



MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
58th session  
Agenda item 4

MEPC 58/4/16  
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## PREVENTION OF AIR POLLUTION FROM SHIPS

### Identifying Consensus on IMO Principles on Addressing Greenhouse Gas Emissions from International Shipping

Submitted by Australia, Canada, Denmark, Germany, Japan, Marshall Islands, Norway, Panama and the United States

#### SUMMARY

<i>Executive summary:</i>	This document proposes a possible amendment to the IMO principles on international greenhouse gas emissions discussed at MEPC 57 in order to achieve consensus
<i>Strategic direction:</i>	7.3
<i>High-level action:</i>	7.3.1
<i>Planned output:</i>	7.3.1.3
<i>Action to be taken:</i>	Paragraph 6
<i>Related documents:</i>	MEPC 57/4/2 and MEPC 57/21, paragraphs 4.73 and 4.79

#### Introduction

1 This document proposes a possible solution to the unresolved issues stemming from the discussion of the principles considered and discussed at MEPC 57.

2 MEPC 57 considered the document submitted by Denmark, Marshall Islands, BIMCO, ICS, INTERCARGO, INTERTANKO and OCIMF (MEPC 57/4/2) on the issue of GHG emissions from international shipping and their encouragement for IMO to lead and take early action on this issue. They proposed that any future IMO regulations in this regard should be based on the following fundamental principles and that, therefore, a coherent and comprehensive future IMO framework should be:

- .1 effective in contributing to the reduction of total global greenhouse gas emissions;
- .2 binding and equally applicable to all flag States in order to avoid evasion;

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- .3 cost-effective;
- .4 able to limit, or at least, effectively minimize competitive distortion;
- .5 based on sustainable environmental development without penalizing global trade and growth;
- .6 based on a goal-based approach and not prescribe specific methods;
- .7 supportive of promoting and facilitating technical innovation and R&D in the entire shipping sector;
- .8 accommodating to leading technologies in the field of energy efficiency; and
- .9 practical, transparent, fraud-free and easy to administer (paragraph 4.73 of document MEPC 57/21).

3 The Committee decided by an overwhelming majority to take the aforementioned principles as its reference for further debate on GHG emissions from international shipping and also for further reflection when the nature and form of the measures to be taken were clearer (paragraph 4.77 of document MEPC 57/21). However, there was significant debate on the second point of the aforementioned principles. While there was consensus on the other principles, the Committee could not achieve consensus on principle two.

4 The purpose of this document is not to revisit that debate and the perspectives of respective delegations. Rather the co-sponsors of this document seek to identify and build consensus on a way forward for the Committee and IMO as a whole on this issue by proposing an amendment to the principles.

#### **Proposed change to the principles**

5 The co-sponsors of this document believe that consensus can be reached on all the principles by amending existing principle two to read:

- “2 binding and equally applicable to all ships, without this requiring States to accept similar regulations/standards in other fora;”

#### **Action requested of the Committee**

6 The Committee is invited to consider the information provided and amend the principle as suggested in paragraph 5.

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