



# **MEDports Association Technical Seminar. Green Transition for Maritime Transport.**

## **Reasons for an IMO regulation**

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- 1. The initial IMO strategy as a policy framework.**
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# Green Transition for Maritime Transport: reasons for an IMO regulation



**The initial IMO strategy on the reduction of greenhouse gas emissions from ships as a policy framework** to set up IMO actions to reduce greenhouse gas emissions from ships.

- a **key starting point** for the future work of the IMO.
- represents a **framework for Member States**,
- allows future IMO work on climate change to be rooted in a solid basis **providing certainty** to all member states and the maritime industry.





## Levels of ambition and key elements of the initial IMO strategy on the reduction of greenhouse gas emissions from ships.

- to reduce carbon intensity of international shipping by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008.
- to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008.
- Short, mid and long term measures.
- Procedures for assessing impacts on states of measures
- capacity-building, technical cooperation and R&D
- a revised strategy in spring 2023.





## Adoption of the short-term measures

- In June 2021 new amendments to Annex VI of MARPOL Convention were adopted. Ships will be required to reduce their greenhouse gas emissions.
- These amendments combine technical and operational approaches to improve the energy efficiency of ships, also providing important building blocks for future GHG reduction measures.
- The new measures will require all ships to calculate their Energy Efficiency Existing Ship Index (EEXI) following technical means to improve their energy efficiency and to establish their annual operational carbon intensity indicator (CII) and CII rating.



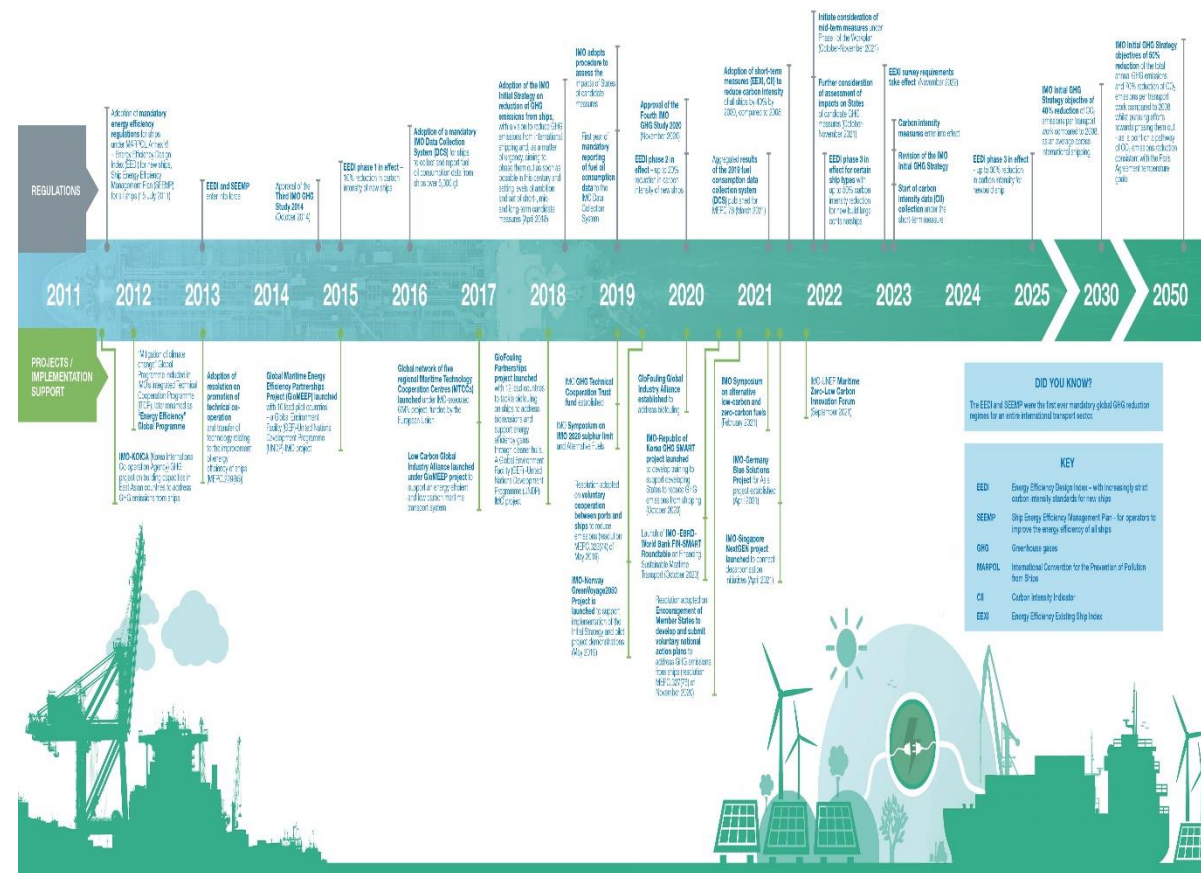
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## Current discussions on mid and long-term measures

- the establishment of an International Maritime Research Board to coordinate and oversee R&D efforts.
- Development of draft lifecycle GHG/carbon intensity guidelines for marine fuels.
- market-based measure: a mandatory levy on all GHG emissions from international shipping and the creation of an International Greenhouse Gas Levy Fund to collect and manage the levy together with the key principles to follow in order to be a fair and effective tool.
- a fuel GHG intensity limit and an emissions cap and trading system.

## Addressing climate change A decade of action to cut GHG emissions from shipping



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## Findings

- strengthen the ambition of the Initial IMO GHG Strategy.
- a clear signal to reduce GHG emissions from ships to achieve zero emissions by 2050.
- further consideration on impacts on States.
- actions to support developing countries, including finance, technology transfer and capacity-building to ensure a fair and just transition
- combination of measures to reduce GHG emissions from ships in a mid and long term.
- promote climate diplomacy networks such as the one led by France and Spain "Trust group".

