Call to Action for Sustainable Maritime Fuel Production

Call to Action for the Clean Energy Transition

Maritime shipping is responsible for 3% of global greenhouse emissions. For the shipping industry to play its role in limiting global warming to 1.5°C, emissions must be rapidly reduced within this decade and reach zero by 2050.

These signatories vocalize their support by calling on countries to develop ambitious policies that account for fuel emissions on a Well-to-Wake (WtW) basis within the International Maritime Organization (IMO) and pledge to play their part in facilitating emissions reductions through the production and uptake of sustainable fuels at the scale and pace necessary to meet the 1.5°C aligned ambition.

Fuel Production Incentives and Developing Countries

A robust and comprehensive framework that incentivizes sustainable fuels is also likely to greatly benefit developing countries. Unlike in the case of fossil fuels, production of many sustainable fuels is not related to scarce reserves that only a handful of countries possess - the main ingredient for these new fuels is renewable energy. That means many more countries can join in, become producers, and diversify their economies. This opportunity can only materialize if policies make a clear distinction between the different fuel production pathways and reward options that are in line with 1.5°C.

Well-to-Wake Emissions Regulations, Transparency, and Certification

In 2018, the IMO set an ambition for shipping to reduce its greenhouse gas emissions by at least 50% by 2050, compared to 2008. While this was an important first step, this is not ambitious enough to limit warming to 1.5°C or even keep us under the well below 2°C scenario. Now is the time for the IMO to set a clear target for the shipping industry to run entirely on sustainable and renewable energy sources by the year 2050.

While we applaud the IMO members initiative to introduce “robust lifecycle GHG/carbon intensity guidelines for all types of fuels”, without proper regulations incentivizing the production of sustainable, WtW accounted, fuels significant emissions sources will be missed and the first-mover market for the transition will be jeopardized.

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Industry Action Coupled with Government Action

Fuel and technology production stakeholders are prepared to lead the energy transition and provide sufficient support to push the industry towards full decarbonization by the year 2050.

We, the signatories of this Call to Action, are ready to take the baton and prove that the urgent energy transition will be less disruptive, more equitable, and lower cost, so long as policies provide necessary confidence for investment in fuel production, scale, and uptake.

In support of the responsibility which lies on the shoulders of policy makers, we have come together to state, clearly and unambiguously, that the sustainable energy transition is practical and holds huge economic potential.

Unlocking the investment, which is ready and waiting, is firstly a matter of regulators providing clarity and form.

We therefore voice support for:

- **The full decarbonization of the maritime shipping industry by the year 2050** at the latest, and develop practical and cost-effective pathways for the maritime sector to be in line with a pathway that limits global warming to no more than 1.5°C.

- **Ensuring the adoption of 1.5°C-aligned interim targets[1] for 2030 and 2040**, that are essential to kick-start the maritime industry's decarbonization. Ambitious interim targets will galvanize prompt investment in sustainable fuels, reduce ambiguity, and increase the uptake of existing efficiency measures promoting a first-mover market that can stimulate the energy transition.

- **The adoption of Well-to-Wake emission policies to clearly and without ambiguity reach real and effective decarbonization of the industry**. The absence of a lifecycle (or Well-to-Wake) approach disincentivizes investment in, and production of, sustainable fuels and other technological development opportunities. This would be most damaging for developing countries where opportunities for sustainable fuels production are often greatest while also most vulnerable to uncertainty.

Collectively, we are prepared to facilitate the energy transition so long as the necessary measures are put in place to motivate our production of sustainable fuels.

We encourage others to join us.

To fully decarbonize the maritime shipping industry by the year 2050 we call upon world leaders to work together to deliver the right enabling environment with clear timelines, ambitious policies, and updated regulations ensuring that we, the fuel and technology production stakeholders, can maintain the energy transition.

Knowledge Partners

[1] Interim targets defining a pathway of GHG reduction consistent with avoiding temperature rise above 1.5 degrees Celsius by 2100: un.org/sites/un2.un.org/files/high-level_expert_group_n7b.pdf