

Let me start by reminding you of the essential role international shipping plays in the facilitation of world trade. It is in fact the most cost-effective and energy-efficient mode of mass cargo transport, and is a key pillar of the development of a sustainable global economy.

The International Maritime Organization (IMO) is responsible for global regulation of all aspects of international shipping and has a key role in ensuring that lives at sea are not put at risk, and that the environment is not polluted by ships' operations –in short we say: **Safe, secure and efficient shipping on clean oceans.**

We are therefore primarily a normative Organization, and we have adopted mandatory measures to regulate energy efficiency from a global sector, international shipping. These were adopted in July 2011 and entered into force on 1 January 2013. There are two sets of regulations for the energy efficiency of internationally trading ships:

- First, the Energy Efficiency Design Index (EEDI) for new ships. It applies to ships when built, and mandates ships to be more efficient than an agreed average baseline. By 2025 ships will be approximately 25% more energy efficient. The EEDI is a non-prescriptive, performance-based regulation that leaves the choice of technologies to use in a specific ship design to the industry.

- Second, a Ship Energy Efficiency Management Plan (SEEMP) for all ships has also been introduced. This is an operational tool to monitor and improve the energy efficiency of a ship in a cost-effective manner.

This is what we already have established. Following the Paris Agreement, IMO Member States meeting in London last month made some important decisions and commitments on further efforts in relation to reducing international shipping's carbon footprint.

It was recognized that in order to make sound and sustainable decisions, further data is needed. As such, the development of a data collection system for ships has been agreed which will follow a three-step approach: data collection, data analysis, followed by decision-making on what further measures, if any, are required.

A Roadmap for developing a Comprehensive IMO strategy on reduction of GHG emissions from ships has also been agreed. The Roadmap contains a list of activities, with relevant timelines, and the commitment to develop an initial strategy in 2018, so in just two years. It all leads to the adoption of a strategy in 2023 to include short-, mid-, and long-term further measures, as required, including implementation schedules.

IMO is therefore fully committed to deliver on necessary reduction measures.

As I said earlier, IMO is a normative Organization and therefore our direct involvement in assisting Member States is limited by our mandate.

We do however, have a programme of technical co-operation and also focus on transfer of technology, which is part of our energy efficiency regulations. These require Administrations, in co-operation with the IMO and other international bodies, to promote and provide support to Member States, especially developing States that request technical assistance.

Furthermore, with financial support from the Global Environment Facility (GEF) and UNDP, we have established the project "Transforming the global maritime transport industry towards a low carbon future through improved energy efficiency" (GloMEEP Project).

Through the GloMEEP Project, a number of countries are currently being supported in taking a fast-track approach to pursuing relevant legal, policy and institutional reforms to support the effective implementation of IMO's energy efficiency requirements.

Finally, IMO is working to establish a global network of Maritime Technology Cooperation Centres (MTCCs), to promote the uptake of low-carbon technologies and operations in maritime transport. This four-year project, supported by €10 million funding from the European Union, is designed to help beneficiary countries limit and reduce GHG emissions from their shipping sectors, by encouraging the uptake of innovative energy-efficiency technologies.

Thank you.

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