

## 1. Credentials

Within just one year of its creation, the **IMERS**<sup>1</sup> proposal was brought to the International Maritime Organization (IMO), discussed internationally<sup>2</sup> and followed by concrete submissions, including from **Norway**,<sup>3</sup> **Denmark**,<sup>4</sup> **South Africa**,<sup>5</sup> **WWF**,<sup>6</sup> and others. In 2007 the submission from Norway received support from the EU countries and 10 other states at the 56<sup>th</sup> session of the IMO Marine Environment Protection Committee<sup>7</sup> (MEPC). Seen as an effective short-term measure,<sup>8</sup> its elements were positively discussed during the 57<sup>th</sup> session of the IMO MEPC in April 2008.

The proposal was also included in the views to the UNFCCC sessions of AWG-LCA by Norway,<sup>9</sup> and AWG-KP by Norway<sup>10</sup> and separately by the European Union (EU).<sup>11</sup> In 2008 it was presented by both Norway and the EU, and subsequently positively discussed at the UNFCCC session in Bangkok,<sup>12</sup> discussed at the review of Kyoto Protocol,<sup>13</sup> and during the Bonn Climate Change Talks.<sup>14</sup>

IMERS has been recommended in three special reports for the Toyako G8 summit.<sup>15</sup> It is being recommended in several reports for the UNFCCC COP 14 in Poznan, December 2008.

A recent breakthrough has made IMERS widely acceptable by being **both Global and Differentiated**:<sup>16</sup>

- Global (as per the IMO) – in that it applies to all ships irrespective of flag and nationality;
- Differentiated (as per the UNFCCC) – in that it applies only to emissions associated with cargo destined for **Annex I Parties** (as per the current climate change regime).

## 2. Outline

The CO<sub>2</sub> emissions from international maritime transport are very significant at circa 1GtCO<sub>2</sub>; these will grow strongly in the coming decades. They are more than double the emissions from aviation.

At the same time, the **need to reduce the financing gap for adaptation to climate change** in developing countries has become even more urgent (demand exceeds 100 times the available funding).

IMERS is a novel, hybrid, market-based scheme to mitigate maritime CO<sub>2</sub> emissions globally. It will deliver an emission reduction target for the entire maritime sector through an emission charge (levy) which will be partially used to purchase emission reduction credits. Simultaneously, it will reduce the gap in financing of adaptation to climate change in developing countries, while also providing financing for technology transformation.

IMERS is seen by many negotiators as a practical proposition that **delivers on** all the four building blocks of the **Bali Roadmap**: mitigation, adaptation, technology, and financing. It does so at a scale of 6 billion+ dollars annually, of which **\$2.5bn is for mitigation, \$2.5bn for adaptation, \$1bn for technology** development and transfer.

<sup>1</sup> IMERS – International Maritime Emission Reduction Scheme, [www.imers.org](http://www.imers.org).

<sup>2</sup> [www.imers.org/buyin/achieve](http://www.imers.org/buyin/achieve) contains list of key meetings and submissions.

<sup>3</sup> IMO MEPC 56/4/9, by Norway, Elements of a possible market-based CO<sub>2</sub> emission reduction scheme, May 2007. See also [Norwegian presentation](#) from a side event during COP13 in Bali.

<sup>4</sup> IMO MEPC 57/4/5, by Denmark, A global levy on marine bunkers, primarily to be applied for the acquisition of CO<sub>2</sub> emission quotas through the purchase of CO<sub>2</sub> credits, Dec 2007.

<sup>5</sup> IMO MEPC 57/4/27, by South Africa, A hybrid market-based instrument for shipping to contribute fairly to climate change mitigation and adaptation, Feb 2008 (withdrawn from discussions).

<sup>6</sup> IMO MEPC 58/4/39, by WWF, Benefits and possible adverse impacts of market-based instruments, Aug 2008.

<sup>7</sup> IMO MEPC 56/23, Report of the Marine Environment Protection Committee on its 56<sup>th</sup> session, July 2007, p. 4.48-4.52.

<sup>8</sup> IMO MEPC 57/4/5, sect. 5.11, Report of the Intersessional Correspondence Group on GHG Related Issues, Dec 2007.

<sup>9</sup> [FCCC/AWGLCA/2008/MISC.1](#), Views regarding the work programme of the Ad Hoc Working Group on Long-term Cooperative Action under the Convention. Submissions from Parties. March 2008, pg. 54.

<sup>10</sup> [FCCC/KP/AWG/2008/MISC.1](#), Views and information on the means to achieve mitigation objectives of Annex I Parties, Submissions from Parties, March 2008, pg. 46-50.

<sup>11</sup> [ibid](#), pg. 74-76.

<sup>12</sup> [AWGLCA 1 and AWG 5 highlights](#), 3 April 2008 (see <http://imers.org/buyin/achieve> for webcast links).

<sup>13</sup> [Workshop on Article 9 KP, International aviation and maritime transport](#), Bonn 28-29 April 2008.

<sup>14</sup> [Bunker fuel emissions, adaptation funding and technology transformation](#); and [Roundtable AWG KP](#).

<sup>15</sup> [International Adaptation Finance](#); [Energy and Climate: Opportunities for the G8](#); and [Globe International Submission](#).

<sup>16</sup> [GbD Principle and Policy](#) at [www.imers.org/policy](http://www.imers.org/policy), and comprehensive architecture study at [www.imers.org/climate](http://www.imers.org/climate).