



Department
for Transport

Green shipping corridors

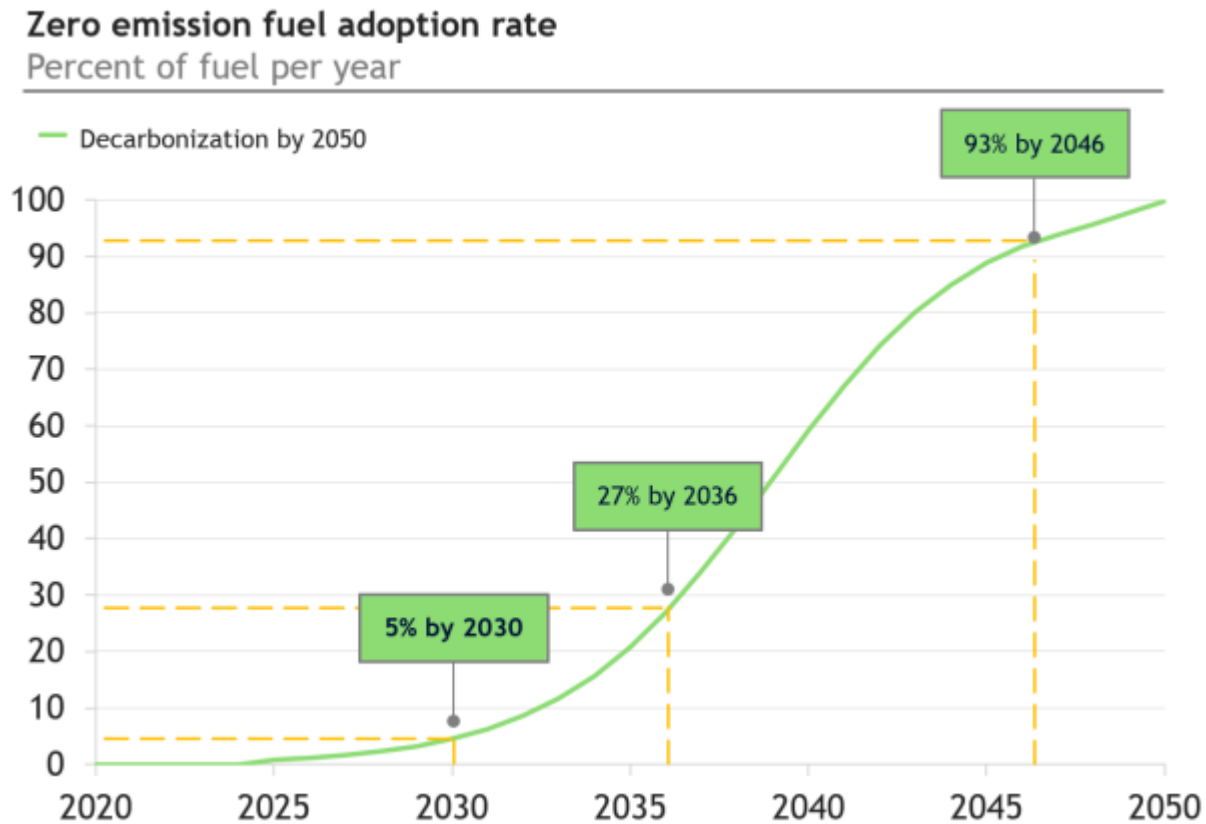
MUK webinar

Joe Boyland, International Maritime Emissions, DfT

Background: Shipping's transition

UK green shipping corridors

- Shipping's transition pathway will likely be **S-shaped** ...

