

## **Development of guidelines for - Reduction of GHG Emissions from Ships**

### **Background:**

In the guidelines given to the candidates to enable them to start their preparation for submissions, they had been given guidance for developing papers for submission to MEPC (ISWG) based on the following:

There will be economic impacts on the journey of decarbonization, and all efforts to minimise these 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

As the work progresses at IMO, thereafter, ISWG 19 followed by MEPC 83 has taken place. As indicated that the work was progressing towards having an economic element in addition to the technical element and thereby ISWG 19 set out the Chair's proposal for the draft IMO Net-Zero Framework – same is attached as **ISWG-GHG 19/WP.1/Rev.1**.

MEPC 83 with regard to the outcome of ISWG-GHG 19, as reported orally by the Chair of the Group, noted that the Chair had presented to the meeting an updated version of the proposed MARPOL Annex VI amendments discussed at ISWG-GHG 18, incorporating some elements contained in the "bridging option" presented to that session (ISWG-GHG 19/WP.1); and that, taking into account the comments raised during the deliberations, a revised version of the Chair's proposal (ISWG-GHG 19/WP.1/Rev.1) had been prepared, for further discussion by the Working Group on Reduction of GHG Emissions from Ships, to be established at the 83rd session of MEPC. Thus, a working group was formed, which presented its report to MEPC 83.

During the consideration of the reports of ISWG-GHG 19 and the GHG Working Group (MEPC 83/WP.11) at MEPC 83, the delegation of Saudi Arabia requested a roll-call vote in relation to the action requested of the Committee in paragraph 30.1 of the report of the Working group for taking the proposal forward, i.e. "approve the draft amendments to MARPOL Annex VI on the IMO net-zero framework with a view to circulation". Following the request, a roll-call vote was conducted. The vote went in favor of approval of the draft amendments and thus, the Committee requested the Secretariat to prepare a consolidated version of the draft amendments to the Annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (draft revised MARPOL Annex VI 2025), as set out in annex 11; and requested the Secretary-General to circulate the draft revised Annex VI, in accordance with article 16 of MARPOL, with a view to adoption at MEPC/ES.2 in October 2025.

This is captured in the report of the Committee **MEPC 83/17 and its Addendum 1**, which are also attached for consideration.

**It was also advised that 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 document, now, besides the update above, lists out the roles and additional information/guidance for the teams.**

The Teams have to submit their paper as per the Role assigned to them in accordance with the Table below:

**TABLE :**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
<b>Developed Nation</b>	<b>Developed Nation</b>	<b>Developing Nation</b>	<b>Developing Nation</b>	<b>SID/LDC</b>	<b>NGO</b>
Large spending capability on infrastructure	Limited spending capability on infrastructure	Limited spending capability on infrastructure	Large spending capability on infrastructure	Limited spending capability on infrastructure	International presence and very active both wrt environment and human element
Large exposure to seaborne trade both import and export	Large exposure to imports however markets are close	Large exposure to imports and limited exports - both markets are close	Large exposure to both exports and imports and markets are far	Huge exposure to both imports and exports – local production very limited	Not applicable
Sensitivity to price impacts - low	Sensitivity to price impacts - high	Sensitivity to price impacts - high	Sensitivity to price impacts - medium	Sensitivity to price impacts - very high	Not applicable
Sensitivity to environmental impact - medium	Sensitivity to environmental impact - high	Sensitivity to environmental impact - medium	Sensitivity to environmental impact - medium	Sensitivity to environmental impact – very high	Sensitivity to environmental impact – very high
Limited R & D in the field of energy sources other than fossil fuels	Large R & D in the field of energy sources other than fossil fuels	Limited R & D in the field of energy sources other than fossil fuels	Large R & D in the field of energy sources other than fossil fuels	Extremely supportive of renewable energy and critical of fossil fuels	Has immense support from technologically advanced states with large R&D
Huge reserves of fossil fuels	Limited reserves of fossil fuels	Limited reserves of fossil fuels	Huge reserves of fossil fuels	No reserves of fossil fuels	Not applicable
Negligible exposure to supply of seafarers	Reasonable exposure to supply of seafarers	Large exposure to supply of seafarers	Reasonable exposure to supply of seafarers	Negligible exposure to supply of seafarers	Has immense concern for welfare of seafarers
Sea level rise impact on nation - moderate	Sea level rise impact on nation - immense	Sea level rise impact on nation - moderate	Sea level rise impact on nation – moderate	Sea level rise impact on nations – highly concerned and vocal regarding same	Sea level rise impact on nations – highly concerned and vocal regarding same

Level of ambition wrt zero carbon - aggressive	Level of ambition wrt zero carbon - aggressive	Level of ambition wrt zero carbon - moderate	Level of ambition wrt zero carbon – moderate	Level of ambition wrt zero carbon – highly aggressive	Level of ambition wrt zero carbon – highly aggressive
Limited interest in Shipbuilding but large interest in engines	Large Interest in Shipbuilding and engines	Limited Interest in Shipbuilding/ engines	Large Interest in Shipbuilding and engines	Negligible Interest in Shipbuilding/ engines	Not applicable

**Note:** In order to inject realism and relevance into the exercise, the table has been drawn up based on various aspects which influence the stands taken by various ‘Parties’ at the International Maritime Organization (IMO)

**General guidelines (additional):**

1. The circular MSC-MEPC.1/Circ.5 has been reviewed and the Rev 6 is now in force as MSC-MEPC.1/Circ.5/Rev.6 dated 6<sup>th</sup> May 2025 - 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. With this revision in force MSC-MEPC.1/Circ.5/Rev.5 stands revoked.

**2. Additional Guidance update:**

1. The Participants will additionally have guidance from Industry stalwarts (besides their own campus internal guides) 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 separately and available on the IMU website. After the last date of **Paper submission 1**, papers submitted by the Teams playing different roles will be shared, enabling participants playing a particular Role to understand the positions taken by the Teams playing other Roles, but not allowing them to see the Papers of teams playing the same role as their own. (For Example; the stream is having 60 participating teams for their topic, thus there will be ten teams per Role category. Now Teams of Role category A would get to see all papers of category B, C, D, E & F but not the papers of category A. The rationale behind such disclosure is to make the participants to understand the viewpoints of the other categories of the same topic. Noteworthy part of the competition is that the papers of participants of the same category of same topic will not be subjected to the disclosure within themselves).
2. **Length of papers:** There is no restriction on the length of papers so as to encourage participants to do intensive research. However, it is strongly recommended to keep the contents relevant to the topic. Irrelevant information, duplication of information, plagiarism & copyright infringement may attract negative marking and in severe cases, papers may get disqualified.
3. After understanding the viewpoints of teams with different roles of the same Topic, each team can insert modifications, if any, to the contents of their Paper submission 1 (already submitted) and can submit a modified paper highlighting the changes as their **Final Paper**,

(length of Final paper should not exceed by 2 pages from original paper submission 1), within the time prescribed in the schedule.