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23.04.2021

**Konu** : Market Based Measures (MBM) Hakkında ICS  
Duyurusu Hk.

Sirküler No: 428

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından Odamıza gönderilen ve Ek'te sunulan 20 Nisan 2021 tarihli yazıda,

Deniz ticaretinin çoğunluğunu temsil eden denizcilik sektörü kuruluşları tarafından yapılan basın açıklaması ve teklif ile denizcilik sektörünün dekarbonizasyon sürecine yardımcı olacağı değerlendirilen piyasa bazlı mekanizmaların geliştirilmesine yönelik Uluslararası Denizcilik Örgütü (IMO) üye devletlerine yönelik çağrıda bulunulduğu belirtilmektedir.

Bu kapsamda, Piyasa Bazlı Tedbirler (Market Based Measures – MBM) hakkında yayımlanan Basın Bülteni ve Türkçe tercümesi ile Deniz Çevresini Koruma Komitesi'ne (Marine Environment Protection Committee-MEPC) sunulan taslak teklif Ek'te sunulmaktadır.

Bilgilerinize arz/rica ederim.

Saygılarımla,

İsmet SALİHOĞLU  
Genel Sekreter**Ek:**

- 1- ICS'in 20.04.2021 Tarihli Yazısı (1 sayfa)
- 2- Basın Bülteni Türkçe Tercümesi (2 sayfa)
- 3- Basın Bülteni (2 sayfa)
- 4- MEPC'ye Sunulan Taslak Teklif (4 sayfa)

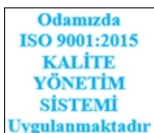
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- Türk Armatörler Birliği
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20 April 2021

**COMMUNICATIONS(21)15**

**TO: COMMUNICATIONS LEAD**

**PRESS**

**CC: ALL FULL AND ASSOCIATE MEMBERS**

**EMBARGOED PRESS RELEASE: SHIPPING BODIES CALL ON WORLD LEADERS TO BRING FORWARD DISCUSSIONS ON GLOBAL MARKET BASED MEASURES**

**Action Required: ICS invites you to note the attached embargoed press release and submission from shipping bodies representing the majority of maritime trade calling on member states at the IMO to bring forward discussions on the development of market-based mechanisms to help decarbonise shipping.**

Comms leads and press are invited to note the embargoed press release for **00:01 GMT**

**Wednesday 21 April** and encouraged to disseminate to your national press contacts.

Annex A: Market based measures press release

Annex B: Draft submission to IMO

For any queries, please contact [tanya.blake@ics-shipping.org](mailto:tanya.blake@ics-shipping.org)

Tanya Blake

Communications Manager

## **Denizcilik Kuruluşlarından Küresel Ölçekte Piyasa Bazlı Tedbirler Konusunda Dünya Liderlerine Çağrı**

- Deniz ticaretinin çoğunluğunu temsil eden denizcilik sektörü kuruluşları, ABD Başkanı Joe BIDEN'in iklim zirvesi öncesinde uluslararası denizcilik sektörüne yönelik zorunlu piyasa bazlı tedbirlerin (Market Based Measures – MBM) nasıl uygulanabileceği konusunda dünya liderlerine müzakere yapmaları için çağrıda bulundu.
- Birleşmiş Milletler'e sunulan ortak teklifte kuruluşlar, Uluslararası Denizcilik Örgütü (IMO) üye devletlerinden, küresel ölçekte denizcilik sektörünün dekarbonizasyon sürecine yardımcı olmak için piyasa bazlı mekanizmaların geliştirilmesine ilişkin tartışmaların öne çıkarılmasını talep ediyor.
- Denizcilik sektörü tarafından, 5 milyar dolarlık Ar-Ge Fonu (R&D Found) oluşturulması teklifiyle birlikte değerlendirilmesi adına hükümetlerden karbon fiyatlandırması görüşmelerini hızlandırmaları isteniyor.

