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Destinataire:	Comité des représentants permanents (1 ^{re} partie)
N° doc. préc.:	7489/1/22 REV 1
Objet:	Préparation d'OMI/MEPC 78 (Londres, 6-10 juin 2022) – Projet de soumission des États membres et de la Commission à la 78 ^e réunion du Comité de la protection du milieu marin de l'Organisation maritime internationale concernant la révision de la Stratégie initiale de l'OMI sur la réduction des émissions de gaz à effet de serre (GES) provenant des navires

INTRODUCTION

1. Le 23 mars 2022, la Commission a transmis au Conseil un document informel contenant un projet de soumission à la 78^e session du Comité de la protection du milieu marin de l'Organisation maritime internationale (OMI) concernant la révision de la Stratégie initiale de l'OMI sur la réduction des émissions de gaz à effet de serre (GES) provenant des navires. Le délai pour transmettre la soumission au secrétariat de l'OMI est le 1^{er} avril 2022.
2. Cette soumission fait partie d'un large éventail de propositions et d'actions des États membres et de la Commission au sein de l'OMI afin d'atteindre les niveaux d'ambition de la Stratégie initiale et de faire progresser le travail sur la réduction des émissions des gaz à effet de serre provenant du transport maritime international.

3. La Stratégie initiale prévoit l'adoption d'une stratégie révisée au printemps 2023. Dans cet objectif, le présent document propose que le MEPC 78 établisse une session spécifique du groupe de travail intersessions ISWG-GHG afin d'élaborer une stratégie révisée ; il est proposé que cette session se tienne entre le MEPC 78 et le MEPC 79.
4. La soumission a été élaborée par le Royaume-Uni, qui a invité les États membres et d'autres partenaires internationaux à la soutenir en tant que coauteurs. Elle servira de base pour les discussions et négociations ultérieures au sein de l'OMI pour faire avancer la révision de la Stratégie initiale.

TRAVAIL DES INSTANCES PRÉPARATOIRES DU CONSEIL

5. Les membres du groupe "Transports maritimes" ont examiné le projet de soumission lors de sa réunion informelle du 23 mars 2022. Lors de cette réunion, les États membres sont convenus de soutenir la soumission en tant que coauteurs.
6. La Commission est d'avis que le contenu du projet de soumission relève de la compétence exclusive de l'UE, étant donné qu'il est largement couvert par la législation de l'UE. Toutefois, le groupe «Transports maritimes» estime que la proposition relève de la compétence exclusive de l'Union seulement si et dans la mesure où les sujets traités sont couverts par la législation de l'UE. Par conséquent et dans la mesure où les sujets traités par la soumission ne sont pas largement couverts par la législation de l'Union, il est estimé que la soumission doit être faite par les États membres dans le cadre d'une compétence partagée et que cette soumission ne doit pas être interprétée comme l'exercice d'une compétence partagée de l'Union.
7. La question de savoir qui devrait transmettre le projet de soumission reste toutefois non résolue. La Commission considère que la soumission devrait être transmise par "la Commission européenne au nom de l'Union européenne", tandis que les États membres sont de l'avis qu'elle devrait être transmise au nom des États membres et de la Commission européenne.

8. Vu l'importance et l'urgence de la soumission, le groupe a décidé de suggérer qu'elle soit transmise au nom des États membres et de la Commission européenne, en prenant bonne note de la position de la Commission.
9. Enfin, le groupe «Transports maritimes» demande une nouvelle fois à la Commission de présenter des propositions à l'OMI en temps utile pour permettre un examen approprié des questions de procédure et de fond lors d'au moins deux réunions du groupe.

CONCLUSION

10. Compte tenu de ce qui précède, le Comité des représentants permanents est invité à approuver le projet de soumission.
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MARINE ENVIRONMENT PROTECTION
COMMITTEE
78th session
Agenda item 7

MEPC 78/7/XX
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REDUCTION OF GHG EMISSIONS FROM SHIPS

Revision of the IMO Strategy on Reduction of Greenhouse Gas Emissions from Ships

Submitted by Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, the United Kingdom¹ and the European Commission

SUMMARY

Executive summary: This document proposed the committee establish a dedicated session of the Intersessional Working Group on Reduction of Greenhouse Gas Emissions to develop a revised strategy on to be held between MEPC 78 and MEPC 79.

