INTERNATIONAL TRANSPORT COP 16 SIDE EVENT

Simon Bennett, Director External Relations
International Chamber of Shipping (ICS)

Cancun
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90% of World Trade
International Chamber of Shipping

- Principal international trade association for shipowners
- 80% of world fleet
- Members are national shipowners’ associations
- Represents shipowners at IMO
Global Rules for a Global Industry

IMO in session in London
Reducing CO$_2$

Comparison of CO$_2$ emissions between different transport modes
Source: Swedish Network for Transport and the Environment
Efficiency Improvements

Improvement to energy efficiency of ship’s engines (gram/kW/hour)

1970s – 2000s
IMO Technical Measures

- Energy Efficiency Design Index
- Ship Energy Efficiency Management Plans

*Improved voyage planning; speed management; weather routing; engine power, fuel types*
IMO Needs Clear Mandate from UNFCCC

See - www.shippingandco2.org
International Shipping Cannot be Included in National Targets

- Ships registered in one nation, owned in second, with cargo owned by third, exported to fourth
- Ships do not follow fixed routes
- Meaningful reductions can only be achieved by IMO agreement
Cautious Welcome for Report of UN Advisory Group on Climate Change Financing (AGF)
Need to Reconcile CBDR with IMO Global Rules

- Only 35% of fleet is registered with ‘Annex I’ nations
- Danger of ‘carbon leakage’
Conclusions

- Meaningful reductions – that will be enforced - more likely via IMO
- Cautious welcome to UN AGF report with regard to shipping and ‘Green Fund’ - provided mechanism agreed at IMO
- Failure to allow IMO to deliver will inhibit reduction of ship emissions
Shipping is the Life Blood of World Trade

Thank you
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www.marisec.org
www.shipping-facts.com
www.shippingandco2.org