

Panama's Perspectives



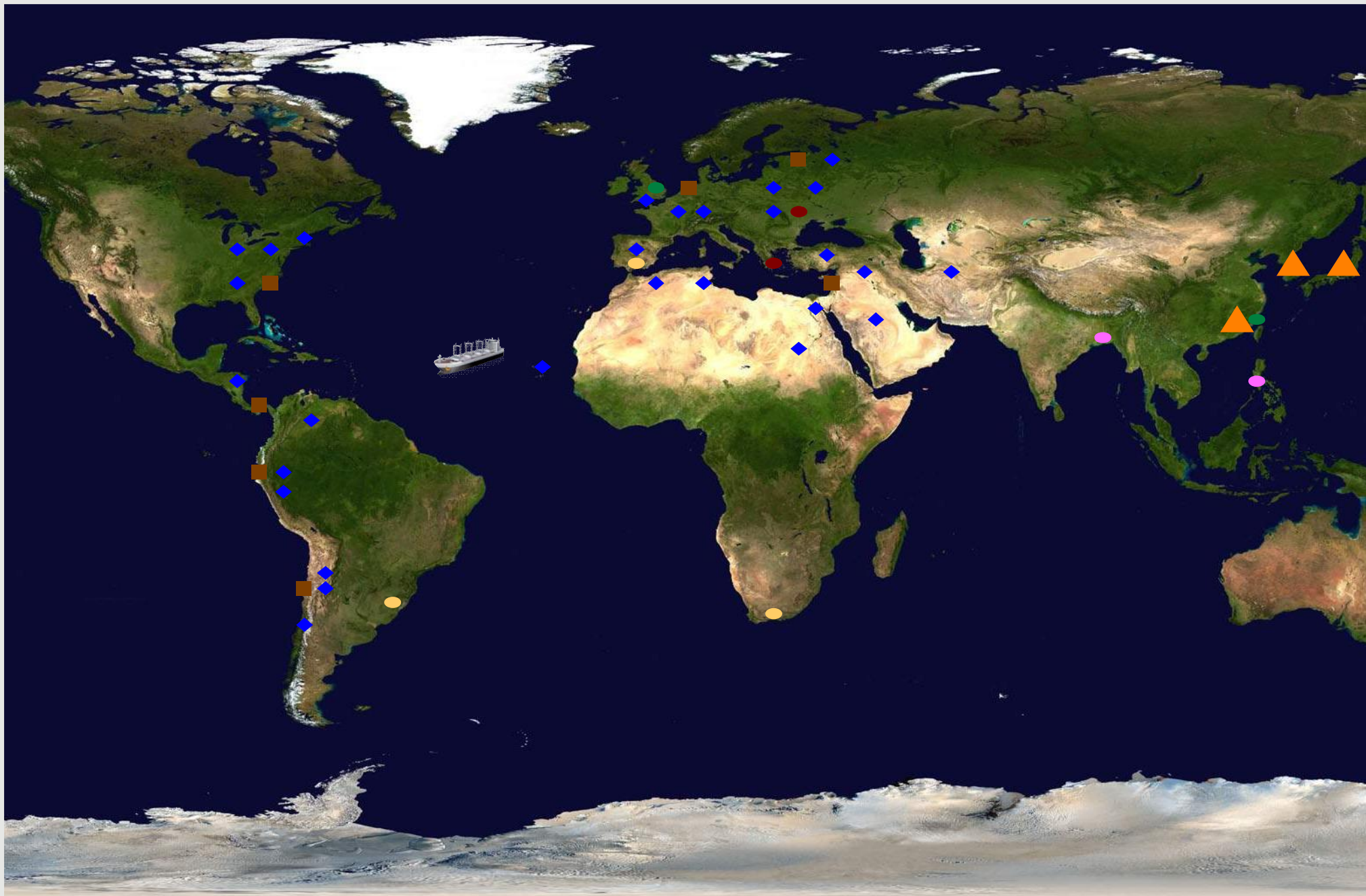
IMO GHG Initiatives

Panama's Perspective (abbreviated!)



Why sectors?

- “Sector approach”
- “transboundary”
- non-specificity of emissions
- An international sector like the maritime is like no country on earth—apart from the fact that it’s on the same planet and that it’s run by people, there is practically nothing in common between the international sector and States Parties to UNFCCC.

