Following discussion, the Committee acknowledged the proposal and noted diverging views and concerns on the proposed mechanism, with regards to various administrative, legal and governance aspects. The Committee noted that the proposal would require more detailed consideration, including of the potential impacts on States, before taking any decision. The Committee invited interested Member States and international organizations to submit further commenting documents and proposals to the next MEPC session.

Amendments to MARPOL Annex VI to further strengthen the EEDI adopted

The MEPC adopted amendments to MARPOL Annex VI to significantly strengthen the Energy Efficiency Design Index (EEDI) "phase 3" requirements, with expected entry into force date of 1 April 2022.

The amendments bring forward the entry into effect date of phase 3 to 2022, from 2025, for several ship types, including gas carriers, general cargo ships and LNG carriers. This means that new ships built from that date must be significantly more energy efficient than the baseline.

Further meetings highlight were:

- Amendments to BWM Convention adopted
- Draft amendments to prohibit the use, and carriage for use, as fuel of HFO by ships in Arctic waters ap-proved
- Draft amendments to AFS Convention approved

Amendments to MARPOL Annex VI on sulphur content definition and sampling adopted

The following amendments were adopted, with expected entry into force date of 1 April 2022.

Amendments to Regulation 2 'Definitions', to include new definitions for "Sulphur content of fuel oil" - meaning the concentration of sulphur in any fuel oil, measured in % m/m as tested in accordance with standard acceptable to the Organization; "Low-flashpoint fuel", to mean gaseous or liquid fuel having a flashpoint lower than otherwise permitted under paragraph 2.1.1 of SOLAS regulation II-2/4; "MARPOL delivered sample", to mean the sample of fuel oil delivered in accordance with regulation 18.8.1 of MAR-POL Annex VI; "In-use sample", to mean the sample of fuel oil in use on a ship; and "On board sample", to mean the sample of fuel oil intended to be used or carried for use on board that ship.

Fuel oil sampling and testing - amendments to Regulation 14 'Sulphur oxides (SOX) and particulate matter', to add new paragraphs related to in-use and onboard fuel oil sampling and testing, to add new paragraphs to require one or more sampling points to be fitted or designated for the purpose of taking representative samples of the fuel oil being used or carried for use on board the ship. The representative samples of the fuel oil being used on board are to be taken in order to verify the fuel oil complies with the regulation.

Appendix I amendments to the International Air Pollution Prevention (IAPP) certificate - Consequential amendments to update the IAPP certificate to add a reference to sampling points and also to note where there is an exemption to the provision for low-flashpoint fuel.

Appendix VI on the Fuel verification procedure for MARPOL Annex VI fuel oil samples consequential amendments to verification procedures, to cover verification of the representative samples of in-use fuel oil and on board fuel oil.

Next steps for IMO

- 22 - 26 MARCH 2021
  Sub-Committee on Pollution Prevention and Response (PPR) (Remote meeting) 8th Session
- 24 – 28 MAY 2021
  Intersessional Working Group on the Reduction of GHG Emissions from Ships (Remote meeting) 8th Session
- 10 - 17 JUNE 2021
  Marine Environment Protection Committee (MEPC) (Remote meeting) 76th Session

NEW PROJECTS IN DEPARTMENT OF PROJECTS AND PARTNERSHIPS

The Department of Partnerships and Projects (DPP) serves as the gateway for developing partnership opportunities with a wide range of external partners, including IMO Member States, UN agencies, financial institutions, NGOs, IGOs and the private sector to help tackle key global challenges within a maritime context.

NEXTGEN, "GREEN AND EFFICIENT NAVIGATION"

A new concept for a collaborative global ecosystem of maritime transport decarbonization initiatives has been introduced by the International Maritime Organization (IMO) and Singapore, during a global webinar on decarbonization (17 September).

The NextGEN initiative aims to facilitate information sharing on decarbonization initiatives across many stakeholders (including IMO Member States, NGOs, industry and academia); identify opportunities and gaps for decarbonization in the global shipping community; and create important networks and platforms for collaboration across these initiatives. This network initiative has been named "NextGEN", where GEN is short for "Green and Efficient Navigation".

