



MARINE ENVIRONMENT PROTECTION
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PREVENTION OF AIR POLLUTION FROM SHIPS

United Nations Framework Convention on Climate Change (UNFCCC)

Shipping-relevant ideas and proposals submitted to the UNFCCC in the leading up to the United Nations Climate Change Conference (COP 15) in December 2009

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document contains excerpts of the first draft negotiating text to be considered by Parties at the upcoming UNFCCC “Climate Talks” in early June 2009, as they refer to international maritime transport
<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 22
<i>Related documents:</i>	Resolution A.963(23); MEPC 57/4, MEPC 57/4/6, MEPC 57/21; MEPC 58/4/5, MEPC 58/4/5/Add.1, MEPC 58/23; MEPC 59/4, MEPC 59/4/Add.1 and MEPC 59/INF.29

BACKGROUND

1 This document complements the information on the ongoing process within the UNFCCC contained in documents MEPC 59/4 and MEPC 59/INF.29 (Secretariat) and is submitted following consultation with, and prior authorization of, the Committee’s Chairman in line with paragraph 4.12 of the Committee’s Guidelines (MSC-MEPC.1/Circ.2).

2 The document contains the sections from the first draft negotiating text to be considered by Parties at the upcoming UNFCCC “Climate Talks” in early June 2009, as they refer to international maritime transport.

For reasons of economy, this document is printed in a limited number. Delegates are kindly asked to bring their copies to meetings and not to request additional copies.



Nairobi Work Programme

3 The Conference of the Parties serving as the Meeting of the Parties to the Kyoto Protocol established a working group in December 2005, called the *Ad Hoc* Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol (AWG-KP). Pursuant to Article 3.9 of the Protocol and following the Nairobi Work Programme, the Working Group is considering draft agreement text for a second commitment period for Annex I Parties under the Kyoto Protocol. It shall convene four times from June to December 2009, as described in paragraph 7 of document MEPC 59/4/Add.1, and is set to complete its work by presenting the outcome to COP 15 for adoption.

4 A number of amendments to the Kyoto Protocol have been proposed by Parties, which relate to international shipping. The proposals by Parties are compiled in document FCC/KP/AWG/2009/8. Please refer to annex 1 for an extract of the relevant paragraphs from pages 43 to 44 of that document.

Bali Action Plan

5 The Bali Action Plan established the *Ad Hoc* Working Group on Long-term Cooperative Action under the Convention (AWG-LCA), at the thirteenth session of the Conference of the Parties in 2005 (decision 1/CP.13). The AWG-LCA is developing draft agreement text for a new protocol to the UNFCCC. It shall convene four times from June to December 2009, as described in paragraph 7 of document MEPC 59/4/Add.1, and is set to complete its work by presenting the outcome to COP 15 for adoption.

6 Three options for regulation of maritime transport are presented to the AWG-LCA as negotiating text by the Chair in document FCCC/AWGLCA/2009/8. Please refer to annex 2 for an excerpt of the relevant paragraphs from pages 36 to 37 of that document.

Norwegian submission

7 As third alternative to the establishment of a second commitment period under the Kyoto Protocol, and/or a new protocol to the UNFCCC, the Government of Norway has formally submitted a separate proposal to COP 15. It proposes to include a reduction target for international shipping in a separate COP decision and not to include it in the legal treaty. The proposal by Norway is attached in annex 3 and will be discussed at the upcoming UNFCCC “Climate Talks” in early June 2009.

References to non-IMO documents and activities

8 All references to documents submitted to and issues by UNFCCC start with the letters FCCC. References in this document to MISC documents under the AWG-KP stream refer to FCCC/KP/AWG/2009/8, which can be found at: http://unfccc.int/kyoto_protocol/items/4752.php, whereas references to MISC documents under the AWG-LCA stream refer to FCCC/AWGLCA/2009/8, which can be found at: http://unfccc.int/meetings/ad_hoc_working_groups/lca/items/4578.php.

9 Proposals and views by Parties are arranged by each Working Group, grouped under the relevant heading. It should be noted that this document only introduces the shipping-related contributions by Parties.

