



Capital Link Decarbonization in Shipping Forum

"Moving from Discussion to Delivery"

Digital Conference

Wednesday & Thursday, April 14 & 15, 2021

Looking Ahead – The Shipowner’s Perspective – What Does It Take To Reach Zero



There is no time to waste if we are to meet the IMO's carbon reduction goals and shipowners must not delay in making decisions today that will protect their assets tomorrow. I strongly believe that the industry's transition to a carbon neutral future starts with gas. Nearly 30% of newbuild tonnage on order will be propelled with alternative fuel systems and LNG is leading the way. Gas offers the best possible bridge towards 2050, and I would encourage all shipowners to give it serious consideration in the context of their own individual needs.

**Mr. Knut
Ørbeck-Nilssen**
CEO
DNV Maritime



The future of shipping and decarbonisation will rely on strong partnerships from both the perspective of technology collaboration and procurement. There must be a massive injection of energy and capital into R&D efforts to bring alternative fuels and alternative propulsion technologies to the marketplace to decarbonise all industries in the longer term. In addition to exploring strategic partnerships with technology and energy providers, MSC contributes to the work of industry groups and associations, and other initiatives that are designed to facilitate cross-sector information sharing.

**Mr. Charles
(Bud) Darr**
Executive Vice
President, Maritime
Policy &
Government Affairs
MSC Group



Mr. Kenneth Hvid
President & CEO
Teekay Corporation

Since 2008, we have significantly reduced the emissions intensity of our fleets and are committed to achieving a 40% reduction in greenhouse gas emissions intensity by 2030. Almost 60% of our group-wide fuel consumption is LNG, and we believe that further use of LNG in the maritime industry will support decarbonization. We also recognize that alternative zero-carbon fuels will be needed in the future. Teekay is one of the largest shippers of ammonia through our Exmar joint-venture, and we will continue to explore options for dual-fuel vessels that can burn LPG or ammonia. For example, last month, Exmar received an Approval in Principle from Lloyd's Register for its ammonia-fueled Midsize Gas Carrier (MGC) design.



Mr. Mikael Skov
Chief Executive Officer
Hafnia

As much as we need to decarbonise, we see one primary and immediate safety concern: can the new fuels be adequately handled? The physical conditions of alternative fuels are different from those of traditional fuels. For instance, ammonia's very high auto-ignition temperature and toxicity to humans and aquatic life will require considerable safety precautions. Given these physical differences, we need to be confident that the people at sea and ashore who will be handling these fuels can be sufficiently trained. Even if the technology is available to use, it does not mean the industry is actually ready to use it. Proper preparation is essential.



Mr. Erik Hånell
President & CEO
Stena Bulk AB

We will require every new ship in our fleet from 2030 to come with a roadmap to be upgraded to carbon neutral status – either by retrofitting new technology or switching to carbon neutral fuels – and aim to have a ship with a similar design to the InfinityMAX concept operating on the water by 2035. The application of advanced technologies – including hydrogen fuel and other efficiency measures – that is needed to achieve full decarbonisation proves that innovation is key to commercial success. We also think that this is not a journey we can travel individually. In order for all of us to achieve our goals, it is crucial that we work closely and collaboratively with our partners and friends in the shipping community to make change happen.