

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

**Subsidiary Body for Scientific and Technical Advice (SBSTA 50)  
Bonn, Germany, 17 to 27 June 2019**

**Agenda item 8(e)**

**Methodological issues under the Convention: 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 50 with an update on IMO's action to further reduce emissions from bunker fuels used for international maritime transport.

In April 2018, the *Initial IMO Strategy on reduction of greenhouse gas (GHG) emissions from ships* (hereinafter the "Initial Strategy") was adopted, and while two countries reserved their position on its adoption, the Initial Strategy represents the framework for further action by IMO, setting out a vision confirming IMO's commitment to reducing GHG emissions from international shipping and, as a matter of urgency, to phasing them out as soon as possible in this century.

In line with its vision, levels of ambition and guiding principles, MEPC 73 in October approved the *Programme of follow-up actions of the Initial IMO Strategy on reduction of GHG emissions from ships up to 2023* which constitutes a planning tool on the work for IMO in meeting the timelines identified in the Initial Strategy, and includes expected timeframes.

The programme of follow-up actions identifies eight streams of activity and their detailed timelines up to 2023 including a stream of activity on capacity building, technical cooperation, research and development including support for assessment of impacts and support for implementation of measures. Candidate short-term measures are identified by the Initial Strategy as measures finalized and agreed between 2018 and 2023. They are diverse in nature and there is potential for early action especially focusing on existing IMO instruments.

MEPC 74 held in May pushed forward with a number of actions aimed at supporting the achievement of the objectives set out in the Initial Strategy.

MEPC 74 approved amendments to strengthen existing mandatory requirements for new ships to be more energy efficient; initiated the Fourth IMO GHG Study; adopted a resolution encouraging cooperation adopted a resolution encouraging voluntary cooperation between the port and shipping sectors to reduce emissions from shipping; and, importantly, approved a procedure for the assessment of impacts on States of new measures proposed.

MEPC 74 also agreed terms of reference for the sixth and seventh intersessional working groups to be held in November 2019 and in March 2020 respectively in order to expedite the work identified in the follow-up action plan including further consideration of possible candidate short-term, mid- and long-term measures.

Meanwhile, further progress has been made on other related actions including the start from 1 January 2019 of the mandatory collection of ship fuel oil consumption data for ships of 5,000 gross tonnage and above; and the continued successful execution of important capacity-building projects GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP) and EU-IMO GMN (Global Maritime Technology Cooperation Centres Network). In this connection, as these two projects currently have a limited lifetime, MEPC 74 agreed to establish a voluntary multi-donor trust fund to provide a dedicated source of funds to sustain the Organization's technical cooperation and capacity-building activities to support the implementation of the Initial Strategy.

Building on efforts to date a major international project to support the Initial Strategy has been launched. Entitled **GreenVoyage-2050**, the project will initiate and promote global efforts to demonstrate and test technical solutions for reducing such emissions, as well as enhancing knowledge and information sharing. GreenVoyage-2050 is a collaboration between IMO and the Government of Norway and will run for an initial two-year period. More than 50 countries in 14 sub-regions across the globe are expected to participate, including developed countries and strategic partners from the private sector, who will contribute expertise and experience.

Further details on IMO's progress and achievements can be found in our submission to this SBSTA.

Thank-you.

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