Norwegian Ministry
of Climate and Environment

The IMO Strategy - Reconciling different views and interests

Sveinung Oftedal

Specialist Director


Key question

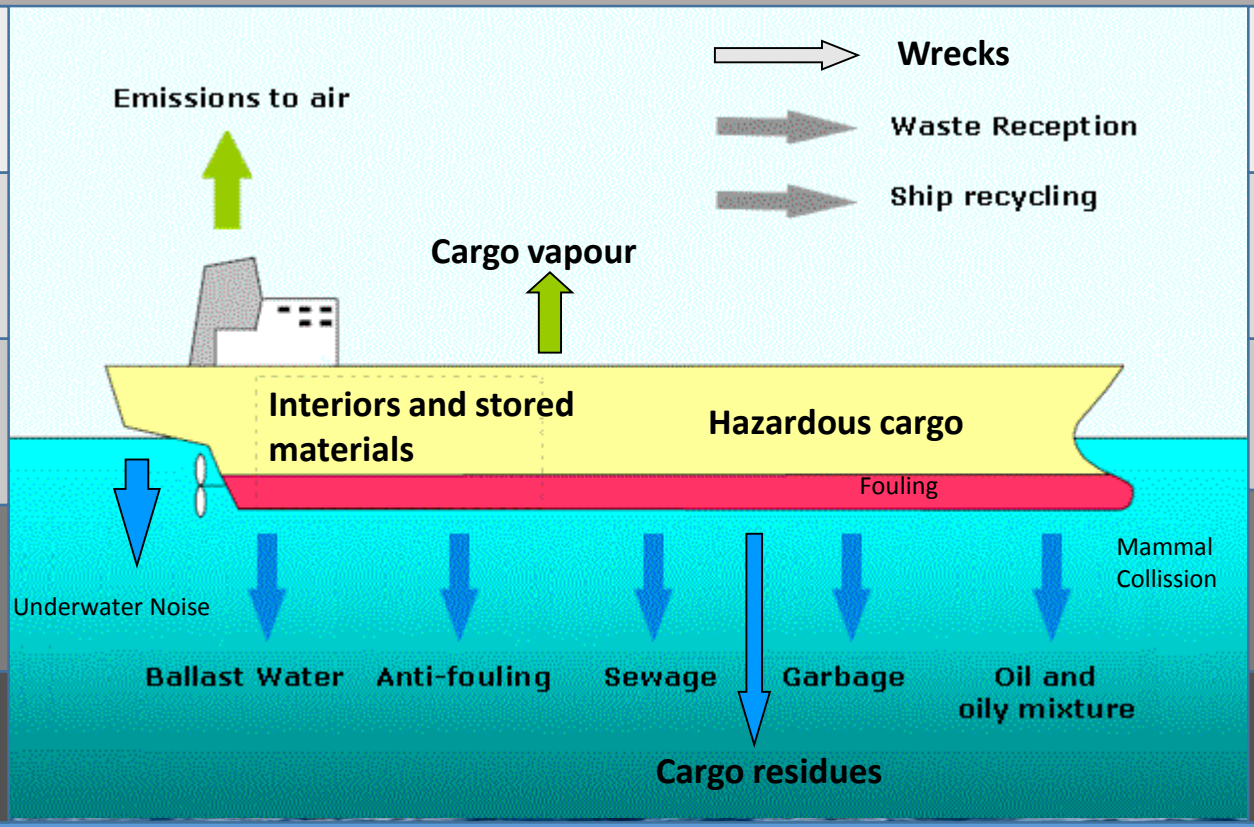
At what time is it more important to solve the challenge than protecting negative consequences on the existing economy

What is a ship?

