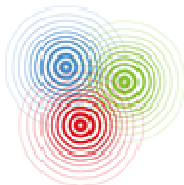


# EGM on Oceans, Seas and Sustainable Development: MARITIME TRANSPORT

MR. JESPER LOLDRUP, HEAD, POLICY AND PLANNING UNIT, OFFICE OF  
THE SECRETARY-GENERAL

AND

MR. EDWARD KLEVERLAAN, HEAD, OFFICE FOR THE LONDON  
CONVENTION/PROTOCOL AND OCEAN AFFAIRS



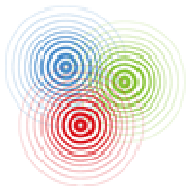
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# IMO

“Safe, Secure and Efficient Shipping on Clean Oceans.”

More than 90 per cent of global trade is carried  
by sea



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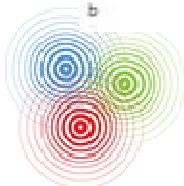
# Development of World Seaborne Trade

Year	Oil	Main bulks <sup>a</sup>	Other dry cargo	Total (all cargoes)
1970	1 442	448	676	2 566
1980	1 871	796	1 037	3 704
1990	1 755	968	1 285	4 008
2000	2 163	1 288	2 533	5 984
2006	2 698	1 836	3 166	7 700
2007	2 747	1 957	3 330	8 034
2008	2 742	2 059	3 428	8 229
2009	2 642	2 094	3 122	7 858
2010 <sup>b</sup>	2 752	2 333	3 323	8 408

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by reporting countries and as published on the relevant government and port industry websites, and by specialist sources. The data for 2006 onwards have been revised and updated to reflect improved reporting, including more recent figures and better information regarding the breakdown by cargo type. Figures for 2010 are estimated based on preliminary data or on the last year for which data were available.

<sup>a</sup> Iron ore, grain, coal, bauxite/alumina and phosphate. The data for 2006 onwards are based on various issues of the *Dry Bulk Trade Outlook* produced by Clarkson Research Services Limited.

<sup>b</sup> Preliminary estimates.

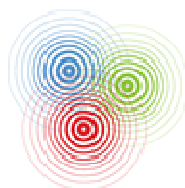


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# Maritime Transport Costs

		<b>Shelf price</b>	<b>Shipping costs</b>
<b>TV set</b>	1 unit	\$ 700.00	\$ 10.00
<b>DVD/CD player</b>	1 unit	\$ 200.00	\$ 1.50
<b>Vacuum cleaner</b>	1 unit	\$ 150.00	\$ 1.00
<b>Scotch Whisky</b>	Bottle	\$ 50.00	\$ 0.15
<b>Coffee</b>	1kg	\$ 15.00	\$ 0.15
<b>Biscuits</b>	Tin	\$ 3.00	\$ 0.05
<b>Beer</b>	Can	\$ 1.00	\$ 0.01

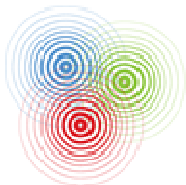


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# Largest Flag States

1. Panama
2. Liberia
3. Marshall Islands
4. Hong Kong, China
5. Bahamas
6. Singapore
7. Greece
8. Malta
9. China
10. Cyprus
11. Italy
12. Japan
13. United Kingdom
14. Germany
15. Norway
16. Republic of Korea
17. United States
18. Isle of Man
19. Denmark
20. Antigua and Barbuda



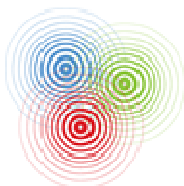
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# Sustainable Maritime Transport

## The Future We Want

133. We note that transportation and mobility are central to sustainable development. Sustainable transportation can enhance economic growth and improve accessibility. [.....]



