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Impacts of Addressing International Maritime emissions Panama Views

Accra, Ghana
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Trabajando sin descanso, hasta el último día.





Some Facts from Maritime sector

- 90% of global trade by weight is carried out by shipping in a cost and energy efficient way as well as clean and safe.
- Shipping is a very positive force in sustainable development making enormous contribution to world prosperity with little environmental damage.
- Global trade and international seaborne has increased over 500% in the last 40 years.
- Global Emissions from shipping over 1 billion TonCO₂ (2.7 to 3.3% of global total emissions according to MARINTEK).
- IMO plays a role ensuring lives at sea and avoiding pollution from international shipping.
- Almost 80% of global fleet under Non Annex I flags

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PANAMA CONCERNS

- Art. 2.2 of KP asks IMO to conduct ways to reduce GHG from maritime sector.
- MEPC 57 proposed framework binding and equally applicable to all flag States to avoid evasion of CO2 emissions reduction.
- Intersessional meeting of Working Group on GHG emissions from ships held 23 to 28 June at Oslo suggested.
 - Develop a mandatory design index; review CO2 operational index; base lines; fuel levy; ETS/CDM.
 - Development of reduction mechanism including its implementation to all IMO members.
- EU wants to include maritime sector on post 2012 regime where all countries will have equal treatment.
 - The principle of CBDR will be violated?
 - Revenues from reductions will create GHG funds. Where?, how? Who will be buyer and who will be seller? Not clear as well as possible benefits from fund to developing countries, based on what? Ship flag?
- If maritime sector will be treated as whole, reductions should not be accounted from new 2012 countries targets responsibilities .
- What will happen if a developing country decide to contribute in a verifiable, transparent and measurable way by its own?

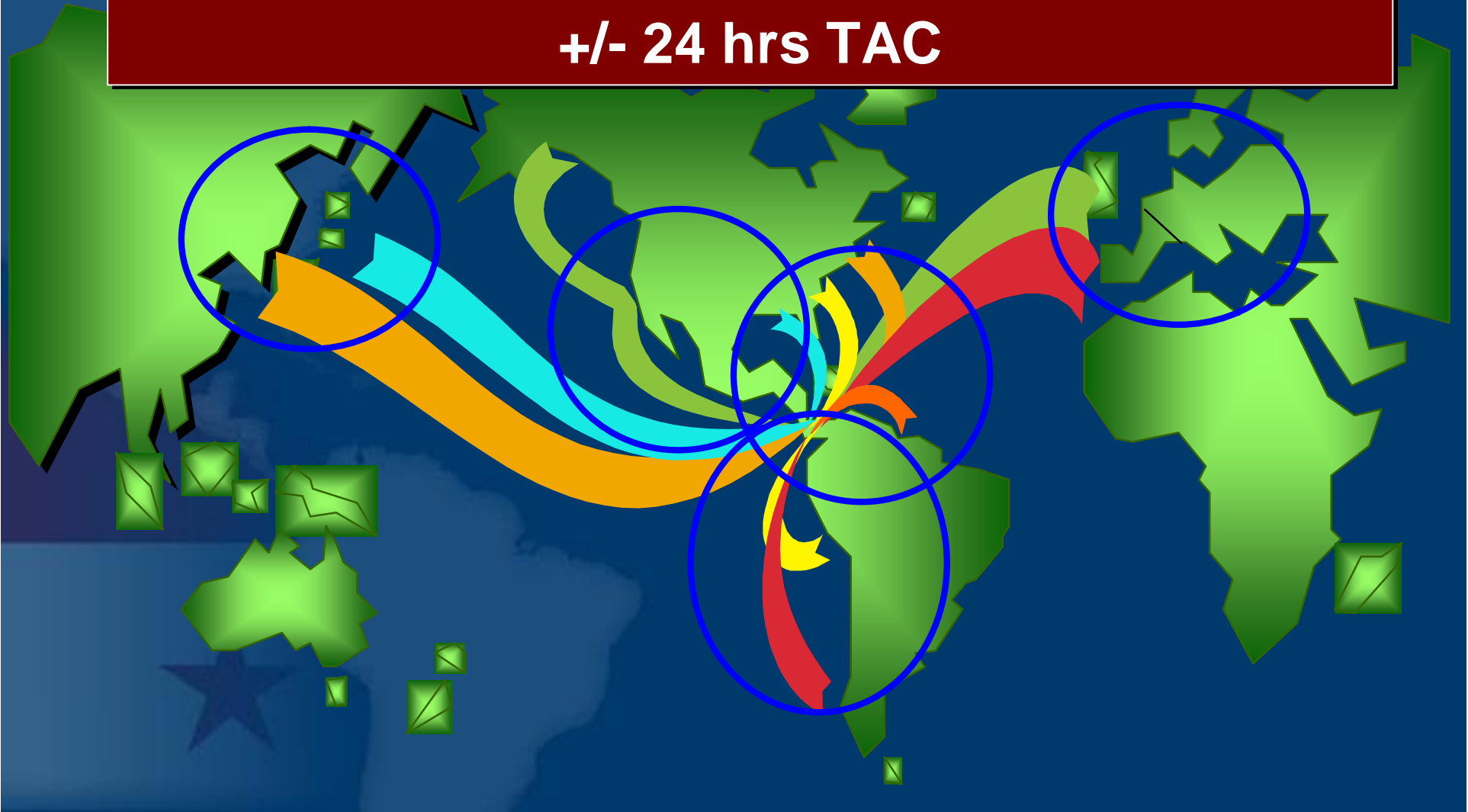
International Ports connected through Panama Canal