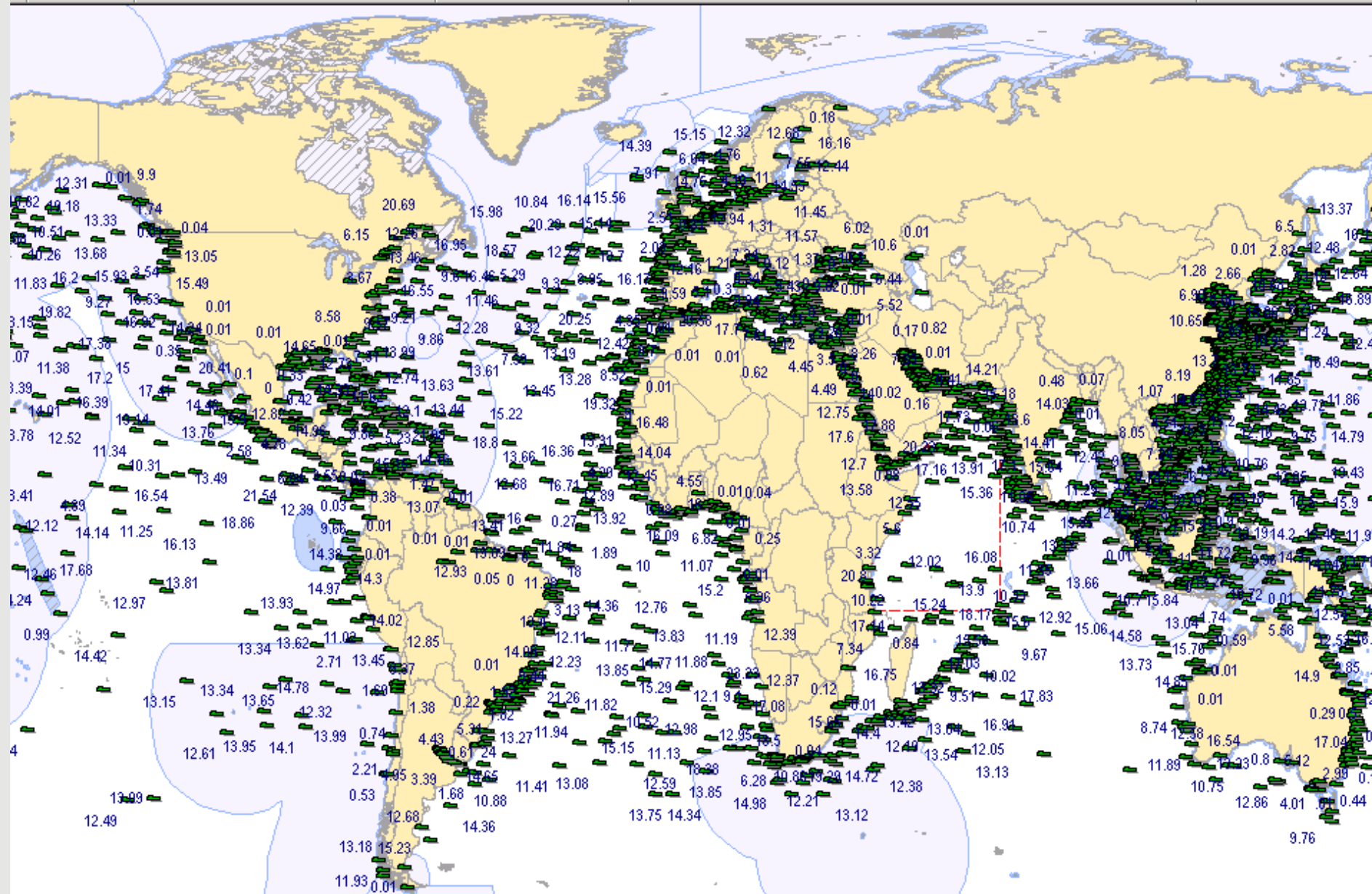


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Country ▲ Length Weight IMO#

MMSI LRIT Test Step

Updated

Update Rate(min)

IMN

ISN

55° 11.8855' S 123° 50.4

The IMO Options

- around 10 different schemes under review—some consolidation in discussion
- Technical & Operational
- “Leveraged” T&O: in-sector measures
- The Bunker Levy: principally out-of-sector
- Emission Transfer Scheme: principally out of sector
- Responsibility: 80% world trade - 2.7% of emissions

