



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

TRANSPORT GROUP / REDUCING SURFACE TRANSPORT EMISSIONS / MARITIME EMISSIONS & ENVIRONMENT

Maritime Emissions Reduction National Action Plan

Scoping paper for Consultative Group

June 2023

Contents

1. INTRODUCTION	3
1.1 Purpose of this Scoping Paper	3
1.2 Why produce a Maritime Emissions Reduction National Action Plan?	4
1.3 What is a Maritime Emissions Reduction National Action Plan?	5
1.4 Key existing maritime reduction initiatives	6
2. THE MERNAP	7
2.1 Aim of the MERNAP	7
2.2 Scope of the MERNAP	7
2.3 MERNAP development process	9
3. THE CONSULTATIVE GROUP	11
3.1 Consultative Group's Role	11
3.2 Department's Role	12
4. CONCLUSION	12
Attachment 1: MERNAP Consultative Group Draft Terms of Reference	13

1. INTRODUCTION

The Australian Government has been delivering on its election commitments to reduce emissions. The Government has legislated an economy-wide net zero emissions target by 2050 and committed to develop a Transport and Infrastructure Net Zero Roadmap and Action Plan to reduce emissions across this sector of the economy. In line with these commitments, the Government is turning its attention to emissions abatement measures across other transport modes, including maritime, rail, aviation, heavy vehicles and active transport.

While emissions in the maritime sector are generally harder to abate than in other domestic transport modes, there exist significant opportunities for Australia to decarbonise maritime shipping. The Government has ambitions for Australia to be a green energy superpower, both to facilitate new export industries and to help meet our net zero commitments across the whole economy. The maritime sector has a key role to play in these efforts, with opportunities in facilitating green energy export hubs, bunkering new low and zero emissions fuels, and addressing port emissions.

At the second Maritime Industry Australia limited (MIAL) Decarbonisation Summit in October 2022, the maritime industry called on the Government to demonstrate leadership by developing a national action plan for decarbonisation to identify and prioritise opportunities for public-private partnerships and strategic international alliances to accelerate the sector's transition to net zero.

In line with the Government's climate change agenda, and in support of the calls from MIAL and other industry stakeholders, the Government committed in the May 2023 Budget to develop a Maritime Emissions Reduction National Action Plan (MERNAP) in FY2023-24. To support our national emissions reduction targets, the MERNAP seeks to capitalise on the opportunities of greener shipping, and signal to global trading partners Australia's practical pathway to zero emission shipping in our waters and ports.

Informed by an industry co-design approach, the MERNAP will set the strategic direction and include commitments to concrete actions to decarbonise our maritime transport sector and contribute towards reducing international shipping emissions. The plan will seek to identify opportunities and future-proof the domestic maritime industry, ensuring it is not left behind in the global zero emissions transition.

Involvement in the MERNAP development offers the opportunity for meaningful industry input in shaping Australia's maritime emissions reduction policies. The relationships that are established through this process will be key to the ongoing collaboration between government and industry, up and down the value chain in setting, and acting on, an ambitious and practical national action plan.

Over the next 12 months, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) will work in partnership with the Consultative Group and other maritime stakeholders to draft the MERNAP for Government endorsement.

1.1 Purpose of this Scoping Paper

Led by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts the MERNAP will be co-designed by the Australian Government, industry and academic representatives. This Scoping Paper has been drafted to share current Departmental knowledge and thinking on the development of the plan with the Consultative Group. This paper outlines the context of the development of the plan, the proposed scope, key considerations, and proposed ways of working among key parties. Further information on the governance of the Consultative Group is set out in a draft Terms of Reference (**Attachment A**).

The MERNAP will be designed in an iterative manner. The Department proposes to bring issues papers to the Consultative Group (with the Scoping Paper being the first), to be reviewed by the Group and redrafted as determined. These issues papers will then be tested with broader stakeholders and will inform the development of the MERNAP.

