

# Niulakita High Ambition Declaration on Shipping

(9 août 2019)

The signatory states of this Declaration,

- welcome the initiative of the UN Secretary-General to hold the 2019 Climate Action Summit on September 23, 2019, in New York City;
- note with utmost concern the findings presented in the special report of the Intergovernmental Panel on Climate Change on the impacts of global warming of 1.5 degrees Celsius above pre-industrial levels and related global greenhouse gas (GHG) emission pathways;
- reemphasize the urgent need of strengthening the global response in the field of climate change, in the context of sustainable development and efforts to eradicate poverty;
- acknowledge that pathways limiting global warming to 1.5°C with no or limited overshoot would require far-reaching transitions that are unprecedented in terms of scale, but not necessarily in terms of speed, and imply major GHG emissions reductions in all sectors;
- welcome the adoption of the Initial International Maritime Organization (IMO) Strategy on reduction of GHG emissions from ships, and progress made by current work noting that progress needs to speed up and
- commit to work towards achieving the most ambitious dimensions of the Levels of Ambition set out in this Strategy, namely:
  - to peak GHG emissions from international shipping and start their decline before 2023;
  - to reduce CO<sub>2</sub> emissions per transport work, as an average across international shipping, by more than 40% by 2030, and more than 70% by 2050 compared to 2008;
  - as a matter of urgency, to accelerate efforts towards phasing them out, as a point on a pathway of CO<sub>2</sub> emissions reduction consistent with no more than 1.5°C global warming.

As a consequence, they therefore

- Urge IMO member states to adopt early measures with significant GHG emissions reduction potential before 2023 to ensure that GHG emissions peak and start declining before that date;
- commit to adopt short-term measures consistent with a reduction of CO<sub>2</sub> emissions per transport work, as an average across international shipping, by more than 40% by 2030 compared to 2008;
- emphasize the need for the shipping industry to transition to the use of non-fossil fuels as soon as possible, and for industry and governments to work collaboratively to support the global availability of those fuels, including in developing countries and in particular in small island developing States (SIDS) and least developed countries;
- stress the need for work on mid-and long-term measures (including urgent consideration of potential impacts of measures on States, paying particular attention to the needs of developing countries, especially SIDS and LDCs) to commence prior to 2023, for those measures to incentivize the adoption of low-carbon and / or non-fossil fuels, to be consistent with the Initial IMO Strategy, its vision and levels of ambition and the Paris Agreement temperature goals, and to be implemented as soon as possible after 2023
- Acknowledge the potential of both carbon pricing and non-market-based measures to create effective incentives for investments in the transition to low-carbon and ultimately zero-carbon shipping, commit to consider which options and combinations thereof are most effective and beneficial, including in ensuring no disproportionately negative impacts on States are caused, and commit to urgently developing those.