

Template for IPWG 8 inputs

Theme: Leveraging interlinkages between Sustainable Development Goal 14 and other Goals towards the implementation of the 2030 Agenda

The co-conveners of the IPWG 8 kindly request its members to provide information relevant to the drafting of the concept paper on **“Leveraging interlinkages between Sustainable Development Goal 14 and other Goals towards the implementation of the 2030 Agenda”** including suggested key questions for the interactive dialogue on this topic and some key recommendations on how build on these interlinkages. Please use the following template for your input(s).

In preparing your responses, please keep in mind that the overarching theme of the 2020 UN Ocean Conference is: “Scaling up ocean action based on science and innovation for the implementation of Goal 14: stocktaking, partnerships and solutions”. It is suggested that your input should accordingly highlight the theme of the Conference in its various aspects as necessary.

Kindly also note that issues related to means of implementation, in particular capacity-building and financial resources, are considered cross-cutting and therefore should also be discussed in your response to the extent possible.

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Agency/organization	IMO
Give an analysis on what are some of the interlinkages between SDG 14 and other SDGs?	<p>By providing improved access to basic materials, goods and products, shipping helps lift millions of people out of poverty, reducing inequalities and contributes to achieving SDGs 1, 2, 10 and 16.</p> <p>More than a billion people live in coastal areas. IMO's conventions and other instruments contribute to the reduction of shipping-related pollution in the wider oceans and in ports and coastal regions. By addressing pollution and other negative impacts of shipping, IMO's work actively supports the achievement of SDG3, SDG14 and SDG15.</p> <p>MARPOL recognizes the need for more stringent requirements to manage and protect so-called Special Areas (including the Mediterranean Sea, Baltic Sea, Black Sea and Red Sea areas, the Southern South Africa waters and the Western European waters) due to their ecology and their sea traffic – of relevance to SDG14 and SDG15.</p> <p>The Antarctic has enjoyed Special Area status since 1992. Polar waters also benefit from special measures under the Polar Code, which entered into force in 2017 for ships operating in both Antarctic and Arctic waters. The Polar Code provides additional requirements for ships operating in the vulnerable polar regions – supporting the implementation of SDG3, 15 and 14 in an integrated manner.</p> <p>IMO also designates Particularly Sensitive Sea Areas (PSSAs), which are subject to associated protective measures such as mandatory ship-routing systems. There are currently 14 areas (plus two extensions) protected in this way, including those covering UNESCO World Heritage Marine Sites, such as the Great Barrier Reef (Australia), the Galápagos Archipelago (Ecuador),</p>

	<p>the Papahānaumokuākea Marine National Monument (United States), and the Wadden Sea (Denmark, Germany, Netherlands). Designating Special Areas and PSSAs fully supports the SDG 14 target to increase coverage of marine protected areas.</p> <p>Closely linked both to SDG14 and SDG15, supporting marine biodiversity, IMO has adopted measures to prevent the spread of potentially invasive aquatic organisms. The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) introduced global regulations to control the transfer of potentially invasive species, through the management of ballast water.</p> <p>Biofouling, the accumulation of various aquatic organisms on ships' hulls, is also addressed through IMO Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species.</p> <p>IMO also addresses other environmental challenges, including ship recycling (Hong Kong Convention), anti-dumping (London Convention/London Protocol), the control of harmful anti-fouling systems ((AFS Convention) and illegal fishing (Cape Town Agreement)</p> <p>IMO has developed a number of important regulations relevant to SDGs SDG 12, 6 and 11, since these relate to sustainable production and consumption patterns, as well as the sustainable use and management of resources, including waste management.</p> <p>The London Convention and Protocol on the prevention of marine pollution by dumping of wastes and other matter at sea, the Hong Kong Ship Recycling Convention, and the International Convention for the Prevention of Pollution from Ships (MARPOL) are all relevant to SDG 14, but are also relevant for the achievement of SDGs 6, 11 and 12.</p> <p>The London Convention/London Protocol regime contributes to SDG 6 on the sustainable management of water by prohibiting unregulated dumping of wastes and other matter at sea. It encompasses a precautionary and risk-assessment-based approach to waste management, stressing the need to prevent, reduce and, where practicable, eliminate pollution caused by the dumping of wastes at sea. IMO provides support to developing countries by helping them strengthen their legislative, scientific and technological capacities to implement the London Convention/London Protocol.</p> <p>The Hong Kong Convention contributes to SDG 12, by reducing waste generation through ship recycling and promoting sustainable consumption. The convention is aimed at ensuring that ships do not pose any unnecessary risk to human health, safety and the environment when they are recycled at the end of their operational lives.</p> <p>IMO also contributes to SDG 12 through the reduction of waste generation, both operational waste from ships (MARPOL) and dumping of wastes under the London Convention/London Protocol.</p> <p>Under MARPOL Annex V, on the prevention of pollution by garbage from ships, discharging garbage into the sea is generally prohibited, with only a limited number of exceptions. For garbage, and several other types of waste generated on board ships, MARPOL requires port States to provide adequate reception facilities for the safe and sound management of wastes.</p> <p>The maritime sector and IMO have a major role to play in achieving SDG 7, regarding energy efficiency in particular, and SDG 13 on climate change. IMO has worked extensively to address greenhouse gas (GHG) emissions</p>
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	<p>from shipping and, in 2011, adopted the first ever mandatory, global, legally-binding GHG control regime for an entire industry sector, based on technical measures for new ships and operational emission-reduction measures for all ships.</p> <p>The adopted measures made mandatory are the Energy Efficiency Design Index (EEDI) for new ships and the Ship Energy Efficiency Management Plan (SEEMP) for all ships.</p> <p>IMO contributes to SDG 9 by providing a legal and regulatory framework, capacity-building initiatives and a forum for Member States to exchange knowledge and experience. Building resilient infrastructure is central to the effective functioning of the whole transportation sector and, therefore, a major driver for the delivery of many SDGs.</p>
What are some ways in which these synergies/interlinkages that can be leveraged?	<p>IMO has been highly successful in developing partnerships with Governments, international organizations, regional institutions and industry for delivering technical cooperation activities and undertaking capacity-building.</p> <p>IMO currently has partnership arrangements with around 65 IGOs and 75 NGOs. These partnerships provide valuable support for the delivery of capacity-building activities. They have also promoted the effectiveness of technical cooperation by increasing general awareness of IMO's mandate.</p> <p>IMO has also taken an active role in ocean governance and formed strong partnerships with other UN organizations and international bodies to protect the health of the oceans and move towards a sustainable blue economy.</p> <p>IMO partnership arrangements are being strengthened as the 2030 Agenda is implemented with a focus on the specific implementation needs of IMO Member States.</p> <p>The IMO SDGs Strategy specifically calls for strengthening or developing new partnerships in the areas for the implementation of the SDGs (including strengthening partnerships with other UN bodies, industry, NGOs and ports, with focus on SDGs 5, 9, 13 and 14). The SDGs Strategy also call on IMO to continue working closely, as a partner agency, with the custodian agency (UNEP) when it comes to SDG14.1.1. which measures floating plastic litter as a global indicator of marine pollution.</p>
What are some of the ways in which your organization has taken steps to leverage these interlinkages? What was the impact?	<p>As a specialized agency of the United Nations responsible for global standards for safe, secure, clean and efficient maritime transport, the International Maritime Organization (IMO) has an important role to play in helping Member States to achieve the 2030 Agenda.</p> <p>IMO is actively working towards the 2030 Agenda and is contributing to the implementation of the SDGs both through providing the legislative framework for international shipping that enables sustainable development and through specific capacity building activities.</p> <p>The IMO's Strategic Plan (2018-2023) makes direct reference to the need for IMO to meet the 2030 Agenda and support Member States in their implementation efforts. The IMO Secretariat's SDGs Strategy sets out a strategic approach to identify, analyse and address emerging issues and opportunities to further support Member States in their implementation of the 2030 Agenda for Sustainable Development.</p>

