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## REDUCTION OF GHG EMISSIONS FROM SHIPS

### Proposed updates and amendments to resolution MEPC.323(74) and resolution MEPC.327(75)

Submitted by Australia, Canada, Jamaica, Morocco, Norway, Singapore,  
United Kingdom, IAPH and WSC

#### SUMMARY

*Executive summary:* This document comments on resolutions MEPC.323(74) and MEPC.327(75), which encourage voluntary commitments to address GHG emissions from ships. It proposes amendments to both resolutions to include "RAs" on the basis that Route-based Actions (RAs) or "Green Shipping Corridors" are a useful tool in facilitating and incentivizing the reduction of GHG emissions from ships.

*Strategic direction,  
if applicable:* 3

*Output:* 3.2

*Action to be taken:* Paragraph 8

*Related documents:* ISWG-GHG6/4; MEPC75/7/2; resolutions MEPC.323(74) and MEPC.327(75)

#### Background

1 MEPC 74 adopted resolution MEPC.323(74) to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing greenhouse gas (GHG) emissions from ships. Thereafter, MEPC 75 adopted resolution MEPC.327(75) to encourage Member States to develop and submit National Action Plans (NAPs) to address GHG emissions from ships in November 2020. Since then, several Member States have published their NAPs, which the IMO Secretariat has assisted to compile on IMO's website.<sup>1</sup> The IMO Secretariat, notably through the IMO-Norway GreenVoyage2050 Project, also developed further guidance on how to prepare NAPs.<sup>2</sup>

<sup>1</sup> <https://www.imo.org/en/OurWork/Environment/Pages/RELEVANT-NATIONAL-ACTION-PLANS-AND-STRATEGIES.aspx>

<sup>2</sup> See document MEPC 78/INF12 (Secretariat).

## **Development of Route-based Actions**

2 There has been a growing interest in the development of Route-based Actions (RAs) or "Green Shipping Corridors". Several Member States have started to work together to develop RAs that would help to demonstrate and trial low- and zero-emission technologies and fuels, while at the same time assist in identifying opportunities and challenges.

3 Some examples of RAs include the Clydebank Declaration for green shipping corridors that currently has 24 Member States as signatories. At IMO, Singapore and IMO jointly launched NextGEN Connect, which invited stakeholders to propose robust methodologies to jointly develop, on a pilot basis, RAs to reduce GHG emissions from ships in the Asia-Pacific region.

## **Inclusion in resolutions MEPC.323(74) and MEPC.327(75)**

4 The co-sponsors of this submission are of the view that RAs can be a useful tool in facilitating and incentivizing the reduction of GHG emissions from ships. RAs allow interested Member States, industry and ports to voluntarily work together to strengthen cooperation through the whole value chain to create favourable conditions along specific shipping routes and corridors. This includes trials on low- and zero-emission technologies and fuels at a small scale, in order to inform their development, costs and impacts better.

5 More importantly, such work and efforts will contribute to existing and ongoing work by IMO to reduce GHG emissions from ships. The co-sponsors are further of the view that it will be useful to have the findings and results of RAs shared at IMO, be it through formal submissions, or through conferences and publications on the IMO website. These findings will help to inform discussions at IMO by providing information on the latest technologies and fuels, associated challenges and impacts, as well as larger opportunities they afford.

6 To this end, the co-sponsors believe that given the voluntary nature of RAs fall within the scope of NAPs, it would be appropriate to amend the existing resolution MEPC.327(75) to include specific reference to RAs as set out in the annex. In addition, given that RAs involve cooperation among several entities along the supply chain, including between ports and between ships and ports, it would also be appropriate to amend the existing resolution MEPC.323(74).

7 Additional amendments have also been proposed to keep the resolutions relevant and up to date in the context of latest developments and needs related to reduction of GHG emissions from ships, such as the latest amendments adopted to MARPOL Annex VI.

## **Action requested of the Committee**

8 The Committee is invited to consider the information set out in this document and, in particular, to adopt the proposed amendments to resolutions MEPC.327(75) and MEPC.323(74) set out in annexes 1 and 2 to this document.