1.2 Why produce a Maritime Emissions Reduction National Action Plan?

The Paris Agreement aims to limit global warming to well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5 degrees Celsius. In line with this goal, many countries, including Australia have committed to achieving net zero emissions. The global maritime sector is also heeding the calls on decarbonisation, with a myriad of State and business-based initiatives in support of net zero targets. This drive towards decarbonisation will fundamentally change the global maritime sector, and if Australia is to reap the benefits from these efforts, industry and government need to take coordinated action.

The Government's commitment to develop a MERNAP is in line with the Government's climate change agenda, and in support of the calls from industry and the international Maritime Organization (IMO). The MERNAP is expected to meet the following objectives:

Support Australia's national emissions reduction targets and contribute to cutting global emissions

In the domestic context, the Australian Government has legislated its objective to achieve a 43 per cent reduction in emissions by 2030, net zero emissions by 2050, and committed to contribute to global efforts to combat climate change. While shipping currently makes up a small portion of overall domestic greenhouse gas (GHG) emissions (1.9 per cent in 2020), due to our reliance on shipping for exports and imports, and long trade routes, Australia is a significant contributor to global GHG emissions from shipping. Global shipping emissions are generally considered difficult to abate and make up almost three per cent of global GHG emissions. The abatement challenge is due to the significant investment in vessel purchases, long life-span of ships (up to 30 years), and the nascent level of low and zero emissions propulsion technologies and fuels. There is also competing demand for low and zero carbon maritime fuel sources from the road transport and aviation sectors. However, in recent years, there has been increasing investment in low and zero emissions technologies, policies and new investments in the port and shipping sector. The MERNAP will help guide the decarbonisation of our domestic maritime sector and the role Australia could play in reducing international shipping emissions.

Identify and support opportunities from decarbonising the shipping sector

There are significant opportunities for Australia, and Australian industries from decarbonising shipping and the maritime sector. The MERNAP will be designed to seek out and capitalise on the opportunities of greener shipping. Such opportunities align with Australia's intention to be a major exporter of the zero emission fuels of the future. This can be facilitated through approaches to bunkering new zero emission fuels, facilitating 'green exports', decarbonising ports, delivering jobs and developing new industries. The MERNAP will help identify how our domestic maritime and energy sectors could take advantage of these new economic opportunities and attract investment to Australia.

Assist in future-proofing the Australian maritime sector

Not only are there are significant opportunities in green shipping, there are also significant risks of inaction. Global supply chains and major trading partners are deploying low and zero emissions targets and policies. If the domestic maritime sector does not respond accordingly, there is a risk of a less orderly and more urgent transition that could lead to greater costs and risks in the future. Developing the MERNAP will aim to design an orderly transition, including identifying barriers, skills and investments required, support improved planning, and lower overall transition costs for industry.

Signal to global trading partners Australia's practical pathway to net zero emission shipping in our waters and ports

In April 2018 the International Maritime Organization (IMO) adopted resolution MEPC.304(72) on the Initial IMO Strategy on reduction of GHG emissions from ships. This strategy identifies levels of ambition including 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 soon as possible in this century. The MERNAP will outline how Australia could engage effectively with international partners, including through green shipping collaborations, to set global shipping on a trajectory towards net zero emissions by 2050.

1.3 What does a Maritime Emissions Reduction National Action Plan look like?

There is no fixed template for what the MERNAP could include. The MERNAP will be designed to meet the needs of the Australian maritime sector and be aligned with government policy. It will have both domestic and international aspects as the two are linked.

It is envisaged that Australia's MERNAP will, through co-design with industry:

- provide the evidence base to support the domestic maritime sector's transition to low and zero emissions
- chart a policy pathway, identify investments and recommendations to facilitate the domestic maritime transition
- set out Australia's strategic engagement and actions to meet international commitments to reduce global shipping emissions
- develop a clear implementation plan.

