

## Review and assessment of EEDI to support GHG emission reduction targets

### Our Position

**The IMO goal-based regulations are the appropriate means to address GHG reduction measures globally, and IACS will assist in developing practical detail requirements and assist in implementation of proposed technical measures.**

### BACKGROUND

The shipping industry contributes 2-3% of global man-made greenhouse gas (GHG) emissions, and is expected to act upon the Paris Agreement to reduce these GHG emissions. In April 2018, the IMO adopted the initial GHG reduction strategy with a vision to decarbonize shipping as soon as possible within this century and inter alia reduce total GHG emissions from international shipping at least by 50% in 2050 as compared to 2008 levels.

The 50% emission reduction will likely call for widespread uptake of zero-carbon fuels, in addition to other energy efficiency measures, including improvement of the existing energy efficiency framework with a focus on energy efficiency design



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index (EEDI) and ship energy efficiency management plan (SEEMP).

### IMO GHG REDUCTION STRATEGY

IMO has agreed on a roadmap for developing a “Comprehensive IMO strategy on reduction of GHG emissions from ships”. The initial strategy was adopted in April 2018 with the following vision:

*“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.”*

The strategy has three level of ambitions:

- to review and strengthen the EEDI requirements for individual ships;
- to reduce the average carbon intensity (CO<sub>2</sub> emissions per transport work) by 40% in 2030 and 70% in 2050, compared to 2008; and
- to reduce total GHG emissions from shipping by 50% in 2050, compared to 2008 levels. The goals are set with an explicit intent for shipping to contribute to the Paris Agreement 1.5 degrees temperature goal.

The strategy contains an extensive non-exclusive list of possible measures that the IMO can implement, short term, medium term and long term, including both regulatory measures and supporting measures.

IACS will consider how to assist in the development of regulatory measures such as the review and strengthening of the EEDI and SEEMP, speed reduction/optimisation, operational indicators to indicate and enhance the energy efficiency

performance of shipping and any new/innovative reduction mechanism, including Market Based Measures (MBMs). However, it is not solely a technical, but also a political matter, for the IMO to agree which of these measures to prioritise and pursue, and this will influence the content and direction of discussions. IACS engagement will be carefully focused towards technical aspects only.

## IACS POSITION

1. IACS has the view that the IMO is the appropriate and technically competent body to address GHG reduction measures globally.
2. IACS supports goal-based regulations with clear objectives and transparent requirements, that can be followed-up and uniformly implemented as ship specific, technical and operational requirements.
3. IACS will use its knowledge and expertise to strive for a practical implementation of any proposed measures in order to support that all new regulations are technically feasible and capable of being applied globally and consistently.
4. IACS shall aim at ensuring all proposed measures satisfy IMO requirements regarding safety.
5. MARPOL and other IMO instruments provide a familiar and well-established framework for setting and enforcing international requirements and IACS should engage closely with the IMO in the development and technical implementation of regulations.
6. IACS assumes that the high-level IMO agreement and its implementation will be sufficient to avoid any future regional measures.
7. IACS should assist with and support the proper and timely implementation of the 'three step approach' (collect data, analyse, develop measure – for example in consideration of EEDI (either in terms of tightening the provisions for Phase 3 and/or introduction of further phases)).

8. IACS should support that any measures developed, agreed and implemented are based on scientific and transparent evidence;
9. IACS should not engage in the political or commercial aspects of the GHG discussions.
10. IACS members should continue to provide data to the IMO database on EEDI parameters for use in future EEDI development.

## SUMMARY OF WORK CARRIED OUT BY IACS ON THIS ISSUE TO DATE

IACS is supporting IMO with collection of data for the database which is used in the negotiations at IMO for the review of EEDI.

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