

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

**Subsidiary Body for Scientific and Technical Advice (SBSTA 47)
Bonn, Germany, 6 to 15 November 2017**

**Agenda item 10(b)
Emissions from fuel used for international aviation and maritime transport**

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Good afternoon Mr Chair and distinguished delegates.

The IMO Secretariat is pleased to provide SBSTA 47 with an update on IMO's action to address emissions from bunker fuels used for international maritime transport.

As reported last year IMO's Marine Environment Protection Committee approved a Roadmap for developing a "Comprehensive IMO strategy on reduction of GHG emissions from ships", which foresees an initial Strategy to be adopted in 2018 and a final Strategy in 2023.

Since then, progress has been made in starting to shape a draft initial Strategy including refining the 'vision' which will express IMO's future and further commitment to reducing GHG emissions from international shipping. While the structure of the Strategy has been largely agreed, the detailed text to be included is still under discussion. In its recent meeting in London, the working group agreed timelines for measures and supported the need for early action.

Mandatory energy efficiency requirements have been in force for over four years now. I am pleased to report that more than 2,600 ocean-going ships have now been certified to the new energy efficiency design requirements.

Furthermore, the significant global reduction in the sulphur content of the fuel oil used by ships from 1 January 2020 is expected to contribute further to the reduction of GHG emissions from ships, through the anticipated resulting uptake of alternative fuels.

IMO has also been continuing its significant efforts on technical co-operation and capacity building, in particular:

- Continuation of the award winning UNDP-GEF-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP) project to assist developing countries in the implementation of the energy efficiency measures adopted by IMO, including the launch in June 2017 of a "Global Industry Alliance to Support Low Carbon Shipping" (GIA), connecting the GloMEEP Project and the maritime industry.
- Linked to this the second IMO-Singapore International Conference on Maritime Technology Transfer and Capacity Building – "Future-Ready Shipping Conference 2017" – which was co-organised by the Maritime and Port Authority of Singapore (MPA) and IMO, a two day event held on 25 and 26 September 2017 in Singapore. The Forum considered among others, ongoing and future collaborations that can

act as drivers towards identifying opportunities that can have a transformational impact on the shipping industry as it moves towards decarbonisation.

- Progress continues on an ambitious €10 million European Union-funded four-year project to establish a global network of regional Maritime Technology Cooperation Centres with a focus on reducing GHG emissions from shipping.

Further details on these projects and related activities can be found in our submission to this SBSTA. As was referred to in the introduction of the working og SBSTA by the chair, we look forward to welcoming you to the special side event tomorrow lunchtime when we can provide further information on our work.