

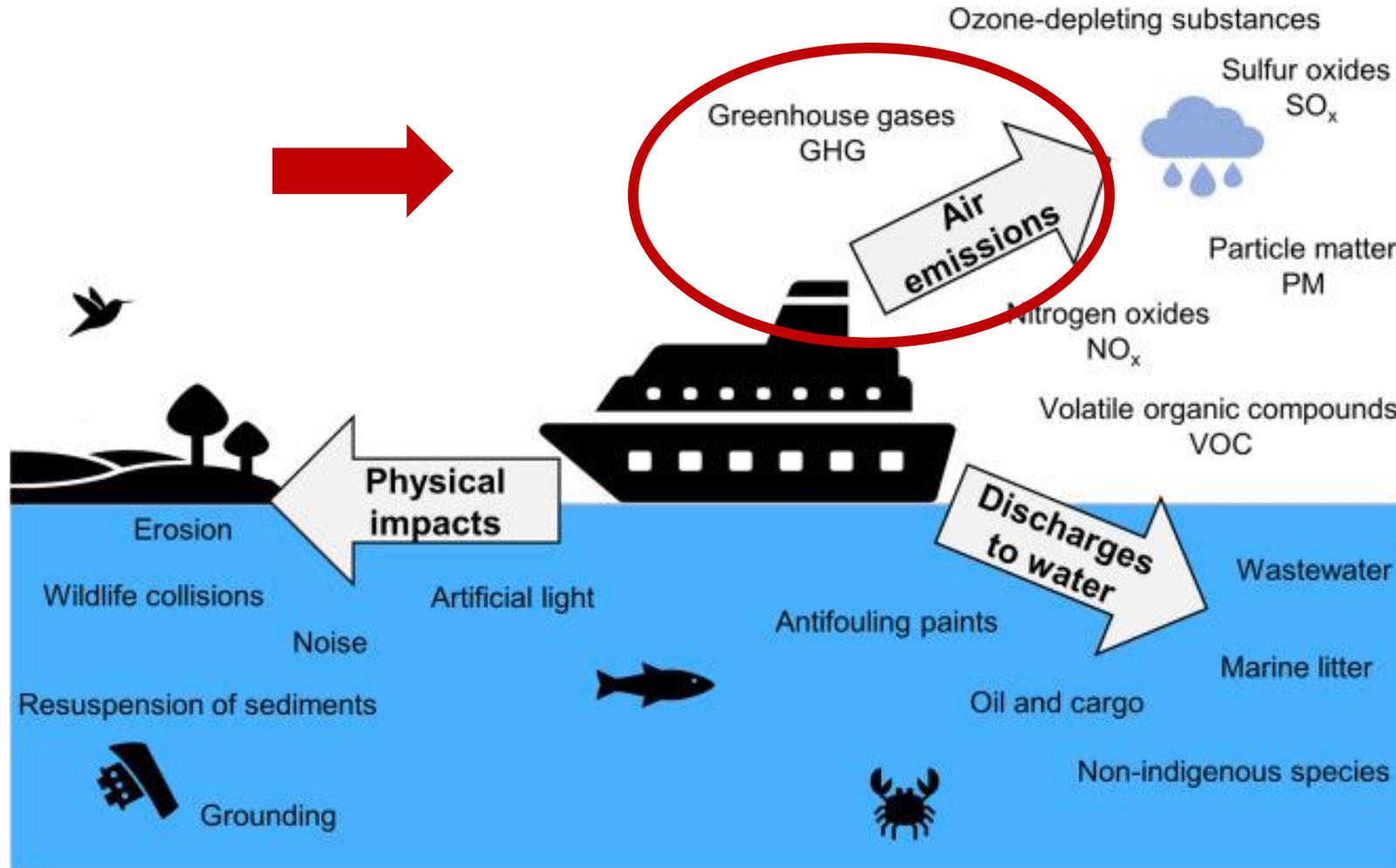
Climate measures in shipping, policy/legal aspects

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**Clean Shipping International Policies –
Implementation, enforcement and
environmental consequences” webinar**

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Environmental Impacts of Shipping



"Policy –legal aspects in Climate measures in Shipping and how science can support it"

Contents

- **IMO:** Initial IMO 's GHG Strategy and its goals
- **EU:** Green Deal and shipping related proposals



IMO 's Initial GHG Strategy (2018)



IMO
International Maritime
Organization

VISION

IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in this century.



