## C SEAS AT RISK

## Navigating towards the solution: understanding how the IMO and EU can work together to decarbonise shipping

In the summer of 2023, the IMO adopted a strategy to equitably clean up and fully decarbonise the shipping industry by 2050, with checkpoints along the way: a 30% reduction in greenhouse gas emissions by 2030, and 80% by 2040. But how does this relate to the EU measures? and what do both parties need to bring to the table? **Come and take a deep dive with us...** 







The EU must decarbonise the shipping sector by increasing ships efficiency, ensuring that food security is not comprimised with the uptake of biofuels, and wind propulsion is used to its full potential both in terms of energy and thrust







What do we need and how can we work together to deliver a zero-emission shipping strategy?

We have the solution to decarbonise the shipping industry and reduce greenhouse gas emissions for good, to benefit the well-being of people and the planet. This vision is not just a dream but an achievable reality, and these steps are our urgent call to make it happen:



**Drive efficiency!** Back a strong Carbon Intensity Indicator to increase a ships energy efficiency and reduce the amount of greenhouse gas emissions it produces



**Food over fuel!** Ensure that first generation biofuels are not the first fuel of choice under the GFS framework. Due to the direct risk it has on food security, it will result in competition between using agricultural resources for fuel versus food



**Wind First!** Ensure that wind propulsion is the priority under both the GFS framework and the reviewed CII



**Fair seas for all!** Demand an ambitious levy/GHG emission pricing mechanism for a **just and equitable transition**, ensuring that no country is left behind



**Speak up!** We need leaders at the IMO to show that highly ambitious asks that align with the EU's Fit For 55 framework are achievable and are essential in the fight against climate change