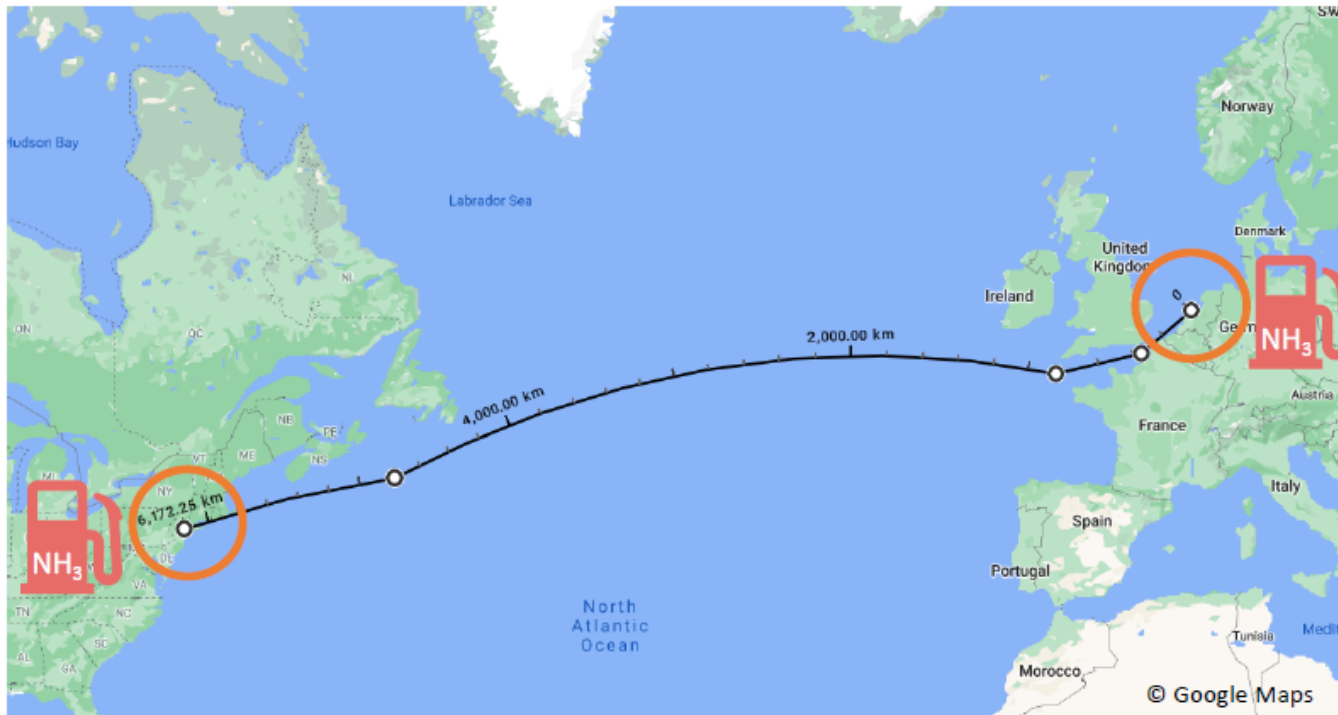


(UMAS/UN HLCC, 2021)

Background: What are corridors?

UK green shipping corridors

- **Route** between two or more ports on which vessels running on scalable zero-emission energy sources are **demonstrated and supported**, e.g.:

