

THE CARBON FOOTPRINT OF SHIPPING



2009 is a crucial year for the world's climate. If the world cannot agree on substantial reductions in emissions of greenhouse gases, climate change will have a devastating effect on human populations and the natural environment. Urgent action is needed. Every sector has to take steps. A coalition of NGO's calls on the maritime industry, whose emissions have been growing rapidly, to substantially and urgently reduce its carbon footprint.

The world fleet of merchant vessels represents:

2.7% of total global CO₂-emissions **in 2009**

6% of total global CO₂-emissions **by 2020**,
if no action is taken

18% of total global CO₂-emissions **by 2050**,
if CO₂-emissions in other sectors are reduced in a manner
consistent with a 50% probability of keeping warming below 2°C

We can achieve:

20% reduction **by 2020**,
without costs for the industry

40% reduction **by 2020**,
with additional technical and
operational measures

80% reduction **by 2050**,
with IMO GHG Study 2009 measures
and technological development

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International shipping emits 870 million tonnes of CO₂ annually, or 2.7% of global CO₂ emissions (an increase of 85% since 1990). This share is projected to rise to 1250 million tonnes or 6% of global emissions by 2020. If CO₂ emissions in other sectors are reduced in a manner consistent with a 50% probability of keeping global warming below 2°C, then shipping could represent up to 18% of total global CO₂ emissions by 2050. This percentage rises dramatically when the objective is to ensure a high probability of staying well below dangerous levels of warming. In more than 10 years of debating and planning, the IMO has failed in its mission to deliver what the 1997 Kyoto Protocol achieved for other sectors: a target for emissions reductions against an agreed

baseline and a framework for achieving these reductions. MEPC 59 has a final chance to act before Copenhagen.

The conclusions of the Second IMO GHG Study 2009 provide a clear basis for IMO action:

- a 20% emissions reduction is available by 2020 at no cost to industry,
- improved ship design can reduce GHG emissions by 10-50%,
- improved operations can achieve another 50%,
- slow steaming must be properly assessed and introduced,
- the IMO needs to agree binding EEDI, EEOI and SMP standards, and
- introduce financial incentives for the industry.

The UNFCCC should set a sectoral reduction target for shipping of 40% below 1990 levels by 2020 and 80% below 1990 levels by 2050. The 2020 target is attainable with the measures outlined in the Second IMO GHG Study 2009. The 2050 target will require new technology, particularly the use of renewable energy for propulsion.

Measures should apply to all ships regardless of their flag. Income generated through emissions trading or from international maritime levies should be allocated to developing countries for adaptation and mitigation. A maximum of 5% of such funds could be retained by the IMO for environmental projects channelled under the Technical Co-operation Programme.

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