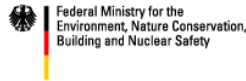




Supported by:



based on a decision of the German Bundestag

UNITING FOR CLIMATE ACTION –
FURTHER, FASTER, TOGETHER

OFFICIAL CLIMATE PARTNER



GERMAN ENVIRONMENTAL MINISTRY BACKS INDUSTRY-LED SHIPPING DECARBONIZATION SUMMIT AT UNFCCC COP23

LONDON – NOVEMBER 07, 2017: The German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB) has pledged its support for the ‘Ambition 1.5°C: Global Shipping’s Action Plan’ summit which will gather 150-200 invited, influential shipping industry representatives and delegates of the UN Convention on Climate Change (UNFCCC) to create an Action Plan for the decarbonization of the shipping industry at the 23rd session of the Conference of the Parties (COP23) on November 13 in Bonn, Germany.

The need for shipping to contribute its ‘fair share’ of GHG reductions and to decarbonize quickly and deeply enough to meet the high ambition climate change target of limiting global temperatures to 1.5°C, as indicated in the Paris Agreement, has catalyzed the need for a business-focused approach that pushes ahead of regulatory mechanisms.

Work undertaken during the industry-driven summit to develop the required Action Plan will support industry ambition and the exploitation of opportunities presented by decarbonization. The group will use the reviewed and accelerated ‘pathway’ developed by the Sustainable Shipping Initiative as a framework for the Action Plan and resultant strategies held within the Action Plan will consider all active industry environmental work streams and initiatives.

Following the summit, a briefing document will be delivered to UNFCCC delegates, National delegation focal points, the UNFCCC secretariat and all relevant national policy makers to influence discussions around shipping transportation at the core COP23 proceedings. This briefing document will provide a summary of the main challenges and opportunities of shipping industry decarbonization, the high ambition approaches agreed at the summit and a copy of the draft Action Plan created. An official press conference will also be held at the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety on November 15, 2017.

The common goal to reach global greenhouse gas (GHG) neutrality that was agreed under the Paris Agreement, adopted at COP21 under the UNFCCC in 2015, has provoked momentum and regulatory action around shipping’s GHG contributions within the Marine Environmental Protection Committee (MEPC) meetings of shipping’s regulatory body, the International Maritime Organization (IMO). However, many in the industry do not believe that sufficient action is being taken at a fast-enough pace to meet the urgency of the challenge.

The Ambition 1.5°C: Global Shipping’s Action Plan summit has been officially endorsed by a jury consisting of the UNFCCC partners; the incoming Fijian Presidency of COP23, the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety and the City of Bonn and is an official Climate Partner for COP23.

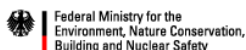
Co-organisers of the summit include Lloyd’s Register, MAN Diesel & Turbo, RightShip, MARIKO, Danish Shipping, International Windship Association (IWSA) and Green Ship of the Future. The Sustainable Shipping Initiative (SSI), Carbon War Room and UMAS are acting as advisors and the official event organisers are The Blue Green Events Company, Mantour Consultancy and Smart Green Shipping Alliance (SGSA).

Information about the summit can be found at: www.shippingambition1o5C.com.

-ENDS-



Supported by:



based on a decision of the German Bundestag

UNITING FOR CLIMATE ACTION –
FURTHER, FASTER, TOGETHER

OFFICIAL CLIMATE PARTNER



ADDITIONAL INFORMATION FOR JOURNALISTS

GERMAN FEDERAL MINISTRY FOR THE ENVIRONMENT, NATURE CONSERVATION, BUILDING AND NUCLEAR SAFETY (BMUB) QUOTE

Jochen Flasbarth, State Secretary at the German Federal Ministry- The Environment, Nature Conservation, Building and Nuclear Safety (BMUB):

“If international shipping were a country, it would already be the sixth largest emitter – and as such would rank even before Germany. As we are committed to decarbonization at the national level to reach the ambitious long-term temperature goals of the Paris Agreement, we must also pursue immediate and ambitious action to reduce the GHG emissions of international shipping.”

REPRESENTATIVE QUOTES FROM THE SUMMIT ORGANIZERS

Catherine Austin, Managing Director – The Blue Green Events Company

“While the IMO is inciting some momentum around the reduction of shipping’s GHG contributions, the time has come for the industry to act upon decarbonization outside of any regulatory requirements that may, or may not be in place currently and in the future. This summit provides the platform for such action to be catalysed, with a unified vision and approach towards shipping decarbonisation and the significant step changes required for shipping to contribute to the higher ambition target of limiting global average temperature increase to 1.5°C, as indicated in the Paris Agreement.”

