How to create a green corridor



Dr Stavros Karamperidis

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Board Member of Cattewater Harbour Commissioners (Port of Plymouth)

Member of the Ports and Terminals Group of the Society of Maritime Industries UK

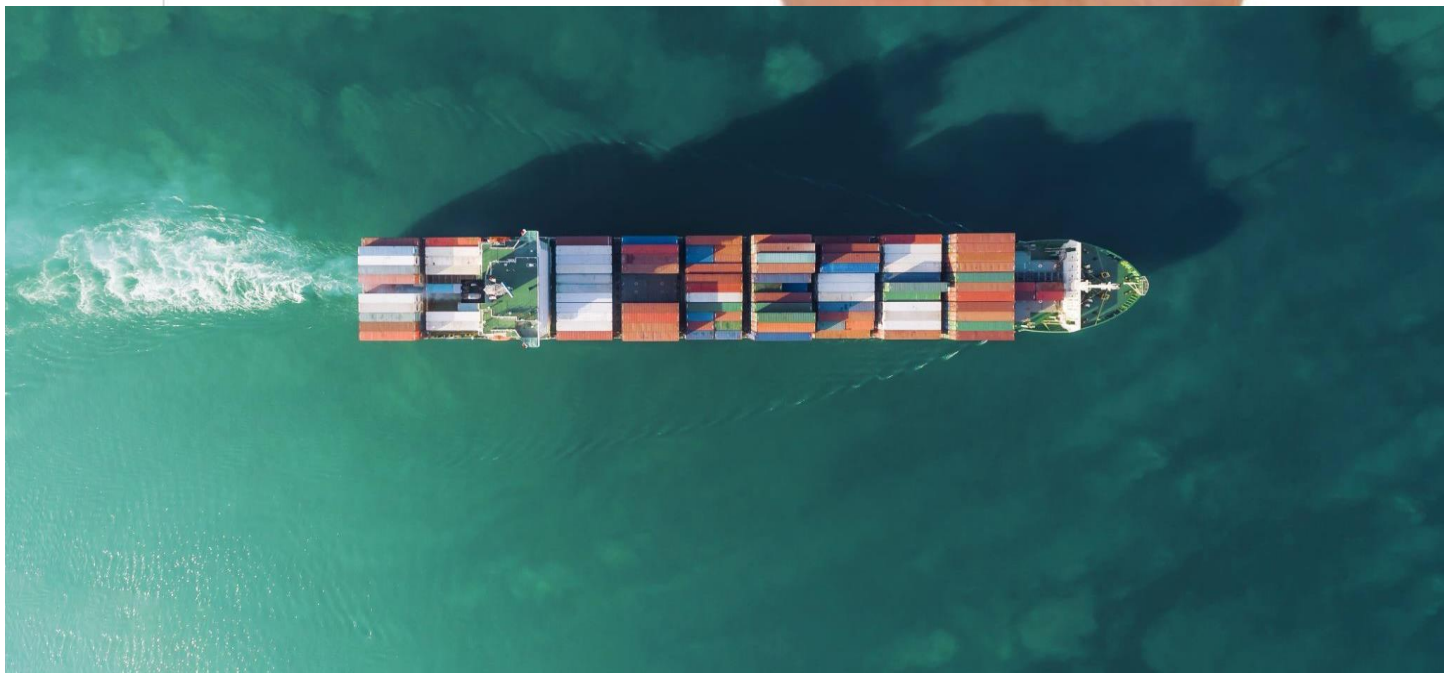
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CATTEWATER HARBOUR COMMISSIONERS

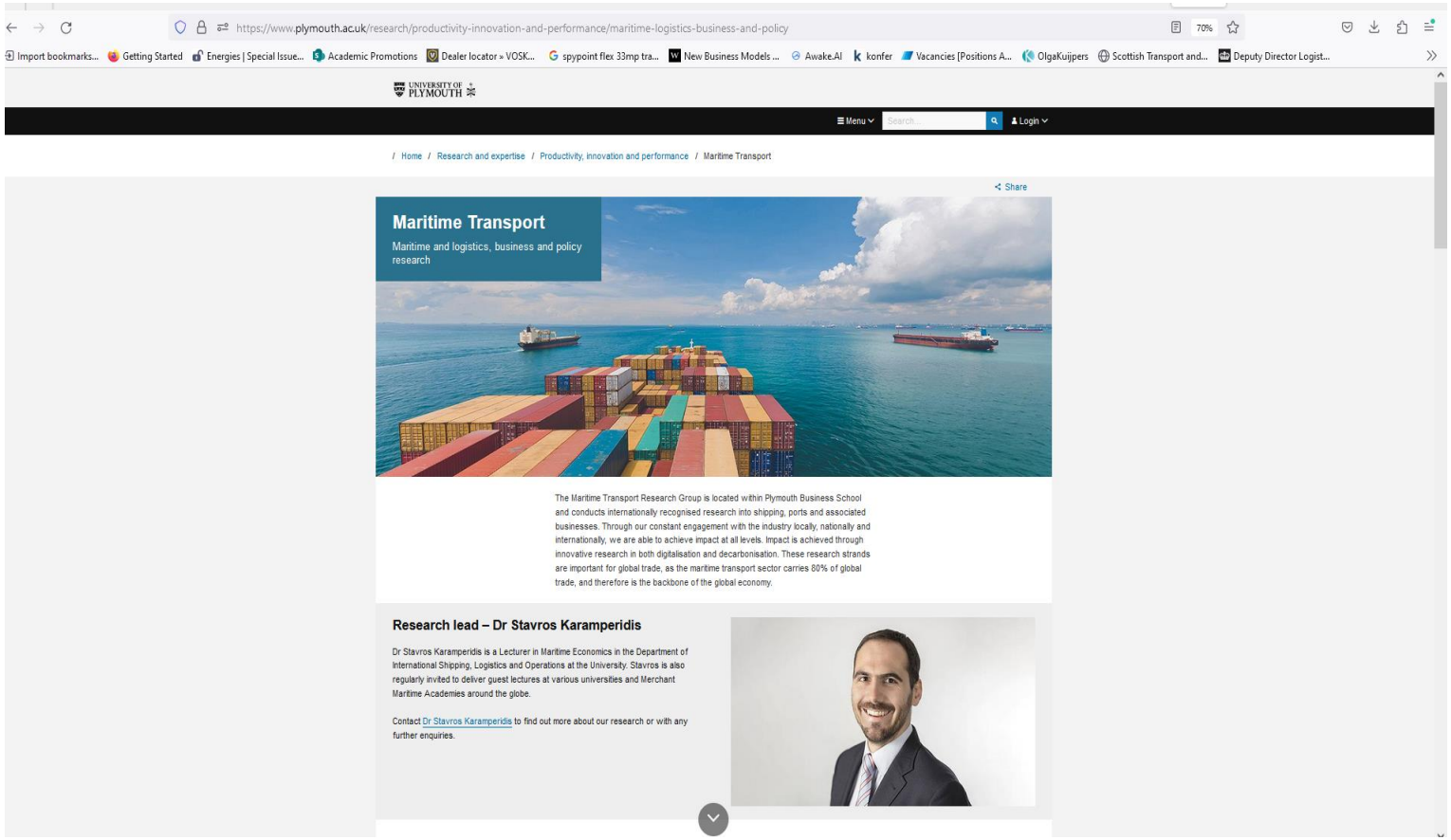
SMI Society of Maritime Industries



- Introduction
  - Maritime transport research group
- Green corridors
  - Background
  - Can green corridors support trade and investment?
  - How Green Shipping Corridors are evolving
  - UKSGSC pre-feasibility results, findings and recommendations



Maritime transport research group



https://www.plymouth.ac.uk/research/productivity-innovation-and- performance/maritime-logistics-business-and-policy

Great links with industry, various governments and organisations

Dr Stavros Karamperidis receives an invitation from the High Commission of India to deliver a presentation on maritime decarbonisation

The Indian High Commission in London organised an event entitled "Green Shipping and Emerging Technologies in Maritime", as a precursor to the global Maritime India Summit to be held in Mumbai.

Dr Stavros Karamperidis was invited as an outstanding expert in the field of maritime decarbonisation, to deliver a presentation entitled 'Maritime decarbonisation: A journey from current status to net zero with the help of new technologies' and to also participate in a round table with industry leaders from government, industry and regulators.



Maritime decarbonisation event at the UK Chamber of Shipping

Dr Stavros Karamperidis PI (Principal Investigator) of the project entitled "Examine the feasibility and investment required for ports to act as decarbonisation hubs" hosted at the UK Chamber of Shipping a workshop on maritime decarbonisation. More than 30 industry, policy and government leaders attended the event. The research team demonstrated the research findings and its great engagement with the maritime transport sector. Future steps for moving forward and reaching net-zero for maritime transport sector were identified while extremely positive feedback from participants for the level of our research was collected.