IMO's Initial GHG Strategy 2018

Levels of ambition directing the Initial Strategy are as follows:

- .1 To strengthen the EEDI index for **new ships** and **SEEMP** for **existing ones**
- .2 **Carbon intensity of international shipping to decline: -at least 40 % by 2030, 70 % by 2050 compared to 2008**
- .3 **GHG emissions from int. shipping to peak and declined to reduce total annual GHG emissions by at least 50 % by 2050 compared to 2008**

pursuing efforts towards phasing them out as called in the Vision as a point on a pathway of CO2 emissions reduction **consistent with the Paris Agreement's temperature goals.**



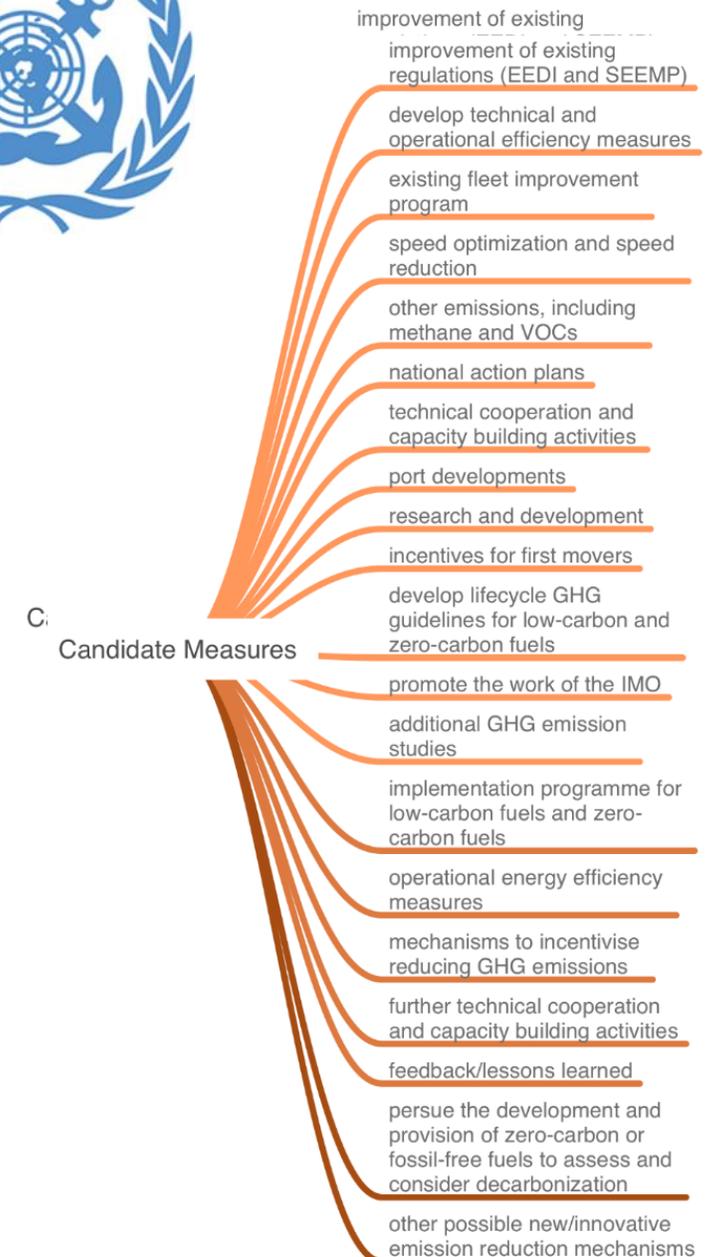
Candidate measures with timelines



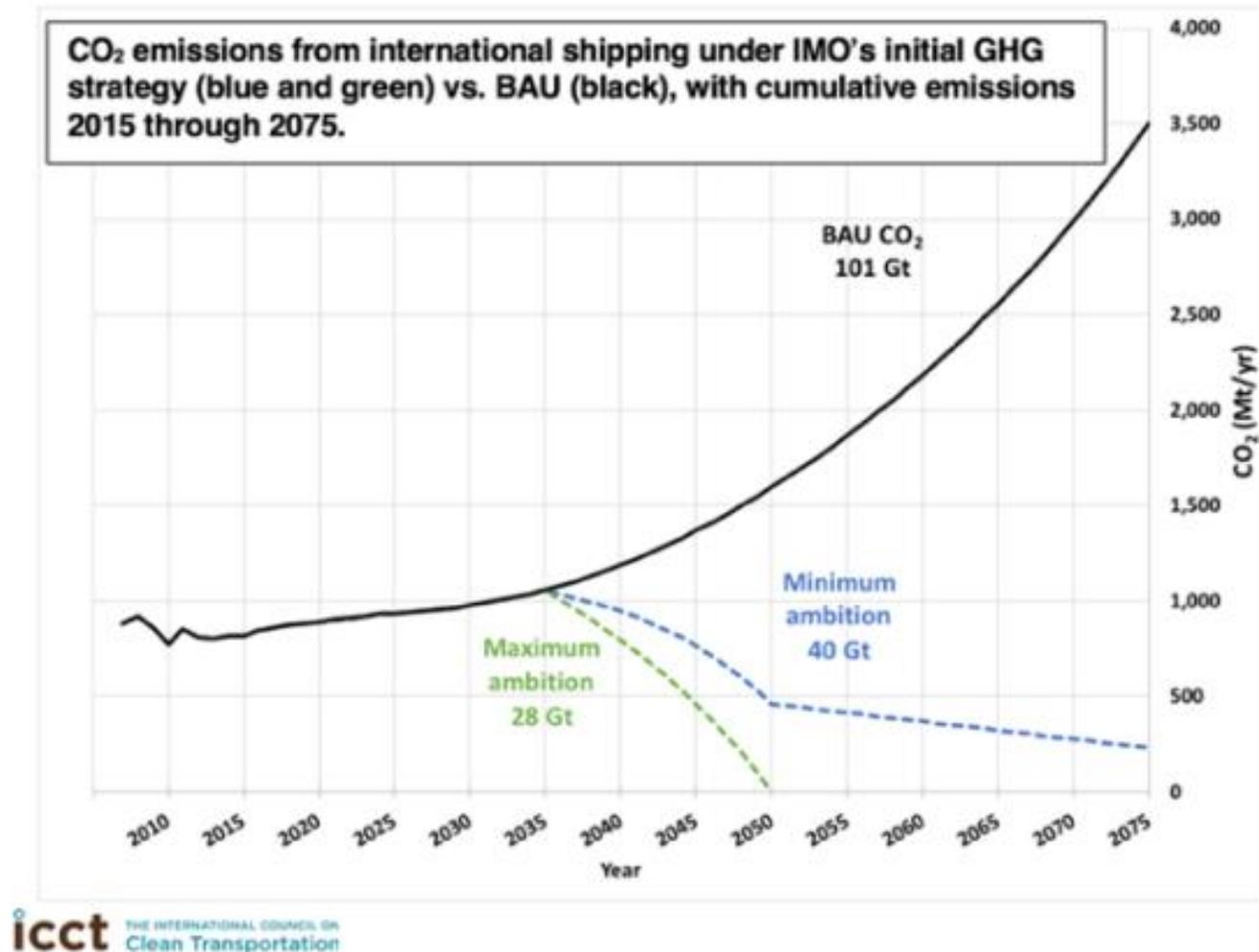
The Initial Strategy identifies a list of candidate measures with the following timelines

- **Short-term measures** could be finalized and agreed between 2018 and 2023
 - The first ones were finalized by MEPC75 last week
- **Mid-term measures** could be finalized and agreed between 2023-2030
- **Long-term measures** could be finalized and agreed beyond 2030

The revised IMO Strategy is to be adopted in 2023.