SUBMISSIONS BY PARTIES ON LONG-TERM COOPERATIVE ACTION UNDER THE CONVENTION (AWG-LCA)

Proposals and views on possible sources of funding

10 Bangladesh requested (MISC.8, paper 4, submission of 23 April 2009):

- “1 mandatory contributions from Annex-I Parties should form the core stream for additional future financial resources;
- .2 sources of funding including carbon tax, International Air Passenger Aviation Levy and Maritime tax should be mobilized to generate necessary level of finance;
- .3 financial resources should be over and above the existing Overseas Development Assistance (ODA); and
- .4 public-sector financial resources should be mobilized to address the needs of the most vulnerable countries and where appropriate private investments should also be explored.”

11 Nicaragua, on behalf of Guatemala, Dominican Republic, Honduras and Panama (submission of 25 April 2009) noted that new and additional sources for funding provided by developed country Parties should feed into two main funds to support mitigation, adaptation and technology within the new post-2012 financial arrangement under the Convention, namely:

“(1) Convention’s Adaptation Fund:

- The transfer of financial resources from the Adaptation Fund under the Kyoto Protocol up to 2% of current clean development mechanism (CDM) needs to be guaranteed, as well as a share of proceeds from the sale of emission reduction units from joint implementation projects and from the auctioning of assigned amount units from the emissions trading
- A new burden sharing mechanism or solidarity fund based on a levy on international airfares and maritime transport freight
- A global carbon tax based on a levy on fossil fuel consumption
- Innovative financial instruments such as capital risk or climate safety funds

(2) Mitigation Fund and the MCTF:

- Contributions up to 0.5-1% of annual GDP of developed countries through public grants
- Financial resources from the LDCF and the SCCF
- Contributions from corporate donors, NGOs and international financial institutions in contact with regional institutions.”

12 Lesotho, on behalf of the group of Least Developed Countries (LDCs), requested (submission of 30 April 2009, paragraph D):

- “new, additional, reliable and predictable financial resources through weighted assessed contribution of developed country Parties;
- assessed contribution of developed country Parties, taking into account GDP, historical cumulative contribution to GHG concentrations in the atmosphere;
- Governments are the best mobilizers of funds as evidenced by their actions to solve the current economic crisis;
- levies from market mechanism, included an expanded 2% on Kyoto Mechanisms;
- a levy on civil aviation and maritime transport except journeys originating and destiny to LDCs; and
- contributions from private sector and foundations.”

13 Tuvalu (submission of 20 May 2009, paragraph 10) proposed that:

“The Multilateral Fund for Climate Change shall develop funding from the following sources:

- (a) contributions from all Parties based on a contribution formula developed by the Conference of Parties serving as the assembly of Parties. Criteria for such contributions shall be based on ability to pay and historical responsibility for emissions; [and]
- (b) international levies placed on international aviation and maritime transport. Such levies shall be developed in collaboration with the International Civil Aviation Organization and the International Maritime Organization respectively.”

Proposals and views on emissions from specific sectors

14 Australia noted (MISC.1 Add.3, paper 1A, of 27 March 2009) that “international aviation and maritime transport: As a minimum, provisions could reaffirm the responsibility of the International Civil Aviation Organization and the International Maritime Organization to develop measures relating to international aviation and maritime transport emissions, consistent with Article 2(2) of the Kyoto Protocol.”

15 Guyana (submission of 25 April 2009) noted that “the issue of emissions from aviation and maritime fuel needs to be examined more closely so as to enable a more informed position on the issue.”

16 The Czech Republic, on behalf of the European Community and its member States, made the following recommendations (submission of 28 April 2009, paragraph 37):

“37. All sectors of the economy should contribute to limit emissions, including international maritime shipping and aviation, a large and rapidly growing source of GHG emissions. Emission reduction targets for these sectors should be incorporated into the Copenhagen agreement, and Parties need to commit to work through ICAO and IMO to enable international agreement before the end of 2010, to be approved by 2011. The EU acknowledges that market-based instruments can ensure cost-effective emission reductions.

Specific input on emissions from international aviation and maritime transport

Parties shall take the necessary action to achieve reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels.

