

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

**Sixty-first session of the UNFCCC Subsidiary Body for Scientific  
and Technological Advice (SBSTA 61)  
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**Mr. Roel Hoenders  
International Maritime Organization (IMO)**

Chair, distinguished delegates,

The International Maritime Organization (IMO) actively contributes to international action to address climate change by regulating greenhouse gas (GHG) emissions from international shipping.

Last year, IMO Member States laid out a pathway to a net-zero future for international shipping in the *2023 IMO Strategy on reduction of greenhouse gas emissions from ships*. This Strategy sets out greenhouse gas reduction ambitions for the international shipping sector to reach net-zero greenhouse gas emissions by or around, i.e., close to, 2050. This year, IMO Member States are actively working on transposing these greenhouse gas reduction commitments into mandatory requirements for all ships trading internationally.

A few weeks ago, IMO's main environment decision-making body, the Marine Environment Protection Committee (MEPC 82) produced the draft legal text of an "IMO Net-Zero Framework", to be used as the basis for the next phase of discussions on legally binding emission reduction requirements for ships. The framework contains proposals for IMO regulations to establish a fuel standard regulating the phased reduction of the greenhouse gas intensity of marine fuels, as well as GHG pricing mechanisms to incentivize the transition to net-zero. These new IMO measures, expected to be adopted in October 2025 and to enter into force in 2027, demonstrate the commitment of IMO's membership to reduce the climate impact of global shipping. The measures will complement the existing framework of energy efficiency measures for international shipping as contained in IMO's main environmental convention, MARPOL Annex VI, which currently has 107 Parties representing over 97% of the world merchant shipping tonnage.

IMO also carried out a comprehensive assessment of the potential impacts of the candidate greenhouse gas reduction measures on the world fleet and on States, in particular developing countries, SIDS and LDCs, emphasizing the importance of shipping for global trade, connectivity, access to essential goods, and serving the world's energy transition. As follow-up to that assessment, IMO Member States agreed to further assess the potential impacts of maritime transport cost increases following from the measures on food security, particularly on net food importing developing countries.

In parallel, IMO is advancing regulatory work streams on various connected issues, such as the sustainability and life cycle assessment of marine fuels, the review and improvement of IMO's energy efficiency regulations, and a safety regulatory framework for ships and seafarers using new technologies and alternative fuels, hence supporting a just transition for the maritime workforce.

IMO is also strengthening its efforts to assist developing countries, in particular SIDS and LDCs, through a growing portfolio of programmes, projects and partnerships dedicated to climate action in the shipping sector, in close collaboration with ports, renewable energy producers and cargo owners.

Chair, distinguished delegates,

You will find more details on IMO's progress and achievements since SBSTA 60 in our written submission to this session, and I remain available to provide any clarifications as may be required. IMO will be represented during the two weeks of COP and will participate in a number of events to present the fast-evolving climate action in shipping and ports and to stress the importance of international shipping to support the global energy transition.

Thank you.