

**SEGUNDO EJERCICIO. PARTE A: Traducción por escrito del siguiente texto, sin diccionario, durante un tiempo máximo de 30 minutos**

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**IMO AND ITS ROLE IN PROTECTING THE WORLD'S OCEANS**

Shipping is a key user of the oceans, delivering more than 80% of world trade, taking ferry passengers to their destinations and carrying millions of tourists on cruises.

As the United Nations agency responsible for developing and adopting measures to improve the safety and security of international shipping and to prevent pollution from ships, IMO has an integral role in meeting the targets set out in the United Nations Sustainable Development: Conserve and sustainably use the oceans, seas and marine resources for sustainable development.

**Prevention of pollution from ships**

The International Convention for the Prevention of Pollution from Ships, universally known as MARPOL, is the key treaty adopted by IMO to prevent and minimise pollution from shipping.

MARPOL addresses pollution by oil from ships (covered in Annex I); also noxious liquid substances, such as chemicals, carried in bulk (Annex II); harmful substances carried in packaged form (Annex III); sewage discharges into the sea (Annex IV); and the disposal at sea of ship-generated garbage (Annex V).

Annex VI deals with atmospheric pollution from ships.

Other treaties address anti-fouling systems used on ships, the transfer of alien species by ships' ballast water and the environmentally sound recycling of ships.

"50 years together": over the past five decades, IMO, governments and industry have worked together to achieve a dramatic and sustained reduction in major oil spills from ships; and have established effective systems for preparedness and response if there is an incident and created a comprehensive mechanism for providing compensation to those affected.

**Climate change mitigation**

Increased carbon dioxide in the atmosphere can lead to ocean acidification.

Emissions from ships exhausts into the atmosphere can potentially be harmful to human health and cause acid rain and may also contribute to global warming.



To ensure that shipping is cleaner and greener, IMO is engaging in a two-pronged approach towards addressing greenhouse gas emissions from international shipping: through regulatory work, supported by capacity-building initiatives.

In 2011, IMO became the first international regulator for a transport sector to adopt globally-binding energy-efficiency requirements, which apply to all ships globally, regardless of trading pattern or flag State, aimed at reducing greenhouse gas emissions from international shipping. The mandatory energy-efficiency measures to reduce emissions of greenhouse gases from international shipping, under Annex VI of IMO's pollution prevention treaty (MARPOL), came into force in 2013.

Furthermore, IMO is engaging in global capacity-building projects to support the implementation of those regulations and encourage innovation and technology transfer.

### **Implementation of sulphur 2020 limit**

The 0.50% limit on sulphur in fuel oil on board ships (outside designated emission control areas or ECAs, where the limit is 0.10%) will come into effect on 1 January 2020.

The exception would be for ships fitted with an approved “equivalent arrangement” to meet the sulphur limit – such as an exhaust gas cleaning system (EGCS) or so-called “scrubber” – which are already permitted under regulation 4.1 of MARPOL Annex VI.

Consistent implementation of the 0.50% sulphur limit for all ships will ensure a level playing field is maintained, with the result that the expected improvement of the environment and human health will be achieved. Sulphur oxides (SO<sub>x</sub>) are known to be harmful to human health, causing respiratory symptoms and lung disease. In the atmosphere, SO<sub>x</sub> can lead to acid rain, which can harm crops, forests and aquatic species, and contributes to the acidification of the oceans.

### **Dumping of wastes at sea, carbon capture, geoengineering**

While MARPOL specifically targets accidental and operational discharges from ship operations, IMO also actively addresses marine pollution from land-based sources, albeit indirectly, through the London Dumping Convention and Protocol on the dumping of wastes and other matter at sea. The London Protocol, adopted in 1996, adopts a precautionary approach, prohibiting the discharge of wastes at sea except for a few on a permitted list, such as dredged material.

The London Convention/Protocol regime also contributes to climate change mitigation by regulating for carbon capture and sequestration in subsea geological formations and providing regulations and guidance on how to assess proposals for marine geoengineering.



**SEGUNDO EJERCICIO. PARTE A: Redacción en inglés durante un tiempo máximo de 30 minutos.**

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# Basura marina en los océanos