Mandatory Audits of Member States

Port State Rights

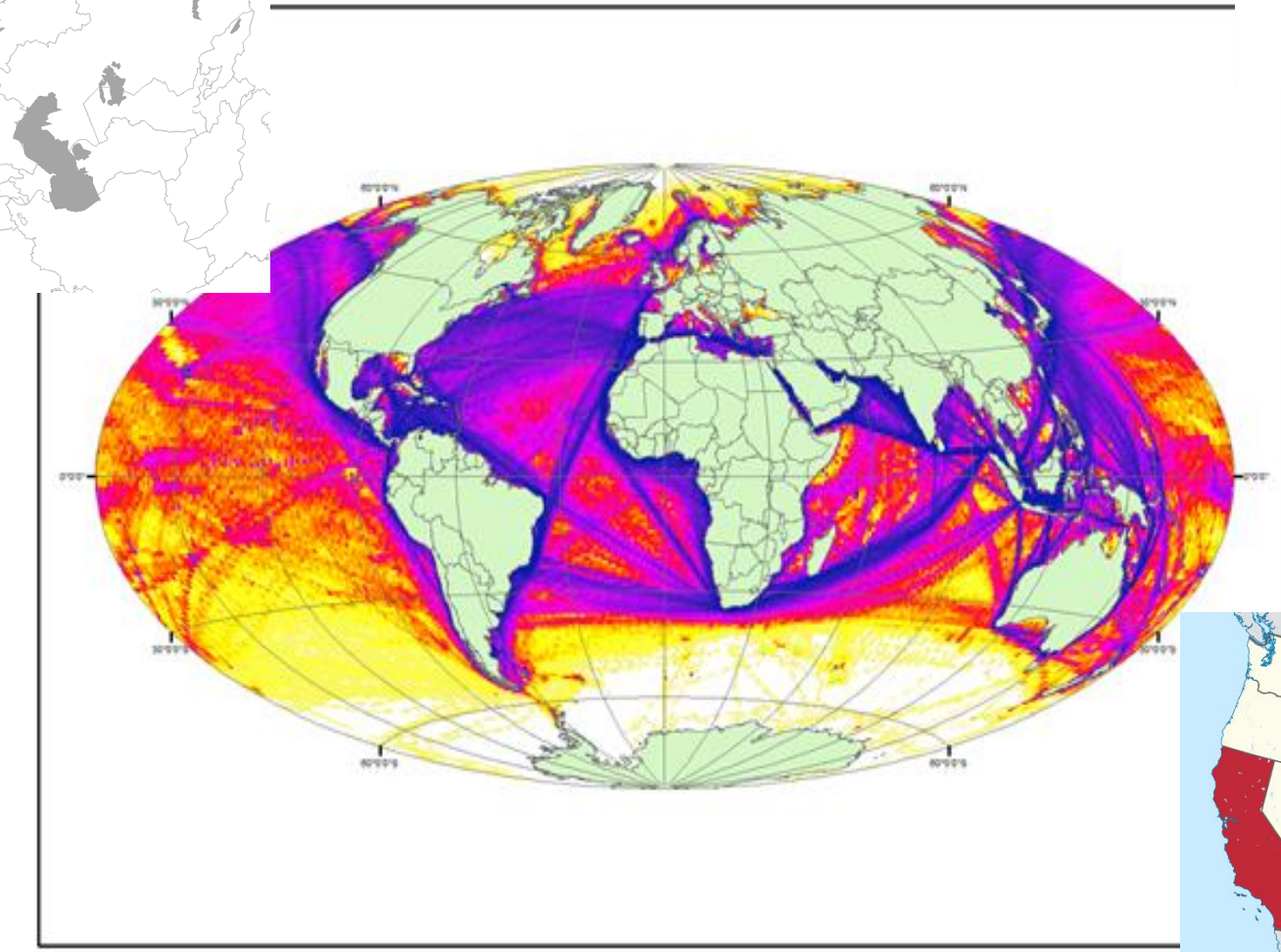
Flag State Obligation

Area restrictions		Survey and certification Documentation
Life Cycle		Operational requirements
Illegal spills		Emission Standards
Operational discharges /emissions		Equipment/ Product/ Fuel
Accidents		Design and Construction

Environmental Challenges of shipping

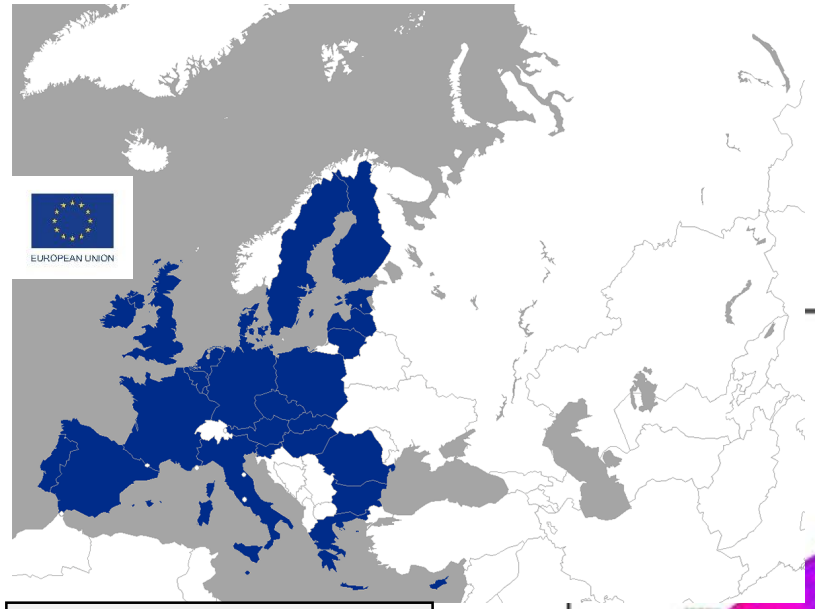
The regulatory framework for shipping

Global



IMOs role in global solutions

Regional



Local

A leading role in a society going through fast changes

GOVERNANCE AT THE INTERNATIONAL MARITIME ORGANISATION: THE CASE FOR REFORM

Kyoto Protocol

Tweets 2 410 | Følger 585 | Følgere 1 088 | Liker 87

IMOclimate
@IMOclimate

A global network of analysts tracking progress on a UN climate deal for the shipping industry, one knot at a time. We are *NOT* affiliated to the IMO.

Washington, DC

Registrerte seg februar 2017

Tweets | Tweets og svar | Medier

IMOclimate @IMOclimate · 14. sep.
Wow! @PortofHamburg @portofbarcelona @PortofAntwerp @PortofLA @portoflongbeach @PortVancouver and @PortOfRotterdam join forces on climate action, and call on govts, regulators to adopt CO2 pricing and funding support to green-tech R&D and pilot projects.
portofrotterdam.com/en/news-and-pr...

2 13 ♡ 27

IMOclimate @IMOclimate · 14. sep.
One of most important steps to put world on track to meet #ParisAgreement is short-term action to get aviation and #shipping on 1.5 degrees pathway, says .@climateactiontr

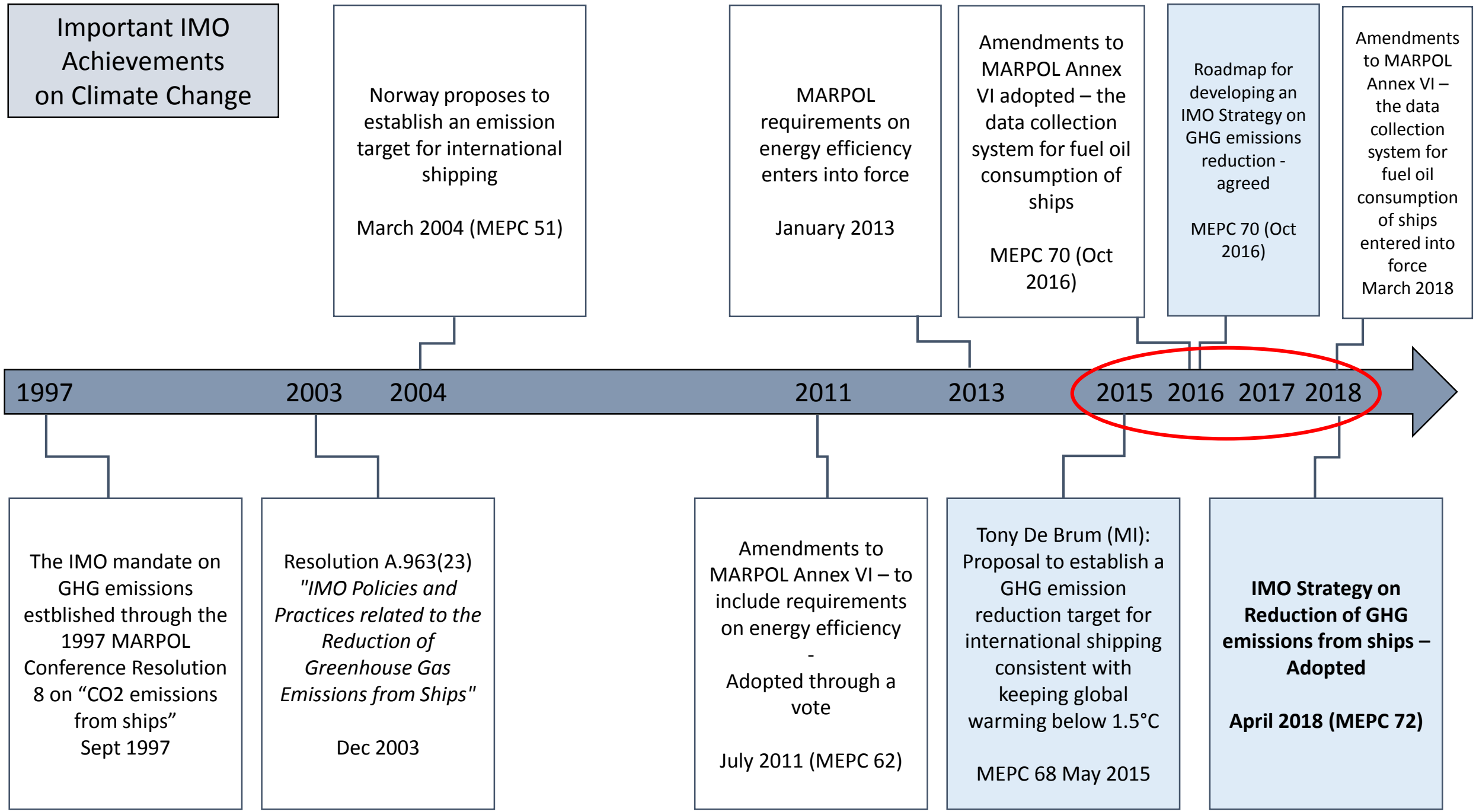
.@IMOHQ leadership is needed on the international stage next month at #MEPC73

