

Regional webinar Sustainable Smart Ports in Africa



IMO's policies and
how they contribute
to promoting the use
and distribution of
renewable energy in
African ports

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International Maritime Organization



UN Specialized Agency mandated to set a global regulatory framework to ensure safe, secure and efficient shipping on cleaner oceans



IMO Convention was adopted in 1948. IMO headquarters in London



IMO has developed more than 50 international instruments, including SOLAS and **MARPOL** and over 1,000 guidelines and recommendations



In 2023: 175 Member States, 3 associated members, 156 observer organizations (IGOs and NGOs)

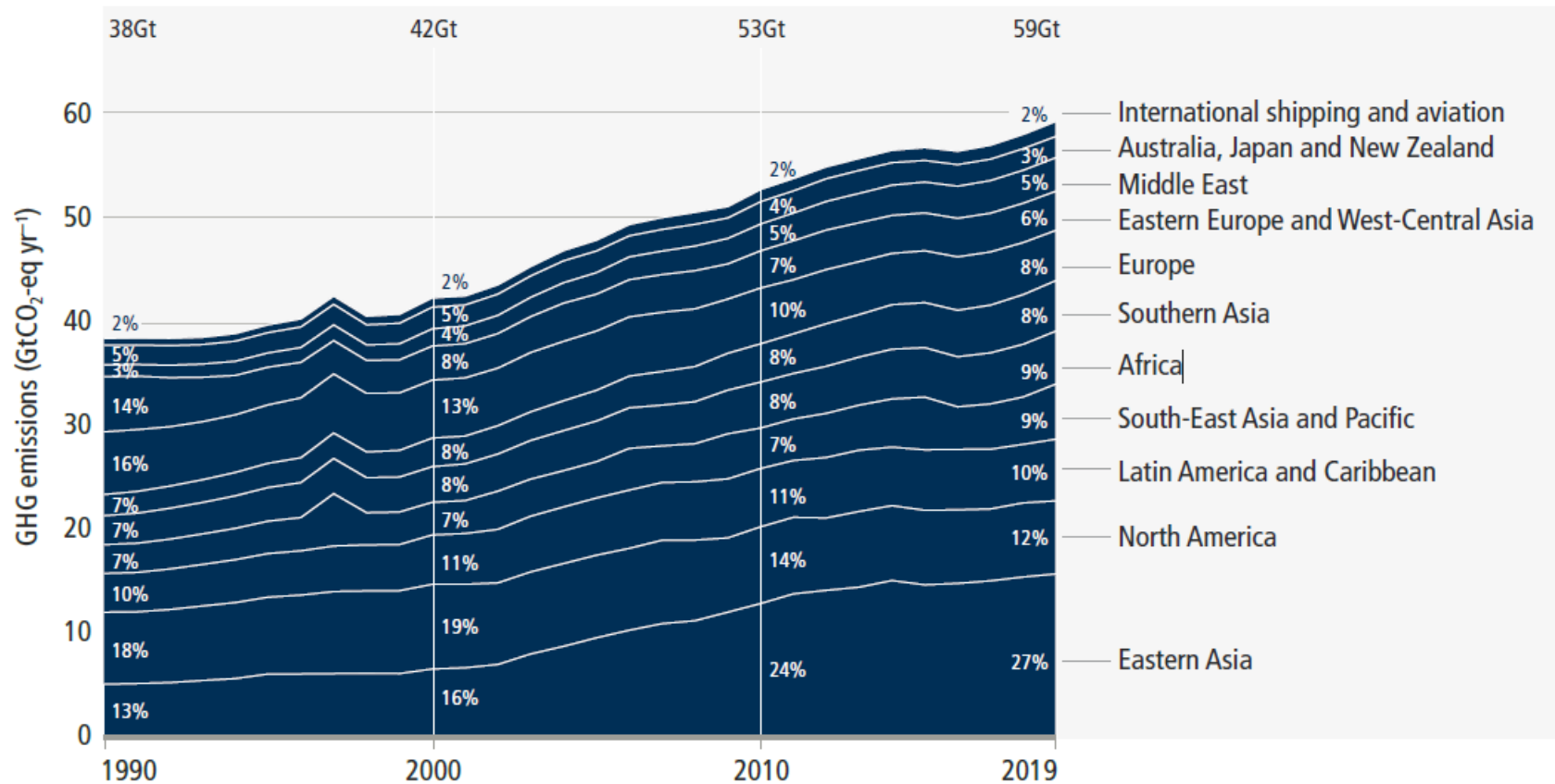


IMO regulates >50,000 ships trading worldwide



How much does international shipping contribute to global GHG emissions?