Diane Gilpin, Founder CEO – Smart Green Shipping Alliance

“The need for zero emission ships represents great opportunities for ambitious shipping companies. If we look to the land based industries already generating significant financial value from renewable energy we might be able to envision similar pathways for shipping. Shifting, wherever possible, to renewables creates corporate resilience in an uncertain future. No one is pretending it's easy, or there is a one-size-fits-all solution but that's what makes it an exciting opportunity - we have a plethora of technologies, talent, and deep knowledge, and by creating ambitious collaborations we embark on an exciting global challenge together.”

Gavin Allwright, Secretary, International Windship Association (IWSA):

“Given the scale and urgency of the challenge and the level of commitment shown in Paris any ship built today must, within its lifetime, be able to operate in a net zero emission world. However, action to intensify the shipping industry’s carbon reduction needs to be taken at a much faster pace and the time has arrived for stakeholders within the industry to drive action in front of regulation. This places the Ambition 1.5°C: Global Shipping’s Action Plan as a vital platform to push the sector towards decarbonisation, regardless of how regulation is progressing.”



AMBITION 1.5°C
GLOBAL SHIPPING'S ACTION PLAN
13 NOVEMBER 2017

Supported by:



Federal Ministry for the
Environment, Nature Conservation,
Building and Nuclear Safety

based on a decision of the German Bundestag

**UNITING FOR CLIMATE ACTION –
FURTHER, FASTER, TOGETHER**

OFFICIAL CLIMATE PARTNER



REPRESENTATIVE QUOTES FROM THE SUMMIT CO-ORGANIZERS

Lloyd's Register

Katharine Palmer, Environmental Manager – Lloyd's Register

“With the reality to achieve a 50% reduction in CO2 by 2050, in line with the Paris Agreement, zero emission vessels (ZEVs) need to be entering the fleet in about 2030. The big question is how do we make this a reality? As a co-organiser of this Ambition event, we have the opportunity to highlight the potential and commercial attractiveness this offers and by bringing together the key stakeholders, of what is often a fragmented industry, the possibility to deliver a global action plan we can all commit to”

MAN Diesel & Turbo

Adrian Hennek, Head of Public Affairs - MAN Diesel & Turbo SE

“We see the need for global action with regards to emissions and CO2 reductions in international shipping. That is why MAN Diesel & Turbo co-organizes the “Ambition 1.5: Global Shipping's Action Plan” event during the COP23 meeting in Bonn. We are already calling for a “Maritime Energy Transition” and the event will hopefully boost awareness for the topic.”

RightShip

Capt. Warwick Norman, CEO - RightShip

“The importance we place on the sustainability of our maritime environment and our industry underscores our rationale for acting as co-organisers as well as carbon offset sponsors for Ambition 1.5. Run by and for the shipping industry, we believe this event will succeed in navigating an ambitious but workable plan to guide industry's contribution to the Paris Agreement.”

Danish Shipping

Maria Bruun Skipper, Director - Danish Shipping

“Danish Shipping firmly believes that the international shipping sector must contribute with its equal share to the Paris Agreement. We are actively working for an ambitious IMO GHG Reduction Strategy which is currently under development. Therefore, we are pleased to be a co-organizer of this important event to raise awareness among COP23 delegates of the developments in the shipping sector and at IMO. This event is a great opportunity to gather relevant stakeholders and take the next step towards a zero-emission path by end of this century.”

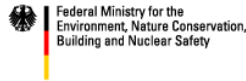
Sustainable Shipping Initiative – SSI (Advisor)

Tom Holmer, General Manager – Sustainable Shipping Initiative

“The SSI's Roadmap provides a clear pathway for the decarbonisation of the shipping industry, including the transition to a diverse range of clean energy sources, an increase in the uptake of new technologies and innovations, and the development of new vessel designs. The time for action is now, driven by urgent collaboration across the entire shipping supply chain that will see the creation of a sustainable, environmentally and socially conscious, and more profitable shipping industry, which is appropriately and effectively contributing to agreed global warming targets.”



Supported by:



based on a decision of the German Bundestag

UNITING FOR CLIMATE ACTION –
FURTHER, FASTER, TOGETHER

OFFICIAL CLIMATE PARTNER



Carbon War Room (Advisor)

Maurice Meehan, Director of Global Shipping Operations - Carbon War Room

“We know that by 2050 we must cut emissions to 50% of 2008’s levels. But critically, we need a clear, unified vision of what that looks like and how we get there – essentially a decarbonisation pathway laid out by the industry for the industry. It would give focus to our collective work, and define clear objectives and what needs to be achieved to meet them. Our collaboration with this initiative, ensures that RMI -CWR will work with market progressives to map out such a successful decarbonisation pathway. Business-led, market-driven solutions have huge potential to unlock decarbonisation opportunities across the industry.”

