

IMO Greenhouse Gas Strategy and the Role That Port Incentives Play



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Founded in 1955, IAPH is the global port alliance, representing today around 170 port regular members and 126 associate members linked to ports in 87 countries. Together, IAPH port members handle more than one third of global maritime traffic and more than 60% of container traffic.

IAPH has a consultative status and represents the interests of world ports at IMO and additional UN agencies such as the ILO, UNCITRAL, UNCTAD (UN Conference on Trade and Development), UNEP (UN Environment Program) and the UN Global Compact.

IAPH works closely with the World Bank, and World Customs Organization, the Global Maritime Forum, and World Economic Forum.

Three strategic focus areas: Climate and Energy, Data Collaboration, Risk and Resilience



World Ports Sustainability Program



 www.sustainableworldports.org

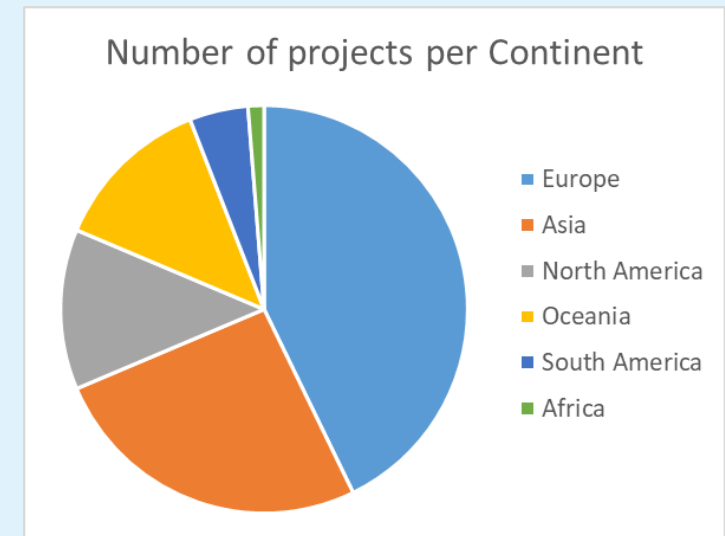
Mission : To integrate the 17 UN SDGs in port governance



WPSP Database of sustainability projects



- 327 projects
- 128 ports
- 56 countries



 sustainableworldports.org/portfolio/type/port-projects/

IAPH Sustainability Awards





IAPH at IMO MEPC 80

IMO 2023 GHG Strategy



Net-Zero target

'peak GHG emissions from international shipping as soon as possible and to reach **net-zero** GHG emissions by or around 2050'

Interim targets

- 20%, striving for 30%, by 2030
- 70%, striving for 80%, by 2040
- Uptake of zero or near-zero GHG emissions technologies and fuels to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030.

Basket of mid-term measures

- Goal-based Fuel Standard (GFS)
- Carbon levy-based approach vs International Maritime Sustainable Fuels and Fund (IMSF&F)
- Agreed to conduct a comprehensive impact assessment and report to MEPC 81.

IMO “Ports Resolution” MEPC.366(79)

MEPC RESOLUTION.366(79)
(adopted on 16 December 2022)

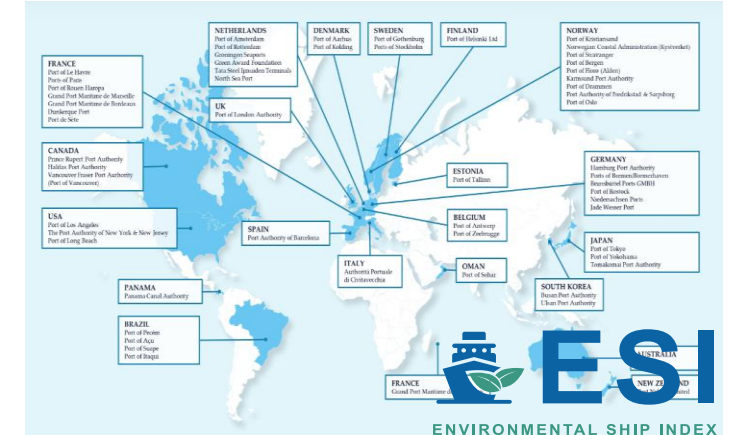
INVITATION TO MEMBER STATES TO ENCOURAGE VOLUNTARY COOPERATION BETWEEN THE PORT AND SHIPPING SECTORS TO CONTRIBUTE TO REDUCING GHG EMISSIONS FROM SHIPS