Fuente: ACP y ComPairData, 2006

Panamá

80 Km between Pacific Oceans and Atlantic
Transit time: 10 hours
+/- 24 hrs TAC



Panama

1915 - 2006

Transits: 943,042

Carga: 7,964,532,045 TL



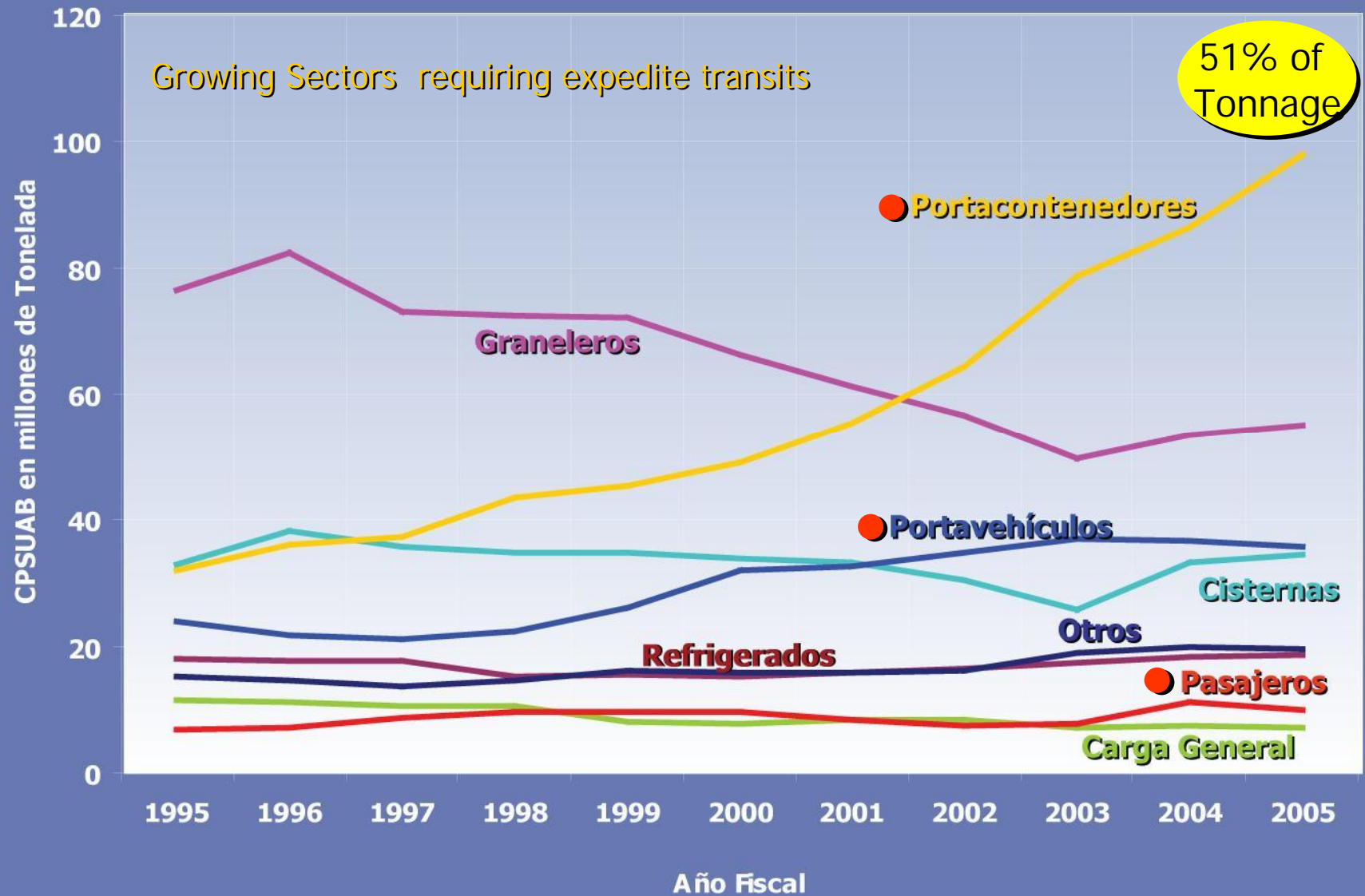
Panama Canal

2006
US\$ 200B in products



TONNAGE TENDENCIES

CP-SUAB anual per Sectors



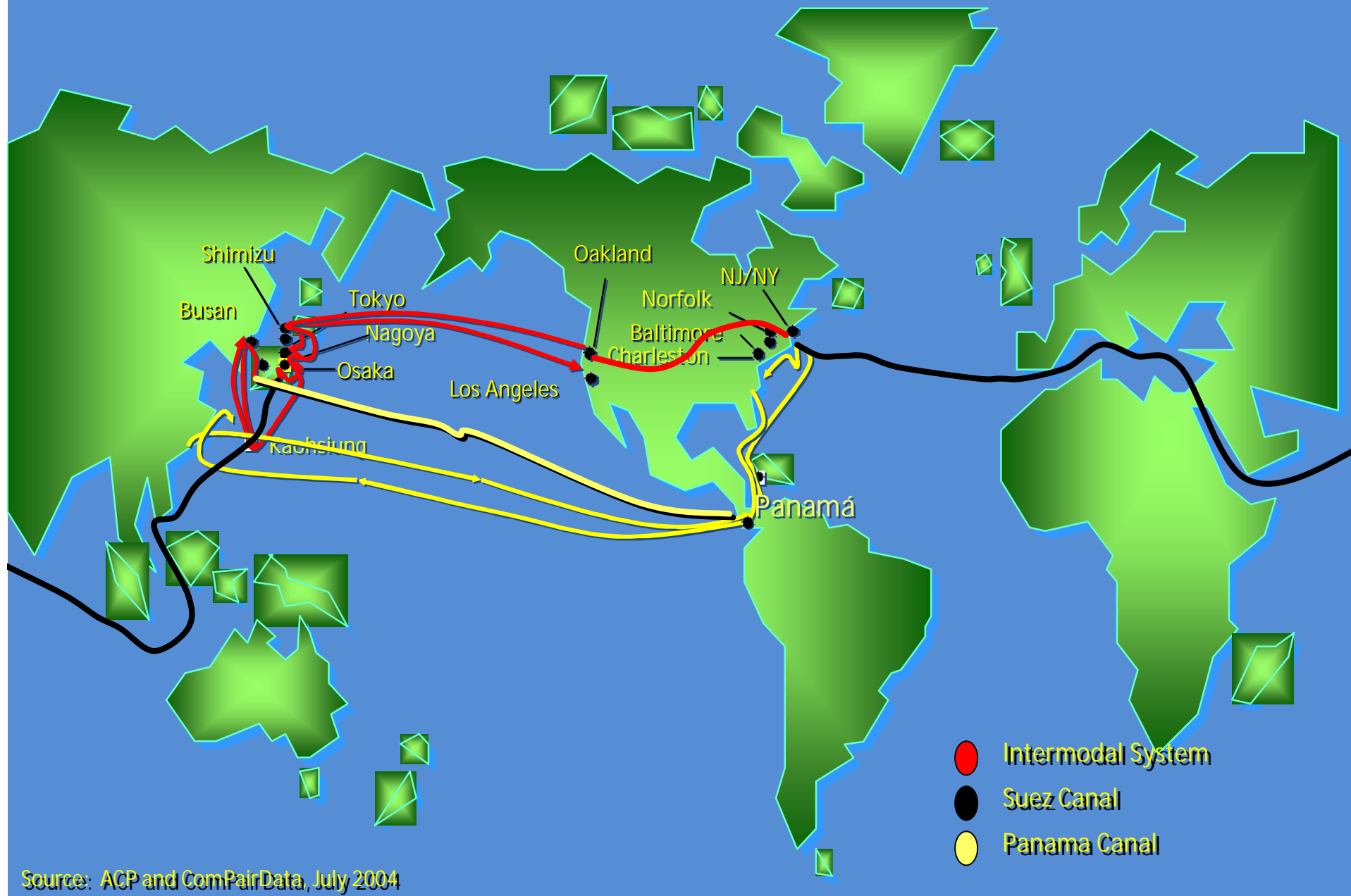
At almost 100 years of operation, maintenance necessities are increasing



Panama Canal is getting its maximum operating capacity by year 2012



Connections using Suez Canal, the Intermodal System and the Panama Canal



Source: ACP and ComPair Data, July 2004

Arctic Route



21 de Agosto de 2006

- How are we going to deal with world growing demand on goods, food, etc that are generated in different countries?
- Which ways of transportation will be more effective , cheaper and environmental cleaner?

