

Assignment Notice - GV2050-011

Consultancy title	National Consultant – Support to National Coordination for Colombia’s National Action Plan on Reducing GHG Emissions from Shipping		
Reference	GV2050-011		
Contract type	Individual consultant/sole proprietor (home-based assignment)		
Period of contract	45 days over 6 months		
Contracting organization	International Maritime Organization (IMO)		
Programme title	GreenVoyage2050		
Date of issue	01/06/2026	Closing date for submission	15/06/2026

Background

GreenVoyage2050 is a major IMO technical cooperation programme that supports the reduction of greenhouse gas (GHG) emissions from ships, in line with the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (Resolution MEPC.377(80)).

The programme supports developing countries in establishing legal and policy frameworks, undertaking baseline assessments, and identifying practical measures that support the decarbonization of the maritime sector.

Following IMO Circular Letter No. 5062, the Government of Colombia, through the Colombian Maritime Authority (DIMAR), expressed its interest in receiving support under the GreenVoyage2050 Programme for the development of a National Action Plan (NAP) to reduce GHG emissions from shipping and ports.

Brief description of the assignment

The scope of work is to provide national coordination, regulatory, institutional and capacity review, stakeholder engagement and data facilitation support to inform the development of Colombia’s National Action Plan (NAP) to reduce GHG emissions from shipping and ports. The consultant will provide inputs to the process but will not draft the NAP or the Baseline Assessment.

The consultant will support the IMO GreenVoyage2050 Programme Coordination Unit (GV2050 PCU) and DIMAR through:

- a review of Colombia’s regulatory, institutional and strategic frameworks relevant to maritime decarbonization; this will allow the assessment of the technological and operational needs and capabilities, port infrastructure and energy efficiency measures required to effectively implement maritime decarbonization measures;
- stakeholder identification and consultation;
- facilitation of data collection and coordination with national institutions to support the Baseline Assessment;
- support the organization of national stakeholder validation workshops;

- preparation of summary reports.

Refer to the Terms of Reference (ToR) in Annex 1 for full assignment details.

This work is considered a home-based assignment in Colombia. All meetings with relevant project stakeholders and the GreenVoyage2050 PCU will be conducted through conference calls and, upon their agreement, will be recorded. Meetings with relevant national stakeholders may be held in person. International travel for the purpose of this assignment is not foreseen.

Presentation of Proposals

Proposals should be submitted no later than 15 June 2026 and must include the following:

- **CV of the consultant (max. two pages)**, outlining relevant professional experience, qualifications, and suitability for the assignment, i.e. why the individual is considered to be the most suitable candidate for the assignment.
- **Brief description of the approach to work/technical proposal (max. two pages)**.
- **Financial Proposal (max. one page)**.

All application materials should be submitted **as one consolidated PDF file** by email to greenvoyage2050@imo.org indicating the following reference: **Ref. GV2050-011**

Proposals that are submitted after the closing deadline will not be considered.

Queries about the assignment can be directed to greenvoyage2050@imo.org.

Requirement

The Consultant must meet the following minimum qualifications and experience requirements:

- Education: University degree (Bachelors or equivalent) in environmental sciences, climate change, maritime transport, engineering, energy policy, economics, public policy, or a related field.
- Professional Experience:
 - Minimum of five (5) years of relevant professional experience in climate policy, environmental management, maritime transport, regulatory analysis, or related fields.
 - Demonstrated experience in conducting policy or regulatory reviews and preparing analytical reports.
 - Experience in stakeholder engagement, consultation processes, and workshop facilitation.
 - Familiarity with Colombia's institutional and regulatory framework related to maritime, transport, energy, or climate policy.
- Technical Knowledge:
 - Knowledge of the maritime sector and port operations in Colombia.
 - Familiarity with international climate frameworks and IMO instruments is considered an asset.
- Other:
 - Fluency in Spanish (spoken and written) is required.
 - Be based in Colombia.
 - Good working knowledge of English is required for drafting reports and liaising with IMO.
 - Strong analytical, coordination, and report-writing skills are essential.

Evaluation of Proposal

IMO, as the contracting party, will be responsible for evaluating applications.

