Project Brief

**Environmental Maritime Governance in Kenya (EMG-K): Policy, Practice and Prospects for the Abatement of Shipping Air Emissions**

1. **About the Project**

The Environmental Maritime Governance in Kenya (EMG-K) is a three-year project funded by the Danida Fellowship Centre. It studies Kenya’s engagement in the International Maritime Organization’s Greenhouses Gas Emission reduction negotiations and enforcement of international regulatory measures at the national level.

The design of this project derives from the ongoing efforts by the International Maritime Organization to improve the regulation of emissions from international shipping. Although the international shipping industry accounts for nearly three per cent of global Greenhouse Gas emissions and is a major emitter of air pollutants, it was left out of the Paris Agreement in 2015. Due to the peculiarities of global ship operations and the high mobility of ships, the question of how to reduce international shipping emissions has been referred to the United Nations dedicated maritime agency, the International Maritime Organization (IMO) in London. The IMO has adopted several global maritime conventions for environmental protection and maritime safety, with the main one being the MARPOL Convention.

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Following the signing of the Paris Agreement, the IMO adopted an initial strategy for the reduction of greenhouse gas emissions from international shipping in 2018. The strategy expressed the goal of halving emissions by 2050 relative to 2008, but this goal has proven to misalign with the Paris’ Agreements 1.5 Degrees Celsius objective, and international shipping emissions continue to rise. The IMO members have therefore started negotiating a revision of the strategy, which could potentially strengthen the levels of ambition and pave the way for new types of global, maritime climate regulation. The revised Strategy is expected to be adopted in the course of 2023. There are several critical issues on the agenda as part of those discussions, raising the normal divide between developed and developing countries In climate change mitigation and adaptation efforts and finance. Despite this, however, the level of engagement of African countries is limited and not as strong as that in the UNFCCC negotiations. The disparity in influence and focus despite the importance of international shipping sector, its economic impacts to the countries and negative environmental impacts to air quality is one that the study seeks to investigate and contribute to reversing.

1. **Project Objectives**

The Project main objective is to explore Kenya’s environmental maritime governance in relation to its engagement in IMO policy making and policy implementation and enforcement with a view to strengthen the country’s maritime governance capacity and international influence. To achieve this, the project seeks to answer three interrelated research questions:

* How does Kenya engage in IMO policy making for air emissions abatement, and with what effects?
* How does Kenya implement and enforce MARPOL Annex VI, and with what effects?
* How can Kenyan public actors further facilitate emissions abatement?
1. **Project Partners**

The project is implemented by a research team from three organizations: (1) The Centre for Advanced Studies in Environmental Law and Policy(CASELAP), a multidisciplinary research Centre based at the Faculty of Law, University of Nairobi with expertise in environmental governance and climate change; (ii) The Copenhagen Business School from Denmark with expertise and experience in international shipping and maritime governance; and(iii) The Institute for Law and Environmental Governance, a Kenyan NGO experienced in policy outreach and stakeholder engagement in environmental governance matters.

1. **Relevance and Expected Outputs**

The Project intends to have four related outputs. *First,* capacity building for researchers on environmental maritime governance with a view to making the issue a critical research agenda in Kenya. *Secondly,* generation of research evidence through development and publication of cutting edge and high quality journal publications on Kenya’s participation in international maritime GHG discussions and enforcement of maritime emission reduction regulatory measures. *Thirdly,* policy engagement and advisory with key public actors in Kenya and internationally with the IMO with a view to enhancing the voice of developing countries in both the negotiation and enforcement processes. *Fourthly*, public awareness on environmental maritime governance through workshops, opinion pieces in the media and podcasts.

The Project aims to contribute to:

* Making international shipping **greener**, by giving advice to policy makers on how to reduce ship emissions
* Making governance for international shipping **more inclusive**, by suggesting how developing countries, and Kenya in particular, can gain a higher profile and stronger voice in the IMO negotiations
* Making governance for international shipping **more effective**, by giving advice to Port State Control officers and the IMO on how to improve implementation and enforcement of IMO’s MARPOL Convention
* **Overcoming Global North biases** in maritime research, by taking a developing country perspective on maritime environmental governance
1. **Call for Collaboration.**

The Project team requests for collaboration with Kenyan institutions through advice, information, participation in research and dissemination activities and engagement with and implementation of research outputs. For further information, contact

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