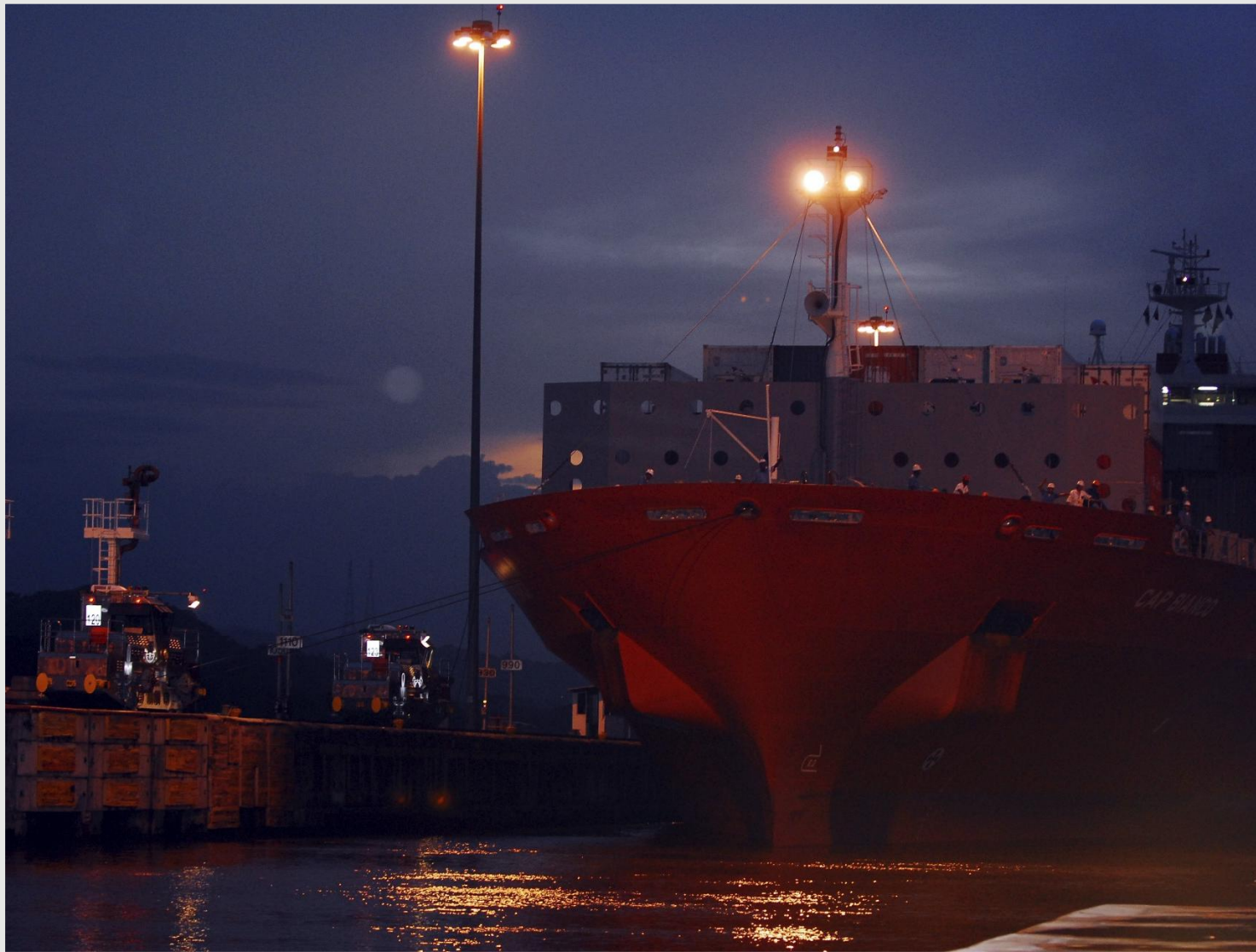


A world service

this should not be jeopardised; the sector must be able to respond immediately to safety issues



one half billion ton-miles per day
by far the most efficient means of transport



Sticking points

“Cash Cow”, asymmetric routes, marginal increment on low-value cargo, NAI impacts

Panama's Views

- Priorities, in order:
 - 1. Safety of the crew
 - 2. Safety of the cargo
 - 3. Anything else - this includes climate change or **any** other consideration.

Panama's Views

- IMO elements
 - no-more-favourable-treatment, because of carbon-leakage, implementation necessities and correction requirements, but adopting cbdr principles through say redistributive or “net incidence” proxies.
 - Provided we do not get paralysis by analysis for initial assessments or subsequent modifications.