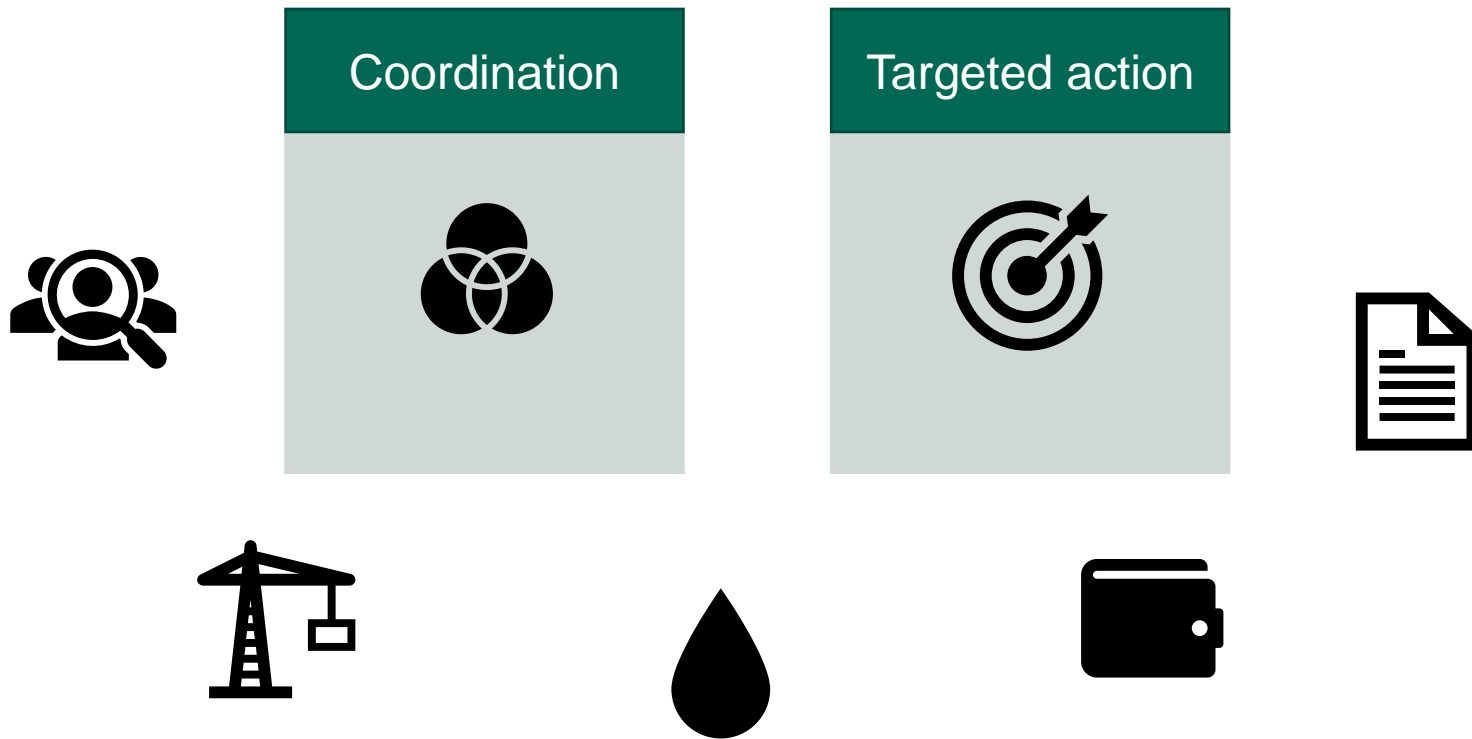


(Getting to Zero Coalition, 2021)

Background: What are corridors?

UK green shipping corridors

- Leverage advantageous routes
- Enable first movers by surmounting barriers to early action:



Background: Why corridors?

UK green shipping corridors

- Three goals:

01

Show it is possible

02

Establish blueprint

03

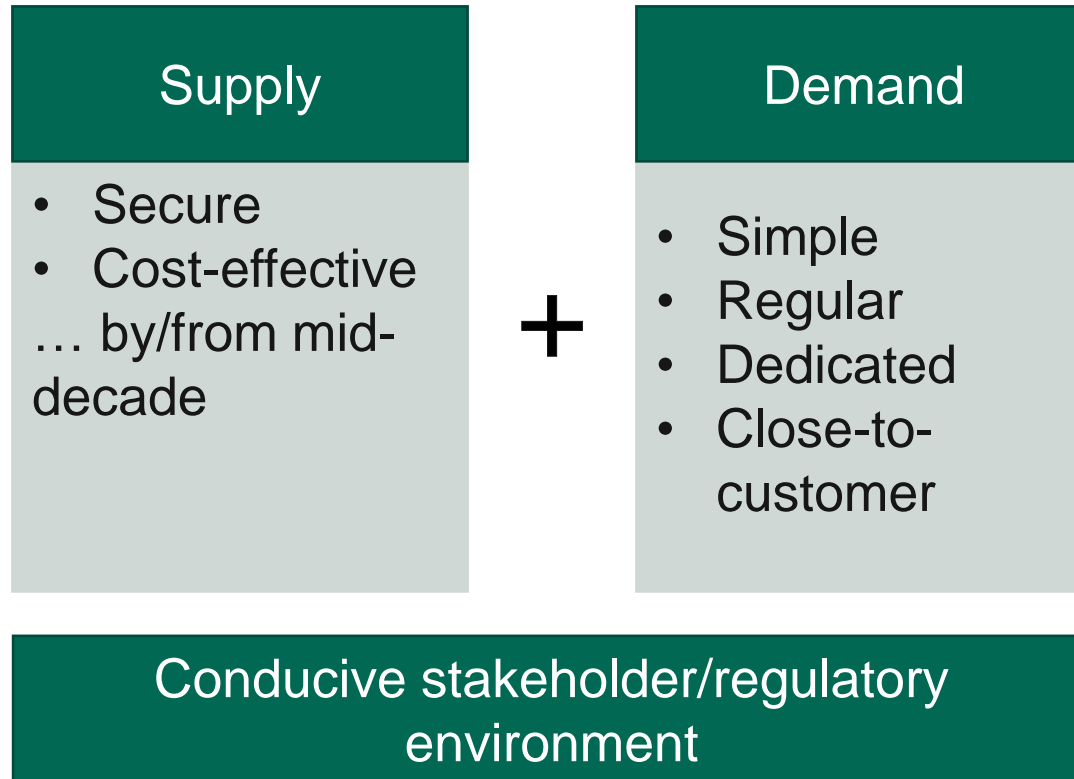
Help build scale

First mover advantage, customer/stakeholder pressure, accelerated decarbonisation

Background: Which routes?

UK green shipping corridors

- Which routes could make good corridors?:



Background: Clydebank Declaration

UK green shipping corridors

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> [COP 26: Clydebank Declaration for green shipping corridors](#)



Policy paper **COP 26: Clydebank Declaration for green shipping corridors**

Published 10 November 2021

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We, the Clydebank Declaration signatories:

Recall the long-term temperature goal of the [Paris Agreement](#) to hold the increase in the global average temperature to well below 2°C above pre-industrial levels and pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels.

Note the International Maritime Organization (IMO)'s adoption of the Initial IMO Strategy on Reduction of Greenhouse Gas Emissions from Ships, [Resolution MEPC.304\(72\)](#), which aims to align international shipping with the aforementioned temperature target.

Emphasise the importance of pursuing efforts to limit the increase in the global average temperature to 1.5°C above pre-industrial levels, to have a greater chance of significantly reducing the risks and impacts of climate change on countries, in particular least developed countries and small island developing states.

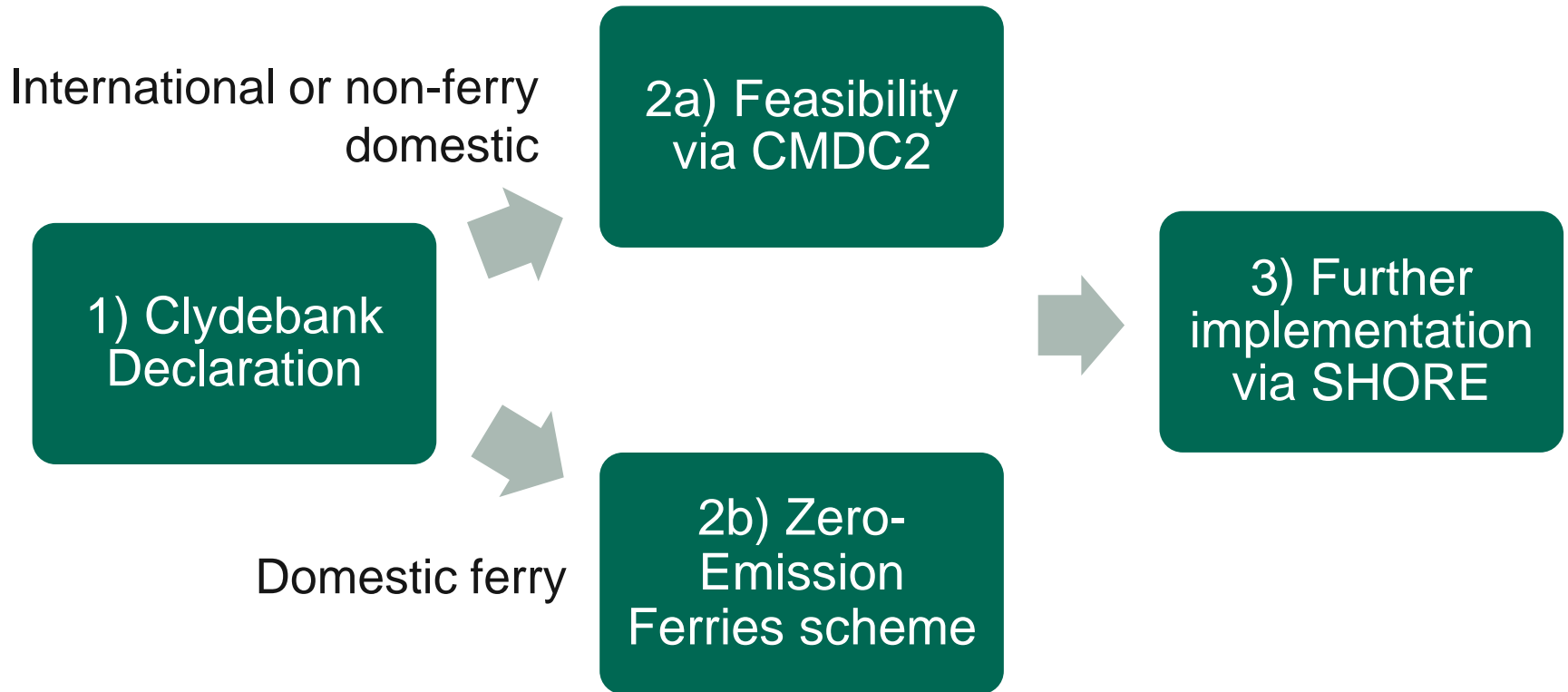
Recognise the benefits of pursuing synergies between decarbonisation and clean air policies in shipping, and building on existing measures related to the reduction of pollution from ships under the [International Convention for the Prevention of Pollution from Ships \(MARPOL\)](#).

