

11TH COOPERATION FORUM (SOMS)

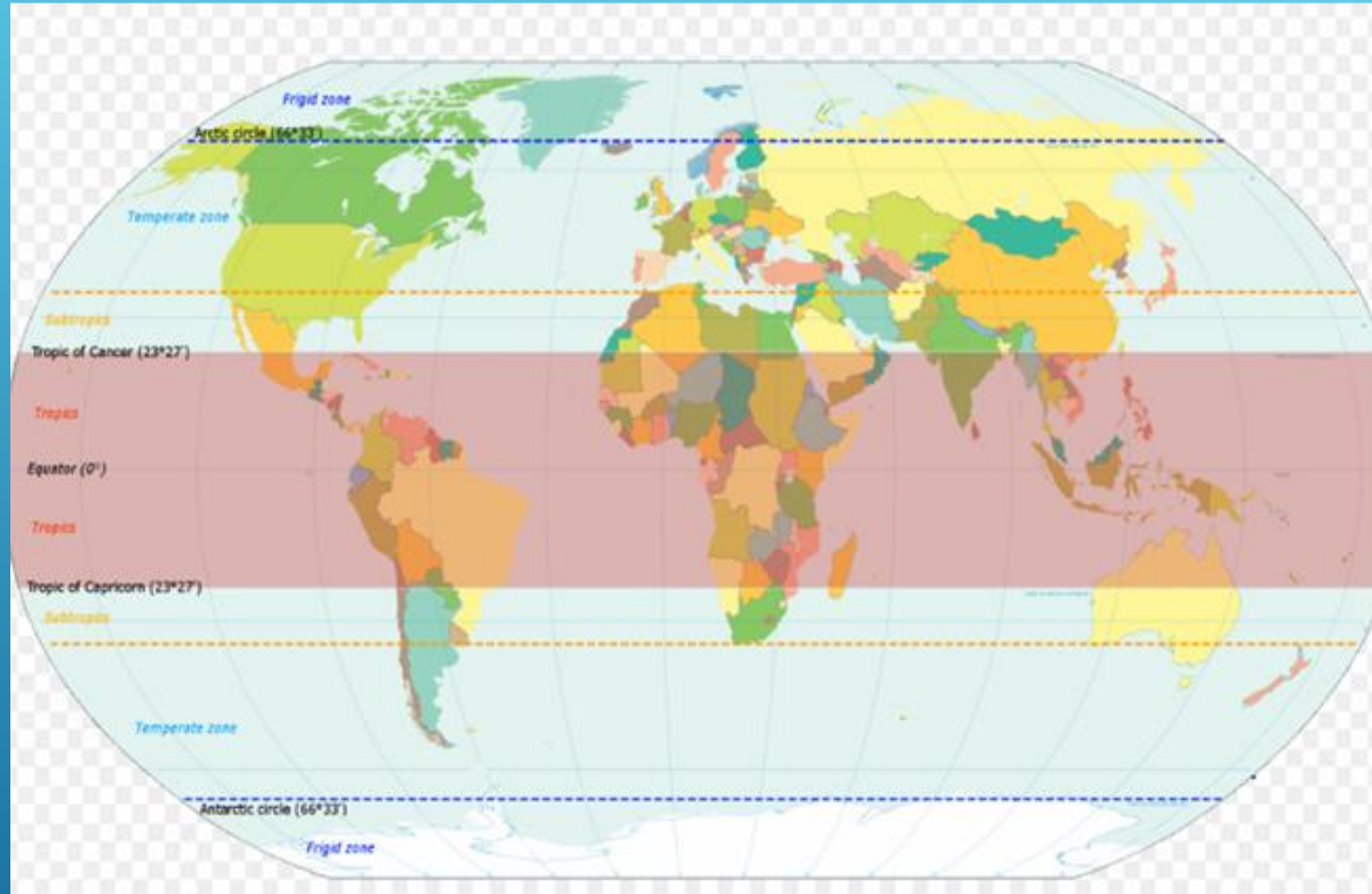
REPUBLIC OF PANAMA
PANAMA MARITIME AUTHORITY
(AMP)

THE NATIONAL MARITIME ENERGY
EFFICIENCY STRATEGY OF THE
REPUBLIC OF PANAMA 2018– 2030
(NMEESP 2018 -2030)

