NDCs, an opportunity to enhance mitigating GHG emissions from shipping?

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Sustainable Mobility of People and Goods in the Pacific

- Safety maritime policies and laws implemented
- Communities educated on safety at sea
- Safe navigation
- Safe port operations

- Low-carbon maritime policies and laws implemented
- Communities educated low-carbon shipping and pollution
- Ports energy and environmental management
- Low carbon shipping

PIDSS programme

- Accessible to all
- Ship is safe environment for women
- Equal access to job in shipping
- Easy access to market

MTCC-Pacific Green Pacific Port

- Domestic shipping respond to community needs
- Maritime routes organised and serviced by adapted ships
- Port & ships efficiently operated

Women in Maritime programme

A Community-centred approach towards Safe, Accessible to All, Efficient and Green domestic shipping in the Pacific
IMO energy efficiency regulation

Within Kyoto Protocol, IMO is mandated to deal with international shipping GHG emissions.

“The Parties included in Annex I shall pursue limitation emissions of GHG from marine bunker fuels, working through the International Maritime Organization”

[Extracts from Article 2.2 of the Kyoto Protocol]
Technology upgrades

➢ There are a good number of “Energy Efficient Technologies (EETs) that if used can lead to ship-board energy saving and reduce GHG emission.

➢ However, there are a few of technologies that could be used on existing ships.

➢ Improvement of the operational efficiency are also providing big opportunities for reduction of ship operations fuel consumption and GHG emissions.

➢ In case of ship technology upgrade, the following questions need to be clarified are:

➢ Will this additional equipment alter the ship gross tonnage?
➢ Will this additional equipment alter the ship’s lightweight?
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THANK YOU