

Green Corridors State of Play - What has happened post COP26





- 22 Countries sign the Clydebank Declaration
- Port of Antwerp and Port of Montreal sign MoU to create Green Corridors
- Clydebank Signatories are engaging in dialogues with Industry stakeholders
- Clydebank Signatories are leading the diplomatic effort for more signatories
- 2 New Clydebank Signatories Singapore and Palau

To date

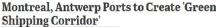
- QUAD countries committed to 4 green Corridors by 2030
- Getting to Zero Coalition established a Green Corridors Advisory Group comprised of industry actors coordinating efforts
- The industry is talking about Green Corridors at conferences and trade press
- 8 Corridor Consortiums / feasibility studies announced to date
- US published a green corridors framework

Expected in 2022

- Seek a number of further signatories; 3-5 in the coming months
- Expecting more Industry initiated Green Corridors to be announced in the coming months
- Specific focus on creating green corridors involving Africa and Pacific Islands from Climate Champions
- Tools to enable green corridors to be shared which includes for example roadmap guidance, mapping of green corridors, measures of success, Route analysis

COP27

- At least 8 roadmaps published
- Opportunity to share progress and best practice





t the acts Conference of the Parties (COFac) on climate change is Port of Antwerp and the Port of Montreal have signed a operation agreement to support the creation of the first green sipping corridor in the North Atlantic.

arough this agreement, the two ports pledge to mobilize their spective public- and private-octor partners alike in the seasurent, identification, development and adoption of shared complementary solutions and infrastructures. Together, they tend to incitiate the trace of green tusks and the supply of macrolla fulls and does a technologies to seasorie.

By pooling their respective expertise and building on a framewor. partnership in place since 2020, the Part of Antwerp and the Forof Montreal, both signatories of the Call to Action for Shipping. Decarbonization, intend to actively contribute to the exhivement of the martial obligation, which could be appeared to the property of the property of

for their respective market

contreal Port Authority President and CEO Martin Imbleau said, The St. Lawrence port and marine ecosystem is well positioned to



We're at a crucial juncture for 'green corridors': if companies and governments wait for each other to act, too little will happen too late.

BY JOHANNAH CHRISTENSEN, CEO, CLOBAL MARITIME FORUM | FEBRUARY 9, 202

The past year has seen shipping change course on climate change — at least when it comes to the final destination in October, more than 200 organisations delivered the Call to Action for 5h pping Decarbonisat

At the International Maritime Organization's Marine Environment Protection Committee meeting in December, the majority of countries who spoke supported a zero target for 20%1, though no such resolution

in the medium-term, there has been proad acceptance of the need to shift SN of the industry's fuel use to



The sechmologies meeded to produce zero-emission flash and use them on corangoing vessels are understood and under development. But putting them in alone will require a complex and coordinated effort across multiple industries and.

Governments and industry are increasingly locking to simplify that task by establishing "green corridors": specific routes where the economics, locistics and not tick of zero-emission.

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USA and China Create World's First Green Shipping Corridor

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Current Green Corridor Consortiums announced to date

Corridor	Geographic Focus	Segment Focus	Partners
Shanghai - LA	Trans-Pacific	Container	C40, CoZEV, PoLA, Shanghai, CMA CGM, COSCO, Maersk
Antwerp-Montreal	Trans-Atlantic	Container	Port of Antwerp, Port of Montreal
European Ports Network	North Sea / Baltic	Port fuel supply & infrastructure	MMMZCSC, Ports of Rotterdam, Hamburg, Roenne, Tallinn, Gdynia
Nordic Region	Nordic	Ferry	Nordic Council of Ministers, DNV
Seattle – Juneau	Pacific NorthWest	Cruise	Ports of Seattle, Vancouver, City of Juneau, Carnival, RCCL, Norwegian, GMF, CLIA, Blue Sky Coalition, Washington Maritime Blue
Silk Alliance	SE Asia	Container	LR, MSC, PIL, Wan Hai, X-Press Feeders, Yang Ming Marine Transport Corp., Keppel O&M), Singfar International, Wärtsilä, Wilhelmsen Ship Management, ADB, ING.
Aus – Asia Iron Ore	Australasia	Dry Bulk	14 GtZ Companies
Chile Feasibility Study	Latin America	Dry Bulk	Chile, MMMZCSC

What is needed to take Green Corridors forward in 2022?

Over the coming 5 years, and starting today, action is needed on 3 levels:

Project Level

- Involving all relevant industry/governance players
- Demonstrate solutions in real operations.
- For example; vessel development and operation; fuel production and bunkering; safety regulations, standards and operational practices; business and operating models systems).

Corridor Programme Level

- Embed projects in a corridor-specific strategic context.
- For example; a joint roadmap endorsed by key stakeholders; a forum for discussing, testing and aligning policy and regulatory measures and providing updates on progress and roadblocks; a pool of innovation funding for projects.

Network Level

• Allow learnings from these corridor programmes to be shared and leveraged; for example for tools, information and connections for new entrants.



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