

APPENDIX [XII]

Form of the Statement of Compliance – IMO Maritime Sustainability Fund

STATEMENT OF COMPLIANCE – IMO MARITIME SUSTAINABILITY FUND

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

.....
(full designation of the Party)

by
(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship⁹

Name of ship

Distinctive number or letters.

IMO Number¹⁰

Port of registry

Gross tonnage.

THIS IS TO DECLARE:

1. That the ship has submitted to this Administration an IMSF Annual Account Statement required by regulation 35.5 of Annex VI of the Convention, which is consistent with the ship's fuel consumption data pursuant to regulation 27.3 of Annex VI of the Convention, covering ship operations from (01/01/yyyy) through (31/12/yyyy).

This Statement of Compliance is valid until (dd/mm/yyyy)

Issued at:
(place of issue of Statement)

Date (dd/mm/yyyy)
(date of issue) (signature of duly authorized official issuing the Statement)

(seal or stamp of the authority, as appropriate)

⁹ Alternatively, the particulars of the ship may be placed horizontally in boxes.

¹⁰ In accordance with the IMO ship identification number scheme (resolution A.1078(28)).

ANNEX 2

RESOLUTION MEPC.XXX(XX)

(Adopted on [same date as adoption of draft amendments for Establishment of the International Maritime Sustainability Funding and Reward Mechanism])

[20XX] GUIDELINES FOR THE ESTABLISHMENT AND GOVERNANCE OF THE INTERNATIONAL MARITIME SUSTAINABILITY FUND, AND COLLECTION OF CONTRIBUTIONS AND DISBURSEMENT OF REWARDS (FEEBATES) UNDER CHAPTER 6 OF MARPOL ANNEX VI

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that it adopted, by resolution MEPC.XXX(XX), Amendments to the annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (regulations on greenhouse gas emissions reduction research and development in MARPOL Annex VI),

RECALLING FURTHER that it adopted, by resolution MEPC.229(65) Promotion of technical cooperation and transfer of technology relating to improvement of energy efficiency of ships,

RECALLING FURTHER the Organization's Strategic Plan 2018 to 2023, adopted by resolution A30/Res.1110, that identifies that to achieve the goal of uniform implementation, the Organization will continue to develop and execute projects to provide targeted capacity building and technical cooperation that fosters, promotes and supports implementation efforts, especially those of developing countries, and will continue to pay particular attention to the needs of small island developing States (SIDS) and least developed countries (LDCs),

NOTING that the aforementioned amendments to MARPOL Annex VI, which included a new chapter 6 on an International Maritime Sustainability Funding and Reward Mechanism entered into force on [XXX],

NOTING ALSO that regulation 33 of MARPOL Annex VI, as amended, requires the Organization to establish an IMO Maritime Sustainability Fund (IMSF) for the principal purpose of providing financial support to International Maritime Sustainability Funding and Reward (IMSF&R) mechanism,

NOTING FURTHER that regulation 34 of MARPOL Annex VI, as amended, requires the establishment of a Charter for the governance of an International Maritime Sustainability Board (IMSB) and its relationship with the Organization,

RECOGNIZING that the aforementioned amendments to MARPOL Annex VI require the adoption of relevant guidelines for uniform and effective implementation of the regulations and to provide sufficient lead time for the Organization and Administrations to prepare,

HAVING CONSIDERED, at its [eighty-XXX] session, draft [20XX] Guidelines for the establishment and governance of the International Maritime Sustainability Board and collection of contributions to and rewards from the IMO Maritime Sustainability Fund under chapter 6 of MARPOL Annex VI,

1 ADOPTS the [20XX] Guidelines for the establishment and governance of the International Maritime Sustainability Fund and collection of contributions to and rewards (feebates) from the IMO Maritime Sustainability Fund under Chapter 6 of MARPOL Annex VI (the [20XX] Guidelines), as set out in the annex to the present resolution;

2 INVITES the Organization to take the annexed [20XX] Guidelines into account when developing and implementing the requirements set forth in Chapter 6 of MARPOL Annex VI, as amended;

3 AGREES to keep the [20XX] Guidelines under review in light of the experience gained with their implementation.

ANNEX

[20XX] Guidelines for the establishment and governance of the International Maritime Sustainability Fund and collection of contributions and disbursement of rewards (feebates) under Chapter 6 of MARPOL Annex VI

Introduction

1 The purpose of these guidelines is to direct the Organization's governance and the operation of IMO Maritime Sustainability Fund (IMSF) to be established under Chapter 6 of MARPOL Annex VI.

