

2 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.

3 LEVELS OF AMBITION AND GUIDING PRINCIPLES

Levels of ambition

3.1 Subject to amendment depending on reviews to be conducted by the Organization, the Initial Strategy identifies level of ambitions for the international shipping sector noting that technological innovation and the global introduction of alternative fuels and/or energy sources for international shipping will be integral to achieve the overall ambition. Limits of ambition are agreed as follows:

.1 *carbon intensity of the ship to decline through implementation of further phases of the energy efficiency design index (EEDI) for new ships;*

review with the aim to strengthen the energy efficiency design requirements for ships with the percentage improvement for each phase to be determined for each ship type, as appropriate;

.2 *carbon intensity of international shipping to decline*

to reduce CO₂ emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and

.3 *GHG emissions from international shipping to peak and decline*

to peak GHG emissions from international shipping as soon as possible and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008 whilst pursuing efforts towards phasing them out as called for in the Vision as a point on a continuing trajectory of CO₂ emissions reduction consistent with the Paris Agreement temperature goals.

Guiding principles

3.2 The principles guiding the Initial Strategy include:

.1 the need to be cognizant of the principles enshrined in instruments already developed, such as:

.1 the principle of non-discrimination and the principle of no more favourable treatment enshrined in MARPOL and other IMO conventions; and

.2 the principle of common but differentiated responsibilities and respective capabilities in the light of different national circumstances enshrined in the UNFCCC, its Kyoto Protocol and the Paris Agreement;

- .2 the requirement for all ships to give full and complete effect, regardless of flag, to implementing mandatory measures to ensure the effective implementation of this strategy; and
 - .3 the need to consider the impacts of measures on States, in particular, on LDCs and SIDS as noted by MEPC 68 (MEPC 68/21, paragraphs 4.18 to 4.19) and their specific emerging needs, as recognized in the Organization's Strategic Plan (Resolution A.1110(30)).
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