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Circular Letter No.4019  
21 August 2019

To: All IMO Member States

Subject: **Call for expressions of interest to join the IMO-Norway GreenVoyage2050 Project**

1 To deliver the ambitious emissions reduction goals set out in the *Initial IMO Strategy on Reduction of GHG Emissions from Ships*, mobilization of a full range of low carbon technologies and fuels is required. And that on an unprecedented, global scale. IMO and the Government of Norway are cordially inviting interested countries to embark on the GreenVoyage2050, a new technical cooperation initiative to tackle the challenge of delivering a sustainable future for the shipping industry.

2 GreenVoyage2050 presents an excellent and exciting opportunity for countries to join, and benefit from, a truly international collaboration. Through the project, partners will get an opportunity to play a leadership role in making shipping more energy efficient. This will initiate substantial reductions of emissions in the maritime sector, thereby supporting achieving the 2050 absolute emission reduction target.

3 This flagship project will bring together regulatory agencies, ports, shipping companies, technology developers and providers, development banks and other key partners to collectively accelerate deployment of clean and green solutions for the maritime sector.

4 GreenVoyage2050 will strengthen the collective action to achieve substantial emissions reduction from ships and in ports by mobilizing global expertise to deliver the right solutions, knowledge and financing. The project will build and leverage on the experiences gathered, tools developed, and outputs achieved through the previous IMO initiatives – namely the Global Maritime Energy Efficiency Partnerships (GloMEEP) Project and its Global Industry Alliance to Support Low Carbon Shipping (GIA), and the Global Maritime Technology Cooperation Centre Network (GMN) Project.

### **GreenVoyage2050 – project overview**

5 GreenVoyage2050 is a new innovative project to support implementation of IMO's Initial GHG Strategy. The Strategy identifies levels of ambition for the international shipping sector noting that technological innovation and the global introduction of alternative fuels and/or energy sources for international shipping will be integral to achieve the overall ambition.

6 GreenVoyage2050 aims to expand government and port management capacities to undertake legal and policy reforms, for each country to develop a National Action Plan (NAP), catalyze private sector partnerships, promote innovation, enable technology diffusion and deliver pilot demonstration projects to facilitate technology uptake. The project will increase the private sector involvement by connecting developing countries to the innovative and relevant technologies they seek, through collaborations with technology providers and the investor community.

7 Funded by the Government of Norway and executed by IMO, GreenVoyage2050 will run for an initial two-year period, with the expectation to continue to 2023, in-line with the expected adoption of a revised IMO Strategy on Reduction of GHG Emissions from Ships.

8 GreenVoyage2050 is expected to complement and scale-up GloMEEP's most successful activities and support countries in the implementation of concrete measures that are identified in a country's National Ship Emissions Reduction Strategy (NSERS)/NAP.

### **Invitation for two categories of countries to join GreenVoyage2050**

9 It is envisaged that approximately eight countries from five regions (Africa, Asia, Caribbean, Latin America and Pacific) will play a key role in GreenVoyage2050. IMO is inviting two categories of countries to join the project: **New Pilot Countries (NPCs)** and **Pioneer Pilot Countries (PPCs)** will be selected for the initial two-year project period. Subject to the continuation of the project beyond its initial period and availability of funds, additional countries may be selected to participate.

10 **NPCs** will initially, as part of a fast-track approach, be supported in replicating the core GloMEEP activities. This will include legal and policy reforms for the effective implementation of MARPOL Annex VI, as well as the development by each country of an Emissions Baseline Report that will provide the basis for a robust and informed NAP. GreenVoyage2050 will also support ports in conducting port emission assessments and developing port emission reduction strategies, including undertaking cost-benefit analysis of emissions reduction options.

11 **PPCs** will be selected from those countries that already have an NSERS/NAP developed, e.g. countries that have participated in the GloMEEP Project as a Lead Pilot Country\*. PPCs (and NPCs in a second stage and as soon as the initial baseline work is completed), will focus on the implementation of their NSERS/NAP and foster Pilot Demonstration Projects that will facilitate low carbon technology and clean fuel uptake.

12 Noting that creating the right enabling environment will be of crucial importance to attract technology developers and investors, GreenVoyage2050 will support countries in facilitating the development of the legal, organizational, fiscal, and informational conditions to catalyze the uptake of low carbon solutions.

