

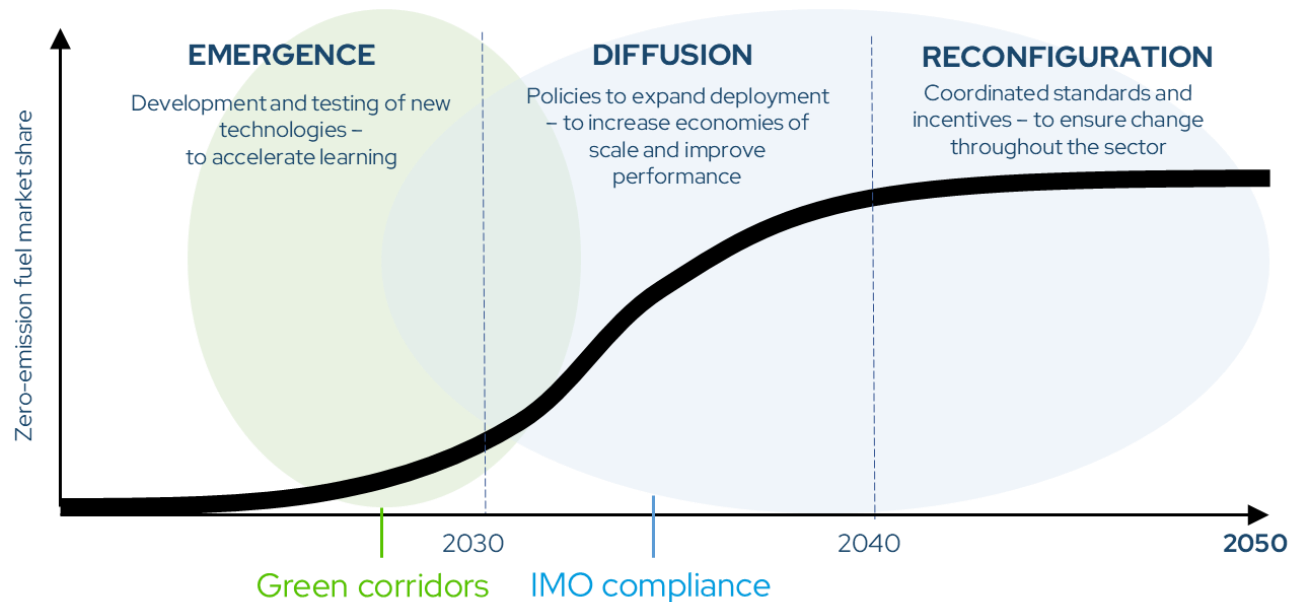


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Green Shipping Corridors

ZESS Hamburg, 25 June 2025

Green corridors can help shipping hit its tipping point



Help overcome challenges around the initial scaling of zero-emission shipping by:

1

Identifying shipping routes with the lowest barriers

2

Bringing together the full value chain

3

Undertaking targeted public-private action

Initiatives continue to multiply and mature



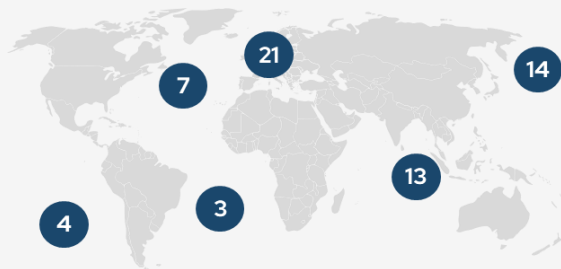
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62 **+18**
INITIATIVES since previous
edition

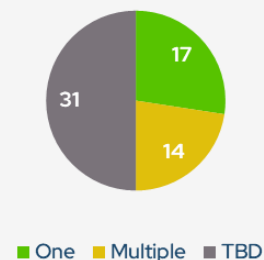
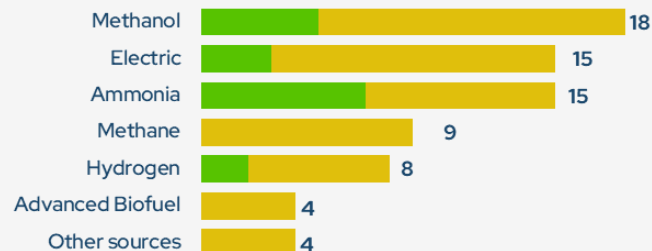
244
STAKEHOLDERS



GEOGRAPHIC SCOPE



TYPES AND NUMBER OF ENERGY SOURCES



**Low- to zero-emission variants of the fuels only*

Some initiatives are purely exploratory, others are working to realise zero-emission shipping



