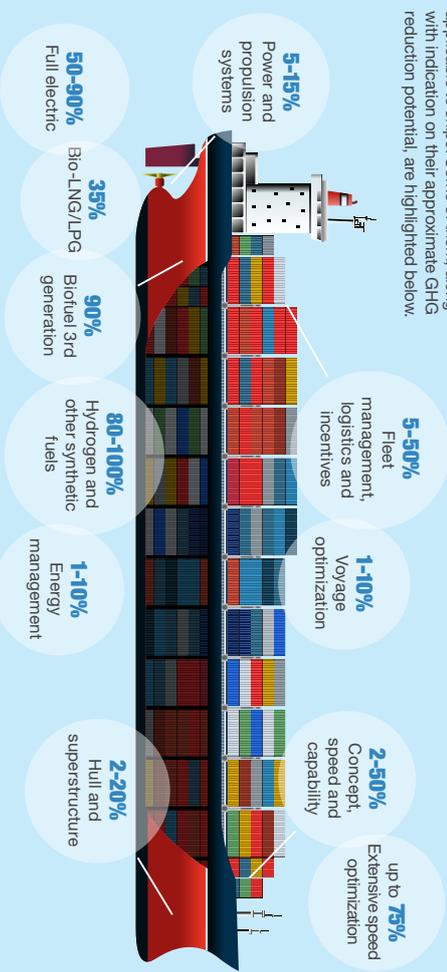


A wide variety of design, operational and economic solutions

Achieving the goals of the Initial IMO GHG Strategy will require a mix of technical, operational and innovative solutions applicable to ships. Some of them, along with indication on their approximate GHG reduction potential, are highlighted below.



Global projects supporting the IMO GHG strategy

Support for implementation of IMO's energy-efficiency measures is provided, in particular, through major global projects executed by IMO. These include:

The Global Maritime Energy Efficiency Partnerships (GloMEEP) project, supporting the uptake and implementation of energy-efficiency measures for shipping, thereby reducing greenhouse gas emissions from shipping. GloMEEP was launched in 2015 in collaboration with the Global Environment Facility and the United Nations Development Programme. Website: <https://glomeep.imo.org>

The Global Industry Alliance to Support Low Carbon Shipping (or GIA), launched in 2017 under the auspices of the GloMEEP project, is identifying and developing solutions that can help overcome barriers to the uptake of energy-efficiency technologies and operational measures in the shipping sector.

Website: <https://glomeep.imo.org/global-industry-alliance/global-industry-alliance-gia>

The Global Maritime Technology Cooperation Centres network (GMMN) project, funded by the European Union, has established a network of five Maritime Technology Cooperation Centres (MTCCs) in Africa, Asia, the Caribbean, Latin America and the Pacific. Through collaboration and outreach activities at regional level, the MTCCs have been focusing their efforts since 2018 to help countries develop national maritime energy-efficiency policies and measures, promote the uptake of low-carbon technologies and operations in maritime transport and establish voluntary pilot data-collection and reporting systems. Website: <http://gmmn.imo.org/>

GreenVoyage2050 project, a collaboration between IMO and the Government of Norway. The project,

launched in 2019, will initiate and promote global efforts to demonstrate and test technical solutions for reducing such emissions, as well as enhancing knowledge and information sharing to support the IMO GHG reduction strategy. Read more here: [\(add link\)](#)

Multi-donor trust fund on GHG – IMO agreed in May 2019 to establish a voluntary multi-donor trust fund ("GHG TC-Trust Fund"), to provide a dedicated source of financial support for technical cooperation and capacity-building activities to support the implementation of the Initial IMO Strategy on reduction of GHG emissions from ships.



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IMO ACTION TO
**REDUCE GREENHOUSE
GAS EMISSIONS FROM
INTERNATIONAL SHIPPING**
IMPLEMENTING THE INITIAL
IMO STRATEGY ON REDUCTION
OF GHG EMISSIONS FROM SHIPS



The Initial IMO Strategy on reduction of GHG emissions from ships



IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in this century.

This is the vision in the initial strategy on reduction of GHG emissions from ships, adopted in April 2018.

- Levels of ambition include:
 - Reduction of CO₂ emissions per transport work (carbon intensity), as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and

- For the first time a reduction of the total annual GHG emissions from international shipping by at least 50% by 2050 compared to 2008, while, at the same time, pursuing efforts towards phasing them out as called for in the vision, for achieving CO₂ emissions reduction consistent with the Paris Agreement goals.

Reducing GHG emissions from ships – why it matters

Maritime transport is the backbone of international trade and the global economy. Around 80% of global trade by volume is carried by sea, and international seaborne trade has been constantly growing for the last decades (UNCTAD, Review of Maritime Transport 2019).

IMO (International Maritime Organization) is a specialized agency of the United Nations.

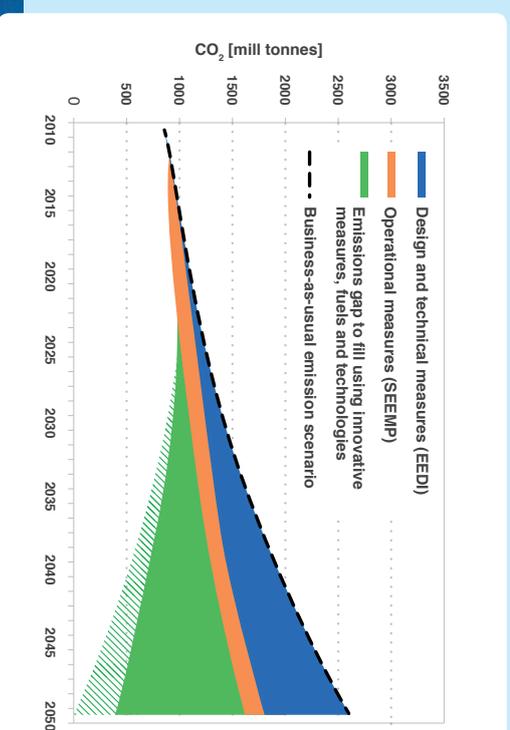
Our mission: safe, secure, clean and sustainable shipping.

CO₂ emissions from international shipping were estimated (2012) to be 2.2% of global anthropogenic emissions (Third IMO GHG Study 2014).

IMO2050: How to achieve these ambitious goals

The chart is an illustration of the overall GHG reduction pathway to achieve IMO's ambitious goals, i.e. the absolute level of GHG emission reduction identified in the IMO GHG Strategy (at least 50% reduction by 2050 expressed in the illustrative chart in solid colours and green stripes).

The IMO GHG Strategy provides a wide list of **candidate short-term, mid-term and long-term measures**, including for example further improvement of the EEDI and the SEEMP, National Action Plans, enhanced technical cooperation, port activities, research and development, support to the effective uptake of alternative low-carbon and zero-carbon fuels, innovative emission reduction mechanisms, etc.



Timetable of IMO action to reduce GHG emissions from ships

