

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

**Subsidiary Body for Scientific and Technical Advice (SBSTA 51)
Madrid, Spain, 2 to 9 December 2019**

**Agenda item 10(e)
Methodological issues under the Convention: Emissions from fuel
used for international aviation and maritime transport.**

**Mr Camille Bourgeon
International Maritime Organization (IMO)**

Good afternoon Mr Chair and distinguished delegates.

Having previously reported on the adoption of the *Initial IMO Strategy on reduction of GHG emissions from ships* in April 2018, the IMO Secretariat is pleased to provide SBSTA 51 with an update on IMO's action to further reduce emissions from fuel used for international maritime transport.

With 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, the Initial Strategy identifies as part of its ambition a need to strengthen the energy efficiency framework for ships. In this regard, the Marine Environment Protection Committee approved in May draft amendments to strengthen the energy efficiency design requirements for new ships.

Furthermore, an intersessional working group meeting held last month considered various mandatory proposals aimed at reducing the carbon intensity of existing ships, along with their initial assessments of impacts on States. It was agreed that concrete proposals should be further developed at its next session to be held in March 2020.

The intersessional working group also agreed to the text of a draft resolution encouraging IMO Member States to develop and update a voluntary National Action Plan to address GHG emissions from ships; and to establish a dedicated workstream for the development of lifecycle GHG/carbon intensity guidelines for all relevant types of fuels.

Meanwhile, further progress has been made on the mandatory collection and reporting of ship's fuel oil consumption data, the initiation of the Fourth IMO GHG Study which will provide an updated inventory of GHG emissions from international shipping and the continued successful execution of important capacity-building projects GloMEEP and GMN. Furthermore, the GreenVoyage-2050 project has recently been initiated to support developing countries in the implementation of concrete measures. Funded with over US\$5 million from the government of Norway, the project will support global efforts to demonstrate and test technical solutions for reducing GHG emissions in shipping, as well as enhance knowledge and information sharing to support the Initial IMO Strategy.

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

Thank you