

UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE (UNFCCC)

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**Mr. Roel Hoenders, Head Air Pollution and Energy Efficiency,
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Good afternoon Mr Chair

On the 1st of November of this year, so less than one week ago, a comprehensive new set of binding IMO measures designed to deliver on IMO's commitment to reduce carbon intensity of the global shipping fleet by 40% by 2030, as laid down in the in [2018 Initial IMO GHG Strategy](#), entered into force.

These mandatory IMO measures directly regulate greenhouse gas emissions of the over 32,000 merchant ships ensuring global trade.

Compliance by the global shipping industry with these measures will be enforced in every port around the world regardless of the ownership, trade or registration of the ship.

More work is underway as IMO is making substantial progress in developing its [next set of greenhouse gas reduction measures](#) which will put the global shipping industry on an ambitious pathway towards decarbonization.

Negotiations between governments in the IMO on concrete proposals for a '[basket of GHG reduction measures](#)', consisting of both technical and carbon pricing elements, have started and will continue next month in IMO's Marine Environment Protection Committee.

Taking into account the outcomes of COP 26, IMO also initiated the revision of its 2018 Initial GHG Strategy, with the revised IMO Strategy to contain new, strengthened GHG reduction targets for the global shipping industry towards mid-century as well as possible intermediate milestones.

Decarbonizing international shipping is a priority issue for IMO, and IMO member States are committed to adopting the revised, strengthened IMO GHG Strategy by July 2023.

Decarbonizing international shipping will require the uptake of low-carbon marine fuels, and it is paramount for IMO to ensure the availability, accessibility, and affordability of low-carbon fuels for the shipping industry in all parts of the world.

Therefore, in parallel to our work as a global regulator, IMO actively works with partners within the UN-family and the private sector on supporting States, in particular developing States, on reinforcing collaboration with the energy and port sectors aimed at further developing capacity and infrastructure in renewable energy production which can also serve the global shipping industry.

In this way IMO ensures that the decarbonization of shipping creates opportunities for all, and leaves nobody behind.

Concretely, IMO, together with UNCTAD, the World Bank and IRENA, also organizes a [COP 27 side-event](#) on 'Exploring opportunities for developing countries in renewable fuel production for the shipping industry' on Thursday 10 November at 6pm, and we hope you will join us in that event.

Thank you Chair.
