



SEAS AT RISK

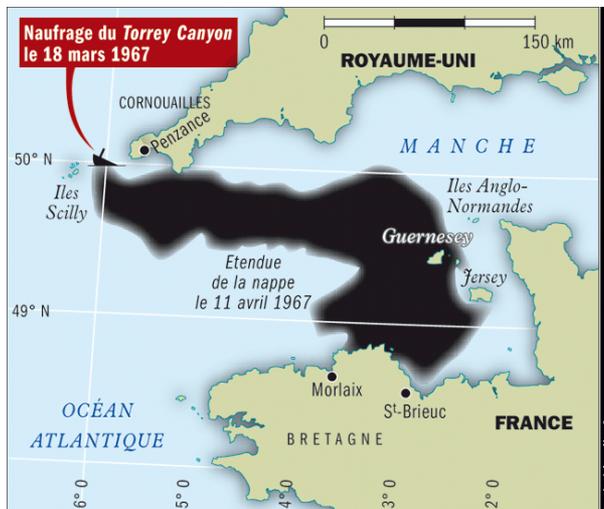
- Brussels-based NGO working on marine issues
- Member organisations from across Europe
- Long history of involvement in shipping issues
- Founder member of the Clean Shipping Coalition





- **Global environmental coalition exclusively dedicated to shipping**
- **Members in Europe and North America**
- **Consultative Status at the International Maritime Organisation since 2010**
- **One of the more active eNGOs at IMO**

