



**MIKE HALFERTY**  
**MINISTER OF TRANSPORTATION & COMMUNICATION**  
**THE REPUBLIC OF THE MARSHALL ISLANDS**  
**International Maritime Organization, London**  
**3 July 2017**

**PRESS STATEMENT**<sup>1</sup>

- *lakwe aolep*, hello everyone and greetings from the Marshall Islands.
- Under the Paris Agreement, over 150 countries have promised to do their best to keep average global temperature increases within 1.5 degrees.
- Achieving the 1.5 degrees limit is essential for the survival of my country and others like it. And no country is immune from the impacts of climate change.
- But the 1.5 degrees limit will only be achieved if every country and every sector takes ambitious climate action. That includes international shipping.
- Last year in Montreal we secured a historic step towards curbing aviation emissions. I was there and helped lead the charge with the High Ambition Coalition.
- The maritime sector has taken some welcome steps to reduce emissions. I welcome the launch last week of the Global Industry Alliance to Support Low Carbon Shipping. However overall, the sector needs to urgently step up its efforts.
- To put it in context, if international shipping was a country, it would be the seventh largest emitter of greenhouse gases in the world. And unless the sector takes additional action to those already planned, emissions from the sector will grow anywhere from 50% to 250% by 2050. That would be as much as all the greenhouse gas emissions from the European Union.

---

<sup>1</sup> Check against delivery



- My country knows the economic importance of shipping more than most. We are the world's second largest flag registry. And as an island nation, we rely on shipping for almost everything, including food. Our transportation costs are already amongst the highest in the world.
- But climate action and economic growth go hand-in-hand. Acting on shipping emissions is no different. The best analysis has shown that. This is why many shipping associations and carrier companies have already pledged their support for a target, or have adopted their own. And as the OECD and others have made clear, the cost of delaying action to address climate change will be far greater to the global economy than acting now.
- **The IMO must this week send a very clear signal that it will take serious and ambitious climate action and that it will play its full part in delivering the goals of the Paris Agreement.**
- **That signal should be that the IMO is committed to the decarbonization of international shipping by the second half of the century.** That vision should be captured in the 2018 initial strategy.
- The best way to deliver on that vision is to set a sector wide quantified reductions goal to curb greenhouse gas emissions. Such a goal must be part of the 2018 initial strategy, which should also specify binding measures to deliver the necessary greenhouse gas reductions.
- I am confident that the sector will do what needs to be done. I have travelled here from the other side of the world because I am sure we can make progress this week. And because we have to.
- *Kommol tata*, thank you very much.