



MARINE ENVIRONMENT PROTECTION
COMMITTEE
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Agenda item 4

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PREVENTION OF AIR POLLUTION FROM SHIPS

Outcome of the United Nations Climate Change Conference 2009, reports of the two *ad hoc* working groups and the work undertaken at the Conference on the basis of the two reports

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document provides supplementary information to the main document (MEPC 60/4/9) and is submitted to facilitate the Committee's continued work and further progress on control of greenhouse gas emissions from international maritime transport
<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 14
<i>Related documents:</i>	MEPC 60/4/9 and MEPC 60/INF.9

Introduction

1 This document provides supplementary information to the main document (MEPC 60/4/9) and is submitted to facilitate the Committee's continued work and further progress on control of greenhouse gas emissions from international maritime transport and is submitted in accordance with paragraph 4.12 of the Committee's guidelines (MSC-MEPC.1/Circ.2), following consultations with, and the authorization of, the Committee's Chairman.

***Ad Hoc* Working Group on Long-term Cooperative Action under the Convention**

2 As reported in paragraph 14 of the main document, the draft report of the *Ad Hoc* Working Group on Long-term Cooperative Action under the Convention (AWG-LCA) was issued on 16 December 2009, as document FCCC/AWGLCA/2009/L.7/Rev.1, where paragraph 32 serves as placeholder for policy approaches and measures to limit and reduce greenhouse gas emissions from international civil aviation and international maritime transport.

3 The report was issued on 5 February 2010 as document FCCC/AWGLCA/2009/17.¹ The following parts of the report may be relevant for the work of the Committee related to greenhouse gas (GHG) emissions from international maritime transport:

- .1 paragraph 13 informs that a statement was made by a representative of the International Maritime Organization at the opening of AWG-LCA 8, which took place during the Copenhagen Conference. The statement was made by the Secretary-General and further information may be found in paragraph 8 of the main document and the statement is set out in annex 2 of MEPC 60/4/9;
- .2 Annex I contains the draft decisions presented to COP 15 for consideration and possible adoption, and its paragraph 32 still serves as placeholder for policy approaches and measures to limit and reduce greenhouse gas emissions from international civil aviation and international maritime transport; and
- .3 in Annex I's section on enhanced action on the provision of financial resources and investments, paragraph 36 states that the main source of funding would be provided by developed country Parties, while paragraph 37 states that private-sector financing and other innovative sources of funding shall also supplement the provision of public financial resources. The report does not list possible innovative sources of funding but in earlier UNFCCC documents and reports international shipping has been listed as one, e.g., please refer to document FCCC/AWGLCA/2009/14 (see also paragraphs 10 to 13 of document MEPC 59/4/40, paragraphs 22 to 26 of document MEPC 59/INF.28 and document MEPC 59/INF.31 for further details).

4 As the Conference did not conclude on policy approaches and measures to limit and reduce GHG emissions from international maritime transport and the mandate of the AWG-LCA is unchanged (see paragraph 7 of the main document), documents and proposals submitted to COP 15 will still form part of AWG-LCA's document base and will continue to be considered at future sessions together with new submissions.

Message from the new AWG-LCA Chair

5 The UNFCCC Secretariat issued on 2 February 2010, a message from the newly elected AWG-LCA Chair, Ms. Margaret Mukahanana-Sangarwe (Zimbabwe) inviting input from Parties by 16 February on organization of work in 2010, initiatives which the Chair could take to facilitate progress and on other aspects relevant to the work of the group (Ref.: YdB/HT/AWG/2010).

Work undertaken at the Conference on the basis of the AWG-LCA report

6 As stated in paragraph 7 of the main document, COP 15 requested the AWG-LCA to continue its work, drawing on the report of the AWG-LCA presented to COP 15, as well as work undertaken by the COP on the basis of that report.

7 AWG-LCA presented to COP 15 a set of draft decisions containing the outcome of its work for consideration and possible adoption as set out in the annexes to document FCCC/AWGLCA/2009/17. In order to undertake further work on these decisions, the COP

¹ The report may be downloaded at: <http://unfccc.int/resource/docs/2009/awglca8/eng/17.pdf>

established a contact group on long-term cooperative action, which in turn, established several drafting groups to work on specific draft decisions or parts thereof. Consideration of control of emissions from international civil aviation and maritime transport was undertaken as informal consultations as described in paragraph 13 of the main document.