ABD Başkanı Joe BIDEN'in "Liderlerin İklim Zirvesi" öncesinde dünyanın önde gelen denizcilik kuruluşları, küresel ölçekte denizcilik sektörünün iddialı dekarbonizasyon hedeflerine ulaşılmasını sağlamak için piyasa bazlı tedbirler (MBM) konusunun dünya liderleri tarafından acilen değerlendirilmesi adına çağrıda bulunmuştur.

Amerika Birleşik Devletleri'nin ev sahipliği yaptığı zirve, Birleşmiş Milletler İklim Değişikliği Konferansı 26. Toplantısı (COP26) ve Deniz Çevresini Koruma Komitesi 76. Dönem Toplantısı'nın (MEPC 76) öncüsü olarak görülmektedir. Denizcilik kuruluşları, küresel CO<sub>2</sub> emisyonlarının %2'sinden sorumlu olan denizcilik sektörünün dekarbonizasyon hedeflerinin bahse konu iklim zirvesinde liderler tarafından siyasi olarak desteklenmesini talep etmektedir.

Denizcilik kuruluşlarından Baltık ve Uluslararası Denizcilik Konseyi (BIMCO), Uluslararası Kruvaziyer Şirketleri Birliği (CLIA), Uluslararası Deniz Ticaret Odası (ICS), Dünya Denizcilik Konseyi (WSC) diğer sektör temsilcileri ile birlikte, Uluslararası Denizcilik Örgütü'ne bir teklif sunarak, Birleşmiş Milletler'in düzenleyici kurumunun birkaç yıl içinde MBM'ler hakkındaki görüşmeleri gündeme getirmesi çağrısında bulunmuştur. Bu tedbirler, dünya deniz filosunun hali hazırda kullandıklarından daha pahalı olacak yeni yakıtlara ve teknolojilere geçişin teşvik edilmesi için kritik öneme sahip olacaktır.

MBM'ler, fosil yakıtlar ile sıfır karbonlu yakıtlar arasındaki fiyat farkını düşürerek emisyonların azaltılması için ekonomik bir teşvik sağlamak amacıyla CO<sub>2</sub> emisyonlarına bir fiyat belirlemektedir. Denizcilik sektörünün liderleri, sıfır karbon teknolojilerinin ve ticari olarak uygun sıfır karbonlu gemilerin benimsenmesini kolaylaştırmak adına tedbirler geliştirilebilmesi ve uygulanabilmesi için IMO üye devletleri tarafından MBM'lerin rolünün değerlendirmesi gerektiğine inanmaktadır.

Bir fiyatlandırma sisteminin faydalı olması için fosil yakıtlara uygun alternatifler olması gerekmektedir. Bu alternatifler okyanus ötesi sefer yapan büyük gemiler için henüz mevcut değildir. Alternatif teknolojilerin geliştirilmesi, okyanus ötesi sefer yapan gemilerin yeni yakıtlara geçebilmesi için sektör tarafından finanse edilecek olan IMO ile koordineli Ar-Ge'nin hız kazanmasıyla mümkün olacaktır. Bu amaçla üye devletler ve denizcilik sektörü, dekarbonizasyon için gerekli teknolojileri geliştirmek adına gerekli Ar-Ge çalışmalarını sağlamak üzere 5 milyar dolarlık bir fon oluşturmaya yönelik teklifte bulunmuşlardır.

Denizcilik sektörünün önde gelenleri, IMO'ya sunulan Ar-Ge teklifini desteklemeleri için devletlere yaptıkları çağrıyla yinelemişlerdir.

