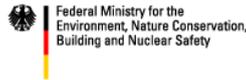




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‘AMBITION 1.5’ SHIPPING DECARBONIZATION INITIATIVE SHORTLISTED FOR GREEN4SEA AWARD

LONDON – JANUARY 23, 2018: The organizers of the Ambition 1.5°C: Global Shipping’s Action Plan summit have announced that the high-impact initiative has been shortlisted for the 2018 GREEN4SEA Awards in the category recognizing any organization or association that sparked, realized, or significantly contributed with a specific initiative towards greener shipping.

Now in their third year, the GREEN4SEA awards have already won a place in the maritime calendar by basing their appreciation of environmental excellence and sustainable shipping on a public, online vote hosted on the GREEN4SEA website. Votes can be pledged for the Ambition 1.5 initiative to win the GREEN4SEA award category via: <https://www.green4sea.com/2018-green4sea-awards/>

The Ambition 1.5°C: Global Shipping’s Action Plan summit gathered shipping’s most ambitious and commercially-savvy leaders, strategists and innovators to collaborate and co-develop an Action Plan for the decarbonization of the industry in line with meeting the target of limiting global temperatures to 1.5°C, as indicated in the Paris Agreement. The high-level group gathered to take action during the 23rd session of the Conference of the Parties (COP 23) to the UN Convention on Climate Change (UNFCCC) in Bonn on November 13, 2017.

Following the summit, a summary of the high ambition approaches agreed at the summit for the Action Plan development was immediately delivered to UNFCCC delegates, National delegation focal points, the UNFCCC secretariat and all relevant national policy makers giving. Work is now being undertaken to maintain the momentum created at the summit, with deliverables expected in coming months.

Catherine Austin, Managing Director, The Blue Green Events Company, says: “It is an honour for the Ambition 1.5 initiative to be shortlisted for the GREEN4SEA Awards 2018. The summit provided the platform needed for stakeholders in the industry to drive a business-focused approach to decarbonization that pushes ahead of regulatory mechanisms. Progressions made during the summit coupled with making the GREEN4SEA shortlist is an important acknowledgement of wide consensus that shipping must contribute its ‘fair share’ of GHG reductions and to decarbonize quickly and deeply enough to meet the high ambition climate change target of limiting global temperatures to 1.5°C.”

Industry co-organisers of the Ambition 1.5°C: Global Shipping’s Action Plan summit included Lloyd’s Register, MAN Diesel & Turbo, RightShip, MARIKO, Danish Shipping, International Windship Association (IWSA) and Green Ship of the Future. The Sustainable Shipping Initiative (SSI), Carbon War Room and UMAS acted as advisors and the official event organizers were The Blue Green Events Company, Mantour Consultancy and Smart Green Shipping Alliance (SGSA).

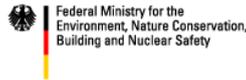
The summit was officially endorsed by a jury consisting of the UNFCCC partners; the incoming Fijian Presidency of COP23, the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety and the City of Bonn and is an official Climate Partner for COP23.

The winners of this year’s GREEN4SEA awards will be announced during a welcome reception and award ceremony on the evening of March 6, 2017.

-ENDS-



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ADDITIONAL INFORMATION FOR JOURNALISTS

ABOUT THE AMBITION 1.5 INITIATIVE

The Ambition 1.5°C: Global Shipping's Action Plan summit gathered experts from across the shipping industry to create the Action Plan required for shipping to meet the high ambition level indicated in the Paris Agreement.

The day-long summit was held on Monday November 13, 2017 with selected, invitation-only participants coming together on the spacious *MS RheinFantasie* moored in the heart of Bonn, just down river from the main conference centre. The event hosted only a limited number of presentations and innovation focus sessions. It was mainly focused on moderated work group sessions.

Attendees worked together to examine the technologies, facilities and tools required to create an ambitious, low carbon action plan using a reviewed and accelerated 'pathway' developed by the Sustainable Shipping Initiative as its framework. The outcomes of this summit will now be enhanced by the collaborative approach being adopted, bringing together representatives from other industry and policy groups that are working in the field, to deliver a strong industry-led plan that can meet the 1.5 °C challenge.

