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Circular Letter No.4891
17 June 2024

To: All IMO Member States

Subject: Call for Expressions of Interest: GreenVoyage2050 Support for the Development of National Action Plans to Reduce GHG Emissions from Ships

Overview: GreenVoyage2050 Programme

1 In 2023, MEPC 80 adopted the *IMO Strategy on Reduction of GHG Emissions from Ships* (resolution MEPC.377(80)), reaffirming IMO's commitment to reducing GHG emissions from international shipping. The 2023 IMO GHG Strategy includes levels of ambition such as achieving net-zero GHG emissions by or around, i.e. close to, 2050, and a commitment to ensuring the uptake of alternative zero or near-zero GHG emission technologies, fuels and/or energy sources by 2030.

2 To support the 2023 IMO GHG Strategy, IMO is implementing GreenVoyage2050, a technical cooperation programme that assists developing countries, including Small Island Developing States (SIDS) and Least Developed Countries (LDCs), to reduce GHG emissions from shipping. Phase I of GreenVoyage2050 (2020-2023) supported partnering countries in developing policy frameworks and pilot projects to reduce GHG emissions from ships. Phase II of GreenVoyage2050 (2024-2030) will continue and expand this support, leveraging substantial funding from its donors (currently Finland, France, Germany, Netherlands (Kingdom of the), and Norway).

Invitation for countries to express interest in developing National Action Plans

3 Member States are invited to express their interest in participating in the GreenVoyage2050 programme and accessing technical assistance for the development of National Action Plans (NAPs) to address GHG emissions from ships.

4 IMO resolution MEPC.367(79), adopted in 2022, encourages Member States to develop and submit voluntary NAPs outlining respective policies and actions to address GHG emissions from ships. A comprehensive NAP outlines a country's strategies and actions to reduce ship GHG emissions. It includes goals, timelines and specific measures tailored to the national context. NAPs may include but not be limited to recommendations for:

- Enhancing domestic institutional and legislative frameworks for IMO instrument implementation;
- Promoting energy efficiency in ships;

- Researching and adopting low-carbon and zero-carbon fuels;
- Encouraging the production and distribution of these fuels for shipping;
- Accelerating port emission reduction activities;
- Building capacity, raising awareness, and fostering regional cooperation;
- Developing infrastructure for green shipping; and
- Facilitating voluntary cooperation along the maritime value chain.

5 A list of NAPs and strategies that have been submitted to IMO is available [here](#).

6 GreenVoyage2050 has published a [Guide on the development of National Action Plans \(NAPs\) to address GHG emissions from ships](#) which provides information on the crucial planning, development and implementation phases involved in the creation of a NAP. With a step-by-step approach, the guide invites policymakers to consider key questions for developing appropriate actions to address maritime GHG emissions, with additional recommendations for SIDS.

7 GreenVoyage2050 has been actively supporting partnering countries in the NAP process, in particular in the development of a Rapid Assessment. This assessment involves collecting and analysing baseline data on where the country currently stands in terms of its maritime industry and ship emissions and how these will likely develop in the future. This Rapid Assessment informs the creation of the NAP by highlighting priority actions and enabling evidence-based policymaking.

8 Besides a robust information baseline, the development of a NAP also requires a significant degree of inter-ministry/agency and cross-sector coordination in countries, as responsibilities for shipping legislation and policies are often spread over a range of ministries, agencies, and implementing institutions and affect a broad range of stakeholders. GreenVoyage2050 has, therefore, also been supporting partnering countries in facilitating stakeholder dialogues that can ensure that buy-in is secured in the NAP development and, ultimately, the NAP implementation process.

9 Building on the experience and lessons learned from Phase I, GreenVoyage2050 will be offering technical assistance for the NAP development process. This will include, inter alia,

- Targeted capacity-building and training to enhance national expertise;
- Provision of personnel to augment existing capacities or consultancy-type services;
- Assistance with the sourcing and analysis of relevant data to inform decision-making;
- Technical guidance and advisory services to align with international standards and best practices;
- Support in facilitating stakeholder dialogues to ensure comprehensive and inclusive planning;

- Administrative and coordination support to streamline project management and implementation processes; and
- Development of communication strategies to effectively disseminate information and engage with the wider stakeholders.

Eligibility criteria

10 This support is intended for developing countries only, and therefore, Expressions of Interest (EOI) will be subject to the country's Official Development Assistance (ODA) [eligibility](#). SIDS and LDCs are particularly invited to apply.

11 Candidate countries must have the support and commitment of key stakeholders who would be involved in the project.

12 Selected countries will be expected to demonstrate their commitment and contribute in-kind by organizing necessary local workshops and coordinating communication between different stakeholders (both public and private). It is also expected that stakeholders will be convened both at a technical and operational level.