IMO Maritime Sustainability Fund

Purpose of the IMSF

2 The principal purpose of the IMSF is administer the collection of contributions by ships to provide financial support to the International Maritime Sustainability Funding and Reward (IMSF&R) mechanism.

3 [The [Revised IMO Strategy on Reduction of GHG emissions from ships [(MEPC.XXX(80))], identifies that the Organization recognizes that developing countries, in particular LDCs and SIDS, have special needs with regard to capacity-building and technical cooperation.]

4 In addition to funding rewards (feebates) to ships for CO₂ emissions prevented by the use of eligible alternative fuels, the IMSF is to provide funding for the IMO Maritime Sustainability Board (IMSB) to support maritime GHG reduction efforts of developing countries, in particular LDCs and SIDS, including deployment of alternative maritime fuel production facilities and bunkering infrastructure for the supply of low-carbon and zero-carbon fuels for use by international shipping, as well as support for R&D and, inter alia, the IMO GHG-TC Trust Fund.

Management of IMSF

5 The IMO Maritime Sustainability Fund (IMSF) should be established, managed and operated without cost to the Organization, and once the IMSF is operational, costs can be recovered from the IMSF.

Oversight of the IMSF by the Marine Environment Protection Committee

6 The Committee should establish arrangements, inter alia, for the approval of the annual budget and expenditure of the IMSF, and oversight of the IMSF's management functions.

- 7 The specific responsibilities of the Committee should include, but not be limited, to:
- .1 providing general oversight on the strategic direction and annual budget of the IMSF;
 - .2 ensuring that the IMSF performs its duties and responsibilities consistent with the requirements of Chapter 6 of MARPOL Annex VI;

- .3 ensuring that sufficient funds are available in any calendar year to fund the rewards for which ships using alternative fuels are eligible, adjusting the reward rate and/or the funds used to support the activities of the IMSB as may be required in subsequent calendar years;
- .4 approving the overall annual operating budget for the IMSF;
- .5 undertaking independent financial audits of the IMSF concerning the management and administration of its funds and related investments to ensure that the IMSF fully meets its fiduciary responsibilities, including the accounting of funds expended; and
- .6 advising upon recommendations made by the IMSB to modify and adjust the IMSF strategy and budget, as appropriate

Collection of contributions from ships to IMSF

8 The IMSF should establish an IMSF account for each ship to which Chapter 6 of MARPOL Annex VI applies, in accordance with the IMO ship identification scheme ([resolution A.1078\(28\)](#)) to which contributions can be submitted by the Company responsible for that ship as defined by paragraph 2.8 of regulation 2 of MARPOL Annex VI.

9 No later than one month after receiving the data as specified in regulation 35.4 of MARPOL Annex VI, the IMSF should provide a provisional statement for each ship which sets out the total contribution to be made to the IMSF for the previous calendar year, as required under regulation 35.1 of MARPOL Annex VI.

10 No later than one month after receiving the contribution from each ship, as required under regulation 35.1 of MARPOL Annex VI, the IMSF shall provide an IMSF Annual Account Statement to each ship confirming that the total contribution to be made to the IMSF for that ship for the previous calendar year has been made, in accordance with regulation 35.5 of MARPOL Annex VI.

11 The mechanism for the IMSF to collect contributions should allow the Company, as defined by paragraph 2.8 of regulation 2 of MARPOL Annex VI, that is responsible for making contributions on behalf of the ship, to make a single annual contribution calculated from the data reported to the IMSF in accordance with regulation 35.4 of MARPOL Annex VI. In addition, the mechanism should allow the Company the option to make contributions in advance, on a quarterly basis or as frequently as may be required, based on fuel oil purchased for consumption by the ship.

