



# Capital Link Decarbonization in Shipping Forum

*"Moving from Discussion to Delivery"*

Digital Conference

Wednesday & Thursday, April 14 & 15, 2021

## Partnerships, Alliances & Industry Initiatives – Fostering Collaboration Among Stakeholders

The decarbonization challenge has prompted equipment manufacturers to consider a wide range of technical solutions aimed at improving efficiency, and clear steps are being taken to develop different types of low-carbon and zero-carbon fuel systems.

This requires shipyards and owners to make decisions to invest in zero-carbon newbuilds and retrofits, alongside the significant investments being made shoreside in zero-carbon fuel production and supply chains.

Financial institutions have committed to aligning their shipping portfolios with a carbon intensity improvement pathway under the Poseidon Principles and charterers have done the same in the Sea Cargo Charter. These partnerships are considered essential to foster the collaboration necessary across stakeholders for the shipping sector to succeed in this challenge. Active participation was also identified as being critical to ensure effectiveness of such undertakings.

The Department has three functions - 1) developing new partnerships, 2) implementing a portfolio of long-term projects to assist the Member States in implementation of IMO conventions and 3) promoting/advocating maritime innovation.

We wish to see more of those partnerships that do take into account the special challenges of developing countries and facilitate North-South and South-South cooperation, technology cooperation and creation of enabling environment for local innovations. It is also important that stakeholder from entire maritime supply and value chain are involved in developing such partnerships.

As a leading global charterer, LDC is committed to the safe, reliable and responsible shipment of agricultural goods and recognizes its influential role toward the decarbonization of the shipping industry.

Collaboration is key across the value chain to realize the common goal to optimize vessel operations. To reach that objective, measuring a fleet's performance is a necessary step in reducing carbon intensity.

The Sea Cargo Charter (SCC) provides a transparent, global and coherent framework for emissions reporting. Granular analysis of a ship's full voyage activity through the EEOI carbon intensity methodology can potentially lead to more optimal decision-making, not only on vessel selection but also on commercial use of the fleet with optimal routes.



**Charles Haskell**

Program Manager  
Lloyds Register  
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This Energy Transition is unique. The industry understands that in order to meet a 50% reduction in CO<sub>2</sub> by 2050 that it needs to move to zero-carbon fuels, however, the alternatives are neither abundant, easy to store, cheap or as safe as today's fuels

It is only by collaboration across all stakeholders both in the maritime industry and outside that the 2050 targets can be met. The Lloyd's Register Maritime Decarbonization Hub has been created to bridge the gaps between supply, infrastructure, vessel readiness and technology.



**Mads Peter Zacho**

Head of Industry Transition  
Mærsk Mc-Kinney  
Møller Center

Most likely the majority of people underestimate the challenge of decarbonizing shipping. And over the next decades trade volumes will grow significantly, while price spreads between fossil and zero carbon fuels will remain wide. No-one can solve this challenge alone. It will require partnering and collaboration at an unseen scale



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