



Norwegian Ministry  
of Climate and Environment

# **IMO – developing the framework on environmental challenges**

Sveinung Oftedal

Specialist Director



# What is a ship?



Souza Photography  
raffic.com

- Land har etablert ulike FN-organ for å løse ulike utfordringer
- FNs sjøfartsorganisasjon (IMO) ble etablert i 1948 for etablere globale krav og rammer for internasjonal skipsfart
- Sikkerhet og miljø er de to viktigste områdene for IMO

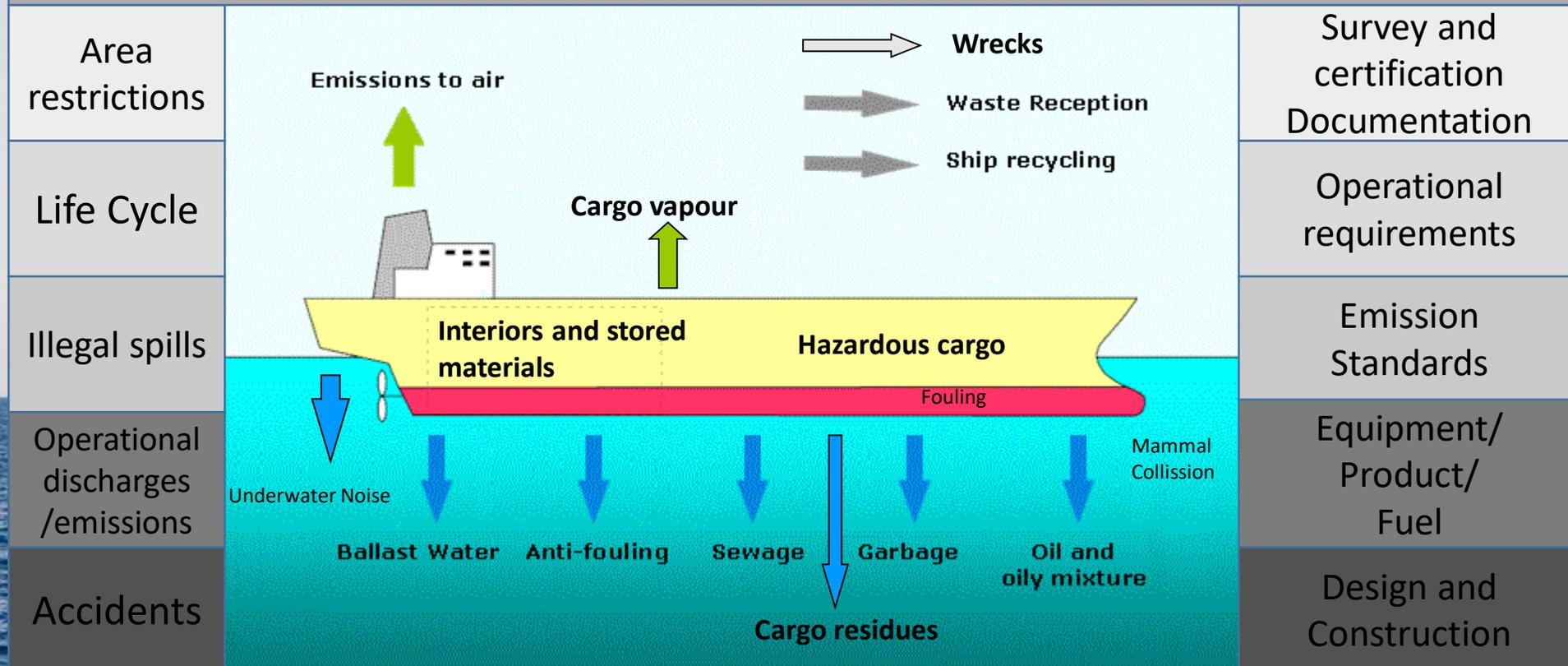
- Ethvert FN-organ har sin dynamikk. Også IMO.
- IMO har gode prosedyrer for forhandling
- IMO har gode regler for beslutning (Flertallet bestemmer)
- NGOer deltar
- Dersom man vil, så kan man..... Dersom man ikke vil, så...