Funding of rewards (feebates) by the IMSF

12 Funding of rewards by the IMSF should be as follows:

- .1 for ships using eligible alternative fuels, as defined by Guidelines adopted by the Organization, that are delivered to and intended for combustion purposes for propulsion or operation on board a ship;
- .2 determined using eligible alternative fuels data submitted by the ship to the Administration pursuant to the requirements of regulation 27 of MARPOL Annex VI (IMO Data Collection System); and

- .3 at a reward rate agreed by the MEPC of US\$ per tonne of CO₂ emissions prevented compared to using marine diesel/gas oil, calculated in terms of the energy consumed by combusting diesel/gas oil.

13 Funding of support for this purpose should be decided by the Committee, and for first five years after entry into force of Chapter 6 of Annex VI should comprise at least [65]% of the total contributions made by ships in accordance with regulation 35 of Chapter 6 of MARPOL Annex VI during any calendar year.

14 Funding of rewards to ships should not commence until the second calendar year following entry into force of Chapter 6 of MARPOL Annex VI.

15 The necessary funding for rewards by the IMSF should be reviewed by the Committee within five years following the entry into force of Chapter 6 of MARPOL Annex VI.

Reward rate for CO₂ emissions prevented by use of eligible alternative fuels

16 For the first five years of implementation, the reward rate per tonne of CO₂ emissions prevented will be determined by the Committee using the average global price of marine diesel/gas oil during the five-year period preceding adoption of Chapter 6 of MARPOL Annex VI, expressed as [xx]% of this amount as decided by the Committee.

17 The reward rate will be reviewed within five years of the entry into force of Chapter 6 of MARPOL Annex VI.

Funding to support activities of the International Maritime Sustainability Board

18 Funding of support for the purposes set out in regulation 33.2.3 of Chapter 6 of MARPOL Annex VI should be decided by the Committee and, provided IMSF funds are used for these purposes, GHG reduction projects and programmes supported by this funding may be administered by other United Nations agencies.

Funding of R&D projects and programmes

19 Funding of R&D projects and programmes by the IMSF and administered by the IMSB should be as follows:

- .1 for projects and programmes to be undertaken solely or jointly by grantees in developed countries only, the grantee(s) may be required to provide an appropriate level of co-funding as may be agreed between the IMSB and the grantee(s);
- .2 for projects and programmes to be undertaken solely or jointly by grantees in developing countries, no co-funding will be required; and
- .3 for projects and programmes to be undertaken jointly by grantees in one or more developed countries plus one or more developing countries, no co-funding will be required.

International Maritime Sustainability Board (IMSB)

Management of IMSB

20 The IMSB should be established, managed and operated without cost to the Organization, and once the IMO Maritime Sustainability Fund (IMSF) is operational, costs can be recovered from the IMSF.

IMSB Charter

21 The IMSB Charter should set out, inter alia, the primary objectives of the IMSB, critical principles and operating parameters including, without prejudice to existing national laws and regulations.

22 With respect to support for R&D, the Charter should set out treatment of intellectual property rights, collaboration with related R&D initiatives, selection procedures for the IMSB Board of Directors, conflict of interest provisions, criteria and procedures for eligibility and review of R&D proposals made to the IMSB including technology readiness levels (TRLs); and other criteria as may be necessary.

Oversight of the IMSB by the Marine Environment Protection Committee

23 The Committee should establish arrangements, inter alia, for the approval of the annual budget and expenditure of the IMSB, oversight of the IMSB's management functions and work in accordance with the IMSB Charter, and approval of the appointment of the IMSB's senior officers.

- 24 The specific responsibilities of the Committee should include, but not be limited, to:
- .1 providing general oversight and advice to the IMSB and its Board of Directors on the strategic direction and annual budget of the IMSB;
 - .2 ensuring that the IMSB performs its duties and responsibilities consistent with the objectives set forth in the IMSB Charter;
 - .3 approving the overall annual operating budget for the IMSB after considering recommendations and other relevant information provided by the IMSB and its Board of Directors;
 - .4 undertaking independent financial audits of the IMSB concerning the management and administration of its funds and related investments to ensure that the IMSB fully meets its fiduciary responsibilities, including the accounting of funds expended for GHG reduction projects and programmes, grants, and other funding provided by the IMSB using IMSF funds; and
 - .5 advising upon recommendations made by the IMSB to modify and adjust the IMSB strategy and budget, as appropriate.