Reduction of GHG emissions from international shipping according to IMO's Initial GHG Strategy 2018





Short Term Measures (reflections from IMO MEPC 74)

- improve the **energy efficiency** of existing ships building on the EEDI framework -→ EEDI of new ships to be extended to existing ships (EEXI)
- reduce **methane slip** and emissions of Volatile Organic Compounds (**VOCs**)
- encourage the uptake of alternative **low-carbon and zero-carbon fuels**, including the development of lifecycle GHG/carbon intensity guidelines for all relevant types of fuels
- initiate and support **research and development** activities
- encourage **incentive schemes** for first movers

Short Term Measures (reflections from IMO MEPC 74)



Photo: Eero Hokkanen

1. **First short term measures to be decided by MEPC75 (March-April 2020)**
 - Speed **regulation** as a measure very contested and political at IMO level
 - Also direct power limitations challenging for many countries
2. Guidelines for the mandatory Ship Energy Efficiency Management Plan (SEEMP) already refer to "speed **optimization**"
3. Finland's maritime policy stresses **improved ship-shore information exchanges**
 - vessels can time their arrival in port (just in time arrival)
 - slow down already at sea
 - achieve significant reductions in GHG emissions

MEPC75 last week: approved MARPOL Amendments for short term measures

- Approved the draft amendments to MARPOL Annex VI concerning mandatory goal-based technical and operational short term measures to reduce carbon intensity of international shipping, combining EEXI, SEEMP and CII rating,
- stating that this new measure provided a good balance that would enable international shipping to achieve at least 40% carbon intensity reduction by 2030 compared with 2008 in line with the Initial IMO GHG Strategy.
- requested the Secretary-General to circulate the draft amendments in accordance with MARPOL article 16(2) with a view to adoption at MEPC 76.
- Finalization of associated guidelines at the time of adoption of the measure (MEPC76), in particular with regard to the EEXI, carbon intensity reduction factor and the rating mechanism.
- The guidelines will be developed in CG coordinated by EC, China and Japan.

Candidate mid- to long term measures



- implementation programme for the effective **uptake of alternative lowcarbon and zero-carbon fuels**, including **update of national actions plans** to specifically consider such fuels;
- **operational energy efficiency measures for both new and existing ships** including indicators in line with three-step approach that can be utilized to indicate and enhance the energy efficiency performance of ships;
- **new/innovative emission reduction mechanism(s), possibly including Market-based Measures (MBMs), to incentivize GHG emission reduction;**
- further continue and enhance **technical cooperation and capacity-building activities** such as under the ITCP;
- development of a feedback mechanism to enable lessons learned on **implementation of measures** to be collated and shared through a possible **information exchange on best practice**.
- **encourage and facilitate the general adoption of other possible new/innovative emission reduction mechanism(s).**



European Green Deal

*Striving to be the first climate-neutral continent
- making Europe climate neutral by 2050*

European Green Deal

The President of the European Commission, Ursula **von der Leyen**, said:

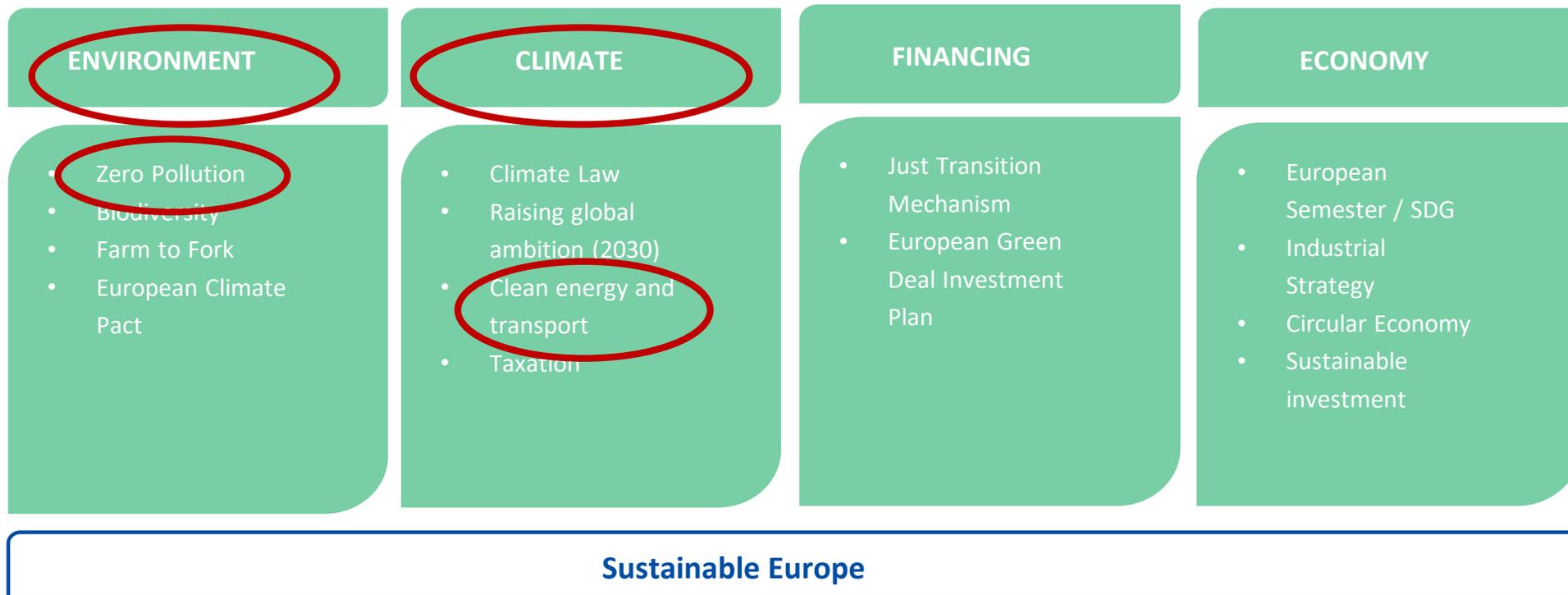
"People are at the core of the European Green Deal, our vision to make Europe climate-neutral by 2050.



*The transformation ahead of us is unprecedented. **And it will only work if it is just - and if it works for all.** We will support our people and our regions that need to make bigger efforts in this transformation, to make sure that we leave no one behind.*

*The Green Deal comes with **important investment needs**, which we will turn into investment opportunities. The plan that we present today, to **mobilise at least €1 trillion, will show the direction and unleash a green investment wave.**"*

European Green Deal



The Commission proposed the first European "Climate Law" in March 2020.

European Green Deal: Proposals related to shipping

.1 Maritime Sector to be included in the European Emissions Trading System (EU-ETS)

- **Coordinated with action at global level at IMO.**
- Impact Assessment by Commission is under development.