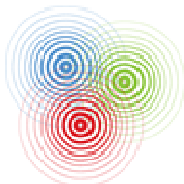
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“I was very encouraged by the outcome document of the Conference, entitled “The Future We Want”. This contains a number of specific areas of relevance to this Organization and international maritime transport, in general. I have, therefore, established an internal mechanism within my Office, with support from all Divisions, to work with our industry partners and interested stakeholders on the development and implementation of Sustainable Development Goals for the maritime transport sector, which will be IMO’s own contribution to the United Nations led work on Sustainable Development Goals.”

Secretary-General Koji Sekimizu

Launch of the 2013 theme for World Maritime Day: “Sustainable Development: IMO’s contribution beyond Rio+20”

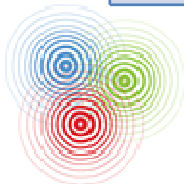


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# Pillars for sustainable maritime development

Safety culture and environmental stewardship	Maritime security and anti-piracy actions
Energy efficiency	Maritime traffic management
New technology and innovation	Maritime infrastructure development
Maritime education and training	Global standards at IMO



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# IMO and the Marine Environment



## The Future We Want

163. “.....the health of oceans and marine biodiversity are negatively affected by marine pollution, including marine debris, especially plastic, .....

We commit to take action to reduce the incidence and impacts of such pollution on marine ecosystems, including through the effective implementation of relevant conventions adopted in the framework of the International Maritime Organization (IMO), ...[...].

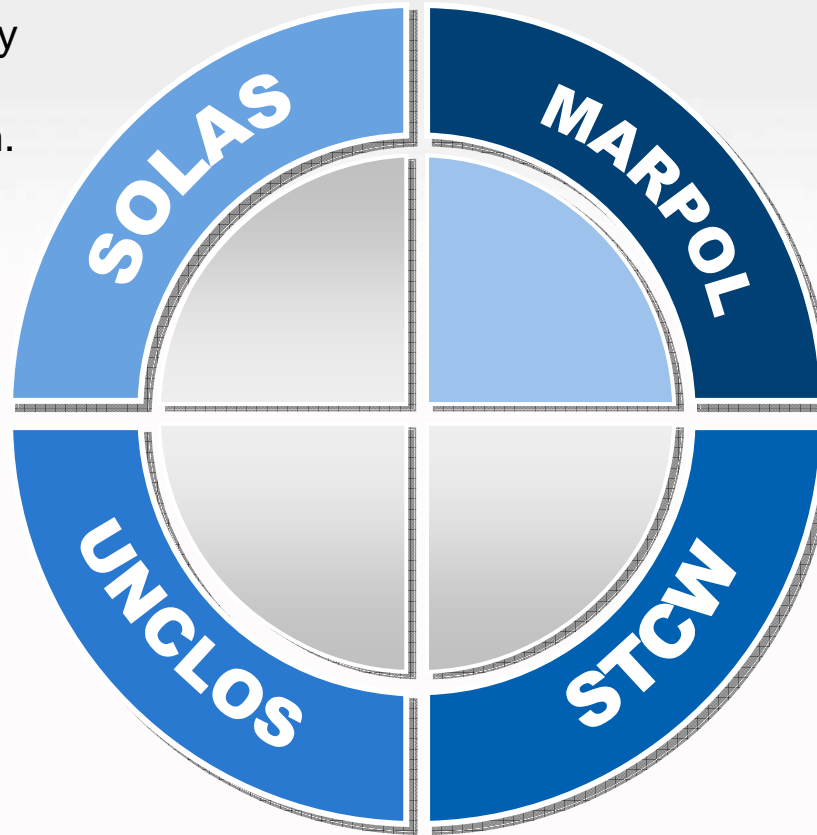


# The regulatory framework



## INTERPLAY SAFETY-ENVIRONMENT-PEOPLE and UNCLOS

Safety requirements apply to all ships which are subject to the Convention.



Provides the mandatory environmental protection level with zero discharge requirements in some areas.

Legal framework governing the rights and responsibilities of nations in their use of ocean space.

Guidance and recommendations for training and competency of officers and masters on ships.