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**ANNEX 1**

**RESOLUTION MEPC.327(75)  
(adopted on 20 November 2020)**

**ENCOURAGEMENT OF MEMBER STATES TO DEVELOP AND SUBMIT VOLUNTARY  
NATIONAL ACTION PLANS TO ADDRESS GHG EMISSIONS FROM SHIPS**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization (the Organization) concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

HAVING ADOPTED resolution MEPC.304(72) on Initial IMO Strategy on reduction of GHG emissions from ships (the Initial Strategy),

NOTING that the Initial Strategy includes, inter alia, a candidate short-term measure to encourage the development and update of National Action Plans to develop policies and strategies to address GHG emissions from international shipping in accordance with guidelines to be developed by the Organization, taking into account the need to avoid regional or unilateral measures,

NOTING ALSO the role of Member States in extending the emission reduction efforts to all shipping-related sectors which are not necessarily covered by the Organization's conventions, NOTING FURTHER resolution MEPC.323(74) on *Invitation to Member States to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships*,

RECOGNIZING that many Member States are already taking actions at national level to facilitate the reduction of GHG emissions from ships,

RECOGNIZING ALSO that many Member States, industry and ports are voluntarily working together to strengthen cooperation through the whole value chain to create favourable conditions along specific shipping routes and corridors to reduce GHG emissions from ships.

COMMENDS those Member States that have already prepared National Action Plans and encourages them to share their experiences with the Organization,

RECOGNIZING that IMO has, in 2015, launched the Global Maritime Energy Efficiency Partnership (GloMEEP) Project, with 10 developing countries as Lead Pilot Countries (LPCs). Under the project, by offering several generic guide documents, the Organization has successfully assisted LPCs to develop national strategies to address emissions from ships,

RECOGNIZING ALSO the value of mobilizing national resources, promoting experience and information sharing and cooperation for all national stakeholders,

HAVING CONSIDERED the recommendation of the sixth session of the Intersessional Meeting of the Working Group on Reduction of GHG emissions from ships (ISWG-GHG 6) and the seventy-ninth session of the Marine Environment Protection Committee (MEPC 79).

1 INVITES Member States to voluntarily submit their National Action Plans to the Organization, outlining respective policies and actions, as soon as possible, and provide updates, as relevant, thereafter;

2 SUGGESTS the National Action Plans could include but are not limited to: (a) improving domestic institutional and legislative arrangements for the effective implementation of existing IMO instruments, (b) developing activities to further enhance the energy efficiency of ships, (c) initiating research and advancing the uptake of alternative low-carbon and zero-carbon fuels, (d) encouraging the production of renewable fuels for shipping, (e) accelerating port emission reduction activities, consistent with resolution MEPC.323(74), (f) fostering capacity-building, awareness-raising and regional cooperation, and (g) facilitating the development of infrastructure for green shipping, and (h) facilitating cooperation through the whole value chain, including ports to create favourable conditions through route-based actions;

3 INVITES ALSO Member States to elaborate on those arrangements (legal, policy, institutional etc.) that they put in place or plan to do so to support emission reduction from ships, in accordance with their national conditions, circumstances and priorities;

4 INVITES FURTHER those Member States to take into account the guide on *National Action Plans to address GHG emissions from ships, from decision to implementation* as developed by the GreenVoyage 2050 project (MEPC 78/INF.12);

5 ENCOURAGES those Member States to initiate early actions to facilitate the reduction of GHG emissions from ships without awaiting the entry into force of measures in the IMO context;

6 REQUESTS the Secretariat to continue to provide guidance and any further action which may be taken (e.g. through the GloMEEP, GMN, NextGEN Connect and Green Voyage 2050 projects) to assist Member States including developing countries, in particular SIDS and LDCs, for the development of National Action Plans;

7 REQUESTS ALSO the Secretariat to facilitate the sharing of relevant information provided in the submitted National Action Plans;

8 REQUESTS FURTHER the Member States to bring this resolution to the attention of all stakeholders on a national scale, including Administrations, ports, ship designers, engine manufacturers, fuel suppliers, seafarers and other interested groups.

