

# Progress with the implementation of the Ports Resolution MEPC.366(79)



# IAPH progress in implementing Resolution MEPC.366(79)



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MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
80th session  
Agenda item 7

MEPC 80/7/2  
28 April 2023  
Original: ENGLISH  
Pre-session public release:

## REDUCTION OF GHG EMISSIONS FROM SHIPS

**World ports progress in delivering on the key areas identified  
by resolution MEPC.366(79)**

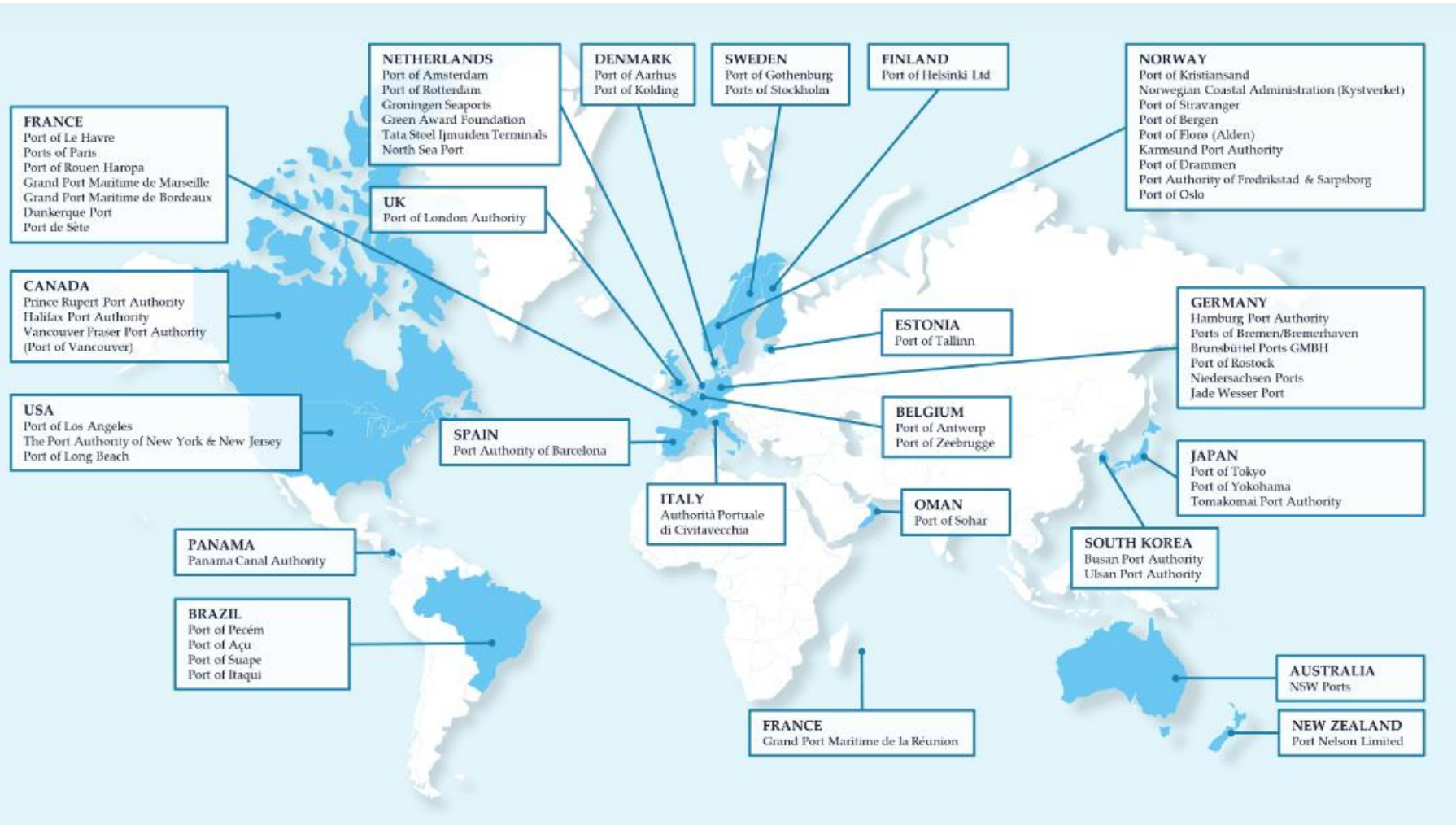
**Submitted by IAPH**

### SUMMARY

*Executive summary:* This document provides a progress report on the efforts and initiatives of world ports towards the areas identified under resolution MEPC.366(79) on *Voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships*. The