



Empowered lives.  
Resilient nations.



# LEARNING FROM GEF INVESTMENTS: GOOD PRACTICES OF PRIVATE SECTOR ENGAGEMENT AND MULTI-STAKEHOLDER DIALOGUES

Andrew Hudson, Head, Water & Ocean Governance Programme, UNDP

Astrid Dispert, Project Manager, GEF-UNDP-IMO GloMEEP Project

*GEF BBL Series, Wednesday, July 14, 2021, 12:00 – 13:30 EST*



# AGENDA

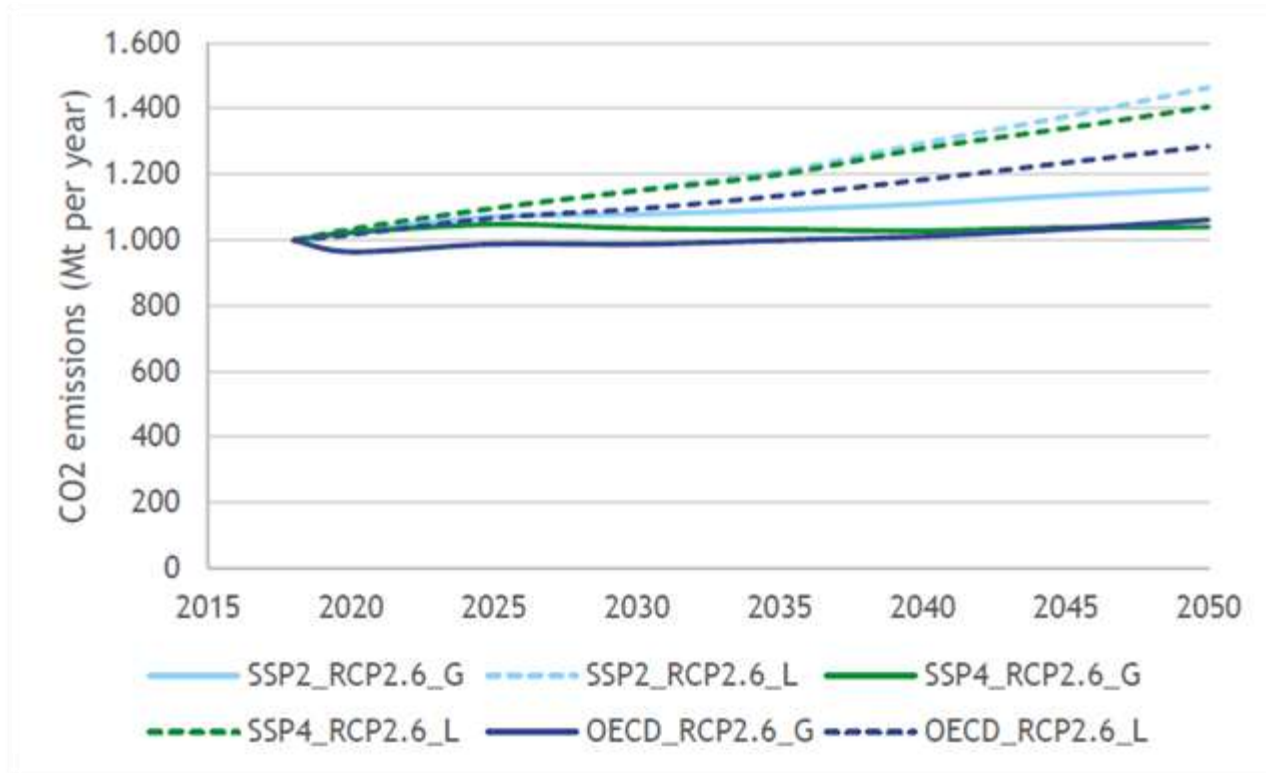
1. Context & Regulatory framework: Shipping GHGs and IMO response
2. Global Maritime Energy Efficiency Partnerships (GloMEEP) Project
3. Global Industry Alliance to Support Low Carbon Shipping





## GHG emissions from shipping - Need for collective action

- Total shipping emissions (domestic and international) in 2018: 1,056 MT CO<sub>2</sub>e (up 9.6% from 2012)
- Shipping's share of global emissions in 2018: 2.89% (up from 2.76% in 2012)



