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Circular Letter No.4914
22 August 2024

To: All IMO Member States

Subject: **Call for applications to the GreenVoyage2050 Accelerator:
Technical assistance for pilot project feasibility studies to reduce GHG
emissions from ships**

Overview: IMO-GreenVoyage2050 Programme

1 In 2023, MEPC 80 adopted the 2023 *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 the uptake of alternative zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5% of the energy used by international shipping 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 undertaking feasibility studies for pilot projects to reduce GHG emissions from ships. Phase II of GreenVoyage2050 (2024-2030) will continue and expand this support, leveraging on funding from its donors (currently Finland, France, Germany, Netherlands (Kingdom of the) and Norway).

Technical assistance for pilot project feasibility studies to reduce GHG emissions from ships through the GreenVoyage2050 Accelerator

3 Through annual open calls, the [GreenVoyage2050 Accelerator](#) will provide technical assistance for pilot projects, **specifically for the development of feasibility studies** to support the deployment of zero- or near-zero GHG emission solutions on board ships and in ports.

4 The GreenVoyage2050 Accelerator **will not provide direct cash contributions** to pilot projects or finance their implementation. Instead, it will support pilot project owners by providing tailor-made technical assistance for feasibility studies up to \$250,000 per selected pilot project.

5 GreenVoyage2050 formally invites applications from Member States interested in submitting ideas for pilot project feasibility studies within their jurisdictions that will benefit from technical assistance. Please refer to the Application Guide in annex 1.

Call for Applications

6 The GreenVoyage2050 Accelerator will only provide technical assistance for pilot project feasibility studies in developing countries that are eligible for [Overseas Development Assistance](#).

7 Applications are invited from interested Member States that meet the eligibility criteria as set out in the Application Guide in annex 1.

8 Applications must be submitted through **the online application form**, which can be found [here](#). For ease of reference, a Word version of the form is set out in annex 2. Only applications submitted through the online application form will be accepted.

9 Member States may submit multiple project proposals. However, each proposal must be submitted using a separate online application form.

10 The closing date for receipt of applications is **11 October 2024**. Member States are kindly invited to send their applications promptly. Applications received after the closing deadline will not be accepted.

11 Applicants are requested to send a confirmation email after submission of the application form to the following email address:

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

12 Should further information or clarification be required, these should be addressed to greenvoyage2050@imo.org.

ANNEX 1

Call for applications to the GreenVoyage2050 Accelerator: Technical assistance for pilot project feasibility studies to reduce GHG emissions from ships

Closing date: 11 October 2024

Application Guide

Summary

1 This document provides guidance to prospective applicants on the application procedure for technical assistance for pilot project feasibility studies to reduce GHG emissions from ships through the GreenVoyage2050 Accelerator.

2 This Guide provides information on:

- [Background of IMO-GreenVoyage2050 Programme](#)
- [Objectives of the GreenVoyage2050 Accelerator](#)
- [Application Process Overview](#)
- [Key dates and timeline](#)
- [Eligibility criteria for applicants](#)
- [Expectations from selected applicants](#)
- [Submission of feasibility study applications](#)
- [A copy of the online application form \(annex 2\)](#)

Background of IMO-GreenVoyage2050 Programme

3 In 2023, MEPC 80 adopted the 2023 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 the uptake of alternative zero or near-zero GHG emission technologies, fuels, and/or energy sources to represent at least 5% of the energy used by international shipping by 2030.

4 Furthermore, the 2023 IMO GHG Strategy specifically foresees to "Continue and enhance partnerships, technical cooperation, capacity-building activities and technology cooperation" and to "continue to provide mechanisms for facilitating information sharing, technology transfer, capacity-building and technical cooperation, taking into account resolution MEPC.229(65) on Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships".

5 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 undertaking feasibility studies for pilot projects to reduce GHG emissions from ships. Phase II of GreenVoyage2050 (2024-2030) will continue and expand this support, leveraging on funding from its donors (currently Finland, France, Germany, Netherlands (Kingdom of the), and Norway).

