Chair, Distinguished Delegates, Ladies and Gentlemen,

The IMO Secretariat is pleased to provide SBSTA 45 with an update on IMO’s action to address emissions from bunker fuels used for international maritime transport.

Last month IMO’s Marine Environment Protection Committee at its 70th session adopted amendments to chapter 4 of MARPOL Annex VI that will require ships to record and report data on their fuel oil consumption and additional data on proxies for the “transport work” undertaken by the ship. It is expected that this amendment will enter into force on 1 March 2018.

The new mandatory data collection system is intended to be the first in a three-step approach in which analysis of the data collected would provide the basis for an objective, transparent and inclusive policy debate by the Marine Environment Protection Committee.

In a related decision the Marine Environment Protection Committee also approved a roadmap for developing a “Comprehensive IMO strategy on reduction of GHG emissions from ships”, which foresees an initial strategy to be adopted in 2018.

The Roadmap contains a list of activities, including further IMO GHG studies, with relevant timelines and provides for alignment of those new activities with the ongoing work on the aforementioned three-step approach. This alignment provides a way forward to the adoption of a revised strategy in 2023 to include short-, mid-, and long-term further measures, as required, with implementation schedules.

Under the roadmap, and to provide long-term vision for the shipping sector, the MEPC has to address a number of important questions, such as what role should the international shipping sector have in supporting the goals of the Paris Agreement.

Mandatory energy efficiency requirements for international shipping have been in force for over three years. I am pleased to report that over one thousand nine hundred (1,900) ocean going ships have now been certified to the new energy efficiency design requirements which is a significant achievement, and clearly demonstrates IMO’s regulatory role in enabling the international shipping sector to make a positive contribution to mitigating climate change.

Furthermore, a decision by Marine Environment Protection Committee to confirm the implementation date for a significant reduction in the sulphur content of the fuel oil used by ships from 3.50% to 0.50% globally on 1 January 2020 is expected to contribute further to the reduction of GHG emissions from ships, through the anticipated resulting uptake of cleaner alternative fuels.
IMO has also been continuing its efforts on technical co-operation and capacity building including transfer of technology. In this regard the following developments can be reported:

- Continuation of the award winning UNDP-GEF-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP) project to assist developing countries in the implementation of the energy efficiency measures adopted by IMO, and to note that the ten Lead Pilot Countries have agreed that the project should be extended to 2018 and that IMO pursue a follow-up phase; and

- Progress on an ambitious €10 million European Union-funded four-year project to establish a global network of regional Maritime Technology Cooperation Centres with a focus on limiting and reducing GHG emissions from shipping in five regions - Africa, Asia, the Caribbean, Latin America and the Pacific, targeted for their significant number of Least Developed Countries (LDCs) and Small Island Developing States (SIDS). Fourteen potential centres have been identified and the procurement process to award contracts is well advanced.

Further details on these projects and related activities can be found in our submission to this SBSTA.

Ladies and Gentlemen,

International shipping is indispensable to the world. It plays an essential role in the facilitation of world trade as the most cost-effective and energy-efficient mode of mass cargo transport, making a vital contribution to international commerce and being a key pillar of the development of a sustainable global economy.

As the global regulatory body for international shipping, with a responsibility to address pollution from ships to protect the environment, as well as maritime safety and security, IMO has a clear mandate to contribute to the global efforts to support the goals of the Paris Agreement.

Thank you for your attention.