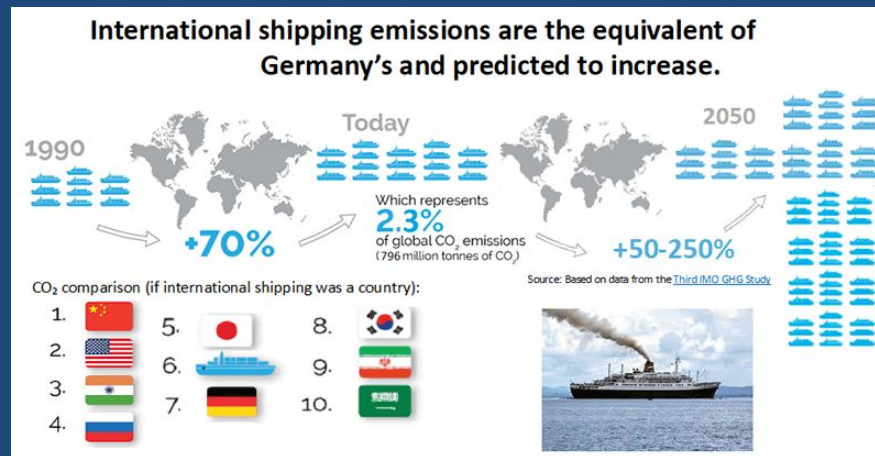


ISWG-GHG 14 outcomes – reflections & lessons learnt

6PAC IMO GHG Talanoa, 2-3 May 2023, Suva

- Overall Debate at IMO



Reflections



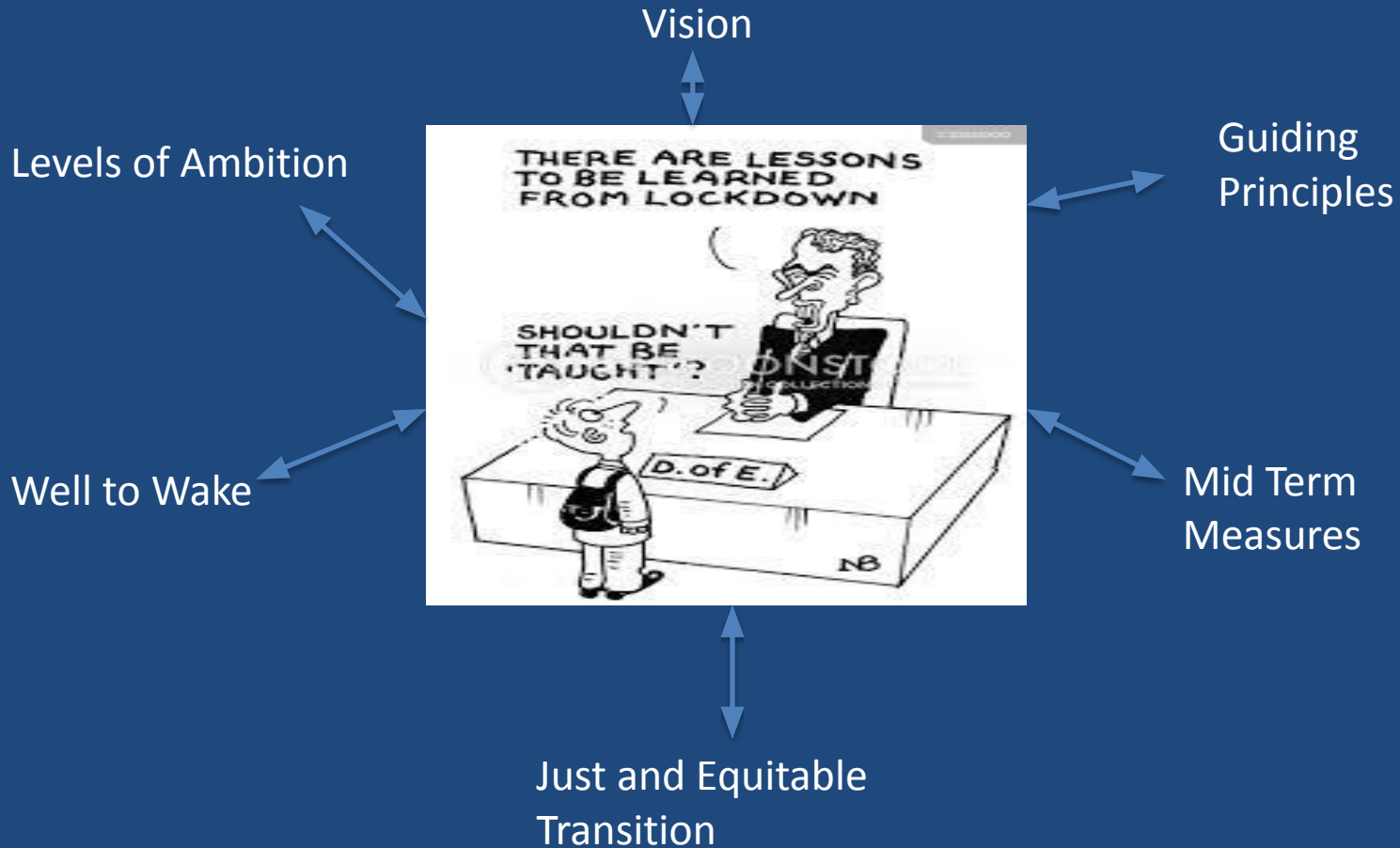
Lessons Learnt



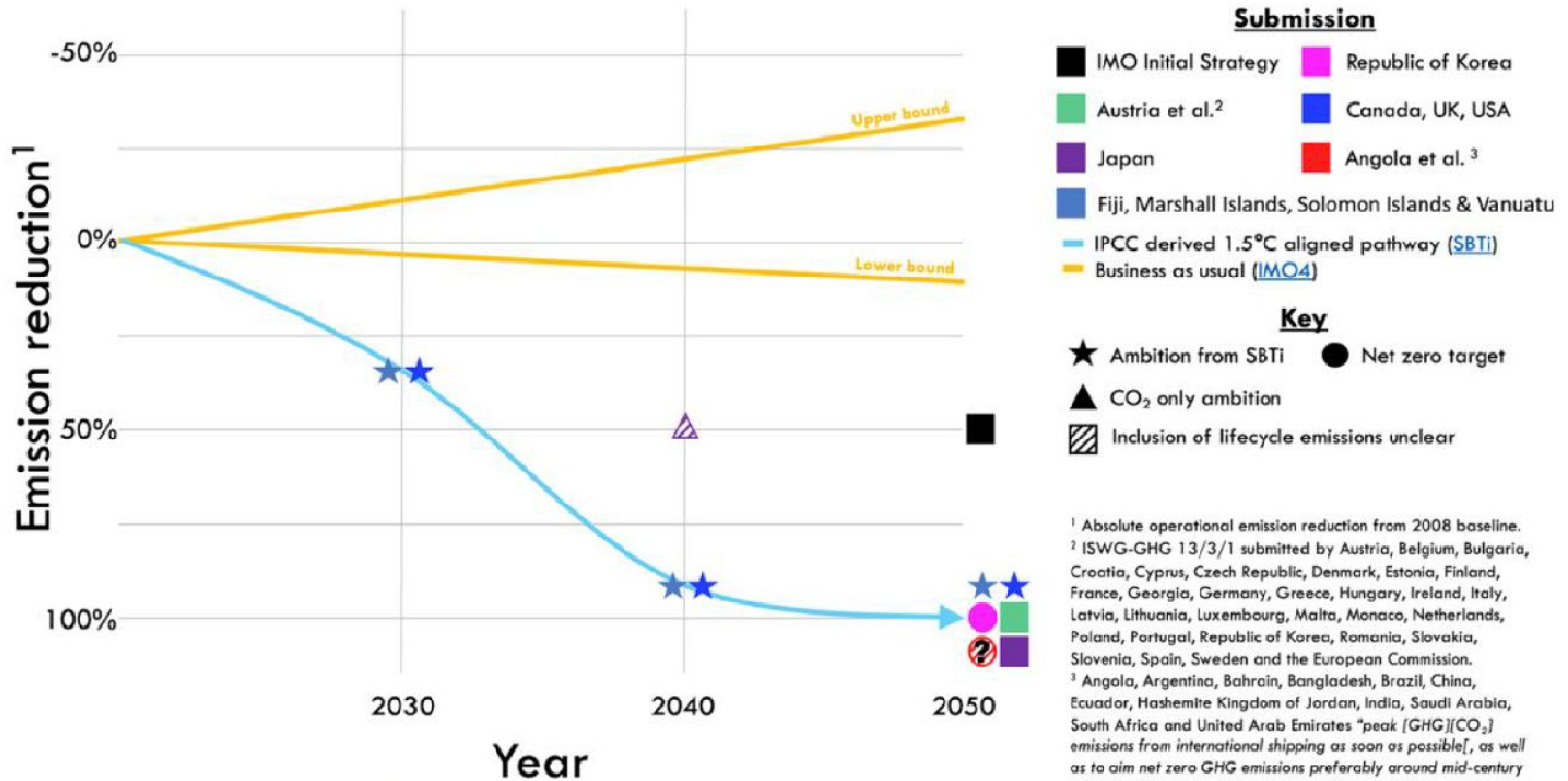


- Zero emissions by 2050
- Fuel Use Target – 5% by 2030
- 2040 GHG reduction target to be defined
- Basket of measures (technical and economic element)
- Just and Equitable Transition
- Principle of Leaving No One Behind

Lessons Learnt Revision of the Initial Strategy



Levels of Ambition



¹ Absolute operational emission reduction from 2008 baseline.
² ISWG-GHG 13/3/1 submitted by Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Netherlands, Poland, Portugal, Republic of Korea, Romania, Slovakia, Slovenia, Spain, Sweden and the European Commission.
³ Angola, Argentina, Bahrain, Bangladesh, Brazil, China, Ecuador, Hashemite Kingdom of Jordan, India, Saudi Arabia, South Africa and United Arab Emirates "peak [GHG][CO₂] emissions from international shipping as soon as possible", as well as to aim net zero GHG emissions preferably around mid-century and before the end of this century." The submission language seems to offer a choice of GHG or CO₂ and a timeline of preferably by 2050 or at least before 2100.

