



IMO-UNEP-Norway INNOVATION FORUM

24 and 25 October 2024

IMO HQs (Hybrid)

1239 Participants

8 Sessions, 30 Speakers

Meeting Agenda with Speakers [Here](#)

Recommendations

Session 2

Innovation and Technology Cooperation models for sustainable maritime development (national, regional, global level best practices)

1. The countries while developing their national action plans can link a country's maritime decarbonization plans with national energy plans, projects, port investments.
2. Linking (renewable/alternative fuels) energy, as well as R&D investments with maritime is crucial for enabling the green transition of shipping

Session 3

National approaches to implementation of the IMO 2023 GHG Strategy

3. GHG Strategy is catalysing national efforts (in addition to international actions) with countries actively developing NAPs that can spur innovation in ports/ domestic/ in-land water shipping. Knowledge sharing on the development/ implementation of NAPs could be further increased (regionally and globally).
4. Support from IMO is expected in bringing together Private and Public stakeholders to break the silos existing within maritime operations (bring Governments, Industry and Academia into the same room).
5. Create a vision for the maritime industry role in the national economy.
6. There is a need to ensure that clean energy production can be more focused towards shipping.

Session 5

Global support to innovation in maritime decarbonization

7. The 2023 IMO GHG Strategy foresees complementary action to set the maritime sector on a pathway towards a net-zero future: while a regulatory track is defining binding regulations to reduce GHG emissions from international shipping, there is a need also for a parallel track

focusing on overcoming barriers, defining supportive actions, stepping up capacity building, technical cooperation and R&D.

8. This parallel track goes beyond international shipping and also focuses on cross sectoral cooperation with ports, the energy sector, the finance sector, and domestic shipping such as ferries and harbour craft. Both tracks are essential as shipping cannot achieve its climate commitments alone.
9. IMO is already working continuously on both tracks through the regulatory work in MEPC and on supporting actions through its various projects and technical assistance programmes, and in close cooperation with member States, maritime stakeholders and within the UN-family. The Forum identified different areas where further cooperation could be enhanced, both at the national level, among UN-agencies, and with the finance sector, to drive further innovation across the maritime value chain.
10. It was also recognized that more innovative collaboration and funding models are needed given the diverse nature of the shipping sector (an example is Solomon Islands where shipping is fragmented/ large number of ship owners own one vessel), noting that while ports represent a relatively easy first step but many SIDS and LDCs have large number of small vessel owners, each with one or two vessels and decarbonising them will have its specific challenges, where maritime can learn from other sectors, which have been facing similar challenges (e.g. UNEP experiences);

Session 6

Maritime decarbonization: A just transition for seafarers

11. The Forum also highlighted that in relation to seafarers the training pressure is increasing, and while there are existing good practices to build on, both on country but also on company levels, these are not consistent or uniform and there is an urgent need for regulatory framework update/ STCW revision is crucial.
12. The Forum recognized that just transition for seafarers means that we need to actively listen to and engage seafarers in the discussions from the beginning on ship safety/ design/ equipment aspects. Seafarers' experience needs to be utilized as feedback to the policy makers. Several seafarers have experience already in operating other fuels such as LNG/ LPG and also handling fuels as cargo (e.g. ammonia).
13. The Forum also highlighted the importance to also ensure that women can access training opportunities and ensure recruitment and retention of female seafarers, and that new safety equipment will also take into account specific needs of women seafarers.
14. The Forum further recognized that STCW does not cover every seafarer, but every seafarer needs training/familiarization (of new fuels)

Session 7

Enabling innovation in maritime decarbonization through finance

15. Many recommended to develop further the capacities of maritime authorities in finance including the development of bankable project proposals, and also proposed to build a library of tools and resources entities, with examples of project financing in developing countries, that can be accessed by any interested parties or individuals in the private and public sectors.
16. The Forum recognized finance as the key enablers of maritime decarbonization and highlighted the important role of ODA and MDBs finance in developing countries, while

acknowledging that different financial solutions (with different requirements) are necessary across the maritime value chain.

17. The Forum also recognized that understanding the different financing streams for maritime decarbonization will support the sector to have a more targeted approach and targeted support for different market segments, and in this respect, it would be helpful to pilot a financial taxonomy and baseline.