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REDUCTION OF GREENHOUSE GAS EMISSIONS FROM SHIPS

The « Tony de Brum » declaration on reduction of greenhouse gas emissions from ships

Submitted by France and the Marshall Islands

SUMMARY

The co-sponsors call the attention of the Committee to the “Tony de Brum” Declaration on reduction of greenhouse gas emissions from ships, which is supported by many countries.

BACKGROUND

1 At the “One Planet Summit” on the 12 December 2017, when leaders gathered in Paris as a follow up to the Paris Agreement, many countries from all regions of the world expressed their support for, and associated themselves with, the Tony de Brum Declaration.

2 The co-sponsors note that the Declaration remains open for signature.

Action requested of the Committee

3 The Committee is invited to note the Tony de Brum Declaration recalled in the annex of this document:

ANNEX

« Tony de Brum » declaration

“ONE PLANET SUMMIT” - PARIS - 12/12/2017

"Signatory States of this Declaration

reaffirm their commitment to contribute to the achievement of the objectives of the Paris Agreement, namely holding the increase in the global average temperature to well below 2 °C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5 °C above pre-industrial levels, and to achieve a balance between anthropogenic emissions by sources and removals by sinks of greenhouse gases in the second half of this century,

confirm that international shipping, like all other sectors of human activity, must take urgent action in consideration of these vital objectives for the future of the planet and of humanity,

recall the leading role of the International Maritime Organization in defining this action and welcome, inter alia, the process undertaken by IMO to adopt, by 2018, an initial strategy for reducing greenhouse gas emissions from ships, and a revised strategy in 2023,

stress that the initial strategy must set a level of ambition for the sector that is compatible with that of the Paris Agreement, including a peak on emissions in the short-term and then reducing them to neutrality towards the second half of this century,

commit to support the design and implementation by IMO of policy measures that can have an immediate effect to achieve emission reductions, and to promote the development of important mid-to-longer term measures,

recall that the strategy must not compromise the achievement of climate objectives by creating distortions of competition; therefore its provisions should equally apply to all ships regardless of their flag,

consider, however, that the impacts of measures on States, in particular on LDCs and SIDS, and their specific needs, have to be studied in advance and that disproportionate impacts on specific States should be addressed.