document informs on the status of relevant IAPH and world ports' initiatives and highlights remaining challenges while making recommendations to overcome these.

- a) Onshore Power Supply
- b) Safe and efficient bunkering of low/zero-carbon fuels
- c) Incentives promoting sustainable shipping
- d) Optimization of port calls
- e) Shipping routes and maritime hubs

# IAPH Environmental Ship Index (ESI)



- The standard Index used by ports worldwide for the provision of incentives to best performing vessels
- 7000 commercial vessels
- 60+ Incentive providers
- ESI 2.0 + ESI at berth

# IAPH Clean Marine Fuels (CMF) working group safety toolkit

## Clean Marine Fuels

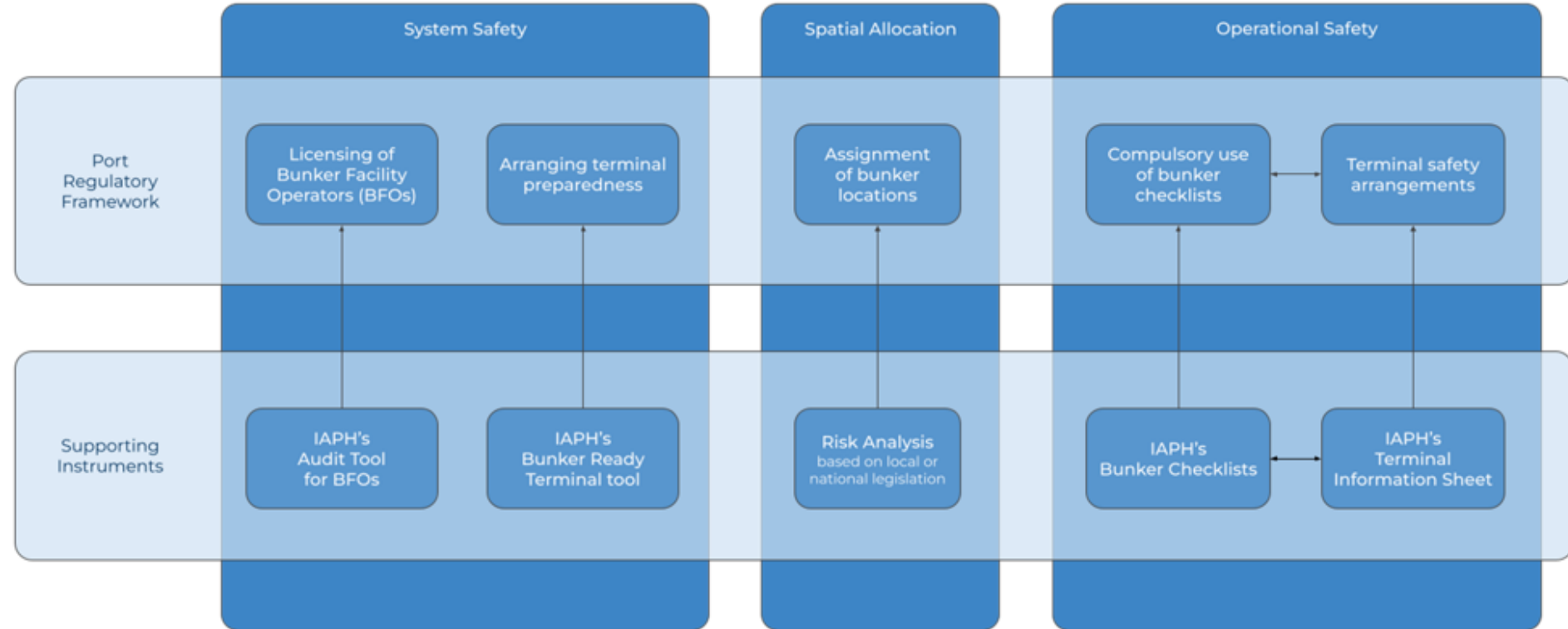
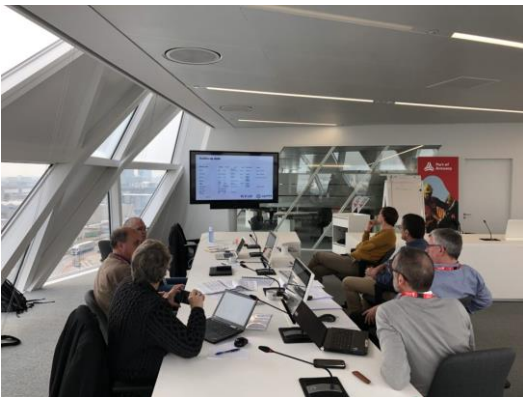
About

