

## ANNEX 5

### WORK PLAN FOR PHASE 2 OF THE REVIEW OF THE SHORT-TERM GHG REDUCTION MEASURE

This work plan is indicative and may be further updated in the future, and does not prejudice the outcome of consideration on any possible changes to the short-term GHG reduction measure.<sup>1</sup>

Date	Meeting <sup>2</sup>	Objectives
Spring 2026	MEPC 84	<ol style="list-style-type: none"> <li>1. Further consider and finalize the development of the enhanced SEEMP framework</li> <li>2. Further consider and finalize the development of the cgHRS metric for cruise passenger ships</li> <li>3. Consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO net-zero framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 IMO GHG Strategy</li> </ol>
Autumn 2026	MEPC 85	<ol style="list-style-type: none"> <li>1. Further consider the development of other CII metrics</li> <li>2. Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO net-zero framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 IMO GHG Strategy</li> </ol>
Spring 2027	MEPC 86	<ol style="list-style-type: none"> <li>1. Further consider the development of other CII metrics</li> <li>2. Consider further concrete proposals for CII correction factors and/or reference line adjustments, if any</li> <li>3. Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO net-zero framework (e.g. energy-based approach) with a view to finalization as soon as possible. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 IMO GHG Strategy</li> </ol>

<sup>1</sup> This work plan does not prevent any Member State or international organization from submitting additional proposals during phase 2.

<sup>2</sup> Possible intersessional or correspondence groups may be established by the Committee.

Date	Meeting <sup>2</sup>	Objectives
Spring 2028	MEPC 87	<ol style="list-style-type: none"><li>1. Conclude the consideration of other CII metrics</li><li>2. Further consider and finalize the development of revised reference lines, as appropriate</li><li>3. Consider further concrete proposals for CII correction factors and/or reference line adjustments, as appropriate</li><li>4. Finalize phase 2 of the review</li><li>5. Further consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO net-zero framework, with a view to finalization as soon as possible, and develop a possible way forward for the IMO carbon intensity/energy efficiency framework beyond 2030, as appropriate. Therefore, pursue incentives for energy efficiency and for the adoption of better operational practices in the shipping value chain or other technologies to reduce emissions from ships in line with the 2023 IMO GHG Strategy</li></ol>

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