- *Equal obligations and rights for all parties*
- *No more favourable treatment of non-parties*

# Mandatory Audits of Member States

## Port State Rights

## Flag State Obligation



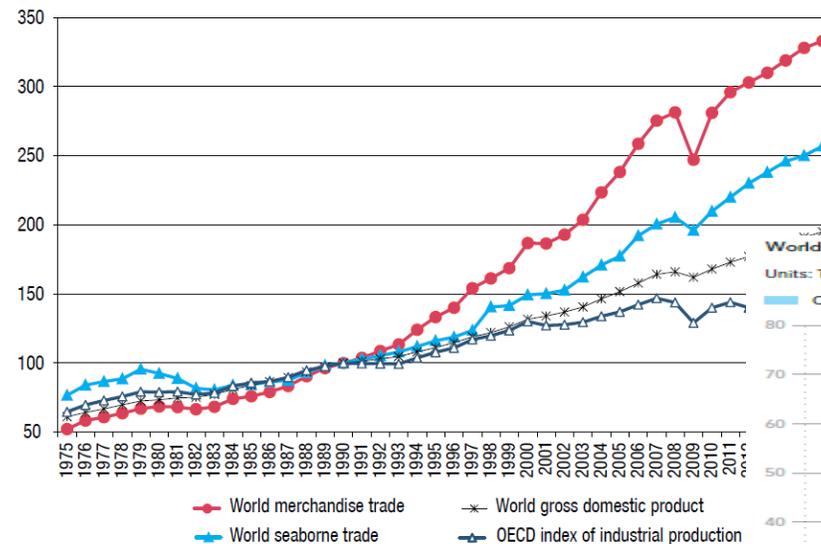
# Environmental Challenges of shipping

# Klima- og miljø er næringens mest fundamentale utfordring

- Hvor ligger **Muligheten?** -



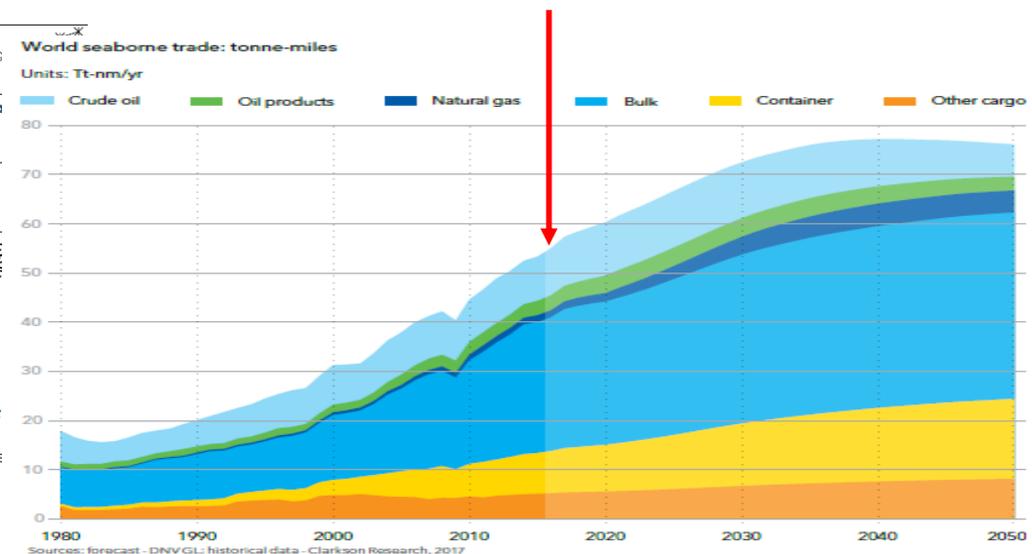
Figure 1.1. Organization for Economic Cooperation and Development index of industrial production and world indices: Gross domestic product, merchandise trade and seaborne shipments, 1975–2016 (1990 = 100)



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

The performance of each individual ship needs to improve significantly in order to reduce the total environmental burden of shipping

