

30 November 2009

**Press Release**

**SHIPPING INDUSTRY SUPPORTS GLOBAL CONTROLS ON CO<sub>2</sub> AT COPENHAGEN**

In the final run up to the United Nations' Climate Change Conference in Copenhagen, the International Chamber of Shipping and the Danish Shipowners' Association have issued a strong statement in support of global measures being adopted to reduce shipping's CO<sub>2</sub> emissions significantly.

There is consensus amongst the global shipping industry, which transports about 90% of world trade – as well most of the world's transport ministries – that the most effective means of reducing CO<sub>2</sub> emissions by ships will be for the Copenhagen Conference to give the UN International Maritime Organization (IMO) a mandate to finalize the comprehensive package of technical and economic measures which it has already developed. IMO will be best placed to apply these to all ships in international trade, rather than only to the 35% of the world fleet that is currently registered with nations that are Kyoto Annex I countries.

It is vital that governments avoid 'carbon leakage' from within the shipping sector, and IMO has a successful track record of delivering environment standards for ships that are enforced worldwide. (Additional information can be found at [www.shippingandco2.org](http://www.shippingandco2.org))

The shipping industry notes that the European Union is seeking agreement in Copenhagen for a very ambitious reduction of 20% in emissions by the global shipping sector by 2020 from a 2005 baseline. While it is also noted that aviation, which is currently some 30 times less carbon efficient than shipping is only being asked by the EU to cut its emissions by 10%, the international shipping industry is committed to achieving whatever global target may be set for shipping by governments, provided that the same standards will apply to all ships trading internationally.

However, any targets for the shipping sector should ideally be set by IMO, which will be better equipped to take account of factors such as the predicted expansion of demand for shipping services, which is directly related to the long term growth of the world economy over which the industry has no control.

While the industry accepts that there be may a need for some form of global Market Based Instrument to encourage emission reductions (such as a fuel levy, an emissions trading scheme or a combination of the two) the industry firmly believes that it will be best left for governments, working at IMO, to determine the most effective economic mechanism, and which will have the best chance of being applied on a uniform and global basis and delivering maximum environmental benefit.

**End**

**Notes:**

Additional information (including graphs and images) about the efforts by the shipping industry to reduce CO<sub>2</sub> emissions can be found at [www.shippingandco2.org](http://www.shippingandco2.org).

The International Maritime Organization (IMO) package of measures agreed in July 2009 (and which if given a mandate by Copenhagen will be fully developed by 2011) includes:

Development of a system of energy efficiency design indexing for new ships (similar in concept to the ratings applied to cars and electrical appliances).

A template for a Ship Energy Efficiency Management Plan (SEEMP) for use by all ships. The SEEMP allows companies and ships to monitor and improve performance with regard to various factors that may contribute to CO<sub>2</sub> emissions. These include improved voyage planning; speed management; weather routing; optimising engine power, use of rudders and propellers; hull maintenance and use of different fuel types.

The ingredients for possible economic measures that could be applied globally to shipping in order to encourage emission reductions.

Agreement of key principles for the development of regulations on CO<sub>2</sub> from ships, such as the need for the same measures to apply regardless of a ship's flag and to be of genuine environmental benefit.