LNG as a fuel ▶

Hydrogen as a fuel ▶

Methanol as a fuel ▶

Ammonia as a fuel



<https://sustainableworldports.org/clean-marine-fuels/>

# Port Readiness Level (PRL) for Marine Fuels




Port Readiness Level (PRL) for Alternative Fuels on vessels

		Vessels carrying specific fuel as cargo	Call specific fueled vessel	Bunkering specific fuel
PRL 1	Research	Fuel relevance assessed		
PRL 2		Interest of port stakeholders determined		
PRL 3		Sufficient information gathered		
PRL 4	Development	Admission policy vessels with specific fuel as cargo decided, roadmap developed	Policy for call specific fueled vessel decided, roadmap developed	Policy for bunkering specific fuel decided, roadmap developed
PRL 5		Framework for vessels with specific fuel as cargo designed	Framework for call specific fueled vessel designed	Framework for bunkering and associated activities of a specific fuel designed
PRL 6		Framework for vessels with specific fuel as cargo demonstrated in a protected environment	Framework for call specific fueled vessel demonstrated in a protected environment	Framework for bunkering specific fuel demonstrated in a protected environment
PRL 7	Deployment	Calls of vessels with specific fuel as cargo established on a project base	Calls of specific fueled vessels established on a project base in an operating environment	Bunkering of specific fuel established on a project base in an operating environment
PRL 8		System for calls of vessels with specific fuel as cargo complete and qualified	System for calls of specific fueled vessels complete and qualified	System for bunkering of specific fuel complete and qualified
PRL 9		Calls of vessels with specific fuel as cargo integrated in regular port operations	Calls of specific fueled vessels integrated in regular port operations	Bunkering of specific fuel integrated in regular port operations
Specific fuels:	LNG <input type="checkbox"/> Methanol <input type="checkbox"/> Hydrogen (Liquid) <input type="checkbox"/> Ammonia (Liquid) <input type="checkbox"/> BLG <input type="checkbox"/> B-Methanol <input type="checkbox"/> Hydrogen (Pressurized) <input type="checkbox"/> Ammonia (Pressurized) <input type="checkbox"/> e-Methane <input type="checkbox"/> e-Methanol <input type="checkbox"/> LOHC <input type="checkbox"/> LPG <input type="checkbox"/> Ethanol <input type="checkbox"/> Other.....			<input type="checkbox"/> Swapping MECS <input type="checkbox"/> Shore based Bunker facility <input type="checkbox"/> Trucks <input type="checkbox"/> Bunker Vessel

# IAPH recommendations - MEPC 80/7/2

- a) Support OPS infrastructure in developing countries through an IMO decarbonization fund
- b) Invite world ports to use the CMF safety toolkit and PRL tool enhancing a harmonized approach
- c) Increasing the number of world ports offering incentives to best performing ships through ESI
- d) Continue work on data definitions and standardization to enable port call optimization

 **INTERNATIONAL  
MARITIME  
ORGANIZATION** E

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