Global reduction targets for the aforementioned emissions from the aviation and marine bunker fuels shall be set equal to respectively [X per cent] and [Y per cent] below [year XXXX] levels in the commitment period [20XX to 20XX]. Units from existing and potential new flexibility mechanisms may contribute towards achieving these targets.

Parties shall work through the International Civil Aviation Organization and the International Maritime Organization, to enable effective international agreements to achieve these targets, which does not lead to competitive distortions or carbon leakage, to be approved by 2011. The Parties shall assess progress of the implementation of this paragraph, and shall take action to advance the implementation, as appropriate.”

SUBMISSIONS BY PARTIES ON FURTHER COMMITMENTS FOR ANNEX I PARTIES UNDER THE KYOTO PROTOCOL (AWG-KP)

Suggested text for Article 2 of the Kyoto Protocol

17 Japan, in its submission of 24 April 2009, proposes a draft Protocol to the UNFCCC. Article 2, on policies and measures, notes that (paragraph 2):

“2. The Parties shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.”

18 The Czech Republic, on behalf of the European Community and its member States, made the following recommendations (MISC.10, paper 2, submission of 28 April 2009):

“Approaches to limit or reduce emissions from international aviation and maritime transport:

- May lead to changes to the KP, e.g., Art 2.2. This needs to be discussed in – coherence with AWG LCA work on mitigation, e.g., if we would inscribe global sectoral targets for these sectors into the Copenhagen agreed outcome.”

19 Australia (MISC.8, paper 2, submission of April 2009) noted on Article 2, paragraph 2, of the Kyoto Protocol:

“Given the global and integrated nature of the international aviation and maritime sectors, Australia strongly supports a sectoral approach that is effective, equitable and nondiscriminatory to address emissions from these sectors. We do not support the proposed amendments to Article 2(2) and Annex A which would include aviation and marine bunker fuels as part of Article 3 commitments. In the context of the UNFCCC, international aviation and maritime emissions should be addressed under the AWG-LCA.”

Emission Trading

20 Saudi Arabia (MISC.9, paper 9, submission of 24 April 2009) noted that:

“ET [emission trading] is a good mean to achieve mitigation objectives for Annex I in a cost effective manner provided it is broad and comprehensive. Cost effectiveness requires equating mitigation costs source-wise, sector-wise, and region-wise. Based on this interpretation:

- Saudi Arabia is for economy-wide emissions trading not sector-based approach. Our objection to the sectoral approach not only because it does not ensure minimum abatement costs across sources but also because it is likely to increase the scope of spillover effects.”
- “Discourage unilateral regional actions that may distort international trade and hurt the sustainable development efforts in developing countries, such as the attempts to regulate global emissions from Aviation and Marine transports through emissions trading.”

Potential impacts from unilateral measures

21 New Zealand (MISC.12, paper 2, submission of 4 May 2009) noted that:

“3. The Convention appropriately recognizes that all Parties may be impacted by climate change response measures. As a distant island nation, New Zealand has concerns about potential impacts, including for example from unilaterally imposed border taxes and restrictions, and carbon leakage. Unilateral measures and incomplete coverage of mitigation disciplines carry the potential to distort and undermine the multilateral rules-based trading and financial systems by discriminating against or unevenly impacting some countries: we note the specific reference to minimizing adverse effects on international trade in Article 3 paragraph 5. That’s why New Zealand considers it so important that the Copenhagen outcome is comprehensive, covering all major emitters, and that there is a global solution to mitigation in the international aviation and maritime sectors.”

ACTION REQUESTED OF THE COMMITTEE

22 The Committee is invited to note the information provided and take action as appropriate.

ANNEX 1

AD HOC WORKING GROUP ON FURTHER COMMITMENTS FOR ANNEX I PARTIES UNDER THE KYOTO PROTOCOL (AWG-KP)

Introduction

1 The draft negotiation text titled “A text on other issues outlined in document FCCC/KP/AWG/2008/8, Note by the Chair” (document FCCC/KP/AWG/2009/8 of 14 May 2009) was prepared by the Chair of the *Ad hoc* Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol, at the request of the Parties at its seventh session. The presented draft text contains decision language, covering the following issues: emissions trading and the project-based mechanisms; land use, land-use change and forestry; greenhouse gases, sectors and source categories; common metrics to calculate the carbon dioxide equivalence of anthropogenic emissions by sources and removals by sinks; and methodological and other issues.

