



MARINE ENVIRONMENT PROTECTION
COMMITTEE
57th session
Agenda item 4

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PREVENTION OF AIR POLLUTION FROM SHIPS

A cross-industry goal-based approach to reduction of GHG emissions from existing ships

**Submitted by the ICS, BIMCO, CESA, IACS, INTERCARGO,
INTERTANKO and OCIMF**

SUMMARY

<i>Executive summary:</i>	This document reports on work being undertaken by shipowner associations to address the reduction of GHG emissions from the existing fleet of ships engaged in international trade
<i>Strategic direction:</i>	7.3
<i>High-level action:</i>	7.3.1
<i>Planned output:</i>	7.3.1.2 and 7.3.1.3
<i>Action to be taken:</i>	Paragraph 8
<i>Related document:</i>	MEPC 57/4/5 and MEPC 57/4/8

General

1 This document provides comments on document MEPC 57/4/5 and is submitted in accordance with the provisions of paragraph 4.10.5 of the Guidelines on the organization and method of work (MSC/Circ.1099 and MEPC/Circ.405)

Introduction

2 The sponsors of this document are also party to submission MEPC 57/4/8 which addresses work being undertaken to reduce GHG emissions from new construction ships. The sponsors are also engaged in a separate work programme that is examining the problem of reducing GHG emissions from the existing fleet of ships and therefore this submission is intended to complement the submission on new construction ships.

A goal-based approach

3 The sponsors held a meeting in December 2007 with the aim of sharing information and opinions on GHG reduction options for the existing fleet of ships. In parallel with the measures

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that will be considered for reductions in emissions from new ships, the group again feels that a broad, inclusive and goal-based approach is most likely to deliver the best outcome for the global environment and is focussed on this in identifying options for these ships.

4 The December meeting agreed to establish two working groups; the first is tasked with examining in detail economic instruments and CO₂ indexing schemes and the second is tasked to examine technical and operational measures that may be applicable in the current fleet.

5 General discussion at the December meeting concluded that whilst the indexing of ships for carbon emissions was supported there were concerns with the potential for extensive reporting requirements and that such a scheme for existing ships could only be based upon operational factors, thus making the system quite complex to administer. Data capture for an operationally based index was seen to be particularly difficult. Whatever form an index took, it could only be a measure of performance and may not be regarded as a reduction mechanism in its own right. The group concluded that economic instruments should be explored for their potential contribution to emission reduction.

6 The second group will investigate efficiency measures for existing ships in two groups; those applicable to the hull and machinery and those that would apply through operational controls. There was agreement that the application of such measures would depend on ship type and trading considerations and that it would be impossible to develop a list of measures that would be equally applicable in all circumstances and to all ships. It would be necessary to avoid a perception being developed that all of the measures that might be identified could be applied to all ships. Similarly, there was a need to ensure that the cost-effectiveness of measures was estimated to ensure that the environmental benefit achieved would be commensurate with the cost of implementation. A menu of options for compliance would give shipowners and operators choice in compliance mechanism whilst at the same time delivering a marked reduction in emissions. In addition, it will identify which stakeholder in the ship's operation (owner, charterer, financier, etc.) can best deliver GHG reduction through operational controls. The sponsors are committed to the promotion of measures that would reduce GHG emissions in the short-term.

7 The sponsors undertake to make a further submission to MEPC 58 to report on progress made in the working groups in order to support a programme of IMO measures. The aim of the sponsors is to facilitate IMO action on GHG reduction within 2008.

Action requested of the Committee

8 The Committee is invited to review the information provided and to decide accordingly.
