

**UNITED NATIONS FRAMEWORK CONVENTION ON  
CLIMATE CHANGE  
(UNFCCC)**

**Sixty-second session of the UNFCCC Subsidiary Body for Scientific  
and Technological Advice (SBSTA 62)  
Bonn, Germany, 16-26 June 2025**

**Mr. Camille Bourgeon  
International Maritime Organization (IMO)**

Chair, distinguished delegates,

As previously reported to SBSTA, IMO Member States unanimously adopted the *2023 IMO Strategy on reduction of greenhouse gas emissions from ships*, shaping international cooperation to decarbonize shipping and laying out a pathway towards net-zero emissions by or around, i.e., close to, 2050.

Since the adoption of the 2023 Strategy, IMO Member States have been actively assessing and developing the regulatory measures required to implement IMO's climate targets.

In April this year, IMO's main environmental organ, the Marine Environment Protection Committee (MEPC 83), finalized and approved, following a roll-call vote, the "IMO Net-Zero Framework", translating the IMO greenhouse gas reduction commitments into mandatory requirements for all ships engaged in international navigation. The details of the roll-call vote are set out in our submission.

The draft legal text of the IMO Net-Zero Framework will be considered for adoption by an extraordinary session of MEPC in October this year.

Key elements of the IMO Net-Zero Framework consist of:

- .1 a global fuel standard, whereby ships are required to reduce, over time, their annual GHG fuel intensity, i.e. how much GHG is emitted for each unit of energy used, on the basis of a 'well-to-wake' emissions approach; and
- .2 a global economic measure incentivizing the transition to net-zero, whereby ships emitting above emissions

thresholds have to balance their compliance deficit by means of pricing contributions to the IMO Net-Zero Fund; while over-compliant ships generate surplus units; and those using zero or near-zero GHG fuels and technologies are eligible for financial rewards disbursed by the IMO Net Zero Fund.

The IMO Net-Zero Framework also provides that, in the context of its implementation, revenue is also allocated to, inter alia, support innovation, research, infrastructure, technology transfer, and just transition initiatives, paying particular attention to the needs of developing countries, in particular LDCs and SIDS.

The IMO Net-Zero Framework also introduces provisions for the certification of sustainable marine fuels; the establishment of a central Registry; and actions to address disproportionately negative impacts on food security.

In parallel, work progresses on various issues, such as the sustainability and life cycle assessment of marine fuels, the further development of energy efficiency regulations, the use of Onboard Carbon Capture and Storage, and the development of safety regulations for ships and seafarers using new technologies and fuels.

Finally, IMO enhances technical cooperation and capacity-building initiatives dedicated to climate action in the shipping sector, in close collaboration with ports, renewable energy producers, maritime education institutions, etc.

Chair, distinguished delegates,

You will find more details on IMO's progress and achievements since SBSTA 61 in our written submission to this session, and I remain available to provide any clarifications as may be required.

Thank you.

  

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