2 Proposals for amendments to the Kyoto Protocol relating to some of these issues have been submitted by a number of Parties. These proposals are compiled, as submitted by Parties and summarized in document FCCC/KP/AWG/2008/8 on pages 43 and 44, in this annex.

Other relevant submissions by Parties

3 Individual views and proposals by Parties for amendments to the Kyoto Protocol have been bundled in the following documents:

- .1 FCCC/KP/AWG/2009/MISC.8, on “Further views and proposals relating to a proposal for amendments to the KP pursuant to its Article 3, paragraph 9, and a text on other issues outlined in document FCCC/KP/AWG/2008/8”;
- .2 FCCC/KP/AWG/2009/MISC.9, on “Views on possible improvements to emissions trading and the project-based mechanisms”; and
- .3 FCCC/KP/AWG/2009/MISC.10, on “Views on the coverage of greenhouse gases, sectors and source categories, common metrics, possible approaches targeting sectoral emissions and other issues.”

Proposals referring to Article 2, on emissions from international aviation and maritime bunker fuels

4 The following proposals were made by the Czech Republic, on behalf of the European member States:

“Proposal by the EU (emissions from international aviation and maritime bunker fuels)

- Replace paragraph 2:

Parties shall take the necessary action to achieve a reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from international aviation and maritime transport.

- Insert the following paragraphs after paragraph 2:

- 2bis* Global reduction targets for the emissions from international aviation shall be set equal to [X per cent] below 2005 levels in the commitment period [20XX to 20XX];
- 2ter* Supplemental to action on international aviation Parties may allow units from the mechanisms defined in Articles 6 and 12 [placeholder for new mechanisms] for the purposes of achieving the aforementioned targets;
- 2qua* Global reduction targets for the emissions from international maritime transport shall be set equal to [Y per cent] below XXXX levels in the commitment period [20XX to 20XX];
- 2quin* Supplemental to action on maritime transport Parties may allow units from the mechanisms defined in Articles 6, 12, and 17 [placeholder for new mechanisms] for the purposes of achieving the aforementioned targets;
- 2sex* Parties shall work through the International Civil Aviation Organization and the International Maritime Organization, to enable an effective international agreement to achieve international targets that do not lead to competitive distortions or carbon leakage to be approved by 2011 [or after 2 years from the entry into force of this Protocol]¹. The Conference of the Parties serving as the meeting of the Parties to this Protocol shall assess progress of the implementation of this paragraph, and shall take action to advance the implementation, as appropriate.”

- 5 The following proposal was made by Japan:

“Proposal by Japan

- Amend paragraph 2:

The Parties shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.”

¹ It would be alternatively necessary either to adopt a decision at COP/MOP5 (in Copenhagen, with immediate entry into force) to mirror the timeframe of 2011 or to provide for a flexibility option in case the Copenhagen agreement is not entered into force before 2011.

ANNEX 2

**AD HOC WORKING GROUP ON LONG-TERM COOPERATIVE ACTION
UNDER THE CONVENTION (AWG-LCA)**

Introduction

1 The draft negotiation text on long-term cooperative action under the Convention (document FCCC/AWGLCA/2009/8 of 19 May 2009) was prepared by the Chair of the *Ad Hoc* Working Group on Long-term Cooperative Action under the Convention (AWG-LCA) in response to the request from the AWG-LCA at its fourth session. The text aims to provide a starting point for the negotiations of the group at the sixth session, by reflecting ideas and proposals by Parties in a structured, comprehensive and concise manner.

2 The negotiation text takes account of ideas and proposals contained in the most recent submissions from Parties received by the UNFCCC Secretariat from the end of the fifth session up to 5 May 2009, of the ideas and proposals submitted previously, including those assembled in document FCCC/AWGLCA/2008/16/Rev.1, and of the proceedings of the fifth session of the AWG-LCA.