# IMO and the Marine Environment



21 out of 53 international treaty instruments adopted by IMO so far are directly environmentally related

In the marine environment, IMO deals with issues regarding:

Shipping related pollution prevention and response (MARPOL, BWMC and OPRC)

Dumping of Wastes and Other Matter (LC and LP)



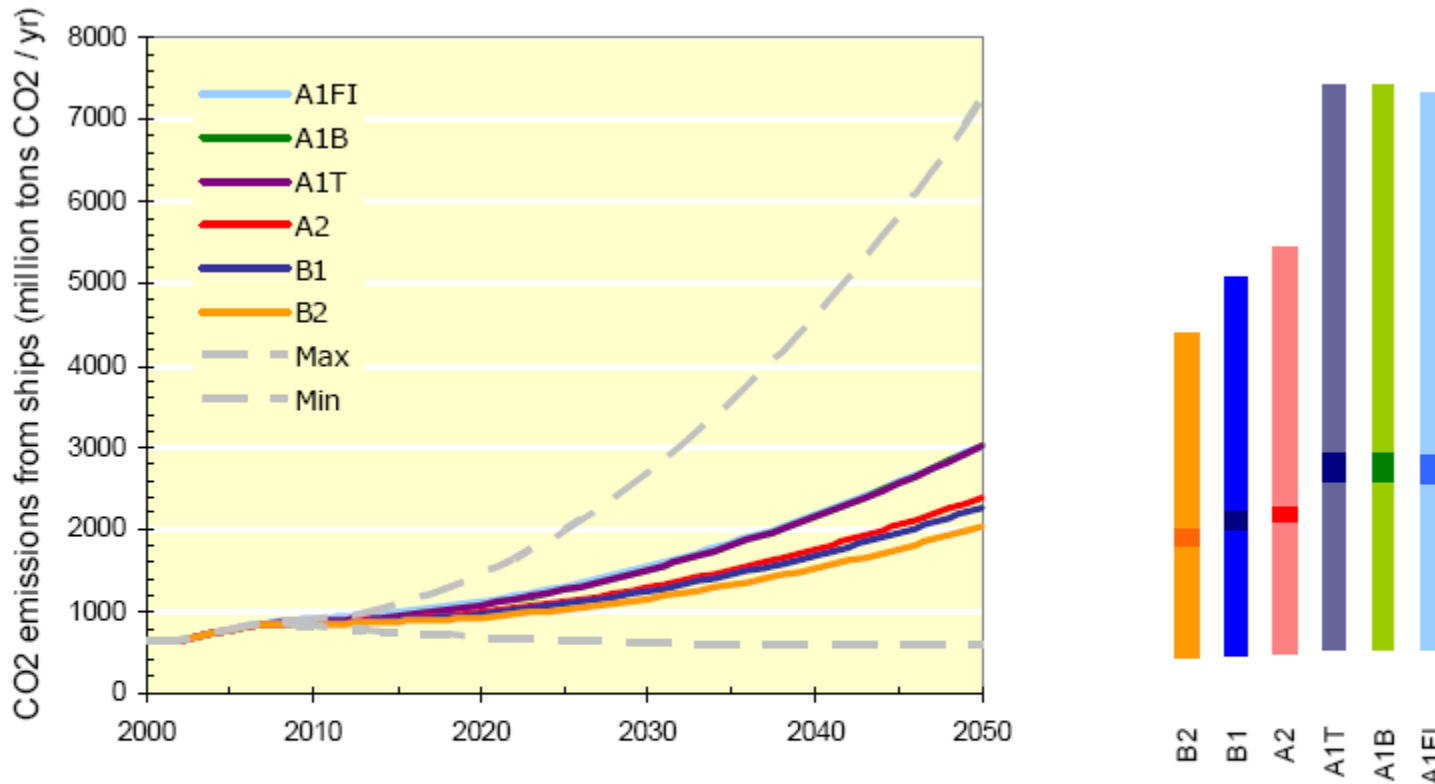
# MARPOL Annexes

Annexes I & II	Annex III	Annex IV	Annex V	Annex VI
Oil and Noxious Liquid Substances	Harmful Substances Carried at Sea in Packaged Form	Sewage from Ships	Garbage from Ships	Air Pollution from Ships
In Force	In Force	In Force	In Force	In Force
152 Parties	138 Parties	131 Parties	145 Parties	72 Parties
99% of World Tonnage	97% of World Tonnage	89% of World Tonnage	98% of World Tonnage	94% of World Tonnage

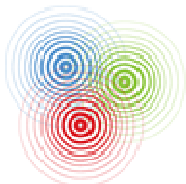
Not quite universal – but getting there!



