

International Maritime Organization (IMO): a global regulator for a global industry



United Nations Specialized Agency mandated to define a **global regulatory framework** to ensure safe, secure and efficient shipping on cleaner oceans



175 Member States, 3 associated members, 143 observer organizations (IGOs and NGOs)



IMO regulates > 50,000 ships trading worldwide



IMO's instruments contain **binding obligations**, which are **enforced globally by flag and port States**; More than 50 mandatory instruments and over 1,000 rules and guidelines approved



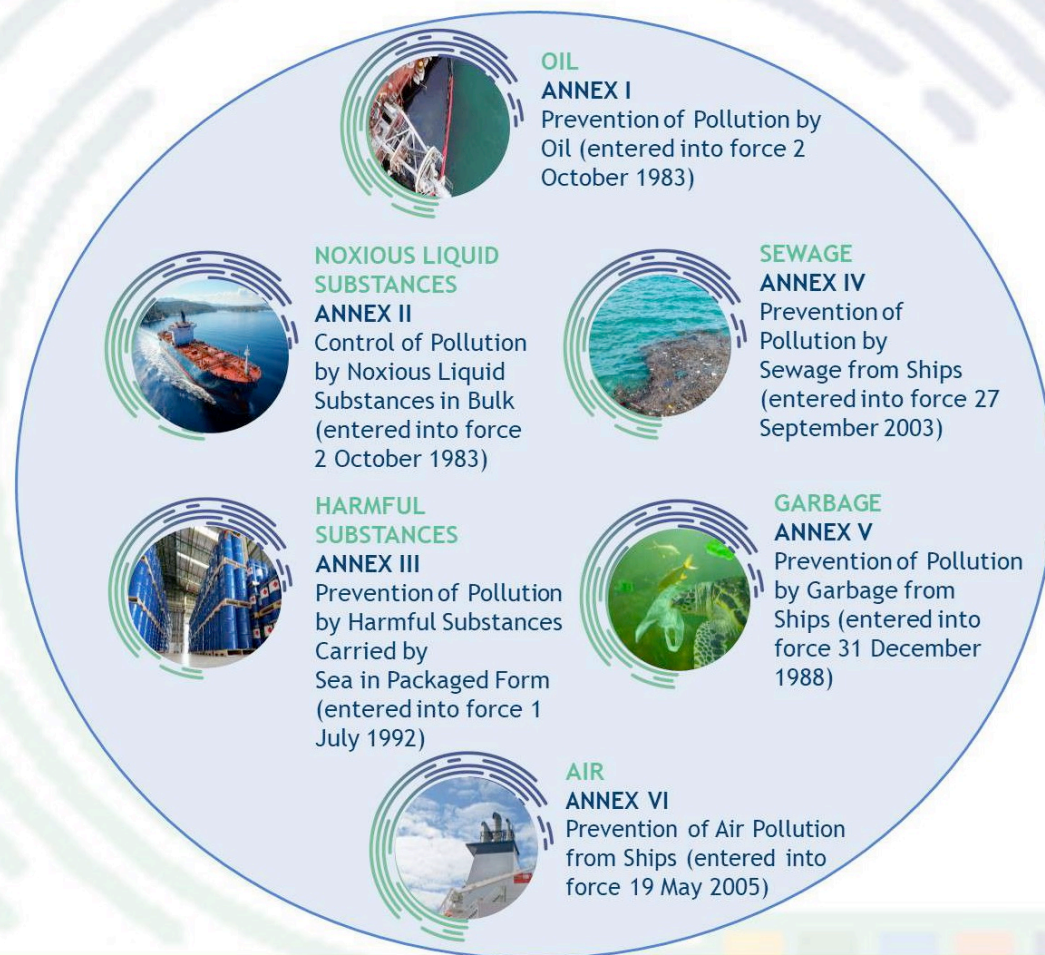
Safe, secure and efficient shipping on cleaner oceans

MARPOL at 50 – Our commitment goes on



How does IMO's marine protection treaty make a difference?

The MARPOL Convention contains six annexes.