IMO INTERNATIONAL MARITIME ORGANIZATION

E

MARINE ENVIRONMENT PROTECTION COMMITTEE
80th session
Agenda item 6

MEPC 80/6/3
31 March 2023
Original: ENGLISH
Pre-session public release: ☒

ENERGY EFFICIENCY OF SHIPS

Proposal to amend corrections factors and voyage adjustments for CII calculations (CII Guidelines, G5) for self-unloading bulk carriers engaged in transloading and transhipment operations

Submitted by Liberia

SUMMARY

Executive summary: This document outlines significant operational details of self-unloading bulk carriers performing transloading and transhipment operations, and why the calculation of the attained CII for these self-unloading bulk carriers needs to take all these differences into account. The document provides evidence that transloading and transhipment operations reduce carbon emissions

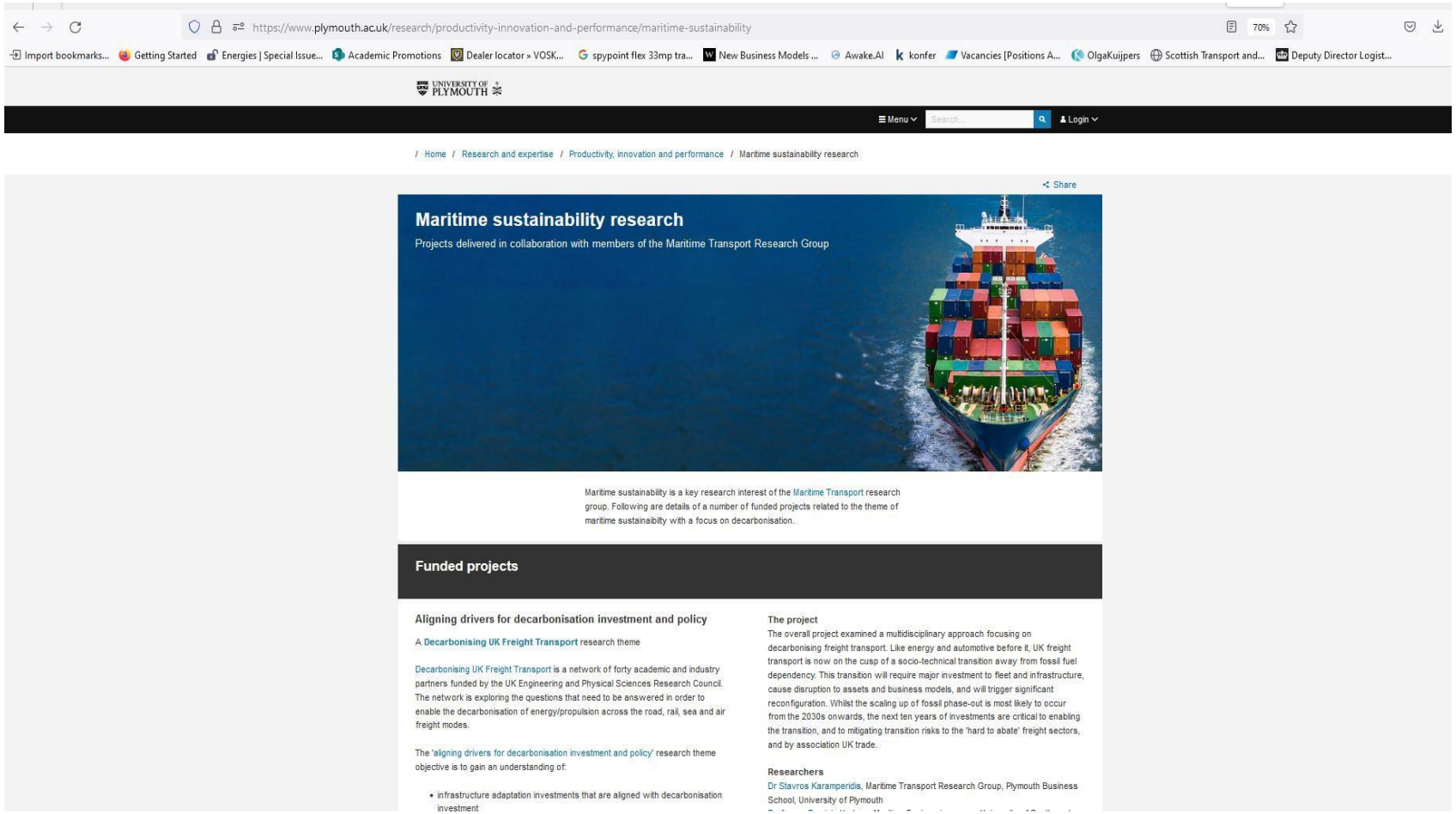
UK Government

Department for Transport

- Course to Zero consultation: UK domestic maritime decarbonisation response form (Department for Transport, UK, July 2022).
- UK Shore consultation (Department for Transport, UK, March 2022).

https://www.plymouth.ac.uk/schools/plymouth-business-school/news-and-events

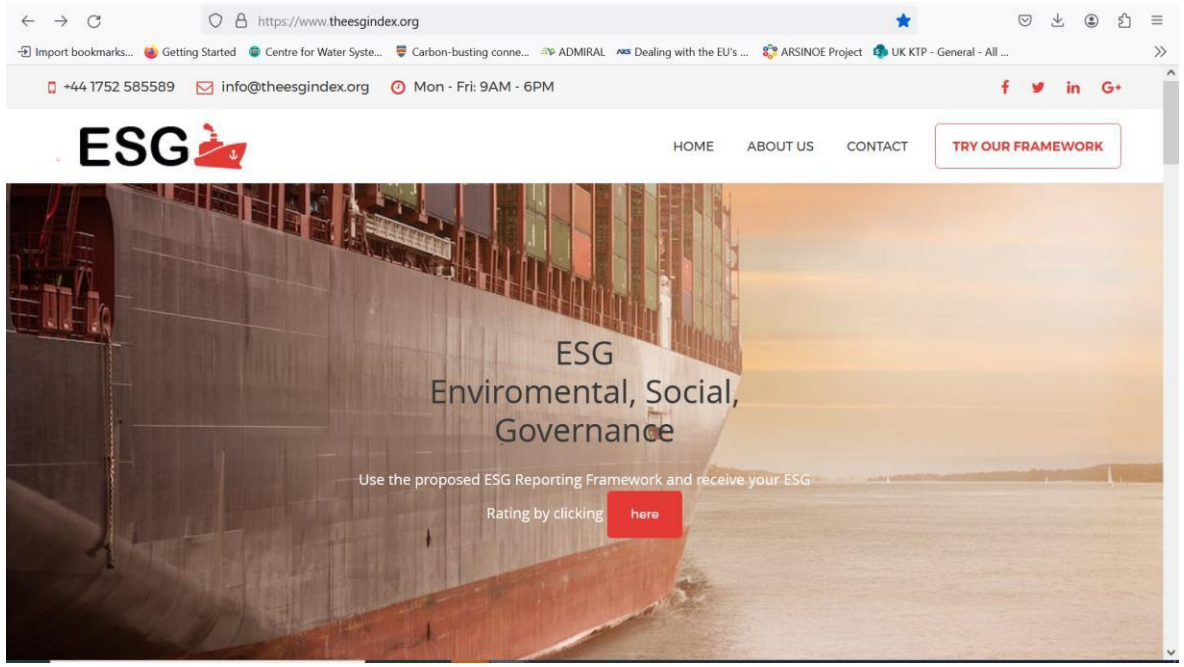
Maritime sustainability



https://www.plymouth.ac.uk/research/productivity-innovation-and- performance/maritime-sustainability

Cutting edge research- ESG index for shipping (https://www.theesgindex.org/)





https://www.plymouth.ac.uk/news/new-index-helps-the-maritime-sector-advance-its-commitment-to-environmental-excellence

Current decarbonisation related projects

UNIVERSITY OF PLYMOUTH

Search > Menu > Log in >

Home > Press office > **Upskilling the maritime workforce to enable cleaner shipping**



Dave Shuttleworth
Head of Corporate Communications
28 July 2025

The University of Plymouth is addressing one of the key challenges in shipping's energy transition: upskilling the workforce – at sea, in the port environment, and across the fuel supply chain – to use low and zero-carbon fuels.

Academics from the University's Plymouth Business School are at the forefront of the Skills 4 Future Maritime Fuels consortium, which also includes the marine fuel training, conference and publishing firm ship.energy, shipping and logistics compa DFDS, and IBIA – The International Bunker Industry Association.

Dr Stavros Karamperidis, Head of the University's Maritime Transport Research Group says:

CATAPULT Connected Places — The UK's innovation accelerator for transport, the built environment, cities and local growth.

Part of The Innovate UK Catapult Network | Log in / Register

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Home > Articles & Blogs > Meet the Academic helping the maritime sector...

Articles

Meet the Academic helping the maritime sector to decarbonise

Stavros Karamperidis is leading on efforts to introduce greener fuels to the UK maritime sector, as a Researcher in Residence with Connected Places Catapult.



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Search > Menu > Log in >

Home > Press office > **University experts continue push for global shipping sustainability**



University experts continue push for global shipping sustainability

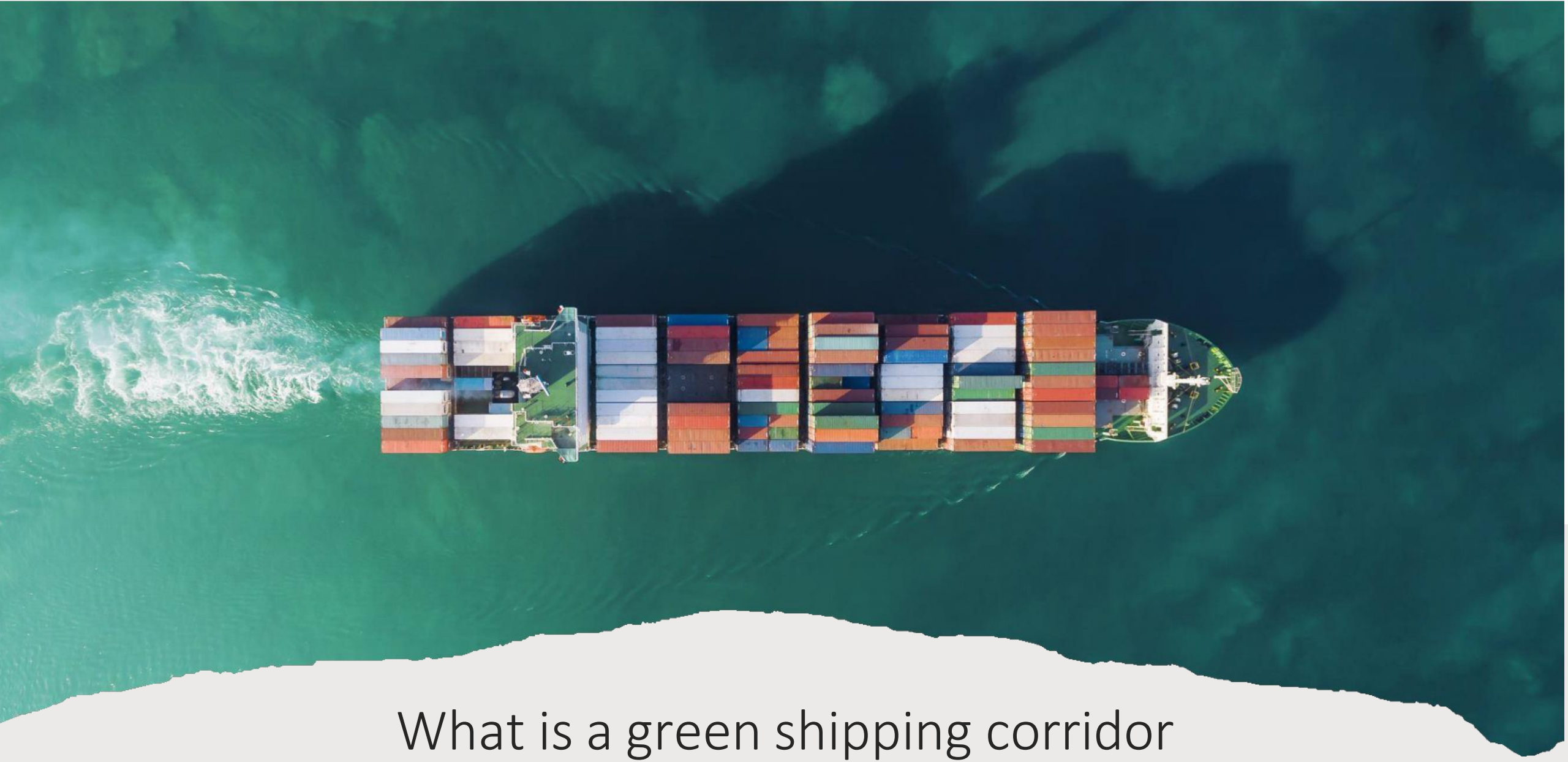
Academics attended a Westminster event to showcase work to establish a green shipping corridor between the UK, Singapore and ASEAN region