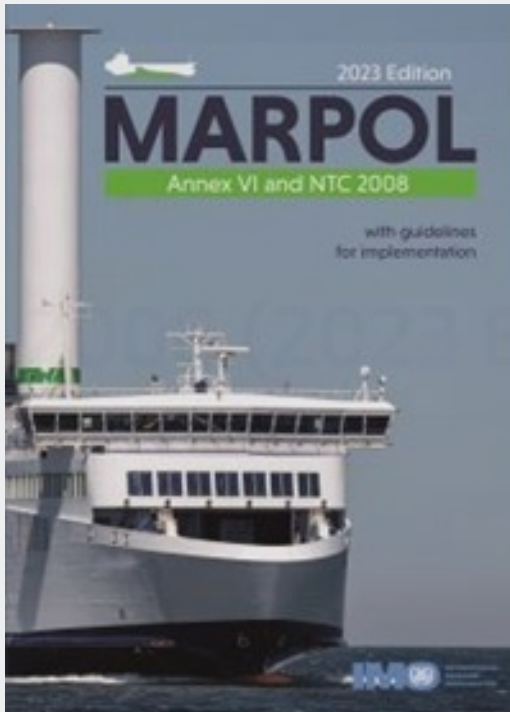
a. Global net anthropogenic GHG emissions by region (1990–2019)



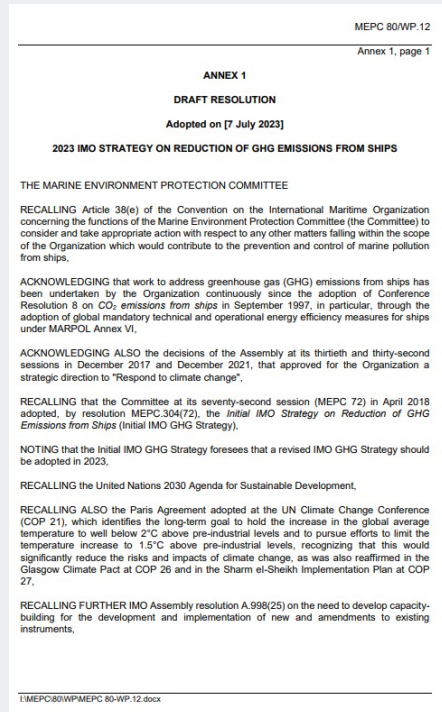
Source: IPCC, 2022

Who regulates these emissions?

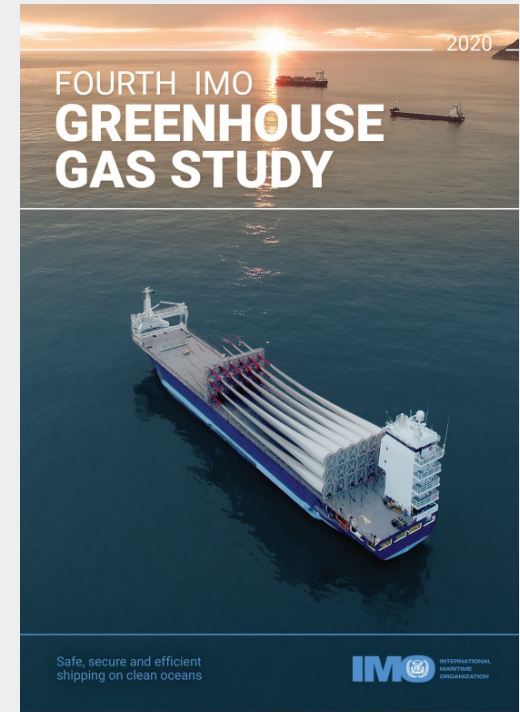
IMO is the UN Specialized Agency mandated to address emissions from fuels used for international maritime transport