Only those applications which are responsive and compliant will be evaluated. Applications will be evaluated on a value-for-money basis considering the strength of the technical proposal and the consultant's educational background and experience in delivering similar assignments. The contract will be awarded based on this evaluation, subject to acceptance of IMO's General Terms and Conditions. Shortlisted candidates may be contacted for an interview.

Please note that only shortlisted candidates will be contacted.

ANNEX I

TERMS OF REFERENCE FOR THE NATIONAL CONSULTANT

Programme No. XB/0193: GreenVoyage2050 Phase II

Activities: Outcome 2.1 Stakeholders in partnering countries have increased technical knowledge of NAPs and demonstrate commitment to developing and implementing them; including understanding both the content and procedures required for adoption.

WBS Element No. XB/0193-02-01-01-2100

CONSULTANCY FOR SUPPORT OF COLOMBIA'S NATIONAL ACTION PLAN TO REDUCE GHG EMISSIONS FROM SHIPPING AND PORTS

Introduction

1 The International Maritime Organization's [GreenVoyage2050 programme](#) is supporting developing countries in addressing GHG emissions from shipping. This programme aligns with key IMO policy frameworks, particularly the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (Resolution MEPC.377(80)), henceforth referred to as the '2023 IMO Strategy', and Resolution MEPC.367(79), adopted in 2022, which encourages Member States to develop and submit voluntary National Action Plans (NAPs) outlining respective policies and actions to address GHG emissions from ships.

2 The Government of Colombia, through the Colombian Maritime Authority (DIMAR), is committed to decarbonizing its maritime sector in line with national climate priorities and international obligations.

3 Following IMO Circular Letter No. 5062, Colombia submitted an Expression of Interest to GreenVoyage2050 to support the development of its NAP for maritime decarbonization.

4 A Baseline Assessment Report will be developed in parallel by an international consultancy firm to analyze Colombia's maritime sector, including alignment with national energy transition priorities.

5 The national consultant under this assignment will not be responsible for drafting the Baseline Assessment or the National Action Plan but will provide national coordination support, regulatory, institutional and technical analysis, stakeholder engagement and data facilitation to inform their development.

Objectives

6 The objective of this consultancy is to provide national coordination support to inform the development of Colombia's NAP to reduce GHG emissions from shipping and ports. The consultant's work shall be explicitly aligned with Colombia's national priorities for maritime decarbonization, structured around three core pillars:

- .1 Promotion of low- and zero-emission fuels
- .2 Development of sustainable maritime and port infrastructure, and
- .3 Implementation of energy efficiency measures under MARPOL Annex VI

7 In particular, the national consultant will support the:

- .1 review of Colombia's regulatory, institutional, technical and strategic framework relevant to maritime decarbonization;
- .2 stakeholder identification and consultation;
- .3 coordination support for national meetings and workshops;
- .4 facilitation of data collection and liaison with national authorities to support the Baseline Assessment;
- .5 preparation of summary and analytical reports.

Activities

8 The Consultant, under the overall guidance of the GreenVoyage2050 Programme Unit will be responsible for the following activities divided into four phases.

.1 Inception Phase

1.1 Familiarize with existing reports/data; finalize the approach for stakeholder engagement and providing inputs to the NAP development process.

1.2 Scope relevant national documents, including climate policies, NDCs, maritime legislation, port regulations, energy transition strategies, environmental frameworks and sectoral studies in line with the three national priority areas identified.

1.3 Hold an inception meeting with DIMAR and the GreenVoyage2050 PCU to agree on timelines and coordination arrangements.

1.4 Undertake stakeholders' identification and mapping and prepare a list of core stakeholders and wider stakeholders for the consultation phase, distinguishing between core stakeholders and wider stakeholders relevant to maritime decarbonization. These stakeholders shall be categorized according to their role in the following categories - Fuel production and supply, Port and infrastructure development, Maritime operations and fleet management, Regulatory and compliance, Academic and training, research, innovation and development functions.

1.5 Prepare an Inception Report (maximum five pages) outlining a preliminary analysis of existing documents and identifying missing data, the proposed list of stakeholders, stakeholder engagement plan, workplan, timeline and data requirements for the Baseline Assessment support phase.