ANNEX 3

RESOLUTION MEPC.XXX(XX)
(Adopted on [same date as adoption of draft amendments for Establishment of the International Maritime Sustainability Board and IMO Maritime Sustainability Fund])

**CONTRIBUTION TO AND REWARD FROM THE
IMO MARITIME SUSTAINABILITY FUND**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that it adopted, by resolution MEPC.XXX(XX), Amendments to the annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (IMO Maritime Sustainability Fund),

NOTING that the aforementioned amendments to MARPOL Annex VI, which included a new Chapter 6 requiring the Organization to establish an IMO Maritime Sustainability Fund (IMSF), entered into force on [XXX],

NOTING ALSO that regulation 35.1 of MARPOL Annex VI, as amended, requires each ship to make a contribution to the IMSF,

NOTING FURTHER that regulation 36.1 of MARPOL Annex VI, as amended, requires each ship using eligible alternative fuels to receive a reward from the IMSF,

RECOGNIZING that the aforementioned amendments to MARPOL Annex VI require the Organization to determine a fixed rate and value for the contribution,

ACKNOWLEDGING that the contribution to the IMSF will only be used to provide funding required for the purposes specified under regulation 33.2 of MARPOL Annex VI,

HAVING CONSIDERED, at its [eighty-XXX] session, a draft Contribution to and Reward from the IMO Maritime Sustainability Fund,

1 ADOPTS the Contribution to and Reward from the IMO Maritime Sustainability Fund, as set out in the annex to the present resolution;

2 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the contribution to the attention of shipowners, ship operators, charterers, port State authorities and any other interested parties.

ANNEX

**CONTRIBUTION TO AND REWARD FROM THE
IMO MARITIME SUSTAINABILITY FUND**

[NB: This will need to be adjusted to reflect the LCA guidelines to be adopted at MEPC 80 including treatment of upstream emissions. The rate of contribution shown and the examples of eligible alternative fuels are for illustrative purposes only¹]

Contribution to the IMO Maritime Sustainability Fund

1 Pursuant to regulation 35.1 of MARPOL Annex VI, the contribution made to the IMO Maritime Sustainability Fund for each ship shall be calculated as follows:

Rate of contribution: [US\$12.4766] per tonne of CO₂ emitted by the ship

For liquid fuel oil including Diesel/Gas Oil, Light Fuel Oil (LFO) and Heavy Fuel Oil (HFO):² equivalent to [US\$40] per tonne of liquid fuel oil consumed by the ship

For LPG:³ equivalent to [US\$37.80] per tonne of LPG consumed by the ship

For LNG: equivalent to [US\$34.31] per tonne of LNG consumed by the ship

For methanol: equivalent to [US\$17.16] per tonne of methanol consumed by the ship

For Ethanol: equivalent to [US\$23.87] per tonne of ethanol consumed by the ship

For Ammonia: equivalent to [US\$0.00] per tonne of ammonia consumed by the ship

For Hydrogen: equivalent to [US\$0.00] per tonne of hydrogen consumed by the ship

For Bio-diesel: equivalent to [US\$35.76] per tonne of bio-diesel consumed by the ship

For HVO: equivalent to [US\$40] per tonne of HVO consumed by the ship.

2 In the case of a ship equipped with a dual-fuel main or auxiliary engine, the ship shall provide the IMSF with fuel oil consumption data for both types of fuel, as provided to the Administration in accordance with regulation 27.3 of MARPOL Annex VI.

3 Notwithstanding the requirement under regulation 35.1 of MARPOL Annex VI for a ship to make a contribution to the IMSF, the entity ultimately responsible for paying for the cost of the fuel oil should ultimately be responsible for meeting the cost of the contribution. When a ship is operating under a charter party clause which requires the charterer to pay for the fuel oil purchased for consumption on that ship, the cost of the associated contribution to the IMSF for that ship should be the responsibility of the charterer.

