

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

**Fifty-ninth session of the UNFCCC Subsidiary Body for Scientific
and Technological Advice (SBSTA 59)
Dubai, United Arab Emirates, 30 Nov - 12 Dec. 2023**

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

Thank you Chair.

I am pleased to report that in July this year, IMO Member States adopted the *2023 IMO Strategy on reduction of greenhouse gas emissions from ships* in a historic moment of unanimous commitment to reducing greenhouse gas emissions from the shipping sector.

The IMO Strategy foresees reaching net-zero greenhouse gas emissions by or around, i.e. close to, 2050, taking into account different national circumstances. The Strategy also defines the reduction pathway towards net-zero, namely by reducing emissions by at least 20%, striving for 30%, by 2030, and by at least 70%, striving for 80%, by 2040.

In response to the urgency of addressing the climate crisis, IMO Member States also agreed that by 2030, at least 5% of the energy used by the global shipping fleet should comprise of zero or near-zero greenhouse gas emission fuels and technologies which will drive rapid action in this decade.

IMO Member States also agreed to develop binding measures to effectively deliver on these reduction targets, which are set to be adopted in the autumn of 2025 with entry into force in 2027.

To that purpose, IMO is developing measures that would require the gradual reduction of the greenhouse gas intensity of marine fuels in combination with a global maritime greenhouse gas emissions pricing mechanism.

IMO's global ruleset will promote the energy transition of shipping by incentivizing technological innovation in the sector, by scaling up the production of clean and renewable marine fuels and by attracting investments in port and bunkering infrastructure.

IMO is equally committed to creating opportunities for all States in the decarbonization of maritime transport in contributing to a just and equitable transition. For that reason, we have initiated a comprehensive assessment of possible impacts on the global fleet, on world trade and on States of the proposed measures to ensure that shipping's net-zero future will leave no one behind.

As the number of ships using alternative fuels rapidly increases, a 'just transition' of the almost two million seafarers serving global trade is at the core of IMO's climate discussions. IMO is actively working on the necessary measures that will ensure the safety of ships using new fuels and technologies and the seafarers.

IMO Member States have clearly mapped out the net-zero future of global shipping in IMO's 2023 greenhouse gas Strategy. We are now keen to collaborate within the UN family, with the private sector, the energy and port sectors to deliver on the ambitious targets in our Strategy.

Thank you.
