



MARINE ENVIRONMENT PROTECTION
COMMITTEE
59th session
Agenda item 4

MEPC 59/4/9
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PREVENTION OF AIR POLLUTION FROM SHIPS

Outcome of informal consultations conducted by the Chairman and proposals for further progress

Note by the Chairman

SUMMARY

<i>Executive summary:</i>	This document contains proposals by the Chairman to ensure that IMO's work on control of GHG emissions from international shipping is progressing satisfactorily
<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 12
<i>Related document:</i>	MEPC 58/23

Introduction

1 In an effort to find a possible way to ensure a reduction in GHG emissions from international shipping and in order to assist in the firm global response to climate change, IMO's work on the issue should move forward as expeditiously as possible.

2 Having examined all relevant submissions to MEPC 58 and following consultations with a number of Member States that have shown particular interest in the subject, either by submitting documents or by active involvement in the discussions, it would be highly desirable that the Committee, at this session, reaches a number of agreements so that IMO is in a position to progress its work on the reduction of GHG emissions from international shipping.

3 This document does not intend to summarize or repeat national or other positions and arguments, but mainly to request the Committee to agree on a number of aspects, so that substantive progress may be made on the various issues involved and the discussion is well structured and focused.

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4 Taking into account what has been said above, the Committee is invited to consider and agree on a possible way forward as described in the ensuing paragraphs.

Technical and operational measures

5 The technical and operational measures under consideration by IMO prior to COP 15 should be characterized as energy efficiency measures.

6 The Committee should consider the recommendations of the intersessional meeting of the working group (GHG-WG 2) and reach an agreement on the Energy Efficiency Design Index for new ships, including draft baseline(s), and on the Energy Efficiency Management Plan for new and existing ships and clearly reflect this agreement in the report of the session.

7 In particular the Committee is invited to:

- .1 agree¹ on the Energy Efficiency Design Index for new Ships (the formula), and encourage continued testing of the formula regarding its robustness (the Index);
- .2 agree¹ on the formula for establishing the baseline for the Index and encourage testing of the formula regarding its robustness (the level of the attained Index relative to the baseline is not to be set at this session (the Baseline));
- .3 agree¹ on the Ship Energy Efficiency Management Plan for new and existing ships (the Management Plan);
- .4 settle these agreements (the Index, the Baseline, the Management Plan) preferably in an MEPC resolution encouraging voluntary application and continued testing of the robustness of the measures and requesting Member States and organizations to submit their experience to MEPC 60;

Application of the measures

8 It is not the intention in this submission to reiterate national positions (those can be found in the reports of the Committee from previous sessions and especially in section 4 of the last report of the Committee, MEPC 58/23 and the associated annexes), but to remind the Committee that, as already mentioned, a number of submissions on application of the measures under consideration were submitted to MEPC 58, although the Committee was unable to consider the issue in sufficient detail due to lack of time.

9 Following on from the section on technical and operational measures and recognizing the current situation related to the application issue and also the fact that MEPC 59 is not in a position to adopt any mandatory measures, since no provisions have been agreed or circulated in accordance with the procedures, any discussion addressing application issues should, therefore, be conducted solely for the purpose of moving the issue further to facilitate the debate at MEPC 60, where the matter should be revisited and discussed thoroughly.

¹ Under this request the word “agree” means that the Committee is content with the issue at hand but, prior to making final firm decisions, it needs the input from experience gained from testing and trials. The word “agrees” does not signify “approval” or “adoption” by the Committee. Under IMO customary procedures “approval” and “adoption” indicate that the Committee is at the final stage of making a measure final.

10 It is, therefore, recommended that the Committee clearly indicates in the report of this session that:

- .1 proposals for mandatory application of some of the measures have already been submitted to MEPC 58 and that the Committee will welcome further proposals on application of the technical and operational measure to its next session (MEPC 60) for careful and thorough consideration and decision as appropriate and if possible;
- .2 prior to a possible approval of the energy efficiency measures, a thorough and detailed consideration of the robustness of the measures should take place;
- .3 any possible impacts on the shipping sector, including, but not limited to, the overall impact on the maritime sectors of developing States, should be duly considered by the Committee prior to making any decision regarding the energy efficiency measures; the Committee should decide how this could be best achieved; and
- .4 the recommendations of resolution A.998(25) on Need for capacity-building for the development and implementation of new, and amendments to existing, instruments, should be fulfilled obligatorily and that the Committee should reaffirm this in the report of this session.

Market-based measures

11 The Committee has already decided that market-based measures will be discussed in-depth at this session and, therefore, it is recommended that a focused and well structured discussion, based on the submissions to this session and those forwarded from previous sessions, takes place during the week. In this respect, the Committee is requested to:

- .1 develop a work plan for further consideration of market-based measure(s);
- .2 encourage further exploration of the feasibility, robustness, environmental effectiveness (emission reduction levels) and administrative burden of possible market-based measure(s);
- .3 identify relevant environmental, economical, administrative and legal aspects of market-based measure(s); and
- .4 develop a process to identify all possible impacts of the proposed market-based measure(s) for reduction of GHG emissions from international shipping, including, but not limited to, the impacts on developing countries.

Action requested of the Committee

12 The Committee is invited to consider the proposals outlined in the preceding paragraphs and take action as deemed appropriate.