

INTERSESSIONAL MEETING OF THE  
WORKING GROUP ON REDUCTION OF  
GHG EMISSIONS FROM SHIPS  
2nd session  
Agenda item 3

ISWG-GHG 2/3  
22 September 2017  
ENGLISH ONLY

## **DEVELOPMENT OF DRAFT TEXT FOR INCLUSION IN THE INITIAL IMO GHG STRATEGY**

**Text proposed for a vision and level of ambition**

**Submitted by Kiribati, the Marshall Islands, Solomon Islands and Tuvalu**

### **SUMMARY**

<i>Executive summary:</i>	This document reiterates document ISWG-GHG 1/2/2 requesting that both the vision and the level of ambition contained within the initial IMO Strategy reflect the need for international shipping to fully decarbonize by 2050, in order to be consistent with the Paris Agreement goal of limiting average global temperature increase to no more than 1.5°C
<i>Strategic direction:</i>	7.3
<i>High-level action:</i>	7.3.2
<i>Output:</i>	7.3.2.1
<i>Action to be taken:</i>	Paragraph 12
<i>Related documents:</i>	MEPC 71/WP.5, MEPC 71/WP.7, MEPC 71/17 and ISWG-GHG 1/2/2

### **Background/Introduction**

1 The second meeting of the Intersessional Working Group on the reduction of GHG emissions from ships (ISWG-GHG2) will consider further the vision and the level of ambition to be included in the IMO initial Strategy on reduction of GHG emissions from ships.

2 The Marshall Islands and Solomon Islands sponsored document ISWG-GHG 1/2/2 at the first meeting of the ISWG-GHG, requesting that IMO agrees, as part of an overall strategy to be adopted at MEPC 72, that the level of ambition should be high and an overall target for shipping GHG reductions agreed consistent with a "fair share" of the global burden of reductions necessary to limit average global temperature increase to no more than 1.5°C.

3 Since submitting document ISWG-GHG 1/2/2, the co-sponsors have proactively participated in the ISWG-GHG and subsequent discussion at MEPC 71. In the course of these discussions, and in step with delegations such as the Bahamas, the co-sponsors explored wording for a vision, including "The IMO is committed to the decarbonization of international shipping by the second half of the century."

4 The co-sponsors welcome the open and positive exchanges of views and positions during ISWG-GHG 1 and MEPC 71 and the overall commitment of delegations to move toward agreeing a real and meaningful collective IMO GHG reduction Strategy and the co-sponsors remain committed to continuing our participation in this process. However, the co-sponsors remain concerned that the needs of achieving compromise and accommodating views may mean that the ultimate goal of ensuring the survival of our states and people may be watered down or reduced.

5 Whilst the co-sponsors await the IPCC's Special Report Global Warming of 1.5°C for the exact details of the CO<sub>2</sub> pathway to achieve the 1.5°C temperature goal, the latest climate science can be referenced. This clearly states that GHG emissions for all sectors need to reach net zero in the next 15 to 25 years. International shipping does not have the potential to create negative emissions (e.g. GHG sinks), so will need to reach zero emissions in that timescale. Failure to do so dramatically increases international shipping's share of total anthropogenic CO<sub>2</sub>, imposes a demand on the rest of society to produce negative emissions in order to compensate and greatly increases the risk of failing to achieve temperature stabilisation at 1.5°C.

6 The co-sponsors understand the wording proposed for the vision to decarbonize "by the second half of the century" to mean international shipping would need to reach zero emissions by 2050. Based on the best available science, this is an upper bound limit of what must be achieved.

7 The co-sponsors note that the Paris Agreement provides for regular upward adjustment of GHG reduction policy and commitments over time. The co-sponsors also note that current commitments are not sufficient to meet the temperature goals. Given this the co-sponsors fully expect that in 2020 the global community will put forward more ambitious targets that will need to be taken into account in finalizing the IMO Strategy.

8 Incremental changes to international shipping's vision and level of ambition are unhelpful and potentially ineffective, given the time it can take to develop IMO policy, and for the technology of the global fleet to change. For these reasons, IMO must ensure that its vision and level of ambition are consistent with the latest climate science and UNFCCC policy trajectory, and provide the signals and certainty that the sector needs to invest in emissions reduction.

9 The co-sponsors refer to document ISWG-GHG 1/2/2 for explanation as to why the co-sponsors and other Pacific States maintain this position consistently in both IMO and other international fora.

10 The co-sponsors note our co-sponsorship of document ISWG-GHG 2/12 ("The level of ambition of the comprehensive IMO Strategy on reduction of GHG emissions from ships"). To make the co-sponsors' position clear, in terms of the range of levels of ambition proposed in that submission, the co-sponsors' view is that the level of ambition selected must be the highest possible (i.e. full decarbonization by no later than 2050).

11 The co-sponsors reiterate the importance of an appropriate vision and level of ambition for international shipping. To be consistent with the co-sponsors' region's climate change limit of 1.5°C temperature stabilisation which is needed for our very survival, and the Paris Agreement's goal of pursuing efforts towards 1.5°C, the level of ambition must express an imminent peaking of emissions followed by full decarbonization at the latest by 2050, and the vision must be no weaker than "...decarbonization of international shipping by the second half of the century".

#### **Action requested of the Working Group**

12 The Working Group is invited to consider the information provided above and, in order to ensure average global temperature increase does not exceed 1.5°C, in the initial IMO Strategy:

- .1 agree to include a Vision Statement (in section 2 "Vision"), and adopt the specific wording as drafted in document ISWG-GHG 2/2 "...decarbonization of international shipping by the second half of the century...";
  - .2 include a level of ambition (section 3), and under the subheading 3.1.4 (long-term target and reduction pathway for GHG emissions of international shipping), insert:
    - .1 imminent peaking of GHG emissions at 2008 levels;
    - .2 rapid decline in GHG emissions starting as soon as possible, but no later than 2025; and
    - .3 full decarbonization (to zero GHG emissions) by 2035.
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