6 Phase I of GreenVoyage2050 identified the absence of robust pilot project proposals as a significant barrier to investment in GHG reduction initiatives. The project preparation process is often extensive and requires substantial time and resources, particularly in developing countries. Recognizing this challenge, GreenVoyage2050 established the GreenVoyage2050 Accelerator, to ensure that projects are de-risked and financeable, thereby enhancing their attractiveness to potential investors. By providing technical assistance and support, the GreenVoyage2050 Accelerator seeks to facilitate the development of a pipeline of projects capable of securing the necessary investment.

Objectives of the GreenVoyage2050 Accelerator

7 The [GreenVoyage2050 Accelerator](#), established as part of the wider GreenVoyage2050 programme, provides technical assistance for pilot project **feasibility studies** to support the deployment of innovative zero- or near-zero GHG emission solutions on board ships and in ports.

8 These feasibility studies should ultimately result in increased confidence in the pilot projects, thereby enhancing their potential to attract investment for implementation.

9 GreenVoyage2050 will award technical assistance for pilot project feasibility studies annually through an open and competitive process between 2024 and 2028, inviting interested and eligible stakeholders to apply. Given the existing funding limit, GreenVoyage2050 may not be in position to fund all proposed projects.

10 The GreenVoyage2050 Accelerator will **not provide direct cash contributions** to any stakeholder and will not finance the implementation of the projects at this stage. Instead, it will support pilot project owners through the provision of tailor-made technical assistance valued at up to \$250,000 per selected pilot project feasibility study. It is expected that if the feasibility study yields positive results, the pilot project owner will progress towards implementation. Technical assistance will be procured by IMO in accordance with IMO's procurement and contracting manual and associated rules.

11 The technical assistance will be directed towards supporting pilot project owners in developing feasibility studies which could include, inter alia, the following types of assessments and services:

- a. Advisory Services:
 - i. Provision of policy, regulatory, and technical advisory services, including support for economic, technical, and environmental feasibility studies and sharing of information, knowledge, and best practices.
 - ii. Analysing pilot projects in the context of policy, legal, and regulatory frameworks.

- b. Technical Assessment:
 - i. Researching and identifying potential low/zero-carbon technology options suitable for the ship type and operational profile.
 - ii. Conducting analysis of each option considering factors like fuel availability, infrastructure, and carbon intensity of the local electricity grid to evaluate technical and operational feasibility.
 - iii. Analysing emission reduction potentials, providing both quantitative and qualitative assessments, and documenting any limitations due to data constraints.
 - iv. Evaluating and comparing technology solutions, outlining pros, cons, and relevant weighting factors.
- c. Economic Assessment:
 - i. Assessing the costs and benefits of the technological solution, including economic viability and potential cost-effectiveness.
 - ii. Proposing financial models and mechanisms to support implementation.
- d. Risk Assessment:
 - i. Identifying barriers, challenges, and risks associated with the technology option and providing general recommendations.
 - ii. Providing recommendations for implementation, measures to mitigate risks, and strategies for technology scale-up.
- e. Stakeholder Engagement:
 - i. Identifying and liaising with stakeholders for necessary data collection, utilizing data proxies where direct data is unavailable.
 - ii. Matchmaking of projects and funding sources (supporting pilot project owners in securing finance more efficiently; sharing of experience in project financing; identifying/engaging with financial institutions/investors).
- f. Communication and Administrative Support:
 - i. Promotion of all pilot projects through IMO and partner channels.
 - ii. Coordinating pilot project preparation work, connecting stakeholders, and organizing meetings.

12 Furthermore, each project will have access to a mentor who will support the pilot project feasibility study and provide advice and feedback at appropriate times during the process. The aim is to provide an additional level of support and guidance rather than monitor the pilot project's progress.

Application Process Overview

13 The application process for technical assistance for pilot projects through the GreenVoyage2050 Accelerator consists of a **two-stage** approach:

- Stage 1 Submission of initial concept note applications during the "Call for Applications" and compilation of a shortlist.
- Stage 2 Submission of detailed full proposal applications and final selection of pilot project feasibility studies.