# CO<sub>2</sub> Emissions from International Shipping



**Figure 7-7 – Trajectories of the emissions from international shipping. Columns on the right-hand side indicate the range of results for the scenarios within individual families** Source: 2<sup>nd</sup> IMO GHG study, 2009



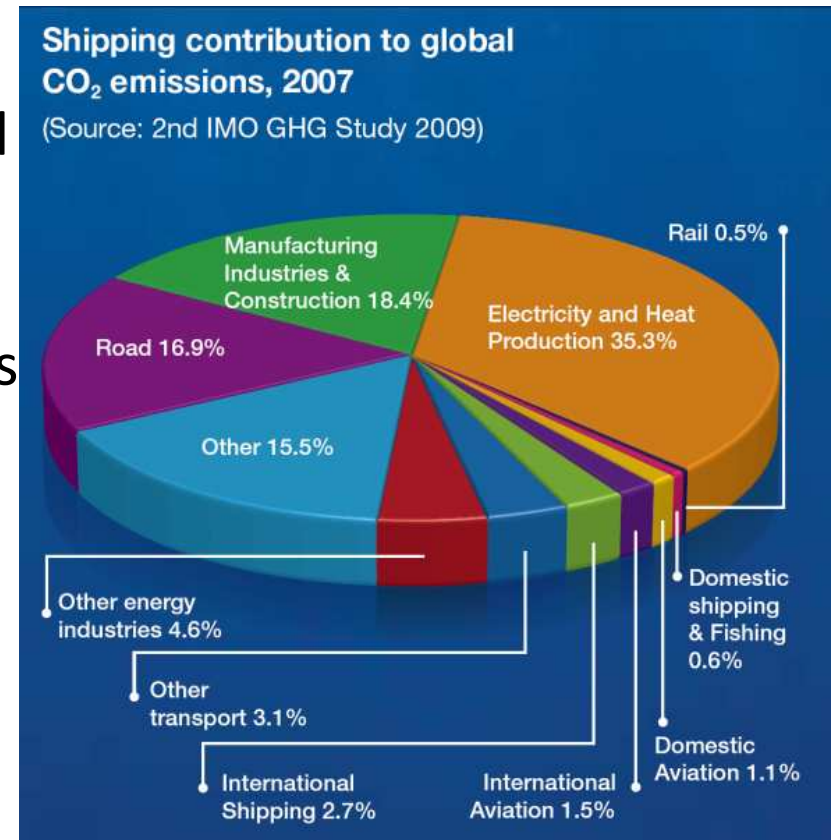
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# Air pollution and Green house gas emissions