SINGAPORE STRAITS



TROPICAL ZONE



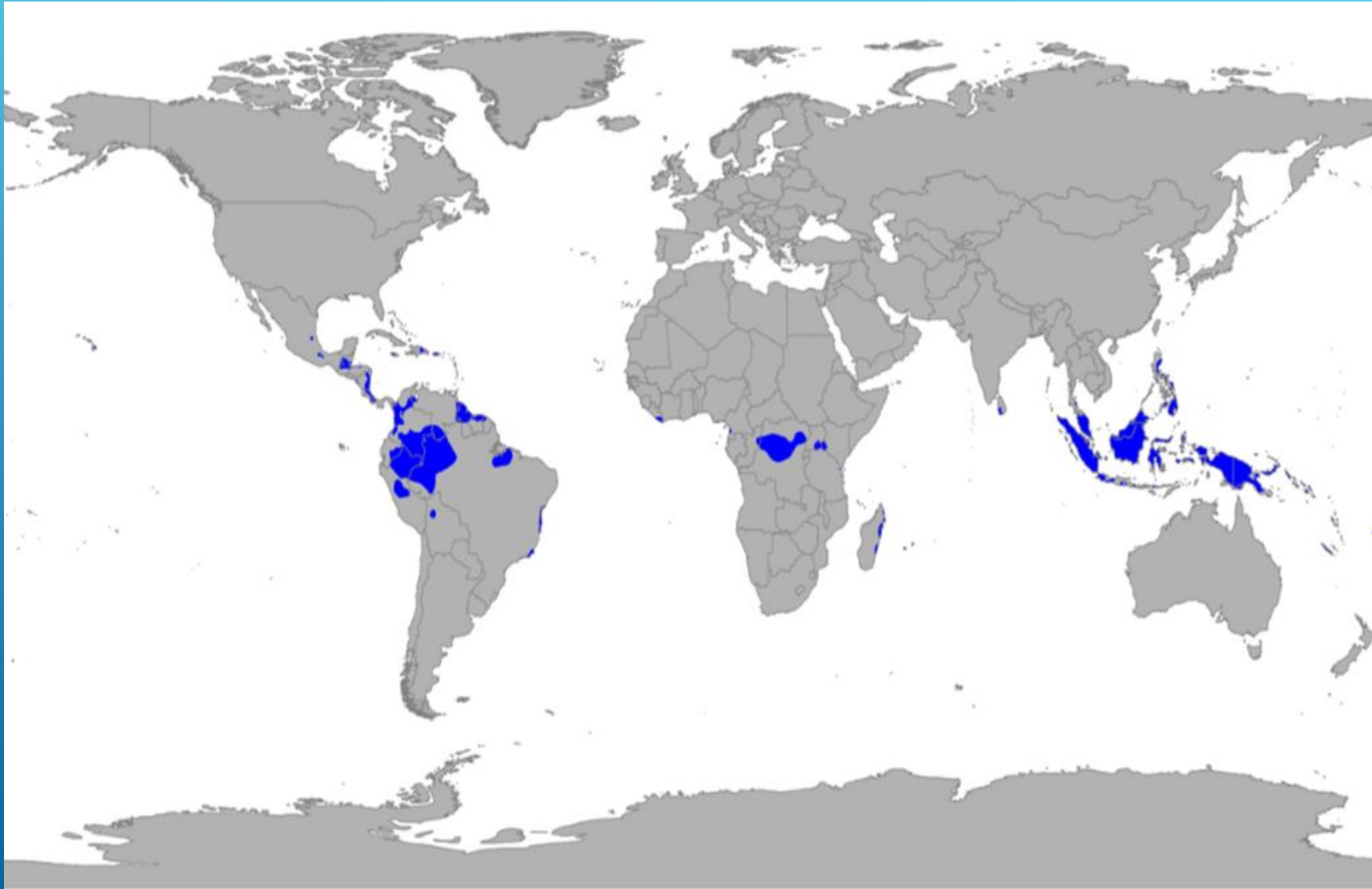
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Tropic of Cancer

