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Printed By **Tomer Raanan**

US green blueprint 'a great start' but leaves much to be desired

The maritime sector constitutes 3% of all US transportation emissions, which pales in comparison to other sectors such as light-duty vehicles, and medium and heavy-duty trucks, which comprise 70% of transportation emissions combined

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by **Tomer Raanan** | tomer.raanan@lloydslistintelligence.com

Maritime section of the blueprint seems much less thought through than other transportation sectors, chief of North American decarbonisation group Blue Sky Maritime Coalition says



LACK OF STANDARDISATION IN EMISSIONS INVENTORY ACCOUNTING DECREASES CONFIDENCE IN REPORTED EMISSIONS VALUES AND REDUCES THEIR COMPARABILITY.

Source: Ashley Cooper pics / Alamy Stock Photo

THE US transport decarbonisation blueprint is a “great start,” but should be followed urgently with detailed, bold plans that include measurable actions, according to Blue Sky Maritime Coalition chief executive David Cummins.

The blueprint seeks to set a vision of how to achieve an 80%-100% reduction in the transportation sector's greenhouse gas emissions by 2050.

Although he lauded the multi-agency collaboration, Mr Cummins said it does not adequately lay the groundwork to decarbonise the US domestic maritime fleet by 2050. Moreover, he said, it does not establish a foundation upon which the maritime sector can devise a decarbonisation action plan.

The report — the result of a joint effort by the Environmental Protection Agency, Department of Transportation, the Department of Energy, and the Department of Housing and Urban Development — states that the maritime sector constitutes 3% of all US transportation emissions, which pales in comparison to other sectors like light-duty vehicles, and medium and heavy-duty trucks, who comprise 70% of transportation emissions combined.

This perhaps explains why, as Mr Cummins said, the maritime section of the blueprint “seems to be much less thought through than the other transportation sectors.”

The Department of Transportation did not respond to a request for comment.

According to the report, international shipping accounts for half of US maritime emissions, with the remaining 30% coming from domestic shipping and 20% from recreational vessels. Considering its share of emissions, Mr Cummins says the report does not focus enough on reducing emissions in the US fleet.

There are 28,455 US-flagged vessels, excluding ships with AIS signals older than six months, Lloyd's List Intelligence data shows. About 18,354 of those are yachts. Some 317 of all vessels with recent AIS signals are above 10,000 dwt, and their average age is about 27.5 years.

“Why should the domestic fleet get a free pass while IMO collects data, set goals/targets, and implements regulations to drive down emissions on vessels that trade internationally, particularly since one could argue that the problem is ‘easier’ to solve for the domestic fleet than it is for the internationally operating fleet?” Mr Cummins said.

The former Shell executive also noted that while the paper's authors acknowledge the difficulties of accurately measuring shipping emissions and the lack of data, it should seek to prioritise data from the domestic fleet, and work towards standardising emissions accounting.

“Data is indeed critical and perhaps the low hanging fruit we need to start acting [on] while we work together on the detailed vision and action plan,” he said.

The Blue Sky Maritime Coalition said in a recent paper that understanding emissions profiles is necessary so that vessels best suited to reduce emissions can be identified and resources can be properly allocated to them. Lack of standardisation in emissions inventory

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By Tomer Raanan

12 Jan 2023

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By Tomer Raanan

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Former Washington Maritime Blue vice-president has served on the Blue Sky Maritime Coalition's

accounting, it said, decreases confidence in reported emissions values and reduces their comparability.

“We need to urgently start collaborating across all stakeholders (government agencies, industry, non-governmental organisations, academia, communities) to craft a detailed vision and plan to achieve that vision by 2050,” Mr Cummins said, adding the group should simultaneously mount an effort to improve data collection of important metrics like fuel use and distance travelled and suggested that reporting should be made mandatory.

“Having clear, reliable information and data to use as we go forward will enable action with a greater degree of confidence when making trade-offs, choices, and other meaningful decisions.”

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