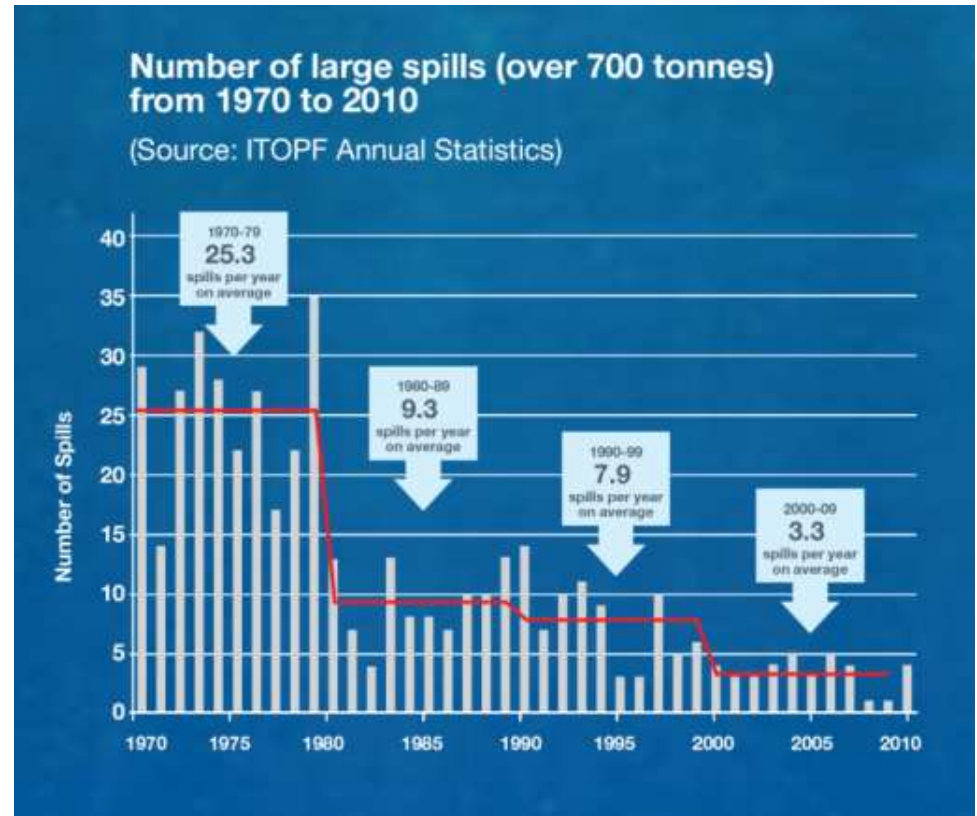
activities

- MARPOL Annex VI
- Focuses on technical and operational measures, improving energy efficiency design and management and in future market based measures (carbon pricing?)
- First ever global legally binding CO<sub>2</sub> standard for an industry sector adopted at IMO in July 2011 – (EIF 1 January 2013)



# Preparedness for and Response to Pollution Incidents

- OPRC 1990 (OPRC-HNS Protocol, 2010)
- 104 States; 71% tonnage
- Incidents and amounts entering environment further reduced over time