Hızlandırılmış araştırma ve geliştirmeyle birlikte küresel düzeyde MBM'lerin dikkate alınmasına yönelik artan ihtiyaç, görmezden gelinemeyecek derecede aciliyete sahiptir. Sektör kuruluşlarının, Birleşmiş Milletler'e sundukları teklif aşağıda yer almaktadır:

*“İddialı hedeflerimizi yerine getirme konusunda acil ilerleme kaydetme ihtiyacı göz önüne alındığında, denizciliğin dekarbonizasyon ihtiyacının gerektirdiği aciliyetle ilerleme kaydetmek istiyorsak, olası farklı tedbirleri paralel olarak değerlendirebilme hususu kritik olacaktır.”*

Denizciliğin, hükümetler tarafından önceden belirlenmiş dekarbonizasyon hedeflerine ulaşma stratejisiyle uyumlu olarak sektör, dünyanın en büyük ekonomilerini uygulamalı araştırma ve geliştirme çalışmalarını genişletmeye ve hızlandırmaya teşvik etmektedir. MBM'lerin geliştirilmesi ve yürürlüğe girmesi birkaç yıl alabileceğinden, sektör tarafından finanse edilen Ar-Ge fonu teklifi gibi tedbirlerin onaylanması durumunda MBM'lerin uygulanması ve teşvik edici etkileri, sıfır karbon teknolojilerinin daha geniş bir şekilde tanıtılmasıyla paralel olarak ilerleme gösterebilecektir.

Denizcilik sektöründe yer alan gruplar, oluşturulacak herhangi bir MBM'nin adil ve eşit bir şekilde uygulanmasını istemektedir. Bazı gözlemciler tarafından belirtilen, küresel soruna yönelik piyasayı bozan bir çözüm olarak görülen Avrupa Birliği'nin Emisyon Ticaret Sistemi'ni (ETS) genişletme önerisi gibi tek taraflı karbon fiyatlandırma planları üzerine ortaya çıkan endişeler sektör gruplarınca dile getirilmektedir.

**Ayrıca, sektör kuruluşları tarafından konuya ilişkin aşağıda yer alan görüşler ifade edilmiştir:**

*“Adil ve eşit MBM'ler, sektördeki sera gazı emisyonlarını aşamalı olarak azaltmaya yönelik gerekli olacak yeni yakıtlara ve teknolojilere geçiş için uygun bir politika seçeneğidir. Birleşmiş Milletler ile hükümetleri, denizciliğin önemli dekarbonizasyon hedeflerine ulaşma sürecinde ilerlemesini sağlamak için MBM'lerle ilgili görüşmeye öncelik vermeye çağrıda bulunmak adına sektördeki meslektaşlarımızla bir araya geliyoruz.”*

*Uluslararası denizcilik sektörünün dekarbonizasyonu, piyasada bulunan sıfır karbon teknolojileri ve yakıtları geliştiren sektör dışı paydaşlara bağlı olacak ve denizcilik sektörü bunları kullanmak için teknolojilere ihtiyaç duyacaktır. Meydana gelen bu talebin aciliyeti, sektörün sıfır emisyona geçişini hızlandırmak ve teşvik etmek için liderlik ve uygun şekilde koordine edilmiş bir yaklaşım gerektirmektedir.”*

**Embargoed for 00.01 GMT Wednesday, 21 April 2021**



## **Shipping bodies call on world leaders to bring forward discussions on global market-based measures**

- Ahead of President Biden's climate summit, shipping industry bodies representing the majority of maritime trade have called on world leaders to quickly commence deliberations on how mandatory market-based measures (MBMs) could be implemented for international shipping.
- In a joint submission to the United Nations, the bodies are asking member states at the International Maritime Organization (IMO) to bring forward discussions on the development of market-based mechanisms to help decarbonise global shipping.
- Industry is asking governments to bring discussions on carbon pricing forward so that they can be considered in tandem with proposals to create a [\\$5billion R&D Fund](#).

**21<sup>st</sup> April 2021.** Ahead of President Biden's [Leaders' Summit on Climate](#), the world's major shipping organisations have called on world leaders to urgently examine the role of market-based measures (MBMs) to ensure ambitious decarbonisation targets are met across the entire global shipping industry.

With the summit hosted by the United States seen as a vital precursor to COP26 and the IMO's Marine Environment Protection Committee (MEPC), shipping bodies want leaders to put their political weight behind the industry's desire to eliminate the 2% of all global CO<sub>2</sub> that the sector emits.

