

Regulatory Measures on Efficiency at IMO and UNFCCC

A View from the Shipping Industry

International Chamber of Shipping
Peter Hinchliffe



International Chamber of Shipping

Representing the Global Shipping Industry

- 37 National Shipowner Associations
- 80% of the world's shipping tonnage



ICS

- International Maritime Organization (IMO)
- International Labour Organization (ILO)
- United Nations
- European Union

‘One Voice for the global shipping industry’



Global Regulation for a Global industry

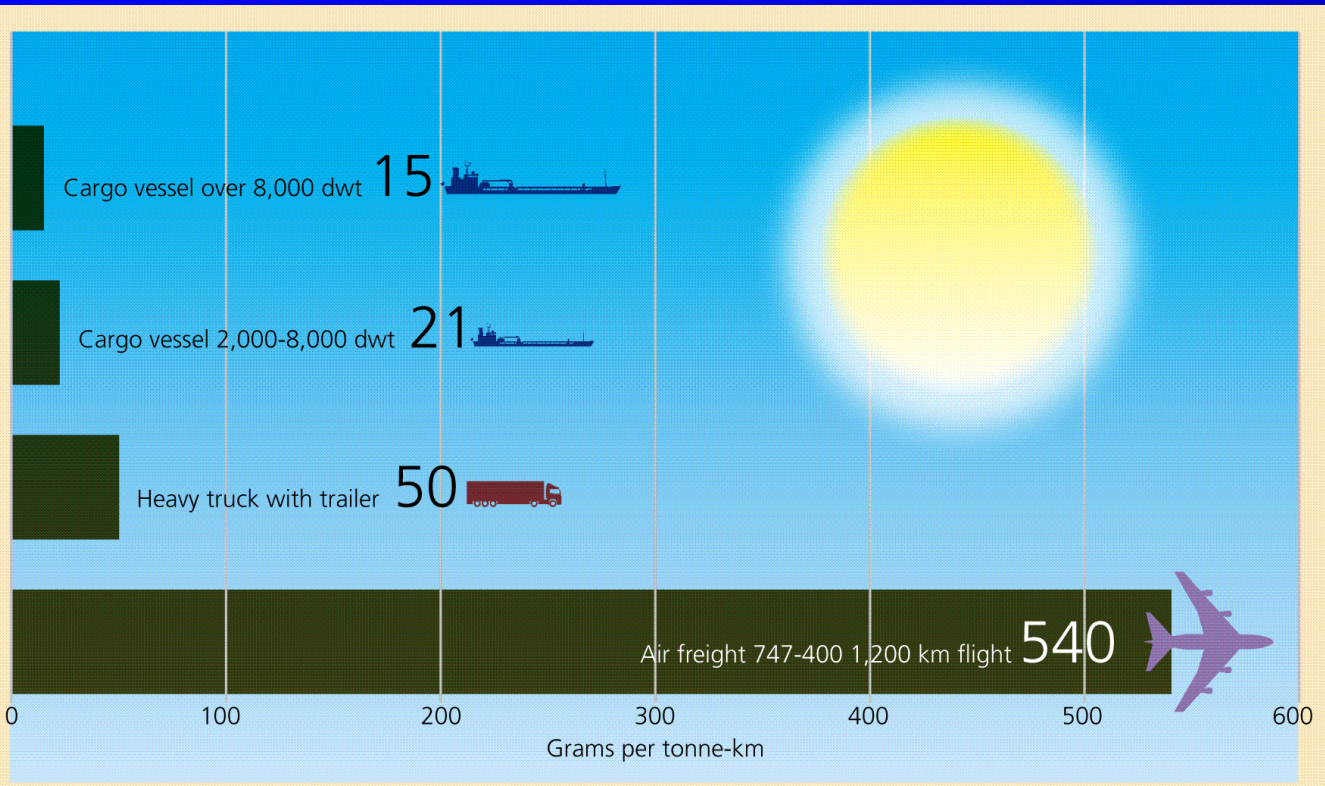


Climate Change

“Unless we change direction, we are likely to end up where we are going”