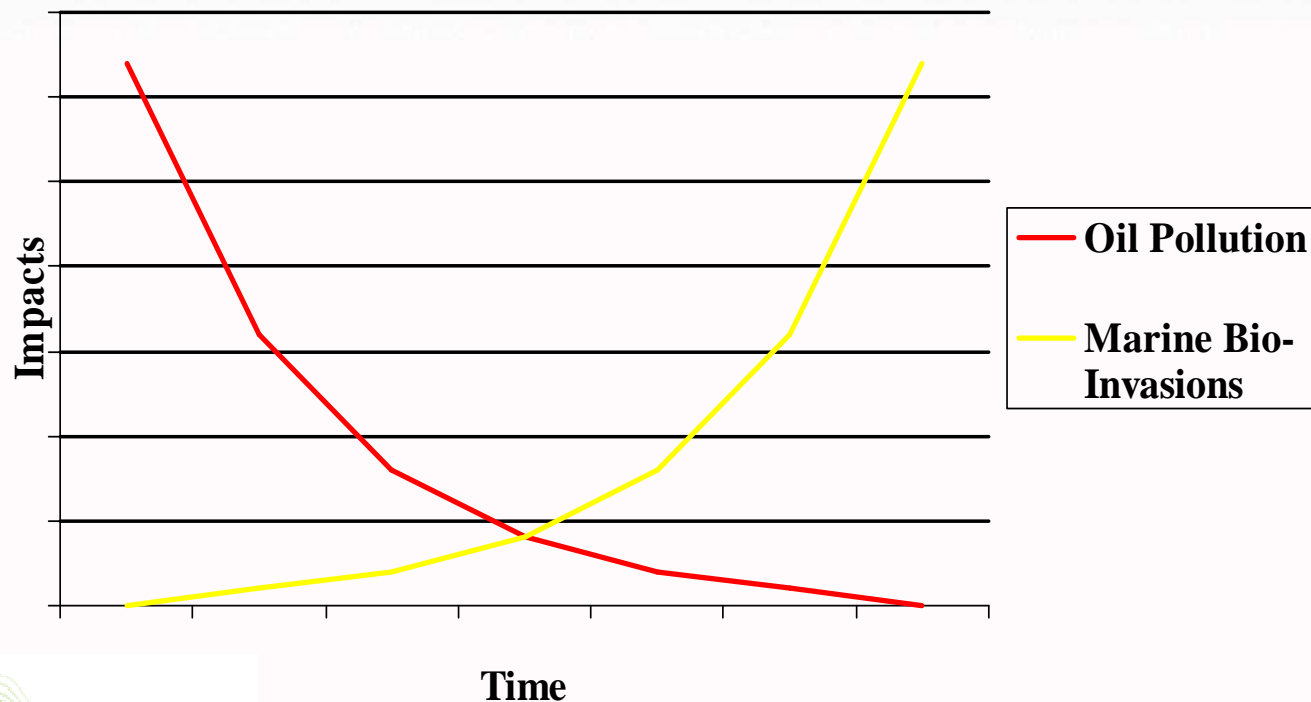




# INVASIVE MARINE SPECIES



164. We note the significant threat that alien invasive species pose to marine ecosystems and resources and commit to implement measures to prevent the introduction, and manage the adverse environmental impacts, of alien invasive species, including, as appropriate, those adopted in the framework of IMO

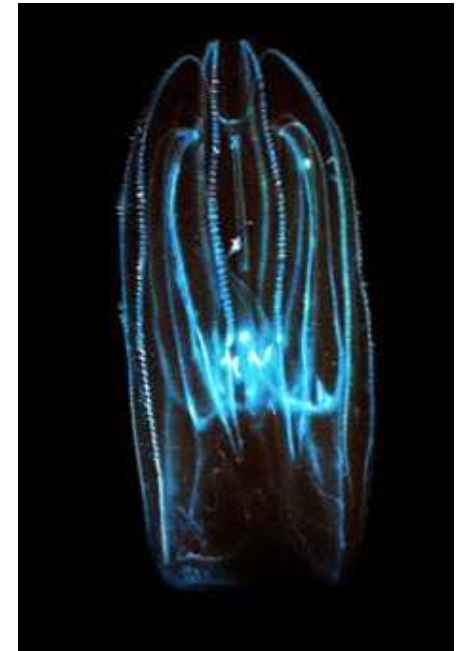






## Reducing the transfer of harmful aquatic organisms and pathogens by ships

- Ballast Water Management Convention, 2004 (36 States, 30% tonnage)
- A first set of international recommendations to address biofouling of ships were adopted in 2011, with a possible new mandatory instrument (or amendment) in the future.