Shipping bodies BIMCO, CLIA, International Chamber of Shipping, World Shipping Council, along with other industry groups, have submitted a proposal to the International Maritime Organization (IMO), calling for the UN's regulatory body to bring forward discussions around MBMs by several years. These measures will be critical to incentivise the transition of the global fleet to new fuels and technologies, which will be more expensive than those in use today.

MBMs put a price on CO<sub>2</sub> emissions to provide an economic incentive for a sector to reduce its emissions by narrowing the price gap between fossil fuels and zero-carbon fuels. Shipping leaders believe that now is the time for the IMO member states to consider the role of MBMs so that measures can be developed and implemented to facilitate the adoption of zero-carbon technologies and commercially viable zero-carbon ships.

For a pricing signal to work, there must be viable alternatives to fossil fuels. These alternatives do not yet exist for large trans-oceanic ships. Development of alternative technologies would be enabled by a massive acceleration of IMO co-ordinated R&D – to be financed by the industry - so that ocean-going ships will be able to switch to new fuels. To this end member states and industry have already put forward a mature proposal to create a 5 billion USD fund to provide the research and development needed to create the technologies to decarbonise the sector. Industry leaders have also [reiterated their call](#) for nations to support this R&D proposal at the IMO.

The growing need for the consideration of MBMs at the global level, along with accelerated research and development, is too urgent to ignore. The industry bodies set out in their submission to the UN:

“The ability to consider different candidate measures in parallel will be critical if [we are] to move forward with the urgency that the challenge of decarbonising shipping requires, given the urgent need to make progress on delivering [our] levels of ambition.”

In alignment with shipping’s strategy to reach [decarbonisation targets](#) already set by governments, the industry is encouraging the world’s largest economies to expand and accelerate applied research and development efforts. As MBMs can take several years to develop and enter into force, implementation of MBMs and their incentivising impacts will only be able to coincide with the wider introduction of zero-carbon technologies if measures such as the industry-financed R&D fund proposal are approved.

The shipping groups are calling for any MBM to be applied in a fair and equitable way. They echo concerns that have been raised over unilateral carbon pricing schemes, such as the EU’s proposed expansion of its ETS, which is seen by some observers as a market distorting solution to a global problem.

**The industry bodies added:**

“Fair and equitable MBMs are a viable policy option to transition to the new fuels and technologies that will be necessary to phase-out GHG emissions in the sector. We’re joining with industry colleagues to urge the UN and national governments to prioritise discussion on MBMs to make sure that shipping remains on course to meet vital decarbonisation goals.”

“The decarbonisation of international shipping will depend on out-of-sector stakeholders developing market-available zero-carbon technologies and fuels and the maritime sector will need the technologies to use these. The urgency of the challenge requires leadership and a properly coordinated approach to catalyse and incentivise the transition to zero-emissions sector”.

---ENDS---

**Notes to editors**

Submission paper to the IMO [here](#)

The main international shipowner associations making this proposal, which collectively represent all sectors and trades and over 90% of the world merchant fleet, are:

- [BIMCO](#)
- [CRUISE LINES INTERNATIONAL ASSOCIATION](#)
- [INTERNATIONAL CHAMBER OF SHIPPING](#)
- [WORLD SHIPPING COUNCIL](#)

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MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
76th session  
Agenda item 7

MEPC 76/7/X  
21 April 2021  
Original: ENGLISH  
Pre-session public release:

## REDUCTION OF GHG EMISSIONS FROM SHIPS

### Consideration of Market-Based Measures Submitted by ICS, BIMCO, CLIA, IPTA, IMCA, INTERFERRY and WSC

#### SUMMARY

*Executive summary:* The co-sponsors agree that the Committee should decide in principle to commence deliberations on how mandatory market-based measures (MBMs) could be implemented for international shipping. To expedite development, the Committee is requested to commence discussions on MBMs as soon as possible and before 2023, with a view to taking some decisions. Additionally, the Committee should agree to allow consideration of different candidate measures, including short term measures such as the IMRB/IMRF proposal and mid-term measures such as MBMs, in parallel, given the urgent need to make progress on delivering the levels of ambition in the Initial Strategy.

