

## APPENDIX 2

### OVERVIEW OF RELEVANT INITIATIVES BY THE ORGANIZATION SUPPORTING THE REDUCTION OF GHG EMISSIONS FROM SHIPS

An overview of relevant IMO initiatives supporting the reduction of GHG emissions from ships is provided below:

- .1 The **Integrated Technical Cooperation Programme (ITCP)** is designed to assist Governments which lack the technical knowledge and resources that are needed to operate a shipping industry safely and efficiently. Support for IMO's GHG-related activities under the ITCP is a clear priority for the Organization. For 2022-2023, a dedicated global programme "Reducing atmospheric emissions from ships and in ports and effective implementation of MARPOL Annex VI and the Initial IMO GHG Strategy" was designed to assist Member States with the implementation of the Initial IMO Strategy, thereby increasing energy efficiency measures for ships, as well as reducing atmospheric pollution from ships, including when in ports.
- .2 MEPC 74 (May 2019) agreed to establish a **voluntary multi-donor trust fund ("GHG TC-Trust Fund")**, to provide a dedicated source of financial support for technical cooperation and capacity development activities to support the implementation of the *Initial IMO Strategy on Reduction of GHG Emissions from Ships* (MEPC 74/18/Add.1, annex 17). The resources of the Trust Fund include voluntary contributions from IMO Member States, UN agencies, international organizations and other entities who have expressed support for the Initial IMO Strategy.
- .3 With support from the European Union, the **Global Maritime Technologies Cooperation Centres (MTCC) Network (GMN)** project (approximately \$11 million, 2016-2022) established five MTCCs in China (MTCC Asia), Fiji (MTCC Pacific), Kenya (MTCC Africa), Panama (MTCC Latin America) and Trinidad and Tobago (MTCC Caribbean). Plans are now being finalized for a GMN Phase II project for the five MTCCs to continue their work to support maritime decarbonization in the respective regions and to be linked to other IMO projects and initiatives. Phase II is to pay particular attention to the delivery of smaller scale (for example, ships retrofitting) pilot demonstration projects, with a focus on the needs of developing countries, in particular LDCs and SIDS.
- .4 With support from Norway, the **Green Voyage 2050** project (approximately \$7.1 million, 2019-2023) is currently supporting countries to undertake assessments of maritime emissions in the national context, develop policy frameworks and National Action Plans (NAPs) to address GHG emissions from ships, and draft legislation to implement MARPOL Annex VI into national law. Partnering countries are also supported in identifying and implementing of low- and zero-carbon pilot projects on board ships and in ports. Phase 1 of the project is expected to terminate in December 2023 and a new phase envisioned to ensure that efforts can be further continued both in relation to scaled-up pilot projects and NAP development.
- .5 The **GHG-SMART Programme** (Sustainable Maritime Transport Training Programme to Support the Implementation of the GHG Strategy) project (\$2.5 million, 2020-2025), funded by the Republic of Korea, is a training

programme to support the implementation of the *Initial IMO Strategy on Reduction of GHG Emissions from Ships* by developing capacity in LDCs and SIDS. This is a series of annual training programmes consisting of comprehensive training online, followed by individual training plans, and a practical training and study visit, combined with an opportunity for two trainees (one female and one male) to further benefit from a World Maritime University (WMU) scholarship.

- .6 The **GloFouling Partnerships** project (approximately \$7 million, 2018-2025) is part of the wider efforts by IMO, in collaboration with UNDP and GEF, to improve biofouling management and protect marine ecosystems from the negative effects of invasive aquatic species . By supporting the implementation of the *IMO 2011 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species*, this project also contributes to the reduction of GHG emissions from ships. The project has developed and published in 2022 a study entitled *Analysing the Impact of Marine Biofouling on the Energy Efficiency of Ships and the GHG Abatement Potential of Biofouling Management Measures*.
- .7 The **TEST Biofouling** (Transfer of Environmentally Sound Technologies) project (\$4 million, 2022-2025), funded by Norway, aims to assist developing countries to build their knowledge on control and management of biofouling and showcase effective approaches to biofouling management and the mitigation of environmental risks associated with the transfer of invasive aquatic species through biofouling by means of demonstration projects at both regional and country levels. The project focuses on testing novel technologies and new sustainable methods of biofouling management, which, in line with the above study, indirectly contributes to reducing GHG emissions.
- .8 The **IMO CARES** (Coordinated Actions to Reduce Emissions from Shipping) Foundation Project, project (approximately \$1.5 million, 2022-2024), funded by Saudi Arabia, started its implementation phase in early 2023, with the ultimate objective to help link the global North and global South for the identification and trial of ready for market technology solutions, technology transfer, technology diffusion and uptake activities, pilot demonstration projects and green financing initiatives. This project will assist the maritime sector in developing countries in their transition towards a low-carbon future with key involvement of the MTCCs at a regional level.
- .9 The Future Fuels and Technology for Low- and Zero-carbon Shipping Project (**FFT project**) (approximately \$1.2 million, 2022-2024) is a partnership project between the Republic of Korea and IMO, designed to support GHG reduction from international shipping by providing technical analysis to the Organization in support of policy discussions held in the Marine Environment Protection Committee (MEPC).
- .10 The **IMO-UNEP-Norway Innovation Forum** (approximately \$650,000, 2020-2023) identified as championing innovation to accelerate the transition of the marine sector towards a zero- and low-emission future. Its aim is to promote innovation by providing a global platform to exchange best practices and fill necessary gaps by gathering ideas and latest developments from all competent international policy makers.

The second Innovation Forum was held in a hybrid format on 28 and 29 September 2022 and was linked to the IMO World Maritime Day (WMD) theme 2022 "New Technologies for Greener Shipping". It was attended by a total of 1,900 in-person and virtual participants.

The 2023 session will be held in conjunction with WMD, under the theme "MARPOL at 50 — Our commitment goes on", celebrating the fiftieth anniversary of the MARPOL Convention, continuing to support the global South and the green transition of the maritime sector into a sustainable future.

- .11 The IMO-EBRD-World Bank co-led **Financing Sustainable Maritime Transport (FIN-SMART) Roundtable** initiative has been providing a platform among Member State representatives, international financial institutions, representatives of private banks and other key maritime stakeholders to identify maritime decarbonization investment risks, opportunities and potential financial solutions and innovative financial instruments to address financing needs and investment opportunities in developing countries, in particular LDCs and SIDS.

The third FIN-SMART roundtable in June 2023, through concrete examples of maritime decarbonization projects resulting in investment or having the potential to become bankable projects in developing countries, aims to highlight concrete success factors and the role of the various actors in achieving investment in maritime decarbonization. It also showcases to the financial community the investment opportunity in more concrete terms, as developing countries may have large unused sustainable resources (for example, wind or solar energy) that could be used for the production of green fuels that the maritime industry requires to accelerate decarbonization.

- .12 The **NextGEN** (Green and Efficient Navigation) portal, which was launched by IMO and the Maritime and Port Authority of Singapore (MPA) in September 2021, is an online platform to support information sharing and collaboration on decarbonization initiatives and projects in the field of maritime, presenting an opportunity to provide an online platform of collaboration across the maritime value chain. The next phase of the NextGEN initiative was launched in 2022 as the NextGEN Connect Project, the new phase of which supports a pilot route-based action in the Asia-Pacific region to reduce emissions from international shipping.

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