13 The project aims to guide countries through all stages of the technology cycle: from identification of low carbon technology needs; development of technology road maps and actions plans that will provide the basis for demonstrations and piloting of new technologies and alternative low-carbon and zero-carbon fuels; to assistance that supports technology customization and widespread deployment.

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\* The 10 GloMEEP Lead Pilot Countries are as follows: Argentina, China, Georgia, India, Jamaica, Malaysia, Morocco, Panama, the Philippines and South Africa.

14 Specifically, GreenVoyage2050 will support countries in developing projects that include a strong feasibility study showing high probability of success, a tailored financial model indicating adequate future cash flow and a risk mitigation plan. GreenVoyage2050 will collaborate with policy makers with a view to increasing financial flows towards low carbon shipping projects, strengthen the national project development base and disseminate best practices for low carbon shipping project development.

15 GreenVoyage2050 will endeavour to enable a low-carbon investment environment within the maritime sector by partnering with bilateral and multilateral funding bodies, as well as collaborating closely with regional development banks.

### **Call for Expressions of Interest to join GreenVoyage2050**

16 GreenVoyage2050 is currently in its preparation phase during which the IMO Secretariat is developing a comprehensive project document to fully scope out the specific activities and outputs of the project, including participating countries and partners who may wish to be involved. Implementation of the project is expected to commence by the end of 2019.

17 The IMO Secretariat is launching an open process and calling for expressions of interest for Member States to participate in the GreenVoyage2050. Member States are invited to share their intention to participate in the new project by submitting the questionnaire included in the annex. Please kindly note that separate questionnaires exist for future NPCs (annex 1) and PPCs (annex 2).

18 Expressions of Interest should be sent by email to:  
Mr. Jose Matheickal  
Deputy Director, Subdivision for Major Projects  
Marine Environment Division, IMO  
[jmatheic@imo.org](mailto:jmatheic@imo.org)

19 The closing date for this call for expressions of interest is **Monday 14 October 2019**. Member States are kindly invited to send their documentation as soon as possible. Should any further information or clarification be required, these should be addressed to Mr. Matheickal.

### **Evaluation and selection of countries**

20 The selection of countries for the initial two-year project period of GreenVoyage2050 will be undertaken in three stages:

**Stage 1:** All expressions of interest submitted by Member States will be reviewed and assessed based on the information provided in the questionnaire. In the first instance, all expressions of interest will be subject to the country's [eligibility](#) for Official Development Assistance (ODA). Other evaluating criteria will include, inter alia:

- emissions reduction potential from the project intervention at national level based on, inter alia, existing contribution to global maritime emissions (from international shipping, domestic shipping and ports);
- level of political commitment by the country, preferably at Ministerial level, to prioritise matters related to GHG emissions from ships and ports and leadership role as an early mover in the trialling and uptake of new technologies and alternative fuels;

- ability and potential for mobilizing private sector interests and contribution to the national efforts;
- willingness, where appropriate, to work with international development banks and financing institutions, identification of the additional/complementary resources that can be mobilized and a clear sponsorship structure for any proposals including who will be responsible for the financial obligation, that is, the "executing entity" for the transaction;
- ability to reach out and engage other countries in the region, potentially through the regional MTCCs to create an enabling environment for technology cooperation and faster technology adoption by the industry;
- range and level of stakeholder interest in participating in the project; and
- geographical distribution.

**Stage 2:** Shortlisted countries will be contacted with a view to further assessing the requirements and discussing the activities, deliverables and co-financing to be achieved during the project. Based on this information, the countries for GreenVoyage2050 will be preselected.

**Stage 3:** By 31 December 2019, all preselected countries will be requested to submit an official letter of support confirming their commitment to deliver the mutually agreed outputs of the project at the national level and related co-financing (in-kind and/or cash) and naming a Lead Agency, a National Focal Point and a National Project Coordinator. Upon receiving the letter, the countries will be confirmed and included in the project document.

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## ANNEX 1

### GreenVoyage2050 Project

#### COUNTRY QUESTIONNAIRE FOR NEW PILOT COUNTRIES (NPCs)

In replying to the questionnaire, please do not exceed 2500 words.

**Name of country:**

#### **Maritime activity in the country**

1. Brief description of shipping activities and major ports in the country. Which maritime sectors currently play the most important role for the country and why?
2. Brief description of shipping fleet composition*. Which seem to be most relevant for the country and why?
3. How is the country's maritime industry expected to develop by 2050 and what impact will those developments have on the country? Which opportunities do these developments bring?