3 It should be noted that this document only introduces the shipping-related contributions by Parties, summarized under “international bunker fuels” in paragraphs 135 to 138, which reads as follows:

“International bunker fuels

135. All sectors of the economy should contribute to limiting emissions, including international maritime shipping and aviation. Sectoral approaches could address emissions that cannot be attributed to any particular economy, and multilateral collaborative action would be the most appropriate means to address emissions from international aviation and the maritime transport sector.

136. Option 1

The International Maritime Organization shall be encouraged to continue without delay its activities for the development of policies and measures to reduce GHG emissions, and specifically:

- (a) to achieve, through the use of its policies and mechanisms, total GHG emission reductions which are at least as ambitious as the total GHG emission reductions under the Convention;
- (b) to report regularly to the COP {and its subsidiary bodies as appropriate} on relevant activities, emission estimates and achievements in this respect; and
- (c) to report to the COP {at its seventeenth session} on policies, established measures, measures under development, and expected emission reductions resulting from these measures.

137. Option 2

Parties shall take the necessary action to reduce emissions of GHGs not controlled by the Montreal Protocol from aviation and marine bunker fuels.

Global reduction targets for such emissions from aviation and marine bunker fuels shall be set as equal to, respectively, {X per cent} and {Y per cent} below {year XXXX} levels in the commitment period {20XX to 20XX}. Units from existing and potential new flexibility mechanisms may contribute towards achieving these targets.

Parties shall work through the International Civil Aviation Organization and the International Maritime Organization to enable effective international agreements to achieve these targets to be approved by 2011. Such agreements should not lead to competitive distortions or carbon leakage. Parties shall assess progress in the implementation of this work, and take action to advance it, as appropriate.

138. Option 3

{Parties} {Annex I Parties} shall pursue limitation or reduction of emissions of GHGs not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.”

ANNEX 3

PROPOSAL BY NORWAY: A SEPARATE COP DECISION ON INTERNATIONAL SHIPPING SUBMISSION OF 30 APRIL 2009

1 Initially proposed to the UNFCCC Parties in August 2008, Norway has formally submitted this proposal for consideration by the UNFCCC Conference of Parties (COP 15) in December 2009.

2 The proposal recommends COP 15 to adopt a decision leading to the introduction of a GHG emission target for international shipping, and to develop a legally binding regime under IMO, which would report its progress to UNFCCC in 2011. The full text of Norway's submission reads as follows:

“1. Norway welcomes the invitation to Parties to submit further views to be taken into account in chair's preparation of a negotiation text before the sixth session of the AWG-LCA in June. In a previous submission, Norway has outlined a process where a decision at COP 15 is made regarding the overall target for emission reductions in international shipping, and where the International Maritime Organization, IMO, is invited to develop the appropriate regulatory regime. In this document, Norway elaborates on the strategy we will follow in our work towards the IMO and the importance of a decision at COP15 in addressing emissions from international shipping, including a draft of such a COP decision.

2. Reaching a comprehensive and ambitious agreement in Copenhagen is necessary to achieve a two degree scenario. Global greenhouse gas emissions will have to be reduced by 50-85 percent from 2000 to 2050, and to peak no later than 2015. An effective global response to climate change must include all sectors and sources of greenhouse gas emissions. Greenhouse gas emissions from international aviation and shipping are growing faster than emissions from any other industry, and they are currently not regulated. The efforts to reduce emissions from international shipping and aviation must start without further delay and be addressed in the Copenhagen agreement.

Addressing international shipping as part of the Copenhagen agreement

3. A firm and coordinated global response to greenhouse gas emissions from international shipping should build upon the well established role of the IMO as the global regulator for international shipping. Several global conventions on environmental protection are established by the IMO, and almost all relevant environmental issues are covered in these conventions. The global co-operation between states on enhanced environmental protection regarding shipping has been intensified in recent years, leading to more strict environmental requirements and more robust mandatory mechanisms.

4. The IMO is currently discussing several options for reducing greenhouse gas emissions from international shipping. A decision in Copenhagen is needed to signal to the IMO the urgency in finalizing their work on instruments to reduce greenhouse gas emissions from international shipping, without further delay.