In November 2020, the IMO adopted resolution MEPC.327(75) encouraging Member States to develop and submit voluntary National Action Plans (NAPs) to address GHG emissions from ships, outlining respective domestic policies and actions. NAPs may be developed by Member States willing to initiate early actions at national level to facilitate the reduction of GHG emissions from ships without awaiting the entry into force of global mandatory measures by the IMO. The resolution proposes that the NAPs could include, but are not limited to:

- improving domestic institutional and legislative arrangements for the effective implementation of existing IMO instruments
- developing activities to further enhance the energy efficiency of ships
- initiating research and advancing the uptake of alternative low and zero carbon fuels
- accelerating port emissions reduction activities, consistent with IMO resolution MEPC.323(74), that invites Member States to promote the consideration and adoption by ports within their jurisdiction, of regulatory, technical, operational and economic actions to facilitate the reduction of GHG emissions from ships. Those could include but are not limited to the provision of:
 - onshore power supply (preferably from renewable sources)
 - safe and efficient bunkering of alternative low and zero carbon fuels
 - incentives promoting sustainable low and zero carbon shipping
 - support for the optimisation of port calls.
- fostering capacity-building, awareness-raising and regional cooperation
- facilitating the development of infrastructure for green shipping.

Currently seven countries (Finland, India, Japan, Marshall Islands, Norway, Singapore and the United Kingdom) have submitted their National Action Plans to the IMO¹. These plans vary in their focus, content, format and specificity.

¹ <https://www.imo.org/en/ourwork/environment/pages/relevant-national-action-plans-and-strategies.aspx>

1.4 Key existing maritime reduction initiatives

Both government and industry have committed to a broad range of decarbonisation initiatives. These initiatives are currently not linked or coordinated under a national approach. The MERNAP can help tie these initiatives together, providing a proactive strategy that seeks to efficiently guide future investments.

At a high-level, current action to reduce maritime emissions include:

By **Australian governments** (Federal, State and Territory):

- investing in the development of clean hydrogen industrial hubs near ports to produce renewable hydrogen-derived fuels for domestic use and export (including for fuelling ships)
- reviewing and developing responsive regulatory frameworks to accommodate technological advancements in the clean energy space
 - including developing a domestic Guarantee of Origin (GO) certification scheme by the Federal Government to track and certify emissions from locally-produced hydrogen
- engaging in international partnerships to establish hydrogen value chains and accelerate the deployment of low and zero carbon maritime technologies
 - the Federal government has also signed up to several international initiatives to establish green shipping corridors
- working to sustainably manage 100% of our national waters, guided by a national Sustainable Ocean Plan, by 2025
- developing a Maritime Single Window to improve port efficiency and reduce emissions.

By **Australian ports**:

- incorporating sustainability considerations (including efficiency and emissions reduction measures) in core business planning and operations to future-proof the sector
- monitoring and reporting their GHG emissions
 - with major Australian port operators setting net zero Scope 1 and 2 emissions by 2030 or earlier
- investing in studies and port infrastructure to be ready to bunker alternative fuels for local use and export
- implementing a Vessel Arrival System (currently at Port of Newcastle)
- establishing renewable onshore power (currently planned for Sydney Harbour by 2024).

By **Australian companies and businesses**:

- investing in scaling up the production of renewable fuels
- designing and building green vessels, particularly in niche markets (e.g. high-speed passenger craft)
- partnering with other international companies to establish specific green shipping corridors
- developing low emissions maritime technologies and rolling out enabling infrastructure (e.g. electric vehicle charging stations at ports)
- offering carbon neutral shipping options
- adopting sustainable fishing practices, including converting to more efficient, less fuel intensive, fishing vessels
- establishing multi-sectorial collaborative platforms and key stakeholder networks to share information and improve strategic coordination to decarbonise the maritime sector.