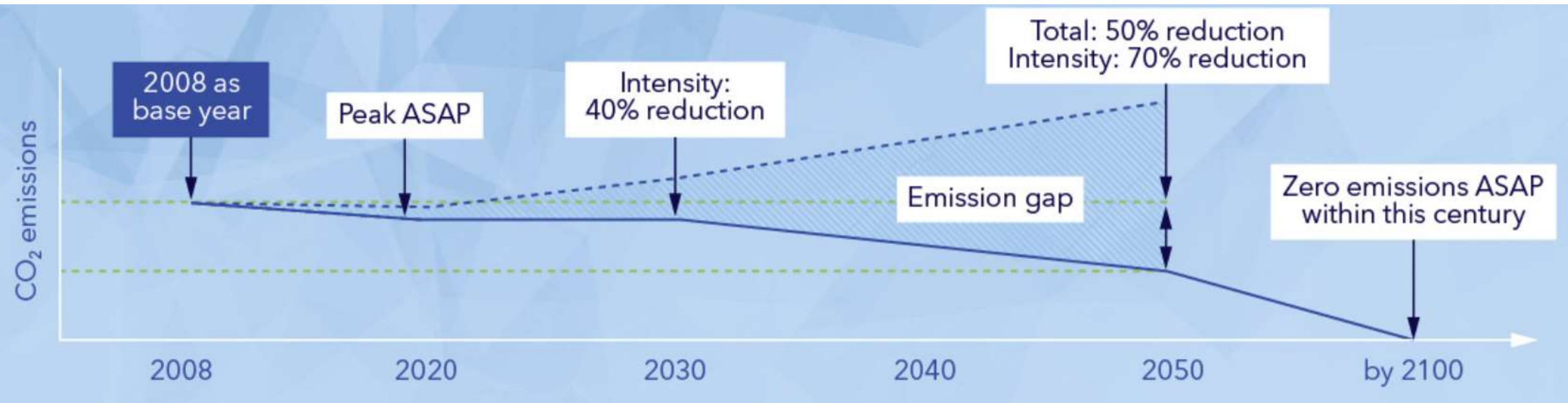
[Downloadable on the IMO website](#)

### Emission projections:

Under BAU scenarios, 2050 emissions from shipping are expected to represent between 90% and 130% of 2008 emissions



