



26 June 2023

**Shipping Sector Emissions  
80th Session of the Marine Environment Protection Committee (MEPC80).**

We, Pacific Elders, deeply concerned with the security impacts of climate change, call upon the International Maritime Organization (IMO), as the UN agency mandated to regulate international shipping, to take meaningful strides in steering the industry towards full decarbonization achieving the 1.5° C targets. We note that the IMO adopted an Initial Strategy for reducing emissions from the sector in 2018 and is expected to adopt a Revised Strategy in early July at the MEPC80.

We would also like to highlight the significance of this meeting for shipping, regional and international trade and climate action generally. The matters under negotiation at MEPC80 will have long-term consequences for our economic and societal futures. As many commentators and experts have noted, MEPC80 is the industry's last opportunity to secure a 1.5°C aligned pathway. Failure to agree on a Revised Strategy will result in a patchwork of regional measures, further isolating developing countries as decarbonization becomes more expensive, and leave them grappling with the impacts on their small and fragile economies with no assistance or intervention.

Shipping is our lifeline in the Pacific. Without it, we would not have access to the crucial energy and supplies needed to power our economies and provide for our people. However, shipping is also a significant source of historical and contemporary emissions that have also contributed to climate harms in the past and will continue to harm the climate system. The climate harms caused by shipping are the negative externalities that have yet to be mitigated and compensated by the industry.

We commend the disciplined and patient diplomatic efforts of the alliance of Pacific States active at the IMO, the "6PAC", in consistently calling for 1.5 °C and for an equitable transition from fossil fuels to be embedded in the IMO's Revised Strategy. An equitable transition ensures that no States are left behind and ensures an equitable distribution of revenues collected by any fund set up by GHG levy on shipping.

We call on IMO member States to ensure that the Revised Strategy includes an overall targets of zero emissions no later than 2050, with hard interim targets for 2030 and 2040. The Revised Strategy should also have a clear basket of measures, which should include a universal, mandatory GHG levy on emissions starting at \$100 per ton of emissions, as proposed by the Marshall Islands and Solomon Islands. A sufficiently high levy on GHG

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emissions could close the price gap between fossil fuels and greener fuels, whilst also generating significant revenues.

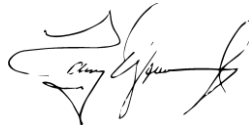
We support the call made by several States and international organizations that revenues from such a levy should be directed to governments, and we support the call made by the 6PAC, that a majority of these revenues should be directed to the priority needs of the countries that are particularly vulnerable to climate change.

We also commend the work of the Micronesian Center for Sustainable Transport (MCST) in providing technical, policy, and legal support to the Pacific alliance at IMO negotiations.



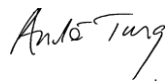
**Hilda Heine,**

Former President of the Republic of the Marshall Islands



**Thomas "Tommy" Remengesau,**

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cc

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Development Partners & Embassies  
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The *Pacific Elders' Voice* is an independent group of Pacific people who have been leaders in the region. Our purpose is to provide guidance and advice that will strengthen Pacific resilience to current and future environmental, security, and human rights threats. We provide constructive policy inputs for current and future challenges and opportunities facing the Pacific.

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