2. THE MERNAP

2.1 Key Considerations of the MERNAP

Australia's MERNAP will be fit-for-purpose, recognising our unique position as an island nation, the makeup of our fleet and maritime transport industry, and the opportunities that are presented through decarbonising global shipping. As such the specific makeup of the plan will be determined through the industry co-design process.

The aim of Australia's MERNAP will be to identify the roles that the government and industry can jointly play in decarbonising the domestic maritime transport sector. The plan should identify and support current government and industry initiatives, identify critical gaps and chart a vision for how Australia can contribute to, and benefit from, a decarbonised global maritime industry.

In developing the MERNAP, key consideration could be given to:

- how the government can de-risk first movers in decarbonising the maritime sector
- how the domestic policy environment can be enhanced to support maritime decarbonisation
- how the government can prioritise the most cost-effective measures to reduce maritime emissions
- identifying opportunities for Australian industry and Australian innovation
- how Australia can use its position as an important global trading partner to contribute to a decarbonised world
- how joint government and industry approaches can further expand on current international engagement strategies (e.g. green shipping corridors) to ensure effective collaboration along the energy-port-shipping nexus
- how the sum of proposed actions, initiatives and investments can synergise to create greater maritime emissions abatements.

In addition to developing a practical, forward-looking plan, the co-design process will increase understanding between government and industry stakeholders, for ongoing enhanced collaboration.

2.2 Scope of the MERNAP

In meeting emissions reduction targets set by the Australian Government and the IMO, the MERNAP will take a commensurately ambitious approach. Recognising the transnational nature of maritime emissions, the scope of investigations, discussions, consultation and policy action will take an 'energy-port-shipping' approach. This approach will seek to leverage domestic decarbonisation activities in support of international action and engagement.

The MERNAP will consider all aspects of the maritime sector from the port-gate out to sea. The MERNAP will also have a view to the energy supply chain in respect to the transport of fuels into the port site for use in bunkering. The plan will not include the production of fuels, or the exporting of fuels as a commodity. These areas are covered by other existing government initiatives.

The MERNAP will include consideration of:

- ship emissions – across:
 - commercial shipping vessels and associated service vessels; and
 - large domestic commercial vessels (e.g. ferries and large fishing vessels)
- port emissions
- solutions for bunkering future (zero and low-emissions fuels)
- future fuel technologies on ships

- greenhouse gasses (not just CO₂)
- scope 1, 2 and 3 emissions categories
- energy efficiency
- enabling regulation and policies
- enabling international agreements and engagements
- skills development requirements
- opportunities for Australian industries
- key and strategic investment areas for state, territory and federal government
- just transition considerations to mitigate impact on the workforce.

In considering these areas the Consultative Group will help drive the development of a high-level plan on how the domestic maritime sector would contribute to the economy-wide target of net zero emissions by 2050. Consideration will be given to the most cost-effective emissions abatement pathway for the maritime sector. More detailed plans and strategies to realise the goals of the MERNAP will be developed over the coming years. The MERNAP should identify the specific plans and strategies that will need to occur and a timeline for the delivery of these. The Consultative Group will also help lead in the development of Key Performance Indicators (KPIs) for the implementation of the plan. The KPIs should reflect the specific approaches of the MERNAP and be practical, and able demonstrate progress towards the outcomes of the plan.

In developing approaches, investments and initiatives of the MERNAP, a broad range of possibilities should be considered. The following list provides an overview of the types of investments and initiatives that are considered within scope. The Consultative Group may identify additional initiatives not included in this list.

Potential examples of government-led initiatives:

- incentivising the development and adoption of alternative low and zero emission fuels
- investing in research and development of innovative maritime technologies
- investigate and determine the lowest cost abatement areas within the maritime sector
- implementing carbon pricing, emissions trading, or emissions regulation schemes for the domestic maritime sector
- investing in the development of green ports and promoting onshore power supply from renewable sources
- establishing partnerships with international organisations to drive global emissions reduction efforts
- offering financial support for retrofitting existing vessels with energy efficient technologies
- encouraging the development of green shipping corridors through regional cooperation
- ensuring broader social benefit from government investment.