Different perspectives - also at the IMO

- Opinion A:
  ”Shipping is always a soft target”

- Opinion B:
  ”Shipping is always the last target”

Climate Change – Global change


Important IMO Achievements on Climate Change
Norway proposes to establish an emission target for international shipping
March 2004 (MEPC 51)
MARPOL requirements on energy efficiency enters into force
January 2013
Amendments to MARPOL Annex VI adopted – the data collection system for fuel oil consumption of ships
MEPC 70 (Oct 2016)
Roadmap for developing an IMO Strategy on GHG emissions reduction - agreed
MEPC 70 (Oct 2016)
Amendments to MARPOL Annex VI – the data collection system for fuel oil consumption of ships entered into force
March 2018
1997
2003
2004
2011
2013
2015
2016
2017
2018
The IMO mandate on GHG emissions estblished through the 1997 MARPOL Conference Resolution 8 on "CO2 emissions from ships"
Sept 1997
Resolution A.963(23) *"IMO Policies and Practices related to the Reduction of Greenhouse Gas Emissions from Ships"*
Dec 2003
Amendments to MARPOL Annex VI – to include requirements on energy efficiency
-
Adopted through a vote
July 2011 (MEPC 62)
Tony De Brum (MI): Proposal to establish a GHG emission reduction target for international shipping consistent with keeping global warming below 1.5°C
MEPC 68 May 2015
IMO Strategy on Reduction of GHG emissions from ships – Adopted
April 2018 (MEPC 72)

Key Challenges

"Vision – levels of ambition – guiding principles"

Meaningful strategy – vs – meaningless strategy

Ambition:

High Ambition – vs – No Ambition

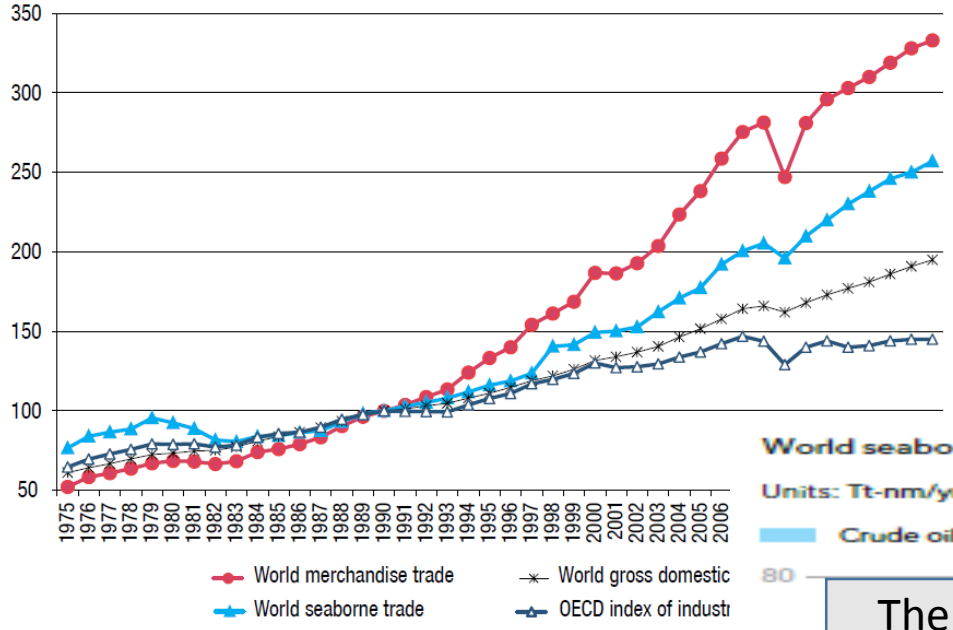
Efficiency only! – vs – efficiency for the ship and efficiency for the sector and reducuction of total emissions