Mr Alan Williams
Media and Communications Manager
10 July 2025

The University of Plymouth's ongoing work to drive sustainability in the global shipping sector has been showcased during a parliamentary briefing in Westminster.

Professor Kevin Jones, Deputy Vice-Chancellor for Research and Innovation, and Lecturer in Maritime Economics Dr Stavros Karamperidis were among those to address an audience of Parliamentarians, industry experts and academics at Portcullis House.

They were there to discuss plans for the creation of a Green Shipping Corridor between the UK and ASEAN (Association of Southeast Asian Nations) region via



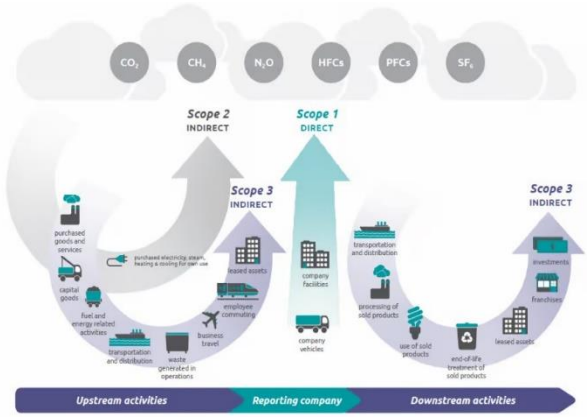
What is a green shipping corridor (Background)

- Net Zero Framework / October 2026



- Low GHG fuels

Up until 2025, the uptake of low-GHG fuels has largely been voluntary, driven by expectations from cargo owners and financial institutions in certain segments, who are themselves subject to regulations and expectations from investors and customers (DNV, 2025). Their main aim is to reduce scope 3 emissions. Major companies like: **Amazon, Ikea and Unilever pledge zero-carbon shipping by 2040 (BBC, 2021).**



- Examples of commercial drivers for low-GHG fuels:

- Zero Emission Maritime Buyers Alliance (ZEMBA). ZEMBA aims to kick-start the market for zero-emission fuels with targeted tenders, including specific requirements on the use of zero-emission fuels.
- Poseidon principles: Finance to support maritime decarbonisation
- Green shipping corridors: an important enabler for the initial development of the fuel market and related infrastructure, through addressing barriers at a smaller scale (DNV, 2025).

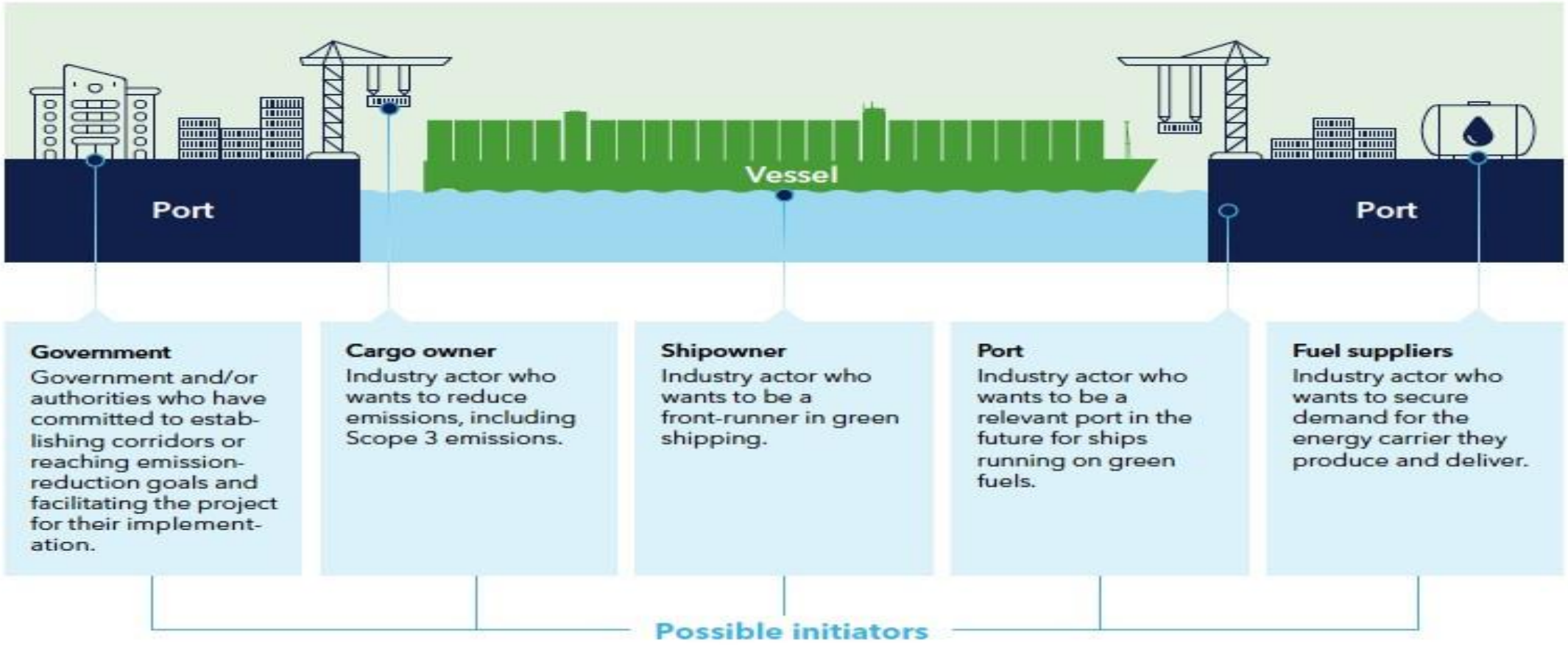
ZEMBA
ZERO EMISSION MARITIME BUYERS ALLIANCE

POSEIDON PRINCIPLES



Green Shipping Corridor – **Key Stakeholders**

A green shipping corridor is a route between two or more ports operating with zero environmental footprint, where ships use carbon-neutral fuels (well-to-wake) to move the cargo (Admiralty, 2025; C40Cities, 2025; DNV, 2025).



Source: Maritime outlook 2050, DNV, 2023

Planning for green corridors should consider the needs and abilities of all corridor stakeholders

Possible components of the green shipping corridor planning process could include, but are not limited to:

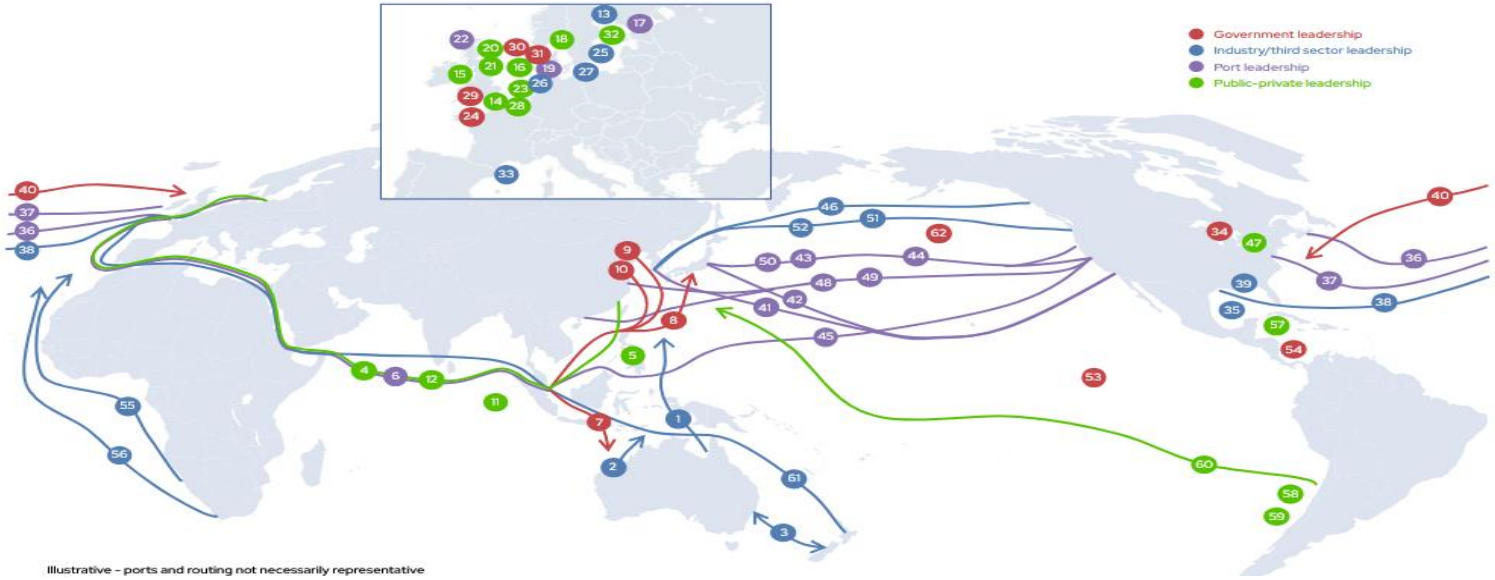
- *Identify and convene relevant stakeholders*
- *Define the scope, boundaries, metrics, and the framework for analysis*
- *Incorporate lifecycle-emissions estimates into equipment, materials, and fueling infrastructure planning and development decisions*
- *Estimate a baseline emissions inventory for port and/or vessel operations that can be publicly available and used to craft emissions reduction targets*
- *Work with stakeholders and communities to develop an implementation plan that outlines a pathway to achieving emissions reductions targets*