# IMO's Initial Strategy on Reduction of GHG - Levels of Ambition

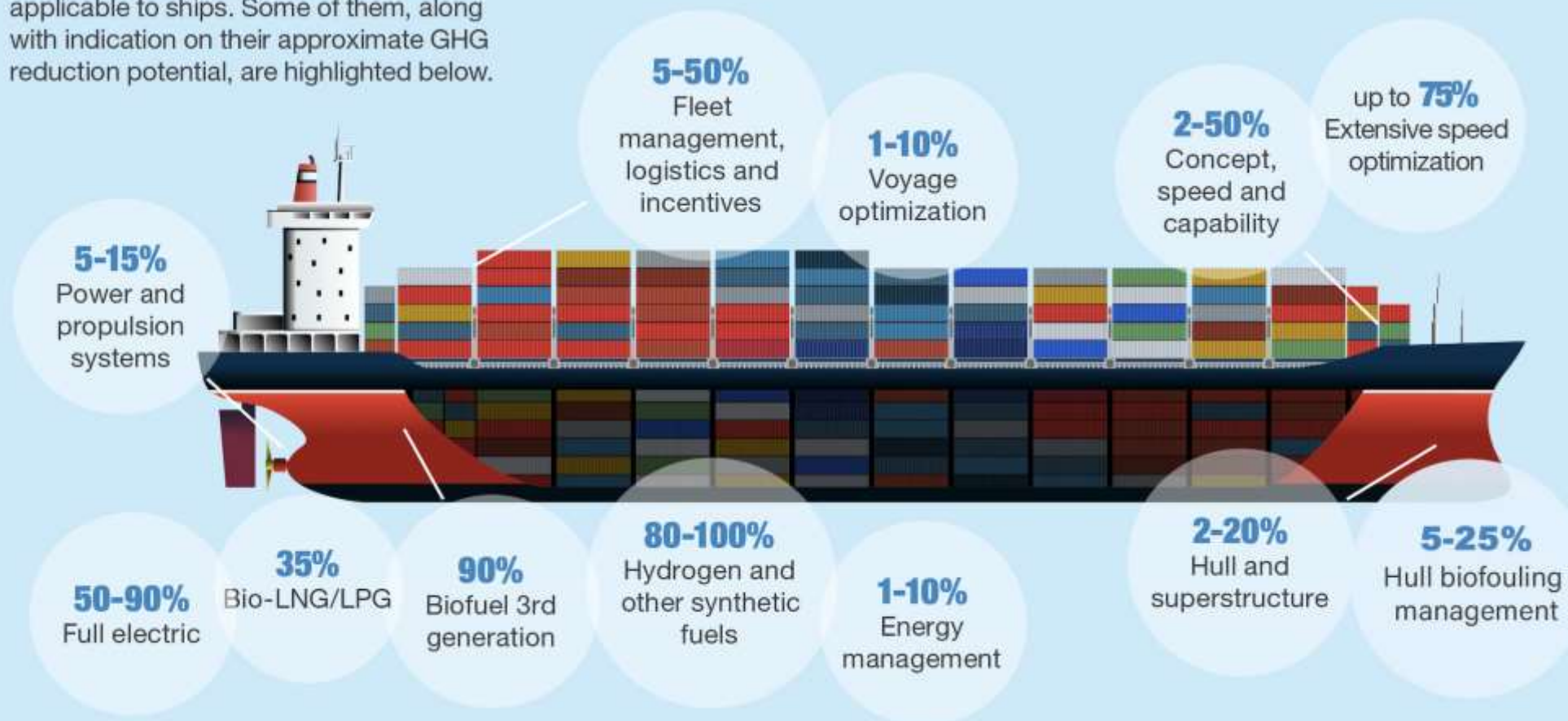


Credit image: DNV



## 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.





# GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP) Project

**Overall objective:** Build capacity in developing countries for implementing the technical & operational measures for energy efficient shipping and catalyze overall reductions in GHG emissions from international shipping.

PROJECT FULL NAME	COUNTRY & REGION	IMPLEMENTING AGENCY	EXECUTING AGENCIES
Transforming the Global Maritime Transport Industry towards a Low Carbon Future through Improved Energy Efficiency (GloMEEP)	<div>Global</div> 	United Nations Development Programme (UNDP)	International Maritime Organization (IMO)
		FOCAL AREA	IMPACT AREAS
		<ul style="list-style-type: none"><li>Multi Focal Area</li></ul>	<ul style="list-style-type: none"><li>Climate change mitigation</li><li>International Waters</li></ul>
GEF PROJECT ID: 5508	GEF PERIOD: GEF-5	GEF Project Grant \$1,900,000	Co-financing Total \$17,154,000
PROJECT TYPE: MEDIUM SIZE PROJECT			

Three main project components:



# Low Carbon Global Industry Alliance (GIA)

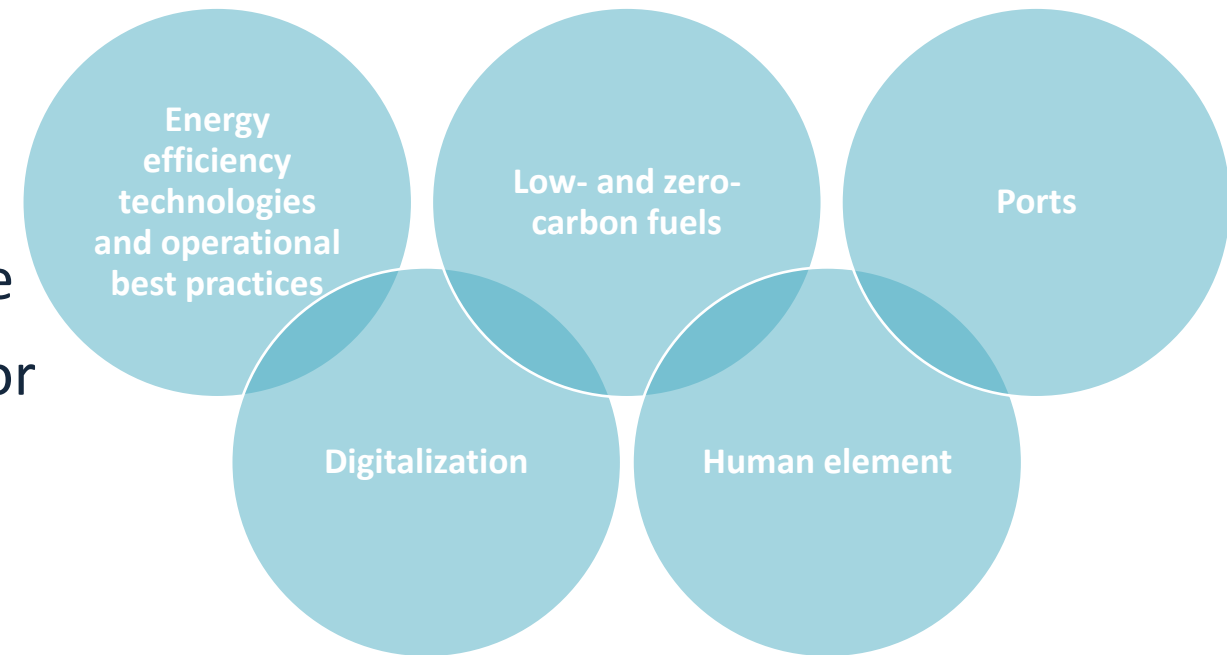
## Supporting overcoming barriers to low carbon shipping