There were three main sessions during the summit, with a focus on; technology & systems available and in the pipeline, the facilitation and finance tools available or under development and how these come together into the Action Plan itself.

Deliverables from this unique summit include the Action Plan Outline, which participants will be pledging action on, a briefing document for UNFCCC delegates and a media package, which the organisers expect to have a significant impact at COP23 and beyond.

ABOUT THE OFFICIAL EVENT ORGANISERS

The Blue Green Events Company is a dynamic events company that delivers impactful platforms and campaigns with sustainability and the low carbon economy at their core.

www.bluegreenevents.com

The Smart Green Shipping Alliance (SGSA) is an award-winning collaboration of SMEs and large corporations pioneering maritime renewables.

www.smartgreenshippingalliance.com

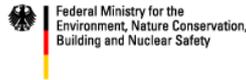
Mantour Consultancy is a highly recognised German consultancy on all aspects of sustainability.

ABOUT THE SUMMIT CO-ORGANISERS

Lloyd's Register (LR) is a global engineering, technical and business services organisation wholly owned by the Lloyd's Register Foundation, a UK charity dedicated to research and education in science and engineering. Founded in 1760 as a marine classification society, LR now operates across many industry sectors, with some 8,000 employees in 78 countries. LR is a leading international provider of classification, compliance and consultancy services to the marine and offshore industry, helping its clients design, construct and operate their assets to the highest levels of safety and performance. LR has a long-standing reputation for integrity, impartiality and technical excellence. Its



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compliance, risk and technical consultancy services give clients confidence that their assets and businesses are safe, sustainable and dependable. Through its global technology centres and research network, LR is at the forefront of understanding the application of new science and technology to future-proof its clients' businesses.

www.lr.org

MAN Diesel & Turbo SE, based in Augsburg, Germany, is the world's leading provider of large-bore diesel engines and turbomachinery for marine and stationary applications. It designs two-stroke and four-stroke engines that are manufactured both by the company and by its licensees. The engines have power outputs ranging from 450 kW to 87 MW. MAN Diesel & Turbo also designs and manufactures gas turbines of up to 30 MW, steam turbines of up to 150 MW and compressors with volume flows of up to 1.5 million m³/h and pressures of up to 1,000 bar. The product range is rounded off by turbochargers, propellers, gas engines and chemical reactors. MAN Diesel & Turbo's range of goods includes complete marine propulsion systems, turbomachinery units for the oil & gas as well as the process industries and complete power plant solutions. Customers receive worldwide after-sales services marketed under the MAN PrimeServ brand. The company employs around 14,500 staff at more than 100 international sites, primarily in Germany, Denmark, France, Switzerland, the Czech Republic, India and China. MAN Diesel & Turbo is a company in the Power Engineering business area of MAN SE.

www.mandieselturbo.com

RightShip is the world's leading maritime risk management and environmental assessment organisation. RightShip's online risk management tool, RightShip Qi, brings all the benefits of big data and predictive analytics to maritime risk management, providing users with sophisticated, real-time vetting insights and enhanced reporting capabilities. Adding depth to the risk management assessment, RightShip's Greenhouse Gas (GHG) Emissions Rating has been widely adopted by the maritime industry to measure and recognise the relative CO₂ output of individual vessels. It is now used as a selection tool for 1 in every five ships chartered, equating to 2.4 billion DWT and around 30,000 vessel movements each year. Available free of charge, the GHG Rating provides a systematic and transparent framework for comparing the relative efficiency of ships, enabling users to select vessels with a lower CO₂ footprint and fuel bill.

www.rightship.com/ghgrating

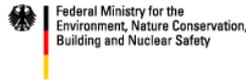
MARIKO: The main task of MARIKO GmbH is the support of actors and stakeholders in the maritime industry. Through networking activities and the initiation of research and cooperation projects, innovative projects with a focus on the field of green shipping and efficient ship operation are being developed especially for companies along the Ems axis, in Germany and the Netherlands. The main priority is on cooperation with small and medium-sized companies operating in the maritime and inland waterway transport sector.