HOW THE **POLAR** CODE PROTECTS THE ENVIRONMENT

OIL



DISCHARGES
Discharge into the sea of oil or oily mixtures from any ship is prohibited



STRUCTURE
Double hull and double bottom required for all oil tankers, including those less than 5,000dwt (A/B ships constructed on or after 1 January 2017)



HEAVY FUEL OIL
Heavy fuel oil is banned in the Antarctic (under MARPOL). Ships are encouraged not to use or carry heavy fuel oil in the Arctic



LUBRICANTS
Consider using non-toxic biodegradable lubricants or water-based systems in lubricated components outside the underwater hull with direct seawater interfaces

INVASIVE SPECIES



INVASIVE AQUATIC SPECIES
Measures to be taken to minimize the risk of invasive aquatic species through ships' ballast water and biofouling

SEWAGE



DISCHARGES I
No discharge of sewage in polar waters allowed (except under specific circumstances)



TREATMENT PLANTS
Discharge is permitted if ship has an approved sewage treatment plant, and discharges treated sewage as far as practicable from the nearest land, any fast ice, ice shelf, or areas of specified ice concentration



DISCHARGES II
• Sewage not comminuted or disinfected can be discharged at a distance of more than 12nm from any ice shelf or fast ice
• Comminuted and disinfected sewage can be discharged more than 3nm from any ice shelf or fast ice

GARBAGE



PLASTICS
All disposal of plastics prohibited (under MARPOL)



FOOD WASTES I
Discharge of food wastes onto the ice is prohibited



FOOD WASTES II
Food wastes which have been comminuted or ground (no greater than 25mm) can be discharged only when ship is not less than 12nm from the nearest land, nearest ice shelf, or nearest fast ice



ANIMAL CARCASSES
Discharge of animal carcasses is prohibited



CARGO RESIDUES
Cargo residues, cleaning agents or additives in hold washing water may only be discharged if: they are not harmful to the marine environment; both departure and destination ports are within Arctic waters; and there are no adequate reception facilities at those ports. The same requirements apply to Antarctic area under MARPOL

BACKGROUND INFO

- ❄️ THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS WILL ENTER INTO FORCE ON 1 JANUARY 2017
- ❄️ IT APPLIES TO SHIPS OPERATING IN ARCTIC AND ANTARCTIC WATERS: ADDITIONAL TO EXISTING MARPOL REQUIREMENTS
- ❄️ IT PROVIDES FOR SAFE SHIP OPERATION AND PROTECTS THE ENVIRONMENT BY ADDRESSING THE UNIQUE RISKS PRESENT IN POLAR WATERS BUT NOT COVERED BY OTHER INSTRUMENTS

DEFINITIONS



SHIP CATEGORIES
Three categories of ship designed to operate in polar waters in:
A) at least medium first-year ice
B) at least thin first-year ice
C) open waters/ice conditions less severe than A and B



FAST ICE: Sea ice which forms and remains fast along the coast, where it is attached to the shore, to an ice wall, to an ice front, between shoals or grounded icebergs



ICE SHELF: A floating ice sheet of considerable thickness showing 2 to 50m or more above sea-level, attached to the coast

CHEMICALS



DISCHARGES
Discharge of noxious liquid substances (NLS) or mixtures containing NLS is prohibited in polar waters



2023 IMO GHG Strategy: phasing out GHG emissions as soon as possible while promoting a just-and-equitable transition

Net-zero target

Reach **net-zero GHG emissions** from international shipping by or around, i.e. close to, **2050**, taking into account different national circumstances

