

ARGO NAVIS ENERGY BULLETIN

Weekly roundup on the future of energy
and shipping from Argo Navis Engineers

SHIPPING DECARBONIZATION

Maran Dry Management Inc. has signed a Joint Development Project (JDP) agreement with Class Society RINA and Chinese designer SDARI for a new bulk carrier which will meet IMO 2050 using an innovative fuel solution of LNG and hydrogen produced on demand on board. (Source: *Hydrogen Central*)

Samsung Heavy Industries (SHI), a shipbuilding company from South Korea, has announced its development of a liquid hydrogen fuel cell system for ship propulsion. (Source: *Hydrogen Fuel News*)

Bristol Port discusses how the shipping industry can be decarbonised through the use of hydrogen in order to achieve net zero targets set out by the International Maritime Organisation. (Source: *Hydrogen Central*)

The container freight market is said to have peaked, as demand concerns linked to the health of the global economy have dulled sentiment somewhat. (Source: *Riviera*)

Some of northern Europe's largest shipping trade associations today called for the EU to widen the scope of its emissions trading scheme (ETS) to reflect full-lifecycle emissions rather than combustion emissions alone. (Source: Argus Media)

AP Moller-Maersk said it signed the green methanol partnership deal with US-based project developer Carbon Sink to continue its supply chain decarbonisation strategy. The deal marks the container shipping giant's eighth strategic fuels agreement since committing to build a mini-fleet of box ships capable of running on green methanol. (Source: Riviera)

The major shipping lines say they will pass on the extra costs of compliance with the forthcoming European Union Emissions Trading System (ETS). (Source: The Loadstar)

The California Air Resources Board (CARB) has released its final 2022 Scoping Plan, the state's five-year roadmap for achieving its climate goals, which mandates, among other things, that at least 25% of ships in California waters will need to use green hydrogen fuel cell electric propulsion by 2045. (Source: Offshore Energy)

LEGISLATION AND INITIATIVES

The International Chamber of Shipping (ICS) has published the industry's first definitive guide to the IMO GHG regulations, helping decision makers to chart their way through the major technical and operational changes they face in achieving the CO2 reduction targets for 2030 agreed by the UN International Maritime Organization (IMO). (Source: Tanker Operator)

After months of consultation with members and deliberation, the trade group BIMCO adopted a CII Operations Clause for Time Charter Parties siding with owners in assigning the responsibility to time charters as the industry prepares for implementation of the new requirements from the International Maritime Organization (IMO). (Source: Maritime Executive)

A new report from the Global Maritime Forum, prepared on behalf of the Getting to Zero Coalition, assesses progress towards the development of Green Shipping Corridors – maritime routes between major port hubs where zero-emission solutions are supported and demonstrated – and finds that activity during 2022 exceeded expectations. (Source: Global Maritime Forum)

Experts fear the International Maritime Organization's carbon intensity indicator (CII) regulation will trigger market changes, including a modal shift from shipping to land, hitting feeder and reefer trades. (Source: The Loadstar)





ENERGY AND THE ENVIRONMENT

COP27 has been all about getting the world on a path to net zero emissions by 2050. The thing is, there's no single way to get there – there are many different and difficult choices that governments, producers and consumers will need to make to decarbonise energy consumption and supply. And however bold the ambition, there's also the question of the pace at which the transition can happen. (Source: Wood Mackenzie)

This month's environmental summit opened as our planet wilts under the impact of climate crisis. Here we examine five key areas and assess what success – if any – was achieved in Egypt. (Source: The Guardian)

Countries at the UN Cop 27 climate conference have adopted a final deal in the early hours of Sunday, agreeing on the creation of a loss and damage fund for vulnerable countries but making no additional progress on efforts to limit global emissions. (Source: Argus)

Ricardo, on behalf of Environmental Defense Fund (EDF), with support from Lloyd's Register (LR), delivers flagship report examining the potential marine environmental impacts of ammonia spills during its use as a shipping fuel. (Source: Ricardo)



Argo Navis Engineers
www.argonavis.gr
tel.: +30-210-805-6220
mail: energy@argonavis.gr

DISCLAIMER: This newsletter includes curated excerpts of articles and op-eds from traditional and digital media outlets. These excerpts are used for information purposes only. Argo Navis Engineers does not own, edit or endorse any content found in this newsletter, nor can it vouch for its accuracy.



Argo Navis Engineers are part of ENOSEAS, a community of like-minded companies offering technical and operational solutions for the shipping industry, with an emphasis on sustainability. ENOSEAS members are active in multiple locations around the world. Contact us for more details about how the ENOSEAS community can support your projects.

ENOSEAS Members are active in:

- Shipbuilding Consulting and Supervision
- Naval Architecture, Marine and Structural Engineering
- Software Applications for Shipping
- Installation, Commissioning and Servicing
- Vessel Surveying and Measurement
- Equipment Manufacturing, Assembly and Trading
- Energy Saving and GHG Reduction