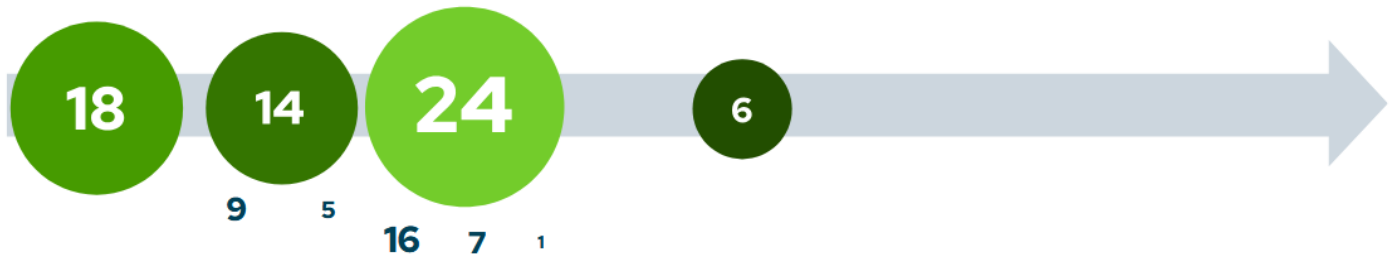
Source: https://2021-2025.state.gov/green-shipping-corridors-framework/

Green Shipping Corridor Initiatives (62 from 44)

Why green shipping corridor are important (it is a **testbed** and a way to achieve zero **scope 3 emissions** which are not relevant with NZF)



INITIATION	EXPLORATION		PREPARATION		REALISATION	
-	EARLY	ADVANCED	PRE-COMMERCIAL	COMMERCIAL	CONSTRUCTION	OPERATION
Establishing an initiative	Aligning on what the opportunity looks like	Understanding what needs to happen to realise the opportunity	Removing shared barriers to realisation	Taking the actions needed for realisation	Vessels, infrastructure, and/or fuel plant built	Zero-emission shipping begins on corridor



Current GSC initiatives globally Source: Global Maritime Forum (2024)

Global Status of Green Shipping Corridors

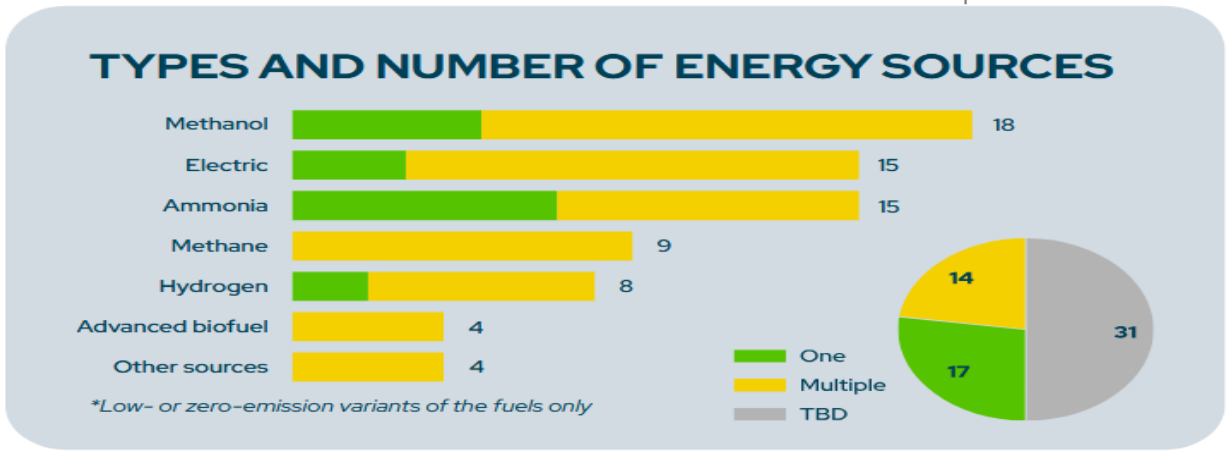
In an attempt to reduce the negative impact on shipping, green shipping corridors were introduced at COP 26 as a strategy which aims to limit the impact of shipping to global temperature and maintain it at less than +1.5^{0}C compared to pre-industrial levels (GOV.UK, 2023). That strategy was adopted from IMO at the MEPC.377(80). During COP 26, 27 countries have supported the establishment of green shipping corridors (GOV.UK, 2023).







Dr Stavros Karamperidis ©





Source: Annual Progress Report on Green Shipping Corridors, Global Maritime Forum, 2024

Can GSC's Support Trade & Investment?

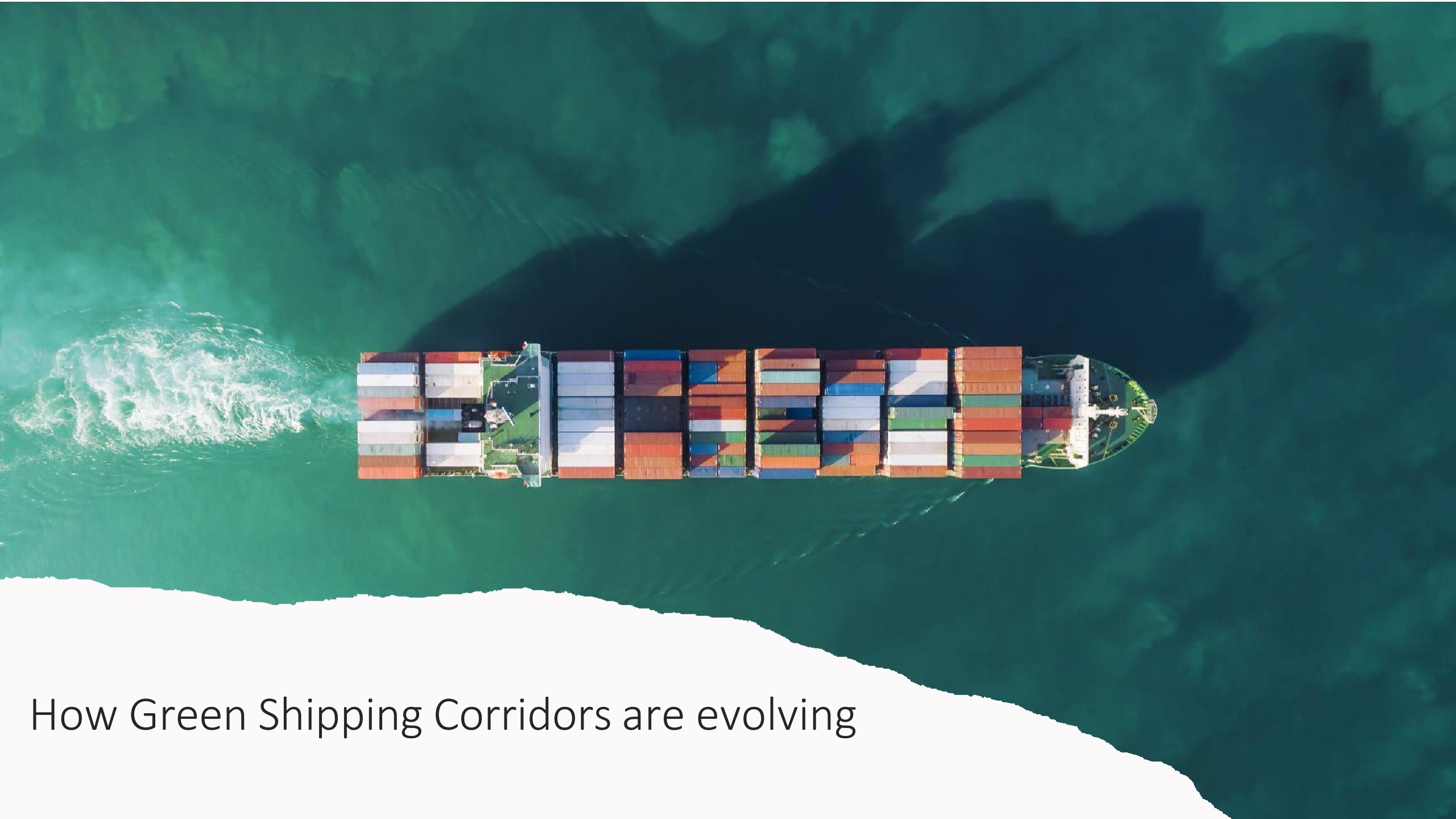


Shipping decarbonisation will change trade and investment flows

- **Decarbonising of the maritime value chain by 2050** will require large investments of over **$90 billion annually.**
- IMO carbon price could collect up to **$127bn** per annum in 2027-2030 (carbon levy $150-300 per tonne of CO2). Could impact global **GDP -0.08%** by 2050 (Lloyds List, 2024).
- Investments **Greener Ships, Sustainable Port Infrastructure, and the Establishment of bunkering supply infrastructure.**
- **The energy transition in shipping, pricing, and charging mechanisms for alternative fuels will directly affect the cost to shippers and carriers and impact trade (UNCTAD, 2023).**
- An increase in **global maritime logistics** costs would alter **trade**.
- **GSC's provide an opportunity for Governments** and industry to collaborate within a low-carbon framework to drive sustainable economic growth, trade, and investment in an equitable manner.
- ECSA secretary-general Sotiris Raptis said the energy transition had become the new **international battlefield of economic competition and security** (Lloyds List, 2024).



