

# ICAO and IMO after Paris: did they deliver?

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The Paris Agreement's objectives cannot be achieved without action to address rapidly growing emissions from international aviation and shipping, however these emissions sit outside of national targets. At the conclusion of COP21, the two UN agencies which regulate these sectors (ICAO for aviation and IMO for shipping) promised big action in 2016. Did they deliver?

The event will consider what progress, if any, was made this year, what impact it may have on these sectors and what needs to happen now.

When?

Wednesday, November 16, 2016 -  
11:30 to 13:00

ICAO and IMO had a number of opportunities in 2016 to set targets or agree measures to limit their respective sector's climate impact. This included long term goals, efficiency standards and market based measures. Meetings in ICAO and IMO in October were especially important in determining whether these sectors can live up to the post-Paris responsibilities.



Speakers

Peter Liese MEP (moderator)

Ruben R. Zackhras, Minister-in-Assistance to the President of the Republic of the Marshall Islands

Tristan Smith, University College London – outcomes from the recent IMO meeting

Kelsey Perlman, Carbon Market Watch – analysis of the global market based measure recently agreed by ICAO

Martin Cames, Öko-Institut – how IMO and ICAO decisions will affect emissions trajectories from these sectors

Responses from Alexandria Rantino (Australia) and Natalie Unterstell (Brazil)

Details

Date: Wed, 16 November, 11.30-13.00

Venue: Room Bering, official COP22 venue, Marrakesh

This event is organised by European Climate Foundation, Oeko-Institut and Transport & Environment.

Downloads:

- [Cames IMO and ICAO emissions trajectories 2016.pdf PDF, 534.9 KByte](#)
- [CMW Presentation ICAOIMO event at COP22.pdf PDF, 943.7 KByte](#)