The webinar, attended by more than 500 maritime leaders and professionals, from 63 countries, was jointly organised by IMO and the Maritime and Port Authority of Singapore.

During the webinar, IMO Secretary-General Mr. Kitack Lim recognized the unprecedented times in which we are living and expressed his belief that "the single biggest challenge we are still facing is the battle against global warming and climate change". He called for more action to speed up research into zero carbon marine fuels. "To achieve this, IMO is stepping up its efforts to act as a global forum and promoter in R&D in zero carbon marine fuels, bringing together interested stakeholders from public and private sectors, and also private and development banks and other potential donors around the world," Mr. Lim said.

The Minister for Transport, Singapore, Mr. Ong Ye Kung, said the world needed to keep up the fight against climate change, even while dealing with the COVID-19 crisis. "No one can do this alone. It is a global ambition, to be accomplished by the international maritime community. But we all have capabilities, expertise, and resources to contribute to this endeavour. Singapore will do our part, and we look forward to the maritime community coming together, under the leadership of the IMO, to redouble our efforts and build a better, greener world," Mr. Ong Ye Kung said.

> "...the single biggest challenge we are still facing is the battle against global warming and climate change"

Outlining the principal features of the NextGEN concept, Mr. Jose Matheickal, Chief of Department of Partnerships and projects of IMO, said further discussions were envisaged at the forthcoming Future of Shipping Conference in Singapore in [February] 2021. Dedicated NextGEN workshops in 2021 will be organised by IMO and supported by Singapore, to bring together various decarbonization initiatives, in order to map out in detail the global shipping decarbonization web.

A subsequent global mapping document will inform a wider audience through relevant IMO meetings. It is envisaged that NextGEN will act as a catalyst to spur collaboration among the various initiatives once the NextGEN collaboration platform is fully developed by 2022/2023.

Other speakers at the webinar gave presentations spanning the entire spectrum of various existing cooperation-frameworks on decarbonization, ranging from initiatives in the Pacific to actions led by the maritime industry and financial institutions.

Panel discussions provided an opportunity to share views on additional opportunities for cooperation and outlining potential next steps to support achieving the 2050 level of ambition of reducing GHG emissions from international shipping by at least half compared to 2008, as set out in the IMO GHG Strategy.

FIN-SMART "FINANCING SUSTAINABLE MARITIME TRANSPORT"

The FIN-SMART Roundtable is a platform for regular dialogue among key maritime stakeholders on addressing the financial challenges related to the transition of shipping to a more sustainable and resilient future.

More than 50 leaders from the financial, public and private sectors participated in the first "Financing Sustainable Maritime Transport (FIN-SMART) Roundtable" on 27 October. The high level virtual Roundtable was hosted by the International Maritime Organization (IMO), the European Bank for Reconstruction and Development (EBRD) and the World Bank Group.

The Roundtable aims to support accelerating financial flows - particularly in developing countries - for the decarbonization of the maritime sector, in line with country priorities and the goals of the IMO Initial Strategy on the reduction of GHG emissions from ships. Participants will also address the sector's COVID-19 recovery needs.

Speaking at the opening of the meeting, IMO Secretary-General Mr. Kitack Lim highlighted the importance of maritime transport in the global economy as an engine of growth and a driver of social development. He called for strong support to accelerate finance for sustainable maritime transport, in particular in decarbonization and sustainable recovery post COVID-19. "These will be only possible with targeted investment and strategic partnerships, particularly addressing special needs of developing countries, LDCs and SIDS," he said.

Mr. Josué Tanaka, Managing Director of Operational Strategy and Planning, Energy Efficiency and Climate Change at EBRD, said, "What brought us here today is to exchange ideas on how to support the development of the long-term decarbonization of the shipping industry and create financial products to achieve this. It is the EBRD's ambition to support the formulation of a lowcarbon pathway for the shipping industry that aligns industry stakeholders, encourages the uptake of technological solutions and develops the instruments to enable the necessary investments. These activities require close cooperation based on strong partnerships."

During the inaugural meeting participants looked for concrete opportunities to help accelerate global financing for sustainable shipping, especially in low- and middle-income countries. Among the options were identifying priorities and investment opportunities across the maritime supply chain, as well as addressing barriers to financial flows, and harnessing support for country reform efforts.