*Strategic direction,  
if applicable:* 3

*Output:* 3.2

*Action to be taken:* Paragraph 14

*Related documents:* MEPC 76/7/2, MEPC 76/7/7, MEPC 76/7/12, Resolution MEPC.304(72); MEPC 75/WP.1/Rev.1, MEPC 75/7/4, MEPC 75/INF.5; ISWG-GHG 5/4/4; MEPC.1/Circ.885 and MEPC 71/7/4

#### Introduction

1 This document is submitted in accordance with the Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.5/Rev.2) and comments on MEPC 76/7/2 (Norway) and MEPC 76/7/12 (Belgium et al.).

2 The co-sponsors agree that the Committee should consider the role of market-based measures (MBMs) in the delivery of the Initial Strategy. In light of the complexities and previous



differences of opinion on this important matter, it will be useful for the Committee to resume this discussion as soon as possible. While there are short-term GHG reduction measures, including the IMRB/IMRF proposal (MEPC 76/7/7) which still require urgent consideration and finalization, the magnitude of the challenge required to achieve the levels of ambition in the Initial Strategy requires that the Committee undertakes discussions of critical measures in parallel, and not in a linear sequence whereby consideration of one candidate measure must be concluded before the Committee can begin discussion of the next. The ability to consider different candidate measures in parallel will be critical if the Organization is to move forward with the urgency that the challenge of decarbonising shipping requires.

3 While MEPC 75 approved amendments to MARPOL Annex VI, for adoption at MEPC 76, to address CO<sub>2</sub> emissions of the existing fleet, this will not be enough to deliver the level of ambition for 2050 set out in the Initial Strategy, which identifies, inter alia, that *“new/innovative emission reduction mechanism(s), possibly including market-based measures (MBMs), to incentivize GHG emission reduction”* are candidate mid-term measures that could be finalized and agreed by the Committee between 2023 and 2030. However, the Initial Strategy (Paragraph 4.3) also says that *“Certain mid- and long-term measures will require work to commence prior to 2023”*.

4 To achieve the levels of ambition in the Initial Strategy, the Organization needs to take a number of important additional steps. These include addressing the need to expand and accelerate applied research and development efforts that are critical to using zero-carbon technologies, and consideration of what policy measures will be necessary to facilitate the transition of the fleet to new fuels and/or technologies that are generally expected to be vastly more expensive than those in use by shipping today. MBMs are one of the additional policy options the Committee may choose to help drive the transition to the new fuels and technologies that will be necessary to phase-out GHG emissions in the sector. It should be noted, however, that the decarbonisation of international shipping will depend on out-of-sector stakeholders developing zero-carbon technologies and fuels and making these readily available on the market.

5 The common rationale in support of MBMs is to put a price on CO<sub>2</sub> emissions in order to provide an economic incentive for a specific sector to reduce its emissions by investing in more efficient technologies and/or by operating in a more energy efficient manner. The co-sponsors do not question this rationale which is accepted by many governments, but have previously questioned whether MBMs for shipping might be premature, given that any incentive to encourage the take-up of zero-carbon technologies cannot be effective so long as these new technologies do yet not actually exist in a form and scale which can be deployed by international shipping. This is why the industry proposed the establishment of the IMRB, in order to expand and accelerate R&D of zero-carbon technologies and their deployment, and why the co-sponsors strongly encourage the Committee to finalise the mature proposal contained in MEPC 76/7/7 (Denmark et al).

6 If the Committee decides to move forward and finalise the IMRB as soon as possible, the general availability of zero-carbon technologies and commercially viable zero-carbon ships in the market by 2030 become plausible realities. Moreover, given that the Committee is now considering a mature proposal for the IMRB, which is not an MBM and is already listed under the Initial Strategy as a short-term measure to be finalized and agreed between 2018 and 2023, and that MBMs are likely to take several years to develop and enter into force, implementation of MBMs and their incentivising impacts will be likely to coincide with the wider introduction of zero-carbon technologies that will be accelerated by the establishment of the IMRB. Therefore, taking account also of the political importance of making progress on the development of MBMs, the co-sponsors assert that it is now appropriate and timely for the Committee to begin work on MBMs, consistent with paragraph 4.3 of the Initial Strategy.

