Assessments of impacts on States from IMO GHG reduction measures

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IMO Secretariat
The International Maritime Organization (IMO)

UN Specialized Agency mandated to set a **global regulatory framework** to ensure safe, secure and efficient shipping on cleaner oceans

IMO Convention was adopted in 1948. IMO headquarters in London

IMO has developed more than 50 international instruments, such as SOLAS and MARPOL and over 1,000 guidelines and recommendations

In 2023: 175 Member States, 3 associated members, 143 observer organizations (IGOs and NGOs),

IMO regulates >50,000 ships trading worldwide

Safe, secure and efficient shipping on cleaner oceans
PREVENTING POLLUTION FROM SHIPS

MARPOL Annex VI

Initial IMO GHG Strategy

Fourth IMO GHG Study
Particular attention should be paid to the needs of developing countries, especially small island developing States (SIDS) and least developed countries (LDCs)
4.13 Disproportionately negative impacts should be assessed and addressed, as appropriate.
Relevant submissions from the Pacific region

INTERSESSIONAL MEETING OF THE WORKING GROUP ON REDUCTION OF GHG EMISSIONS FROM SHIPS
9th session
Agenda item 2

CONSIDERATION OF CONCRETE PROPOSALS FOR ASSESSING THE IMPACTS ON STATES
A proposal for an impact assessment procedure
Submitted by Argentina, Chile, France, Germany, Italy, Kiribati, Marshall Islands, Mexico, Netherlands, Peru, Spain, Tuvalu and Uruguay

INTERSESSIONAL MEETING OF THE WORKING GROUP ON REDUCTION OF GHG EMISSIONS FROM SHIPS
7th session
Agenda item 2

FURTHER CONSIDERATION OF CONCRETE PROPOSALS TO IMPROVE THE OPERATIONAL ENERGY EFFICIENCY OF EXISTING SHIPS, WITH A VIEW TO DEVELOPING DRAFT AMENDMENTS TO CHAPTER 4 OF MARPOL ANNEX VI AND ASSOCIATED GUIDELINES, AS APPROPRIATE
A proposal to addressing impact assessment uncertainties when considering proposed measures to reduce GHG emissions from ships
Submitted by Solomon Islands and Tonga

INTERSESSIONAL MEETING OF THE WORKING GROUP ON REDUCTION OF GHG EMISSIONS FROM SHIPS
11th session
Agenda item 4

LESSONS-LEARNED EXERCISE OF THE COMPREHENSIVE IMPACT ASSESSMENT OF THE SHORT-TERM MEASURE
Impacts on States where baseline data is lacking
Submitted by Solomon Islands and Vanuatu

MARINE ENVIRONMENT PROTECTION COMMITTEE
76th session
Agenda item 7

REDUCTION OF GHG EMISSIONS FROM SHIPS
Comprehensive impact assessment of the short-term measure approved by MEPC 75
Submitted by Solomon Islands
## DEDICATED PROCEDURE

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<tr>
<td>2019</td>
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<td>2021</td>
<td>Comprehensive impact assessment of the short-term measure</td>
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<td>Lessons-learned exercise</td>
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<td>Expert Workshop on impact assessments</td>
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<td>Project to improve the availability of maritime transport costs data in the Pacific region</td>
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IMO short-term GHG reduction measure was adopted in June 2021

Combines a technical (EEXI) and an operational (CII) approach

Entered into-force in November 2022 To be reviewed by 2026

Comprehensive impact assessment of the short-term measure

1. Literature review (WMU)
2. Assessment of the impact of the measure on the fleet (DNV)
3. Assessment of the impact of the measure on States (UNCTAD)
4. Stakeholder analysis (Starcrest)
5. Identification of areas of missing data (Starcrest)
6. COVID-19 considerations (Secretariat) and
7. Disproportionately negative impacts (Secretariat/Steering Committee)
Comprehensive impact assessment of the short-term measure

Stakeholder Analysis by Starcrest Consulting

- 1 of the SHAs would accumulate port arrival delays of <1 day if ships slowed to the associated route SR 10% speed, with a commodity cost increase of 0.01%.
- 2 of the SHAs would accumulate port arrival delays ranging from 1 to 4 days if ships slowed to the associated route SR 20% speed, with a commodity cost increase ranging from 0.05-0.44%.
- 8 of the SHAs would accumulate port arrival delays of ranging from 5 to 12 days if ships slowed to the associated route SR 30% speed, with a commodity cost increase ranging from 0.02-2.90%.
- All SHAs would accumulate port arrival delays of ranging from 15 to 25 days if ships slowed to the associated route SR 50% speed, with a commodity cost increase ranging from 0.84-28.48%.

Figure 10: Results from 9 SHAs of the Average Speed scenario sensitivity analysis for essential goods to the Cook Islands

- 3 of the SHAs would accumulate port arrival delays of ranging from 1 to 7 days if ships slowed to the associated route SR 10% speed, with a commodity cost increase ranging from 0.00-1.26%.
- All of the SHAs would accumulate port arrival delays of ranging from 2 to 13 days if ships slowed to the associated route SR 20% speed, with a commodity cost increase ranging from 0.00-4.55%.
- All SHAs would accumulate port arrival delays of ranging from 3 to 21 days if ships slowed to the associated route SR 30% speed, with a commodity cost increase ranging from 0.00-11.76%.
- All SHAs would accumulate port arrival delays of ranging from 6 to 46 days if ships slowed to the associated route SR 50% speed, with a commodity cost increase ranging from 1.84-56.58%.

Figure 11: Results from 9 SHAs of the High Speed scenario sensitivity analysis for essential goods to the Cook Islands
Task 1 Literature review

Task 2 Assessment of impacts of the measure on the fleet

Task 3 Assessment of impacts of the measure on States

Task 4 Complementary quali/quanti stakeholders' analysis

Task 5 Identification of areas of missing data, QA/QC, uncertainty and sensitivity analyses and integration between tasks

Revised MEPC Circular 885

NEW Appendix with the structure of a comprehensive impact assessment and overall coordination of the work
Thank you for your attention
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