Strategic direction, if applicable: 3

Output: 3.2

Action to be taken: 20

Related documents: MEPC 77/7/3, MEPC 77/7/15 and MEPC 77/7/27.

Background

1. In 2018, the Organization adopted the *Initial IMO Strategy on Reduction of Greenhouse Gas Emissions from Ships* (the 'Initial Strategy') (MEPC.304(72)). The Initial Strategy indicates that a revised strategy should be adopted in Spring 2023 in accordance with the *Roadmap for developing a comprehensive IMO Strategy on reduction of GHG emission from ships* (The Roadmap).
2. Member States submitted three key documents for discussion at MEPC 77 on the levels of ambition and revision of the Initial Strategy:
 - .1 MEPC 77/7/3 inviting the Committee to adopt a resolution recognising that international shipping reaching zero GHG emissions by 2050 is essential to keep the Paris Agreement temperature goals within reach.
 - .2 MEPC 77/7/15 identifying issues that the IMO should address when revising the Initial Strategy, along with a proposed process to undertake the revision.

¹ Other third States might be included as co-sponsors of the submission.

- .3 MEPC 77/7/27, supporting MEPC 77/7/3, and calling for the zero GHG emissions by 2050 target to be incorporated into a revised Initial Strategy.

3. In accordance with the Roadmap, MEPC 77 initiated the review of the Initial Strategy and invited concrete proposals on the revision of the Initial Strategy in line with the following terms of reference:

“Taking into account the progress made by the Organization since the adoption of the Initial GHG Strategy, the "key stages" for the adoption of a Revised IMO GHG Strategy, as set out in section 6.2 of the Initial GHG Strategy, relevant data, and in accordance with the timeline described in the Programme of follow-up actions of the Initial IMO Strategy on Reduction of GHG Emissions from Ships up to 2023, conduct a revision of the Initial GHG Strategy with a final draft Revised IMO GHG Strategy to be considered by MEPC 80 (spring 2023), with a view to adoption.”

4. This submission discusses the 2050 level of ambition and propose next steps for further work to ensure a Revised Strategy is adopted by MEPC 80 in spring 2023.

Discussion

2050 level of ambition

5. The vision set out in the Initial Strategy is that the IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in this century.

6. The levels of ambition in the Initial Strategy include peaking GHG emissions from international shipping as soon as possible, and then by at least 50% by 2050 compared to 2008 levels, while pursuing efforts towards phasing them out as called for in the vision as a point on a pathway of CO₂ emissions reduction consistent with the Paris Agreement temperature goals.

7. MEPC 77, in view of the urgency for all sectors to accelerate their efforts to reduce GHG emissions as emphasised in the recent IPCC reports and the Glasgow Climate Pact, recognised the need to strengthen the ambition of the Initial Strategy during its revision process.

8. In the context of strengthening the levels of ambition to be incorporated in the Revised Strategy, the co-sponsors propose a level of ambition which provides a specific date of no later than 2050 to phase out GHG emissions from international shipping. Such a target will:

- .1 Reflect the progress of the Organization since 2018;
- .2 Reflect the progress of the wider global efforts to tackle climate change;
- .3 Provide increased certainty to the sector;
- .4 Bring shipping closer to specifying rates of reductions in GHG emissions that are aligned with the climate science of what is needed to avoid exceeding 1.5°C.

