

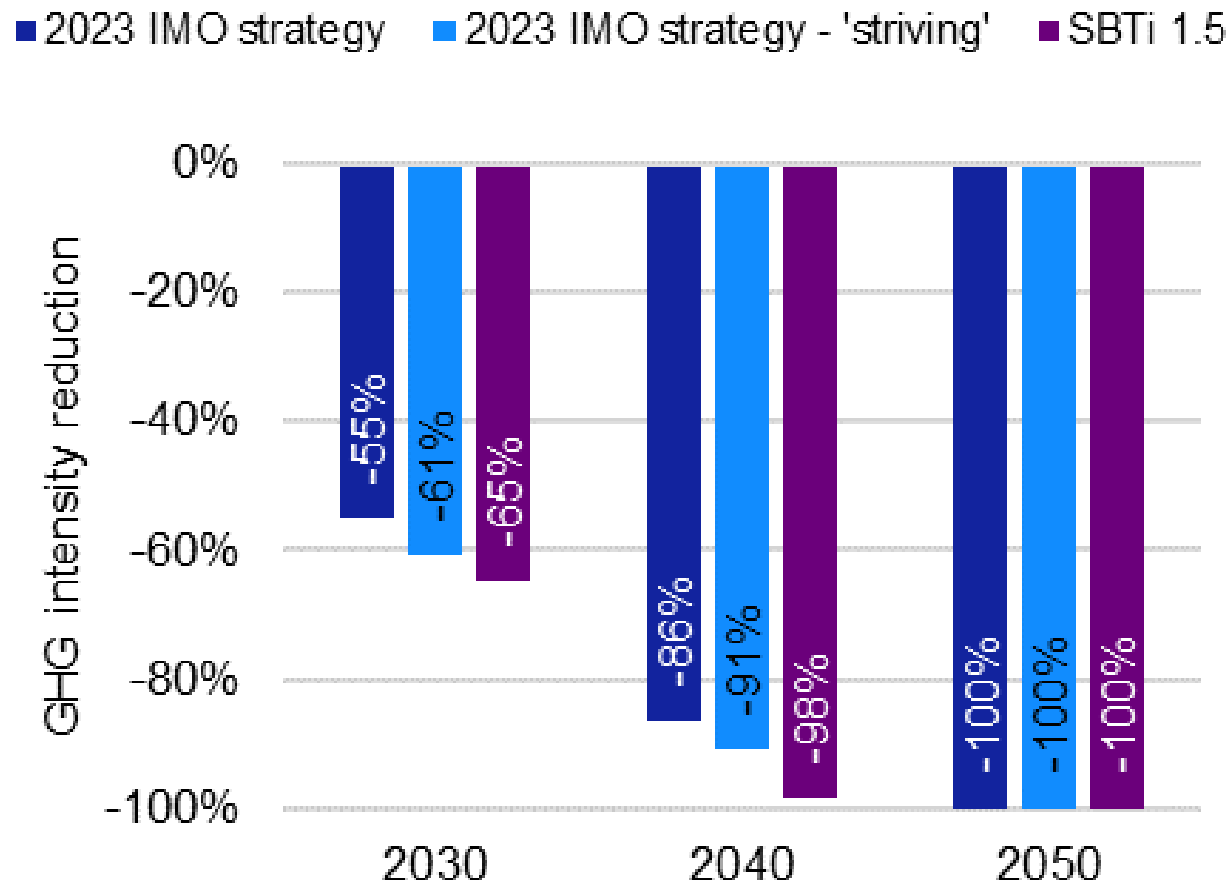
Demand for low-emission fuels in international shipping