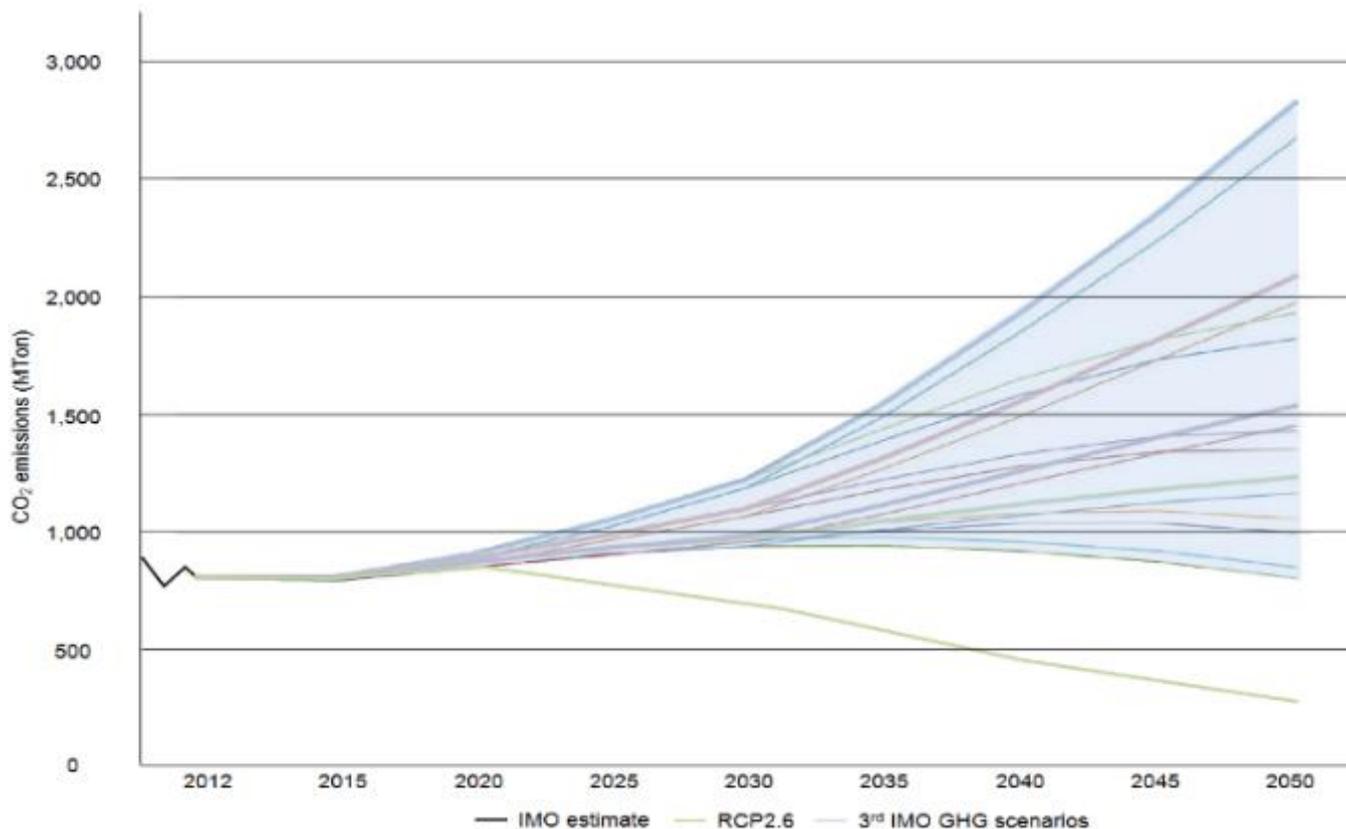
TORREY CANYON



TACKLING SHIPPING'S CLIMATE IMPACT

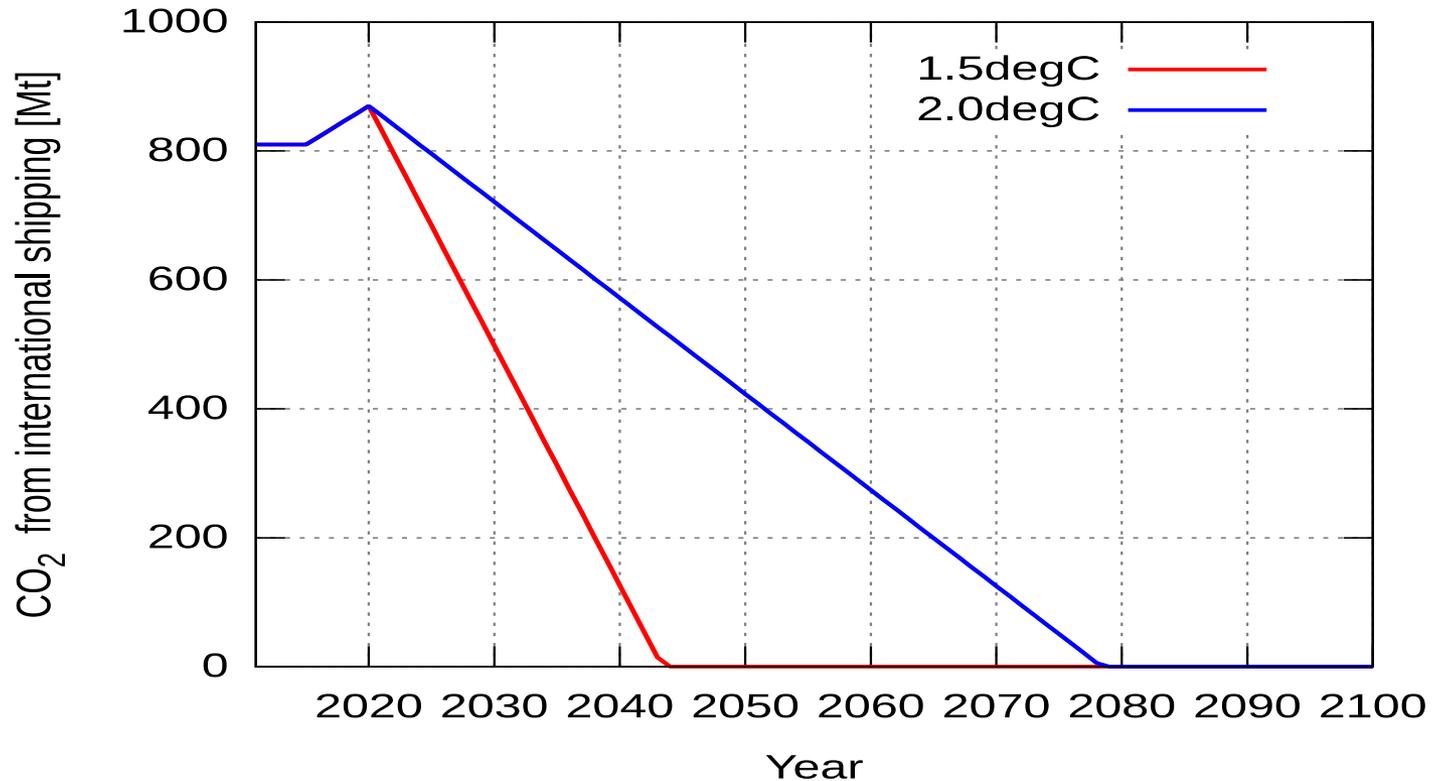
- The shipping climate problem
- Lessons from the EEDI
- Paris and the IMO's response
- What next?