ABOUT THE CO-ORGANISERS

Lloyd’s Register (LR) is a global engineering, technical and business services organisation wholly owned by the Lloyd’s Register Foundation, a UK charity dedicated to research and education in science and engineering. Founded in 1760 as a marine classification society, LR now operates across many industry sectors, with some 8,000 employees in 78 countries. LR is a leading international provider of classification, compliance and consultancy services to the marine and offshore industry, helping its clients design, construct and operate their assets to the highest levels of safety and performance. LR has a long-standing reputation for integrity, impartiality and technical excellence. Its compliance, risk and technical consultancy services give clients confidence that their assets and businesses are safe, sustainable and dependable. Through its global technology centres and research network, LR is at the forefront of understanding the application of new science and technology to future-proof its clients’ businesses.

www.lr.org

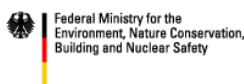
MAN Diesel & Turbo SE, based in Augsburg, Germany, is the world’s leading provider of large-bore diesel engines and turbomachinery for marine and stationary applications. It designs two-stroke and four-stroke engines that are manufactured both by the company and by its licensees. The engines have power outputs ranging from 450 kW to 87 MW. MAN Diesel & Turbo also designs and manufactures gas turbines of up to 30 MW, steam turbines of up to 150 MW and compressors with volume flows of up to 1.5 million m³/h and pressures of up to 1,000 bar. The product range is rounded off by turbochargers, propellers, gas engines and chemical reactors. MAN Diesel & Turbo’s range of goods includes complete marine propulsion systems, turbomachinery units for the oil & gas as well as the process industries and complete power plant solutions. Customers receive worldwide after-sales services marketed under the MAN PrimeServ brand. The company employs around 14,500 staff at more than 100 international sites, primarily in Germany, Denmark, France, Switzerland, the Czech Republic, India and China. MAN Diesel & Turbo is a company in the Power Engineering business area of MAN SE.

www.mandieselturbo.com

RightShip is the world’s leading maritime risk management and environmental assessment organisation. RightShip’s online risk management tool, RightShip Qi, brings all the benefits of big data and predictive analytics to maritime risk management, providing users with sophisticated, real-time vetting insights and enhanced reporting capabilities. Adding depth to the risk management assessment, RightShip’s Greenhouse Gas (GHG) Emissions Rating has been widely adopted by the maritime industry to measure and recognise the relative CO₂ output of individual vessels. It is now used as a selection tool for 1 in every five ships chartered, equating to 2.4 billion DWT and around 30,000 vessel movements each year. Available free of charge, the GHG Rating provides a systematic



Supported by:



based on a decision of the German Bundestag

UNITING FOR CLIMATE ACTION –
FURTHER, FASTER, TOGETHER

OFFICIAL CLIMATE PARTNER



and transparent framework for comparing the relative efficiency of ships, enabling users to select vessels with a lower CO2 footprint and fuel bill.

www.rightship.com/ghgrating

MARIKO: The main task of MARIKO GmbH is the support of actors and stakeholders in the maritime industry. Through networking activities and the initiation of research and cooperation projects, innovative projects with a focus on the field of green shipping and efficient ship operation are being developed especially for companies along the Ems axis, in Germany and the Netherlands. The main priority is on cooperation with small and medium-sized companies operating in the maritime and inland waterway transport sector.

www.mariko-leer.de

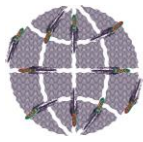
Danish Shipping is a trade and employer organization for more than 40 ship owners and two offshore companies. Altogether, the members of Danish Shipping own around DWT 33 million, which add up to more than 95 per cent of the Danish merchant fleet registered in the Danish International Shipregister (DIS). Danish Shipping was established in 1884. Since then it has been working as a collective point for the Danish shipping industry, and today it plays an important and active role in relation to the authorities and decision-makers nationally and internationally. The organization also has a permanent representation office in Bruxelles. Additionally, Danish Shipping is a member of and works with foreign ship owners' organizations such as ICS and ECSA. Danish Shipping firmly believes that international shipping must reduce its absolute CO2 emissions in pace with the rest of the world economy to contribute with its "fair share" in meeting the 2°C target of the Paris Agreement. To do this, the IMO GHG Reduction Strategy must contain establish ambitious and time dependent CO2 reduction targets and mechanisms. The targets must ensure that shipping's emissions are reduced sufficiently to keep the sectors' share of global emissions below 2.2 %.

www.danishshipping.dk/

The International Windship Association (IWSA) facilitates and promotes wind propulsion solution for commercial shipping worldwide and brings together all parties in the development of a windship sector to shape industry and government attitudes and policies. IWSA is a member driven, not-for-profit association made up of wind propulsion technology suppliers and ship development projects, designers, naval architects, engineers, academics, NGO's and seafarers with five areas of activity: Network – grouping like-minded organizations and individuals sharing ideas, skills, technical and market information for the development of commercial windships. Promote – promoting the economic value of wind propulsion to the industry Educate – acting as a central information hub for the wind propulsion sector, ship owners and operators, shipyards, ports, governments, equipment producers, the media, NGOs, and the wider public. Incubate – securing funding streams, project collaboration, grant applications, research and the pooling of resources. Facilitate – establishing common approaches/criteria for all stages of project development, support stakeholders, advise and lobby legislative bodies on policies, activities, funding and incentives required to retrofit existing ships and build new commercial windships.