Express great concern regarding the findings from the [Fourth IMO Greenhouse Gas Study 2020](#), which estimates that if no further action is taken, international shipping emissions are expected to represent 90% to 130% of 2008 emission levels by 2050.

- **UK-led COP26 declaration w/ 24 signatories:**
 - **Target** = >6 corridors worldwide by 2026, more by 2030
 - **Pledges** = to support industry corridor efforts
 - **Which routes?** = any relevant domestic or international
 - **Which solutions?** = zero or near-zero fuels
- **Fulfilling our Declaration commitments is a *priority***

Background: Support programme

UK green shipping corridors



CMD2: Green corridors

UK green shipping corridors

- **Guidance on green corridors** as part of ‘Supporting information’:

A green shipping corridor is a maritime route between two or more ports on which vessels running on scalable zero-emission energy sources are demonstrated and supported.

Concept

This involves sourcing or production of scalable zero-emission fuel or energy, arrangements for its transportation and distribution. Putting in place storage and refuelling or recharging infrastructure in port, and deploying zero-emission capable vessels to operationally demonstrate zero-emission shipping on a given route. Corridors must, therefore, be a collaboration across the full shipping value chain.

Practical components

The ‘who’

Corridor demonstrations are not intended to be a one-off, but to kickstart a wider transition and should continue over a sustained period of time. To qualify as a corridor, at least one zero-emission vessel must be transiting the route. However, where possible, the number of zero-emission vessels should increase on the route over time, with plans being made and efforts taken to facilitate this scale up.

Timeframe

Scale

CMD2: Green corridors

UK green shipping corridors

- **Guidance on green corridors** as part of ‘Supporting information’:

Corridors can be established on UK domestic routes, short-sea routes to or from the UK, also deep-sea routes to or from the UK, and in any shipping segment with the specified operating profile.

← The ‘where’

Green corridors are about stimulating early adoption of promising long-term solutions to reach zero emissions in shipping by 2050, with scalable zero emissions energy sources.



← Fuel pathway

Scalable zero emission energy sources are energy sources that have the potential to achieve zero or near zero greenhouse gas emissions on a lifecycle basis, while also scaling production in line with the required pace of the transition. For example, green hydrogen, green ammonia, green methanol, and battery electric.

CMDC2: Green corridors

UK green shipping corridors

- I want to explore a corridor bid, but don't know how to start....:

Assessment of routes 	An evaluation of which routes (cargo, ports, destination) are most promising will be needed to focus resources.
Engagement of stakeholders 	A dialogue between industry, ports and key regulatory agencies should be initiated

(Global Maritime Forum/Energy Transitions Commission, 2022)