

Introduction of Initial IMO Strategy on Reduction of GHG Emissions from Ships and its Follow-up Actions

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Abstract

At the 62nd Meeting (2011) of the Marine Environment Protection Committee (henceforth MEPC), the IMO has adopted the proposed amendment adding Chapter for to the MARPOL Annex, in order to achieve a reduction of GHG emitted by international shipping vessels, by making EEDI compulsory for new ships and SEEMP for all ships, effective since 1 January 2013 for ships weighing 400GT. Notably, at the 70th MEPC, the plan to develop a roadmap for the comprehensive IMO strategy for the reduction of GHG emission from ships was approved and as such, plans to adopt the strategy by 2023, including its short-term, mid-term, and long-term measures, have been arranged. Following the approved roadmap, at the 72nd MEPC (April, 2018), the first stage of reducing GHG emissions from ships was selected/passed as the Initial IMO strategy on reduction of GHG from ships (henceforth Initial IMO GHG Strategy), and at the 73rd MEPC (October, 2018), subsequent programs following the Initial IMO GHG Strategy were arranged. In this presentation, the following issues will be introduced and discussed; the initial IMO strategy on reduction of GHG emissions from ships, the contents of the 73rd MEPC meeting regarding the following actions related GHG reduction programs to be executed (including specific matters regarding the execution of potential short-term, mid-term and long-term measures), and the GHG reduction strategies, GHG response policies of IMO member states, trends in technological developments for GHG reduction from ships etc.

Keywords: *International Maritime Organization (IMO), Greenhous Gas (GHG), Marine Environment Protection Committee (MEPC), IMO GHG Initial Strategy*

References

- [1] IMO MEPC72 (2018), Resolution MEPC.304(72). “Initial IMO Strategy on Reduction of GHG Emissions from Ships”
- [2] IMO MEPC73 (2018), MEPC73/WP.5, Annex. “Reduction of GHG Emissions from Ships”

Biography

Dr. Joung is a principal researcher of the Global Cooperation Center (GCC), Policy Research and Cooperation Department at Korea Research Institute of Ships & Ocean Engineering (KRISO), and responsible for establishing the advanced technology in maritime field and research response for IMO regulations. His primary activities include risk assessment, reliability analysis, Finite Element Analysis (FEA), and Computational Fluid Dynamics (CFD). Dr. Joung is a rare person who holds two Ph. D degrees