7 To be successful in meeting the challenge, the Committee needs to consider and develop different candidate measures in parallel. This includes short term measures such as the IMRB/IMRF proposal and mid-term candidate measures such as MBMs. The present sequential process, premised on a view that the Committee should only address one candidate measure at a time, and that consideration of one candidate measure must be completed before beginning discussion of other candidate measures, will not allow the Organization to achieve, within the agreed timelines, the levels of ambition set out by the Initial Strategy. The co-sponsors therefore strongly encourage the Committee to finalise the mature proposal to establish the IMRB while also beginning a separate discussion about MBMs in parallel.

### **Previous Discussions by the MEPC**

8 In 2013, MEPC 65 agreed to suspend discussions on MBMs. However, the circumstances which prevail today are different. The Paris Agreement of 2015 helped unblock negotiations at IMO, leading to the adoption of the Initial Strategy, which, whilst cognizant of the CBDR-RC principle, also recognises as a guiding principle *“the requirement for all ships to give full and complete effect, regardless of flag, to implementing mandatory measures to ensure the effective implementation of this strategy”*.

9 Importantly, any MBM should still meet those principles agreed at MEPC 57 (MEPC 57/21, paragraph 4.73) which remain relevant today:

- .1 effective in contributing to the reduction of total global greenhouse gas emissions;
- .2 binding and equally applicable to all flag States in order to avoid evasion;
- .3 cost-effective;
- .4 able to limit, or at least, effectively minimize competitive distortion;
- .5 based on sustainable environmental development without penalizing global trade and growth;
- .6 based on a goal-based approach and not prescribe specific methods;
- .7 supportive of promoting and facilitating technical innovation and R&D in the entire shipping sector;
- .8 accommodating to leading technologies in the field of energy efficiency; and
- .9 practical, transparent, fraud free and easy to administer.

### **Use of monies collected via an MBM**

10 During discussions of the roadmap which led to the Initial Strategy, there was general agreement that any monies collected should be utilized within the maritime sector to assist with the further development and uptake of zero-carbon fuels and technologies that will be required to phase-out GHG emissions in the maritime sector. As part of the development of the Revised Strategy and work arrangements, it is therefore suggested that the Committee should develop some principles as to how monies generated from MBMs should be used to allow the transition to zero-carbon technologies and the phase-out of GHG emissions to occur as soon as possible as called for in the Initial Strategy.

## **Conclusions**

11 In view of the political importance of signalling to the world that the Organization remains on track with respect to implementation of the Initial Strategy, the co-sponsors suggest that, as part of the development of the Revised Strategy, the Committee should take a decision in principle to commence deliberations on how mandatory MBMs could be implemented for international shipping.

12 Given the urgent need to make progress to achieve the levels of ambition set out in the Initial Strategy, the Committee should agree to allow consideration of different candidate measures, including short term measures such as the IMRB/IMRF proposal and mid-term measures such as MBMs, in parallel.

13 Noting the nine fundamental principles previously agreed to assess MBM proposals (MEPC 57/21, paragraph 4.73), the co-sponsors suggest that to expedite the development and adoption of the necessary regulatory framework for MBMs, and consistent with paragraph 4.3 of the Initial Strategy, that the Committee should agree to commence discussions before 2023 with a view to considering key issues such as the development of some principles as to how monies generated from MBMs should be used in order to allow the transition to zero-carbon technologies and the phase-out of GHG emissions from international shipping to occur as soon as possible.

### **Action requested of the Committee**

14 The Committee is invited to consider this document, in particular the conclusions and the proposed way forward in paragraphs 11 to 13, and take action as appropriate.