### Overall objective:

- Remove existing barriers towards decarbonizing the shipping sector
- Through implementation of selected projects (within scope of 5 priority areas)

### Activities:

- Initiate pilot projects, promote R & D
- Initiate industry fora and information exchange
- Showcase positive initiatives by maritime sector
- Develop capacity-building tools



# Low Carbon GIA – membership



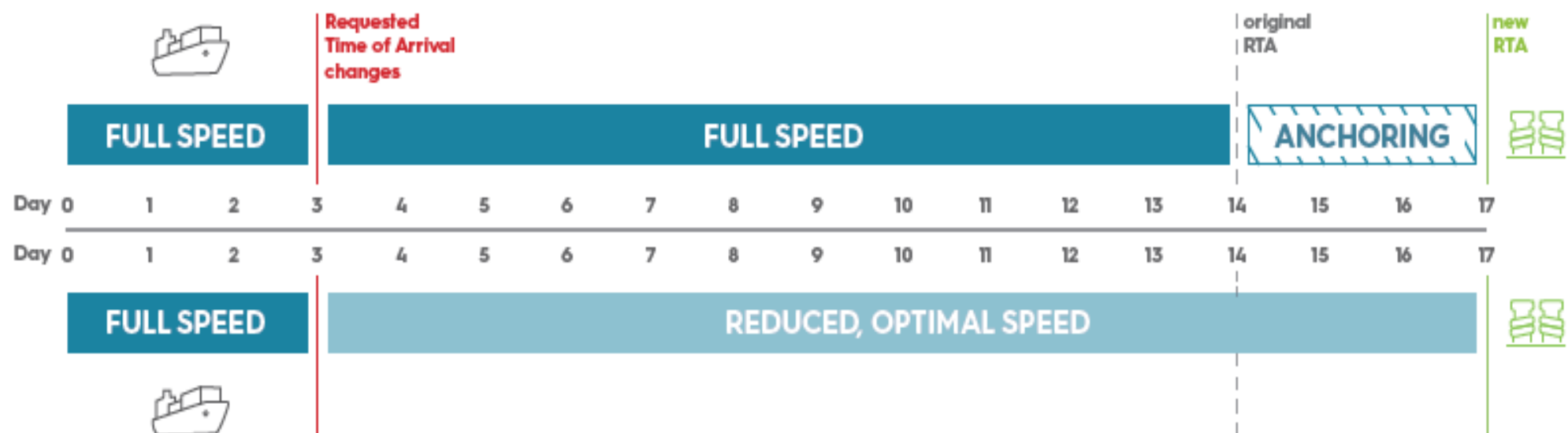
**GLOBAL INDUSTRY ALLIANCE  
TO SUPPORT LOW CARBON SHIPPING**





# Example GIA project: JIT Operation of ships

Example for **Today 's Operation: hurry up and wait**



Example for **Just In Time Operation**



# Why is JIT not globally implemented today?

- Findings of series of GIA-organized industry roundtables which brought together nearly 50 companies and organizations who are key stakeholders in the port call process

## Contractual barriers

- Ability of data receiver to use data (e.g. adjusting speed could put ship in breach of contract)
- Trade-specific: ships under time charter (containers) experiencing less contractual barriers than those under voyage charter (bulk / tankers) which are required to proceed to next port with 'utmost dispatch'

## Operational barriers:

- Lack of capacity to exchange high-quality / reliable data between stakeholders (in port, to/from ship)
- Applies to majority of ships, in particular when berth exchange is required



# JIT – solutions generated through GIA

## Contractual solutions

- Include a **JIT Arrival standard clause** in the voyage charter to allow the bulker/tanker ship's Master to **optimize speed**, without being in breach of contract (and gaining experience of application of JIT clause).

