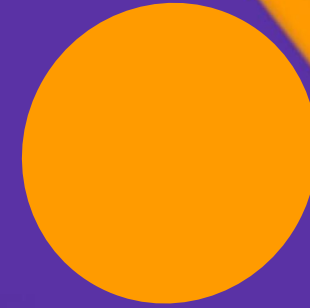


# Update on GHG strategy group

CIMAC WG5 Meeting

2022-11-02, Hervé MARTIN



# Activities since May 2022

- Workshop on 7th of June 2022 (small recap in next slides)
  - 3 focus points identified
  - Next steps: split in sub-groups to work on each topic, define expected output for each topic
  - Lower prioritization of white papers on methanol and bio-fuels?
- GHG-SG intending to cooperate with WG 2 (Classification), WG 5 (Exhaust Emission Control), WG 7 (Fuels), WG 17 (Gas Engines) and WG 21 (Propulsion) to discuss possible overlaps / cooperation on white papers/position papers.
  - WG5: methane emissions testing
- Discussion on opportunity of making a study on GHG pathways for shipping industry similar to FVV study
- Two new membership requests from Switzerland and China
  - Thomas F. Werner, Head of Product Management & OEM Relationship, Daphne Technology
  - Luo Xiaofeng, Director, China Classification Society (CCS)
- Max Schledorn to succeed Rainer Hofmann in his position as support for the GHG topic & strategy group





# CIMAC – GHG-Strategy Group

Workshop 2022-06-07

# What could a potential scenario look like?

Work out a possible scenario for you as well as individual benchmarks

How to reach CO<sub>2</sub>  
reduction targets?

Does that fit  
with the expected  
fuel availability?



Gaps and how to close them

What are the main  
drivers and can  
they be influenced?

# Business Model for renewable fuels

- Well-to-wake
- CO<sub>2</sub>-pricing
- ETS -> requires some understanding between
- LCA-Guidelines -> legislation is missing, also for CO<sub>2</sub> capturing
- CO<sub>2</sub>-pricing preferred before ETS
- CO<sub>2</sub>-pricing is a must
  - Positive for green CO<sub>2</sub>
  - Negative for black CO<sub>2</sub>
- Zero carbon cargo
- Green corridors (EU?, Asia?)
- Changed charter contracts
- Funds to support transition in the maritime industry

Yes, on a global basis!



Fit for 55

(1)再生可能エネルギー指令 (RED) の改正案、(2)EU排出量取引制度 (EU ETS) の改正案、(3)エネルギー課税指令 (ETD) の改正案、(4)代替燃料インフラ指令 (AFID) の改正案、(5)持続可能な航空燃料 (ReFuelEU Aviation) イニシアチブ、(6)グリーンな欧州海運領域 (FuelEU Maritime) イニシアティブが、水素や合成燃料 (E-Fuel)

緑の回廊

# Funding for infrastructure and availability

- Infrastructure is not specific for maritime industry
- We need to be more targeted
- CO<sub>2</sub> funds can be allocated, but from all stakeholder industries
- ESG 投資 environmental, social and governance
- Money from CO<sub>2</sub> taxation -> early adopters (good idea) + infrastructure
- Green corridors could define votes for funding of infrastructure
- Availability (production)
  - Installation of renewable energy requirements
  - E.g. green H<sub>2</sub> producers (EU?, South Africa?)
  - Investments



# Changing the existing fleet

- Existing fleet
  - Retrofit (requires incentives)
  - Drop-in
  - Biofuels
- Fleet vs. (vessel view)
- Local competition
- Business case?
  - driver to change (only 2800 vessels above 25.000GT are suited to retrofit to alternative fuels technically)
- What is the realistic market for retrofits?
  - Today's prices (CAPEX/ OPEX)
  - Tomorrow with CO<sub>2</sub> prices removing the OPEX difference
- What about speed reduction as a measure? To be considered?
- What about carbon capture? To be supported?