#### **Emissions from ships and MARPOL Annex VI**

1. Is the country Party to MARPOL Annex VI?
2. Has the country incorporated MARPOL Annex VI into national law?
3. Is maritime transport (domestic fleet, ports, etc.) included in the country's Nationally Determined Contribution (NDC) under the UNFCCC's Paris Agreement?
4. Are maritime emissions addressed in any existing national policy, for example, air pollution control? If so, how?
5. If available, what are the emissions of the most relevant fleet component(s) and how are they likely to develop?
6. How could these developments be influenced, and emissions be reduced?
7. Briefly explain how a project of this nature can assist the country in contributing to GHG emission reductions from ships and in ports.

#### **Stakeholders and level of commitment**

1. Who are the most important stakeholders (public and private), why are they important and how could they contribute to the reduction of maritime emissions?
2. List the relevant government ministries and other institutions that play a role in the control of maritime emissions.
3. List the various stakeholders (public and private) who will participate in the project at the national level.

#### **Other relevant information**

1. Please provide any other relevant information which should be taken into consideration.
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\* Please see [Ship Emissions Toolkit Guide No.1](#) chapter 2.6 for further guidance.



## ANNEX 2

### GreenVoyage2050 Project

#### COUNTRY QUESTIONNAIRE FOR PIONEER PILOT COUNTRIES (PPCs)

An NSERS/NAP identifies aims, objectives and actions to reduce ship and/or port emissions, allocates responsibilities, sets timeframes and identifies resource requirements, as well as potential sources of funding.

Based on the goals countries have set within their NSERS/NAP, GreenVoyage2050 will, among others, support selected countries in overcoming the obstacles in technology decision-making and prioritization, creating enabling environments for potential investment, and support efforts towards mobilizing the financial resources required for low carbon solutions.

Countries that have an NSERS/NAP developed (e.g. those countries that participated in the GloMEEP Project as an LPC), are invited to submit initial ideas for a low carbon shipping/port project proposal that could be piloted once the techno-economic feasibility is proven. Ideas should have a high probability of reducing emissions, should be based on the outcome and needs identified in the NSERS/NAP, and provide a strong business case for commercial success.

Preferably, a project that will increase the uptake of zero-emissions ship/port emission reduction technologies should be identified. Project proposals should, where possible, be aligned with the current workstreams of the GloMEEP- Global Industry Alliance to Support Low Carbon Shipping (GIA)<sup>1</sup> and/or the Global Industry Alliance (GIA) for Marine Biosafety that is in the process of being established under the GloFouling Partnerships Project<sup>2</sup>.

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<sup>1</sup> Core areas of collaboration of the GIA: 1) Energy efficiency technologies and operational best practices, 2) Low- and zero-carbon fuels, and 3) Ports. The latest update of the work of the GIA is set out in document MEPC 74/12/4.

<sup>2</sup> The GloFouling Partnerships Project is expected to catalyse overall reductions in the transboundary introduction of biofouling-mediated invasive aquatic species with additional benefits for the reduction of GHG emissions from global shipping through implementation of the 2011 Biofouling Guidelines.

In replying to the questionnaire, please do not exceed 2500 words.

**Name of country:**

**Status of the NSERS / NAP**

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| 1. Has an NSERS/NAP been fully developed?  |
| 2. Has the NSERS/NAP been formally adopted? If not, what have been the main challenges? How could GreenVoyage2050 support adoption of an NSERS/NAP into national policy? |

**Project proposal**

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| 1. Provide a brief outline and description of a low carbon shipping/port project proposal.  |
| 2. Briefly explain how a project of this nature can assist the country in contributing to GHG emission reductions from ships and/or in ports? |
| 3. Has a feasibility study been undertaken? Or any related work?  |
| 4. Has any progress so far been made to implement this project? Have any concrete steps been taken towards this project in the country?       |
| 5. Are there any existing related initiatives that the project can complement?  |
| 6. What level of approval would be required for successful implementation of this project?  |
| 7. To develop a full proposal for the proposed project, what type of support would be required?   |

**Stakeholders and level of commitment**

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| 1. What national resources (cash/in-kind) could supplement the GreenVoyage2050 intervention at the national level? |
| 2. List the various stakeholders (public and private) who will participate in the project at the national level.   |

**Other relevant information**

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| 1. Please provide any other relevant information which should be taken into consideration. |
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