

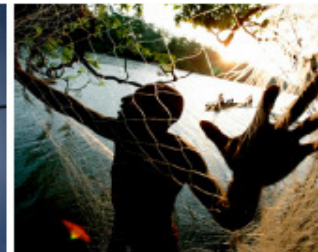


WWF® *for a living planet*®

Shipping and post-2012 climate policy

Peter Lockley, WWF-UK

30 April 2009

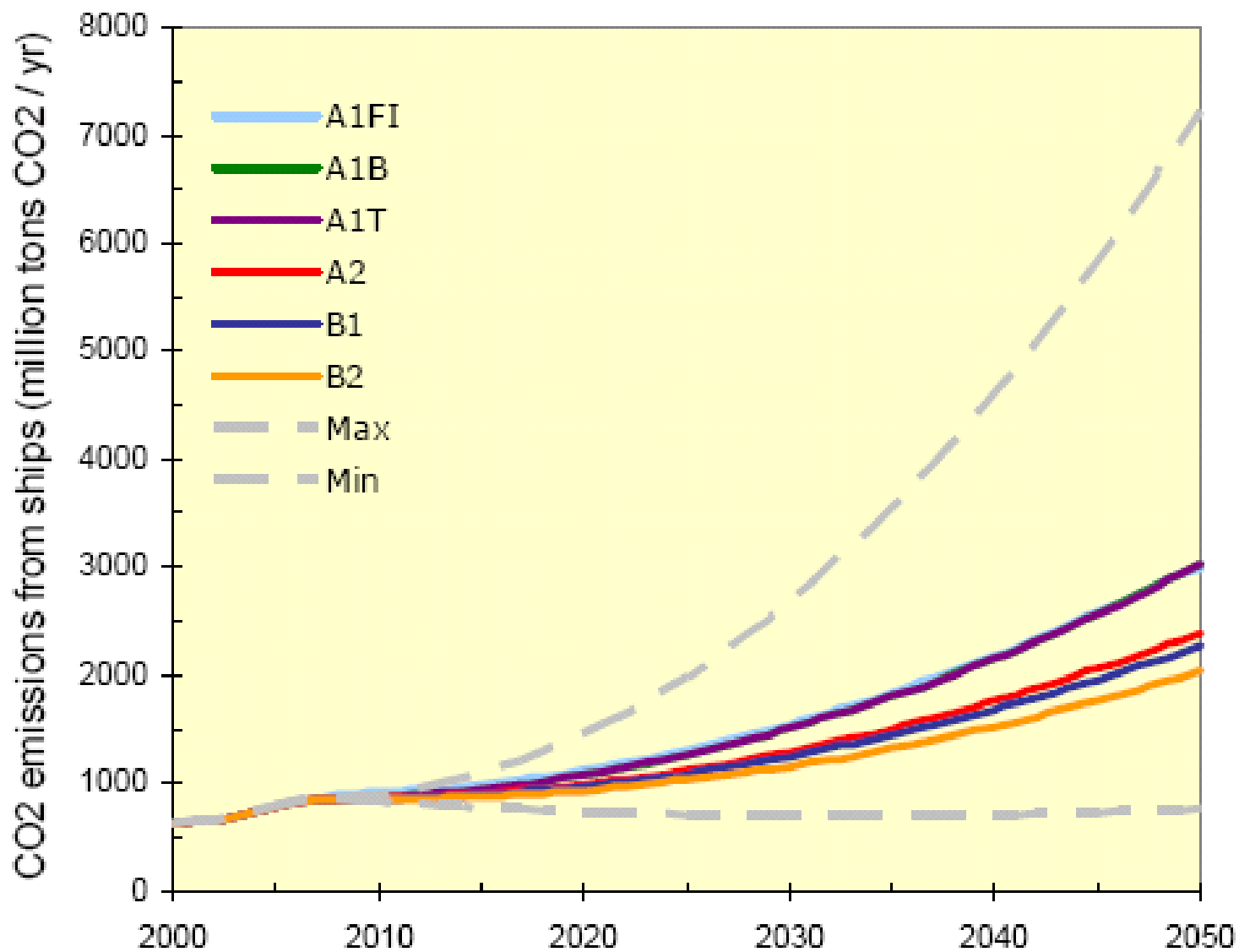


Shipping CO2

- International shipping:
- ~850 MtCO2
- > UK, > Canada, = Germany



Scenarios for CO2 emissions from International Shipping from 2007 to 2050 in the absence of climate policies





WWF® for a living planet®

Kyoto - paradoxical treatment of shipping

- Article 2.2:

The Parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases ... from marine bunker fuels, working through... the International Maritime Organization.

- IMO does not recognise 'Annex I'



... has led to deadlock in IMO

- Developed: must be a **global approach**. IMO principle of ‘no more favourable treatment of ships’
- Developing: must be a **differentiated approach**. UNFCCC principle of ‘common but differentiated responsibilities and capabilities’





WWF® *for a living planet*®

Post-2012 options

- (A1 National totals – difficult but not impossible)
- Sectoral scheme (no allocation / Option 1)
 - Need for sector-specific approach to differentiation.
 - Emissions Trading / Bunker Fuel Levy / Hybrid.





WWF® *for a living planet*®

Differentiation 1

- By flag – inequitable, ineffective
- By beneficial owner – little better
- Activity-based:
 - Eg routes to Annex I ports
 - Share of goods unloaded.
 - Concerns leakage / re-routing



Differentiation 2

- Global but with ‘compensation differentiation’:
 - Revenues channelled to developing countries
 - *de minimis* threshold could exclude routes to remote islands / least developed countries



Principles for compensation

- Needs to be credible in order to ensure developing country buy-in
- Credible = international, with developing country determination of spending.
- Aviation EU ETS a poor precedent:
 - Permits auctioned at national level
 - Resistance to hypothecation for climate work