14 The basic principle behind this approach, and in particular of the first stage (initial concept note applications), is to allow interested stakeholders to have their projects shortlisted by providing the basic information needed by the GreenVoyage2050 programme to reach a decision in principle. Only if an initial concept note application has been shortlisted, applicants will progress to Stage 2 and be requested to produce a detailed full proposal application. Furthermore, the two-stage approach will give sufficient time to secure the necessary buy-in from relevant stakeholders.

15 The overall application procedure is expected to follow the process outlined below.



16 Depending on the scope and nature of the pilot project feasibility study, the technical assistance provided through the GreenVoyage2050 Accelerator is expected to take place over a period of 12 to 18 months. Pilot project feasibility study proposals should consider this time frame when scoping the nature of support requested from the GreenVoyage2050 programme.

Stage 1: Submission of initial concept note applications and shortlisting of proposals

17 Interested Member States should submit the initial concept note applications by completing the online application form available [here](#). A Word version of the form is set out in annex 2, for ease of reference.

18 All initial concept note applications will be reviewed and assessed by an independent Evaluation Committee in accordance with the assessment criteria set out in paragraph 39 of this Application Guide. The Evaluation Committee will be comprised of the GreenVoyage2050 programme team and an independent panel of technical experts.

19 The Evaluation Committee will compile a shortlist of applications that will be progressed into Stage 2. The GreenVoyage2050 Programme Manager has the ultimate authority on the final selection of the shortlist.

20 All successfully shortlisted applicants will be notified in accordance with the "Key dates and timeline" set out below. Applicants whose pilot project feasibility studies were not selected for detailed full application **will not be notified** individually.

21 As a courtesy, once a pilot project feasibility study is shortlisted, the country's Permanent Representatives to IMO, if applicable, will receive basic information about the proposal.

Stage 2: Submission of detailed full proposal applications and final selection of projects

22 Shortlisted applicants will be invited to the second and final stage to discuss the proposed pilot project feasibility study in more detail with the GreenVoyage2050 programme team during a consultation period. During this time, applicants will be asked to refine the scope and nature of support required through the GreenVoyage2050 Accelerator. Thereafter, they will be invited to submit a detailed full proposal application within an agreed upon time frame.

23 The detailed full proposal application should include further details, addressing any questions raised during the consultation period. It should also include a work plan setting out timelines for completing the pilot project feasibility study and letters of commitment from stakeholders relevant to its success. At this stage, if not earlier, the pilot project feasibility study application should have the support of the national maritime administration and other relevant government authorities, as applicable.

24 Detailed full proposal applications should be based largely on the initial concept note applications submitted in Stage 1. Any templates, if applicable, will be shared with the shortlisted applicants.

25 The Evaluation Committee will reconvene to review the detailed full proposal applications and make its final selection in line with the agreed criteria. If necessary, further consultations will take place with the applicant to ensure compliance with GreenVoyage2050 programme's requirements. All applicants will be duly informed of the outcome.

26 Once the detailed full proposal applications have been approved, information on pilot project feasibility studies receiving GreenVoyage2050 technical assistance through the GreenVoyage2050 Accelerator will be posted on the GreenVoyage2050 website.

Key dates and timeline

Timeline	
STAGE 1	
11 October 2024	Deadline for receipt of initial concept note applications. Online GreenVoyage2050 Accelerator application form closed.
October 2024	Consideration of initial concept note applications by the Evaluation Committee. Compilation of shortlist.
STAGE 2	
October 2024	Shortlisted initial concept note applications invited for further discussions for refinement and consultation period.
November 2024	Shortlisted applications are invited to submit detailed full proposal applications by the end of November.
December onwards	Pilot project feasibility studies selected and successful applications announced.

27 The GreenVoyage2050 programme team reserves the right to change the timeline of the application process. Depending on the number of applications received, the evaluation period may vary.

