

Technical Session 1 GHG Reduction Technologies and Strategy

13th ASEF Forum

13th Nov.2019

Osaka, JAPAN

Key Questions ?



- ▶ Q1. What measures could be taken in the context of improvement in EEDI?
- ▶ Q2. What measures for existing ships are appropriate in order to improve energy efficiency?
- ▶ Q3. the 2050 emission target in the IMO GHG Strategy
- ▶ Q4. Possibility for the development of ships without GHG emissions (hereinafter referred to as “zero-emission ships”).

<Actions required of ASEF>

- ▶ Q5. What action ASEF should take in order to make the voices of shipbuilders heard by the IMO and solicit understanding in the international community?

Q1. What measures could be taken in the context of improvement in EEDI ?

- ▶ Q1.1 How can we ensure safety of ships in operation with reduced speed in pursuit of further energy-saving. Challenges will be associated with the issue of minimum propulsion power.
- ▶ Q1.2 Please provide your view on the proposal for an option to limit the shaft / engine power while ensuring a sufficient safety power reserve in adverse weather conditions.

Q2. What measures for existing ships are appropriate in order to improve energy efficiency ?

Please elaborate your views on the proposal to improve energy efficiency of existing ships from the following perspectives (Q2.1 to 2.5)

- ▶ Q2.1 Equal footing between new ships and ageing ships;
- ▶ Q2.2 Whether efforts to reduce GHG emission are properly recognized and rewarded in terms of both design and operation of ships;

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Q2. What measures for existing ships are appropriate in order to improve energy efficiency ?

Please elaborate your views on the proposal to improve energy efficiency of existing ships from the following perspectives (Q2.1 to 2.5)

- ▶ Q2.3 Enforcement aspects (room for cheating, ships that are in violation of requirements;
- ▶ Q2.4 Promotion of innovation;
- ▶ Q2.5 Pros and cons of measures for existing ships for the shipbuilding industry.

Q3. the 2050 emission target in the IMO GHG Strategy

- ▶ Q3.1 Your view whether the 2050 emission target in the IMO GHG Strategy is feasible or not. What preconditions will be considered to be necessary in meeting the target?
- ▶ Q3.2 What do you anticipate may happen if the 2050 target is not met?
Examples of possible repercussion may be:
 - further global warming;
 - increased risks for an emission trade scheme to be introduced in maritime sector;
 - increased risk for stringent regulations being imposed by UNFCCC without regard to the characteristics of maritime sector, or funding by the maritime sector being imposed.

Q4. Possibility for the development of ships without GHG emissions (hereinafter referred to as “zero-emission ships”).

- ▶ Q4.1 When the shipping market need to have large zero-emission ships engaged in long voyage in order to meet the 2050 target?
- ▶ Q4.2 What energies for propulsion are considered realistic for the zero-emission ships?
- ▶ Q4.3 What kinds of innovation will be required in the shipbuilding industry for the development of zero-emission ships?
- ▶ Q4.4 What do you expect of other industries than the shipbuilding and shipping sector or what are indispensable for the development of zero-emission ships?

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Q4. Possibility for the development of ships without GHG emissions (hereinafter referred to as “zero-emission ships”).

- ▶ Q4.5 What will be needed for the development of the zero-emission ships, and for the accelerated proliferation thereof in the shipping market? In this context, what do you expect of your Government or IMO?
Possible answers may include:
 - Promotion of ageing ships to be removed from the shipping market;
 - Fund for R&D (research and development);
- ▶ Q4.5.1 What do you consider the proposal to establish an international fund for funding the research and development (R&D) of the zero-emission ships in which funds are collected depending upon the amount of fuels consumed during ship operation.
- ▶ Q4.5.1.1 If such scheme as the aforementioned one is considered necessary, how do you think shipbuilders should make use of them.

Actions required of ASEF

- ▶ Q5. What action ASEF should take in order to make the voices of shipbuilders heard by the IMO and solicit understanding in the international community?



Thank you