

**Providing Policy Advice to the International Maritime Organization  
on GHG Emission reduction  
by Eric E. Deans**

Policy analysts face several obstacles when providing advice as exemplified by recent deliberations at the International Maritime Organization. Under the UNFCCC and the Kyoto Protocol the maritime sector is omitted from having to make commitments to reduce GHG emissions. However, the contribution of CO<sub>2</sub> emissions from shipping is expected to increase due to projected growth in world trade and the demand for seaborne transport. Consequently, there have been ongoing initiatives at the IMO to reduce GHG emission from ships. Those efforts focused on setting efficiency standards based on the design of the ship (EEDI) and operational standards (EEOI) which are nearing agreement. However it was felt that market based measures (MBM) were necessary to provide the incentive to implement these standards. The IMO undertook a feasibility study and impact assessment of ten MBM proposals utilizing an Expert Group established by the Secretary-General. The Expert Group set out to assess each proposal based on criteria such as environmental effectiveness, cost-effectiveness, practical feasibility, potential additional administrative burden, potential additional workload, economic burden, and operational impact for individual ships; and compatibility with the existing enforcement and control provisions under the IMO legal framework to determine which had the greatest potential for reducing CO<sub>2</sub> emissions. Unfortunately, political and institutional sensitivities may have derailed the primary objective. As a member of the Expert Group and the Focal Point for the Jamaican Proposal I conduct a post mortem analysis of process involved and present arguments on whether the outcomes fulfilled the original objectives.