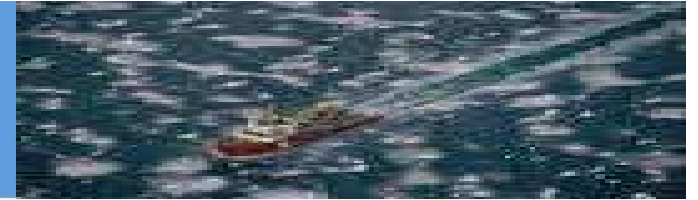
# Mandatory Polar Code



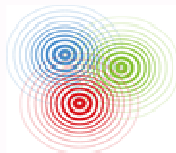
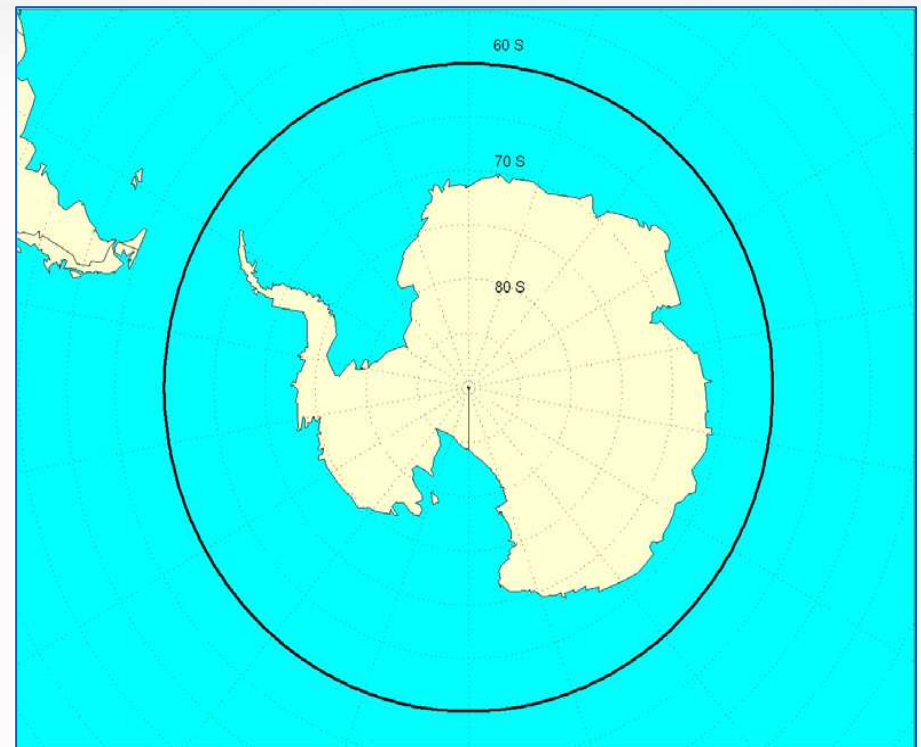
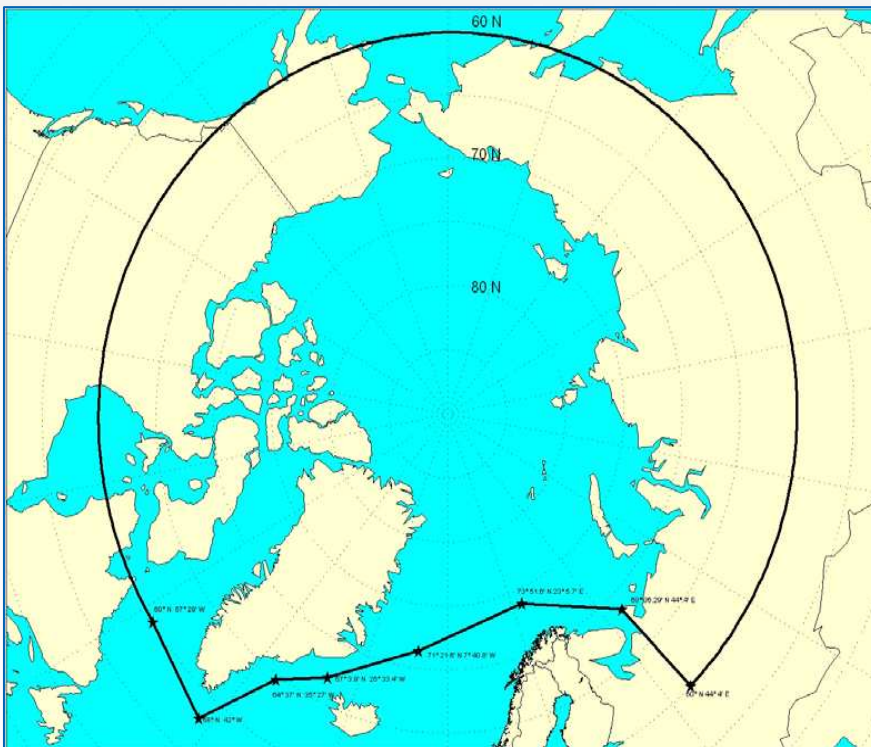
Gain in distance: around 3,900 to 4,500 nm in both cases