13 Selected countries will be required to designate an appropriate focal point responsible for coordinating and planning relevant activities. The focal point's commitment and support in driving efforts in this initiative will be crucial to its success.

14 Selected countries will be expected to share experience and any lessons learned as part of this initiative with other ports and governments, as appropriate.

Call for Expressions of Interest in developing National Action Plans

15 To enable selection, EOIs are invited from interested Member States that meet the eligibility criteria. Interested Member States should inform the Secretariat by completing and submitting the questionnaire set out in the annex using the [online Microsoft form](#). **Only applications that are submitted through the online Microsoft form will be accepted.**

16 The closing date for receipt of EOIs is **6 September 2024**. Member States are kindly invited to send their documentation as soon as possible. Should further information or clarification be required, these should be addressed to greenvoyage2050@imo.org.

17 EOIs should be sent by email to:

Ms. Astrid Dispert
GreenVoyage2050 Manager
Subdivision for Partnerships and Projects
Technical Cooperation and Implementation Division, IMO
greenvoyage2050@imo.org

Evaluation and selection of countries

18 The selection process will be conducted in three stages:

Stage 1: Review and assessment of all EOIs based on the questionnaire responses, ensuring internal consensus and commitment from national authorities and key stakeholders.

EOIs will be evaluated based on the information provided in the questionnaire, including:

- Country's dependence on maritime transport activities to ensure impactful GHG reduction efforts.
- Commitment to provide in-kind resources to support the NAP development process.
- Commitment and capability to engage in effective (public-private) partnerships and bring multiple maritime stakeholders together.
- Readiness to develop supportive policy environments for zero or near-zero GHG emission solutions.
- Identification of the next steps required in the NAP development process and an outline of how GreenVoyage2050 can concretely assist in these efforts.

Stage 2: Shortlisted countries will be contacted for further assessment and discussions on the project's activities, deliverables, and in-kind contributions.

Stage 3: Pre-selected countries will be requested to submit an official letter of support at the Ministerial level confirming their commitment to the NAP development and implementation process and in-kind contributions. Countries will be confirmed for the project upon receipt of this letter.

ANNEX
QUESTIONNAIRE

Responses to be submitted using the [online Microsoft form](#).

GreenVoyage2050: Support to develop National Action Plans

A NAP to address GHG emissions from ships identifies aims, objectives, and actions to reduce ship and port emissions. It allocates responsibilities, sets timeframes, and determines resource requirements and potential funding sources.

In replying to the questionnaire, please do not exceed the word limit specified for each section.

Section 1: Country information

1. Country name:
2. Responsible organization:

Section 2: Contact details

Focal point from national authority

3. Name:
4. Job title:
5. Email:

Section 3: National maritime context (maximum 500 words)

6. Describe your country's shipping activities and major ports, including annual tonnage and major types of cargo handled.
7. Which maritime sectors currently play the most important role for the country and why? Discuss the significance of maritime/port activities for the national economy.

Section 4: Current status of NAP and political commitment (maximum 300 words)

8. Describe the current status of NAP development (if any) and any challenges encountered.

9. What are the next steps in the NAP development process and how can GreenVoyage2050 concretely assist?

10. Is there ministerial-level support for reducing GHG emissions from ships and ports?

Yes - No

11. Please provide details or examples of political commitment to emission reductions.

Section 5: Shipping emissions and compliance (maximum 400 words)

12. Is your country a party to MARPOL Annex VI?

Yes - No

13. Has MARPOL Annex VI been integrated into national legislation?

Yes - No

14. Is fleet emissions data available in your country?

Yes - No

15. What legal and policy frameworks support the adoption of zero or near-zero GHG emission solutions in the maritime sector?

Section 6: Institutional capacities and capabilities

16. Is there a designated authority for coordinating maritime GHG emissions reduction efforts?

Yes - No

17. Does your country have the necessary institutional framework to manage public-private partnerships and regional collaborations?

Yes - No

18. Can your country provide in-kind contributions, such as organizing local activities and coordinating communication between different stakeholders?

Yes - No

Section 7: Main stakeholders (maximum 300 words)

19. Identify key stakeholders in reducing maritime emissions and explain their roles and importance.

20. List relevant government ministries and institutions involved in maritime emissions control.

21. How will you ensure effective communication and collaboration among the various stakeholders involved in the project?

Section 8: Additional information (maximum 200 words)

22. Which entity is mandated to lead the development of the NAP in your country?

Section 9: Financial and resource commitments (maximum 400 words)

23. Typically a NAP development process takes 12-24 months. Please describe the resources (in-kind and/or cash) that your country can commit to developing and implementing the NAP. If possible, specify the estimated amounts for each resource type (in-kind or cash).