

Shipowners associations and Eni work together to decarbonize the maritime industry

In cooperation with Eni, Assarmatori and Confitarma today presented the document “The road to net zero”. Together for the decarbonisation of the marine industry, to which Unem, Federchimica/Assogasliquidi, Assocostieri and RINA contribute, supervising the work of three of the largest marine engine manufacturers (Wärtsilä, WinGD and MAN Energy Solutions) as well as 40 working experts”. together since last March to arrive at a common strategy

The project defined a strategic steering document, starting with the analysis of the technological evolution of engines and the availability of energy vectors with reduced carbon intensity in terms of infrastructure.

More than 100,000 merchant ships around the world transport 12 billion tons of goods annually. The shipping industry is the backbone of the global economy today: 90% of goods are transported by water and it is estimated to account for around 3% (total of global climate-changing emissions) of greenhouse effect emissions produced. At European level, shipping moves around 75% of non-European trade and 36% of intra-EU trade.

The industry needs short, medium and long-term solutions that are compatible with economic dynamics and contain up to zero CO emissions.² and allows shipowners to adequately respond to targets set by the European Commission, as well as obligations defined internationally by the IMO (International Maritime Organization) and other additional obligations. There are many energy vectors available (HVO, FAME, LPG, LNG and their bio and renewable solutions, methanol, ammonia, synthetic fuels and hydrogen) but they offer different applications and prospects depending on the availability of raw materials and existing or existing infrastructures. . way of realization. In the short and medium term, biofuels represent an already existing solution: today's meeting revealed the desire to implement pilot cases that will make it possible to meet European targets and ensure competitiveness, given the global shipping age of just under 22 years. age, which has very different replacement times depending on the type of activity.

Engine manufacturers are ready to create workarounds for different types of fuel. Currently shipowners are moving towards new orders for single-fuel engines (experimentally, also with onboard CO capture)₂ LNG or with technologies that can capture carbon in a solid state) and binary fuels using liquid or gaseous carriers, including bio, methanol, and long-term ammonia and hydrogen.

“Working with Eni and various other qualified players on this project is further proof that shipowners are at the forefront and ready to do whatever they can to decarbonize shipping. But when it comes to alternative fuels, fuel identification, production and Finally, it should be reiterated that the contribution of the land industry is essential for its storage, distribution and onboarding in ports. Confitarma President Mario Mattioli and Assarmatori President Stefano Messina said, “We also expect to comply with strict national, social and international regulations regarding environmental sustainability.”

“The maritime sector is the basis for Italy to experiment with technological neutrality through the adoption of multiple solutions that support competitiveness, as well as a just transition according to the three dimensions environmental, economic and social. Like Eni, we strongly believe in this project, which is an example of inclusive cooperation between all players in the industry and represents only a first step for us both to promote mature solutions such as biofuels and to try longer-term solutions.” Giuseppe Ricci, Managing Director of Eni Energy Development.