International Chamber of Shipping

- Global trade association representing shipowners at IMO
- Membership - 37 national shipowners’ associations
- All sectors and trades, over 80% of world merchant fleet
Global Industry Requires Global Approach

(Worldwide CO$_2$ Emissions)
IMO CO$_2$ Measures Compatible With Sustainable Trade
CO$_2$ Reduction Today

- **10%** less CO$_2$ since 2007
- **2.2%** of total global CO$_2$ in 2012 (2.8% in 2007)
- **20%** less CO$_2$ per tonne-km since 2005
Future CO₂ Reduction

Shipping’s CO₂ Reduction Goals

CO₂ / tonne-km (grams)

- **Impact of “slow steaming”**
- **Design: New ships 20% more efficient (mandatory IMO EEDI)**
- **Design: New ships 30% more efficient (mandatory IMO EEDI)**
- **Design: Entire fleet 30% more efficient (25 year ship life)**

- Business as usual
- Ship design
- Technical / operational
- Speed management
- Entire sector 50% more efficient
Vital Implementation Role of Developing Nations

- **70%** world fleet registered with ‘non-Annex I’ nations
- **60%** of maritime trade arrives/departs from developing nations’ ports

*Source: UNCTAD*
IMO Technical Co-operation Facilitates Implementation

IMO agreement on technical regulations will reduce ships’ CO₂
MARPOL Annex VI, Chapter 4 adopted July 2011

<table>
<thead>
<tr>
<th>Regulations enter into force for over 90% of world fleet</th>
<th>EEDI requires new ships to meet agreed efficiency targets</th>
<th>New ships must improve efficiency 10%</th>
<th>New ships must improve efficiency up to 20%</th>
<th>New ships must improve efficiency 30%</th>
<th>50% CO₂ reduction per tonne/km (industry goal)</th>
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<tbody>
<tr>
<td>Ship Energy Efficiency Management Plan (SEEMP): mandatory implementation for all ships</td>
<td>20% CO₂ reduction per tonne/km (industry goal)</td>
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| 2013 | 2015 | 2020 | 2025 | 2030 | 2050 |

95% of world fleet covered by IMO CO₂ amendments and governments’ ratification of MARPOL Annex VI
Reconciling Uniform Global Rules with CBDR Principle

IMO MARPOL CO₂ amendments include regulation on:

- Technical Co-operation
- Technology Transfer
- Assisting maritime administrations in developing nations
Conclusion: IMO Technical Co-operation Adds Confidence to Global CO$_2$ Reduction
Thank you