THE SHIPPING CLIMATE PROBLEM



This could undermine all other efforts at tackling climate change

WHAT NEEDS TO HAPPEN



Need to decarbonise 60-90% if these targets are to be met while trade grows

TRISTAN SMITH, UCL ENERGY INSTITUTE

“60-90% is ambitious, but if we set out to do this now, there are plenty of technologies that could be mobilised to achieve this, and means to do so that would not disrupt world trade.”

THE EEDI

A CASE STUDY IN LOW AMBITION

- Design standard for the efficiency of newly built ships
- Stringency increases over time: 10% from 2015, 20% from 2020 and 30% from 2025.

An energy efficiency design standard for new ships is good BUT...

- The baseline was taken from a period of historically low design efficiency, and was calculated
- Using a figure for the average fuel consumption of marine engines (SFOC) that was too high.

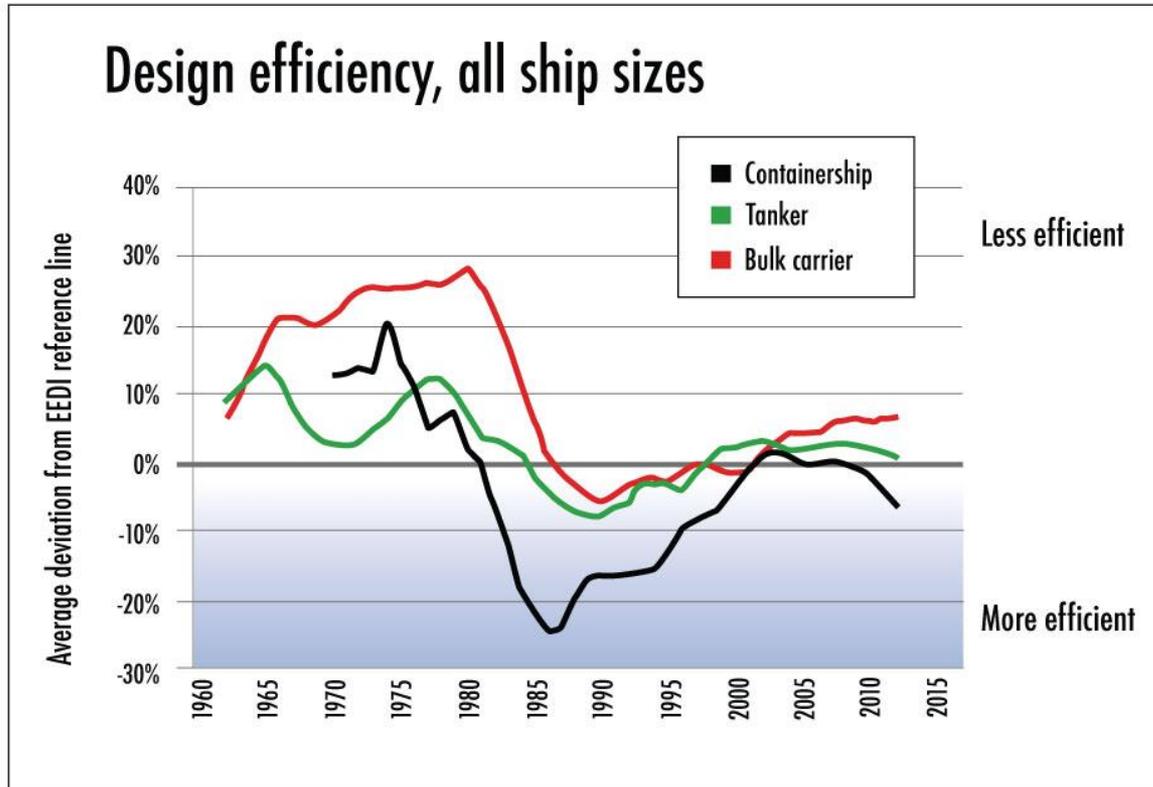
**The combined effect of this has been that requirements for the future are easily being met now...
the good news is a review is underway**