28 Technical assistance for the pilot project feasibility studies selected through this process will not commence before January 2025.

Eligibility criteria for applicants

Eligible entities

29 Applications are invited from interested government entities (e.g. Ministries, Departments, Agencies, etc.), as well as State-Owned Enterprises (SOEs). Government entities may be at the national or subnational level (e.g. State Governments, local port authorities, etc.).

30 Private sector companies are not eligible to apply unless the proposal for a pilot project feasibility study is intended to be developed jointly with a government entity. In that case, the application should be submitted through the government entity.

31 While multiple pilot projects may be submitted by the same applicant, GreenVoyage2050 will not provide technical assistance to multiple projects from the same applicant. This is to ensure diversity in beneficiaries receiving technical assistance from GreenVoyage2050.

Eligible countries

32 Applications are invited from eligible entities (as described above) from [developing countries that are eligible to receive Official Development Assistance \(ODA\)](#). GreenVoyage2050 aspires to a satisfactory geographical balance in the awarding of technical assistance and will consider each individual proposal on its own merits.

Eligible pilots

33 Pilot project feasibility study proposals should promote the deployment of zero-or near-zero GHG emission solutions on board ships and in ports. Proposed pilot projects should have the potential to be implemented if the feasibility study yields positive results.

34 Types of pilot project feasibility studies that are eligible for technical assistance include, for example:

- installation of innovative energy-saving devices on board ships;
- hybridization of ships – use of battery and electric power;
- infrastructure development for the provision and bunkering of alternative marine fuels; and
- technologies that would enable ships to reduce emissions in port.

35 GreenVoyage2050 will not be able to support projects that do not have the potential to reduce GHG emissions from ships. For example, projects solely focused on reducing port emissions (e.g. electrification of port cranes) will not be eligible.

36 The pilot project should include innovative aspects for the country, and be able to demonstrate clear advancements in technology, processes, or integrated systems that contribute to the reduction of GHG emissions from ships. Pilot projects that are developed for the sake of achieving regulatory compliance with IMO instruments will not be considered.

37 Examples of pilot projects that have previously been supported through the GreenVoyage2050 Accelerator can be accessed here: <https://greenvoyage2050.imo.org/greenvoyage2050-accelerator/>

38 The "Assessment Criteria" (paragraph 39 of this Application Guide) provides more details on what pilot project proposals are required to demonstrate.

Assessment Criteria for shortlisting and selecting pilot project feasibility studies

39 During the assessment process, pilot project feasibility study proposals will be assessed based on the following assessment criteria – the pilot project feasibility study must:

- .1 Start in January 2025 and be completed by June 2026.
- .2 Be driven by a strong pilot project owner (e.g. a government entity/authority who will ultimately make an investment or co-investment into the implementation of the project should the feasibility study yield positive results).
- .3 Deliver significant GHG reductions from ships.
- .4 Be fairly mature (the GreenVoyage2050 Accelerator will not engage in projects in the R&D stage but focus on projects that could be readily initiated once the pilot study confirms economic/technical/environmental feasibility).
- .5 Be aligned with existing global and national policies to reduce GHG emissions from ships.
- .6 Have innovative aspects for the country (e.g. technology, processes, services, integrated systems).
- .7 Be driven by an applicant entity/bring together a team with the necessary expertise and experience to successfully deliver the project.
- .8 Be technically sound in conception and presentation.
- .9 Have strong prospects for successful implementation and sustainability beyond the project duration.

40 The GreenVoyage2050 Programme is committed to promoting diversity, equity and inclusion. We particularly welcome pilot project applications from teams that are diverse in terms of gender, ethnic origin, age, disability, sexual orientation, and geographic location.

Expectations from selected applicants

41 Selected applicants will be expected to attend a kick-off meeting in January 2025 (date to be confirmed) and actively engage with the GreenVoyage2050 programme team and provide information as required and requested in a timely manner, throughout the support period.