MARPOL
Annex VI



2023 IMO GHG
Strategy



Fourth IMO GHG
Study

2023 IMO Strategy on Reduction of GHG Emissions from Ships

Climat : le secteur maritime, un important pollueur, renforce ses objectifs de décarbonation

Le Monde

Forbes

World Shipping Body Toughens Their Emissions Targets

CincoDías 45

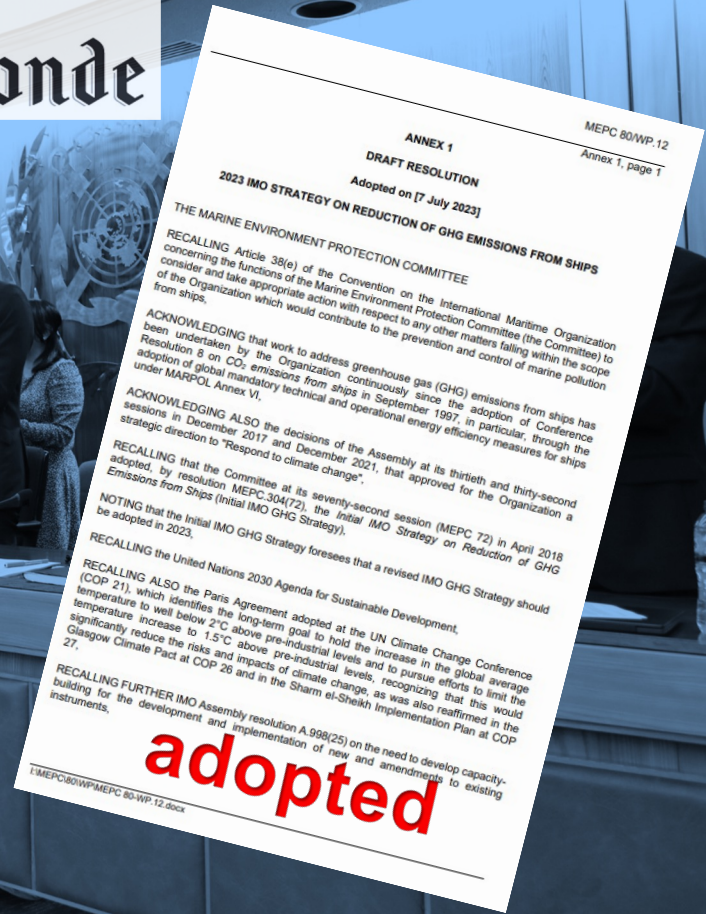
El transporte marítimo eleva su compromiso ambiental hasta las cero emisiones netas en 2050

BBC NEWS

What would net-zero shipping look like?

The Washington Post
Democracy Dies in Darkness

World shipping body votes on 'historic' emissions cuts to curb warming



Where do we need to go?

Vision

As a matter of urgency, IMO aims to phase out GHG emissions **as soon as possible**, while promoting **a just and equitable transition** in the context of this Strategy.

Levels of ambition

Further strengthen energy efficiency design requirements for ships.

2030: reduce carbon intensity by at least 40%, compared to 2008.

2030: have at least 5%, striving for 10%, of the energy used by international shipping to be zero or near-zero GHG emission.

