EGM on Oceans, Seas and Sustainable Development: MARITIME TRANSPORT

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AND

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

More than 90 per cent of global trade is carried by sea
## Development of World Seaborne Trade

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

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.

* 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.

* Preliminary estimates.
# Maritime Transport Costs

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Shelf price</th>
<th>Shipping costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV set</td>
<td>1 unit</td>
<td>$ 700.00</td>
<td>$ 10.00</td>
</tr>
<tr>
<td>DVD/CD player</td>
<td>1 unit</td>
<td>$ 200.00</td>
<td>$ 1.50</td>
</tr>
<tr>
<td>Vacuum cleaner</td>
<td>1 unit</td>
<td>$ 150.00</td>
<td>$ 1.00</td>
</tr>
<tr>
<td>Scotch Whisky</td>
<td>Bottle</td>
<td>$ 50.00</td>
<td>$ 0.15</td>
</tr>
<tr>
<td>Coffee</td>
<td>1kg</td>
<td>$ 15.00</td>
<td>$ 0.15</td>
</tr>
<tr>
<td>Biscuits</td>
<td>Tin</td>
<td>$ 3.00</td>
<td>$ 0.05</td>
</tr>
<tr>
<td>Beer</td>
<td>Can</td>
<td>$ 1.00</td>
<td>$ 0.01</td>
</tr>
</tbody>
</table>
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
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. [....]
“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”
### Pillars for sustainable maritime development

<table>
<thead>
<tr>
<th>Safety culture and environmental stewardship</th>
<th>Maritime security and anti-piracy actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy efficiency</td>
<td>Maritime traffic management</td>
</tr>
<tr>
<td>New technology and innovation</td>
<td>Maritime infrastructure development</td>
</tr>
<tr>
<td>Maritime education and training</td>
<td>Global standards at IMO</td>
</tr>
</tbody>
</table>
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**

<table>
<thead>
<tr>
<th>Annexes</th>
<th>Annex III</th>
<th>Annex IV</th>
<th>Annex V</th>
<th>Annex VI</th>
</tr>
</thead>
<tbody>
<tr>
<td>I &amp; II</td>
<td>Oil and Noxious Liquid Substances Carried at Sea in Packaged Form</td>
<td>Sewage from Ships</td>
<td>Garbage from Ships</td>
<td>Air Pollution from Ships</td>
</tr>
<tr>
<td>In Force</td>
<td>In Force</td>
<td>In Force</td>
<td>In Force</td>
<td>In Force</td>
</tr>
<tr>
<td>152 Parties</td>
<td>138 Parties</td>
<td>131 Parties</td>
<td>145 Parties</td>
<td>72 Parties</td>
</tr>
<tr>
<td>99% of World Tonnage</td>
<td>97% of World Tonnage</td>
<td>89% of World Tonnage</td>
<td>98% of World Tonnage</td>
<td>94% of World Tonnage</td>
</tr>
</tbody>
</table>

Not quite universal – but getting there!
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: 2nd IMO GHG study, 2009
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 CO₂ 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
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.
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
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 (CO₂) and Ocean Acidification

Leadership:

• Regulating new technologies:
  o Carbon capture and sequestration in sub-seabed geological formations
  o Geoengineering
Thank you for listening.