42 Selected applicants will also be expected to support GreenVoyage2050 in their communication and visibility efforts with respect to the GreenVoyage2050 Accelerator which may include, inter alia, the following:

- Participate in events organized by GreenVoyage2050 to present and showcase ongoing efforts and technical assistance support provided.
- Provide inputs to the development of relevant outreach and communication materials, such as information sheets, case studies on the relevant project, and updates for the GreenVoyage2050 programme website.

Submission of feasibility study applications

43 To participate in this call for proposals, applicants should:

- .1 Submit an **online application form which can be accessed [here](#)**: A copy of the form is set out in annex 2 for information purposes; and
- .2 Email greenvoyage2050@imo.org confirming the date and time of the submission.

44 Please note that once the application form is submitted, applicants will not be able to view their completed forms. Applicants are kindly requested to keep a separate record of their submission. GreenVoyage2050 will not send copies of submitted project proposals to applicants.

45 By submitting an application, the applicant agrees for the submission to be shared with the GreenVoyage2050 programme team, IMO Secretariat, and the Evaluation Committee.

46 Applications can only be submitted in the three working languages of IMO: English, French and Spanish.

47 Applications will not be accepted via e-mail, regular post, hand or courier delivery, or any other channel.

48 The GreenVoyage2050 programme team is not in a position to provide direct support in the preparation of applications. For any technology-related difficulties with the online application form, please contact: greenvoyage2050@imo.org

ANNEX 2
APPLICATION FORM

Call for applications to the GreenVoyage2050 Accelerator: Technical assistance for pilot project feasibility studies to reduce GHG emissions from ships

Applications must be submitted using the online Application form [here](#).

Section 1: Applicant Information

- 1 Country Name:
- 2 Government/State-owned Entity Name:
- 3 Official Contact Person:
- 4 Position/Title:
- 5 Contact Email:
- 6 Contact Phone Number:

Section 2: Pilot Project Feasibility Study Overview and Description

- 7 Pilot Project Title:
- 8 Pilot Owner: [Name of the entity that will be the owner of the pilot project]
- 9 Name of Co-partners (if submitted jointly):
- 10 Project Location (City/Port):
- 11 Summary (maximum 300 words): Provide a brief overview of the pilot project, including any relevant background information, objectives, expected outcomes, and key activities.
- 12 Overview of technical assistance expected through the GreenVoyage2050 Accelerator (maximum 300 words): Describe the type of assistance required and, in particular, how the envisaged feasibility study will support the advancement of the pilot project.

Section 3: Pilot Project Feasibility Study Details

- 13 Alignment with National Policies (maximum 150 words): Explain how the project aligns with existing national policies to reduce GHG emissions from ships.
- 14 Innovative Aspects (maximum 100 words): Highlight any innovative aspects of the pilot project, such as new technologies, processes, or integrated systems.
- 15 GHG Reduction Potential (maximum 150 words): Describe how the pilot project is expected to deliver significant GHG reductions from ships.

- 16 Pilot Project Implementation (maximum 100 words): Provide details on any plans with respect to the implementation of the pilot project, should the feasibility studies yield positive results. How would financing be secured? Have discussions already taken place either formally or informally with potential funders?
- 17 Stakeholder Engagement and Community Impact (maximum 100 words): List any relevant pilot project stakeholders (indicating both those confirmed and unconfirmed) and describe how you will engage with stakeholders and the anticipated impact on the local community.
- 18 Diversity, Equity, and Inclusion (maximum 100 words): Describe any efforts made to ensure inclusivity and equity within the project.
- 19 Scalability and Replication Potential (maximum 100 words): Discuss the potential for the pilot project to be scaled up or replicated.

Section 4: Confirmation and Submission

- 20 Declaration:
- I confirm that, to the best of my knowledge, all the information provided in this application is accurate and complete.
 - I understand that the GreenVoyage2050 Accelerator will not provide any direct cash funding contribution to any entity involved.

On submission of the online application form, please email greenvoyage2050@imo.org confirming the date and time of the submission.