Numbers – vs – No numbers

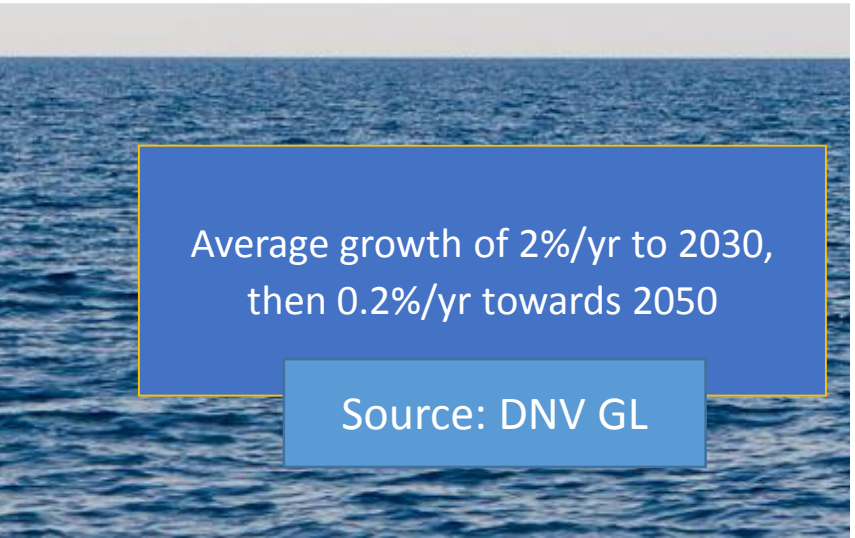
Principles:

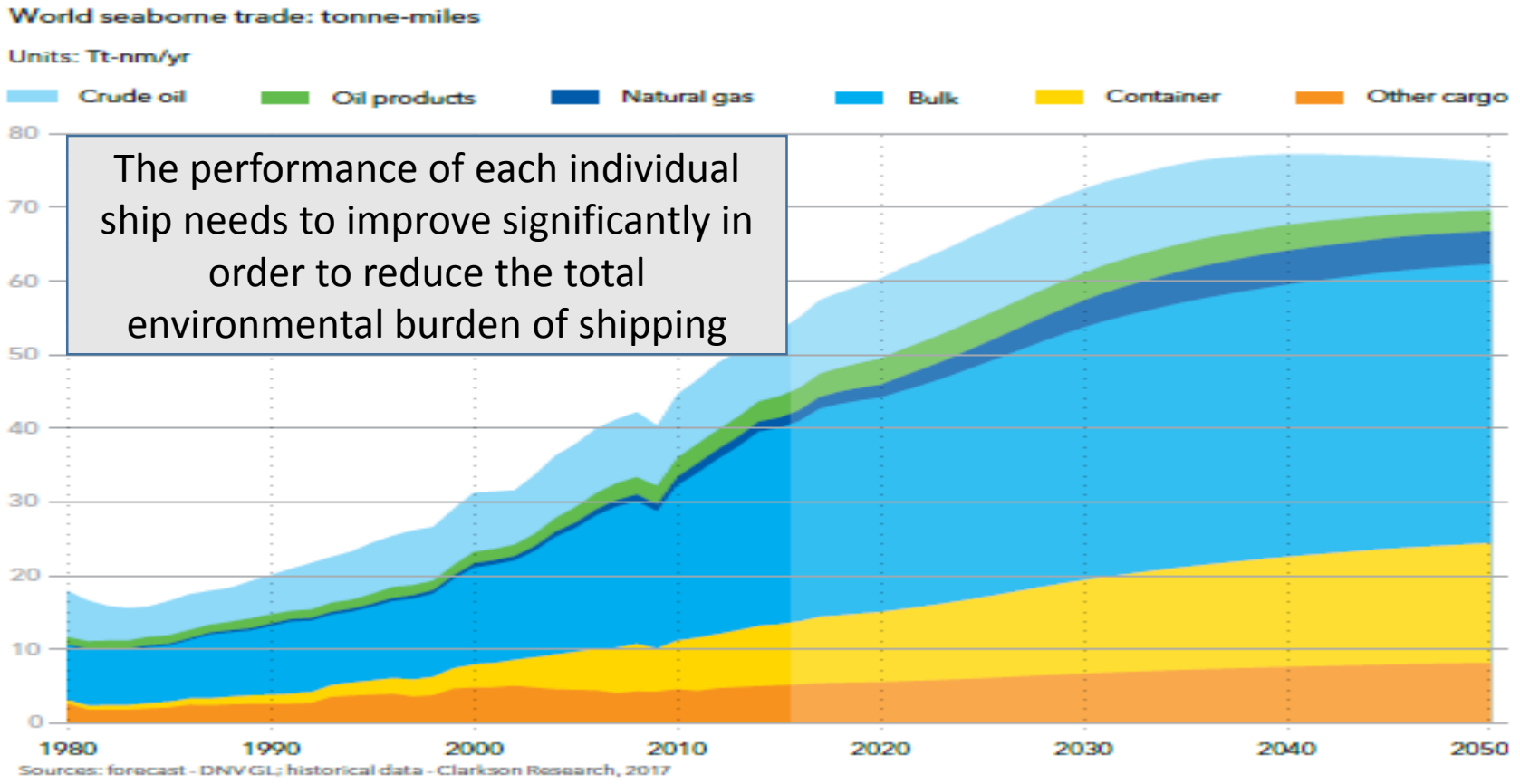
Differentiation – vs – No differentiation

Figure 1.1. Organization for Economic Cooperation and Development index of industrial production and world indices: Gross domestic product, merchandise trade and seaborne shipments, 1975–2016 (1990 = 100)