8 The UNFCCC Secretariat issued on 11 February 2010, document FCCC/CP/2010/2, which contains the texts as considered and modified by the drafting groups and informal consultation tracks as referred to in paragraph 7 above. Each drafting group or informal consultation worked independently and achieved different levels of progress.

9 The contact group on long-term cooperative action did not conclude its work or report back to a plenary meeting of the COP. The work of the drafting groups was of an informal nature and the texts contained in document FCCC/CP/2010/2 are reproduced to be available to Parties in the continued efforts of the AWG-LCA to reach agreement on the outstanding issues.

10 The current draft text on policy approaches and measures to limit and reduce greenhouse gas emissions from aviation and marine bunker fuels (revised paragraph 32 of the text contained in annex I A to document FCCC/AWGLCA/2009/17) was prepared by the co-facilitators of the informal consultations and was distributed to Parties at a meeting of the contact group on 17 December 2009². The draft text is reproduced below:

“[Agrees

32. That the limitation and reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels should be pursued working through the International Civil Aviation Organization and the International Maritime Organization, respectively, [taking into account the principles and provisions of the Convention,][on a scale consistent with the long term global goal defined in the Shared Vision outlined in Article XX][, taking into account Appendix xx.]

To invite these Organizations to report to the Conference of the Parties, at its seventeenth session, and to its subsidiary bodies as appropriate, and at regular intervals thereafter, on relevant activities, policy approaches and measures established and under development, emission estimates and achievements in this respect.]

Proposal for an appendix referred to in paragraph 32 above:

[The Conference of the Parties...

1. Encourages the International Civil Aviation Organization and the International Maritime Organization to continue their activities for the development of policy approaches and technical and operational measures to address greenhouse gas emissions, and specifically:

- (a) To establish sufficiently ambitious mid-term and long-term [global goals] for the mitigation of greenhouse gas emissions from aviation and marine bunker fuels to be achieved through the application of their policy approaches and measures, [of 10 per cent and 20 per cent, respectively, below 2005 levels by 2020;]

²

The full report may be downloaded at: <http://unfccc.int/resource/docs/2010/cop16/eng/02.pdf>

- (b) To take fully into consideration all the relevant principles and provisions of the Convention, in particular the principle of common but differentiated responsibility and respective capabilities and the promotion of a supportive and open international economic system, and the special economic, geographical and social conditions of developing countries, recognizing that such policy approaches and technical and operational measures should be taken on the basis of mutual consent of all Parties involved and should not constitute a means of arbitrary and unjustifiable discrimination or a disguised restriction on international trade;
- (c) To ensure that such policy approaches and measures to do not lead to competitive distortions or carbon leakage;
- (d) To ensure that revenue from the implementation of such policy approaches and measures shall be made available to support climate change adaptation and mitigation in developing countries;
- (e) To promote the cooperation in the research, development, application and diffusion, including transfer of technologies, practices, processes, and methodologies in international aviation and maritime transport.]”

11 The Committee may note that AWG-LCA had seven options under consideration at the opening of the Copenhagen Conference as described in paragraphs 12 to 15 of the main document.

12 Also the following parts of document FCCC/CP/2010/2 may be relevant for the work of the Committee related to GHG emissions from international maritime transport:

- .1 the draft Annex III on enhanced action on the provision of financial resources and investment states in its paragraph 15 that private sector financing and innovative sources of funding shall supplement the provision of public financial resources. See also paragraph 3.3 above; and
- .2 the draft Appendix on general elements of cooperative sectoral approaches and sector specific actions contains in paragraph 2*bis* and invitation to IMO to elaborate the practical modalities of attributing emissions from the international maritime sector and report on these to the Conference of Parties.

Ad Hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol

13 The report of the *Ad Hoc* Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol (AWG-KP) was issued on 28 January 2010 as document FCCC/KP/AWG/2009/17.³

Action requested of the Committee

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

³ The report may be downloaded at: <http://unfccc.int/resource/docs/2009/awg10/eng/17.pdf>