IMO regulations related to Clean Shipping

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Agenda

1. The Initial IMO GHG strategy: What does it mean
2. The Initial IMO GHG strategy: How ambitious is it?
3. Future IMO regulation related to clean shipping
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The Initial IMO GHG strategy: What does it mean?

- IMO adopted the initial strategy on reduction of GHG emissions from ships in 2018
- Levels of ambition (3 objectives) directing the Initial Strategy

.1 ***carbon intensity of the ship to decline through implementation of further phases of the energy efficiency design index (EEDI) for new ships***

to review with the aim to strengthen the energy efficiency design requirements for ships with the percentage improvement for each phase to be determined for each ship type, as appropriate;

.2 ***carbon intensity of international shipping to decline***

to reduce CO_2 emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and

.3 ***GHG emissions from international shipping to peak and decline***

to peak GHG emissions from international shipping as soon as possible and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008 whilst pursuing efforts towards phasing them out as called for in the Vision as a point on a pathway of CO_2 emissions reduction consistent with the Paris Agreement temperature goals.

The Initial IMO GHG strategy: How ambitious is it?

- Shipping currently accounts for 2.3 % of global CO2 emissions.
- The initial strategy represents a significant ambition for the shipping sector by setting a GHG reduction pathway of at least 50% by 2050 based on a 2008 baseline
- This deal provides a clear signal to the industry that the overarching aim is to end the use of fossil fuels.

- Includes a list of short, mid and long term measures
- Short-term measures: Measures finalized and agreed by the Committee between 2018 and 2023
- Mid-term measures: measures finalized and agreed by the Committee between 2023 and 2030
- Long-term measures: measures finalized and agreed by the Committee beyond 2030

[redacted]

.3 establishment of an Existing Fleet Improvement Programme;

.4 consider and analyse the use of speed optimization and speed reduction as a measure, taking into account safety issues, distance travelled, distortion of the market or to trade and that such measure does not impact on shipping's capability to serve remote geographic areas;

[redacted]

under the ITCP;

.8 consider and analyse measures to encourage port developments and activities globally to facilitate reduction of GHG emissions from shipping, including provision of ship and shore-side/on-shore power supply from renewable sources, infrastructure to support supply of alternative low-carbon and zero-carbon fuels, and to further optimize the logistic chain and

[redacted]

Future IMO regulation related to Clean Shipping

- Focus now is currently on developing and agreeing on short term measure with effect from 2023 and which can result in at least a 40% reduction in CO2 emissions per transport work in 2030
- Already agreed to encourage MS to submit National Action Plans to IMO
- A revised strategy should be adopted in 2023
- Expect discussions on Market Based Measures in the near future (also mentioned in the strategy under mid-term measures)

HAVING AGREED the need to encourage Member States to submit National Action Plans to the Organization,

1 INVITES Member States to voluntarily submit their National Action Plans to the Organization, outlining respective policies and actions, and initiating early actions to facilitate the reduction of GHG emissions from ships without awaiting the entry into force of measures in IMO context;

2 SUGGESTS the National Action Plans could include but are not limited to: (a) improving domestic institutional and legislative arrangements for the effective implementation of existing IMO instruments, (b) developing activities to further enhance the energy efficiency of ships, (c) initiating research and advancing the uptake of alternative low-carbon and zero-carbon fuels, (d) accelerating port emission reduction activities, consistent with resolution MEPC.323(74), (e) fostering capacity-building, awareness-raising and regional cooperation and (f) facilitating the development of infrastructure for green shipping;

.2 develop technical and operational energy efficiency measures for both new and existing ships, including consideration of indicators in line with the three-step approach that can be utilized to indicate and enhance the energy efficiency performance of shipping, e.g. Annual Efficiency Ratio (AER), Energy Efficiency per Service Hour (EESH), Individual Ship Performance Indicator (ISPI), Fuel Oil Reduction Strategy (FORS);

Questions?

THANK YOU FOR YOUR
ATTENTION