> "What brought us here today is to exchange ideas on how to support the development of the long-term decarbonization of the shipping industry and create financial products to achieve this"

The need for innovative and tailor-made solutions to close the existing finance gap was a main discussion topic. These include exploring new financing models and risk sharing mechanisms, showcasing existing financial solutions to promote replication and scaling-up, and increasing awareness about the potential role financial institutions can play.

The FIN-SMART Roundtable will meet regularly and bring in additional important stakeholders to the workstreams discussions, from the public and private sectors, civil society and international organizations. Subsequent discussions will involve multiple dedicated workstreams on the identified topics.

More than 50 senior officials participated in the inaugural meeting, including representatives from IMO, EBRD and the World Bank Group and participants from the maritime industry, donor countries and other States.

GHG-SMART "THE SUSTAINABLE MARITIME TRANSPORT TRAINING PROGRAMME"

Four-year partnership will support GHG reduction training in Least Developed Countries (LDCs) and Small Island Developing States (SIDS).

The Republic of Korea and the International Maritime Organization (IMO) have signed an agreement to establish a training programme to support developing States to reduce greenhouse gas (GHG) emissions from shipping. This will facilitate the implementation of candidate measures to be adopted by IMO and the development of national action plans to reduce GHG emissions from the shipping and ports sectors.

The Sustainable Maritime Transport Training Programme (GHG-SMART) will focus on Least Developed Countries (LDCs) and Small Island Developing States (SIDS). It will help them to develop their capacity to achieve the goals set out in the Initial IMO Strategy on Reduction of GHG Emissions from Ships. The IMO strategy envisages reducing total annual GHG emissions from ships by at least 50% by 2050 compared to 2008, meaning a reduction in carbon intensity for individual ships and a move to new technologies and low/zero carbon fuels. A number of specific measures are under consideration to achieve the ambitious targets.

> "The IMO strategy envisages reducing total annual GHG emissions from ships by at least 50% by 2050"

The strategy recognizes that there are potential barriers to achieving the targets and highlights the need for supportive measures, including capacity building, technical cooperation, technology transfer and research and development (R&D), particularly in developing countries.

The four-year GHG-SMART programme will, therefore, support States (specifically, SIDS and LDCs) to address gaps in technologies and policies, by building knowledge and capacity in those countries to identify ways to effectively implement measures contained in the IMO Strategy. This would be complemented by support and training to develop and implement National Action Plans. It is widely recognized that national action plans may facilitate the implementation of IMO-adopted measures in the national context and support the achievement of international commitments through national action.

The agreement for the US$2.5 million training programme was signed (on 27 October) by IMO Secretary-General Mr. Kitack Lim and the Minister of Oceans and Fisheries of the Republic of Korea Dr. Seong-Hyeok Moon.

GHG-SMART training and capacity building

Training packages will be developed to cover a range of activities, including analysis and review of current policies, update on IMO regulations, how to develop national action plans, training of trainers to implement specific measures such as data collection, sharing of information and best practices. The training will also facilitate transfer and uptake of energy efficient technologies, filling gaps in technology and policies between developed countries and the LDCs and SIDS.

Link with other IMO-executed GHG emission reduction projects

The Programme will be strategically linked to the ongoing and proposed major projects implemented by IMO to achieve GHG emissions reduction. These include the Global MTTC Network (GMN) project, funded by the European Union, which unites Maritime Technologies Cooperation Centres (MTCCs) in targeted regions into a global network; and the GreenVoyage2050 Project, a partnership project between the Government of Norway and IMO, which is working with 12 pilot countries in different regions to meet climate change and energy efficiency goals related to international shipping. There will also be cooperation with the World Maritime University (WMU) for technical input, and IMO's Integrated Technical Cooperation Programme (ITCP).

Funding

This four-year programme will be funded through an allocation of US$2.5 million under the existing Memorandum of Understanding (MoU) between IMO and the Republic of Korea on the Republic of Korea's contribution to the Delivering Strategy and Reform – Voyage Together Trust Fund (DSR-VT TF).