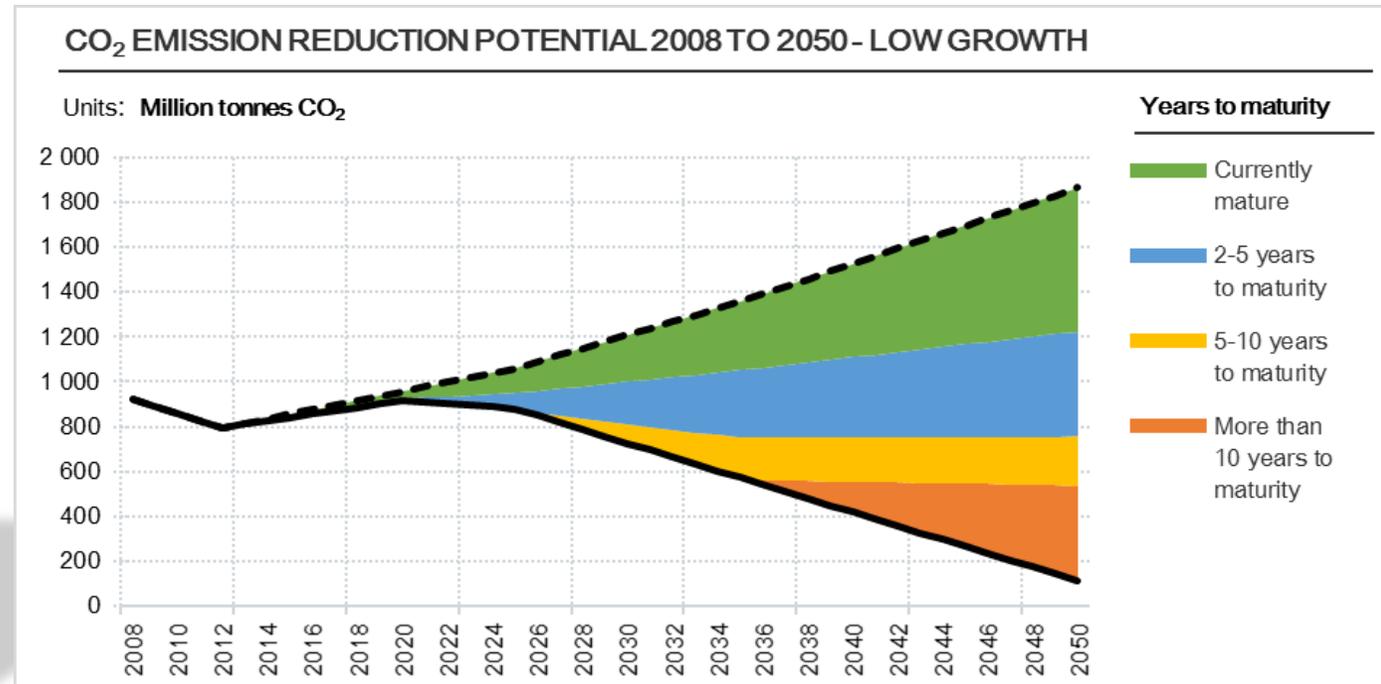
DNV GL:  
 Demand for seaborne transport will grow 37% towards 2050



Sources: forecast - DNVGL; historical data - Clarkson Research, 2017

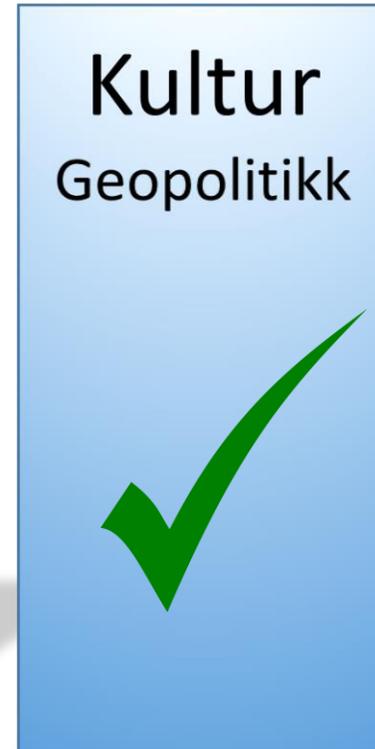
# Klima- og miljø er næringens mest fundamentale utfordring