Net-zero target

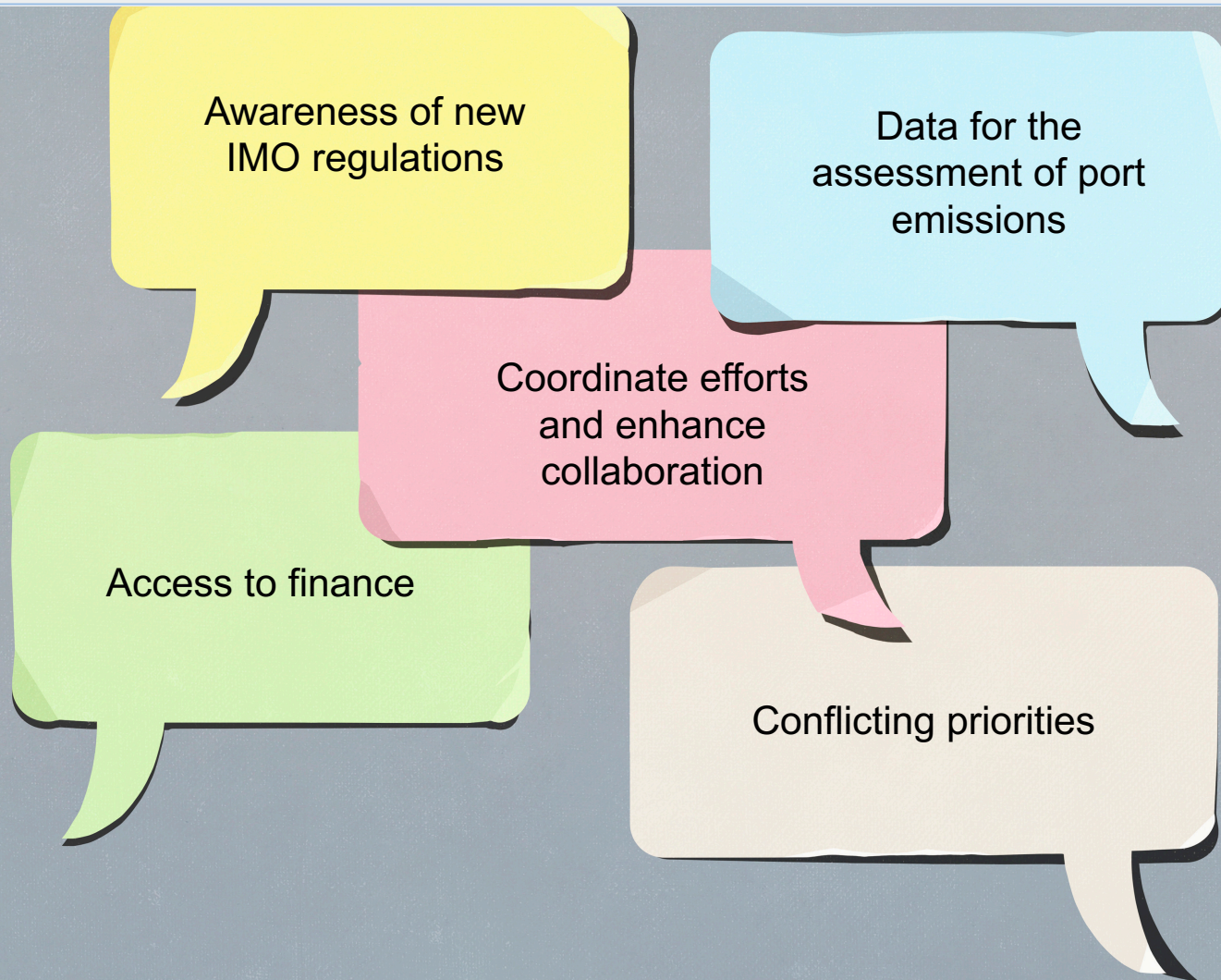
Net-zero GHG emissions from international shipping **close to 2050**, taking into account different national circumstances.

Indicative targets

2030: reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, compared to 2008.

2040: reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, compared to 2008.

What are the challenges?

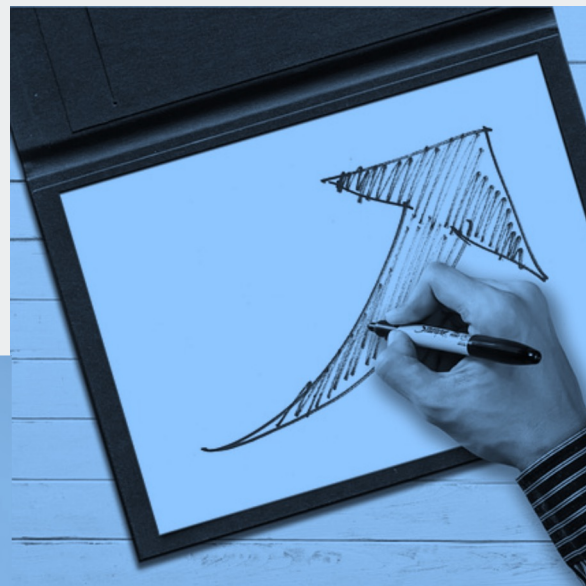


What are the opportunities?



