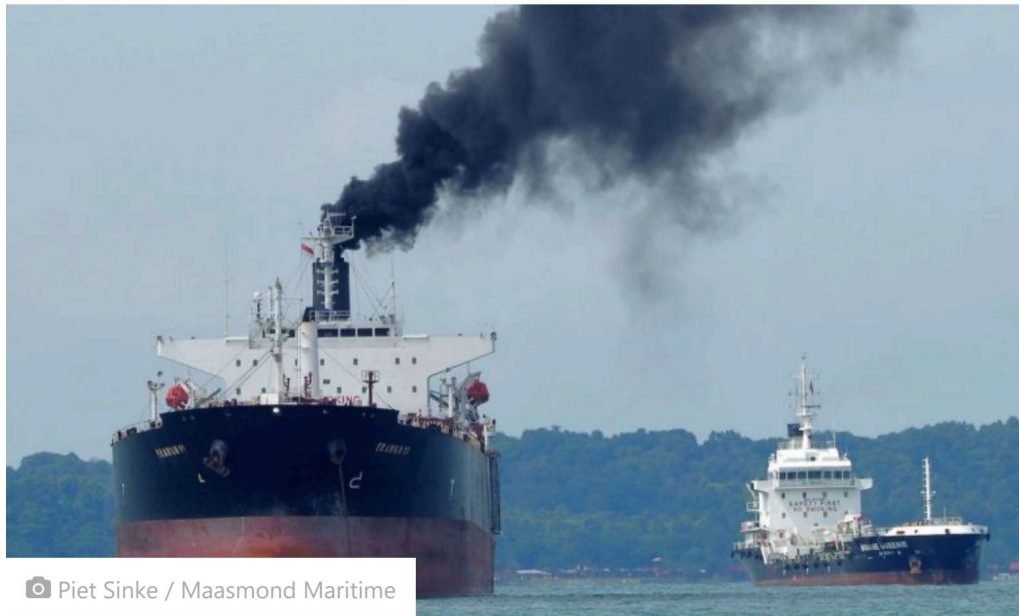


Shipping off track to meet 5% zero-emission fuel target by 2030



Sam Chambers • September 25, 2024 🔥 1,339 📖 1 minute read



The global shipping industry is not on track to meet its target of having zero-emission fuels account for 5% of all fuels by 2030. That's according to a new report from the UCL Energy Institute, UN Climate Change High-Level Champions, and the Getting to Zero Coalition which is a Global Maritime Forum initiative), with the authors of the report stating today the data should serve as a "serious wake-up call" to the industry.

The International Maritime Organization (IMO) set a goal of ensuring that zero- or near-zero emission fuels make up 5% to 10% of all shipping fuels by 2030. The 5% target is considered the critical mass at which the infrastructure, supply chains, and technology that support zero-emission fuels mature and enable exponential growth. This means if the 5% target is not achieved, it could jeopardise the industry's entire 2050 net-zero goal.

According to the report, production of scalable zero-emissions fuel (SZEf) currently in the pipeline could, under the more conservative scenario, end up covering less than half of the fuel needed to hit the 2030 target, while the current orderbook of SZEf-capable vessels would

only deliver around 25% of required SZEf demand by the same year. Finance for SZEf is also now 'off track' – a downgrade from 2023 – due to a slowdown in funding towards SZEf-related activities and more funding going towards fossil-fuelled vessels.

Of the 35 actions required to deliver the 2030 breakthrough, just eight are considered on track, while 13 have been classed as off track – up from eight in last year's edition of the report. The remaining 14 are only partially on track. However, the report also stresses that meeting the goal is still achievable if action is stepped up.

"There is no time to waste, and we must see a big shift in momentum over the next 12 months to bring our 2030 targets within reach. With such long lead times to implement policy, and finance and build vessels and energy supply chains, the window of opportunity is only open by a crack – but importantly, it is still open," said Jesse Fahnestock, director of decarbonisation at the Global Maritime Forum.

 Piet Sinke / Maasmond Maritime