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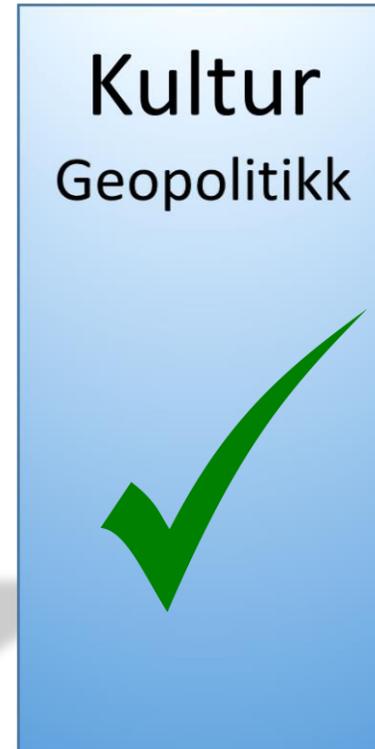


Climate Change – Global change



Klima- og miljø er næringens mest fundamentale utfordring

- Hvor ligger Muligheten? -



Klima- og miljø er næringens mest fundamentale utfordring

- Hvor ligger Muligheten? -





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



# Important outcomes on Climate Change with implications for shipping

Key issues: 1) Differentiation vs equal application 2) Legally binding requirements 3) Emission targets

IMO

- September 1997  
IMO Conference Resolution on CO2 emissions from ships
- December 2003 Resolution A.963(23)  
"IMO Policies and Practices related to the Reduction of Greenhouse Gas Emissions from Ships"
- July 2011 - Amendments to MARPOL Annex VI – to include requirements on energy efficiency requirements for ships
- Oct 2016 -Amendments to MARPOL Annex VI adopted – the data collection system for fuel oil consumption of ships

- 1992 – UNFCCC
- December 1997 – The Kyoto Protocol
- December 2007 – The Bali Roadmap
- 12 December 2015 – The Paris Agreement

UNFCCC

The IMO process towards an emission target

Norway proposes to establish an emission target for international shipping  
March 2004 (MEPC 51)

"...*should include discussions on levels of ambition and guiding principles for the strategy...*"

Roadmap for developing an IMO Strategy on GHG emissions reduction - agreed  
MEPC 70 (Oct 2016)



The IMO mandate on GHG emissions established 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

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 at the negotiation

"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  
reduction of total emissions

Numbers – vs – No numbers

Principles:

