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Climate-neutral maritime shipping requires technological revolution Worldwide agreement commits maritime shipping to strict climate protection

Following difficult negotiations, within the scope of a meeting of the International Maritime Organization in London, the community of states of the United Nations approved a global regulation for climate protection for maritime shipping. According to the agreement, maritime shipping is at least to halve its global CO₂ emissions by the year 2050. All ships are to be climate-neutral and discharge zero CO₂ no later than the end of the century.

"The resolution adopted by IMO is a significant historic step. Maritime transportation will be the first industry sector worldwide with specific and far-reaching parameters for climate protection. The German shipowners fundamentally endorse the objective of operating their vessels in a climate-neutral manner as soon as possible," said Alfred Hartmann, President of the German Shipowners' Association (VDR).

The states have additionally approved interim targets, in terms of which ships are to reduce their CO₂ emissions in relation to transport performance by at least 40% by the year 2030. By the year 2050, a reduction by 70% is to be reached, if possible.

"The specific steps adopted by the IMO are very ambitious. Maritime shipping and the community of states are facing the challenge to reduce CO₂ emissions without restricting the essential maritime trade at the same time. We need an innovation offensive in research and development, especially with regard to alternative fuels and propulsion systems. Governments worldwide must cooperate with this industry sector and make financial resources available for this technological revolution," said Hartmann.

By accepting the climate protection strategy, the IMO continues its successful work for decades for the protection of the marine environment and the climate. The IMO had already laid down binding efficiency parameters for CO₂-friendly ship newbuilds as early as 2013, including climate protection parameters for the operation of maritime vessels.

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Press photographs of Alfred Hartmann: <http://www.reederverband.de/pressefotos>

German Shipowners' Association:

The German Shipowners' Association is a leading professional association within the German business community. On behalf of around 200 member companies, the VDR represents the German shipping industry with the fourth-largest merchant navy fleet in the world. As an employers' association, the VDR conducts collective bargaining and social partner negotiations. The founders, in 1907, were regional associations of shipowners, with the aim of facilitating common and uniform management of interests. Today, the German Shipowners' Association represents German maritime shipping not only in Berlin and Bonn, but also in Brussels, London, Geneva and on a global scale. Further particulars are available at www.reederverband.de.