IMO Technical Co-operation
Building Capacities in Developing Countries to address GHG emissions from ships

Mandatory measures to reduce greenhouse gas (GHG) emissions from international shipping were adopted by the International Maritime Organization (IMO) in July 2011, representing the first ever mandatory global GHG reduction regime for an international industry sector. The adoption of mandatory reduction measures for all ships from 2013 and onwards will lead to significant emission reductions and also a significant cost saving for the shipping industry. By 2020, up to 180 million tonnes of annual carbon dioxide (CO₂) reductions are estimated from the introduction of the Energy Efficiency Design Index (EEDI) for new ships and the Ship Energy Efficiency Management Plan (SEEMP) for all ships in operation, a figure that, by 2030, will increase to 390 million tonnes.

Sea transport is the most energy efficient mode of cargo transport and only a modest contributor to overall man-made CO₂ emissions; however, due to its international nature, a global approach is needed to further improve its energy efficiency – given that sea transport will continue growing apace with expansion in world trade.

The international nature of shipping is such that developing countries already are and more can become major participants in the industry itself, generating income and creating wealth. In this regard, enhancing maritime capacity in developing countries has a major and direct impact not only on the maritime sector but also on several Millennium Development Goals (MDGs).

IMO’s Integrated Technical Cooperation Programme (ITCP) can offer regional or national workshops on awareness building for policy makers and national administrations as well as more elaborated courses for flag and port State control officers and the maritime industry.
According to the Second IMO GHG Study 2009, international shipping was responsible for 2.7% of the global man-made emissions of CO2 in 2007. The Study estimated that technical and operational measures could increase efficiency and reduce the emissions rate by 25% to 75%.

IMO’s extensive consideration to control GHG emissions from ships achieved a breakthrough, in July 2011, with the adoption of mandatory energy efficiency measures. The new IMO regulations constitute the first ever global and legally binding GHG reduction regime for an entire international industry sector.

The recent adoption of mandatory GHG reduction measures for all ships not only reflects the consensus of both developing and developed countries, on the need to act on GHG emissions but also highlights the need to mobilize resources to deliver technical co-operation (TC) programmes that will focus on human resources development and institutional capacity-building to help developing countries improve their ability to comply with international rules and standards to address GHG emissions from ships.

IMO’s ITCP has been providing, over the years, technical assistance to developing countries to address shipping-related environmental issues. In 2007 IMO’s Assembly adopted resolution A.1006(25) on the linkage between the ITCP and the MDGs. Since then IMO has continued to coordinate and manage environmental programmes.

IMO’s TC activities are conceived and developed through partnerships between recipient countries, resource providers and the Organization. There are currently over 64 partnerships in operation.

The activities have a regional scope targeting developing countries which are major flag and port States, as well as those that have a stake in the ownership and management chain surrounding ship operations, ship design and manufacture. Depending on the focus of the countries involved, the following three groups of stakeholders will be targeted:

- Policy-makers and national maritime and port Administrations (NGO’s, industry and labour organizations);
- Ship and port operators, including ship managers; and
- Ship designers, shipbuilders, personnel from ship repair yards and equipment manufacturers, as well as other relevant groups depending on national circumstances.

IMO’s TC activities on GHG emissions include an IMO Model Course, based on SEEMP, to promote energy efficient operation of ships and the industry’s “best practices”, to reduce GHG emissions from ships.

In April 2011, IMO and the Korea International Co-operation Agency (KOICA) signed an agreement, for implementation of a project on “Building Capacities in East Asian countries to address GHG emissions from Ships” as part of a climate change initiative by the Republic of Korea. This project expects to provide East Asian countries with capacity to develop and implement appropriate national actions on CO2 emissions from ships.

IMO Technical Co-operation Goals
The aim of this programme is to assist developing countries in improving their ability to comply with international rules and standards, in establishing permanent self-sustaining legal, policy and institutional arrangements to ensure uniform application of IMO’s policies for the reduction of GHG emissions from ships, whilst combating poverty and promoting sustainable development.

IMO Technical Co-operation Work
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IMO Technical Co-operation output
With the TC programme IMO expects to enhance capacity of beneficiary States to implement (and enforce) IMO GHG regulations primarily through flag State implementation and of Port State control for enforcing IMO GHG regulations; to raise industry awareness through seminars and workshops based on communication material and training packages developed, and to build national capacity on fuel efficient ship operation and design.

For interested Maritime Administrations, please contact Ms. Kalai Naidoo (knaidoo@imo.org) for further information on workshops and other technical cooperation activities and material.