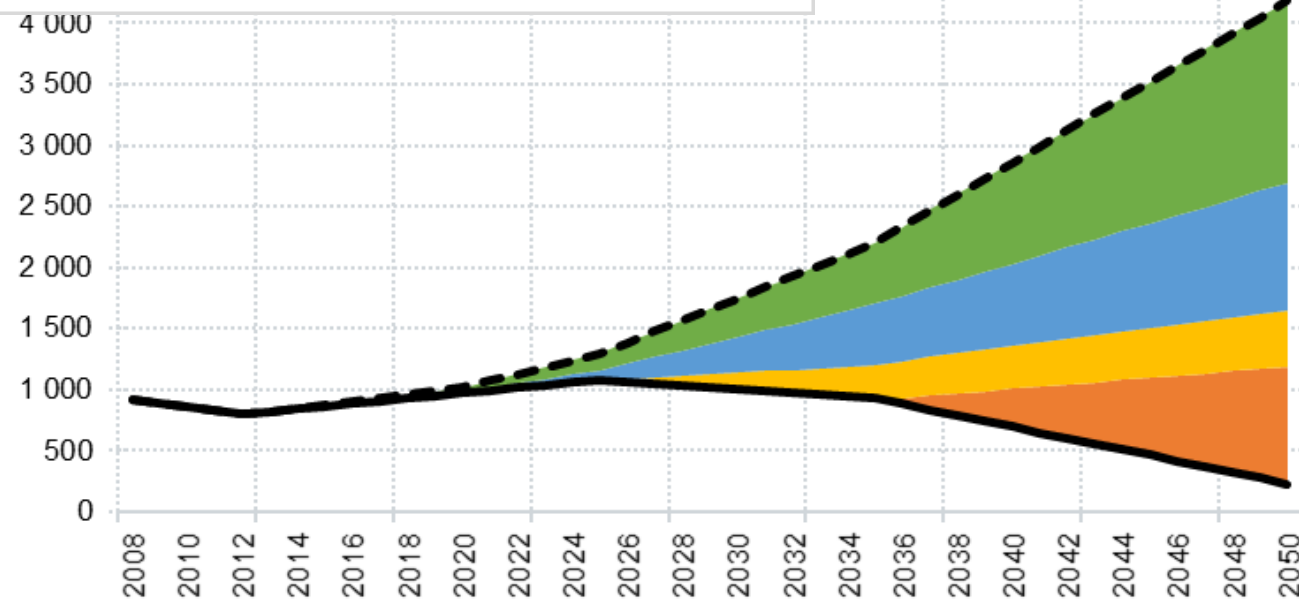
Norwegian IMO-document:



CO₂ EMISSION REDUCTION POTENTIAL 2008 TO 2050 - HIGH GROWTH

Years to maturity

- Currently mature
- 2-5 years to maturity
- 5-10 years to maturity
- More than 10 years to maturity



Several documents submitted –
all colours!

Key actions in the process

The final Outcome

- Chair's paper as the base
- 3 days – not 2 weeks!
- Strategic planning
- Rescue plan on Friday morning J-paper!
- How to conclude

- Review the easiest text first
- Final element "Vision – levels of ambition – guiding principles
- Informal talks did not succeed
- Final text from the Chair – tested on some
- Take it or leave it
- Plenary – needed to land safely



- A clean text!
- *"The Committee is invited to approve the report in general and, in particular, to:
.1note....;
.2note....;
.3 forward to the Working Group on Reduction of GHG emissions from ships the consolidated draft text set out in annex 1, noting that further work was required for finalization, with a view to adoption (paragraph 47, annex 1)."*

The GHG Strategy was agreed on Friday 13 April!

- Massive support
- Reservations by the US and Saudi Arabia

Important elements of the Strategy

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.

Extract from the Ambition

.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.

Early Action

4.1 Candidate measures set out in this Initial Strategy should be consistent with the following timelines:

.1 possible short-term measures could be measures finalized and agreed by the Committee between 2018 and 2023. Dates of entry into force and when the measure can effectively start to reduce GHG emissions would be defined for each measure individually;

.2 possible mid-term measures could be measures finalized and agreed by the Committee between 2023 and 2030. Dates of entry into force and when the measure can effectively start to reduce GHG emissions would be defined for each measure individually; and

.3 possible long-term measures could be measures finalized and agreed by the Committee 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.