1 INVITES Member States to promote the consideration and adoption by ports within their jurisdiction, of regulatory, technical, operational and economic actions to facilitate the reduction of GHG emissions from ships. Those could include but are not limited to the provision of: (a) onshore power supply* (preferably from renewable sources); (b) safe and efficient bunkering of alternative low-carbon and zero-carbon fuels; (c) incentives promoting sustainable low-carbon and zero-carbon shipping; (d) support for the optimization of port calls; and (e) facilitating voluntary cooperation through the whole value chain, including ports, to create favourable conditions to reduce GHG emissions from ships through shipping routes and maritime hubs consistent with international law, including the multilateral trade regime;

Decarbonisation of shipping – IMO Resolution MEPC.323(74)

Voluntary cooperation between ports and shipping on GHG emission reduction from ships

- Onshore Power Supply
- Safe and efficient bunkering of low/zero carbon fuels
- Port incentives
- Port call optimization and JIT

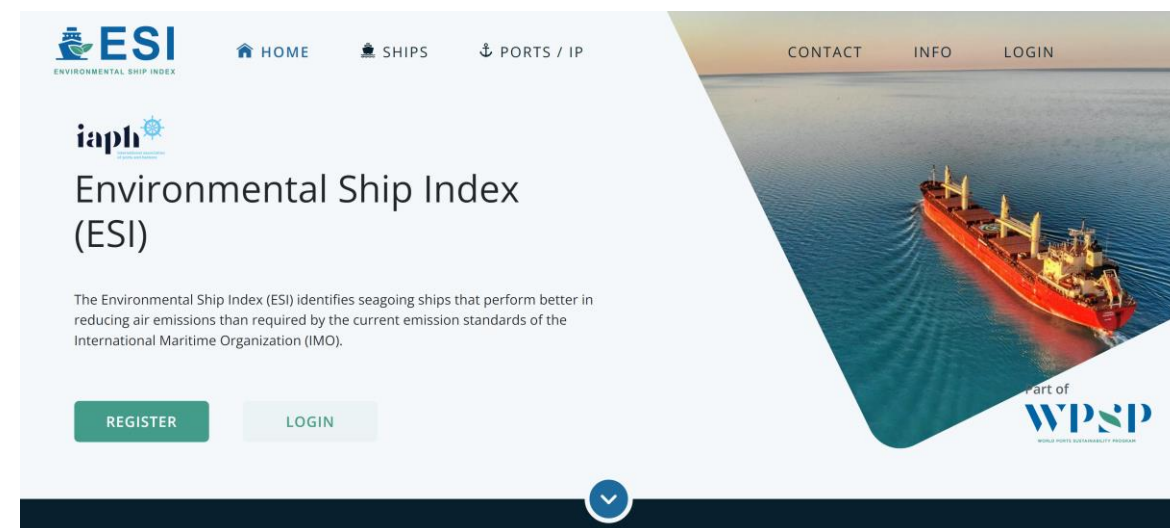


IAPH Environmental Ship Index (ESI)

ESI at a glance

ESI is

- is a system from ports for ports
- straightforward and simple in approach and presentation
- applicable to all types of sea-going ships
- automatically calculated and maintained
- flexible for incentive providers – ports choose the incentive and qualifying level
- a scheme that rewards excellence
- subject to a rigorous verification programme to ensure ESI is fair and effective
- offered free of charge, as of 2023, to all Incentive Providers that are members of the IAPH