www.wind-ship.org

Green Ship of The Future (GSF) is a public private partnership with 50 members from across the maritime industry from shipowners, OEMs and suppliers to class, authorities and research institutions. Green Ship of the future is working towards emission free maritime transport, is ambitious in the exploration and use of new technologies and enables innovation across maritime value chains. Through collaborative innovation across the maritime supply chain, GSF members explore, develop and demonstrate green technology in ambitious projects with the overall goal of making shipping and



AMBITION 1.5°C
GLOBAL SHIPPING'S ACTION PLAN
13 NOVEMBER 2017

Supported by:



Federal Ministry for the
Environment, Nature Conservation,
Building and Nuclear Safety

based on a decision of the German Bundestag

**UNITING FOR CLIMATE ACTION –
FURTHER, FASTER, TOGETHER**

OFFICIAL CLIMATE PARTNER



the maritime industry more innovative, energy efficient and sustainable. Green Ship of the Future is funded by the members, but with important and appreciated donations from The Danish Maritime Fund, the Orient's Fund and the Lauritzen Foundation.

www.greenship.org

ABOUT THE ADVISORS

The Sustainable Shipping Initiative (SSI) is an independent charity, comprised of ambitious leaders spanning the whole shipping value chain from charterers and ship owners, to ship yards, class societies and technology companies. The SSI's objective is to make sustainability mainstream; working with its members and other shipping stakeholders to create a more environmentally responsible, socially conscious, safer, accountable, and more economically profitable industry. One that is truly sustainable by 2040, as outlined in its Vision. The SSI was founded by global sustainability non-profit organization Forum for the Future in conjunction with WWF, the global conservation NGO and a number of leading shipping industry companies. Forum for the Future and WWF remain as NGO members of the SSI.

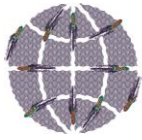
www.ssi2040.org

Carbon War Room (CWR) was founded in 2009 as a global non-profit by Sir Richard Branson and a group of like-minded entrepreneurs. Carbon War Room's purpose has been to accelerate the adoption of business solutions that reduce carbon emissions at gigaton scale and advance the low-carbon economy. In 2014, Carbon War Room merged with Rocky Mountain Institute, and RMI continues to use the Carbon War Room brand in many markets given its exceptional reputation. Central to the approach of Carbon War Room programmes is overcoming market barriers that prevent capital from flowing to sustainable decarbonisation solutions, or that prevent uptake of such solutions. These programmes engage directly with industry to generate business-led solutions with clear pathways to accelerate the deployment of profitable low-carbon solutions—even in the face of weak mandates. Carbon War Room's Shipping Program focuses on data transparency, new technologies and fuels, and shipping finance practices to inject much-needed disclosure and innovation into the shipping sector. This approach will provide market advantages for cleaner ships and encourage sustainable ship financing.

www.rmi.org/carbon-war-room

UMAS: In combination, UCL Energy Institute, MATTRANS and UCLC operate under the branding of the entity UMAS. UMAS is a sector focused commercial advisory service that draws upon the world leading shipping expertise of the UCL Energy Institute, combined with the advisory and management system expertise of MATTRANS. Work undertaken by UMAS is underpinned by state of the art data supported by rigorous models and research practices. This makes UMAS world leading on two key areas; using big data to understand trends and drivers of shipping energy demand or emissions and using models to explore what-ifs for future markets and policies.

www.u-mas.co.uk



AMBITION 1.5°C
GLOBAL SHIPPING'S ACTION PLAN
13 NOVEMBER 2017

Supported by:



Federal Ministry for the
Environment, Nature Conservation,
Building and Nuclear Safety

based on a decision of the German Bundestag

**UNITING FOR CLIMATE ACTION –
FURTHER, FASTER, TOGETHER**

OFFICIAL CLIMATE PARTNER



ABOUT THE OFFICIAL EVENT ORGANISERS

The Blue Green Events Company is a dynamic events company that delivers impactful platforms and campaigns with sustainability and the low carbon economy at their core.

www.bluegreenevents.com

The Smart Green Shipping Alliance (SGSA) is an award-winning collaboration of SMEs and large corporations pioneering maritime renewables.

www.smartgreenshippingalliance.com

Mantour Consultancy is a highly recognised German consultancy on all aspects of sustainability.

PRESS CONTACT

Catherine Austin – The Blue Green Events Company, +44 7703-835-029,
admin@bluegreenevents.com