

Report of ISWG_GHG 6

Intersessional Meeting of the Working Group on Reduction of Green House Gas emissions from Ships

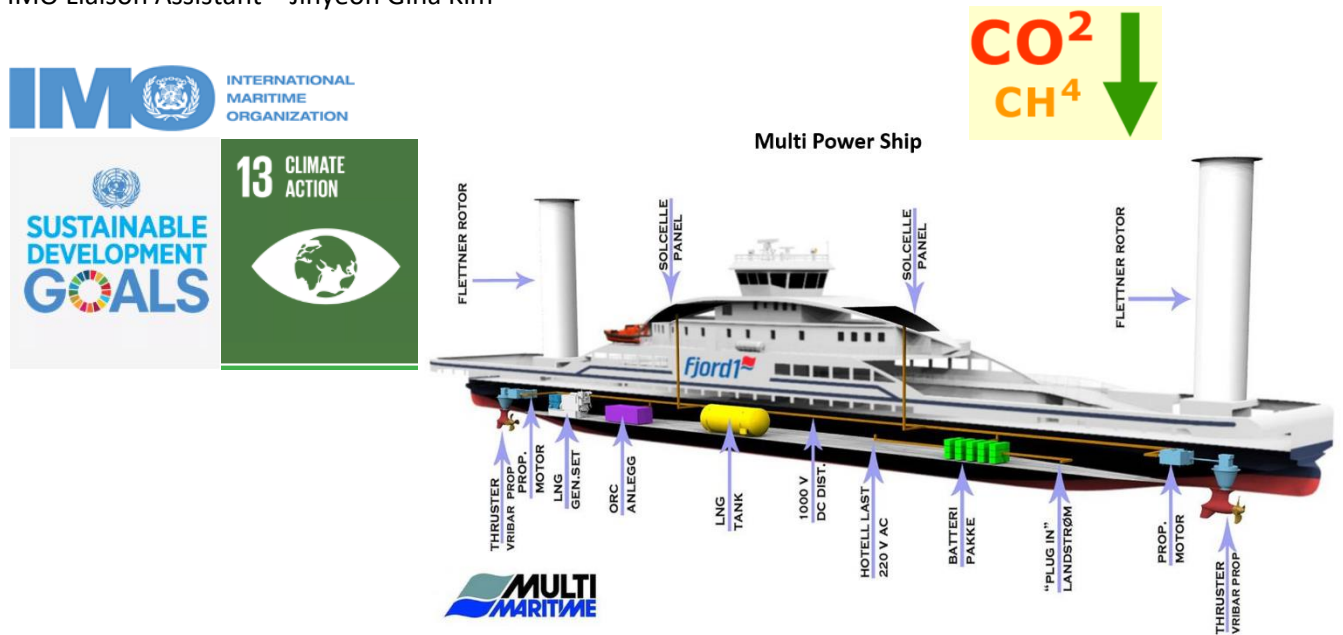
11th – 14th November 2019

International Maritime Organization (IMO), London headquarters

ITF delegation

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Climate change is global issue that has been affecting and will affect the whole ecosystem including shipping. In pursuing the commitment of the IMO to Paris Agreement, the IMO set the goal at 40% reduction of carbon intensity by 2030 compare to 2008 in shipping sector, which is called “IMO 2030 Target”.

Notwithstanding the urgencies on various parts of this planet, one of challenges is the existence of various types, characteristics of ships and those of cargoes as well as handling of the cargo in that ship. Enacting unified standardised technical measure, without considering variety of shipping nature, might jeopardise efficient emissions reduction endeavours. For instance, different types of charter types should have practical enforce mechanism that makes both shipowners and charters involve in executing such regulations within ship management.

Therefore, the IMO is underway developing the most effective measures that encompass all ships and still guarantee flexibilities, from operating a ship, alternative fuels to national level action plan.



Consideration on possible measures for increasing ship energy efficiency and reducing other emissions

Outcome

1. The Group considered all candidate technical and operational measures proposed to the session as follow: 1) Energy Efficiency Existing Ship Index (EEXI), 2) mandatory power limitation on ships, 3) Goal-Based short-term reduction measures for existing and new ships, 4) strengthening of the Ship Energy Efficiency Management Plan (SEEMP), 5) speed optimisation/ reduction/ limitation, 6) self-set Carbon Intensity Indicator (CII), and 7) maximum average annual speed.
2. Reference lines¹ and reduction targets² for each above-mentioned measure have been identified as well.
3. The Group shared natures of variety in ships and sectors to prevent unified prescriptive measures hampering reaching the goal.

Further work

1. The proposed candidate measures will be thoroughly assessed for the future adoption. Short-term measures are planned to be adopted early 2023, but interim promising measures could be implemented earlier if Marine Environment Protection Committee decides so.
2. Reducing Methane slip as well as emission of Volatile Organic Compounds (VOCs) will be considered.
3. The industry presented several alternative fuels as carbon zero fuels³, such as Ammonia, Hydrogen, Battery hybrid, Synthetic Methanol, nuclear power, etc. Most options are under development and assessment to ensure the absolute safety level. It is important to know possible safety related implications before any fuel is used onboard worldwide.

Impact on States, particular circumstances on Small Island Developing States (SIDSs) and Least Developed Countries (LDCs)

Outcome and Further work

1. The Group noted due to the lack of business case in SIDSs and LDCs regions, freight rates have increased, in resulting disruption on continuous food security and disaster response.
2. While considering adoption of measures, what will happen to each country should be assessed. Perceiving devastating circumstances in SIDSs and LDCs, the Group agreed to develop pragmatic technical ways to support relevant states in conducting assessments.

¹ Base lines, which are compared and referred to when setting the emission reduction level.

² Ships that will be targeted for the future adopted measures.

³ Terms used in general are “low carbon fuel”, “zero carbon fuel” and “fossil free fuel”.



Implementation strategies

Outcome

1. There will be a concept paper projecting the workstream in viewing: 1) goal-based approach, 2) operational indicators, 3) technical measures, 4) scope of impact assessment for all States and SIDS and LDCs.
2. Various ways and considerations on developing National Action Plans (NAPs) were considered. The ITF addressed that such plan should enshrine the principle of human element in specifying who are going to do what, who are going to do how, who are going to authorise when, where, whom and what.
3. Taking into account uprising digitalisation in the maritime, development of a relevant tool for GHG emissions reduction in exchanging data was addressed.

Further work

1. Port State Control inspections, lie under application and enforcement area, should ensure practical inspection procedures in case of non-compliances to prevent seafarers being penalised and criminalised.

Action to be taken

When introducing operational and technical GHG emissions reduction measures that ships' crew, as the end-users onboard, must comply with, safety aspects of such measures must be engraved. Otherwise, accidents and incidents will result all efforts in vein by polluting more and threatening lives of maritime workers.

The international maritime workers should recognise our prominent roles and responsibilities in protecting this planet and ensure to speak out when your safety is in danger. That way, you are protecting the lives and the environment.

*Aforementioned IMO documents can be provided if requested.