Differentiation – vs – No differentiation

# 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**

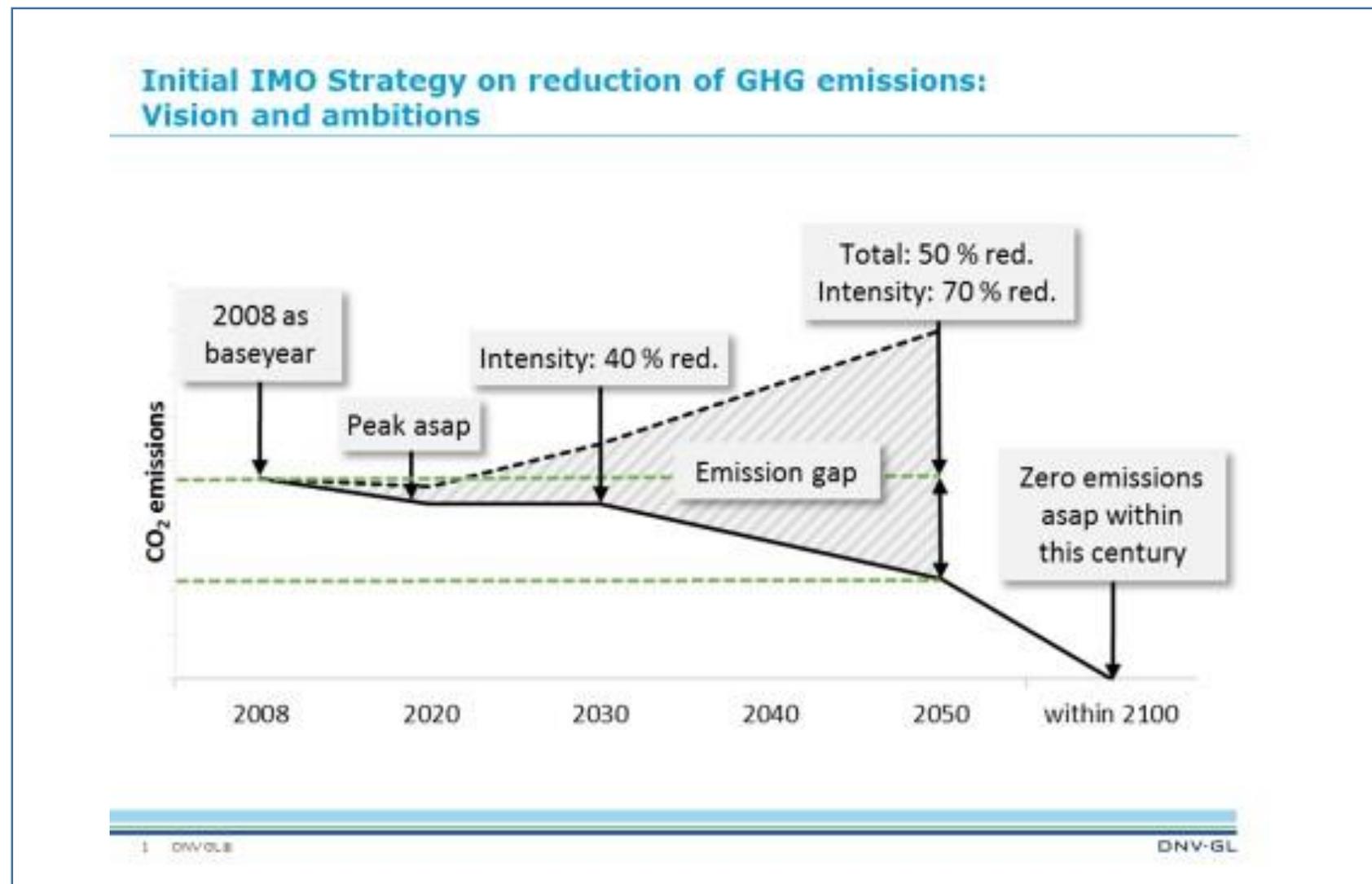
to review with the aim to strengthen the energy efficiency design requirements for ships with the percentage improvement for each phase to be determined for each ship type, as appropriate;

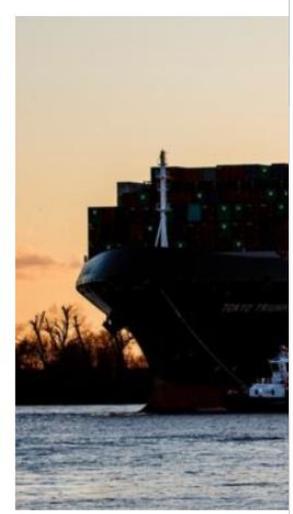
### **.2 carbon intensity of international shipping to decline**

to reduce CO<sub>2</sub> 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 CO<sub>2</sub> emissions reduction consistent with the Paris Agreement temperature goals.





The global shipping industry is a major source of greenhouse gases. The move comes after talks between the industry and the International Maritime Organization (IMO) in London.

**Violeta Bulc** @Bulc\_EU Følg

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

**Unngå innbrudd** Environment **Carbon emissions from shipping to IMO**

going to cut its emissions a big deal.

maritime, maillon faible

discussent les premiers objectifs chiffrés de réduction des émissions de CO2 à effet de serre.



Cette fois, au rendez-vous ? Réunion à Londres, l'Organisation maritime internationale (OMI) doivent définir des objectifs chiffrés de réduction de leurs émissions. 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

PREVIOUSLY RECORDED

Discussing the shipping industry's plans to go green

9:42 PM ET Thu, 26 April 2018 | 02:28

## 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

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

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# IMO – Succeeding on environmental challenges

## Three pillar action

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### **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

### **Support Developing Countries (Technical Co-operation)**

–  
to ensure the required progress at the IMO and full implementation

*Thank you for your attention!*