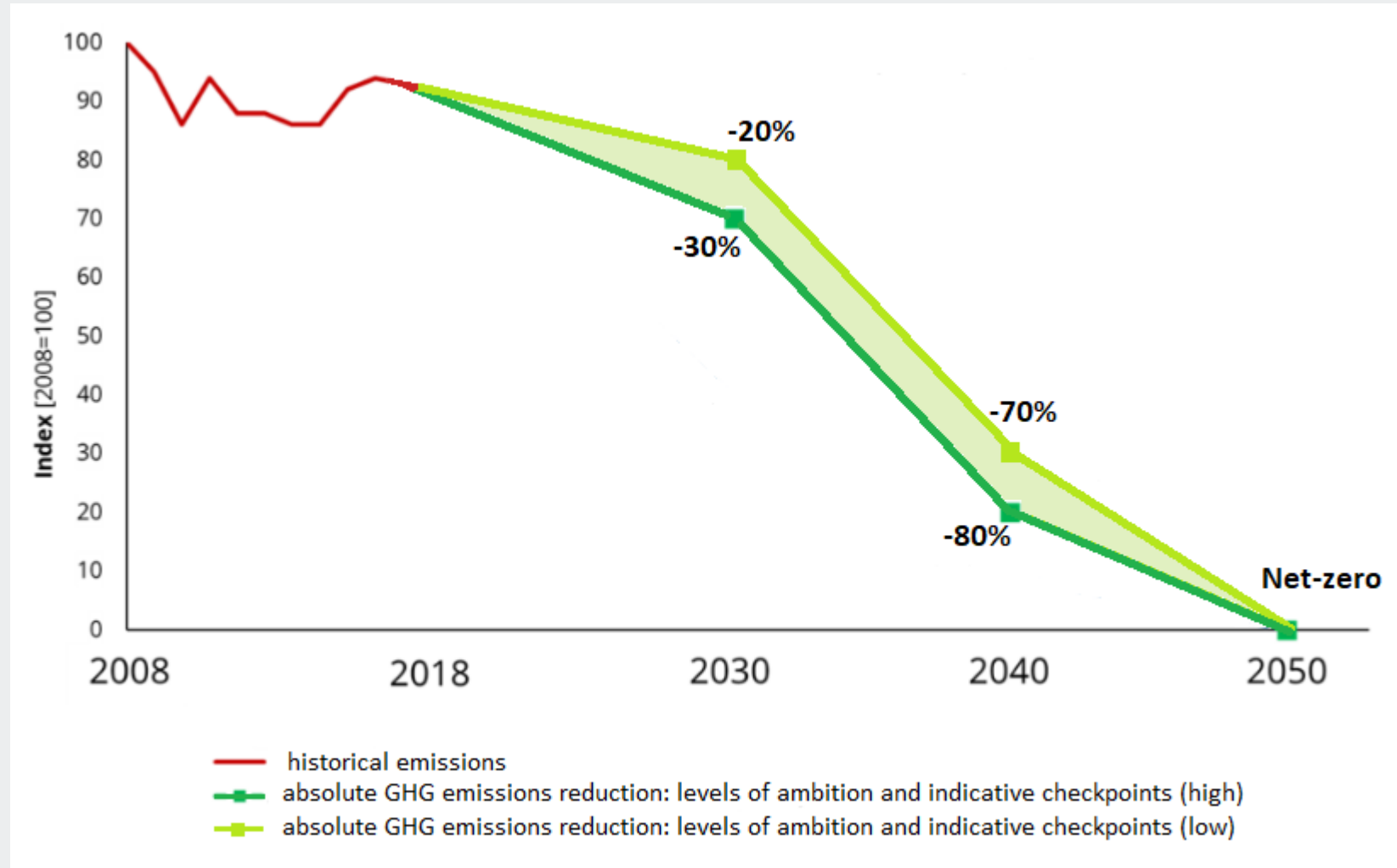
2030 targets

- **5%, striving for 10%, of energy used** by international shipping to be (near) zero emissions fuels, technologies or energy sources
- reduce **total GHG emissions** by **at least 20%**, striving for **30%**, by 2030 compared to 2008

2040 targets

- reduce **total GHG emissions** by **at least 70%**, striving for **80%**, by 2040 compared to 2008

2023 IMO GHG Strategy: outlining the pathway to net-zero emissions



2023 IMO GHG Strategy: commitment to adopt measures by 2025 which will ensure achieving the levels of ambition

Candidate measures

IMO to develop a **basket of candidate mid-term** measures comprising of both:

- **Technical element**, a goal-based marine fuel standard regulating the phased reduction of the marine fuel's GHG intensity; and
- **Economic element**, on the basis of a maritime GHG emissions pricing mechanism
 - **Candidate economic elements** to be assessed observing specific criteria in the comprehensive impact assessment

Basket of measures

- Promote **energy transition of shipping**
- Provide the world fleet with a **needed incentive**
- Contribute to a **level playing field** and a **just and equitable transition**