Follow-up

6.1 A programme of follow-up actions of the Initial Strategy should be developed.

Agreed to hold an intersessional with t.o.r to develop a programme of follow-up actions



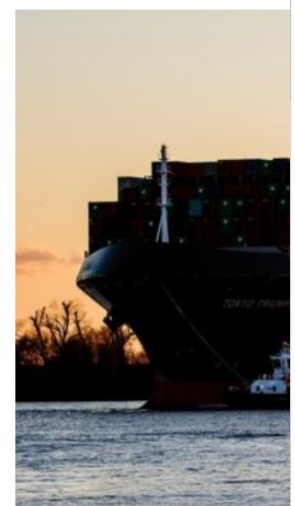
Science & Environment

Global shipping



David Shukman
Science editor

13 April 2018



The global shipping industry is a major source of greenhouse gases.

The move comes after talks between the industry and the International Maritime Organization (IMO) in London.



Violeta Bulc
@Bulc_EU

Følg

#Shipping sector has delivered! The agreement reached this week at the @IMOHQ is a significant step forward in the global efforts to tackle #ClimateChange. Work must now continue on further steps. #MEPC72 [▶ europa.eu/!wC68RK](https://europa.eu/!wC68RK)



08:58 - 13. apr. 2018

48 retweets 82 liker

EU Transport, IMO og European Commission

1 48 82



Violeta Bulc @Bulc_EU · 13. apr. Congrats to #IMO SG Lim, Chair Oftedal, and #EU Member States on their commitment to reach this deal.

1 1 13



Carbon emissions from shipping to IMO

Industry is going to cut its emissions - a big deal.

Maritime, maillon faible

Le secteur maritime négocie les premiers objectifs chiffrés de réduction de ses émissions de CO2 à effet de serre.



Cette fois, au rendez-vous ? Réunis à Londres, les dirigeants de l'Organisation maritime internationale (OMI) doivent convenir de objectifs chiffrés de réduction de leurs émissions. Le sujet, inscrit au calendrier des

It's possible — but difficult — to halve shipping emissions, official says

"Ambitions for 50 percent reduction by 2050 are definitely difficult, but it's achievable. And now we have a situation where we really have to start with developing green shipping that we need for the future," Norway's Minister of Climate and Environment Ola Elvestuen said.

Andrew Wong
Published 12:34 AM ET Fri, 27 April 2018



Climate-Changed Nations Strike Historic Deal to Curb Shipping Emissions

By Anna Hirtenstein and Jeremy Hodges
13. april 2018 16.11 Updated on 13. april 2018 17.00

- ▶ Industry agrees to cut emissions by at least 50% by 2050
- ▶ U.S., Russia and Saudi Arabia object to emissions proposals

LISTEN TO ARTICLE
▶ 2:59

Most of the world's nations agreed to an historic deal that for the first time will limit emissions from the global shipping industry.

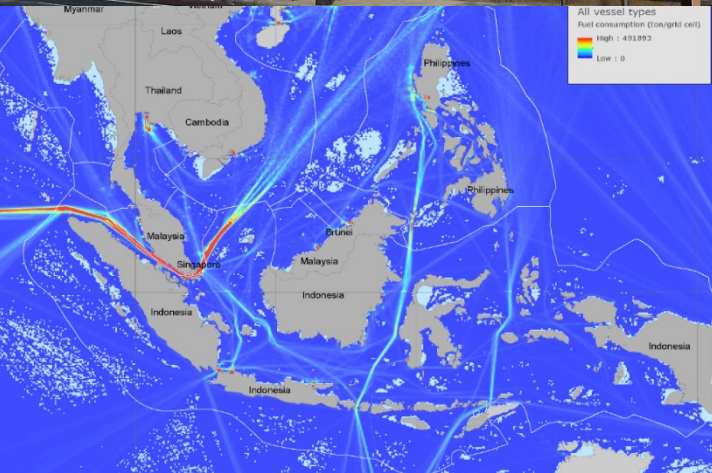




..... now it is just the follow-up

Two main processes in the follow-up

- The process towards the revised strategy in 2023
 - Data Collection
 - Fourth IMO GHG Study
 - Developing the revised IMO GHG strategy
 - Embark in to the five year review
- Development of measures for emission reductions
 - Develop a programme of follow-up actions
 - Develop the measures (to be agreed)



A pathway towards green international shipping

Requires action three pillar action

National spearhead policies

–
to introduce
low/zero
emission
technologies
and fuels

Development of the international legal framework

–
to ensure need
emission
reductions from
international
shipping

Technical Co-operation

–
to ensure the
required
progress at the
IMO and full
implementation

Thank you for your attention!