Source: [www.grida.no](http://www.grida.no)

# Mandatory Polar Code



Current geographical boundaries Arctic/Antarctic under consideration



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ORGANIZATION

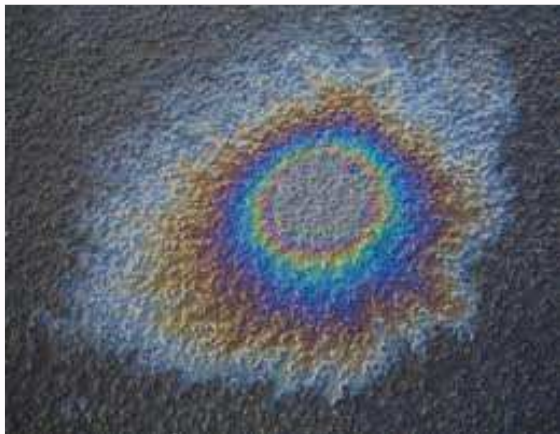
# MARPOL requirements and response



## Prevention of oil pollution in polar regions and zero discharges (Antarctic)



- Use and carriage of heavy grade oil



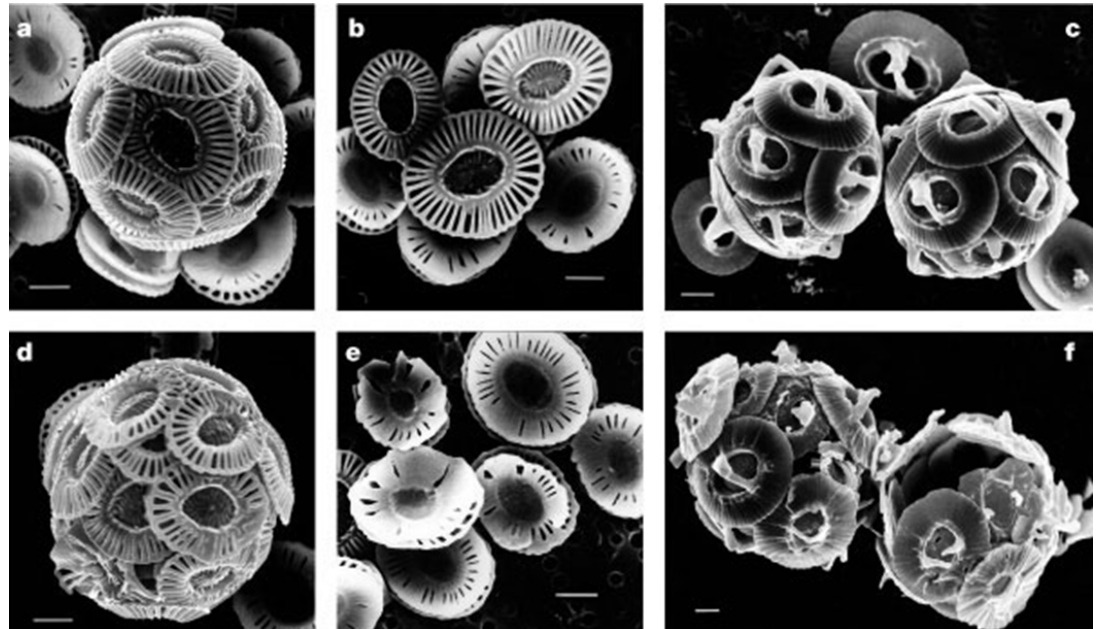
- Oil spill response in ice and snow conditions



# London Convention and Protocol Greenhouse gas (CO<sub>2</sub>) and Ocean Acidification

## Leadership:

- Regulating new technologies:
  - Carbon capture and sequestration in sub-seabed geological formations
  - Geoengineering



Thank you for listening.



[www.imo.org](http://www.imo.org)