Potential examples of industry-led initiatives:

- adopting energy efficient or low emission ship designs and technologies to reduce fuel consumption and emissions
- working with alternative fuel suppliers to establish clean marine fuel supply chains
- deploying renewable energy solutions to powering ports and port equipment
- implementing voluntary speed reduction initiatives to decrease emissions
- collaborating with research institutions to explore and develop alternative marine fuels
- establishing industry-led emission reduction targets and monitoring progress
- engaging in knowledge-sharing and collaboration platforms to promote best practices in green shipping
- pursuing certification and recognition programs for environmentally responsible operations
- investing in crew training and skills development related to sustainable shipping practices.

2.3 MERNAP development process

The process of developing the MERNAP will be driven and facilitated by the Department, with a strong emphasis on co-designing the plan in collaboration with the maritime industry through the involvement of the Consultative Group and broader industry and public consultation.

The following steps outline a proposed process for developing the MERNAP:

1. **Establish a Consultative Group (May/June 2023):** Form a Group consisting of key representatives from the government, maritime industry and academia, ensuring diverse perspectives and expertise. In its first meeting, the Consultative Group will confirm/amend its Terms of Reference and this scoping document.
2. **Identify focus areas:** Collaboratively determine the primary areas of focus for the MERNAP, such as decarbonisation technologies, alternative fuels, energy efficiency, green ports and policy development.
3. **Conduct research and analysis:** Government and industry partners should jointly undertake research and analysis to identify best practices, emerging technologies, and innovative approaches for reducing maritime emissions.
4. **Develop issues papers:** The Department will prepare issues papers on the identified focus areas, integrating insights from the research and analysis phase. These issues papers will serve as the basis for discussions within the Consultative Group.
5. **Organise Consultative Group meetings:** Schedule regular meetings for the Consultative Group to discuss, provide feedback, and iterate on the issue's papers, refining the plan's components and strategies.
6. **Deliver a high level Draft MERNAP (September 2023):** An early draft of the MERNAP to be produced to indicate direction and test views with the Minister and with the broader industry.
7. **Engage with broader stakeholder groups:** Test the issues papers and MERNAP components with a wider range of stakeholders, including public consultations, to gather feedback and ensure the plan addresses the needs and concerns of various interest groups.
8. **Finalise the MERNAP (March 2024):** Integrate feedback from the Consultative Group and broader stakeholder consultations into the MERNAP, ensuring that the plan is comprehensive, actionable, and well-supported by both the government and the maritime industry.
9. **Monitor progress and review (from May 2024):** The Department will monitor progress of the MERNAP based on the KPIs developed in the plan. Periodic reviews may also be required to assess the effectiveness of the plan and make necessary adjustments.

By following this collaborative, co-design approach, the Government and maritime industry will develop a robust and effective MERNAP that is tailored to the unique needs and opportunities of Australia's maritime sector.

A timeline for the development of the MERNAP in FY2023-24 is shown below:

May 2023	May – June	July 2023	Aug 2023	Sep 2023	Oct – Feb 2024	March 2024	May 2024
Public Announcement: of the development of MERNAP	Establishment of Consultative Group and industry consultation	Release Public Consultation documents / issues papers	Industry, government and public consultation	High-level MERNAP framework to Government	Industry, government and public consultation	Final MERNAP to Government	Published MERNAP

3. THE CONSULTATIVE GROUP

3.1 Consultative Group's Role

The Consultative Group will provide the direction and expert input to drive the development of the MERNAP – a full Terms of Reference is at **Attachment 1**.