Source: UNCTAD, 2023



How Green Shipping Corridors are evolving

Global Research on Maritime Decarbonisation



22 March 2024

IMO agrees possible outline for maritime "net-zero framework"

Department for Transport

UK Hydrographic Office

maritime 2050
NAVIGATING THE FUTURE

Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping

Global Centre for MARITIME DECARBONISATION

UK Research and Innovation

Maritime & Coastguard Agency

Green Corridor at Short Straits (GCSS): feasibility study into establishing a Green Corridor between Port of Dover and the Ports of Calais and Dunkirk





News story

DfT launches UK SHORE to take maritime 'back to the future' with green investment



Maritime and Port Authority of Singapore and Port of Rotterdam to establish world's longest Green and Digital Corridor for efficient and sustainable shipping



DNV

WHEN TRUST MATTERS



MISSION INNOVATION



Energy Transition Outlook 2023

MARITIME FORECAST TO 2050





Port of Los Angeles – Port of Shanghai Green Shipping Corridor Partnership Implementation Plan Outline



ENERGY TRANSITION

Getting to Zero Coalition

Practical Playbook for Maritime Decarbonisation

- Value chain-based pathways towards zero-emission shipping

MPA Collaborates with Microsoft to Boost:

- Innovation,
- Cybersecurity,
- Digital and Green Transformation for Maritime Industry



Rotterdam-Singapore Green & Digital Corridor

- Singapore and Rotterdam are working to reduce 20% to 30% of emissions from international shipping by 2030.
- Use of new fuels: working group has been formed to address gaps in regulation and financing, e.g., modelling price differences to incentivise the uptake of alternative fuels.
- Adopting similar bunkering standards and safety frameworks, e.g., ship-to-ship green methanol bunkering.
- Digital trade lanes: sharing port and vessel information such as arrival and departure timings in accordance with global (IHO) standards; the use of electronic bills; digital solutions, e.g., just-in-time planning and coordination.



Signing up for the longest green shipping and digital corridor, from left: Allard Castelein, mayor of Rotterdam Ahmed Aboutaleb, Singapore minister S Iswaran and Quah Ley Hoon. Photo: Port of Rotterdam

Rotterdam and Singapore 'can inspire' with deal for longest green corridor

Rotterdam – Singapore GDC – Progress 2024

- 5 MLOs
- 3 Fuel Suppliers
- 4 Alternate Fuel Working Groups
- 2 Financial partners
- 3 Industry coalitions
- 8 Knowledge partners







Rotterdam-Singapore Green & Digital Shipping Corridor- Implications for the UK

- Expected implementation 2027 of the first vessels
- Can change MLO vessel scheduling, port calls, cargo movements and bunkering patterns.
- Can affect UK trade volumes, transit times by port calls dependent on GSC parameters.
- Overtime, **the UK could become a feeder port**.

The creation of the first-ever green shipping corridor across the Pacific is taking shape

Ports of Los Angeles, Long Beach, and Shanghai unveil Implementation Plan Outline for first trans-Pacific green shipping corridor.

- Begin deploying reduced or zero lifecycle carbon capable ships on the corridor by 2025, and work together to demonstrate by 2030 the feasibility of deploying the world's first zero lifecycle carbon emission container ship(s).
- Carrier partners include CMA CGM, COSCO, Maersk and ONE.
- Core partners include the Shanghai International Port (Group), the China Classification Society, and the Maritime Technology Cooperation Centre of Asia.

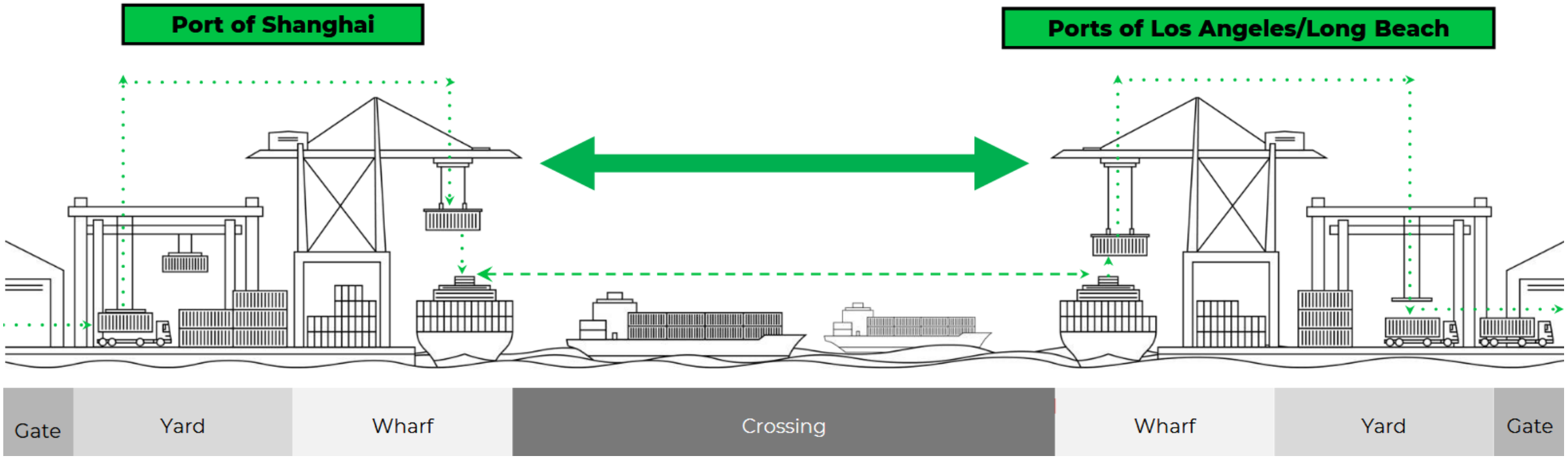


Source: https://www.c40.org/news/la-shanghai-implementation-plan-outline-green-shipping-corridor/

Scope of the Green shipping corridor

The participants of this Green Shipping Corridor strive to reduce carbon emissions from shipping and port activities and to address local community impacts:

The incoming gate of the departure terminal including ship loading activities; ⟷ Transit along the shipping route to the arrival terminal; ⟷ Unloading of the ship and movement to the outgoing gate of the arrival terminal.



Source: https://www.c40.org/wp-content/uploads/2023/09/Green-Shipping-Corridor-GSC_presentation_V23_082123_ENG-compressed.pdf

The full report can be accessed by scanning the QR code



UK-Singapore Green Shipping Corridor (UKSGSC) (Pre-feasibility study)

Background

UK-Singapore-ASEAN Green Shipping Corridor

Project Aim and Objectives

SGUK
GREEN ECONOMY FRAMEWORK

- British High Commission in Singapore Funded
- To support the SGUK Green Economic Framework
- Green Transport Pillar
- **Aim**: The Project is to ascertain the opportunities and challenges to establishing a Green Shipping Corridor between the UK and Singapore (ASEAN).

British High Commission
Singapore

UKSGSC (UK-Singapore Green Shipping Corridor)

Objectives:

- To understand the environmental and economic significance of the UK-Singapore and ASEAN region green shipping corridor.

- Provide collaboration and policy suggestions for the UK and ASEAN governments, ports and other stakeholders on the development of a green corridor.







Green shipping corridors and their importance for UK economy

The economic impact of the maritime sector in the UK in 2019 is **£116bn** (more than rail and aviation combined). The total turnover increased by **35%** compared to 2010.
Industry supports **1,064,000** jobs in 2019, 45% more productive that the UK average and well paid, with average remuneration **30% higher than the UK benchmark**.



The implementation of green shipping corridors will help position the UK as a world leader in maritime decarbonisation and will support **economic growth and coastal communities** by delivering **local jobs** and **boosting local businesses** (GOV.UK, 2024).

That will help to achieve two of the milestones that the PM has announced:

- Raising living standards in every part of the UK - aim to deliver highest sustained growth in the G7
- Securing home grown energy - putting the UK on track to at least 95% clean power by 2030.

UK Green Shipping Corridors plans



UK has recently announced 4 green shipping corridors between:
- The Netherlands
- Ireland
- Norway
- Denmark

At the Maritime Innovation Week in London, the Under-Secretary of State at the Department for Transport, **Mike Kane MP**, said:

Shipping is a big contributor to global greenhouse gas emissions, so these **new green corridors could be a real game changer for industry**.
This is exactly the **direction** we need to be going in to achieve our mission of becoming a clean energy superpower.
These new corridors could **turbocharge** the use of sustainable fuels, **secure the green jobs** of the future and advance **environmentally friendly travel** to major European capitals like Amsterdam and Dublin (GOV.UK, 2024).

