

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

**Subsidiary Body for Scientific and Technical Advice (SBSTA 49)
Katowice, Poland, 2 to 7 December 2018**

Agenda item 10

**Methodological issues under the Convention: emissions from fuel used for
international aviation and maritime transport**

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Mr Chair, distinguished delegates.

The IMO Secretariat is pleased to provide an update on IMO's action and commitment to reduce GHG emissions from international shipping.

At IMO, the Marine Environment Protection Committee (MEPC) is the responsible committee to deal with protection of marine environment, including adoption of mandatory instruments. As reported to the last session of SBSTA, the MEPC at its seventy-second session (MEPC 72) adopted, in April this year, the Initial IMO Strategy on reduction of GHG emissions from ships (hereinafter "Strategy"), even though two countries reserved their position on the adoption. This important document represents the framework for further action by IMO, setting out a vision reiterating IMO's commitment to reducing GHG emissions from international shipping as a matter of urgency.

MEPC 73 in October this year approved a *Programme of follow-up actions of the Initial IMO Strategy on reduction of GHG emissions from ships up to 2023*, as set out in annex 1 to our submission to this SBSTA 49. This Action Programme identifies eight streams of activity and their detailed timelines up to 2023, to implement the Strategy, including impacts of measures on States; Capacity building, technical cooperation, research and development.

At the next session of MEPC (MEPC 74) in May 2019, concrete proposals on candidate short-term, mid-/long-term measures, as well as the procedure for assessing impacts of measures on States, will be considered. In particular, further enhancement of IMO's EEDI (Energy Efficiency Design Index), which has been mandatory for new ships under MARPOL Annex VI (prevention of air pollution from ships) since 2013, will be one of main issues. According to the current regulation, new ships are required to reduce CO₂ emission (EEDI) at the rate of 10% from 2015, 20% from 2020 and 30% from 2025.

Another important scheme under MARPOL Annex VI is the requirement of the Ship Energy Efficiency Management Plan (SEEMP). Both new and existing ships are required to keep on board a ship-specific SEEMP that establishes a mechanism for operators to improve the energy efficiency of the ship.

According to amendments to MARPOL Annex VI in 2016 that entered into force in 2018, mandatory data collection system of ship fuel oil consumption data (DCS) will begin from 1 January 2019, which will be saved in the IMO Ship Fuel Oil Consumption Database. The future analysis on such data based on DCS, together with the expected Fourth IMO

GHG Study (to be initiated by MEPC 74 from 2019 and finalized in 2020), will provide robust data on international shipping fuel consumption and GHG emissions.

In order to achieve IMO's ambitious goals described in the Strategy, e.g. at least 50% reduction of GHG emission from International shipping by 2050, it is necessary to implement combination of several measures step-by-step, such as technical and operation measures for ships including further strengthening of EEDI and SEEMP; alternative fuels; port developments; new technologies; market-based measures; and so on, taking into account the impacts on States.

In this regard, **technical cooperation and capacity-building activities** are very important and essential, which is recognised in the Strategy, in particular for LDCs and SIDS. IMO has been very active on TC activities by utilizing its TC Fund, such as conducting regional and national seminar/workshops on implementation of the measures to address emissions from international shipping.

In addition to its usual TC activities, IMO has set up some special projects (Major Projects). The GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships Project (GloMEEP) is funded by GEF and started from 2016. GloMEEP aims to strengthen the national capabilities for countries to become Party to and effectively implement MARPOL Annex VI that regulates GHG emission from ships. This project also involves several private sector stakeholders through the participation of the Global Industry Alliance (GIA) to support low-carbon shipping. GloMEEP has conducted many workshops and also produced some "Toolkits" for Members States and ports.

Another important Major Project is the Global Maritime Network project (GMN), setting up five regional Maritime Technology Cooperation Centres (MTCCs) in Latin America, the Caribbean, Pacific, Asia and Africa. This GMN-MTCC is funded by the EU and started from 2017. The GMN aims to provide technical assistance to Member States to enable cooperation in the transfer of energy efficient technologies to developing countries, focusing on LDCs and SIDS. These MTCCs will have a strong regional dimension, becoming centres of excellence for promoting the uptake of low-carbon technologies and operations in maritime transport.

These TC activities, in particular GloMEEP and GMN-MTCC, have been appreciated by IMO Members and are expected to further support IMO's initiative to reduce GHG emission from ships.

IMO has already implemented some mandatory measures, such as EEDI, SEEMP and DCS. IMO will make every effort to fulfil its objectives to reduce GHG emission from international shipping steadily and firmly, by developing and implementing a full range of relevant measures, as well as enhancing its effort on various TC activities.

Thank you.
