A wide variety of design, operational and economic solutions



Global projects supporting the IMO GHG strategy

Support for implementation of IMO's energy-efficiency measures is provided, in particular, through major global projects executed by IMO. These include:

The Global Maritime Energy Efficiency Partnerships (GIOMEEP) project, supporting the uptake and implementation of energy-efficiency measures for shipping, thereby reducing greenhouse gas emissions from shipping. GloMEEP was launched in 2015 in collaboration with the Global Environment Facility and the United Nations Development Programme. Website: http://glomeep.imo.org

The Global Industry Alliance to Support Low Carbon Shipping (or GIA), launched in 2017 under the auspices of the GloMEEP project, is identifying and developing solutions that can help overcome barriers to the uptake of energy-efficiency technologies and operational measures in the shipping sector.

Website: <u>https://glomeep.imo.org/</u> global-industry-alliance/globalindustry-alliance-gia

The Global Maritime Technology **Cooperation Centres network** (GMN) project, funded by the European Union, has established a network of five Maritime Technology Cooperation Centres (MTCCs) in Africa, Asia, the Caribbean, Latin America and the Pacific. Through collaboration and outreach activities at regional level, the MTCCs have been focusing their efforts since 2018 to help countries develop national maritime energy-efficiency policies and measures, promote the uptake of low-carbon technologies and operations in maritime transport and establish voluntary pilot datacollection and reporting systems. Website: http://gmn.imo.org/

GreenVoyage2050 project, a collaboration between IMO and the Government of Norway. The project, launched in 2019, will initiate and promote global efforts to demonstrate and test technical solutions for reducing such emissions, as well as enhancing knowledge and information sharing to support the IMO GHG reduction strategy. Read more here. (add link)

Multi-donor trust fund on GHG -IMO agreed in May 2019 to establish a voluntary multi-donor trust fund ("GHG TC-Trust Fund"), to provide a dedicated source of financial support for technical cooperation and capacity-building activities to support the implementation of the Initial IMO Strategy on reduction of GHG emissions from ships.



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INTERNATIONAL MARITIME RGANIZATION

IMO ACTION TO **REDUCE GREENHOUSE GAS EMISSIONS** FROM INTERNATIONAL SHIPPING

IMPLEMENTING THE INITIAL IMO STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS







The Initial IMO Strategy on reduction of GHG emissions from ships



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.

This is the vision in the initial strategy on reduction of GHG emissions from ships, adopted in April 2018.

Levels of ambition include:

- Reduction of CO₂ emissions per transport work (carbon intensity), as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and
- For the first time a reduction of the total annual GHG emissions from international shipping by at least 50% by 2050 compared to 2008, while, at the same time, pursuing efforts towards phasing them out as called for in the vision, for achieving CO₂ emissions reduction consistent with the Paris Agreement goals.

Reducing GHG emissions from ships – why it matters

Maritime transport is the backbone of international trade and the global economy. Around 80% of global trade by volume is carried by sea, and international seaborne trade has been constantly growing for the last decades (UNCTAD, *Review of Maritime Transport 2018*).

IMO (International Maritime Organization) is a specialized agency of the United Nations.

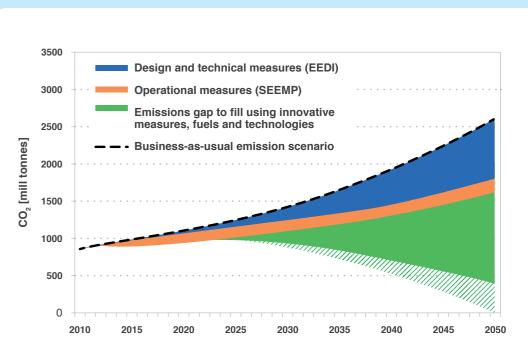
Our mission: safe, secure, clean and sustainable shipping.

CO₂ emissions from international shipping were estimated (2012) to be 2.2% of global anthropogenic emissions (*Third IMO GHG Study 2014*).

IM02050: How to achieve these ambitious goals

The chart is an illustration of the overall GHG reduction pathway to achieve IMO's ambitious goals, i.e. the absolute level of GHG emission reduction identified in the IMO GHG Strategy (at least 50% reduction by 2050 expressed in the illustrative chart in solid colours and green stripes).

The IMO GHG Strategy provides a wide list of **candidate short-term, mid-term and long-term measures**, including for example further improvement of the EEDI and the SEEMP, National Action Plans, enhanced technical cooperation, port activities, research and development, support to the effective uptake of alternative low-carbon and zerocarbon fuels, innovative emission reduction mechanisms, etc.



Timetable of IMO action to reduce GHG emissions from ships

1997 2003 2023 2023-2030 2015 2018 Resolution on "CO₂ Resolution on "IMO Resolution on the Complete short-term Mid-term measures to EEDI phase 1: emissions from **Policies and Practices** Initial IMO Strategy reduce carbon intensity 10% reduction related to the Reduction ships" establishes on reduction of GHG Initial Strategy of the fleet by at least in carbon IMO mandate on of Greenhouse Gas emissions from ships 40% intensity of the GHG emission **Emissions from Ships'** ship control 2013 2016 2019 Mandatory IMO Data New regulatory tools to improve the Adoption of a procedure to **assess** the impacts on States of energy efficiency of international collection system: 2020 2025 Ships of 5,000 gross candidate measures. EEDI phase 2: up to EEDI phase 3: up to Mandatory design requirements tonnage and above 20% reduction in carbon 30% reduction in carbon (EEDI) for new ships, which (~85% of emissions from Strengthening of the EEDI intensity of the ship intensity of the ship. set increasingly strict carbon international shipping) are requirements for some ship types Note: early entry into effect (2022) for several intensity standards required to collect fuel Mandatory Ship Energy oil consumption data for Resolution on ports and shipping ship types with up to Efficiency Management Plan annual reporting to IMO, cooperation 50% carbon intensity (SEEMP) for operators to from 1st January 2019 reduction for largest improve the energy efficiency Establishment of a GHG Technical containerships of all ships cooperation Trust Fund within IMO



At least 50% reduction of total annual GHG emissions (requires approximately 85% CO₂ reduction per ship)

As soon as possible in this century:

Zero GHG emissions

2030-2050

Long-term measures to reduce carbon intensity of the fleet by at least 70%