**Compliance with
global regulation**

**Effective
environmental
protection**



**Increased
competitiveness**

What can ports in Africa do?

MEPC RESOLUTION.366(79) (adopted on 16 December 2022)
INVITATION TO MEMBER STATES TO ENCOURAGE VOLUNTARY COOPERATION BETWEEN THE PORT AND SHIPPING
SECTORS TO CONTRIBUTE TO REDUCING GHG EMISSIONS FROM SHIPS

MEPC 79/15/Add.1
Annex 11, page 1

ANNEX 11

MEPC RESOLUTION.366(79) (adopted on 16 December 2022)

INVITATION TO MEMBER STATES TO ENCOURAGE VOLUNTARY COOPERATION BETWEEN THE PORT AND SHIPPING SECTORS TO CONTRIBUTE TO REDUCING GHG EMISSIONS FROM SHIPS

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that Regulation 28.10 of MARPOL ANNEX VI encourages Administrations, port authorities and other stakeholders as appropriate to provide incentives to ships rated A or B,

HAVING ADOPTED resolution MEPC.304(72) on the *Initial IMO Strategy on reduction of GHG emissions from ships* (hereinafter the Initial Strategy),

NOTING that the Initial Strategy calls for the encouragement of port developments and activities globally to facilitate reduction of GHG emissions from shipping, including provision of ship and shoreside/onshore power supply from renewable sources, infrastructure to support supply of alternative low-carbon and zero-carbon fuels, and to further optimize the logistic chain and its planning, including ports,

RECALLING that, at its seventy-fourth session, the Committee adopted resolution MEPC.323(74) on the *Invitation to Member States to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships*,

RECALLING ALSO that, at its seventy-ninth session, the Committee agreed to revise resolution MEPC.323(74),

RECOGNIZING that many ports are already taking action to facilitate the reduction of GHG emissions from ships,

RECOGNIZING ALSO present-day initiatives for increasing cooperation between ports and other actors in the maritime industry in developing actions that aid the reduction of GHG emissions of the maritime transport system,

RECOGNIZING FURTHER that these actions and initiatives could be part of voluntary National Action Plans which are encouraged in resolution MEPC.XX(79),

RECOGNIZING the value of capacity-building, knowledge sharing and cooperation for all States, including developing countries, particularly least developed countries (LDCs) and small island developing States (SIDS),

HAVING AGREED the need to encourage further cooperation between ports and shipping to facilitate the reduction of GHG emissions from ships and the value of collaboration,

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MEPC RESOLUTION.366(79) (adopted on 16 December 2022)

INVITATION TO MEMBER STATES TO ENCOURAGE VOLUNTARY COOPERATION BETWEEN THE PORT AND SHIPPING SECTORS TO CONTRIBUTE TO REDUCING GHG EMISSIONS FROM SHIPS

MEPC RESOLUTION.366(79)

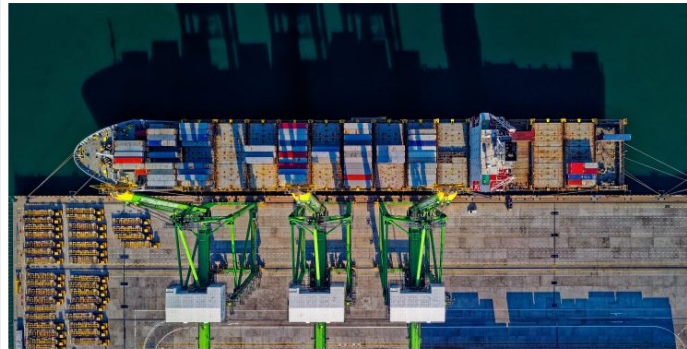
1. Supporting the viability of business cases for ship and in-port renewable power-to-ship solutions and the use of these solutions



Kenyan Ports Authority commissioned study to assess the suitability of installing a 5-10 MWp solar plant

Solar powered shore power considered for Mombasa Port

by The Editorial Team — January 25, 2023 in Emissions, Ports



Credit: ABL Group



ABL Group conducted a feasibility study, investigating two possible brownfield sites for the installation of a solar photovoltaic (PV) plant to generate renewable energy powered shore power at the Port of Mombasa, Kenya.