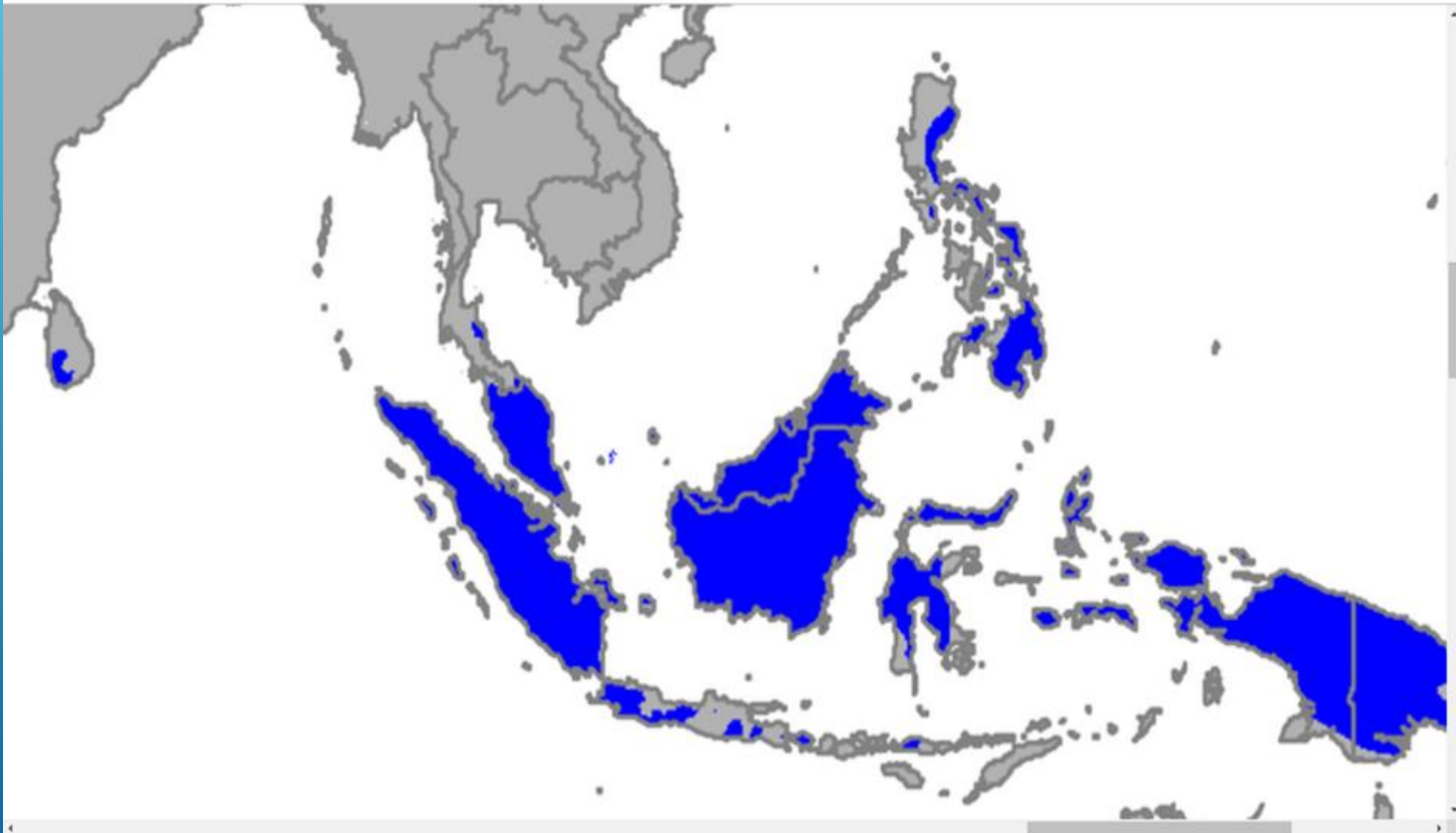
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Tropic of Capricorn

TROPICAL RAINFOREST CLIMATE



SOUTHEAST OF ASIA





CULEBRA CUT, PANAMA CANAL

THE NATIONAL MARITIME ENERGY EFFICIENCY STRATEGY OF THE REPUBLIC OF PANAMA 2018 – 2030 (NMEESP 2018 -2030)

Purpose, scope and strategic outcomes

The NMEESP 2018-203 has been drafted through a collaboration between the AMP and the GEF-UNDP-IMO GloMEEP Project, and an extensive consultative process with key maritime stakeholders. It responds to the urgent need to design, develop and implement innovative national regulatory frameworks, policy solutions and other measures related to the prevention of air pollution and GHG emissions from vessels, in particular with respect to the IMO's regulations on energy efficiency, as set out in Chapter 4 of Annex VI of the MARPOL Convention.

This strategy seeks to position Panama as a regional leader in sustainable maritime shipping, while guarding at all times the environmental, social and economic interests and priorities of the Panamanian maritime industry and its stakeholders.