The key roles that the Consultative Group will undertake include:

1. Identify existing maritime decarbonisation projects within Australia to both increase awareness and profile what is being done in the region and provide the context for the development of the plan.
2. Identify the 'low hanging' fruit in terms of what low carbon opportunities exist and how to accelerate implementation.
3. Support the investigation of drivers that could facilitate the necessary transformation such as:
 - funding, investment, and grant opportunities
 - development of appropriate standards and regulations to accelerate the uptake of low emissions maritime fuels and technologies
 - incentives (port, commonwealth, state government)
 - pilot programs
 - development of appropriate workforce training programs.
4. Oversee the development of a draft MERNAP by:
 - providing their expertise and advice on issues papers and documents
 - working with their own networks to test ideas and approaches
 - connecting the Department with additional expertise as required
 - raising the profile of the MERNAP development within their networks
 - participating in good-faith, honestly and without fear in the Consultative Group meetings.

The Consultative Group will be made up of representatives from the following organisations:

- Maritime Industry Australia Limited
- Ports Australia
- Shipping Australia Ltd
- Freight and Trade Alliance
- Minerals Council of Australia
- National Farmer's Federation
- Clean Energy Council
- Department of Infrastructure Transport Regional Development, Communications and the Arts
- Department of Climate Change, Energy, the Environment and Water
- Department of Foreign Affairs and Trade
- Australian Maritime Safety Authority
- Australian Maritime College
- Maritime Union of Australia

Given the dispersal of responsibility for ports and maritime shipping across Federal and State/Territory governments, there will be a government subgroup to ensure inclusion of all responsible state and territory governments.

3.2 Department's Role

The Department will be the secretariat for the Consultative Group responsible for establishing and supporting the Group to undertake its role.

As the Secretariat, the Department will:

- select Consultative Group members, with a focus on expertise and a diversity of views and backgrounds
- convene meetings (either in-person or online)
- select and convene subgroups, as required and identified by the Group
- provide regular updates for members and access to new information about technological and policy developments domestically and internationally
- facilitate equal, open and meaningful participation by all members
- consider procuring relevant studies
- develop all key documents for consideration - including scoping paper, Terms of Reference, issues papers and consultation papers
- send out documents for review and input
- develop the draft and final MERNAP documents, based on input from the Group
- undertake media and communications activities as required.
- maintain engagement with the States and Territories
- coordinate WoG at the C'lt level

4. CONCLUSION

The development of the MERNAP represents a significant opportunity for Australia's maritime sector to future-proof its operations, while actively contributing to global efforts in reducing greenhouse gas emissions and combat climate change. The MERNAP's co-design process, involving key stakeholders from both government and industry, will ensure the plan is comprehensive, actionable, and tailored to the unique needs of Australia as an island nation.

By focusing on decarbonisation technologies, alternative fuels, energy efficiency, green ports, and policy development, the MERNAP will facilitate the transition towards a more sustainable and environmentally responsible maritime industry for Australia.

By working together, the Government and maritime industry will not only contribute to a net zero economy, but also unlock new economic opportunities and reinforce Australia's position as an international leader in green shipping.

Attachment 1 MERNAP Consultative Group operating procedures

The Maritime Emissions Reduction National Action Plan (MERNAP) Consultative Group is established to oversee the co-design and development of the MERNAP, in collaboration with government and key industry stakeholders. The Consultative Group will play a critical role in shaping the MERNAP, ensuring that it is aligned with the Australian Government's objectives for emissions reduction and decarbonisation in the maritime sector.

The MERNAP Consultative Group will:

- provide strategic guidance and advice on the development of the MERNAP
- review and provide feedback on issues papers
- collaborate with government and industry partners in research and analysis efforts
- ensure the MERNAP addresses the unique needs and opportunities of Australia's maritime sector
- facilitate engagement with broader stakeholder groups for consultation and feedback
- oversee the development of Key Performance Indicators for the MERNAP

Composition

The Consultative Group will be composed of key representatives from:

- the Australian Government, including relevant departments and agencies
- industry, encompassing various segments such as shipping, ports, marine services, and energy
- academia, with expertise in maritime emissions reduction, decarbonisation technologies, and policy development.