## Operational solutions:

- For ports be able to provide incoming ships with a **reliable berth arrival time**, firstly a **reliable departure time** of the ship at berth needs to be achieved - which **involves collaboration of many stakeholders** (ships, port authorities, terminals, service providers).
- Improve **quality and availability of data** and develop necessary global **digital data standards** that allow reliable and efficient data exchange between ship and shore as well as enhanced berth slot allocation policies towards achieving JIT.





## Introductory Course on Energy Efficient Ship Operation



## Welcome

Do you want to find out what ships can do to reduce GHG emissions?

This course will help you better understand how the maritime industry can reduce its environmental carbon footprint through practical measures to save energy on board. It will also give you facts and figures, and a better understanding of the global international regulatory framework to address emissions from ships.

This course will be of particular interest to:

- Someone curious and interested to learn more about the international regulatory framework to address emissions from ships.
- Seafarers working on board ships, interested in practical measures to reduce fuel consumption.

[Login to enrol >](#)[Download syllabus](#)[Climate change](#)

- 🕒 Self-paced course
- 🕒 2 hours
- 🌐 English

## E-Learning course on Energy Efficient Ship Operation

<https://unccelearn.org/course/view.php?id=128&page=overview>

Within first 5 weeks of launch:

- **4,321** enrolled in course
- **2,193** certificates issued
- Enrollments from at least **129 countries** across the world
- Top 5 countries are: Pakistan, India, Panama, Brazil and Philippines
- 2<sup>nd</sup> course to launch Fall '21; role of seafarers



## GIA – lessons learned

- **Mix of stakeholders:** class societies, shipping companies, oil majors, big data, technology providers, ports, etc. good mix working together added diverse perspectives
- **Financial commitment:**
  - Doesn't become a free-for-all
  - 14 active members raised \$640,000 to support GIA activities during the GloMEEP Project Phase
  - GIA Fund administered by IMO for GIA activities only
- **Technical commitment:**
  - Most valuable capital as its companies' contribution which makes the difference
  - New ideas, sharing of industry expertise, implementation of solutions, etc.
- **Flexible contractual agreement:**
  - Members can leave GIA at any point in time
  - Membership limited to private sector companies only (industry associations and academia not able to join – ensures individual companies join + contributing \$)
- **Small size:** allows for active participation and delivery of tangible results





Press Briefings

Archives

Meeting Summaries

Secretary-General

What's New

In Focus

IMO News Magazine

Multimedia

Attending IMO meetings

IMO Events

IMO Goodwill Maritime  
Ambassador scheme



## UN agency launches new global project to tackle maritime GHG emissions

Briefing: 08 13/05/2019

A major international project to support the International Maritime Organization (IMO)'s [initial strategy](#) for reducing greenhouse gas emissions from shipping has been launched.

Entitled GreenVoyage-2050, the project 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.

GreenVoyage-2050 is a collaboration between IMO and the Government of Norway and will run for an initial two-year period. More than 50 countries in 14 sub-regions across the globe are expected to participate, including developed countries and strategic partners from the private sector, who will contribute expertise and experience.

The project will also build capacity in developing countries, including small island developing states (SIDS) and least developed countries (LDCs), to fulfil their commitments to meet climate-change and energy-efficiency goals for international shipping.