.2 Regulatory, and Institutional Review Phase

2.1 Review and analyse the existing institutional, legal and regulatory framework relating to relevant maritime decarbonization policies such as transport policy, port policy and climate policies. The analysis shall assess the extent to which the current framework enables or constraints including the adoption of alternative fuels, deployment of port energy infrastructure (OPS, bunkering, etc.) and implementation of MARPOL Annex VI requirements (EEXI, CII, SEEMP, DCS).

2.2 While the analysis shall be structured around these priority areas, the consultancy is not limited to them. The consultant may identify and assess

additional relevant areas, dimensions or emerging issues that contribute to maritime decarbonization, as appropriate.

2.3 This initial review may be complemented by the development of a gap analysis matrix, assessing for each of the three priority areas (i) regulatory, (ii) institutional, (iii) technological, (iv) infrastructure and (v) market-related components.

2.4 The analysis shall evaluate the level of alignment of existing instruments with maritime decarbonization objectives, and identify gaps, overlaps, and opportunities for cross-sectoral coordination and policy integration.

2.5 Identify institutional mandates, coordination mechanisms, gaps, overlaps and potential areas requiring strengthening to enable maritime decarbonization.

2.6 Prepare a Regulatory and Institutional Review Report (approximately 15 - 20 pages) summarizing the current framework, key findings and recommendations for strengthening the enabling environment and how the NAP will fit into the broader policy landscape.

.3 Stakeholder Consultation Phase

3.1 Gather national stakeholder perspectives and inputs to inform the NAP.

3.2 Conduct a minimum of twenty (20) one-on-one consultations with key national stakeholders, including public administrations, port authorities, maritime operators, energy stakeholders, financial institutions, civil society and academia. The list of stakeholders and interview questions to be consulted will be agreed with DIMAR and the GreenVoyage2050 PCU.

3.3 Interview questions will be finalised in consultation with DIMAR and PCU but may be structured to identify regulatory barriers, technical barriers, investment barriers, infrastructure needs, institutional and operative capacities, fuel demand projections, capacity gaps and willingness to adopt alternative fuels or technologies.

3.4 Where appropriate, support the organization of focused group discussions to encourage dialogue and gather additional qualitative insights.

3.5 Prepare a Stakeholder Consultation Summary Report (approximately 15 - 20 pages) synthesizing key findings, stakeholder priorities, identified challenges and opportunities, proposed areas of action and suggested gaps to be analysed further by the international consultant.

3.6 Develop a prioritization of the measures and opportunities identified during stakeholder consultations, using a structured assessment framework based on criteria such as emissions reduction potential, technical feasibility, level of maturity, investment requirements and implementation timeline.

.4 Baseline Assessment and Workshop Support Phase

- 4.1 Support coordination of the Baseline Assessment and national validation processes.
- 4.2 Liaise with relevant national institutions to facilitate access to data required by the international consultancy firm responsible for the Baseline Assessment.
- 4.3 Support coordination of meetings between the international consultancy firm and national stakeholders.
- 4.4 Compile and organize relevant national data in a structured format for submission to the international consultant.
- 4.5 Support DIMAR in coordinating and organizing the in-person stakeholder validation workshop, including preparation of documentation and drafting of meeting minutes.
- 4.6 Prepare a concise Workshop Summary Report highlighting key conclusions and recommendations emerging from the validation meeting.

Reporting

- 9 The following deliverables are expected from the consultant contractor:
 - .1 Inception Phase: Submission of Inception Report (max. five pages)
 - .2 Regulatory, technical & Institutional Review Report (max. 20 Pages)
 - .3 Stakeholder Consultation Summary Report (max. 20 pages)
 - .4 Workshop Summary Report (max. 10 pages)
 - 10 The contractor will be paid in instalments upon delivery and clearance of the Milestones outlined in the table above.
 - 11 The contractor will be expected to work closely together and in coordination with the GreenVoyage2050 PCU, as well as relevant colleagues of DIMAR, and to provide regular updates on project progress.
 - 12 The Consultant will report to and submit all agreed deliverables to [Astrid Dispert](#), GreenVoyage2050 Programme Manager, IMO.
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