



**SPEECH BY THE PRINCIPAL SECRETARY, STATE DEPARTMENT FOR
SHIPPING AND MARITIME**

**GHG REDUCTION MEASURES IN THE AFRICAN MARITIME SECTOR
WEBINAR**

Our Hosts for today, the Maritime Technology Cooperation Centre for Africa (MTCC-Africa);

Captain Sukhjit Singh - Deputy Director & Technical Head of MTCC Caribbean

Mr. Stephan Nanan - Senior Instructor & Greenhouse Gas Advisor of MTCC Caribbean

Dr. Hiram Nderitu, MTCC Africa Project Director

Ms. Lydia Ngugi, MTCC Africa Head

Distinguished Participants;

Ladies and Gentlemen,

I wish you all a Good morning and Good afternoon in your respective jurisdictions

It gives me great pleasure to welcome you to this webinar on GHG Reduction Measures in the African Maritime Sector in-line with the International and National Regulations.

Allow me at the outset on behalf of the Government of Kenya and MTCC-Africa to express my sincere gratitude to the European Union (EU) for the unwavering support in providing the funding for this very important initiative and the financial support in establishing the MTCC-Africa. I would also wish to appreciate and thank the International Maritime Organization (IMO) for the technical guidance that the Organization continues to so generously extend towards the implementation of this project to date.

As the Principal Secretary in charge of Shipping & Maritime, I also act as the chair of the Steering Committee of MTCC Africa.

Ladies and Gentlemen,

This webinar aims to highlight and emphasize the measures to be considered by maritime administrations whilst implementing GHG reduction measures in the maritime and shipping industry in support of the growth of the blue economy.

The main focus of this webinar will be on:

1. The state of bunkering and use of alternative fuels in the African maritime shipping region.
2. National regulations in support of GHG reduction measures Vis a Vis the Initial IMO GHG Strategy.
3. The role of Port State Control Officers in implementing the IMO GHG Strategy.

Ladies and Gentlemen,

International shipping steers the carriage of over 80% of all goods by volume. By so doing, it plays a crucial role in promoting economic and social development of countries as it a source of employment and access to essential goods. This notwithstanding, international shipping occasions negative externalities which are harmful to the environment and human health.

An externality of key concern is air emissions released from combustion of fossil fuels. The emissions are composed of both air pollutants and greenhouse gases (GHG).

Air pollutants occasion acid rain, respiratory diseases and reduced life expectancy. Greenhouse gases occasion climate change. In the last century, there has been a rise in carbon dioxide level across the globe. This has reversed food patterns, occasioned adverse weather conditions, wildfires, sea level rise and ocean coral bleaching, among others.

Recent studies conducted by the International Maritime Organization (IMO) have estimated that the global total anthropogenic CO₂ emissions have risen over the years. The 4th IMO GHG Study, reveals that shipping emissions in global anthropogenic GHG emissions has increased from 2.76% in 2012 to 2.89% in 2018. It has been predicted that CO₂ emissions from shipping could increase by up to 250 % of their current level, if insufficient action is taken.

Ladies and Gentlemen,

The IMO has taken several approaches to address climate change in the shipping and maritime industry:

1. First, the IMO adopted MARPOL Annex VI to address Air Emissions from ships. Chapter Four (4) of MARPOL Annex VI provides the technical and operational approaches to enhance energy efficiency of ships. It also emphasizes the importance of technical cooperation and transfer of technology to support energy efficiency improvements.
2. Second, IMO adopted a mandatory Fuel Oil Data Collection System (DCS) for international shipping, requiring ships of 5,000 gross tonnage or above to start collecting and reporting data to an IMO database from 2019.
3. Third, IMO developed the Initial Strategy on Reduction of GHG Emissions from Ships. This Strategy sets the future targets of IMO. The idea is to reduce CO₂ emissions per transport work as an average across international shipping by at least 40% by 2030, pursuing effort towards 70% by 2050, compared to 2008 levels.

Ladies and Gentlemen,

The African Region has shown great commitment to address climate change in the maritime and shipping industry. Africa's Agenda 2063 has recognized Marine resources, Energy, and Ports Operations and Marine Transport as priority areas towards the attainment of the aspiration on A Prosperous Africa, based on Inclusive Growth and Sustainable Development.

We look forward to learning more on the GHG Reduction Measures in the African Maritime Sector in-line with the International and National Regulations.

In conclusion Ladies and Gentlemen;

Allow me to once more thank MTCC-Africa for organizing and hosting this webinar. I wish you all very fruitful deliberations.

Thank you all for your attention.

God bless you.

Nancy Karigithu

