

【欧州】 【海事】

Carbon emission reduction measures of shipping companies - A.P. Moller - Maersk targets zero carbon emissions by 2050

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【概要 : Summary】

Maritime transport alone is responsible for approximately 2.5% of global GHG emissions. The shipping industry has been postponing to tackling the problem of GHG emissions for the past decade. Only in April 2018, the IMO's MEPC decided to aim for a 50% CO2 emission reduction target for the international maritime shipping by 2050, after years of inaction. On 1 January 2019, amendments to the MARPOL Annex VI regulation on Collection and reporting of ship fuel oil consumption entered into force. Ships of 5,000 gross tonnage and above will need to collect consumption data for each type of fuel oil they use, among others. The data collection system is expected to support the implementation of IMO's Initial Strategy on Reduction of GHG Emissions from Ships and the three-step approach towards addressing CO2 emission from international shipping. In the EU, the aim is to achieving zero GHG emissions by 2050. Recently, also the world largest container shipping company A.P. Moller-Maersk has reacted and laid out its plan to achieve zero CO2 emissions by 2050 for its shipping fleet and related logistics operations. The new Maersk plan underlines its plan for achieving a more ambitious target than the IMO's target to cut the overall CO2 output by 50% by 2050. However, Maersk also points out, it will need the cooperation and help from shipbuilders and naval architects to achieve its target. If they cannot deliver carbon-neutral ships by 2030 at the latest, Maersk will be unable to achieve the 2050 zero CO2 emission target.

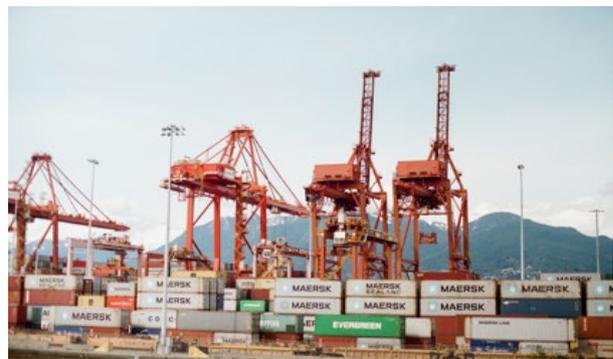


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【記事 : Article】

The world largest container shipping company A.P. Moller-Maersk intends to achieve a zero CO2 emissions target for its shipping fleet and related logistics operations by 2050. Maersk's reduction target implies a 60% reduction of CO2 emissions per container moved by 2020, based on 2007 figures. The Maersk company-wide target is a 30% relative CO2 reduction by 2020 (2010 baseline) and is overseen by the A.P. Moller - Maersk Sustainability Council. The businesses are required to develop strategies and targets to reduce their environmental impact in line with their respective materiality and risk assessments. Maersk intends to achieve the target of zero CO2 emissions by 2050 through the economies of scale of Maersk vessels, new technologies and network optimization.

However, Maersk also pointed out that it would not be able to achieve the envisaged 2050 target of zero CO2 emissions without cooperation and help from shipbuilders and naval architects. In fact, innovative developments are imperative and therefore, Maersk

calls on shipbuilders and naval architects to develop and deliver solutions for carbon-neutral ships by 2030 at the latest. Maersk also added that “an acceleration in new innovations and adaption of new technology is required”. Given the 20–25-year lifetime of a vessel, it is now time to start developing the new type of vessels to see them in operation by 2050.

According to A.P. Moller - Maersk Chief Operating Officer Soren Toft, the next 5–10 years will be crucial, and Maersk will invest significant resources for innovation and fleet technology. As world trade and thereby shipping volumes will continue to grow, efficiency improvements on the current fossil based technology can only keep shipping emissions at current levels but not reduce them significantly or eliminate them.

Therefore, it is a positive move by Maersk, as the world’s major container shipping company, to consider its responsibility to lead the GHG emission reduction measures in the shipping industry. However, it is already clear that the A.P. Moller - Maersk ambitious plan to reduce the GHG emissions to zero by 2050 can only be realised if the technological progress in shipbuilding and efficiency improvements will be achieved. Maersk’s vessels, will have to use new zero carbon emission energy sources, a new generation of biofuels, hydrogen or other CO2 emission neutral fuels and all these new technologies need to be available by 2030 in order to be able to achieve the 2050 target of zero carbon emissions.

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