1 TEU Container Vessels



Panama Canal vs. 80 km Dry Canal

1 PANAMAX = 4,400 TEU'S
12 PANAMAX diarios = 52,800 TEU's/día
Panama Canal Cost:
\$50.00 - \$60.00/ TEU



38,280 Road Trucks

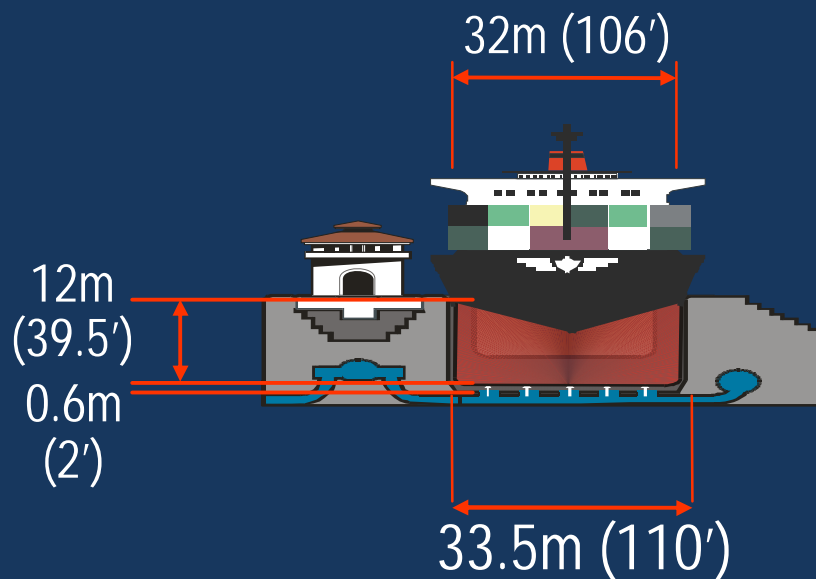


Train of 160 TEU'S (640 mt)
24 TrAINS = 3,840 TEU'S. Costo: \$250.00 -
\$350.00 x TEU

330 TRAINS/DAILY (14 trains/hour) ARE
REQUIRED IN ORDER TO MOVE
THE LOAD THAT IS TRANSPORTED
PER DAY WITH ACTUAL
DIMENSIONS OF PANAMA CANAL

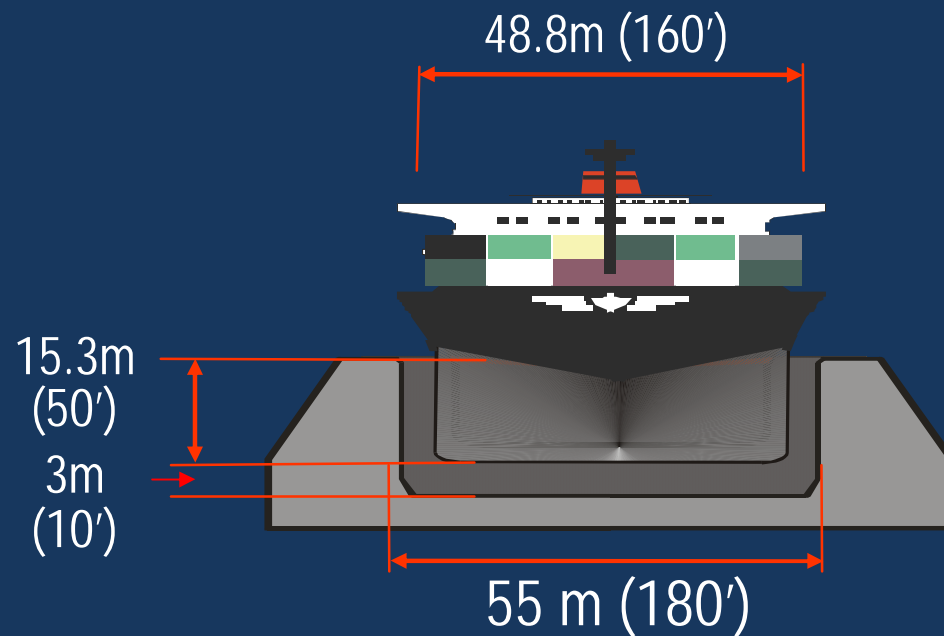
Panama Canal Locks Dimension

Existing Locks



Chamber Length 305m (1,000')
Eslora del buque 294.3m (965')

New Locks



Chamber Length 427m (1,400')
Eslora del buque 385.8m (1,265')

The container is transforming the future of maritime transport

1 Vessel carrying
10,000 TEUs



5,800 Road Trucks
97 kms.