The composition of the Consultative Group should ensure diverse perspectives and expertise in the maritime sector. Membership should be reviewed periodically to maintain relevance and representation.

Co-Design Principles

The Consultative Group will adhere to best practice co-design principles, including:

- Inclusivity: ensuring diverse representation and active participation from all stakeholders
- Transparency: openly sharing information on progress and decision-making processes
- Collaboration: fostering a culture of trust, mutual respect, and shared responsibility
- Flexibility: adapting to new insights, ideas and feedback
- Iterative learning: encouraging continuous improvement and learning.

Meetings and Decision-Making

The Consultative Group will meet regularly throughout the development of the MERNAP, with a proposed schedule to be determined at the first meeting. Meetings will provide an opportunity for members to discuss, provide feedback and iterate on the issue's papers and MERNAP components. Decision-making will be consensus-based, with any disputes resolved through open dialogue and collaboration.

Responsibilities

Consultative Group members are expected to:

- actively contribute to the development of the MERNAP by providing input, expertise, and feedback
- collaborate with other members to identify focus areas, best practices and innovative approaches
- participate in Consultative Group meetings and broader stakeholder consultations
- promote the MERNAP within their respective organisations and networks
- monitor and review the progress and effectiveness of the MERNAP once implemented.

Proposed tools and approaches

The Consultative Group can use various activities and tools to facilitate the development of the MERNAP. These will be discussed and determined during the first meeting. Some options include:

- **Workshops:** organise workshops with subject matter experts and stakeholders to brainstorm ideas, discuss challenges, and identify opportunities for emissions reduction in the maritime sector.
- **Scenario Planning:** develop and analyse different future scenarios to explore the potential impacts of various decarbonisation technologies, policies and strategies on the maritime sector.
- **Stakeholder Mapping:** identify and map key stakeholders in the maritime emissions reduction landscape, ensuring that all relevant perspectives are included in the development process.
- **Surveys and Questionnaires:** collect input and feedback from a broader range of stakeholders through surveys and questionnaires, allowing for the integration of diverse viewpoints into the MERNAP.
- **Online Collaboration Platforms:** utilise online collaboration tools and platforms to facilitate communication, document sharing and project management among Consultative Group members and other stakeholders.
- **Benchmarking:** study best practices and successful initiatives from other countries and sectors to gain insights and inspiration for the development of the MERNAP.
- **Pilot Projects:** implement and evaluate pilot projects to test the feasibility and effectiveness of proposed emission reduction strategies and technologies before incorporating them into the MERNAP.
- **Expert Panels:** invite external experts to present on specific topics related to maritime emissions reduction, providing valuable insights and knowledge to inform the development of the MERNAP.
- **Monitoring and Evaluation Framework:** develop a comprehensive framework to track the progress and impact of the MERNAP once implemented, allowing for ongoing assessment and adaptation as needed.

Subgroups and Working Groups

To facilitate the co-design process and address specific focus areas, particularly through the issues papers the Consultative Group may establish subgroups or working groups, drawing on the expertise of members and external experts as needed. These subgroups or working groups will report back to the Consultative Group and contribute to the development of the MERNAP.

Timeline

The MERNAP Consultative Group will be established in June 2023, with the aim of finalising the MERNAP within 11 months. Key milestones include the delivery of a MERNAP high-level Framework in September 2023 and the development of an implementation plan following the finalisation of the MERNAP in May 2024.

Secretariat

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts will provide all secretariat service, including:

- convene the meetings of members (either in-person or online)
- convene subgroups, as required and identified by the Group
- provide regular updates for members and access to new information about technological and policy developments domestically and internationally
- consider procuring relevant studies
- develop all key documents for consideration - including scoping paper, Terms of Reference, issues papers and consultation papers
- send out documents for review and input

- develop the draft and final MERNAP document, based on input from the Group
- undertake media and communications activities as required.