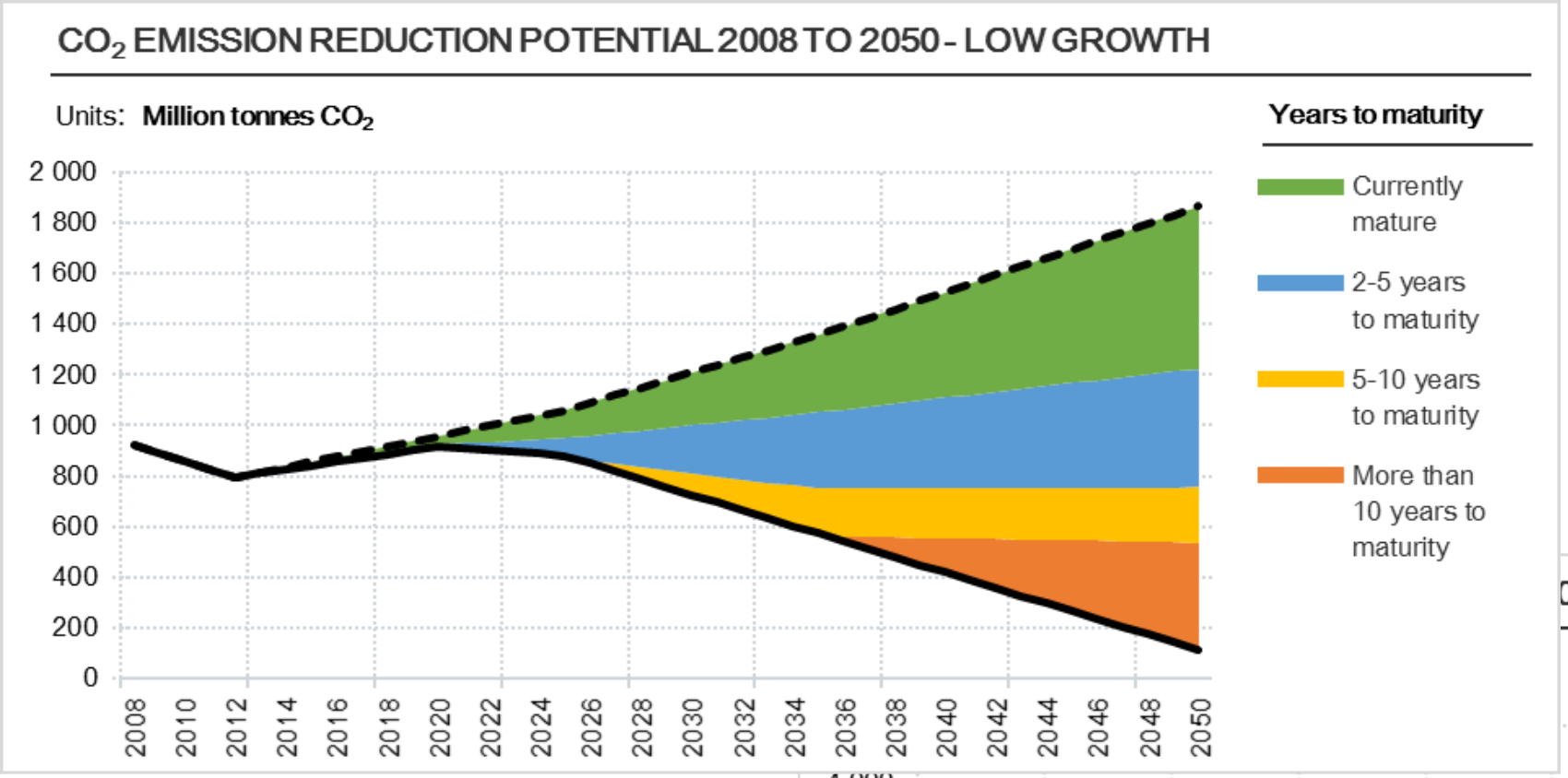


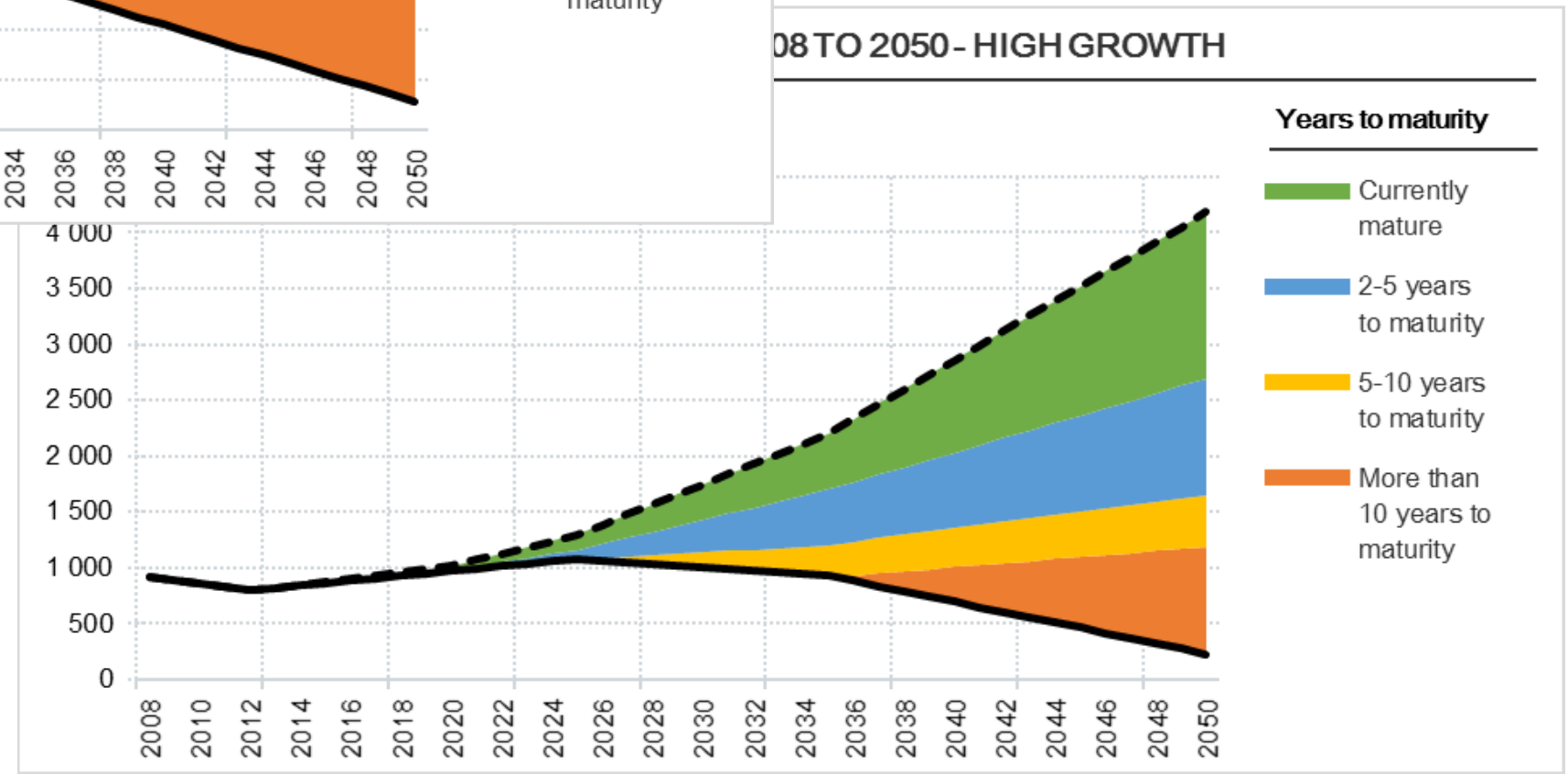
Sources: UNCTAD secretariat calculations, based on data from OECD, 2017; United Nations, *Transport*, various issues; World Trade Organization, 2012.
Note: Index calculations are based on GDP and merchandise trade in dollars, and seaborne trade