As the largest flag state in the world, Panama is committed to increasing maritime energy efficiency (EE) and contributing to the global reduction of GHG emissions and air pollution derived from international maritime shipping. Therefore, the NMEESP 2018-2030 has been developed based on the following long-term strategic outcomes:

1. The adoption of policies, incentives and collaboration platforms to increase EE and reduce GHG emissions and air pollution derived from international shipping, in accordance with the IMO's regulations and guidance. (See Strategic Objectives 1, 2 & 5)

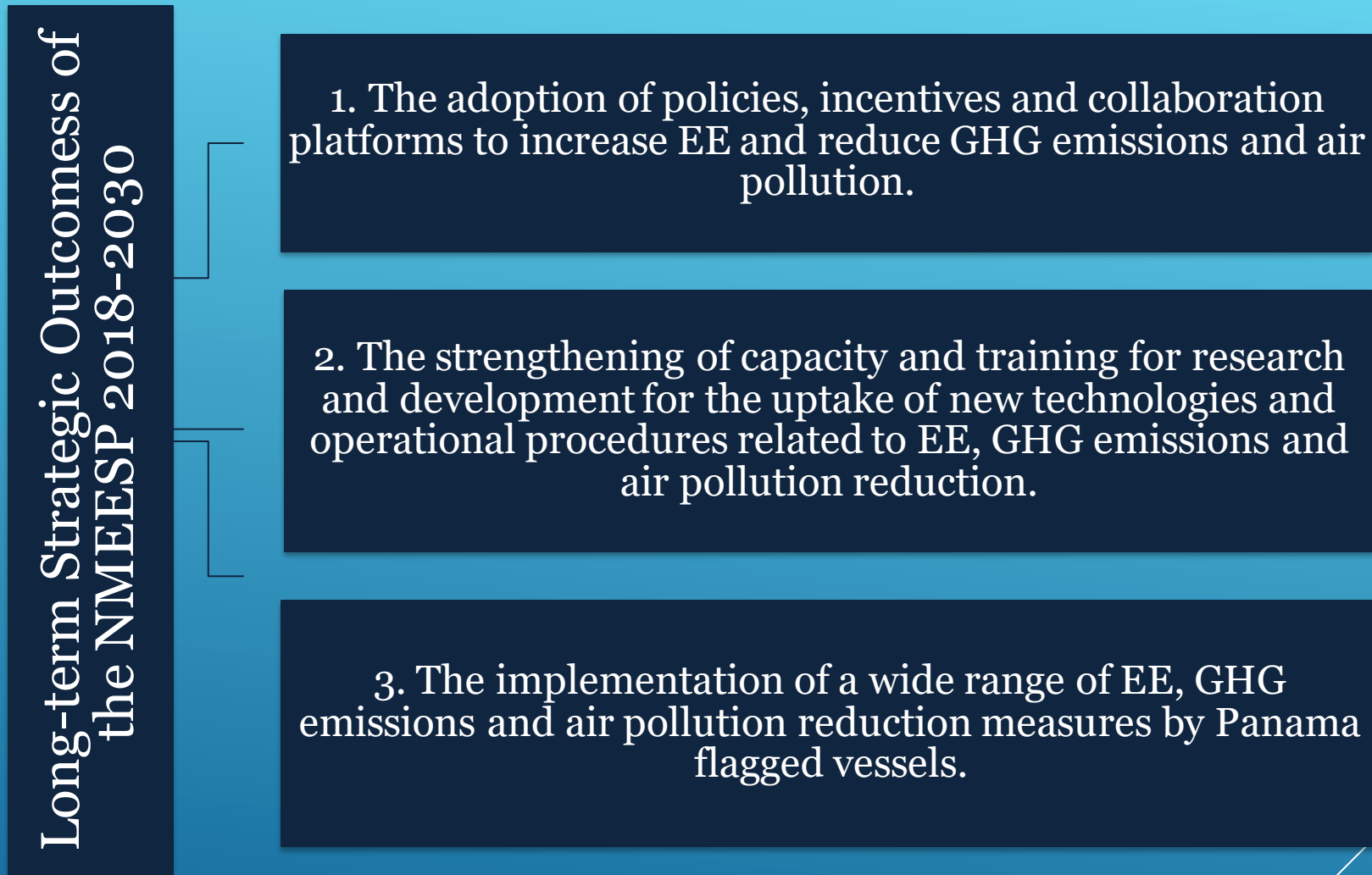
2. The strengthening of capacity and training for research and development for the uptake of new technologies and operational procedures related to EE, GHG emissions and air pollution reduction in the maritime sector. (See Strategic Objectives 3 & 4).

3. The implementation of a wide range of EE, GHG emissions and air pollution reduction measures by owners/operators of Panama flagged vessels in national and international service. (See Strategic Objective 2).

The NMEESP 2018-2030 will be implemented at the national level and extends to Panama flagged vessels in national and international service. The NMEESP will strictly comply with national regulations, decisions and guidance from the IMO.