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**ANNEX 2**

**RESOLUTION MEPC.323(74)  
(adopted on 17 May 2019)**

**INVITATION TO MEMBER STATES TO ENCOURAGE VOLUNTARY COOPERATION  
BETWEEN THE PORT AND SHIPPING SECTORS TO CONTRIBUTE TO REDUCING  
GHG EMISSIONS FROM SHIPS**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that regulation 28.10 of MARPOL ANNEX VI encourages administrations, port authorities and other stakeholders, as appropriate, to provide incentives to ships rated A or B,

HAVING ADOPTED resolution MEPC.304(72) on the *Initial IMO Strategy on reduction of GHG emissions from ships* (hereinafter the Initial Strategy),

NOTING that the Initial Strategy calls for the encouragement of port developments and activities globally to facilitate reduction of GHG emissions from shipping, including provision of ship and shoreside/onshore power supply from renewable sources, infrastructure to support supply of alternative low-carbon and zero-carbon fuels, and to further optimize the logistic chain and its planning, including ports,

RECOGNIZING that many ports are already taking action to facilitate the reduction of GHG emissions from ships,

RECOGNIZING ALSO present-day initiatives for increasing cooperation between ports and other actors in the maritime industry in developing actions that aid the reduction of GHG emissions of the maritime transport system,

RECOGNIZING FURTHER that these actions and initiatives could be part of voluntary National Action Plans which are encouraged in resolution MEPC.327(75),

RECOGNIZING FURTHER the value of capacity-building, knowledge sharing and cooperation for all States, including developing countries, particularly least developed countries (LDCs) and small island developing States (SIDS),

HAVING AGREED the need to encourage further cooperation between ports and shipping to facilitate the reduction of GHG emissions from ships and the value of collaboration,

1 INVITES Member States to promote the consideration and adoption by ports within their jurisdiction, of regulatory, technical, operational, and economic actions to facilitate the reduction of GHG emissions from ships. Those could include but are not limited to the provision of: (a) Onshore Power Supply\* (preferably from renewable sources); (b) safe and efficient bunkering of alternative low-carbon and zero-carbon fuels; (c) incentives promoting

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\* Refer to MEPC.1/Circ.794 and further guidelines concerning the safe operation of onshore power supply under development by the Maritime Safety Committee.

sustainable low-carbon and zero-carbon shipping; ~~and~~ (d) support for the optimization of port calls; and (e) cooperation with other ports and stakeholders in the context of route-based actions or other cooperative mechanisms.

2 INVITES Member States to facilitate the uptake of actions such as those identified in paragraph 1 through appropriate actions, which may include:

- .1 supporting the viability of business cases for ship and in-port renewable power-to-ship solutions and the use of these solutions;
- .2 encouraging cooperation between ports, bunker suppliers, shipping companies and all relevant levels of authority in addressing the supply and availability of alternative low-carbon and zero-carbon fuels, including the legal, regulatory and infrastructural barriers to the efficient and safe handling and bunkering of alternative low-carbon and zero-carbon fuels;
- .3 promoting incentive schemes that address GHG emissions and sustainability of international shipping and encouraging more incentive providers and shipping companies to join these; and
- .4 supporting the industry's collective efforts to improve quality and availability of data and develop necessary global digital data standards that would allow reliable and efficient data exchange between ship and shore as well as enhanced slot allocation policies thereby optimizing voyages and port calls and facilitating just-in-time arrival of ships.

3 INVITES ALSO Member States and international organizations to support collaboration, capacity-building and sharing of best practices through initiatives that bring together relevant stakeholders such as the GloMEEP project and its Global Industry Alliance to Support Low Carbon Shipping, and the Global MTTC Network (GMN);

4 INVITES FURTHER Member States and international organizations to bring to the attention of the Committee successful examples, including results, of initiatives taken in relation to port developments and activities to facilitate the reduction of GHG emissions from ships;

5 REQUESTS Member States and international organizations to bring this resolution to the attention of port authorities, port and terminal operators, shipowners, ship operators, cargo handling and maritime service providers and other interested groups.