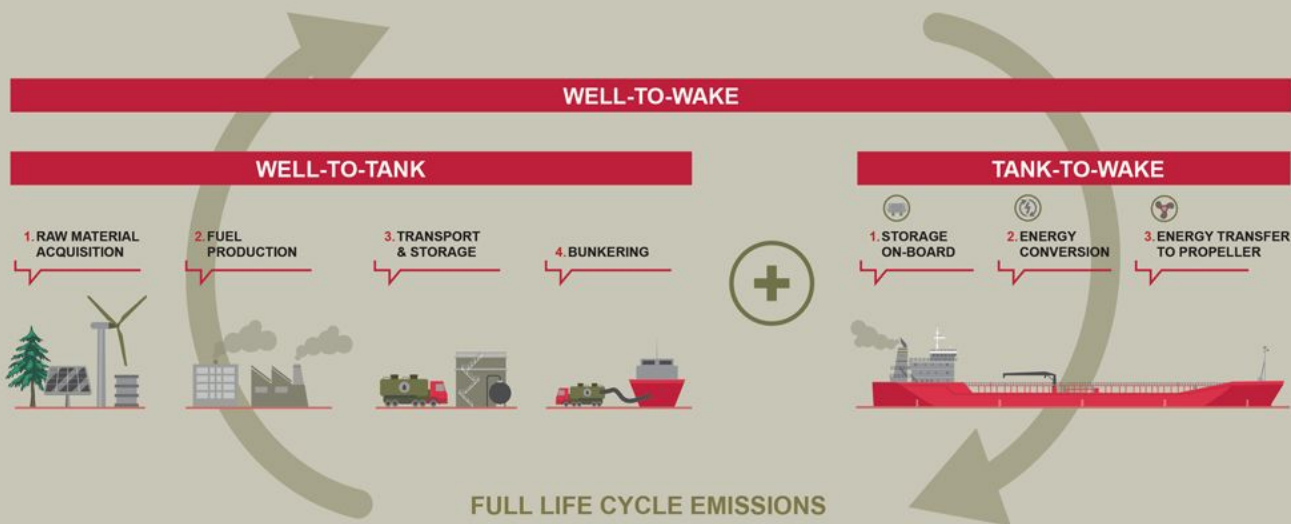
Guiding Principles



Well-To-Wake Emissions

WELL-TO-WAKE EMISSIONS

“Well-to-wake” refers to the entire process from fuel production, and delivery to use onboard ships, and all emissions produced therein.



Mid-Term Measures

- Technical Element and Economic Element – basket of measures

To: All IMO Members
United Nations and specialized agencies
Intergovernmental organizations
Non-governmental organizations in consultative status with IMO

Subject: **Ad-hoc Expert Workshop on comparative analysis of candidate mid-term GHG reduction measures (25 and 26 May 2023) – invitation to nominate experts**

General

1 Following its consideration of proposals for a basket of candidate mid-term GHG reduction measures in the context of Phase II of the work plan for the development of mid-term GHG reduction measures, ISWG-GHG 14 requested the Secretariat to organize a dedicated expert workshop ahead of ISWG-GHG 15 with a view to further supporting the Group's considerations under Phase II of the work plan (ISWG-GHG 14/WP.1/Rev.1, paragraph 106.2).

2 Phase II of the work plan, to take place from spring 2022 to spring 2023, foresees an assessment of the proposed candidate measures, in particular their feasibility, their effectiveness to deliver the long-term levels of ambition of the Initial Strategy and their potential impacts on States with a view to identifying (a) candidate measure(s) to develop further as a priority.

3 The Secretary-General has the honour to invite nominations of experts for an ad-hoc Expert Workshop on comparative analysis of candidate mid-term measures (GHG-EW 3) which will be held in-person on Thursday, 25 May and Friday, 26 May 2023, at IMO Headquarters. With a view to facilitating the registration as well as visa applications by those delegates who require United Kingdom entry visas, the instruction on registration at IMO meetings and procedure governing IMO support for visa applications are set out in annexes 1 and 2.

(Just and) Equitable Transition

1. Will the Revised Strategy represent a commitment to a Just and Equitable Transition and if so, what language will capture this and in what sections?
2. How can this commitment be operationalised in the development, assessment and implementation of mid-term measures (and any other relevant future action)?



Discussion

- Your reflection
- Your lesson learnt
- Overall Experience