CIVIL SOCIETY INVOLVEMENT IN THE EEDI REVIEW

Studies commissioned by Seas At Risk and T&E (and undertaken by CE Delft) have been feeding important findings into this process:

- That ships are easily meeting and exceeding the EEDI requirements without recourse to innovative technologies.
- That changes to hull/propeller/rudder efficiency are driving the improvements... not speed reduction as many assumed.
- That non-EEDI ships are as efficient as EEDI ships... the EEDI isn't driving design efficiency... it's economics.
- That without substantially increased stringency average design efficiency could actually fall in the future.

DESIGN EFFICIENCY TRENDS



CIVIL SOCIETY INVOLVEMENT IN THE EEDI REVIEW

- **Brought important new information about historic trends in the design efficiency of ships to the table.**
- **Helped fill gaps in understanding about recent trends in design efficiency that existed because EEDI data is not in the public domain.**
- **Helped bust some of the myths around what was happening to meet the EEDI, e.g., on design speed.**
- **And most importantly we have kept open the review... at MEPC69 (in April) the EEDI Review Group recommendation was to close the review with no increase in stringency.**
- **MEPC70 (October) will revisit stringencies.**

WHAT HAPPENED IN PARIS...

No **explicit** mention of shipping in the Paris Agreement... BUT

- Parties aim ... as to achieve a balance between **anthropogenic** emissions by sources and removals by sinks of greenhouse gases in the second half of this century” (Art. 4.1).
- The headline Paris Agreement target of aiming for 1.5 degrees is not possible without **absolute reductions** in shipping emissions.
- The Paris Agreements rests on **self-differentiation** of countries and on increasing mitigation ambition.
- Important and very welcome shift in the position of industry... who are now for the first time talking about **decarbonisation**.

WHAT SHOULD NOW HAPPEN AT IMO...

1. IMO must Identify a long-term **target** and intermediate steps that are consistent with shipping taking a fair share of the responsibility for meeting the Paris Agreement objectives.
2. Start developing the suite of **measures** that will make this **ambition** a reality, including:
 - An EEDI consistent with long-term decarbonisation;
 - Measures to bring about greater operational efficiency;
 - A restart of work on a global shipping MBM, and
 - A new and more serious focus on renewables.

WHAT'S ACTUALLY HAPPENING...

- There is now widespread support at IMO, including industry and flag States, for a discussion about a fair share target/INDC for shipping, but the BRICS and Cook Islands are blocking.
- MRV has been approved and with luck will be adopted at MEPC70... but this isn't needed for a discussion around targets.
- EEDI future requirements still open for revision but if we miss the opportunity now then we have 6/7yrs wait for the next review.
- MBMs... discussion suspended.

There's a big mismatch between pace at IMO and urgency of the situation that resulted in the Paris Agreement.

CONCLUSIONS

The shipping industry is at the start of a journey from fossil fuel dependency to decarbonisation... for this to happen in a time-frame that is relevant for avoiding dangerous climate change we need:

- More ambition
- Greater urgency
- More IMO resources
- Greater transparency

A step change is needed in the resources, time and political commitment for this task... civil society pressure and a supportive industry will be key in making this happen.

THANKYOU