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Chair,

The International Maritime Organization (IMO) is advancing its mid-term greenhouse gas (GHG) reduction measures for international shipping under the 2023 IMO GHG Strategy.

Draft amendments to MARPOL Annex VI establishing the IMO Net-Zero Framework were approved in April 2025, but as reported to SBSTA 63, their planned adoption during a session in October 2025 was adjourned for one year to allow broader consensus-building. Key unresolved concerns include economic burdens on the shipping industry, global availability of alternative fuels, the role of transitional fuels, and the appropriateness of using the MARPOL Convention to introduce economic measures. Technical working groups have continued developing implementing guidelines on GHG fuel intensity calculations, sustainable fuel certification, and wind propulsion systems. Two additional working group meetings are scheduled before MEPC 85 (November-December 2026), with a view to facilitating the consideration of mid-term GHG reduction measures for adoption.

Regarding fuel lifecycle assessment (LCA), IMO guidelines provide a Well-to-Wake framework for assessing the GHG intensity of marine fuels. A scientific expert group (GESAMP-LCA

WG) is reviewing proposed default emission factors for fuels including LNG, ammonia, ethanol, and renewable diesel, with MEPC 84 beginning consideration of initial values. Work continues on land use change impacts, onboard carbon capture accounting, and carbon capture utilization methodologies.

A regulatory framework for onboard carbon capture and storage is under development, targeting completion by 2028. MEPC 84 also adopted voluntary measurement guidelines for methane and nitrous oxide emissions from marine engines, and encouraged Member States to conduct studies and share results.

As per the latest IMO ship fuel oil consumption report, nearly 30,000 ships reported fuel consumption in 2024, totalling 223 million tonnes, i.e. an increase of 5.7% from 2023, which is partly due to Red Sea rerouting. Alternative fuel use reached 7.5% of total consumption, and carbon intensity has improved by 31.5 to 38.6% compared to 2008 levels, approaching the 2030 IMO target.

To further reduce the carbon intensity of international shipping, MEPC keeps MARPOL energy efficiency regulations under review, including by refining the Carbon Intensity Indicator rating system and enhancing the Ship Energy Efficiency Management Plan framework for all existing ships.

MEPC 84 approved the terms of reference for the Fifth IMO GHG Study which will cover 2018 to 2025 emissions and project trends through 2050, including for the first time Well-to-Wake emissions estimates. The Study is expected to be completed by spring 2028 and inform the review of the 2023 IMO GHG Strategy.

In parallel, IMO's Maritime Safety Committee is addressing regulatory gaps for alternative fuels (ammonia, hydrogen,

methanol, biofuels) and new technologies (fuel cells, batteries, wind propulsion). Interim safety guidelines for ammonia and hydrogen as ship fuels were adopted in May 2026, with seafarer training guidelines also finalized for multiple fuel types.

Finally, IMO enhances technical cooperation and capacity-building initiatives dedicated to climate action in the shipping sector to ensure an energy transition in shipping which leaves nobody behind.

You will find more details on IMO's progress and achievements since SBSTA 64 in our written submission to this session.

Thank you.

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