**Invitation to tender for research on potential Market Based Measures under IMO’s Initial GHG Strategy**

**Context**

According to the International Maritime Organization[[1]](#footnote-1), the [Third IMO GHG Study 2014](http://www.imo.org/en/OurWork/Environment/PollutionPrevention/AirPollution/Pages/Greenhouse-Gas-Studies-2014.aspx) estimated that international shipping emitted 796 million tonnes of CO2 in 2012, accounting for about 2.2% of the total global anthropogenic CO2 emissions for that year, and that emissions from international shipping could grow between 50% and 250% by 2050 mainly due to the growth of the world maritime trade.

On 13 April 2018, MEPC 72 adopted resolution MEPC.304(72) on [Initial IMO Strategy on reduction of GHG emissions from ships](http://www.imo.org/en/OurWork/Environment/PollutionPrevention/AirPollution/Documents/Resolution%20MEPC.304%2872%29_E.pdf). The strategy sets three objectives:

1. **Carbon intensity of the ship to decline through implementation of further phases of the energy efficiency design index (EEDI) for new ships**

to review with the aim to strengthen the energy efficiency design requirements for ships with the percentage improvement for each phase to be determined for each ship type, as appropriate;

1. **carbon intensity of international shipping to decline**

to reduce CO2 emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and

1. **GHG emissions from international shipping to peak and decline**

to peak GHG emissions from international shipping as soon as possible and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008 whilst pursuing efforts towards phasing them out as called for in the Vision as a point on a pathway of CO2 emissions reduction consistent with the Paris Agreement temperature goals.

The Initial Strategy represents a framework for further action, setting out the future vision for international shipping, the levels of ambition to reduce GHG emissions and guiding principles; and includes candidate short-, mid- and long-term further measures with possible timelines and their impacts on States.

Possible mid-term measures could be measures finalized and agreed by the Committee between 2023 and 2030. The list of candidate mid-term measures includes Market-Based Measures (MBM’s). At the same time, the Initial Strategy also states that certain mid- and long-term measures will require work to commence prior to 2023.

**Aim**

The aim of this project is to provide an overview and discussion of potential Market Based Measures under IMO’s Initial GHG Strategy

**Objectives and deliverables**

The project objectives and deliverables are:

* Written report including
  + Executive summary
  + Review of MBM’s proposed to IMO’s Marine Environment Protection Committee
  + Comprehensive literature review of maritime MBM’s
  + Literature review of relevant MBM’s not previously included in analyses of maritime MBM’s
  + Comparative cost-benefit analysis of potential maritime MBM’s
* Oral presentation of findings

Cost-benefit analysis could include:

* GHG reduction effectiveness
* Compatibility with existing legal framework
* Potential implementation timeline
* Potential impacts on States, cf. IMO procedure (MEPC.1/Circ.885)
* Administrative burden
* Practical feasibility
* Avoidance of split incentives between ship-owner and charterer

**Timeframe**

A preliminary report must be delivered by the end of 2019. No later than 31.12.2019.

The final report report must be delivered by the end of February 2020.

The oral presentation must be delivered in March 2020.

**Budget**

100.000 DKK (including all costs, e.g. overhead and other administrative costs) in two payments; 50.000 DKK at the end of 2019 for the preliminary report and 50.000 DKK for the final report and oral presentation in March 2020.

**Coordination with DMA**

The project progression is reported to DMA on request.

**Final report**

The final report will be published online on DMA website.

**Key requirements**

Project team must have documented expert knowledge of IMO regulation and MBM’s.

The tender must include:

* Preliminary project description and report outline
* Project design and methodology
* Detailed budget
* Short bio, CV, and list of relevant publications and projects of all project members

**Tender scoring and award criteria**

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| --- | --- |
| **Criteria** | **Percent** |
| Project description | 40% |
| Project design and methodology | 20% |
| Budget | 20% |
| Project team | 20% |
| **Total** | **100%** |

**Eligible tenderers**

Project lead must hold a PhD and have at least five years’ experience with project management and be an internationally recognized expert on IMO regulation or MBM’s.

Project members must have expert knowledge on IMO regulation or MBM’s.

**Deadline for submission of tender**

22.11.2019

**Notification of award and contract**

28.11.2019

**Contact person at DMA**

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1. http://www.imo.org/en/OurWork/Environment/PollutionPrevention/AirPollution/Pages/GHG-Emissions.aspx [↑](#footnote-ref-1)