Research conducted by MTRG, PBS
University of Plymouth - UKSGSC

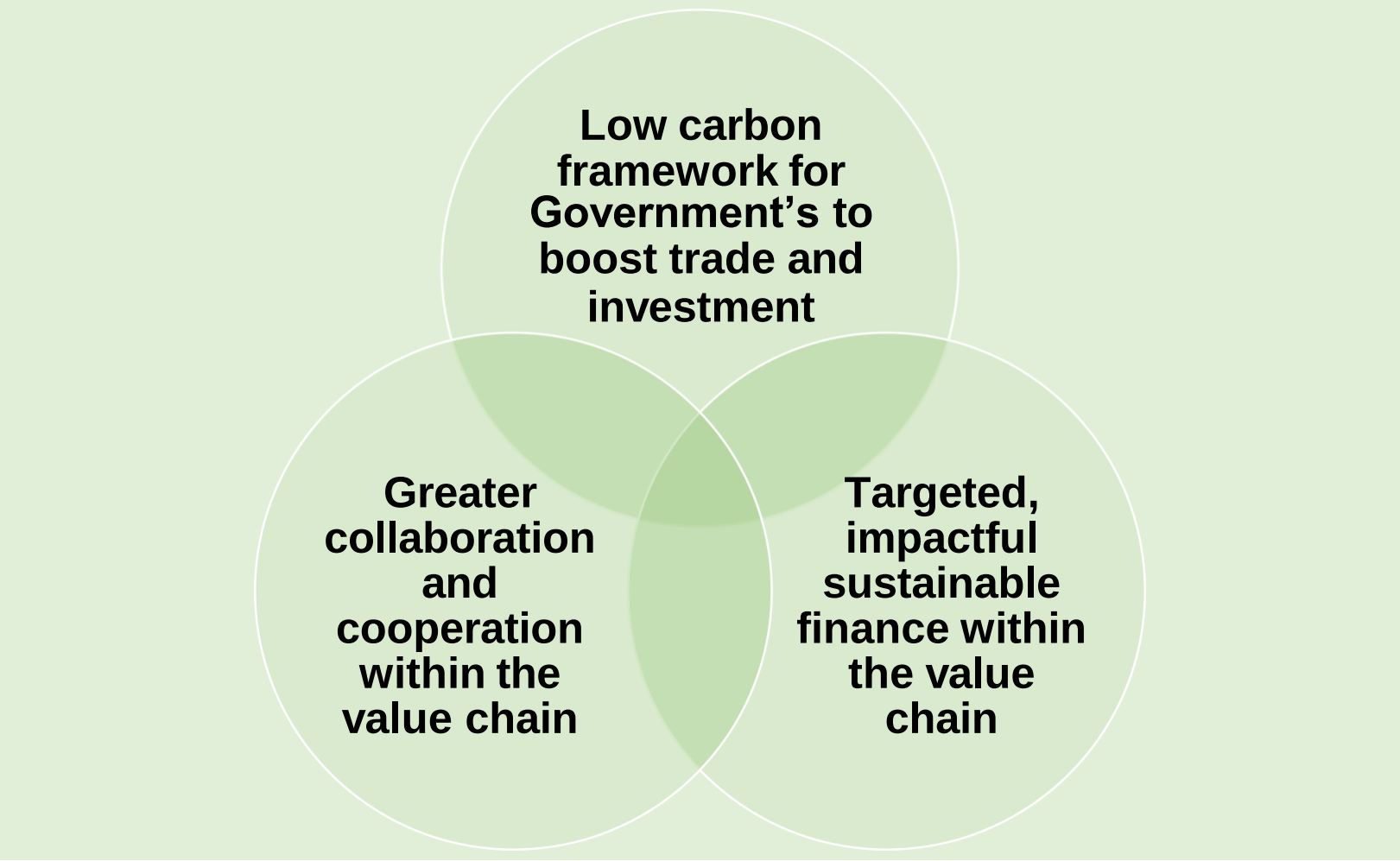
- A working visit to Singapore and Malaysia
- UK interviews and site visits to port of Southampton and UKHO.
- Seminar on UK Port Decarbonisation
- Primary research survey conducted to identify the opportunities and challenges of GSCs.
- UKSGSC workshop in UK.





SUPPORTED BY THE
SGUK
GREEN ECONOMY FRAMEWORK

Could GSC's Drive Global Trade & Investments



By Authors, Maritime Transport Research Group, University of Plymouth, 2024,

Components for a UKSGSC Pre-feasibility



By Authors, Maritime Transport Research Group, University of Plymouth, 2024,

SWOT Analysis

Research findings

STRENGTHS



Positive to focus

- The UK has strong existing trade and investment ties with Singapore.
- Existing competencies in alternate fuel technologies. Such as green hydrogen and ammonia.
- City of London and Singapore are Leading Global Maritime service hubs financial, legal, and marine insurance.
- The UK is a leader in offshore renewable energy.
- 3 main terminals have already made large investments into decarbonising port operations.
- Strong public institutions and global leadership in policy frameworks DfT, MCA, UKHO.
- Advanced R,I&D expertise, LR, Universities, UKRI and test beds.

WEAKNESSES



Negative to mitigate

- Lack of alternate fuel bunkering infrastructure in the 3 main gateway ports.
- National Grid is unable to support increased renewable energy demand from the ports.
- No clear Government leadership toward taking first-mover positions in a long GSC.
- Absence of Safety and regulatory frameworks for handling alternate fuel bunkering in ports.
- Overlapping and fragmented Government policy for maritime decarbonisation without measurable and achievable targets, i.e. no updates to the Clean Maritime Plan since 2019.
- Disconnect between industry stakeholders and Government due to lack of a long term vision in reaching impactful outcomes in maritime decarbonisation.

Positive to focus



OPPORTUNITIES

- Creating a sustainably linked finance UKSGSC eco-system, to advance the UK's competitive position as a leader in maritime business services and take advantage of demand for sustainable finance.
- Unlock value for UK businesses to expand their businesses via a UKSGSC to ASEAN. Expand UK's renewable energy production capabilities to ASEAN.
- Advance the UK's leading maritime decarbonisation expertise and research capabilities to ASEAN, i.e. UKHO, MCA, HSE, UKRI and University collaborations.
- Derisk commercial growth associated with investing in new technologies within a UKSGSC-backed eco-system. Identified off-takers to enable commercially viable business cases.
- Create green jobs, multi-plier economic benefits of promoting sustainable green investments.
- UKSGSC can can accelerate maritime decarbonisation and achieve several Government macro-economic objectives.

Negative to mitigate



THREATS

- A fully implemented Singapore-Rotterdam GDSC could change future container vessel deployment and alter cargo flows to the UK, possibly making UK a feeder port via Rotterdam.
- UK will lose first-mover GSC position to lead global maritime decarbonisation efforts.
- UK could lose out to European and Asian (Singapore, China, Japan, Korea) countries who would take advantage to bridge the finance gaps for sustainably linked investments and maritime services. Possibly leaving UK businesses unable to compete globally.

Strengths: City of London and Singapore are leading global maritime service hubs, financial, legal and marine insurance.

Weaknesses: National grid is unable to support increased demand for renewable energy demand from UK ports.

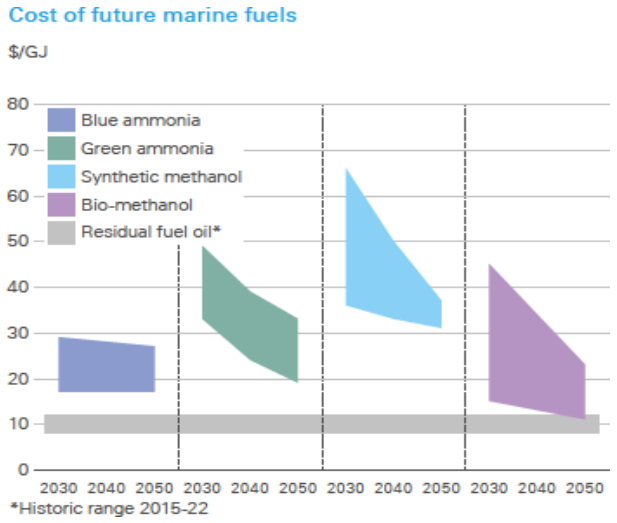
Opportunities: Unlock business opportunities and create green jobs and sustainable investments.

Threats: Lose market share and alter cargo flows.

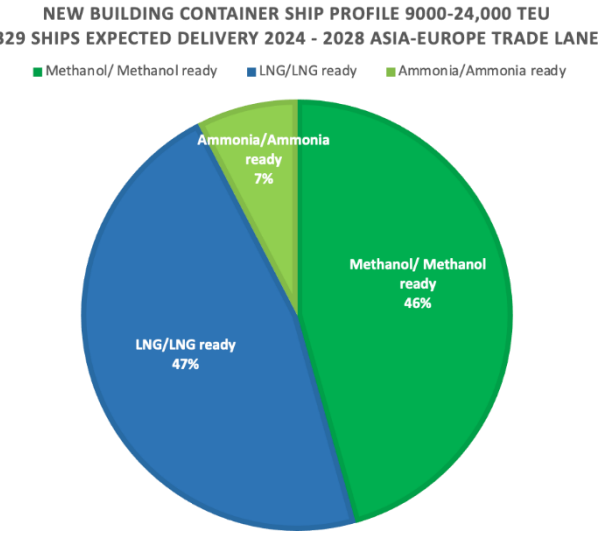
Sustainable Transport Modes

- 5 MLO's control 64.5% of container market share
- Over 80% of Container NB's are dual-fueled, LNG and Methanol.
- Over 50% of NB are ordered by 6 major MLOs
- The cost of alternate fuels could increase to 50% of OPEX.
- Cost of assets and alternate fuel can directly impact trade due to increased freight rates.

Rank	Operator	Teu	Share
1	Mediterranean Shg Co	5,799,692	19.8%
2	Maersk	4,253,326	14.5%
3	CMA CGM Group	3,665,236	12.5%
4	COSCO Group	3,124,933	10.7%
5	Hapag-Lloyd	2,058,144	7.0%
6	ONE (Ocean Network Express)	1,864,291	6.4%
7	Evergreen Line	1,673,459	5.7%
8	HMM Co Ltd	816,077	2.8%
9	Zim	713,586	2.4%
10	Yang Ming Marine Transport Corp.	707,018	2.4%



Sources: BP, 2023



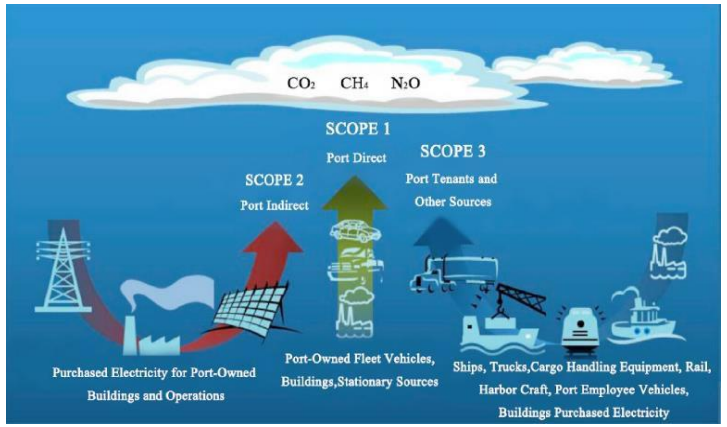
Source: Alphaliner (2024)

Port Infrastructure

- Ports form a critical part of GSCs, reduce scope 1 and 2 emissions and achieve SDG goals.
- Scope 3 emissions can be covered within a GSC.
- **<u>Ports can act as decarbonisation hubs.</u>**
- Ports requires substantial investments in infrastructure.