¹ Other pollutants derived from international maritime shipping include, but are not limited to, NO_x, SO_x and particulate matter.

Figure 1: NMEESP 2018-2030 Strategic Outcomes



Source: *Elaborated by the author.*

STRATEGIC OBJECTIVES

Strategic Objective #1 (SO1):

Establishment of a data base on fuel consumption, GHG emissions, air pollution and other technical and operational aspects pertaining to Panama flagged vessels and vessels that use the Panama Canal route in order to identify and disseminate EE, GHG emissions and air pollution reduction measures with the highest implementation potential.

Strategic Objective #2 (SO2):

Incentivize and foster the adoption and implementation of energy efficiency, GHG emissions and air pollution reduction measures by Panama flagged vessels and vessels that transit the Panama Canal.

Strategic Objective #3 (SO3):

Increase investments for research, education and capacity building programs on maritime EE, GHG emissions and air pollution reduction measures at public and private tertiary education and research centers and consortiums.

Strategic Objective #4 (SO4):

Promote the establishment of an international business hub in Panama for maritime EE and LNG.

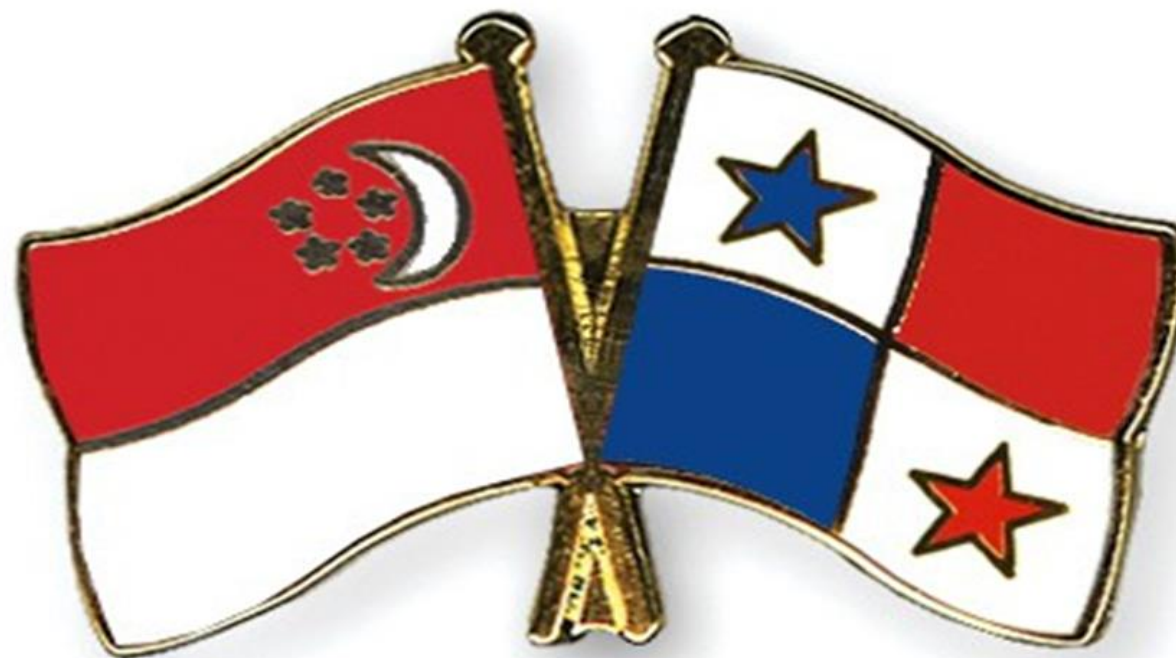
Strategic Objective #5 (SO5):

Enactment of regulatory frameworks and creation of an enabling environment to drive national ports to the modernization of their facilities by widely adoption of EE, GHG emissions and pollution reduction measures and technologies.

IMPLEMENTATION PLAN

ENACTMENT, NATIONAL RESPONSIBILITIES AND COORDINATING MECHANISM

The NMEESP 2018-2030 will entry into force upon approval by the Presidential Cabinet and the signing of an Executive Cabinet Decree to adopt it as a national maritime policy instrument. A two-levels coordinating mechanism will be established in other to supervise the effective implementation of the NMEESP 2018-2030 and track its progress. The coordinating mechanism will be permanently chaired by the AMP, as the lead agency for the development and implementation of this strategy and focal point to the IMO. As such, the AMP shall also be responsible for all international reporting and dissemination of information regarding to the implementation progress, investments, barriers and needs.



THANK YOU!!