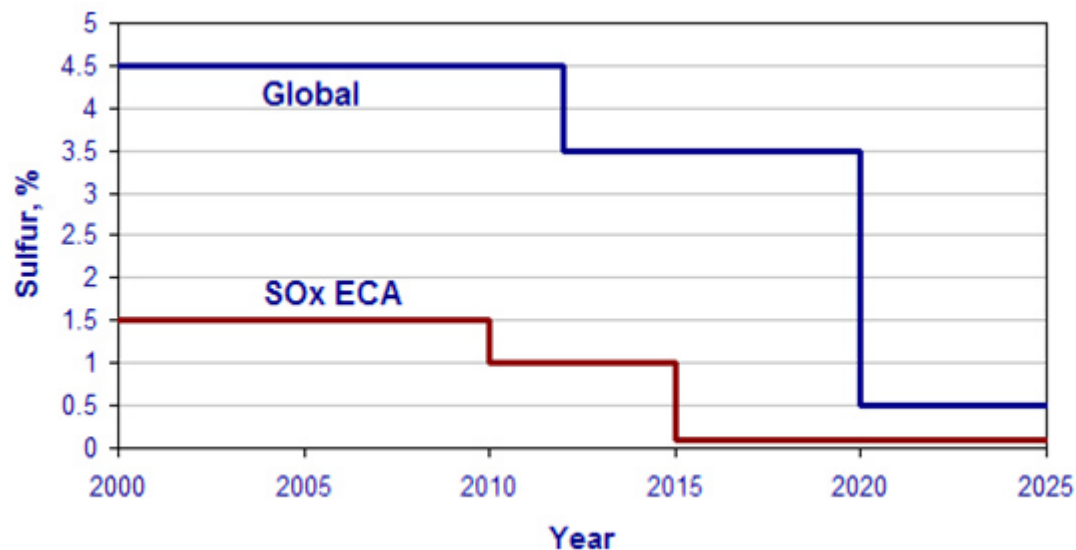


IAPH Environmental Ship Index (ESI)

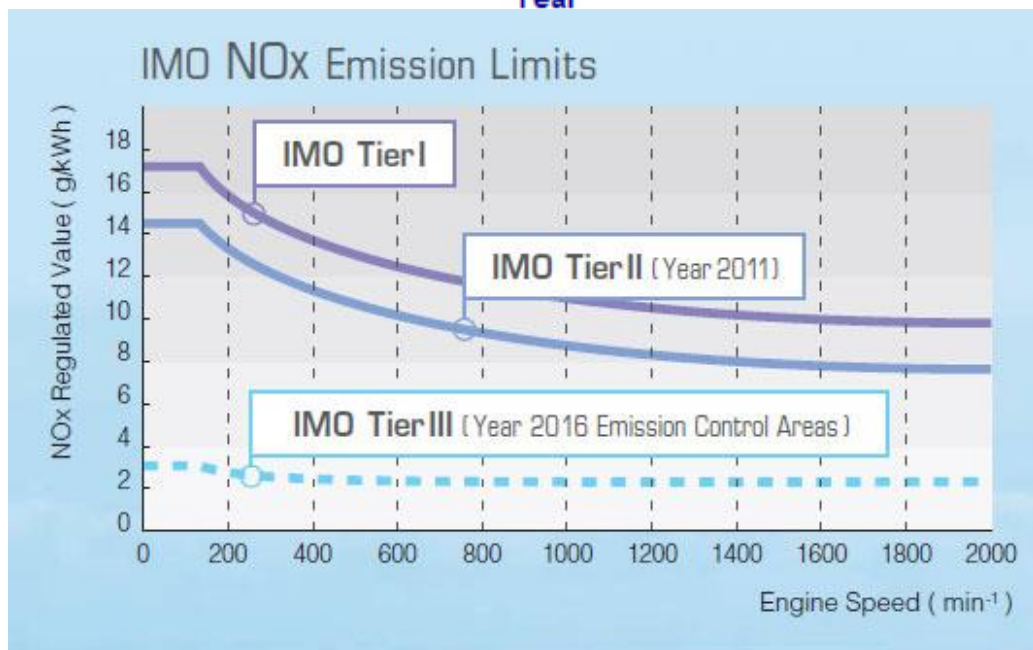


- The standard Index used by ports worldwide for the provision of incentives to best performing vessels
- 7000 vessels
- 60 Incentive providers
- ESI 2.0 + ESI at berth