The ambition level for greenhouse gas emission reductions in international shipping and views on a future climate regime for the sector

5. An IMO regime to reduce GHG emissions from international shipping should be based on a defined pathway towards low emission maritime transport. Such a pathway should include a target year for early stabilization of emissions as well as ambitious targets for future emission reductions. Norway believes that stabilization of emissions from international shipping should be consistent with the IPPC's two degree scenario. A global emissions trading system for shipping is in our view the appropriate mechanism to achieve ambitious emission reductions, as it sets an emission cap while ensuring cost-efficiency.

6. Norway notes the concern of developing countries with respect to the consequences of a global regime for the regulation of emissions from international shipping. Small island developing states are particularly dependent on international shipping for the transport of necessary goods, and often have no alternative to shipping. Hence, the establishment of an instrument that can generate revenues in the form of an emission trading system, and that this revenue can be used for support to developing countries, e.g., through technical support or for adaptation purposes.

7. The IMO should consider options for allowing international shipping to participate in global carbon market mechanisms. Participation in the global carbon market will facilitate overall cost efficiency in combating climate change, and could possibly allow growth in the shipping sector while ensuring overall emission reductions.

Background and outline of a COP decision

8. Without prejudice to the outcome with respect to the choice of regulatory regime in the IMO, the COP decision must address the need for emission reductions in the maritime sector, and the urgency of starting the transformation to a low carbon economy. A COP decision in Copenhagen regarding the reduction of greenhouse gas emissions from international shipping should have the same ambition level as the overall Copenhagen agreement with respect to overall emission reductions. The COP decision should also acknowledge the need for developing near-term operational targets, guided by a long term goal. Furthermore, the decision should put emphasis on the need to establish a consistent, predictable long-term regime for reducing emissions from the maritime sector. On the basis of such a framework, operational targets for reducing greenhouse gas emissions from international shipping can be determined.

9. To facilitate the future process, regular contact between the UNFCCC and the IMO on this issue should be promoted. The COP 15 decision could therefore include an invitation to the IMO to regularly report to the UNFCCC on the activities and progress achieved, as well as asking for cooperation between the secretariats of the UNFCCC and the IMO.

Proposal

10. The AWG-LCA is requested to consider the draft COP 15 decision in the Annex and decide as appropriate.”

Annex
Decision x/COP.15
(annexed to the original proposal)

Reduction of greenhouse gas emissions from international shipping

The Conference of the Parties,

[*Being aware* of the role of the IMO established in the IMO Convention, the UN Charter and UNCLOS....]

Recognizing that in order to achieve a necessary two degree scenario, global greenhouse gas emissions should follow a pathway that includes a peak year no later than 2015 and results in emission reductions of 50-85% by 2050, in accordance with findings in the 4th Assessment Report of the IPCC,

Welcomes the report presented by the Secretary General of the International Maritime Organization (IMO) on policies and activities related to reduction of Greenhouse Gas Emissions from international shipping,

Recognizing the role of the International Maritime Organization in developing global actions to limit or reduce greenhouse gas (GHG) emissions from international shipping,

Recognizing further that the IMO has undertaken a comprehensive assessment of the total greenhouse gas emissions from international shipping, and that these emissions constitutes a significant share of the global anthropogenic emissions,

Recognizing the need to develop a long term goal as well as intermediate targets for emission reductions from the maritime sector, in order to facilitate transformation to a low carbon economy,

Being aware that the IMO activity has identified technical and operational measures which can contribute significantly to emission reductions,

Encourages the IMO to continue without delay the ongoing activities to develop policies and measures to reduce GHG emissions, and in doing so invites the IMO to:

1. achieve, through the use of its policies and mechanisms, total GHG emission reductions which are at least as ambitious as the total GHG reductions to be achieved by the UNFCCC Copenhagen agreement;
2. report regularly to COP [and its subsidiary bodies as appropriate] on relevant activities, emission estimates and achievements in this respect, and especially;
3. report to COP [17] on IMO policies, established measures, measures under development, and expected emission reductions resulting from these measures, and

Requests the Secretariat of the UNFCCC to continue co-operating with the Secretariat of the International Maritime Organization.

*Xxth plenary meeting
Xx December 2009”*