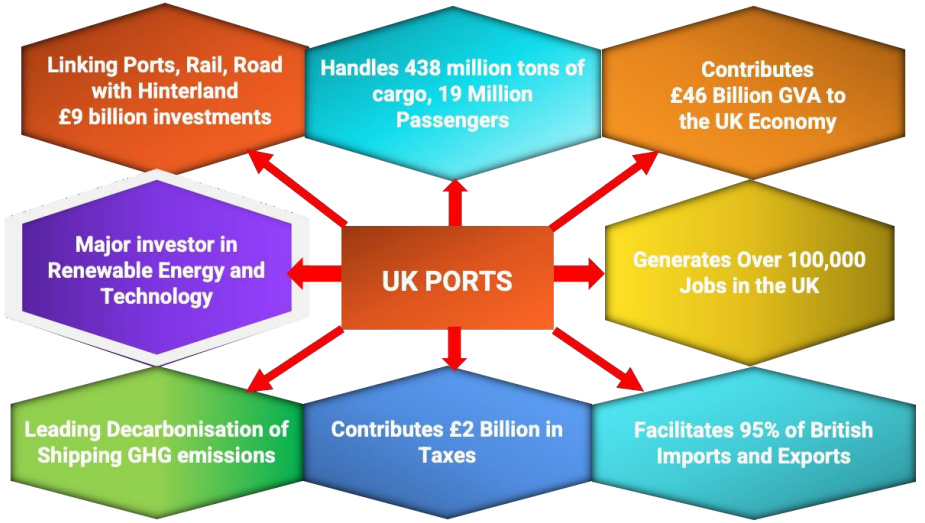




Port Infrastructure – Singapore & UK Readiness

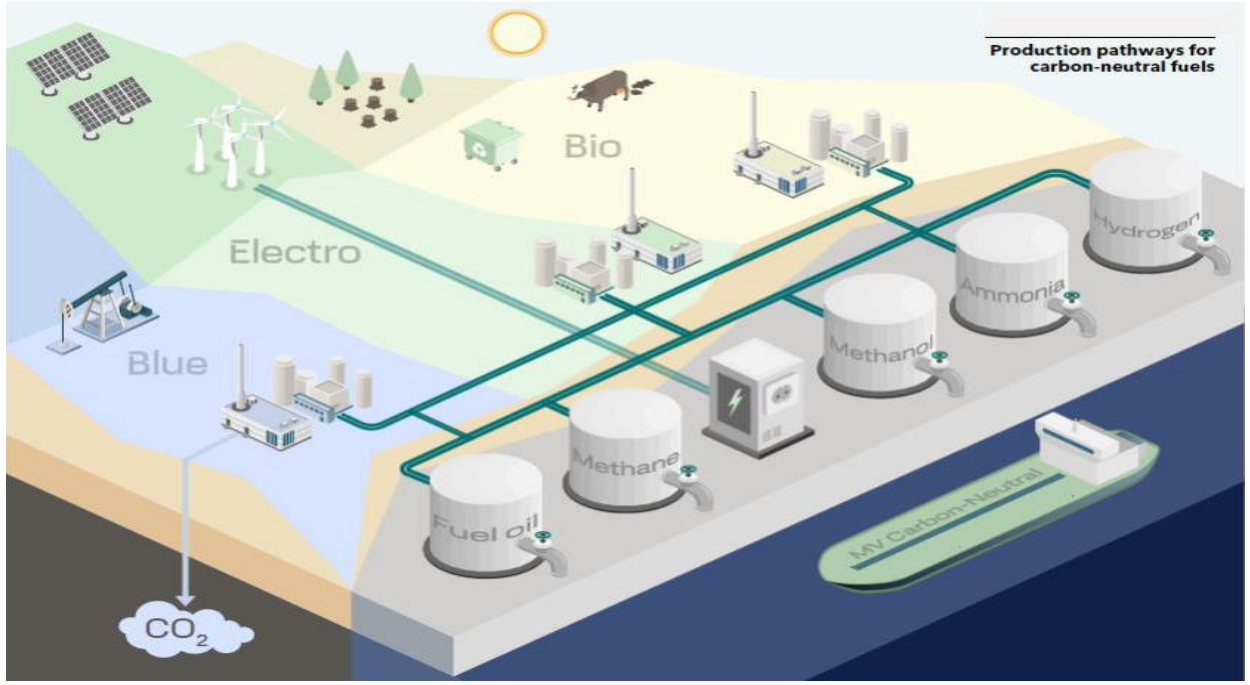
- Singapore’s current handling capacity is at 50 million TEUs, TUAS terminal's expected handling capacity of 65million TEUs.
- TUAS will be developed as an integrated smart port.
- Multi-Fuel Bunkering Hub.
- UK ports are a strategic asset to the UK.
- Port of Felixstowe, DP World Southampton and DP World London Gateway combined are investing over £2 billion for port modernisation.
- UK ports **<u>are not geared</u>** to supply alternate fuels for eco container vessels.





Clean Energy Sources

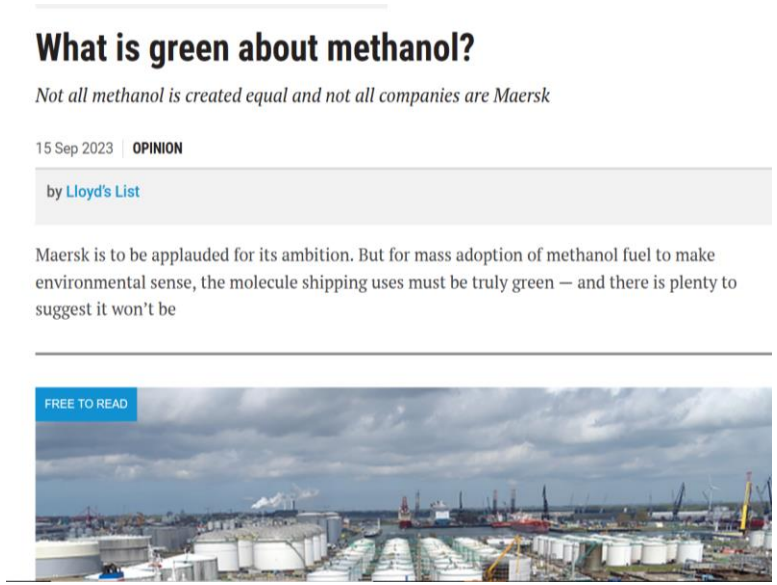
- Multiple production pathways adopted for alternate fuels.
- LNG being a **transition fuel** (BUT Maersk placed $6.6 bn orders)
- Methanol and Ammonia as long terms solutions.
- Hydrogen as a feedstock.
- USD 1 Trillion in investments are needed for new production facilities.
- Opportunities for new production value chains to be developed compared to traditional oil supply nations.



Production pathways for carbon-neutral fuel for shipping

Source: DNV (2023)

Alternative fuels



What is green about methanol?

Not all methanol is created equal and not all companies are Maersk

15 Sep 2023 | OPINION

by Lloyd's List

Maersk is to be applauded for its ambition. But for mass adoption of methanol fuel to make environmental sense, the molecule shipping uses must be truly green — and there is plenty to suggest it won't be

FREE TO READ

"When you burn methanol, you emit CO2"



MIT News

ON CAMPUS AND AROUND THE WORLD

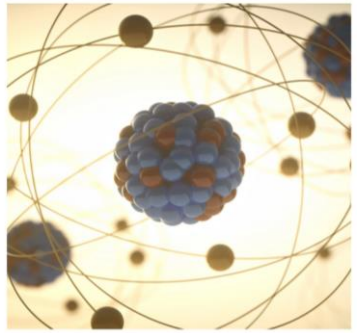
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Study finds health risks in switching ships from diesel to ammonia fuel

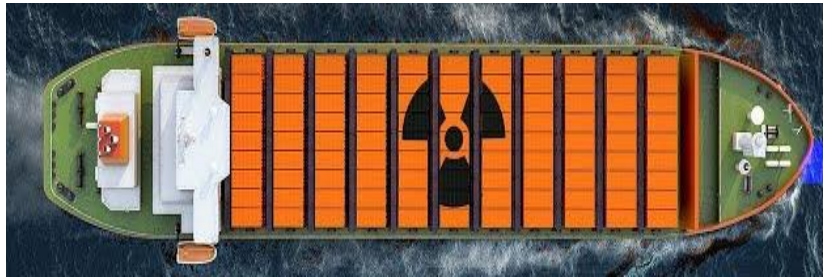
Ammonia could be a nearly carbon-free maritime fuel, but without new emissions regulations, its impact on air quality could significantly impact human health.

Adam Zewe | MIT News
July 11, 2024

"Ammonia slip from ship engines could result in 668,000 additional deaths per annum"



MAERSK



"Fourth-generation reactor designs, nuclear power could potentially mature into another possible decarbonisation pathway"

Clean Energy Sources – Singapore & UK

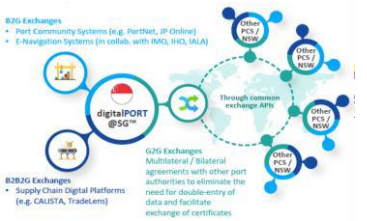
- Singapore is developing a multi-fuel bunkering hub.
- 110,000 tons of LNG supplied 2023. Insufficient LNG bunkering vessels to meet demand.
- Methanol and Ammonia bunkering procedures are not yet in place.
- Sourcing alternate fuels and renewable energy remains a challenge.
- UK's has a multi-fuel strategy with a mixture of electric power, shore power, ammonia, and methanol. **Mainly focused on domestic shipping activities.**
- UK is a leader in offshore renewable energy.
- Could **nuclear** become part of the equation? Maersk is exploring it.