www.mariko-leer.de

Danish Shipping is a trade and employer organization for more than 40 ship owners and two offshore companies. Altogether, the members of Danish Shipping own around DWT 33 million, which add up to more than 95 per cent of the Danish merchant fleet registered in the Danish International Shipregister (DIS). Danish Shipping was established in 1884. Since then it has been working as a collective point for the Danish shipping industry, and today it plays an important and active role in relation to the authorities and decision-makers nationally and internationally. The organization also has a permanent representation office in Bruxelles. Additionally, Danish Shipping is a member of and works with foreign ship owners' organizations such as ICS and ECSA. Danish Shipping firmly



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believes that international shipping must reduce its absolute CO₂ emissions in pace with the rest of the world economy to contribute with its "fair share" in meeting the 2°C target of the Paris Agreement. To do this, the IMO GHG Reduction Strategy must contain establish ambitious and time dependent CO₂ reduction targets and mechanisms. The targets must ensure that shipping's emissions are reduced sufficiently to keep the sectors' share of global emissions below 2.2 %.

www.danishshipping.dk/

The International Windship Association (IWSA) facilitates and promotes wind propulsion solution for commercial shipping worldwide and brings together all parties in the development of a windship sector to shape industry and government attitudes and policies. IWSA is a member driven, not-for-profit association made up of wind propulsion technology suppliers and ship development projects, designers, naval architects, engineers, academics, NGO's and seafarers with five areas of activity: Network – grouping like-minded organisations and individuals sharing ideas, skills, technical and market information for the development of commercial windships. Promote – promoting the economic value of wind propulsion to the industry Educate – acting as a central information hub for the wind propulsion sector, ship owners and operators, shipyards, ports, governments, equipment producers, the media, NGOs, and the wider public. Incubate – securing funding streams, project collaboration, grant applications, research and the pooling of resources. Facilitate – establishing common approaches/criteria for all stages of project development, support stakeholders, advise and lobby legislative bodies on policies, activities, funding and incentives required to retrofit existing ships and build new commercial windships.

www.wind-ship.org

Green Ship of The Future (GSF) is a public private partnership with 50 members from across the maritime industry from shipowners, OEMs and suppliers to class, authorities and research institutions. Green Ship of the future is working towards emission free maritime transport, is ambitious in the exploration and use of new technologies and enables innovation across maritime value chains. Through collaborative innovation across the maritime supply chain, GSF members explore, develop and demonstrate green technology in ambitious projects with the overall goal of making shipping and the maritime industry more innovative, energy efficient and sustainable. Green Ship of the Future is funded by the members, but with important and appreciated donations from The Danish Maritime Fund, the Orient's Fund and the Lauritzen Foundation.

www.greenship.org

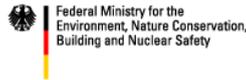
ABOUT THE ADVISORS

The Sustainable Shipping Initiative (SSI) is an independent charity, comprised of ambitious leaders spanning the whole shipping value chain from charterers and ship owners, to ship yards, class societies and technology companies. The SSI's objective is to make sustainability mainstream; working with its members and other shipping stakeholders to create a more environmentally responsible, socially conscious, safer, accountable, and more economically profitable industry. One that is truly sustainable by 2040, as outlined in its Vision. The SSI was founded by global sustainability non-profit organisation Forum for the Future in conjunction with WWF, the global conservation NGO and a number of leading shipping industry companies. Forum for the Future and WWF remain as NGO members of the SSI.

www.ssi2040.org



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Carbon War Room (CWR) was founded in 2009 as a global non-profit by Sir Richard Branson and a group of like-minded entrepreneurs. Carbon War Room's purpose has been to accelerate the adoption of business solutions that reduce carbon emissions at gigaton scale and advance the low-carbon economy. In 2014, Carbon War Room merged with Rocky Mountain Institute, and RMI continues to use the Carbon War Room brand in many markets given its exceptional reputation. Central to the approach of Carbon War Room programmes is overcoming market barriers that prevent capital from flowing to sustainable decarbonisation solutions, or that prevent uptake of such solutions. These programmes engage directly with industry to generate business-led solutions with clear pathways to accelerate the deployment of profitable low-carbon solutions—even in the face of weak mandates. Carbon War Room's Shipping Program focuses on data transparency, new technologies and fuels, and shipping finance practices to inject much-needed disclosure and innovation into the shipping sector. This approach will provide market advantages for cleaner ships and encourage sustainable ship financing.

<https://www.rmi.org/carbon-war-room/>

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