IAPH Environmental Ship Index (ESI)

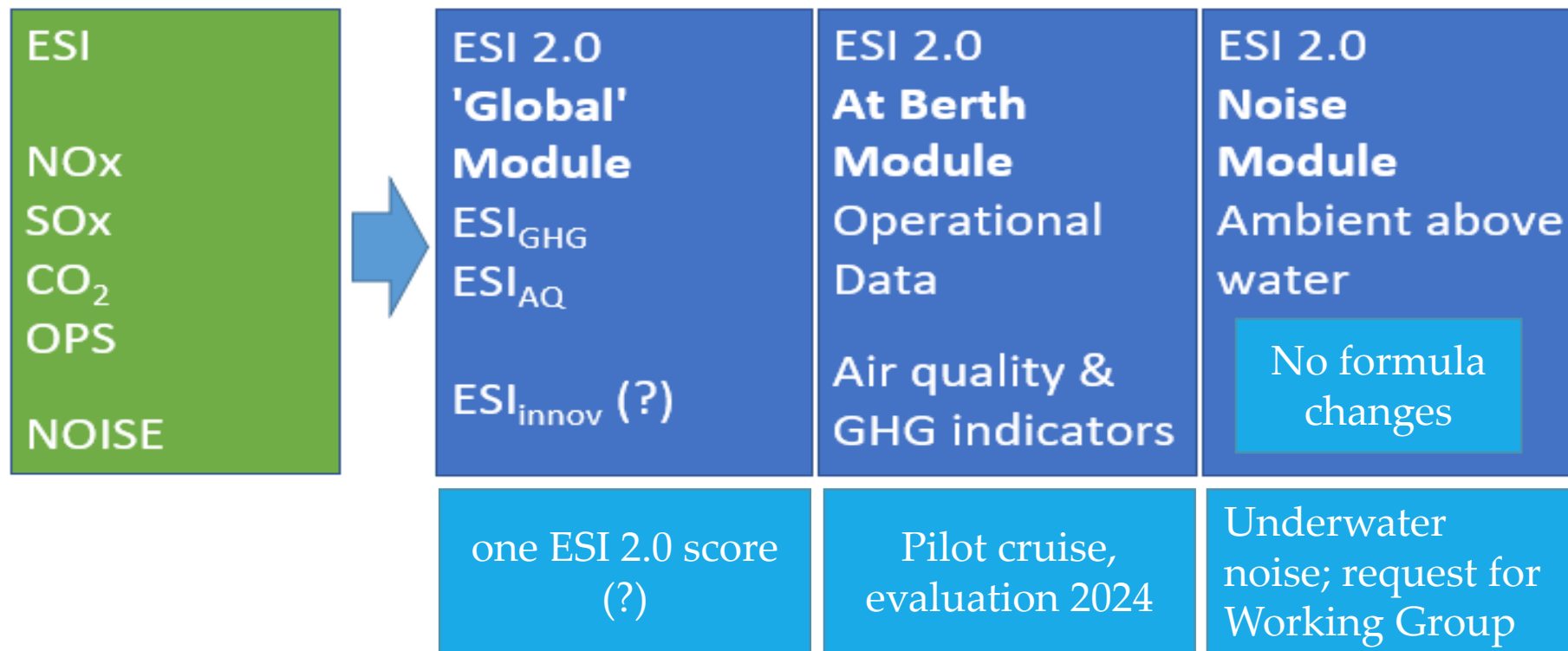


- ESI tackles the actual environmental issues
- ESI started in 2011
- Sulphur caps and SOx ECAs
- NOx Tier levels and NOx ECAs
- Actual development IMO GHG strategy
- **ESI 2.0 + ESI at berth**



Introduction : maintain relative approach & add at berth module (pilot)

- ESI 2.0 'global' module will continue with relative approach (what's onboard the ship during the reporting period). Green House Gas (GHG), Air Quality (AQ) & Innovation (Innov).
- ESI 2.0 at berth module will bring in both relative & actual data on a per-call basis, for participating Ports/Terminals
- Noise module will remain its own module; expanding to underwater noise is an option.



Thank you!

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