

2023 IMO GHG

Strategy: setting targets for the global fleet on energy efficiency, energy demand and absolute GHG emission reduction



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Net-zero target

- To reach **net-zero GHG emissions** by or around, i.e. close to, **2050**

2030 targets

- Reduce **carbon intensity** (CO2 emissions per transport work) by **at least 40%** by 2030, compared to 2008
- **5%, striving for 10%, of energy used** to be (near)zero emissions fuels, technologies or energy sources
- Reduce **total GHG emissions** by **at least 20%**, striving for **30%**, by 2030 compared to 2008

2040 target

- Reduce **total GHG emissions** by **at least 70%**, striving for **80%**, by 2040 compared to 2008



Implementing the 2023 IMO GHG Strategy: promoting the energy transition of shipping and providing the world fleet with a needed incentive



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IMO's 'Net-Zero Framework'

- MEPC 81 agreed on possible draft outline of an “**IMO net-zero framework**”, including a new Chapter 5 in MARPOL Annex VI with regulations on:
 - **GHG Fuel Standard**, incl. alternative compliance mechanisms and a central GFI registry
 - **Economic mechanism(s)** incl. central management/oversight of collected revenue and distribution of revenue
- Basket to be **adopted** in the **autumn of 2025**, entry into force in 2027

Key elements to be considered

- Potential **synergies with existing measures**, e.g. CII, to incentivize energy efficiency and operational practices
- **Impacts on States** to be assessed and taken into account as appropriate before adoption of the measures
- **Well-to-wake** GHG emissions of marine fuels

