

The refreshed Clean Maritime Plan

Achieving net zero shipping

The refreshed Clean Maritime Plan will be the UK's blueprint for reducing greenhouse gases and wider pollutants from the shipping industry.

It is a chance to provide a route map to net zero for the sector and help set international standards, while ensuring shipping continues to be at the heart of the UK economy where it supports 100,000s of jobs and billions of pounds of investment.

To achieve this though the plan must promote innovation and build on the limited public funding to date with new investment helping unlock significant private investment.



Clean Maritime Plan Principles

The UK must maintain its ambition to be a global leader in decarbonisation and commit to net zero shipping by 2050.

Regardless of the outcome of international negotiations on global decarbonisation targets the UK should be ambitious about what can be achieved.

By setting a target of net zero by 2050 the UK can play a major role in encouraging other nations to adopt similarly ambitious goals.

Take the lead in establishing international norms for monitoring carbon reductions from shipping.

International agreement on how to monitor reductions in shipping's carbon emissions is the best way to create real change.

Via the Clean Maritime Plan the UK has an opportunity to help shape these future agreements.

To do this any model must make use of best available data and set realistic timeframes for emission reductions.

Promote innovation in a range of technologies.

Shipping is a diverse sector.

The future fuel needs of a tug boat will be different to those of a deep sea container vessel or cruise ship.

Prioritising one fuel or technology at this stage would risk stifling innovation, delaying progress on reducing emissions and undermine decarbonisation strategies within the industry.

The refreshed Clean Maritime Plan should be:

- ▶ Targeting net zero by 2050
- ▶ Taking the lead in setting international standards to monitor emission reductions
- ▶ Neutral on future technologies and fuels
- ▶ Prioritising a national, port by port, review of required infrastructure
- ▶ Helping unlock private investment with government funding
- ▶ Recycling funds raised from shipping via the Domestic ETS into the sector



Delivering the plan

The refreshed Clean Maritime Plan needs to focus on working with the industry to overcome the barriers it faces to decarbonisation. This means ensuring that the UK has the infrastructure needed to provide a smooth decarbonisation pathway for the sector and backing up the welcome ambition with adequate funding.

To Clean Maritime Plan needs to:

- 1** Start a national strategic review of the infrastructure across the UK port network to ensure it meets the decarbonisation needs of the shipping sector. This should include plans, on a port by port basis, to ensure that appropriate alternative fuels and technologies are available and grid capacity is not a barrier to shore power roll out.
- 2** Ensure that the ambitions of the Clean Maritime Plan are backed up with sufficient funding to unlock private investment. Maritime UK estimates that investment of up to £2bn a year will be required. This funding should focus on:
 - ▶ Ambitious research and development in green maritime technology with an increasing focus on ready to go solutions.
 - ▶ Creating a financial environment that rewards private investment to deliver more green vessels. This should include:
 - Ensuring new zero emissions fuels as treated the same as existing fuels by the tax system.
 - Expanding funding for the Zero Emission Vessel and Infrastructure (ZEVI) Competition.
 - Introducing schemes to encourage retrofitting of existing vessels.
 - ▶ Delivering the infrastructure needed for a smooth decarbonisation pathway for shipping, including the bunkering of new fuels.
- 3** Commit that funds raised from domestic shipping, via the UK Emission Trading Scheme will be focused on aiding decarbonisation in the sector.



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