



MARINE ENVIRONMENT PROTECTION
COMMITTEE
57th session
Agenda item 4

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PREVENTION OF AIR POLLUTION FROM SHIPS

A cross-industry goal-based approach to reduction of GHG emissions from new ships

**Submitted by the ICS, BIMCO, CESA, IACS, INTERCARGO,
INTERTANKO and OCIMF**

SUMMARY

<i>Executive summary:</i>	This document provides comments and proposals from the Tripartite Group of shipyard operators, shipowners and classification societies on the work being undertaken to address the reduction of GHG emissions from future generations of ships
<i>Strategic direction:</i>	7.3
<i>High-level action:</i>	7.3.1
<i>Planned output:</i>	7.3.1.2 and 7.3.1.3
<i>Action to be taken:</i>	Paragraph 10
<i>Related documents:</i>	MEPC 49/INF.19; MEPC 57/4/5 and MEPC 57/4/9

General

1 This document provides comments on document MEPC 57/4/5 and is submitted in accordance with the provisions of paragraph 4.10.5 of the Guidelines on the organization and method of work (MSC/Circ.1099 and MEPC/Circ.405).

Introduction

2 The sponsors of this document represent the interests of shipyards, ship owners and classification societies who have been meeting on an annual basis at 'Tripartite' meetings since 2002. This series of meetings has considered matters of mutual interest and concern, and over the years has markedly increased common understanding amongst its members on issues related to new ship construction and ship building practice across these related interest groups.

3 Amongst the many issues that Tripartite has on its agenda, and arguably the most pressing, is the need to reduce Greenhouse Gas (GHG) emissions from ships. A broad consensus was established that a significant contribution by the maritime industry to improve performance in this respect is required. The Tripartite Group recognizes that the options for increasing the

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efficiency and reducing emissions from new ships are in most cases different from measures that are likely to be applicable to the existing fleet. The composition of the Tripartite meeting lends itself to the consideration of this issue, particularly in the context of new ships. In recognition of this, for the first time, the Tripartite meeting in September 2007 decided to form a Tripartite Working Group in order to pool resources, to share knowledge and to make proposals for achieving reductions for newbuildings. Members of this Working Group have also participated in the MEPC GHG Correspondence Group and note its report (MEPC 57/4/5) with appreciation.

A cross industry goal-based approach

4 The Tripartite Working Group (“Group”) underlines it is of paramount importance that, whether considering measures for new ships or for existing ships, the need to stimulate innovation is fully recognized and that this embraces opportunities at the drawing board and in the shipbuilding yard as well as with respect to the ships themselves. The Group takes the view that a broad, inclusive and goal-based approach is most likely to deliver the best outcome for the global environment and is focussed on this in shaping its work programme.

5 At a recent meeting, the Group undertook to review options for taking advantage of new technologies available in the shipbuilding process, especially in terms of resistance and propulsion efficiency, overall power consumption, use of alternative materials, new shipboard equipment and other options for the design and construction of ships whose operational emission of GHGs will be significantly reduced when compared to the current generation ships.

6 It is becoming clear to the sponsors that improvements in the efficiency of future generations of ships can only appropriately be measured and expressed at the ‘unit’ level (i.e., percentage reduction per ship or arguably per tonne/mile of cargo capacity) and **not** at fleet level. It is not considered appropriate that the improvement in the efficiency of future generations of ships should be measured in some overall term, such as a percentage reduction in emissions from a base-line, as this would require the IMO to become involved in global economic trends that are clearly outside the Organization’s remit – for example, how do we know what the international trading patterns will be in ‘x’ years time? Work is underway to refine this ‘goal-based approach’ and to understand whether there is a preference for a simple concept such as seeking improved efficiency in terms of percentage reduction per tonne mile of cargo capacity (to ensure compatibility with future operational values of existing ships, MEPC/Circ.471) or whether a more complex system would better define the ship at delivery (e.g., MEPC 49/INF.19).

7 The Group is in the process of establishing mechanisms to assess the full range of technical, design and construction options that have a role in reducing the impact of ships on the global environment, and will keep the Committee informed of its findings. Some of the technical options have already been listed in the report of the GHG CG (MEPC 57/4/5) and the Tripartite Group has identified a role for itself in assessing the practical application and cost effectiveness of these and other options to new ship designs.

8 A parallel activity in the Tripartite Group’s current work is to identify an appropriate baseline for emission reduction comparisons and to make decisions on the quantum of efficiency reductions that IMO regulation could most appropriately demand. There is already general agreement that not only is IMO regulation the appropriate control mechanism but that it has a role to play in driving technological enhancements, research and development. The Group is determined to ensure that the Committee is provided with the appropriate technical support.

9 If the Group were to define its aspirations in a single sentence it would be that ‘the platform for the future operation of the shipping industry requires the most efficient, most cost effective ship that can be delivered’.

Action requested of the Committee

10 The Committee is invited to review the information provided and to decide accordingly. In particular, the Committee is invited to consider and endorse:

- .1 the principle, in paragraph 3 above, “that the options for increasing the efficiency of new ships are in most cases different from measures that are likely to be applicable to the existing fleet” and take note of this in the work plan the Committee develops and agrees to address this important issue; and
- .2 the proposal, in paragraph 6 above, that the improvement in efficiency of future generations of ships can only appropriately be measured and expressed at the ‘unit’ level for ships as delivered.
