

GHG emissions from international transport

ICAO – International Civil Aviation Organization

United Nations specialized agency for the regulation of international civil aviation

IMO – International Maritime Organization

United Nations specialized agency for the regulation of international maritime transport



International aviation

With a global agreement reached at the 37th ICAO Assembly, international aviation is the first sector with a shared global commitment to environmental goals of increasing fuel efficiency and stabilizing its global CO₂ emissions in the medium term. It is a clear demonstration of the willingness of ICAO's 190 member States together with industry to take concrete steps towards a global solution for the sustainable future of international civil aviation.

International shipping

CO₂ emissions from international maritime transport cannot be attributed to any particular national economy due to its global activities and complex operations. Therefore, IMO has been pursuing energetically the limitation and reduction of greenhouse gas emissions from international shipping, in recognition of the magnitude of the climate change challenge.



**United Nations System
Chief Executives Board for Coordination**

UN system-wide response to climate change

Under the chairmanship of the Secretary-General, the Chief Executives Board (CEB) brings together the leaders of 29 UN system organizations to jointly support Member States in meeting the global challenges faced by the international community.

In 2008, the CEB adopted the Climate Change Action Framework, a joint, action-oriented approach in line with the ongoing UNFCCC negotiating processes and the emerging agendas of the Parties of the Convention.

The UN system stands ready to support Member States in implementing their commitments. At COP 16 / CMP 6, it is presenting its ongoing work and practical tools available through side events, exhibits and by sharing a joint package with thematic information.

For more information on the CEB and its joint work on climate change, please visit:
<http://www.unsceb.org/ceb/priorities/climate-change/>

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ICAO

Objectives

To limit or reduce the impact of GHG emissions from international aviation on the global climate.

Activities

ICAO has been working actively to develop a global solution to address GHG emissions from international aviation, through its comprehensive mitigation strategy (technologies, operational measures, market-based measures and sustainable alternative fuels for aviation).

Results

The global agreement reached at the 37th ICAO Assembly in October 2010 includes:

- Global 2% annual fuel efficiency improvement;
- Medium-term goal of stabilizing global CO₂ emissions at 2020 levels;
- Development of a global CO₂ Standard for aircraft;
- Development of a framework for market-based measures, and exploration of a global scheme;
- Development and deployment of sustainable alternative fuels;
- Concrete steps to assist States to contribute to the global efforts;
- *De minimis* provisions to ensure that States with small aviation traffic are not disproportionately burdened; and
- States' action plans, covering information on CO₂ emissions reduction activities and their assistance needs.

Moving forward

This global agreement reflects the collective determination of ICAO's Member States to contribute to the global efforts on climate change, and provides an ambitious work programme to continue on the path towards the sustainable future of international aviation.

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IMO

Objectives

Further improve energy efficiency and reduce GHG emissions from international maritime transport.

Activities

GHG emission from international shipping is modest but steadily growing in pace with globalization and world trade. IMO's GHG work has three distinct building blocks and IMO has developed technical and operational measures with the aim of making them mandatory. The third building block is the market-based mechanisms with a work plan culminating in 2011.

Results

The Energy Efficiency Design Index for new ships requires a minimum energy efficiency level per capacity mile for different ship segments. A management tool for energy efficient ship operation is also developed to assist the shipping industry in achieving cost-effective efficiency improvements.

The Market-based Measures (MBM) proposals under review range from a contribution scheme (levy) for all CO₂ emissions from international shipping or only from ships not meeting the EEDI requirement, via emission trading systems, to schemes based on the actual ship's efficiency both by design and operation. An MBM could in addition to reducing emissions also generate funds that would be used for climate change purposes in developing countries.

Moving forward

Being fully aware of the objective of the UNFCCC to stabilize GHG emissions, IMO will continue its endeavours to reduce the environmental impacts from international shipping and is already taking technical and regulatory actions to combat climate change.

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