

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

**Fifty-sixth session of the UNFCCC Subsidiary Body for Scientific
and Technological Advice (SBSTA 56)
Bonn, Germany, 6 to 16 June 2022**

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

Thank you Chair.

Distinguished delegates,

I am glad to update you on the recent progress made by the International Maritime Organization (IMO) in addressing greenhouse gas emissions from international shipping through various work streams.

In the wake of COP 26 and in view of the urgency for all sectors to accelerate their efforts to reduce emissions, the Marine Environment Protection Committee of IMO agreed in November last year to initiate the revision of the 2018 *Initial IMO Strategy on Reduction of GHG emissions from ships*, and in doing so, recognized the need to strengthen the ambition during the revision process. In this regard, the MEPC, holding its seventy-eighth session this week, will consider a number of proposals by Member States and observer organizations. These proposals relate, inter alia, to the level of ambition for 2050, intermediate GHG reduction targets, and how to ensure a “just and equitable” transition that addresses the interests of developing States, in particular SIDS and LDCs. The Revised IMO GHG Strategy is expected to be adopted in July 2023.

Furthermore, an intersessional working group, held in May this year, made significant progress in discussing proposals for mid-term GHG reduction measures and associated impact assessments, and agreed to further develop a "basket of candidate mid-term measures" including technical and carbon-pricing elements while allowing for the necessary flexibility.

The consideration of the basket of measures will continue later this year in accordance with the approved Work plan. In evaluating the proposed measures, IMO will in particular assess their (1) feasibility, (2) effectiveness to deliver the long-term levels of ambition and (3) potential impacts on States.

In parallel, IMO finalized important guidelines supporting the implementation of short-term carbon intensity reduction measures, initiated the development of guidelines on the lifecycle GHG intensity of marine fuels, covering well-to-wake GHG emissions, and conducted a lessons-learned exercise on assessments of possible impacts on States.

Finally, IMO continued its efforts to facilitate an inclusive shipping decarbonization, paying particular attention to the needs of developing countries, in particular SIDS and LDCs. As a complement to international efforts, the IMO Secretariat provides support to Member States in the development of National Action Plans to address GHG emissions from ships.

Further details on IMO's progress and achievements since COP 26 can be found in our written submission to SBSTA, available on the submission portal.

Thank you.