	<p>This IMO SDGs Strategy highlights the interconnectivity of the SDGs and the important contribution of IMO to all SDGs. In line with this Strategy, specific indicators are envisaged, to ensure a more tangible approach to IMO's and the shipping industry's contribution in relation to targeted SDGs, including 5 (gender equality), 9 (industry, innovation and infrastructure), 13 (climate action) and 14 (life below water).</p> <p>The SDGs Strategy stresses IMO's commitment to providing Member States with strengthened and more targeted SDGs support. The IMO Secretariat will seek to ensure that capacity building activities are fully linked with the 2030 Agenda and SDGs. This includes making sure that any projects consider gender diversity and the needs of women and girls (gender markers). Projects should be aimed at assisting Member States in their implementation of the 2030 Agenda.</p> <p>Partnership with ports is of special importance for IMO when it comes to the implementation of the 2030 Agenda. An effective ship-port interface is crucial to the building of resilient infrastructure – which is core to SDG9.</p>
What gaps have you identified in the area relevant to the topic of this IPWG under your respective mandate?	
Please describe concrete examples where ocean action is scaled up based on science and innovation in to leverage these synergies.	
What kind of measures/interventions should be promoted to fill existing gaps and to assist Member States in scaling up ocean action based on science and innovation in relation to the topic of this theme?	
<p>What kind of new partnerships/opportunities have you identified which could be showcased at the 2020 UN Ocean Conference in relation to this theme?</p> <p>Also, please articulate good practices and lessons learned in the implementation of partnerships relevant to</p>	<p>IMO was the first UN agency to institutionalize its Technical Cooperation Committee, a body that continues to oversee IMO capacity building programme and projects - where IMO acts as an executing or cooperating agency.</p> <p>The Integrated Technical Cooperation Programme (ITCP), a framework of regional and global programmes, helps developing countries implement international maritime rules and standards.</p> <p>In addition, IMO has significant and expanding major project portfolio, which builds on partnerships with UN, Member States, stakeholders and industry. Several of IMO's Major Projects are could be showcased, including:</p> <ul style="list-style-type: none"> • GEF- UNDP-IMO Global Maritime Energy Efficiency Project (GloMEEP)

the topic of this IPWG that you may wish to share?	<ul style="list-style-type: none"> • GEF- UNDP-IMO GloFouling Project (in partnership with IOC) • IMO-EU Project "Capacity Building for Climate Mitigation in the Maritime Shipping Industry" (GMN) • IMO-FAO-Norway “Building Partnerships to Assist Developing Countries to Address the Issue of Marine Litter from Sea-based Sources” (GloLitter Partnerships)
Please outline key questions you consider relevant to the panel discussions to be held at the interactive dialogue on the topic of this IPWG.	<ul style="list-style-type: none"> • Translating science into policy, how science underpins and supports the global ocean regulatory frameworks
Please identify any additional recommendations that should be put forward for consideration by the 2020 UN Ocean Conference relevant to the topic of this IPWG.	