Tristan Smith

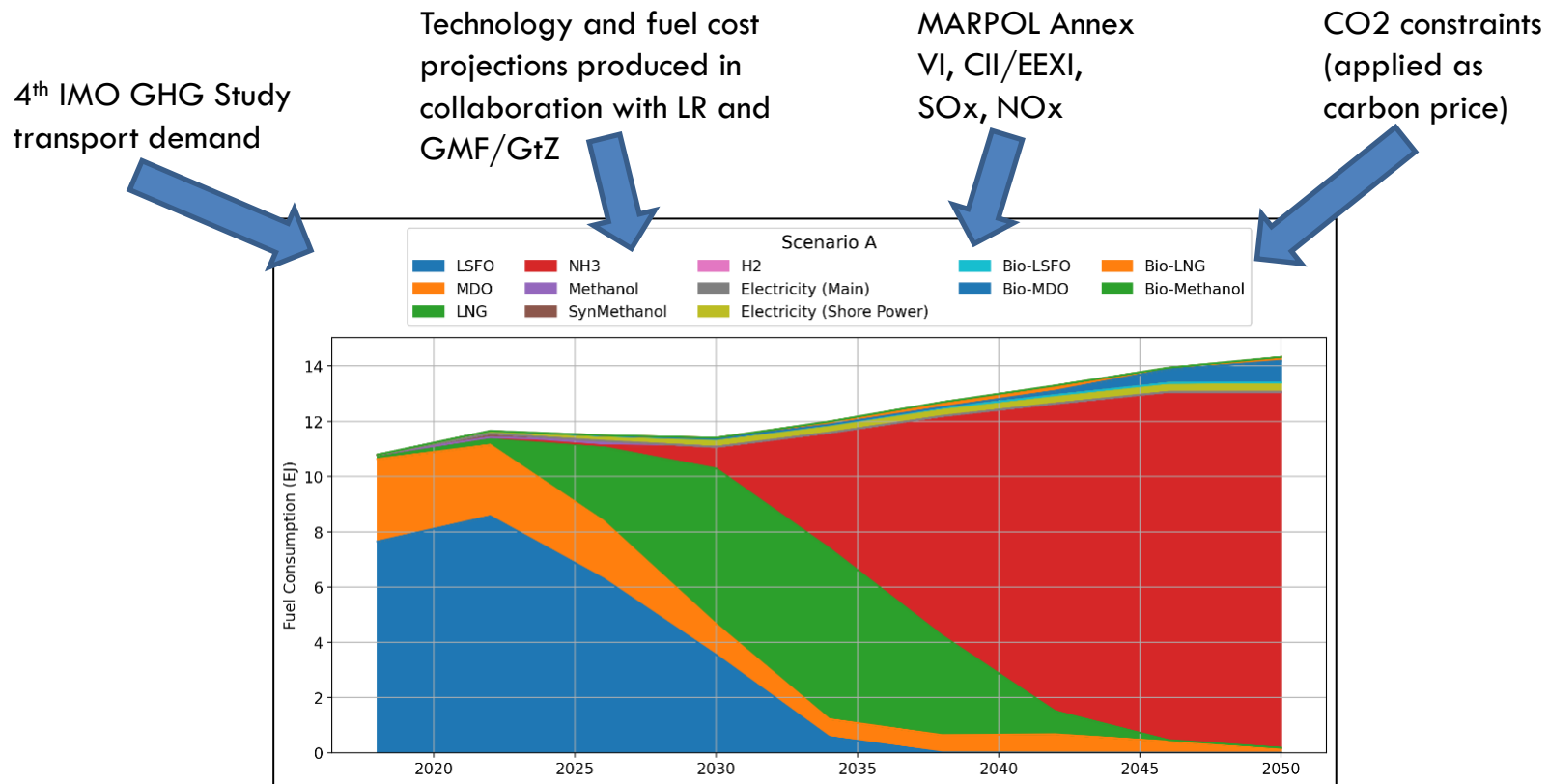
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www.u-mas.co.uk/latest

2023 – Public (IMO) and private stated ambitions align close to 1.5



How competitive are different low-emission fuels in international shipping?

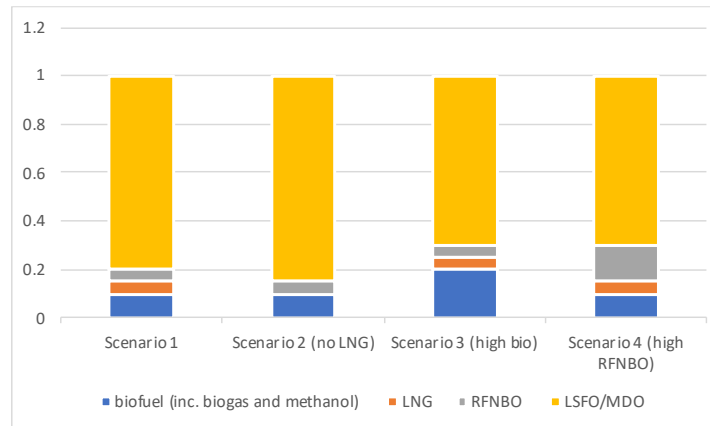


Builds on work originally published in ISWG GHG 1 - INF.2, Belgium et al. “scientific study on possible reduction targets and their associated pathways”

2030 GHG reduction is primarily about efficiency:

20-30% reduction in GHG on 2008

Potential fuel mix in 2030:

