



MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
58th session  
Agenda item 4

MEPC 58/4/41  
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## PREVENTION OF AIR POLLUTION FROM SHIPS

### Interim Report of the Intersessional Correspondence Group on Greenhouse Gas Related Issues

Submitted by Australia and the Netherlands

#### SUMMARY

<i>Executive summary:</i>	This document reports on the latest developments of the Intersessional Correspondence Group on Greenhouse Gas Related Issues
<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 7
<i>Related documents:</i>	MEPC 57/21 and MEPC 58/4

#### Introduction

1 The Intersessional Correspondence Group on Greenhouse Gas Related Issues (GHG CG) was re-established at the fifty-seventh session of the Maritime Environment Protection Committee (MEPC). At MEPC 57, the GHG CG was tasked with discussing in detail topics not identified for consideration by the first Intersessional Meeting of IMO's Working Group on Greenhouse Gas Emissions from Ships (Oslo, Norway 23 to 27 June 2008) and (MEPC 57/21, paragraph 4.117.4):

“4 approved the terms of reference for this Intersessional Correspondence Group as follows:

“Taking into consideration available relevant information, the Intersessional Correspondence Group on Greenhouse Gas Emissions from Ships is instructed to:

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- .1 prepare detailed proposals on the measures identified in the Correspondence Group report (MEPC 57/4/5; MEPC 57/4/5/Add.1), which have not been identified for further consideration by the GHG Working Group at its intersessional meeting in Oslo (23-27 June 2008); and
  - .2 present an interim report to MEPC 58 with a final report to be presented to MEPC 59”; and
  - .5 urged Member States and organizations to actively participate in the report of the Correspondence Group, to submit papers to the focal points for work prior to the intersessional meeting in Oslo and to that meeting itself, on the measures to be discussed in their respective terms of reference, including, but not limited to, design, implementation, cost-benefit, mitigation potential, capacity-building and regulatory/legal aspects.”
- 2 Based upon the ToR and the outcome of the first Intersessional Meeting of the Working Group on Greenhouse Gas Emissions from Ships (GHG-WG1) the following topics were identified for discussion by the Correspondence Group:
- Technical measures for ship design;
  - Unitary CO<sub>2</sub> operational index limits combined with penalty for non-compliance; and
  - Inclusion of a mandatory CO<sub>2</sub> element in port infrastructure charging.
- 3 The GHG CG coordinators sought submissions on these topics in the lead up to GHG-WG1, but none were received.
- 4 Further to discussions at the Intersessional Working Group (MEPC 58/4, paragraph 6.19), the coordinators raised with the GHG CG the option of taking advantage of the extended deadline for the GHG CG report to MEPC 58 (29 August) and the potential for discussing additional relevant topics not covered fully by GHG-WG1.
- 5 Some GHG CG members raised concerns that discussion of additional relevant topics went beyond the ToR of the GHG CG agreed at MEPC 57. Subsequently, the coordinators again sought submissions only on the measures agreed to at MEPC 57 (outlined in paragraphs 1 and 2 above), but none were received.
- 6 Pending the outcome of discussions of other relevant topics at MEPC 58, if necessary, we recommend the GHG CG be re-established to allow further consideration of any additional issues raised, and that it present a final report to MEPC 59 (as per MEPC 57/21, paragraph 4.117.4.2).

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

- 7 The Committee is invited to note that no submissions were received for discussion by the GHG CG, and to consider the recommendation in paragraph 6 above, and take action as appropriate.