Source: [Solar powered shore power considered for Mombasa Port - SAFETY4SEA](#)

MEPC RESOLUTION.366(79)

2. Encouraging safe and efficient bunkering



First green green bunkering operation that took place in Africa and the Middle East. SCZONE intends to transform its ports into a regional hub for bunkering services

SCZONE achieves successful green bunkering milestone at East Port Said

August 18, 2023

By Dom Magli



The General Authority for the Suez Canal Economic Zone (SCZONE) has confirmed the successful inaugural green bunkering operation using methanol at East Port Said.

Source: [SCZONE achieves successful green bunkering milestone at East Port Said - Port Technology International](#)

MEPC RESOLUTION.366(79)

3. Promoting incentive schemes that address GHG emissions and sustainability of international shipping



The aim is to expand use of wind and solar power technologies at eight South African ports as well as explore other sources of power

South Africa's Ports Authority Explores Investment in Renewables



File image courtesy Transnet

PUBLISHED JUL 29, 2022 9:09 PM BY **THE MARITIME EXECUTIVE**

Transnet National Ports Authority (TNPA) South Africa has issued a request for information for project ideas for the supply of renewable energy at South Africa's main commercial ports.

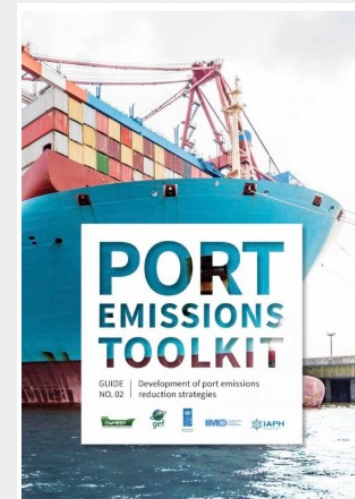
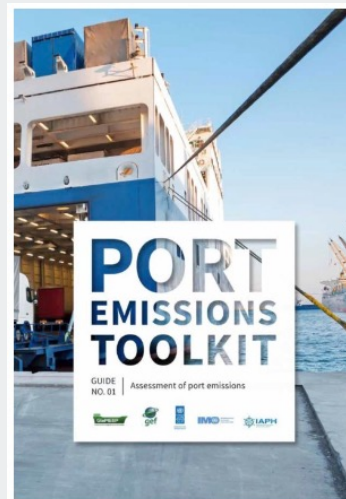
Source: [South Africa's Ports Authority Explores Investment in Renewables \(maritime-executive.com\)](https://maritime-executive.com)

MEPC RESOLUTION.366(79)

4. Supporting the industry's collective efforts to improve quality and availability of data for the optimization of port calls



Technical cooperation resources for ports through the [Green Voyage 2050 project](#)



MEPC RESOLUTION.366(79)

5. Facilitating voluntary cooperation through the whole value chain, including ports, to create favourable conditions to reduce GHG emissions



Consortium aims to assess how zero-emission shipping can unlock opportunities for South Africa's and contribute to a just transition

Maritime, mining, steel, and energy industry leaders join forces to develop first-ever concept for a green corridor between South Africa and Europe

A new consortium will explore the options for developing a maritime green corridor for the zero-emission shipping of iron ore between South Africa and Europe. This groundbreaking initiative is the first of its kind from Africa and represents an important step in the region's involvement in shipping's decarbonization.

Source: [Maritime, mining, steel, and energy industry leaders join forces to develop first-ever concept for a green corridor between South Africa and Europe \(globalmaritimeforum.org\)](https://www.globalmaritimeforum.org/)

Exploring other opportunities

Youth for Green Hydrogen (Y4H2) Scholarship for Namibia Students attract 1154 applicants



Source: [Youth for Green Hydrogen \(Y4H2\) Scholarship for Namibia Students attract 1154 applicants - SASSCAL](#)

Thank you for your attention