

INTERSESSIONAL MEETING OF THE
WORKING GROUP ON REDUCTION OF
GHG EMISSIONS FROM SHIPS
18th session
Agenda item 2

ISWG-GHG 18/2/19
3 January 2025
ENGLISH ONLY
Pre-session public release:

**FURTHER CONSIDERATION OF THE DEVELOPMENT OF THE BASKET OF
CANDIDATE MID-TERM GHG REDUCTION MEASURE(S), USING ANNEX 1
TO DOCUMENT MEPC 82/WP.9 AS THE BASIS**

**Specifying the "Goal" of the basket of measures as specified in the proposed draft
amendments to MARPOL Annex VI**

**Submitted by Antigua and Barbuda, Belize, Dominica, Ethiopia, Fiji, Jamaica, Kiribati,
Marshall Islands, New Zealand, Palau, Samoa, Seychelles, Singapore,
Solomon Islands, Tonga, Tuvalu and Vanuatu**

SUMMARY

Executive summary: The 2023 IMO Strategy on Reduction of GHG Emissions from Ships committed to "reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible, while promoting, in the context of this Strategy, a just and equitable transition". To ensure that the mid-term measures to be approved at MEPC 83 deliver on the full scope of this vision, the co-sponsors propose that the following text (from paragraph 4.5 of the 2023 IMO GHG Strategy) serves as the "Goal" text in the new chapter five of the proposed amendments to MARPOL Annex VI: "effectively promoting the energy transition of shipping and providing the world fleet with a needed incentive while contributing to a level playing field and a just and equitable transition."

*Strategic direction, 3
if applicable:*

Output: 3.2

Action to be taken: Paragraph 14

Related documents: Resolution MEPC.377(80); MEPC.1/Circ.885/Rev.1; MEPC 76/7/12; MEPC 77/7/4; MEPC 82/INF.8, MEPC 82/INF.8/Add.1, MEPC 82/INF.8/Add.2, MEPC 82/INF.8/Add.3, MEPC 82/WP.5, MEPC 82/WP.9; ISWG-GHG 14/3; ISWG-GHG 15/3; ISWG-GHG 16/2/5, ISWG-GHG 16/2/6 and ISWG-GHG 17/2/13

Introduction

1 On 7 July 2023, Member States unanimously adopted resolution MEPC.377(80) on the *2023 IMO Strategy on Reduction of GHG Emissions from Ships* (the 2023 IMO GHG Strategy). The Strategy's vision unambiguously states that the "IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible, while promoting, in the context of this Strategy, a just and equitable transition". The Strategy provides clarity on what must be ensured in order to achieve all the objectives of the 2023 IMO GHG Strategy.

Respond to climate change

2 The co-sponsors recall the central reason why international shipping must decarbonize. At the thirteenth and thirty-second sessions of the Assembly, the Organization set itself a strategic direction to "respond to climate change". The development of the Strategy resulted in resolutions MEPC.304(72) in 2018 and MEPC.377(80) in 2023. At MEPC 83, the Organization needs to approve a basket of mid-term measures as amendments to MARPOL Annex VI.

3 The "Goal" of the new chapter to MARPOL Annex VI must therefore recall the need to urgently address climate change and for that reason, to ensure that the adopted basket of mid-term measures guarantees that international shipping does its part in the global effort to end anthropogenic GHG emissions.

4 The 2023 IMO GHG Strategy signals a major commitment of the Organization to phase out fossil fuels and GHG emissions from ships, but the vision and goals of the 2023 IMO GHG Strategy extend well beyond GHG emission reductions from ships as described in the "levels of ambition".

A just and equitable transition

5 The Strategy states that the "basket of candidate mid-term GHG reduction measures [...] should effectively promote the energy transition of shipping and provide the world fleet with a needed incentive while contributing to a level playing field and a just and equitable transition". The Organization must now ensure that the mid-term measures to be adopted as amendments to MARPOL Annex VI deliver on the full scope of objectives outlined in the 2023 IMO GHG Strategy. This means, inter alia, that "when developing candidate mid- and long-term GHG reduction measures, due account should be taken to ensure a just and equitable transition that leaves no country behind, including supportive measures" as per paragraph 5.3 of the 2023 IMO GHG Strategy.

6 In line with MEPC.1/Circ.885/Rev.1, "Particular attention should be paid to the needs of developing countries, especially small island developing States (SIDS) and least developed countries (LDCs). Disproportionately negative impacts should be assessed and addressed, as appropriate." This should also include impacts on landlocked developing countries, which will be affected by maritime transport cost increases, and which are often without a voice during the Organization's negotiations.

7 The co-sponsors point to the recent International Tribunal for the Law of the Sea (ITLOS) advisory opinion, which found that article 203 of the United Nations Convention on the Law of the Sea (UNCLOS) reinforces the need for support to developing States, in particular those vulnerable to the adverse effects of climate change, by granting them preferential treatment in funding, technical assistance and pertinent specialized services from international organizations.

8 The approval and adoption of mid-term GHG reduction measures should also be based on the findings of the comprehensive impact assessment of the basket of candidate GHG reduction mid-term measures provided in documents MEPC 82/INF.8, MEPC 82/INF.8/Add.1, MEPC 82/INF.8/Add.2 and MEPC 82/INF.8/Add.3 (Secretariat).

9 The regulations in the new MARPOL Annex VI chapter must take due account of the challenges faced by developing countries, in particular, the special needs of SIDS and LDCs. These countries will face challenges in the implementation of the measures. They also include those countries which will face the most disproportionately negative impacts from the measures, regardless of which measures are approved and adopted.

10 In this sense, the "Goal" of the new chapter of MARPOL Annex VI must be clear that the challenges of developing countries must be acknowledged and that the special needs of SIDS and LDCs must be fully taken into account through the regulations. While this should also be reflected in the related guidelines, it is imperative that the "Goal" as proposed below be included in the MARPOL regulations.

Relevant text

11 At ISWG-GHG 17, the Group considered that the "Goal" should make reference to the relevant text of the 2023 IMO GHG Strategy.* During the discussions on the "Goal" at that session, the Chair presented the "Goal", as contained in annex 2 to document ISWG-GHG 17/2/13 (Fiji et al.), as most aligned with the relevant text of the Strategy. With this in mind, the co-sponsors propose the following text for the "Goal" in regulation X of draft amendments to MARPOL Annex VI as provided in document MEPC 82/WP.9, annex 1, page 13:

Regulation X

Goal

"Effectively promoting the energy transition of shipping and providing the world fleet with a needed incentive while contributing to a level playing field and a just and equitable transition."

12 To achieve this "Goal" in its entirety, the basket of mid-term measures to be adopted as MARPOL Annex VI amendments needs to consist of an interrelated and interdependent technical and economic measure.

13 While the precise design and implementation of the mid-term measures are not specified in the 2023 IMO GHG Strategy, the co-sponsors strongly insist that any and all proposals for such measures should be adequately assessed against their ability to deliver on all of the 2023 IMO GHG Strategy's objectives, as outlined in the above "Goal" text.

Action requested of the Working Group

14 The Working Group is requested to consider the information provided in this document, in particular the proposal contained in paragraph 11, and take action as appropriate.

* "In considering the "goal" provisions, the Group noted a general alignment towards using a reference to the relevant text of the 2023 IMO GHG Strategy." (MEPC 82/WP.5, paragraph 23)