

## **AWG-LCA: Emissions of GHG from international maritime transport post 2012 Submission by Norway**

### **Introduction**

1 The ongoing IMO study on greenhouse gas emissions from ships has estimated the total CO<sub>2</sub> emissions from international shipping to be 847 mill tons in 2007. That constitutes 2.7 per cent of the global anthropogenic CO<sub>2</sub> emissions. That is a significant increase since the previous IMO study which estimated shipping's contribution to be 1.8 per cent of the total global emissions. The emissions are expected to increase significantly in the coming years due to expected increase in world trade. However, several technical studies, as well as information from the industry, have identified a large menu of emission reduction measures with a potential for significant reductions.

2 The purpose of this document is to identify a possible decision regarding reductions of greenhouse gas emissions from international shipping which should be taken by COP 15 in Copenhagen 2009.

### **The link between the role of the UNFCCC and the role of the International Maritime Organization (IMO)**

3 The role of the International Maritime Organization as the global regulator for shipping is well established through the IMO Convention, the Law of the Sea (UNCLOS), and furthermore through approximately 50 mandatory instruments developed by the IMO. 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 have been constantly intensified the last years, leading to more strict environmental requirements and more robust mandatory mechanisms.

4 Activities within the IMO on reductions of GHG emissions from international shipping are well reported to various meetings under the auspices of the UNFCCC. At present the follow-up activity of the IMO Assembly Resolution (A.963(23) on "IMO Policies and Practices related to the Reduction of Greenhouse Gas Emissions from Ships") is intensified.

5 The overall international response to climate change is established through the UNFCCC. The most dominant element in this response is to control the level of total global anthropogenic greenhouse gas emissions through legally binding agreements.

6 A firm and coordinated global response to climate change should in a coordinated response from the shipping sector build upon the well established role of the IMO as the global regulator for international shipping. Consequently, international shipping should not be included in a post-2012 legal framework under the UNFCCC. However, an IMO framework on greenhouse gas emissions should have a policy direction on the output regarding total GHG emissions such a regime can be expected to achieve.

7 In the view of Norway, future IMO regimes on GHG emissions should not be departed from future UNFCCC legally binding agreements regarding the total output of emissions, i.e. the effectiveness of the total package of emission control measures for shipping should

correspond to the effectiveness of the total post-2012 agreement within UNFCCC. This is important for two reasons

.1 total anthropogenic greenhouse gas emissions should be reduced in order to respond adequately to climate change, and reductions from international shipping is important in that respect; and

.2 the menu of mechanisms to be used in IMO legal instruments on greenhouse gases will be larger if such instruments includes caps which corresponds to agreed commitments in the post 2012 legal regimes under the UNFCCC.

8 COP may decide other expectations regarding the total emission reductions to be achieved by an IMO GHG framework for international shipping than those indicated by Norway. Such a policy decision may be stricter or more relaxed. In any case a decision of this nature will have the effect that the activities in the IMO on GHG emission reductions can not be claimed to be in limbo.

### **Proposal**

9. In the view of Norway, the 15<sup>th</sup> Conference of the Parties to the UNFCCC in Copenhagen 2009 should adopt a decision which should include:

1. an emission target on total greenhouse gas emissions from international shipping;
- and
2. an invitation to the IMO to develop the legally binding regime(s) which is needed in order to meet such an emission target.

Such a decision by COP may include other aspects as well, such as co-operation with the IMO, but it is not necessary to consider the full content of possible future COP decision at this juncture.