



Regulatory Steps to Ship Efficiency

Peter Hinchliffe

International Chamber of Shipping, United Kingdom

The Shipping Industry welcomes the recent adoption of efficiency regulation at the International Maritime Organization (IMO). The measures require new construction ships to be built with a Ship Energy Efficiency Indicator (EEDI) and to be operated in accordance with a ship specific Energy Efficiency Management Plan (SEEMP). ICS is confident that these measures will preserve the shipping industry's position as the most efficient transport mode by far and ensure that new ships are delivered with ever increasing efficiency ratings.

In a broader sense, the efficiency of the shipping industry as an irreplaceable component of the global transport chain can only be preserved through a global framework of legislation developed at IMO. Regional regulation at variance with international regulation naturally tends to make the industry less efficient and should be avoided.

The shipping industry will work with the IMO to develop regulation designed to improve yet further efficiency and to ensure that the industry plays its appropriate part in addressing global climate change. The UNFCCC should recognise the leadership that IMO has displayed in adopting changes to MARPOL Annex VI and give IMO clear encouragement to complete the regulatory package with a market-based mechanism, if governments decide that this is appropriate. It is a concern for the industry that regulation that could potentially emerge from UNFCCC, from Europe or perhaps from other regions could fail to adequately appreciate the irreplaceable role of shipping in world trade and actually serve to make it less efficient.

Success in using the current opportunity to continue the delivery of increased efficiency in ships depends upon recognition of the industry's role in the global transport chain.

*Peter Hinchliffe joined the **International Chamber of Shipping**, ICS, in 2001 after a first career in the Royal Navy which included 5 years in sea going command. He led ICS shipowner representation on safety and environmental issues at the IMO and in other fora for several years. He was appointed Secretary General of ICS in 2010. The principal role of ICS is to coordinate the representation of the international maritime industry at the International Maritime Organization, the International Labour Organization, and at other intergovernmental fora which impact on the interests and well-being of international shipping.*