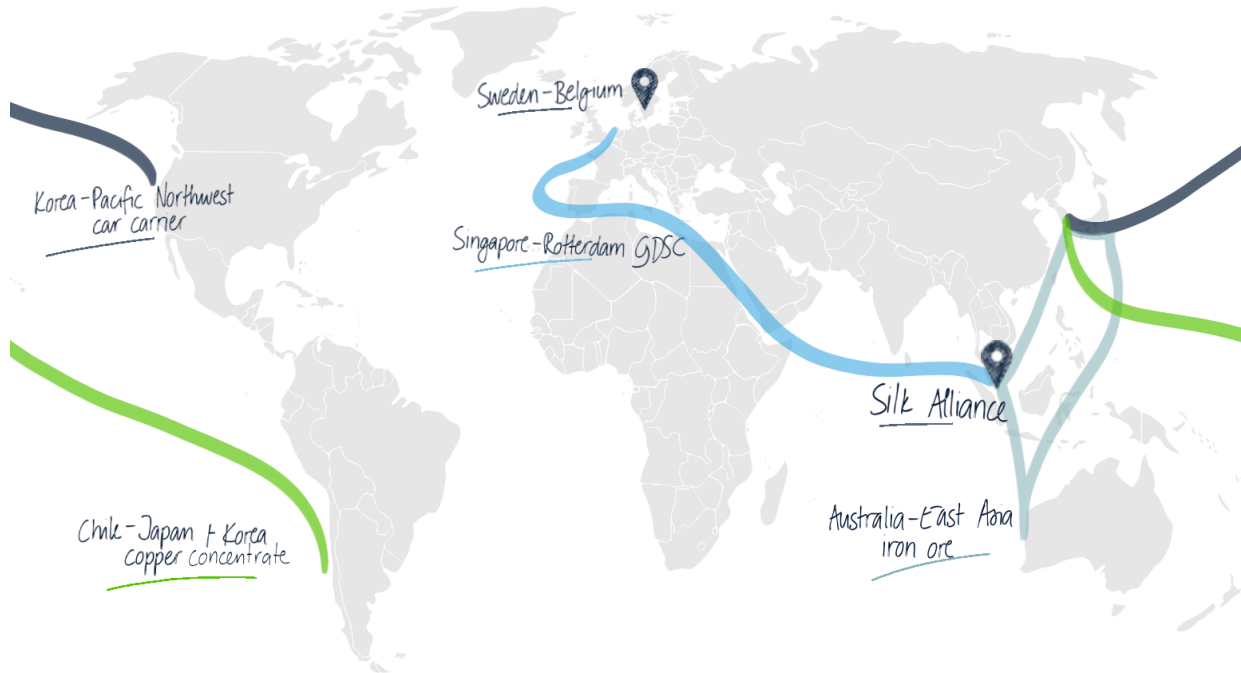
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Initiation	Exploration		Preparation		Realisation	
-	Early	Advanced	Pre-commercial	Commercial	Construction	Operation
Establishing an initiative	Aligning on what the opportunity looks like	Understanding what needs to happen to realise the opportunity	Removing shared barriers to realisation	Taking the actions needed for realisation	Key assets built	Zero-emission shipping begins on corridor
<u>Example activities</u> <ul style="list-style-type: none"> Stakeholder workshops Country-level assessment Formation of core stakeholder group Governance agreed 	<u>Example activities</u> <ul style="list-style-type: none"> Fleet baselining Fuel selection Pre-feasibility study 	<u>Example activities</u> <ul style="list-style-type: none"> Feasibility study Gap analyses Implementation roadmap Target setting Cost modelling 	<u>Example activities</u> <ul style="list-style-type: none"> Policy dialogue Policy paper Discussions on commercial innovation Technical studies and working groups 	<u>Example activities</u> <ul style="list-style-type: none"> Design and engineering Commercial vehicles established Policy incentives accessed Regulatory updates and approvals Tenders issued Contracts signed 	<u>Example activities</u> <ul style="list-style-type: none"> Vessels built/retrofitted Bunkering infrastructure built/expanded Fuel plant built/converted 	<u>Example activities</u> <ul style="list-style-type: none"> Pilots and demonstrations Additional vessel orders and offtakes

Six initiatives have emerged as frontrunners



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Frontrunners how?



Set targets

- Performed feasibility and **cost assessments**
- Established **working groups** tackling a variety of barriers

Why do they matter?



