



**GETTING TO ZERO
COALITION**

GLOBAL MARITIME FORUM

Green shipping corridors

Subsidies as a key support mechanism for
first mover initiatives

Green corridors intend to accelerate the deployment of zero-emission assets



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Green corridor – route where the feasibility of zero-emission shipping is catalysed by public and private action

60+

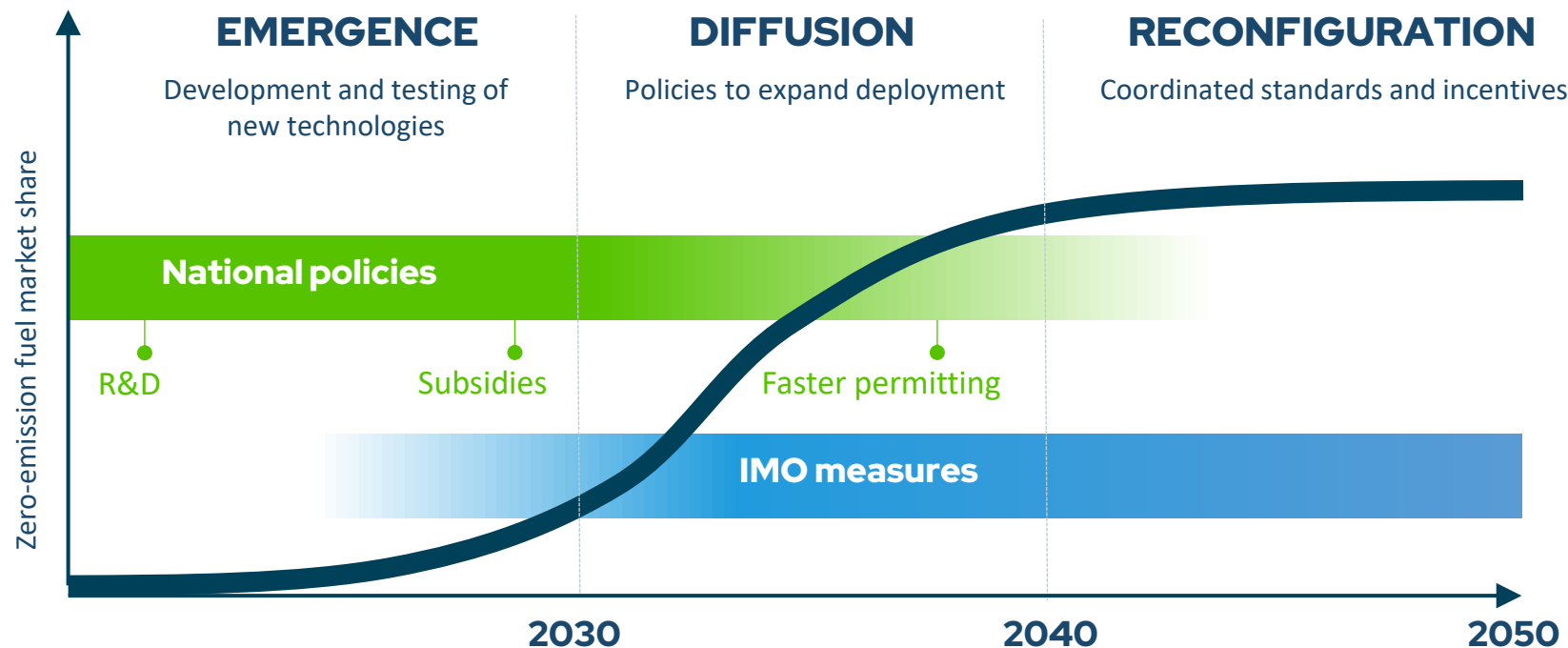
INITIATIVES

244

STAKEHOLDERS



National policy is key to support green corridors



Policies should target the core issue

Fuel cost is the main component of the cost gap

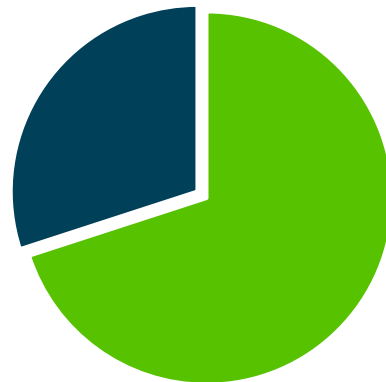
How expensive is zero-emission shipping?

In **2030**, running a ship on green hydrogen-based fuel (methanol, ammonia) can be around **1,5-3x more expensive*** than a conventional vessel.

Existing and upcoming IMO policies and green premia can **only partially close this cost gap**.

What does the cost gap consist of?*

■ More expensive fuel ■ More expensive vessel



Policies to close the cost gap

Main options

Subsidies

**Bilateral or multilateral climate
regime**

Competition law exemptions

Potential issues:

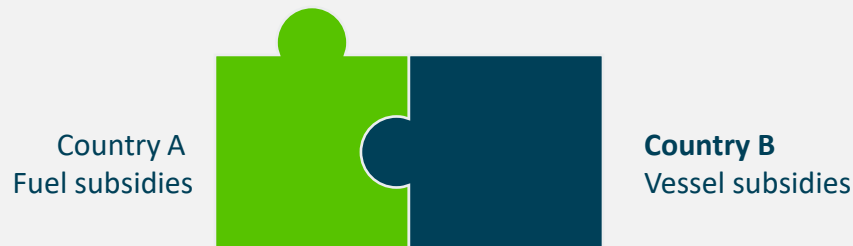
- Lack of incentives for national governments to support international shipping
- Competition with other sectors
- Added complexity to the policy environment

Effective policy principles

1 Leveraging existing schemes



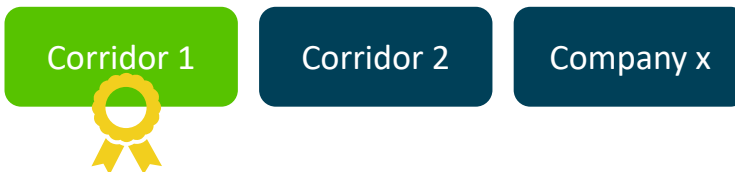
2 Splitting the cost burden



3 Striving for technology specificity



4 Ensuring a competitive process



Examples of support schemes

Norway



Vessel subsidy

for hydrogen- and ammonia-powered vessels

+



Fuel subsidy

for hydrogen-based fuel producers
with maritime offtakers

Republic of Korea

A first-of-a kind **Special Act for Supporting the Establishment of Green Shipping Corridors**, including:

- Green Shipping Corridor Support Council
- International MoUs
- Financial support for green corridors



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Thank you!

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