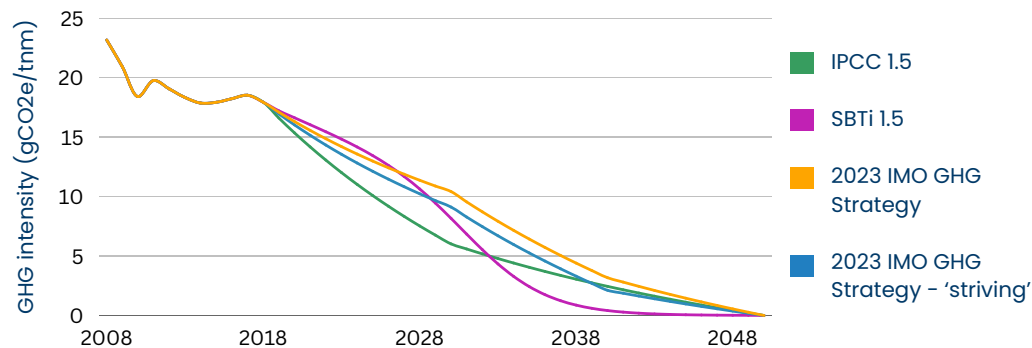


HOW SHIPPING CAN REACH A 1.5°C PATH



The IMO's Revised Strategy will achieve emissions reductions on a 1.6°C path, but when compared to Science-based targets (SBTi), there is a marginal difference. If the shipping industry were to aim for 100% GHG reductions by 2040, it would align on a 1.5°C pathway. With this marginal difference, the industry will need to make very similar changes to their vessels and should go above the IMO's ambition to achieve a Paris-aligned emission reduction.



INDUSTRY ACTION

Industry/corporate actors need to take ambitious action and any leadership initiatives should update their plans to ensure additionality relative to what the IMO should now be driving through regulation.



NATIONAL ACTION

Establishing/revising National Action Plans (NAPs) ensuring that a just and equitable transition is not undermined.

Green corridor plans need to be brought forward and be operational in the mid 2020s, well before 2030.

ZERO EMISSION TRANSITION PHASES

