

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

**Sixty-third session of the UNFCCC Subsidiary Body for Scientific and
Technological Advice (SBSTA 63), Belém, Brazil**

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**Mr. Roel Hoenders – Head of Climate Action and Clean Air
International Maritime Organization (IMO)**

Chair, firstly let me congratulate the Brazilian presidency and the entire UNFCCC Secretariat for the successful organization of COP 30.

In 2023 IMO Member States unanimously adopted IMO's 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 the greenhouse gas emissions reduction targets set out in IMO's climate strategy.

In April this year, IMO's main environmental organ, the Marine Environment Protection Committee (MEPC 83), finalized and approved, the 'IMO Net-Zero Framework', a set of new regulations comprising of a technical element, namely a global marine fuel standard regulating the phased reduction of a marine fuel's GHG intensity, and a GHG emissions pricing mechanism.

The text of these draft amendments to IMO's main instrument regulation emissions from ships, MARPOL Annex VI, were

circulated with a view to adoption at the second extraordinary session of MEPC (MEPC/ES.2) held in October 2025

In considering the draft amendments, the second extraordinary session of MEPC (MEPC/ES.2) agreed to adjourn the session for a period of one year. The adjournment will enable further efforts to forge broader consensus around IMO's next set of regulations, reconcile remaining differences, and respond to the concerns of Member States, including any necessary adjustments and supporting measures.

Notwithstanding the adjournment of the extraordinary session, the 20th session of IMO's intersessional working group on the reduction of greenhouse gas emissions made progress on the development of implementing provisions of the draft IMO Net-Zero Framework with a view to provide further clarifications on technical and operationalization aspects of the framework and to address some of the concerns expressed.

This work was made subject, and without prejudice to, the adoption of amendments on the IMO Net-Zero Framework at a future session. These discussions will continue in April 2026 at the next session of the intersessional working group and the Committee (ISWG-GHG 21 and MEPC 84).

IMO has also made further progress with determining the Well-to-Wake (WtW) emissions of the various alternative fuel options available for shipping. IMO's Guidelines on life cycle GHG intensity of marine fuels (LCA Guidelines) provide a robust international framework to assess the GHG intensity and sustainability of marine fuels.

Chair, IMO enhances its 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 to ensure an energy transition in shipping which leaves nobody behind.

You will find more details on IMO's progress and achievements since SBSTA 62 in our written submission to this session, and I remain available to provide any clarifications as may be required.

Thank you.