Norwegian IMO-document:





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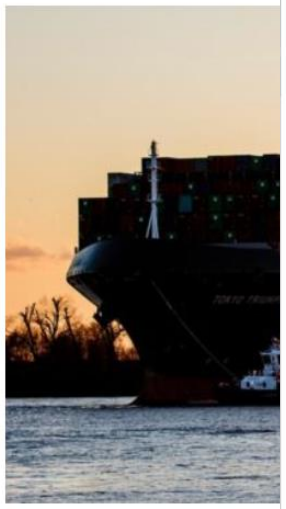
TODA

Science & Environmen

Global shippi

David Shukman
Science editor

13 April 2018



The global shipping indust of greenhouse gases.

The move comes after talks (IMO) in London.

Violeta Bulc
@Bulc_EU

Følg

#Shipping sector has delivered! The agreement reached this week at the @IMOHQ is a significant step forward in the global efforts to tackle #ClimateChange. Work must now continue on further steps. #MEPC72 europa.eu/!wC68RK

08:58 - 13. apr. 2018

48 retweets **82** liker

EU Transport, IMO og European Commission

1 48 82

Violeta Bulc @Bulc_EU · 13. apr.
Congrats to #IMO SG Lim, Chair Oftedal, and #EU Member States on their commitment to reach this deal.

1 1 13

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ington Post

Unngå innbruc
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Environment

Carbon emis
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IMO

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aritime, maillon faible

égocient les premiers objectifs chiffrés de
z à effet de serre.

cette fois, au rendez-vous ? Réunis à Londres,
ganisation maritime internationale (OMI) doiven
des objectifs chiffrés de réduction de leurs
re. Le sujet, inscrit au calendrier des

It's possible — but difficult — to halve shipping emissions, official says

- "Ambitions for 50 percent reduction by 2050 are definitely difficult, but it's achievable. And now we have a situation where we really have to start with developing green shipping that we need for the future," Norway's Minister of Climate and Environment Ola Elvestuen said.

Andrew Wong
Published 12:34 AM ET Fri, 27 April 2018

CNBC

Climate-Changed

Nations Strike Historic Deal to Curb Shipping Emissions

By Anna Hirtenstein and Jeremy Hodges
13. april 2018 16.11 *Updated on 13. april 2018 17.00*

- Industry agrees to cut emissions by at least 50% by 2050
- U.S., Russia and Saudi Arabia object to emissions proposals

LISTEN TO ARTICLE
▶ 2:59

Most of the world's nations agreed to an historic deal that for the first time will limit emissions from the global shipping industry.

Important elements of the Initial GHG Strategy

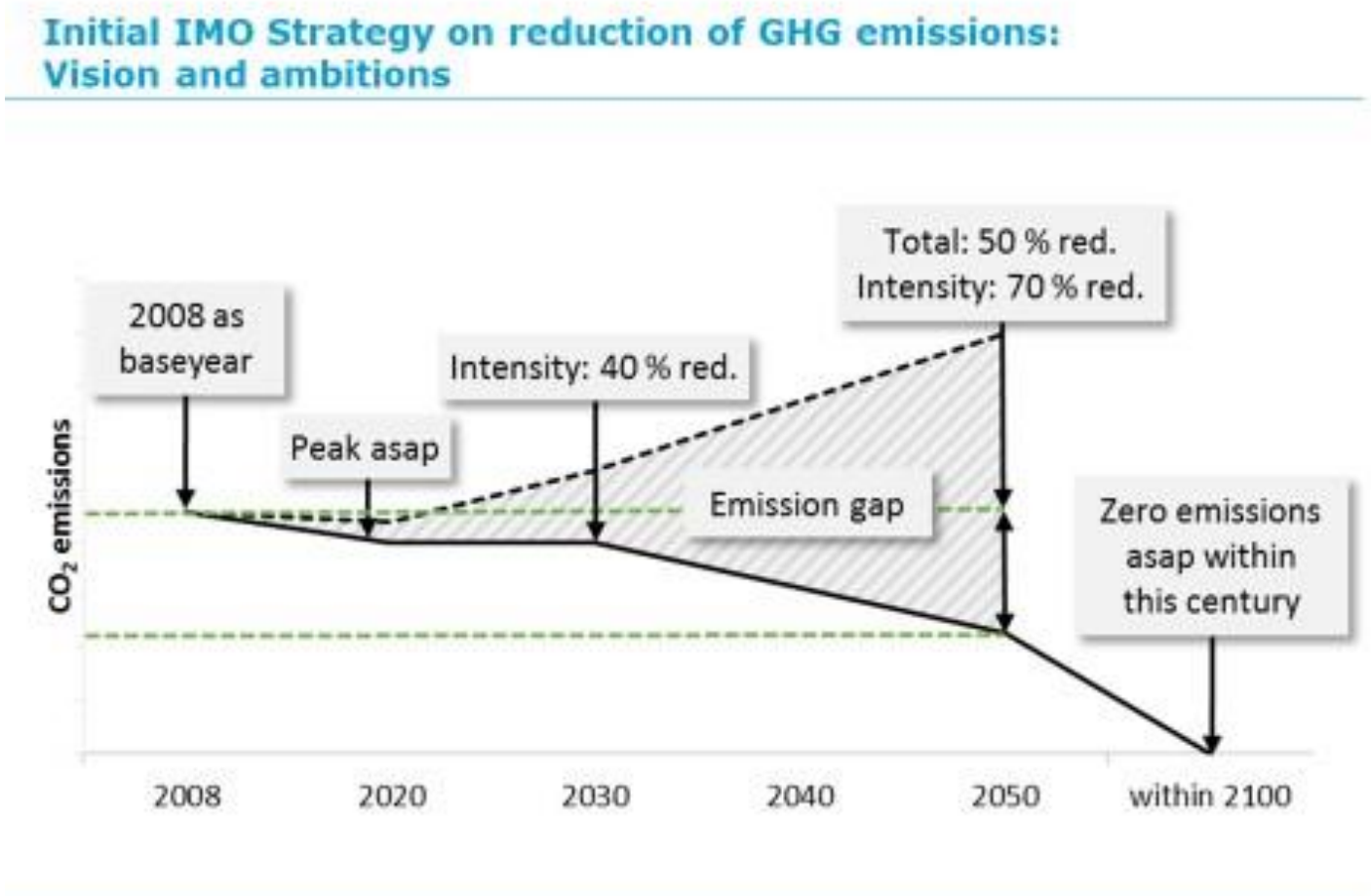
Vision: IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in this century.