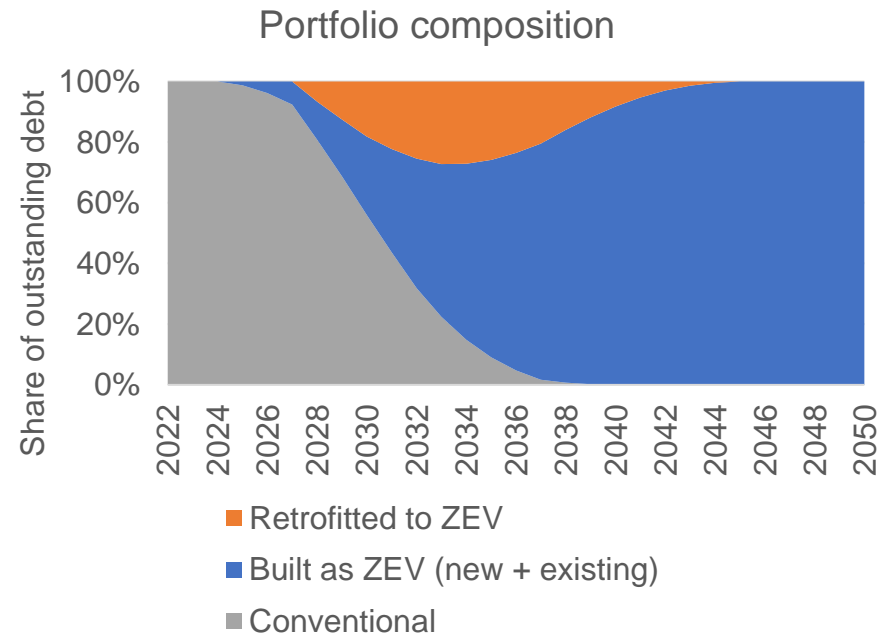
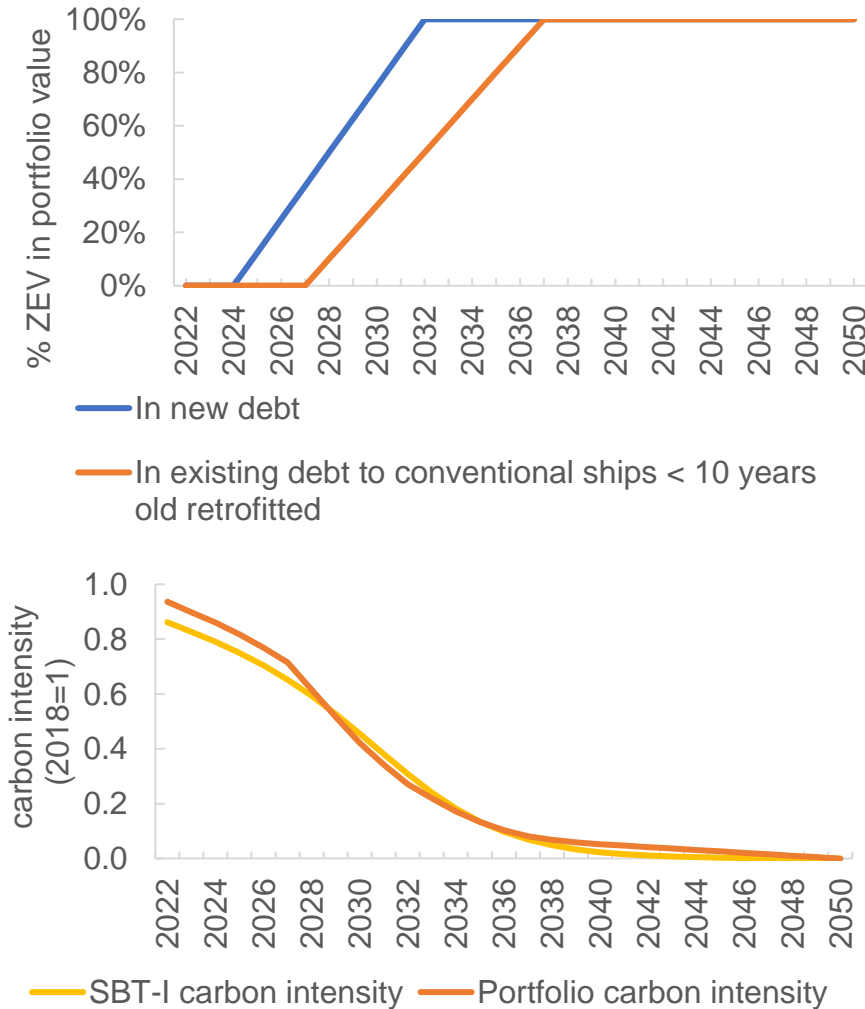


73% increase in tnm 2008-2030 (UNCTAD RMT 2022)

	↓	↓	↓	↓
At least	48	48	43	42
Striving for	54	55	51	50

Improvements in efficiency to achieve 1.5-alignment (on 2008)

Significant fuel-compatibility retrofitting looks likely, from late 2020's



IMO regulations will be a key driver of business cases, IMO committed to clarify by end 2025

