

**UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE  
(UNFCCC)**

**Subsidiary Body for Scientific and Technical Advice (SBSTA 43)  
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**Agenda item 10(c)  
Emissions from fuel used for international aviation and maritime transport**

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Chair, Distinguished Delegates, Ladies and Gentlemen,

The IMO Secretariat is pleased to provide SBSTA 43 with an update on IMO's action to address emissions from bunker fuels used for international maritime transport.

Mandatory energy efficiency requirements for international shipping have been in force for nearly three years. Nearly 900 ocean going ships have now been certified to the new energy efficiency design requirement.

Optimizing the energy efficiency of existing ships requires that any future action is taken following the analysis of robust data. The development of a data collection system for ships has therefore been agreed that should follow a three step approach: data collection, data analysis, followed by decision-making on what further measures, if any, are required.

In May IMO's Marine Environment Protection Committee at its 68<sup>th</sup> session (MEPC 68) noted that one purpose of the data collection system was to analyze energy efficiency and that for this analysis to be effective some transport work data needs to be included. An intersessional meeting held this September considered transport work and/or proxies for inclusion in the data collection system, as well as the issue of data confidentiality and the development of guidelines. The group's report is to be considered by MEPC 69 next April.

IMO has also been focusing its efforts on technical co-operation and capacity building including transfer of technology. In this regard the following developments can be reported:

- a UNDP-GEF-IMO Global Maritime Energy Efficiency Partnerships project has been initiated;
- a Joint IMO-Singapore Future Ready Shipping conference was held in October 2015; and
- deliverables and recommendations from an IMO Ad Hoc Expert Working Group on Facilitation of Transfer of Technology for Ships including the development of a model agreement on 'Technological Cooperation for the Implementation of the Regulations in Chapter 4 of MARPOL Annex VI'.

International shipping plays an essential role in the facilitation of world trade as the most cost-effective and energy-efficient mode of mass cargo transport, so making a vital contribution to the development of a sustainable global economy.

IMO, as the global regulator of international shipping, will continue its endeavours to reduce environmental impacts from international maritime transport and keep relevant bodies of the UNFCCC informed of its progress.

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