Convergence of the international community around a 2050 decarbonisation target

9. There are strong arguments for the IMO to adopt a 2050 target to decarbonise international shipping.
10. From a climate science perspective, the August 2021 Working Group I contribution to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change reported that limiting human-induced global warming to a specific level will require reaching at least net zero CO₂ emissions globally, along with strong reductions in other GHG emissions. If the world is to stay on a 1.5°C pathway in line with our collective commitments under the Paris Agreement. International shipping needs to contribute to the global effort. This will require decarbonisation of the sector by 2050.
11. From an industry perspective, there are increasing calls from the sector for the IMO to adopt such a target, or go even further. In autumn 2021, more than 230 industry leaders and organisations from across the value chain signed the *Call to Action for Shipping Decarbonisation*, urging governments to commit to decarbonising international shipping by 2050. Autumn 2021 also saw the announcement of the 2040 ambition statement facilitated by Cargo Owners for Zero Emission Vessels (coZEV), through which a group of corporations stated their intention to switch all their ocean freight to vessels running on zero-carbon fuels by 2040. Additionally, ICS set out their support in MEPC 77/7/22 for the consideration of a target of net zero GHG emissions by 2050, alongside specific recommended policy measures and actions to achieve this.
12. As an internationally agreed strategy for sectoral emissions reduction, the revised strategy needs to keep pace with the momentum of the industry. It should respond to and reflect calls for regulatory certainty, to both provide a clear overarching target and ensure that mid- and long-term policy instruments can be developed with an updated and unequivocal target in mind.
13. From a political perspective, Member States are increasingly rallying around a more ambitious 2050 target. At COP26, under the *Declaration on Zero Emission Shipping by 2050*, 14 States pledged to work at the IMO to adopt a goal of zero emissions from international shipping by 2050. Some States also voiced their support for this target during the discussion of the revision of the Initial Strategy during MEPC 77. This is particularly highlighted in the statement of Tonga which is annexed to the report of MEPC 77 and supported by over 30 Member States.
14. It is important to note that some States support a target of international shipping reaching 'zero' emissions by 2050, while others have stated their support for 'net zero' emissions by 2050, and others for 'carbon' or 'climate neutrality' by 2050.
15. The exact terminology and definition of a 2050 target will need to be decided in the process of revising the Initial Strategy. This will need to be done in such a way that ensures there is no confusion or conflicting interpretation of the agreed targets. However, what is currently clear is that there is political convergence around 2050 being the year by which international shipping no longer contributes to climate change.

Additional revisions of the Initial Strategy

16. There are also other important parts of the Initial Strategy, beyond the 2050 level of ambition. Other elements to consider in the revision of the Initial Strategy could include, *inter alia*, strengthening the current 2030 level of ambition and introducing an additional progress checkpoint in 2040 (based on emissions reduction targets and/or indicative sectoral transition targets), updating the candidate measures to reflect past and ongoing work, and reviewing the timeline and follow-up actions.

Proposal

17. There is a need to conduct significant further work on the levels of ambition to be included in the Revised Strategy, taking into account the latest data and climate science. There are also other important elements of the Initial Strategy which need to be revised. In the process of that revision, consideration must be given to impacts on States and an equitable transition.

18. Given the growing support for a strengthened 2050 level of ambition, the cosponsors propose that this work should be carried out within the framing of 2050 being the phase-out date for GHG emissions from international shipping.

19. To achieve these steps in the revision, it is proposed that a dedicated session of the Intersessional Working Group on Reduction of GHG Emissions from Ships takes place between MEPC 78 and MEPC 79 to consider concrete proposals on the revision of the Initial Strategy with the draft terms of reference presented in the Annex.

Action requested of the Committee

20. The Committee is invited to note the information presented in paragraphs 5 to 17 and consider the proposals in paragraphs 18 to 19 in particular to:

- .1 Schedule a dedicated session of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG) to take place between MEPC 78 and MEPC 79; and
- .2 Consider the draft terms of reference for the proposed ISWG-GHG contained in the Annex.

Annex

Draft terms of reference for ISWG-GHG to consider concrete proposals on the revision of the Initial Strategy

Taking into account submissions submitted to MEPC 77, MEPC 78 and ISWG-GHG 11 and 12 as appropriate, the Intersessional Working Group is instructed to:

1. consider concrete proposals for the revision of the *Initial IMO Strategy on Reduction of Greenhouse Gas Emissions from Ships* (MEPC.304(72), and in particular a strengthened 2050 level of ambition;
 2. Develop a Revised Strategy using the *Initial IMO Strategy on Reduction of Greenhouse Gas Emissions from Ships* as a base document; and
 3. Submit a written report to MEPC 79.
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