

“IMO SETS SAIL TOWARDS DECARBONISATION OF SHIPPING” More concrete and ambitious measures still to be developed to meet the reduction goals in time

Brussels, 17 April 2018

On 13 April, the Environmental Protection Committee of IMO adopted an initial strategy on a further reduction of Greenhouse Gases (GHG) emissions from international shipping. This strategy sets out preliminary levels of ambition to reduce GHG emissions as part of the shipping industry's contribution to meet the temperature goals of the Paris Agreement.

The IMO aims at reducing the overall carbon intensity of the cargo transported per kilometre by the sector by at least 40% by 2030, pursuing further reduction towards 70% by 2050, compared to 2008 level of emissions.

SEA Europe, whilst supporting itself a more ambitious efficiency target, nevertheless welcomes the decision of IMO as a key starting point towards the adoption of a revised – and hopefully more ambitious – IMO strategy in 2023. To reduce the total annual GHG emissions of the sector by at least 50% by 2050 compared to 2008, as also agreed by IMO, this strategy should include clearly defined and binding short mid- and long-term further measures.



‘With this strategy, the shipping sector has become the first ever global sector with figures for the reduction of GHG emissions as a continued pathway towards full decarbonization’ said Christophe Tytgat, Secretary General of SEA Europe. He added: ‘Measured against the state of the art in shipbuilding the level of ambition could be raised. Pursuing the development of alternative – fossil free – fuels and their introduction earlier than 2050 remains the highest priority target to achieve the ultimate goal of zero GHG emissions shipping’.



SEA Europe now encourages the IMO to maintain the political momentum to develop more effective CO2 reduction measures, with a specific attention to any short term technical and operational measures for both new and existing ships. The European maritime technology industry – through SEA Europe and CESA – will continue to engage, including in IMO, to keep the attention of decision-makers on the technological options that are already available and those that the sector intends to develop in future in accordance with the ambitious vision from the [Waterborne Technology Platform](#).

Background Note: *SEA Europe represents close to 100% of the European shipbuilding industry in 16 nations, encompassing the production, maintenance, repair and conversion of all types of ships and floating structures, commercial as well as naval, including the full supply chain with the various producers of maritime systems, equipment material, and services.*

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