INTERNATIONAL MARITIME ORGANIZATION

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MARINE ENVIRONMENT PROTECTION COMMITTEE
67th session
Agenda item 6

MEPC 67/INF.3
25 July 2014
ENGLISH ONLY

REDUCTION OF GHG EMISSIONS FROM SHIPS

Third IMO GHG Study 2014 – Final Report

Note by the Secretariat

SUMMARY

Executive summary:	This document provides in the annex the complete final report of the "Third IMO GHG Study 2014", which provides an update of the estimated GHG emissions for international shipping in the period 2007 to 2012. The executive summary can also be found in document MEPC 67/6.
Strategic direction:	7.3
High-level action:	7.3.2
Planned output:	7.3.2.1
Action to be taken:	Paragraph 1
Related document:	MEPC 67/6

Action requested of the Committee

1 The Committee is invited to note the complete final report of the Third IMO GHG Study 2014, as the basis of the findings of the report's executive summary, set out in document MEPC 67/6.

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Table 39: Development of the distribution of oil tankers over size categories (in terms capacity).

Size categories tankers used in update study (dwt)	Distribution in 2012	Development until 2050	Distribution in 2050
0-4,999	1%	None	1%
5,000-9,999	1%	None	1%
10,000-19,999	1%	None	1%
20,000-59,999	7%	None	7%
60,000-79,999	7%	None	7%
80,000-119,999	23%	None	23%
120,000-199,999	17%	None	17%
200,000+	43%	None	43%

Dry bulk carriers

There is relatively little data available for the dry bulker fleet and the available data only allows to apply the first methodology (see **Error! Reference source not found.**).

Bulk carriers are traditionally divided into five size categories:

- Small
- Handysize
- Handymax
- Panamax
- Capesize

For the purpose of our inventory model and ship projection model, the following bins have been defined:

Table 40: Size bins for dry bulk carriers.

Capacity range	Size category
0-9,999	Small
10,000-34,999	Handysize
35,000-59,999	Handymax
60,000-99,999	Panamax
100,000-199,999	Capesize
200,000-+	

Note that since the Capesize category has actually not an upper capacity limit, the last two capacity ranges are both Capesize ships; Very Large Ore Carriers (VLOCs) and Ultra Large Ore Carriers (ULOCs) fall into the last (200,000+) category.

RS Platou (2014) provides the distribution of the capacity (dwt) of the bulker fleet over three size ranges for the period 1994 – 2013 (see Figure 46).