

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

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

Good afternoon Mr Chair and distinguished delegates.

Ten years ago, the International Maritime Organization adopted the first global mandatory energy efficiency requirements for an entire sector. Since then, IMO Member States have continuously intensified their efforts to address GHG emissions from the maritime sector through the development of a consistent regulatory framework which applies to ships engaged in international trade.

In 2018, the IMO adopted its *Initial Strategy on reduction of GHG emissions from ships* to enhance IMO's contribution to global efforts. The Initial Strategy, which is due to be revised by 2023, sets out a vision and ambitions for the maritime sector in line with the goals of the Paris Agreement.

The *Fourth IMO GHG Study* published last year showed that shipping carbon intensity had significantly reduced since 2008, but that absolute emissions could continue to rise without additional action.

Drawing on this, despite difficult circumstances caused by the COVID-19 pandemic, and following a comprehensive assessment of its possible impacts on States, the IMO Marine Environment Protection Committee adopted in June this year mandatory short-term measures to reduce the carbon intensity of international shipping by at least 40% by 2030. This important achievement, that will be implemented from 2023, will drive further energy efficiency improvements in the global fleet, which is also expected to reduce GHG emissions from shipping.

In accordance with a Work plan approved by its Member States, the IMO has started to consider concrete proposals for mid- and long-term GHG reduction measures, including potential market-based measures, which

will further reduce GHG emissions from shipping, and how to further progress work on impact assessments.

Conscious of the importance of the maritime sector within the wider energy transition, the IMO accelerate its work to promote investments in sustainable low- and zero-carbon fuels that shipping decarbonization requires.

In parallel, as a full member of the UN family, the IMO accelerates its efforts towards developing countries, SIDS and LDCs, focusing on technical cooperation, capacity building and transfer of technology, to ensure the effective implementation of the existing regulations and support the achievement of the goals of the Initial Strategy.

Finally, through a range of projects, partnerships and initiatives, the IMO is actively engaging with stakeholders from the maritime, port, financial and energy sectors to enable a just and smooth transition towards zero-carbon shipping.

Further details on IMO's progress and achievements can be found in our written submission to SBSTA, and all delegates are invited to visit the IMO pavilion in Hall 4.

Thank you.