¹ Fuel types and calculations based on document ISWG-GHG 11/2/3 (Australia et al.) Table 2 - Tank to Wake default emission factors.

² For the purpose of calculating the contribution to the IMSF, the CO₂ emission of all types of liquid fuel oil are treated as being equal to Diesel/Gas Oil.

³ The CO₂ emissions of butane LPG is regarded as equal to propane.

4 To avoid double counting of CO₂ emissions, both in measures adopted by the Organization and other regional or national measures, the mandatory contribution by a ship to the funding mechanism established for international shipping should not be duplicative, and emissions or fuel consumption for the basis of such a contribution should be accounted for only once.

Reward from the IMO Maritime Sustainability Fund

5 Pursuant to regulation 36.1 of MARPOL Annex VI, the reward from the IMO Maritime Sustainability Fund for each ship using eligible alternative fuels⁴ shall be calculated as follows:

Rate of Reward: [US\$XX] per tonne of CO₂ emissions prevented

For Methanol: equivalent to [US\$XX] per tonne of methanol consumed by the ship, based on an energy density ratio by mass compared to diesel/gas oil of 0.466;⁵

For Ammonia: equivalent to [US\$XX] per tonne of ammonia consumed by the ship, based on an energy density ratio by mass compared to diesel/gas oil 0.436;²

[NB: Other eligible alternative fuels may be added by the MEPC when this Guideline is adopted, provided the conversion factor is no more than [XX]% of diesel/gas oil.]

⁴ Eligible alternative fuels to be decided by the Committee.

⁵ Energy density ratio derived from draft LCA guidelines expected to be adopted by MEPC 80.

ANNEX 4
RESOLUTION MEPC.XXX(XX)
(Adopted on [XXXX])

**CHARTER FOR THE ESTABLISHMENT AND GOVERNANCE OF THE
INTERNATIONAL MARITIME SUSTAINABILITY BOARD**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that it adopted, by resolution MEPC.XXX(XX), Amendments to the annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (regulations on greenhouse gas emissions reduction research and development in MARPOL Annex VI),

NOTING that regulation 33.1 of MARPOL Annex VI, as amended, requires the Organization to establish an International Maritime Sustainability Board (IMSB), in accordance with the Charter to be established by the Organization, pursuant to regulation 33.2 of MARPOL Annex VI,

RECOGNIZING that the aforementioned amendments to MARPOL Annex VI require the adoption of relevant guidelines for uniform and effective implementation of the regulations and to provide sufficient lead time for the Organization and Administrations to prepare,

HAVING CONSIDERED, at its [eighty-XXX] session, the draft Charter for the Management of the International Maritime Sustainability Board under Chapter 6 of MARPOL Annex VI,

1 ADOPTS the Charter for the Management of the International Maritime Sustainability Board (IMSB) under Chapter 6 of MARPOL Annex VI as set out in the annex to the present resolution;

2 AGREES to keep this Charter under review.

ANNEX

**Charter for the Establishment and Governance of the
International Maritime Sustainability Board (IMSB)**

Article 1
Establishment

(1) The International Maritime Sustainability Board (IMSB) is established by the Organization pursuant to regulation 34.2 of MARPOL Annex VI, in accordance with guidelines adopted by the Organization.

(2) The IMSB shall be established, managed and operated without cost to the Organization. Once the IMO Maritime Sustainability Fund (IMSF) is operational, costs can be recovered from the IMSF. Start-up funds required to establish the IMSB shall also be repaid from the IMSF.

Article 2
Mandate

(1) The mandate and purpose of the International Maritime Sustainability Board (IMSB) is to support:

- (a) capacity-building and negative impact mitigation in developing countries, especially SIDS and LDCs, including deployment of alternative maritime fuel production facilities and new bunkering infrastructure that may be required to expedite transition;
- (b) funding, inter alia, for the IMO GHG-TC Trust Fund and IMO CARES programme, to support other maritime GHG reduction projects in developing countries, especially SIDS and LDCs; and
- (c) funding for applied research and development (R&D) programmes of alternative fuels and innovative technologies.