Extract from the Ambition

.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 CO2 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 CO2 emissions reduction consistent with the Paris Agreement temperature goals.



IMO – Follow-up actions on Climate Change

2018-2023	2023-2030	2030 →
Action plan	Development of measures such as:	Development of measures such as:
Initiate GHG-study	Energy efficiency	Provisions for low-carbon and zero-carbon fuels
Aproach to Impact on States	Implementation programme for uptake of low-carbon and zero-carbon fuels	Adoption of new and innovative emission reduction mechanism(s)
Development of measures such as: - Energy efficiency - Assess fuels - Tech. Cooperation - National Action Plans	New and innovative emission reduction mechanism(s)	Develop revised GHG strategy
Develop revised GHG strategy	Develop revised GHG strategy	

PROGRAMME OF FOLLOW-UP ACTIONS OF THE INITIAL IMO STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS UP TO 2023

ANNEX

Streams of activity	2018	2019	2020		2021	2022		2023
	MEPC 73	MEPC 74	MEPC 75	MEPC 76	MEPC 77	MEPC 78	MEPC 79	MEPC 80
Candidate short-term measures (Group A) that can be considered and addressed under existing IMO instruments[2]	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that can be considered and addressed under existing IMO instruments e.g. further improvement of the existing energy efficiency framework with a focus on EEDI and SEEMP, ITCP[3]					
Candidate short-term measures (Group B) that are not work in progress and are subject to data analysis	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that are not work in progress and are subject to data analysis, consistent with the Roadmap[3]					
			Data analysis, in particular from IMO Fuel Oil Consumption DCS					
Candidate short-term measures (Group C) that are not work in progress and are not subject to data analysis	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that are not work in progress and are not subject to data analysis e.g. National Action Plans guidelines, lifecycle GHG/carbon intensity guidelines for fuels, research and development[3]					
Candidate mid-/long-term measures and action to address the identified barriers	Invite concrete proposals	Consideration of proposals including identification of barriers and action to address		Progress made and timelines agreed on the development of mid- and long-term measures				
Impacts on States[4]	Invite concrete proposals	Finalization of procedure	Measure-specific impact assessment, as appropriate, consistent with the Initial Strategy, in particular paragraphs 4.10 to 4.13					
Fourth IMO GHG Study	Scope	Initiation of the Study	Progress report	Final report				
Capacity-building, technical cooperation, research and development	Development and implementation of actions including support for assessment of impacts and support for implementation of measures							
Follow-up actions towards the development of the revised Strategy		Ship fuel oil consumption data collection pursuant to regulation 22A of MARPOL Annex VI (DCS)			Initiation of revision of the Initial Strategy taking into account IMO DCS data and other relevant information			Adoption of revised Strategy

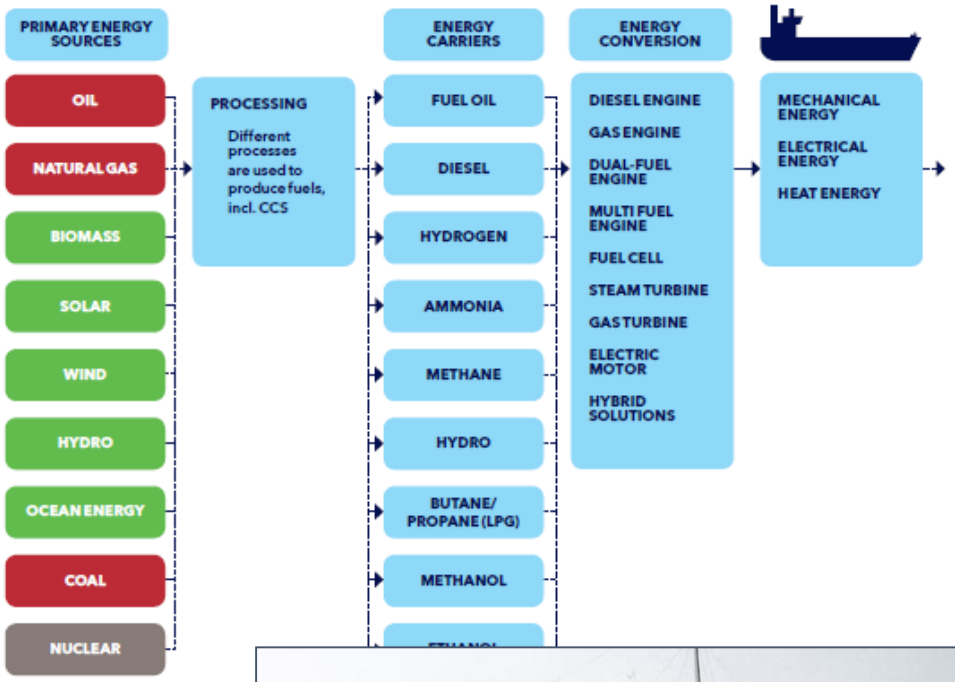
---

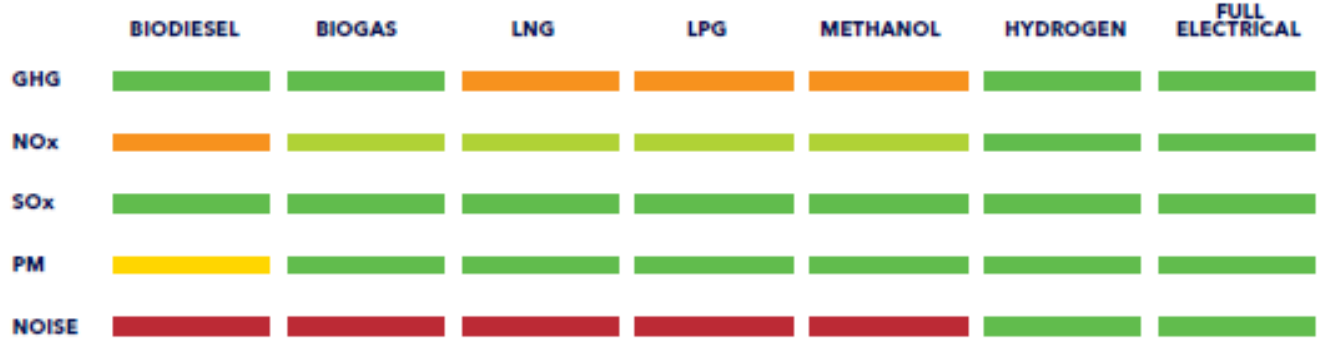
2 Includes ongoing work pursuant to regulation 21.6 of MARPOL Annex VI.

