



Research, development and innovation key to achieve ambitions of IMO's revised Greenhouse Gas reduction strategy for global shipping

The Waterborne Technology Platform welcomes the revision of the International Maritime Organization's (IMO) strategy to reduce greenhouse gas emissions from international shipping

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On 07 July 2023, the International Maritime Organization (IMO) adopted its revised strategy to reduce greenhouse gas emissions from international shipping. The [revised IMO GHG Strategy](#) includes an ambition to reach net-zero GHG emissions from international shipping close to 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative check-points for 2030 and 2040.

The directions for the revised strategy are based on energy-efficiency measures for new ships, as well as reducing CO₂ emissions by at least 40% by 2030, compared to 2008. In addition, the strategy supports the uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030. Finally, it is envisaged that international shipping will reach net-zero GHG emissions by around 2050.

The targets set are particularly important for the partnership on Zero-Emission Waterborne Transport, a co-operation between the European Commission and the Waterborne Technology Platform. This partnership aims to develop and demonstrate zero-emission solutions for all main ship types and services before 2030. The [strategic research and innovation agenda](#) of the partnership is currently being updated, and the final version is expected to be approved by the end of the year. All stakeholders are invited to provide input to the update of the agenda, and a dedicated event, the [Waterborne Days](#), is scheduled for 26 and 27 September 2023 in Brussels.

Eero Lehtovaara, Chair of the Board of Directors, Waterborne TP, said: *"The "Zero-Emission Waterborne Transport" partnership is committed to research, development and innovation of technologies needed to eliminate GHG emissions and other pollution to air and water, including underwater radiated noise. These technologies are vital to achieving the emission targets. Thereby, the revision of IMO's GHG reduction strategy is very timely. Currently, we are in the process of updating our research agenda, to incorporate new policies, rules and regulations, as well as the state-of-play on technology development, to ensure compliance with European and international emission targets. In this sense, the contribution of all European waterborne transport stakeholders to the Waterborne Days will be key.*



WATERBORNE TP has been set up as an industry-oriented Technology Platform to establish a continuous dialogue between all waterborne stakeholders, such as classification societies, shipbuilders, shipowners, maritime equipment manufacturers, infrastructure and service providers, universities or research institutes, and with the EU Institutions, including Member States (www.waterborne.eu). The members of Waterborne TP comprise members as well as associated members from both maritime and inland navigation countries, representing about 19 Member States. In addition, the Associations member of the Waterborne Technology Platform represent the broader waterborne sector throughout the entire EU.

Enquiries concerning how to join and become more closely involved in the “Zero-Emission Waterborne Transport” partnership or other activities of the Waterborne TP can be sent to: Jaap Gebraad, Secretary General Waterborne TP, jaap.gebraad@waterborne.eu, tel: +32 493 835 626