(2) The IMSB and its projects and programmes shall be funded using funds provided by the IMO Maritime Sustainability Fund (IMSF) and other supplementary sources of funding including co-funding of specific programmes and projects undertaken through the IMSB.

(3) Provided IMSF funds are used for purposes set out under regulation 33.2.3 of Chapter 6 of MARPOL Annex VI, GHG reduction projects and programmes supported by the IMSB using IMSF funding may be administered by other United Nations agencies.

Article 3
Objective of the IMSB

(1) The primary objective of the IMSB is to meet the above mandate through the disbursement of funds contributed to the IMSF in support of those purposes identified by regulation 32.2.3 of Chapter 6 of MARPOL Annex VI and Article 2 of this Charter.

(2) The IMSB shall achieve this objective in a manner that is transparent, credible, and trusted, while remaining aligned with the objectives of the IMO GHG Strategy.

Article 4
Management and Organization of the IMSB

- (1) The IMSB shall be composed of the IMSB Board of Directors, an Executive Director, Administrative Director, Chief Financial Officer, General Counsel, and other professional and administrative staff to perform the managerial functions and responsibilities necessary to the successful operation of the IMSB (see figure 1 set out in appendix 1 to this document).
- (2) The IMSF will provide the financial resources necessary to support the programmatic work of the IMSB that will include grants and contracts to qualified entities and other qualified parties undertaking projects and programmes authorized by the IMSB. The IMSF will also provide the necessary financial resources to support the IMSB Secretariat including salaries, office space, and all other related expenses.
- (3) The IMSB Board of Directors shall consist of [11] individuals, including a Chairperson, who are non-governmental professionals with extensive experience and recognized expertise in one or more of the following fields: shipping, ports, low- and zero-carbon fuels and technologies, environmental policy, energy policy and other expertise relevant to the mandate of the IMSB.
- (4) The IMSB Board of Directors shall be geographically balanced (e.g. with reference to the five United Nations regions), and equitably represent developing and developed countries. The IMSB Board of Directors shall endeavour to make all reasonable efforts to ensure gender balance in all appointments including to the IMSB Board of Directors.
- (5) The term lengths for the Board of Directors shall be initially staggered, with four members serving one-year terms, four members serving two-year terms, and three members serving three-year terms. The standard term length after each initial term shall be three years, and Board Members will be able to serve a maximum of two terms. To serve a second term a Board Member must again be nominated and selected via the same process that a new nominee would face. Using this process, each year, approximately one-third of the Board's seats shall rotate to new nominees, or in some cases, will be retained for a Board Member's second term. Consequently, the Board of Directors will always have members with sufficient IMSB-specific experience.
- (6) The initial Chairperson of the Board will be selected by the IMO Secretary-General from a list of candidates provided by the IMSB Nominating Committee. The remaining [10] initial IMSB Board Members will then be selected by the Chairperson from a list of candidates named by the IMSB Nominating Committee.
- (7) The IMSB Nominating Committee shall be composed of [21] members. Of these [21] members, [10] shall be Government representatives, [8] shall be from the shipping industry, and [3] shall be from academia and environmental NGOs. The IMSB Nominating Committee may utilize professional assistance for nominating prospective Board Members consistent with paragraph 7 below. Once the IMSB Board of Directors has been established, subsequent nominations to ensure continuity of the Board (consistent with the term lengths outlined in paragraph 4) shall be made by the IMSB Nominating Committee with the approval of the IMSB Board of Directors. Interviews and other evaluations may be performed as the IMSB Nominating Committee, Executive Director, and IMSB Board of Directors deem appropriate.
- (8) The IMSB Nominating Committee shall ensure that nominees for the IMSB Board of Directors are non-governmental professionals with experience, *inter alia*, in: shipping, shipping, ports, low-carbon and zero-carbon fuels and technologies, environmental policy, energy policy and other expertise relevant to the mandate of the IMSB. Specific criteria and guidance outlining expertise and experience are set out in appendix 2 of this document.