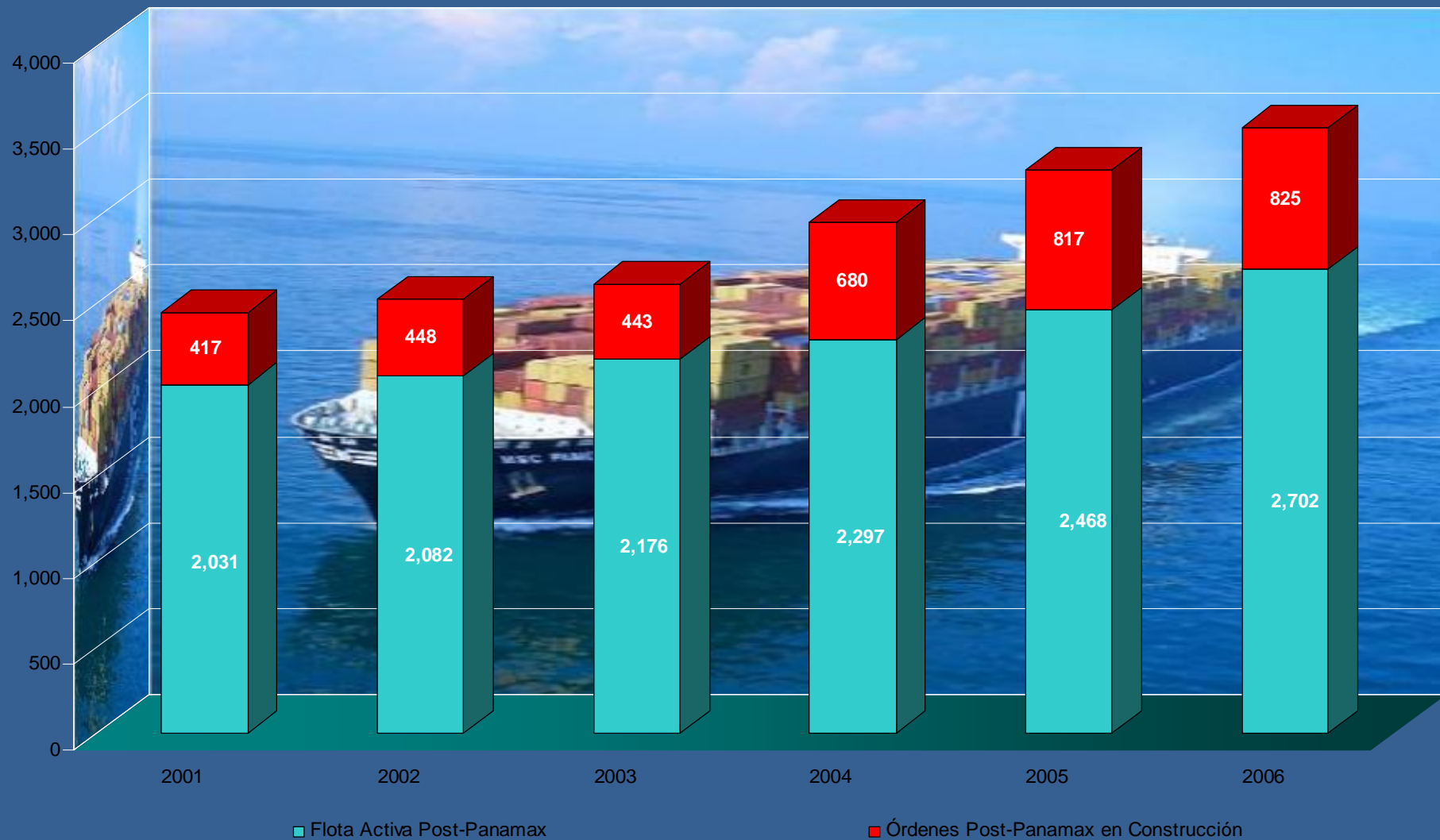


18 trains of 2.41 km
43.5 kms

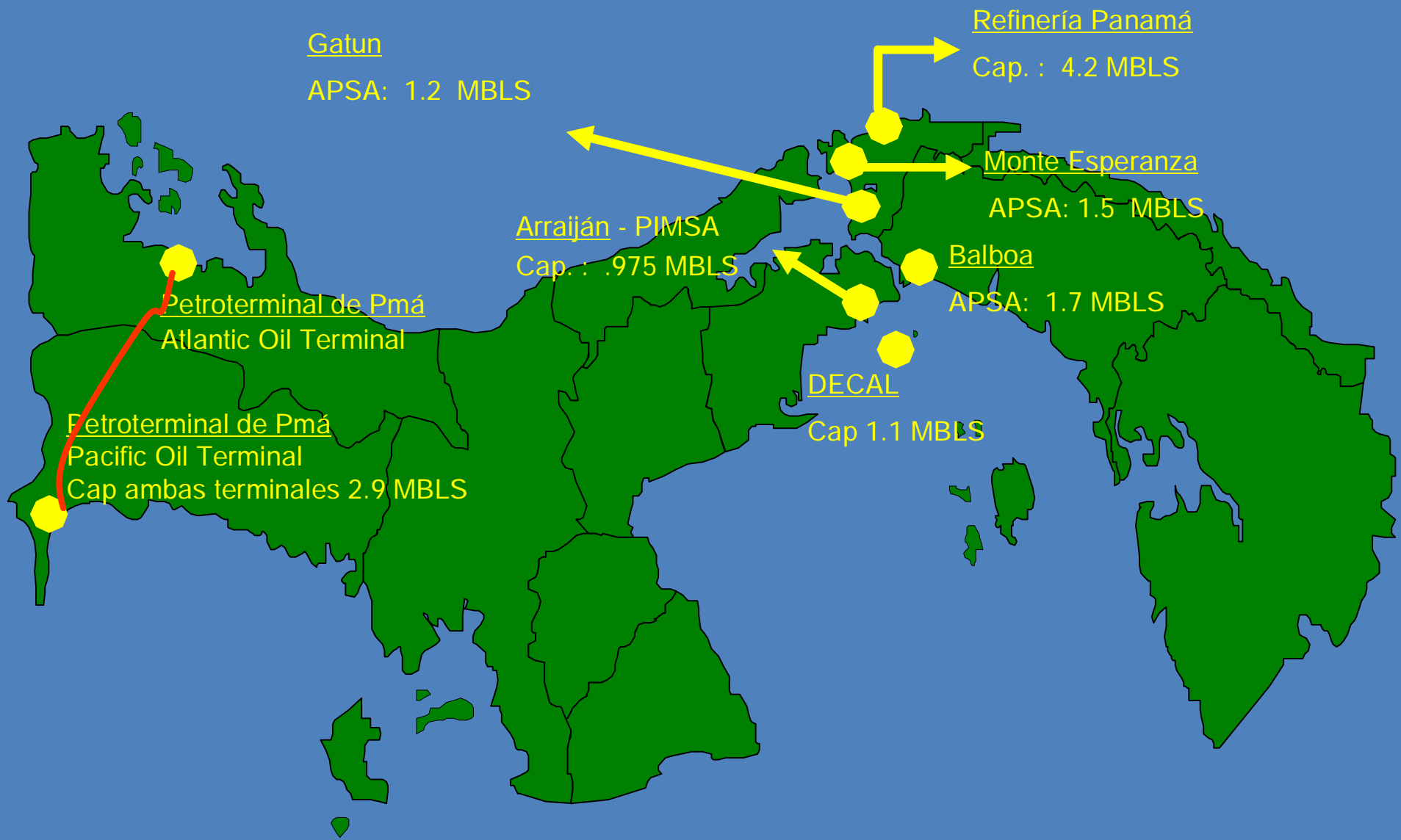


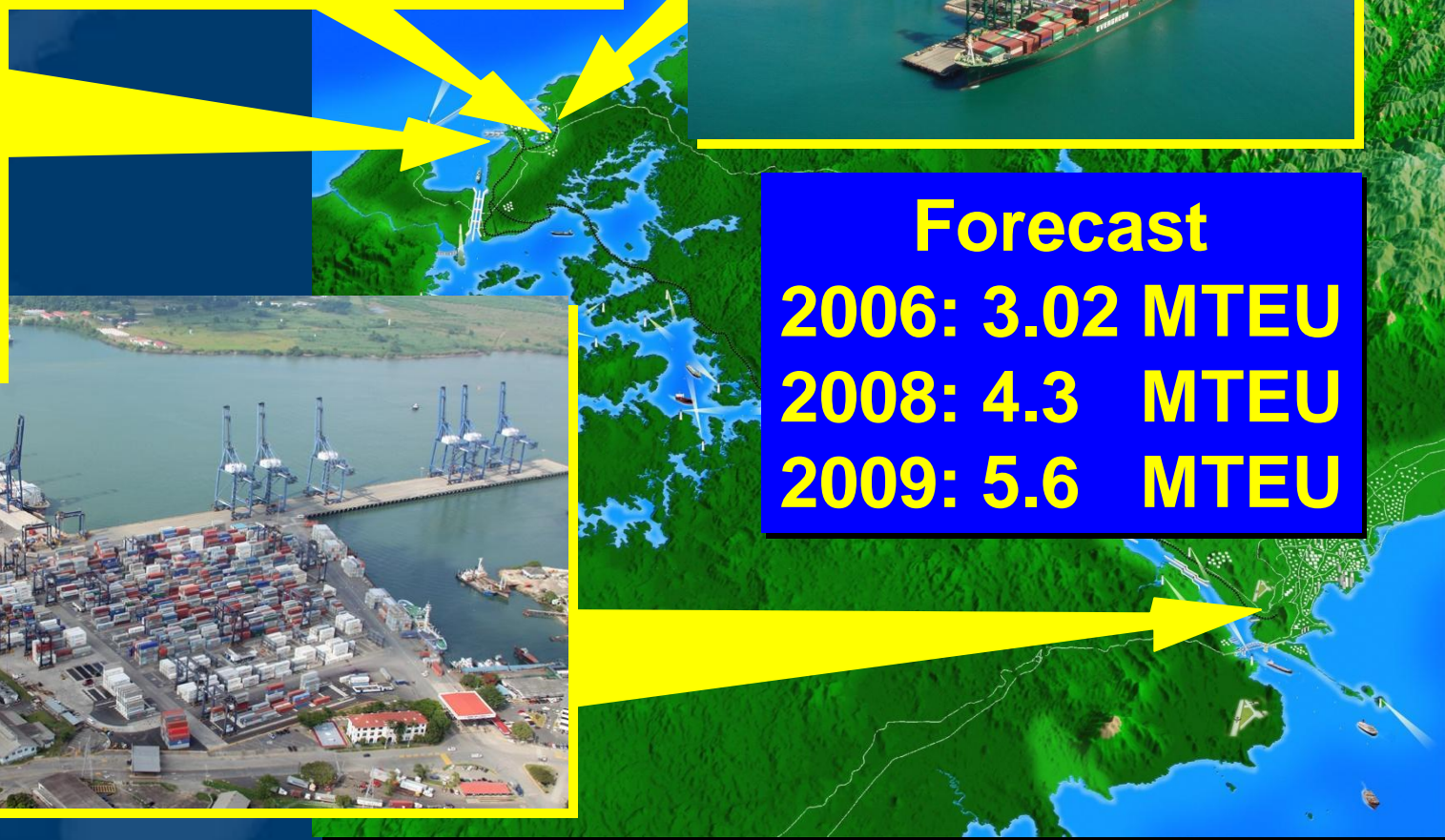
570 Airplanes
Boeing 747

Pospanamax active fleet and under construction



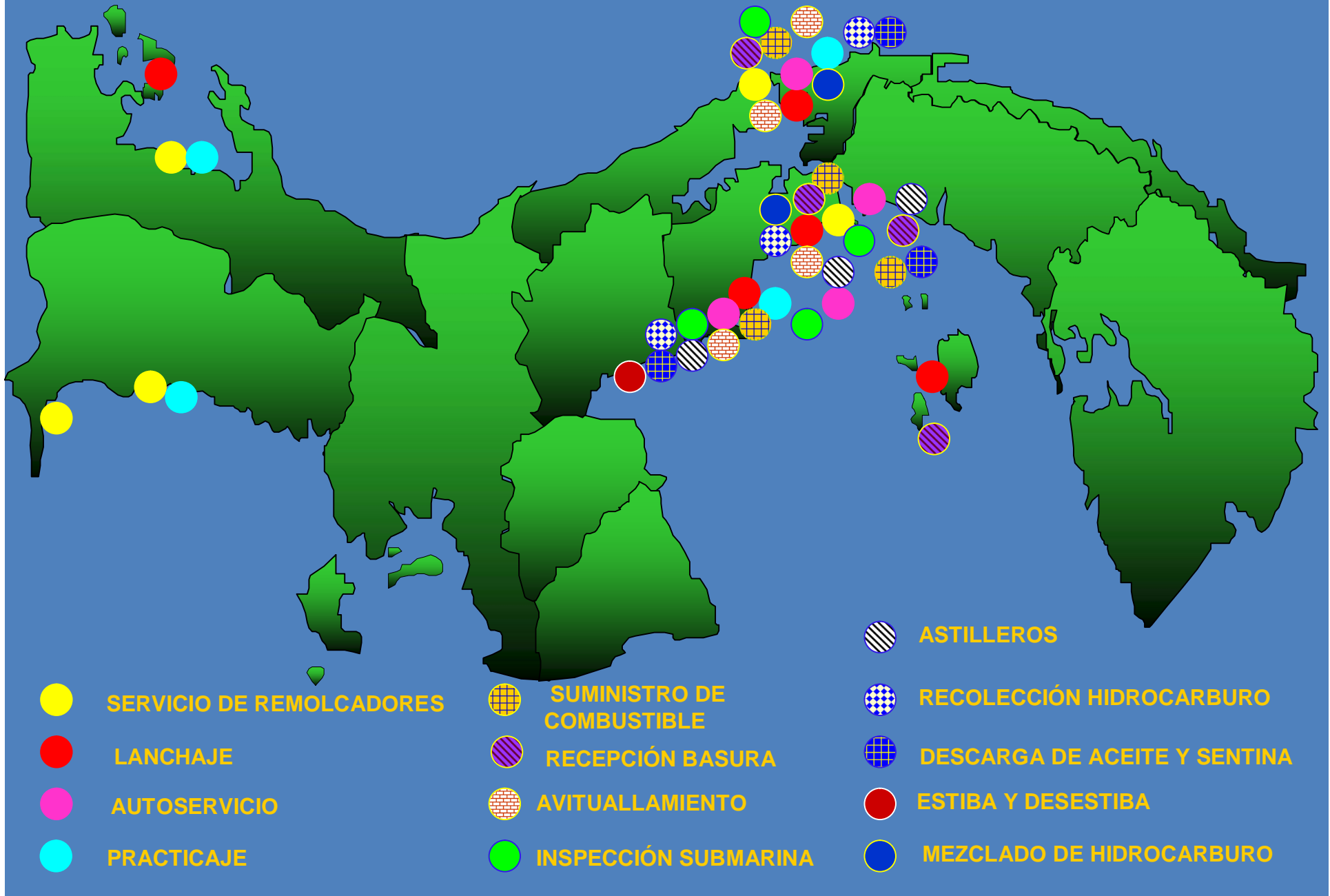
Oil Terminals



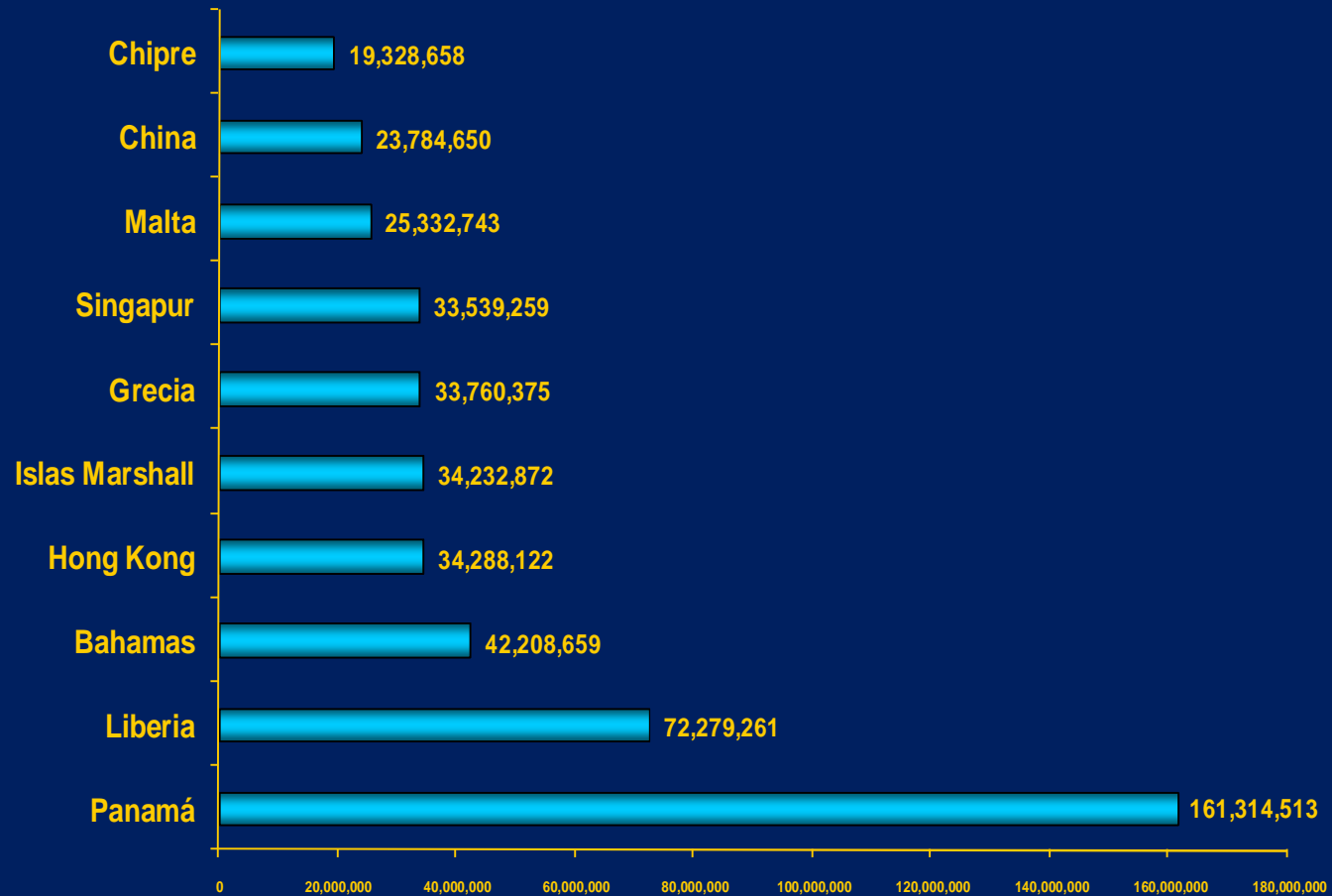


Forecast
2006: 3.02 MTEU
2008: 4.3 MTEU
2009: 5.6 MTEU

Maritime Services Location



Main Vessel World Registers InTRB (Junio 2007)



Fuente: Lloyd's Register Fairplay Ltd.

TRB (Tonelaje en millones)

Estimated Bunker Reduction

Yokohama (Japan) to New Orleans (USA)

10,000 TEU Mega Post Panamax Ship

Average speed of 22.5 knots

Bunker consumption of 200 Tons bunker/day

Route	Distance (Miles)	Navigation time (days)	Bunker consumption (Tons)
Panama	9,129	17	3,383
Suez	14,500	27	5,373

Savings (T bunker): 1,990 T/ship

Conclusions

- Emissions can not be accounted to flag States members. Panama holds 25 % of world fleet
- Fuel Levy may carried some legal problems with Panama legislation. Income should go to Panama.
- There is no doubt, once Panama Canal Expansion is finished, will contribute to reduce CO2 emissions from maritime sector.
- Panama wants to sell the CO2 reductions into the market.
- Panama wants to be recognized by its effort in tackling global warming.
- Panama asks IMO and UNFCCC to consider this big step by helping the maritime sector to reach objectives.
- Panama agrees that maritime sector should be part of future regime under UNFCCC.



Panama Canal Expansion:

Panamanian Decision
to combat global
warming

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