3 "In aiming for early action, the timeline for short-term measures should prioritize potential early measures that the Organization could develop, while recognizing those already adopted, including MARPOL Annex VI requirements relevant for climate change, with a view to achieve further reduction of GHG emissions from international shipping before 2023" (paragraph 4.2 of the Initial Strategy).

4 Assessment of impacts on States to be undertaken in accordance with the procedure to be developed by the Organization.

Reduction of greenhouse gas (GHG) emissions will be the main challenge for shipping in the next decades





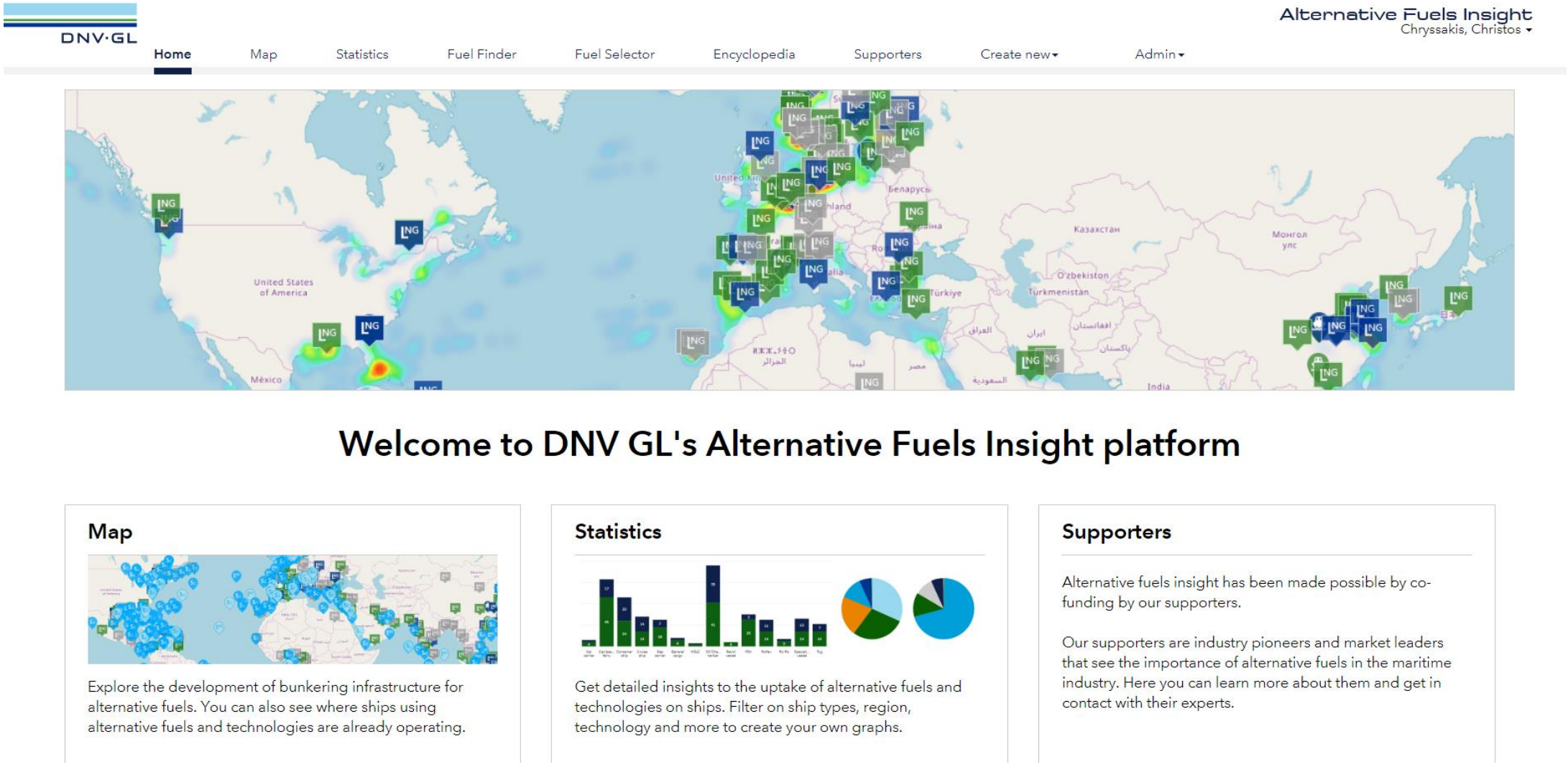
(tank-to-propeller)

Selandia – first diesel powered ocean going vessel - 1912

- A range of alternative fuels and technologies are available for ships to reduce CO_2 emissions.
- Their potential for this purpose varies widely, depending on the primary energy source, the fuel processing, the engine type/converter, and the supply chain.
- While focusing on GHGs, it is vital to recognize the footprint of other types of emission from alternative fuels and technologies; mainly NOx, SOx, and PM.

Source: DNV GL

Alternative fuels insight platform (https://afi.dnvgl.com)



"To our advantage"

- The Planet is living!
- The institutional framework (IMO) is present
- Present rescources, technologies and science is advancing rapidly

"Can be resolved"

- Air Pollution
- Ballast water / biofouling
- Ocean pollution
- Ship recycling
- Underwater noise

At what time is it more important to solve the challenge than protecting negative consequences on the existing economy

"New reality"

- Geopolitical changes
- Information and communication

"Major challenge – Major decissions"

- Climate change
- Microplastics
- Catch up with technology

IMO – leading on environmental challenges
Three pilar action

National spearhead policies

–

to introduce low/zero emission technologies and fuels

Development and implementation of the IMO legal framework

–

to ensure need emission reductions from international shipping

Technical Co-operation

–

to ensure the required progress at the IMO and full implementation

Thank you for your attention!