



TECHNICAL CIRCULAR No. 833 of 5th July 2024

To	All Surveyors/Auditors. All flags
Title	GHG Reduction from Ships. Alternative Fuels
Reference	IMO MSC

Development of a Safety Regulatory Framework Supporting GHG Reduction from Ships Using New Technologies and Alternative Fuels

When looking to reduce carbon emissions from international shipping by using new technologies and low or zero carbon fuels, it's crucial to ensure a safe transition. To this scope, the Committee tasked the Working Group with further developing and updating the non-exhaustive and non-limiting list of alternative fuels and new technologies and conducting an assessment to determine obstacles and gaps in the current IMO instruments that may impede the use of the alternative fuel or new technology. This information is to be used for amending existing instruments or developing new instruments and to develop mandatory requirements and/or guidelines by the corresponding sub-committees.

The discussions revealed that the introduction of alternative fuels and new technologies would automatically add new complexities to the onboard ship systems. Therefore, further consideration should be given to the human element, crew training and ship-specific familiarization when joining a ship to ensure a safe operation, and for the awareness of challenges, risks and complexities that these new and emerging technologies and fuels present in normal and emergency situations.

Alternative Fuels and New Technologies

In considering safety obstacles, roadblocks and barriers to alternative fuels and new technologies, the Group discussed and considered, among other things:

- SOLAS, IGF Code and low-flash point fuels, and that confirmation is required on whether or not the IGF Code applies to ships using gas as fuel irrespective of flashpoint
- Amendments to paragraph 16.9 of the IGC Code may remove the instrument causing a barrier for the use of ammonia and other toxic cargoes to be used as fuels
- Development of non-mandatory safety guidelines related to Onboard Carbon Capture and Storage (OCCS) should be kept in abeyance until a road map has been approved and is ready for implementation
- Include supercapacitor energy storage technology in the list of alternative fuels and technologies under the category of Fuel/Energy Storage (storage also addressed within fuel categories)
- Nuclear power technology under the category of Power Conversion Systems, and that there is a

6505 Blue Lagoon Dr. Suite 455
 Miami, FL, 33126
 Tel: 1 (786) 558 5288,
 Fax: 1 (786) 325 0200,



noted gap in regulatory experience and knowledge regarding the mobility or transportability of nuclear power plants and reactors among member states

- The distinction between wind propulsion and wind assisted power, and that the latter should fall under the Improved Efficiency subcategory

In assigning work to sub-committees, the Committee invited interested parties to submit proposals to MSC 109 (December 2024) containing elements that should be taken into consideration and reiterated that the work under this output must be fuel/technology neutral, meaning that the IMO must not choose/push a solution.

REFERENCES:

- MSC 108, DEVELOPMENTS TO ENHANCE THE SAFETY OF SHIPS' FUEL

ATTACHMENTS: No

Kindest Regards,
CONARINA Technical Office

6505 Blue Lagoon Dr. Suite 455
Miami, FL., 33126
Tel: 1 (786) 558 5288,
Fax: 1 (786) 325 0200,