Singapore – UK Technology adoption

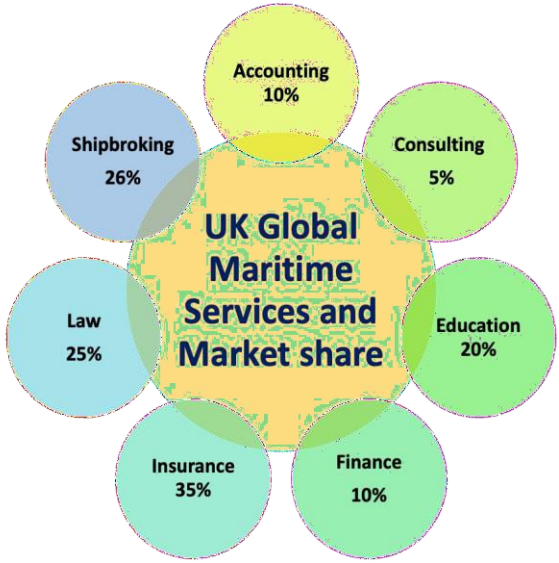
- Singapore's CPS digital@SG single window platforms, reduced 100,000 man-hours annually.
- JIT system gives access to port real-time data and services, enabling to reduce port waiting times and access.
- DigitalOCEAN integrates global API's.
- UK leads in technology adoption in the maritime sector. Multiple case studies across UK.
- Supported by DfT, UK SHORE, CMDC.
- UK a global leader in maritime and business services





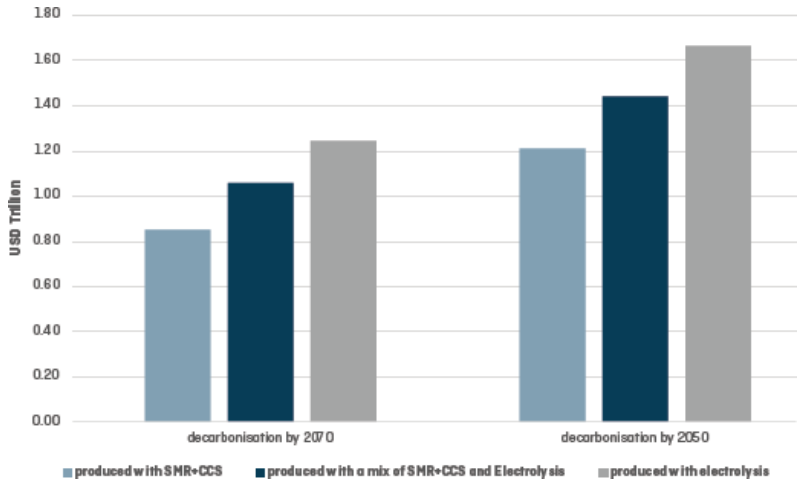


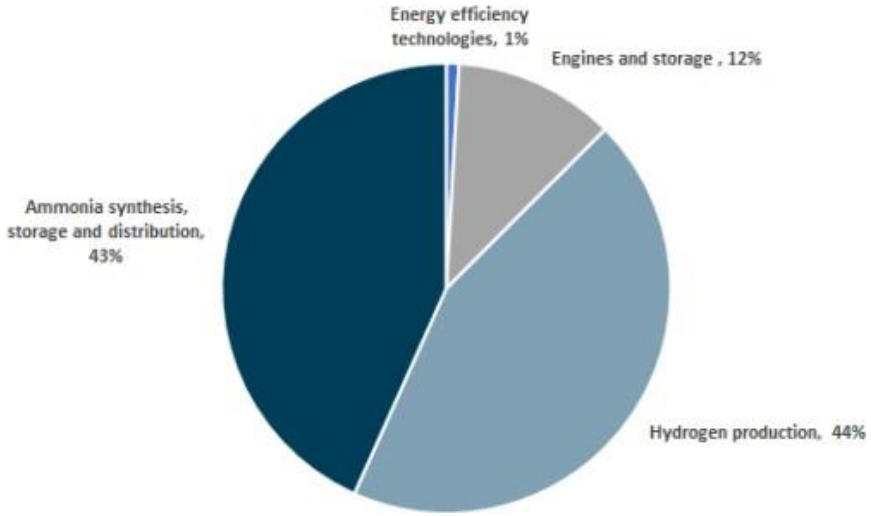
Smart Ports	Autonomous vessels
Onboard Technology	Professional Services



Sustainable Finance

- Maritime decarbonisation will require an estimated USD 1.5 trillion for 50% reduction in GHG emissions by 2050.
- 87% of investments will be needed to create land-based infrastructure to support alternate fuel supply chains.
- 13% for investments are related to ships.
- Substantial funding gap globally for sustainable investments due to no clear pathways for alternate fuels, creating major risk for new investments.
- Several global initiatives such as Poseidon principals, EU's fit for 55 aim to support energy transition for ship owners.
- Both UK and Singapore are recognized as Global Financial Centres.







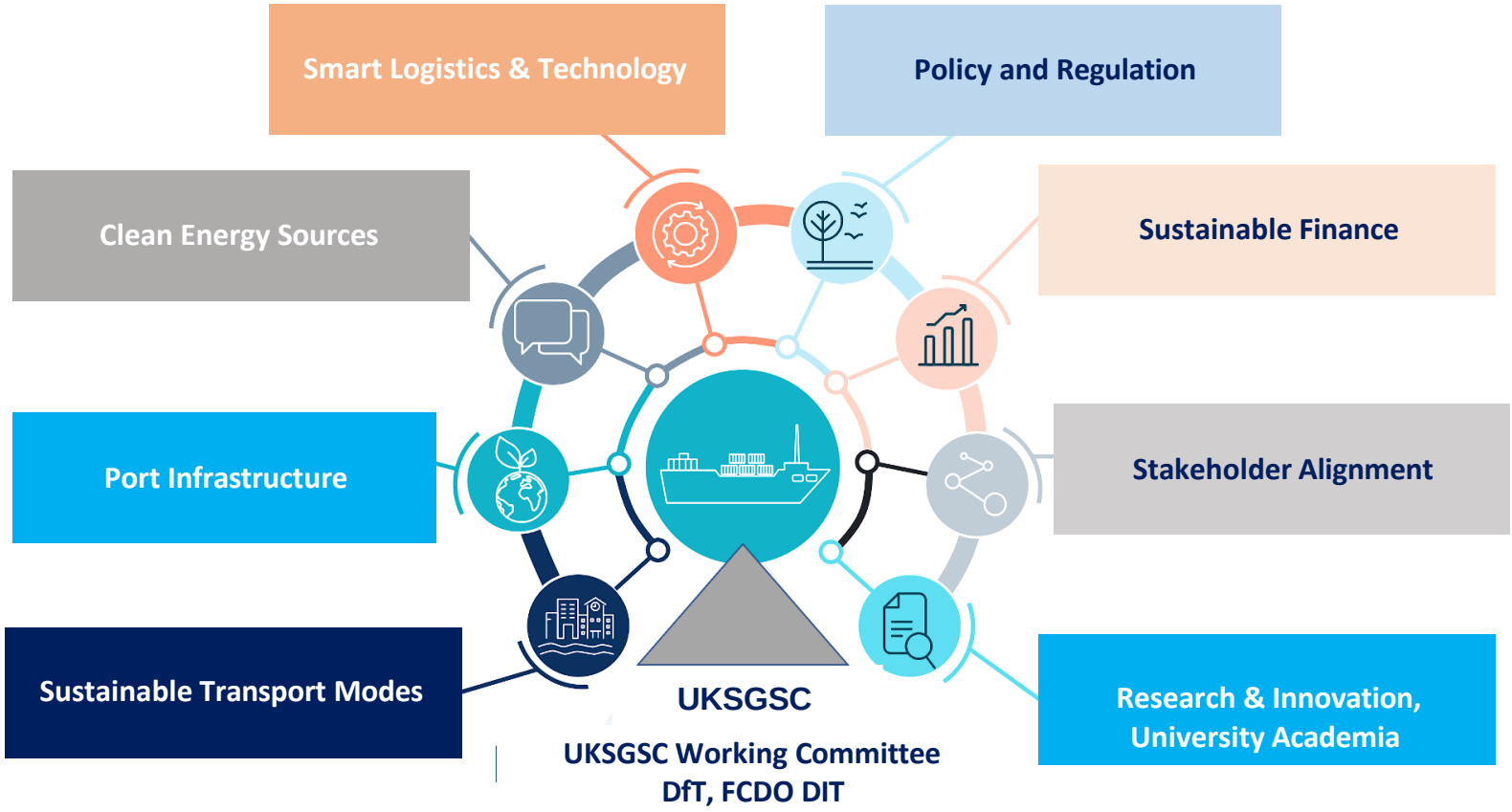
Findings - UK

- **The UK is leading in research and innovation** in green technologies.
- Port operators have made **major investments in green port** operations.
- **Grid networks to support clean energy** are a major concern.
- Fragmented Regulatory and Government Policy (**47 documents** cover the UK's maritime domain).
- **Aligning multiple stakeholders** towards supporting GSC's is a major concern.
- **UK Leading in Short Sea Corridor** Initiatives.
- **The UK can be a renewable energy hub,** but interlinking renewable resources is a challenge.
- **SG – Rotterdam GSC can be a potential threat** to UK MLO callers at 3 main ports.
- **Clean Maritime Demonstration CMDC** funding 200m is a major commitment from DfT to accelerate decarbonization. Mainly funding towards Trust Ports.
- **Multi-fuel approach**.

UK Policy suggestions

- **Support Port Terminals with GSC guidelines and policy to encourage further investment.**
- **Standardise GSC framework** with IMO and other Governments.
- **Establish a forum between the Government, Private Sector, and universities to enhance R&D in GSC.**
- **Set up a Green Maritime Finance Hub** with the City of London and Singapore Financial Hubs to encourage investment in Green Maritime Infrastructure in Ports, Vessels, and Alternative Fuels.
- **Utilise UK Freeports to promote the** production and storage of alternative fuels (Tax-free zones)
- **Enhance and encourage investment** in alternative bunkering and maritime fuel storage facilities.
- **Develop a decarbonisation strategy for domestic harbour crafts in the UK** (Similar to Singapore's strategy) to operate a low-carbon fleet by 2030.

Structure for a UKSGSC **Strategic** Development



Thank you for your attention

If you could please participate to our survey, it would be really appreciated

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