2Mt of early SZEF demand

- 35 ammonia ships between 2027-2030
- Methanol ships between 2026-2030
- (Bio-)methane even earlier

The advanced initiatives are pushing against an economic “feasibility wall”



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Country	Corridor-related funding	Amount available
Australia	R&D	\$6.7m+
Canada	R&D, CAPEX	\$110m+
Denmark	Pre-feasibility studies, feasibility studies	Undisclosed
Finland	Feasibility studies	Undisclosed
Norway	Feasibility studies	Undisclosed
Sweden	Feasibility studies	Undisclosed
Singapore	Pre-feasibility studies, R&D	\$7.7m+
United Kingdom	Pre-feasibility studies, feasibility studies, CAPEX	\$249m+
United States	Pre-feasibility studies	\$1.5m+
Netherlands	Feasibility studies	\$0.6m+
Ireland	Feasibility studies	\$0.5m+

- Policy mapping exercises have shown that there are currently **no fit-for-purpose schemes** for covering SZEFC costs
- The EU Innovation Fund covers OPEX, but has very **high barriers to entry**
- Many Clydebank governments have offered some funding, but this does **not extend to OPEX**
- **Cash is available for H2**, but has not yet been connected to corridors

76% of the Clydebank governments have hydrogen funding schemes in place.

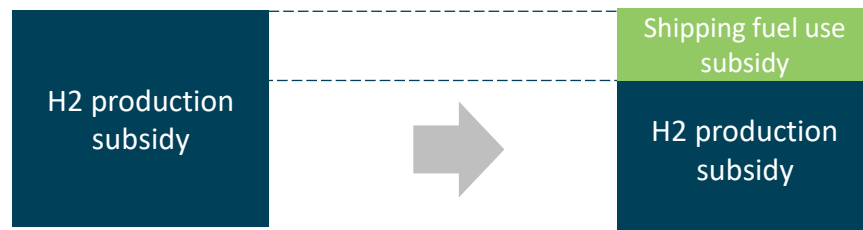
The United States, Germany, and Japan have announced the most funding

Coordination - at multiple levels – is a key bottleneck for cost-efficient policies

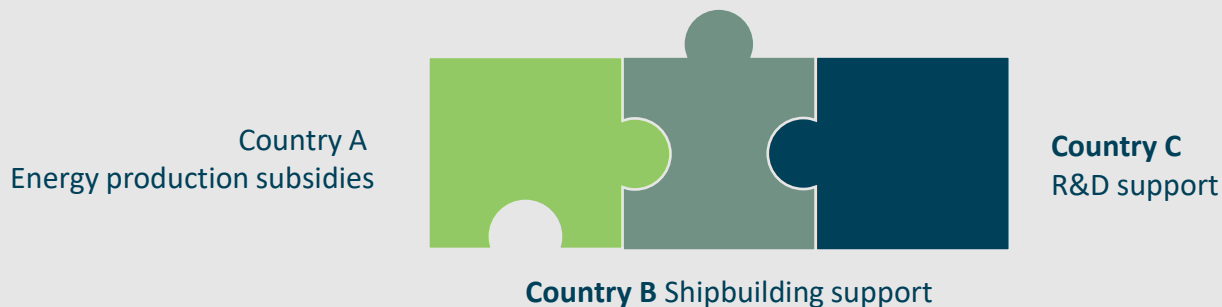


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Policy coordination between different departments within the government



Cost split and policy coordination between the governments



We recommend five actions in 2025



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1 Explore what **policies and sources of finance** can support the realisation of green corridors - and zero-emission fuel supply chains - **in the Global South**

2 **Rally behind the existing initiatives** and leverage the growing body of **best practices**

3 Take advantage of corridors as protected spaces for **exploring innovative commercial arrangements**

4 Adopt a more flexible, **programme-like governance** to scale fuel purchasing and investments

5 National and regional governments should develop strategies and take urgent action on the fuel cost gap – action by **10 governments could unlock 2Mt of SZEF demand in a watershed moment for shipping decarbonisation**

Thank you!

globalmaritimeforum.org

There are a variety of tools the industry can use to get started



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	Cost and risk	Supply chain	Examples
Book and claim			Katalist
Hydrogen production incentive			AU Hydrogen Headstart
Surplus credit generation			IMO Net Zero Framework, FEUM
Joint venture			Yara-NCL NH3 vessels
Zero-emission freight buyers alliance			ZEMBA
Green market maker			H2Global
Green shipping corridor			Singapore-Rotterdam GDSC
Zero-emission fuel buyers alliance			Under development
Port matchmaking			Singapore NH3 RfP

Source:
GMF
compilation