Chinese proverb





Comparison of CO₂ emissions between different transport modes

Source: Swedish Network for Transport and the Environment

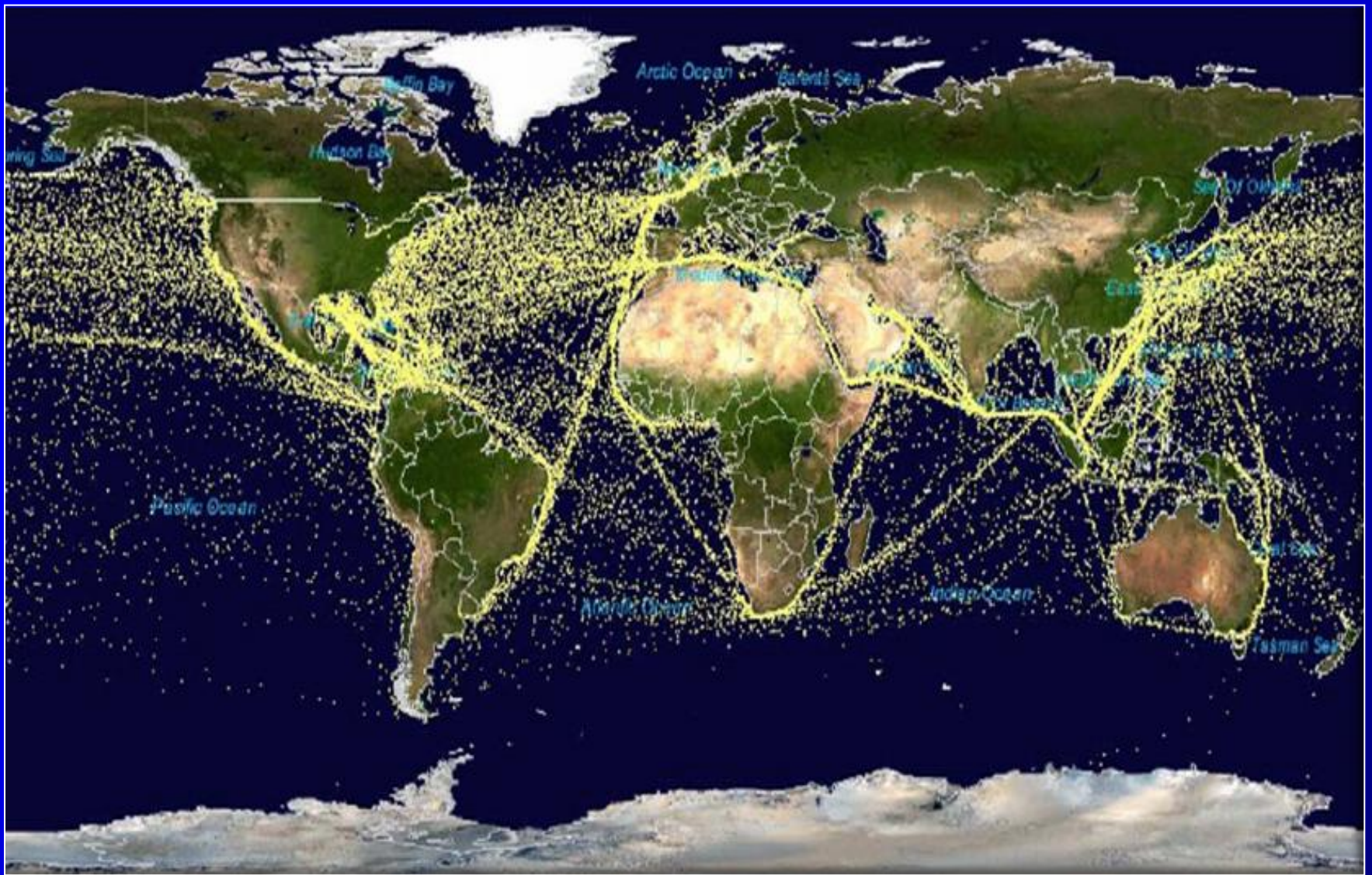
Source: Swedish Network for Transport and the Environment

Comparison of CO₂ emissions between different transport modes

Grams per tonne-km

0 100 200 300 400 500 600





Shipping ...

.... the Life Blood of World Trade





“Without shipping, half of the world would starve and the other half would freeze....”



IMO – MARPOL Annex VI

- Energy Efficiency Design Index (EEDI)
- Ship Energy Efficiency Management Plan (SEEMP)
- Entry into Force – 1 January 2013

The first global climate change agreement
since Kyoto



Market-based Measures

A means to:

- enhance CO2 reduction levels
- continue operations
- deliver cost-effective CO2 reduction
- deliver efficiency through political control
- generate funds for developing States & industry R&D



UNFCCC COP 15

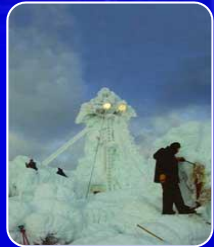
- Copenhagen Accord
- Limit warming to 2°C
- Inadvertently led to UN HLAG

- Does society understand what it wants of shipping?



Sustainable Marine Transportation

***Meeting society's expectations - Safe, Reliable,
Environmentally Responsible and Cost Effective***



With Goals aligned to those of the
IMO



Influence of Europe

- Undue influence on IMO?
- European Emission Trading Scheme?
 - Aviation experience not a great success



National and/or Regional regulation breeds inefficiency



ICS Position

- Strongly opposed to European ETS
- Strongly opposed to regional MBM
- Supportive of a globally applicable regulation at IMO.
- If governments wish to adopt a global MBM then ICS believes that a 'compensation fund based' system is more acceptable.



Conclusions

- Shipping:
 - the most efficient transport mode
 - increasing & enhancing efficiency
 - global regulation welcomed
 - MBM must reflect the business of world trade and maritime transport





2011

SHIP EFFICIENCY

by STG

3rd International Conference

Hamburg, 26 – 27 September 2011

www.ship-efficiency.org



The German Society for Maritime Technology
Schiffbautechnische Gesellschaft e.V.