

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

ISWG-GHG 18/2/X  
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**FURTHER CONSIDERATION OF THE DEVELOPMENT OF CANDIDATE  
MID-TERM MEASURE(S) IN THE CONTEXT OF PHASE III OF THE WORK PLAN FOR  
THE DEVELOPMENT OF MID- AND LONG-TERM MEASURES**

**Specifying the “Goal” of the Basket of Measures as Specified in the Amendment of  
MARPOL Annex VI**

**Submitted by Antigua and Barbuda, Belize, Dominica, Ethiopia, Fiji, Jamaica, Marshall  
Islands, New Zealand, Palau, Seychelles, Singapore, Solomon Islands, Tonga, Tuvalu,  
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 §4.5 of the 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, if applicable:* 3

*Output:* 3.2

*Action to be taken:* Paragraph 14

*Related documents:* MEPC.377(80), MEPC.1/Circ.885/Rev.1, MEPC 82/WP.9, Annex 1, MEPC82-INF8 and addenda 1-3, MEPC 76/7/12, MEPC 77/7/4, ISWG-GHG 14/3, ISWG-GHG 15/3, ISWG-GHG 16/2/5 & 6

## Introduction

- 1 On July 7, 2023, IMO Member States unanimously adopted Resolution MEPC.377(80), the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (the 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 Strategy.

## Respond to Climate Change

- 2 We recall the central reason for why international shipping must decarbonize. At the 13<sup>th</sup> and 32<sup>nd</sup> sessions of the Assembly, the IMO set itself a Strategic Direction to "*respond to climate change*". The development of the Strategy resulted in Resolution MEPC.304(72) in 2018 and Resolution MEPC.377(80) in 2023. At MEPC 83, the IMO 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 international shipping does its part in the global effort to end anthropogenic GHG emissions.
- 4 The Strategy signals a major commitment of the IMO to phase out fossil fuels and GHG emissions from ships, but the vision and goals of the 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 IMO must now ensure that the mid-term measures to be adopted as an amendment to MARPOL Annex VI deliver on the full scope of objectives outlined in the 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 §5.3 of the 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, who will be affected by maritime transport cost increases, and who are often without a voice during IMO negotiations.
- 7 The co-sponsors point to the recent ITLOS Advisory Opinion, which found that Article 203 of 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 specialised services from international organizations.
- 8 The approval and adoption of mid-term measures should also be based on the findings of the Comprehensive Impact Assessment as published by the IMO Secretariat in MEPC82-INF8 and addenda 1-3.

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- 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 Strategy<sup>1</sup>. During the discussions on the Goal at that session, the Chair of the Intersessional Working Group presented the Goal, as contained in Annex 2 to document ISWG 17/2/13, 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 MARPOL Annex VI Amendments as listed in MEPC 82/WP.9, Annex 1, page 13:

*“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 is not specified in the 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 Strategy’s objectives, as outlined in the above “Goal” text.

### ACTION REQUESTED OF THE GROUP

- 14 The Group is requested to consider the content of this paper and take action as recommended in paragraph 11.

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<sup>1</sup> Para. 20, WP.1: “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.”