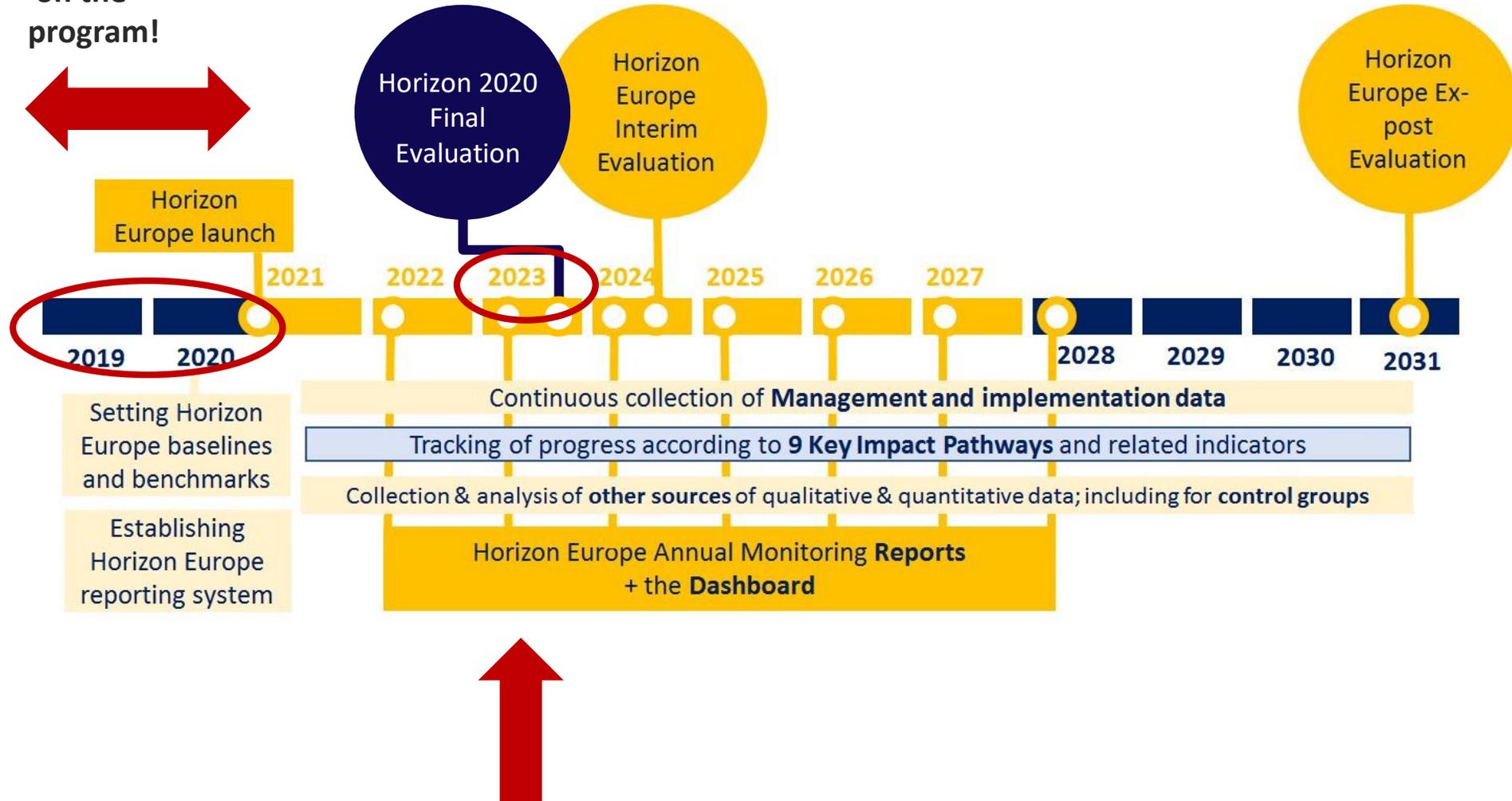
.2 To Regulate access of the most polluting vessels to European ports

.3 Mandatory use of shore-side electricity for docked ships in European ports

.4 The regulatory framework for Alternative Fuels and the TEN-T Regulation to accelerate the deployment of zero- and low-emission vehicles and vessels.

Timeline for the Horizon Europe

To influence on the program!



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Thank you for your attention!

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