

Development of guidelines for - Reduction of GHG Emissions from Ships

Background:

At IMO on the climate change front, IMO has been pursuing the limitation and reduction of greenhouse gas (GHG) emissions from international shipping, and in July 2011 achieved the breakthrough adoption of technical and operational measures for all ships, which are, consequently, the first ever mandatory global GHG reduction regime for an entire industry sector. It also developed a strategy for GHG reduction and recently at MEPC 80, adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships, with enhanced targets to tackle harmful emissions.

The revised IMO GHG Strategy includes an enhanced common ambition to reach net-zero GHG emissions from international shipping by or around, i.e. close to, 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative check-points for 2030 and 2040. It is also recognised that alone technical measures will not be able to achieve the net zero target and thus a basket of measures including a technical and economic element was envisaged. Work has been progressing on the economic element and MEPC 83 in April 2025 will try to achieve consensus on the economic element to be adopted.

Attached is the report of the Inter sessional working group 18 – **ISWG – GHG 18 – WP1 –Rev 1** which will give an update on the discussions which have taken place so far at IMO. Participants are encouraged to familiarise themselves with the various proposals on the economic component of the basket of mid-term measures.

The approach being taken up at IMO was also reported at COP29 - in response to the standing invitation by the UNFCCC Parties to inform SBSTA at its future meetings and the IMO Secretariat submitted a note under agenda item 14(b) on "Emissions from fuel used for international aviation and maritime transport", providing an update on IMO's work to address GHG emissions from international shipping. Same is attached at **MEPC 83- Inf. 2**.

It is recognized that any economic element will have impacts and these were accordingly studied and reports submitted for Comprehensive Impact assessment as a literature review by IMU, a fleet impact assessment by DNV and an economic impact assessment by UNCTAD and stakeholder analysis – Task 2 ,3 and 4 reports are attached as **MEPC 82 – Inf. 8 Add1, 2 and 3**.

Further the aspect of food security was decided to be considered and **MEPC 83-INF.34** which is the Report of the Sixth GHG Expert Workshop on Further Development of the Basket of Candidate M... (Secretariat) will update the participants with the same.

With the above references it should be abundantly clear to participants that there would be impacts and all efforts to minimize negative impacts should be undertaken. It is therefore also planned to use the funds collected under the economic element to judiciously also encourage R&D. Thus papers would need to be developed based on the attributes the group is allotted, which the registered team is given to considering the INDUSTRY 4.0, projects /concepts which should be given financial support to assist in achieving Net zero in maritime by 2050 and also be able to mitigate the negative impacts of the economic element thus justifying the need for same. These should be developed for submission to MEPC.

To assist the following documents are being shared while the participants, who may also explore other documents and material for further understanding and also follow MEPC 83 (April 2025) as to the developments on the economic element.

- a. ISWG – GHG 18 – WP1 –Rev 1
- b. MEPC 83- Inf. 2
- c. MEPC 82 – Inf. 8 Add1
- d. MEPC 82 – Inf. 8 Add 2
- e. MEPC 82 – Inf. 8 Add 3
- f. MEPC 83-INF.34

The Teams will have to submit their paper as per the Role assigned to them, which details will be shared with them once the Registration process is completed.

This is in order to inject realism and relevance into the exercise, the roles will be drawn up on the basis of various aspects which influence the stands taken by various 'Parties' at the International Maritime Organization (IMO)

General guidelines:

- 1. The template for making a document for submission to IMO is available on the IMO website.
- 2. Teams are recommended to go through the circulars MSC-MEPC.1/Circ.5/Rev.5 dated 31st July 2023 ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES (**attached**) to guide them about the working of the committees at IMO and also in that the PROCEDURES FOR PREPARATION AND SUBMISSION OF DOCUMENTS.
- 3. The submission should be in Arial 11 and single spacing
- 4. The submission should be aligned basis points 1, 2 and 3 above.

Additional Guidance:

- 1. The Participants will additionally have guidance from Industry stalwarts (besides their own campus coordinators) who will act as Guides and be assigned to them. The Papers are to be prepared in the format similar to IMO (downloadable from the IMO website as a public user) and submitted as per schedule announced which will be announced separately and made available on the IMU website.