Initially, eight countries, from five high-priority regions (Asia, Africa, Caribbean, Latin America and Pacific), are expected to take pilot roles, to pursue and undertake actions at the national level. These pilot countries will then become "champions", galvanising momentum by supporting other partnering countries in their



IMO Secretary-General Kitack Lim (left) and Mr Sveinung Oftedal, Specialist Director of the Norwegian Ministry of Climate and Environment, signed the GreenVoyage-2050 project. The project is a direct response to the need to provide

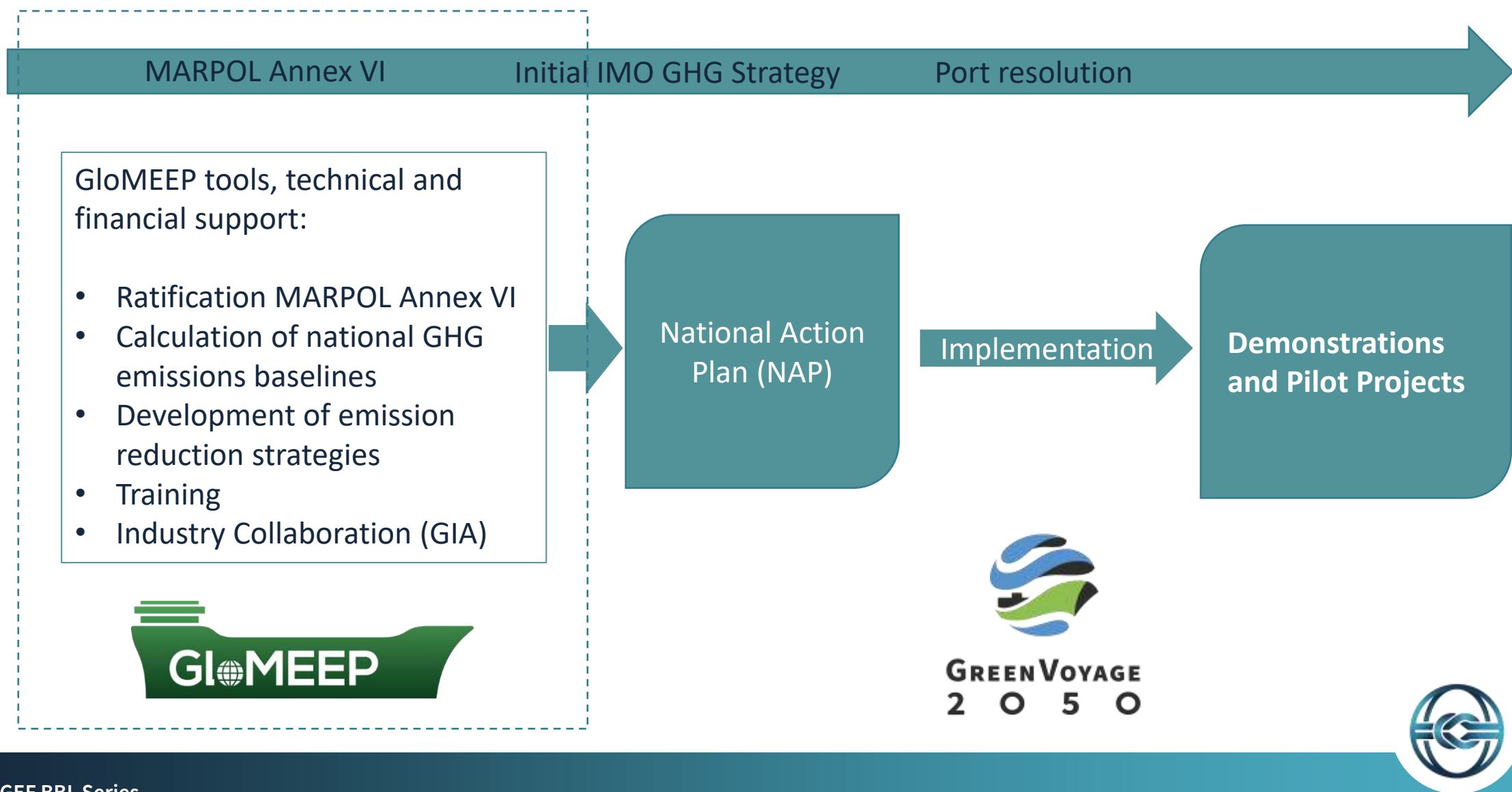
## GreenVoyage2050 Project

- Launched in May 2019
- Builds on GloMEEP project foundation
- Funded by the Government of Norway





# From GloMEEP to GreenVoyage2050...



Thank you for your attention!



*Empowered lives.  
Resilient nations.*



**GLOBAL INDUSTRY ALLIANCE  
TO SUPPORT LOW CARBON SHIPPING**

