# International Maritime Organization set to clarify subsidy mechanism for net-zero emissions



In a significant development for the global maritime industry, the International Maritime Organization (IMO) is poised to clarify a subsidy mechanism aimed at achieving net-zero emissions by 2050. These regulations, described as “mid-term measures,” are set to be implemented in 2027 and are designed to promote the adoption of alternative fuels with “zero or near zero” (ZNZ) carbon emissions. A target has been set to achieve at least a 5% uptake of such fuels by 2030, with the final decisions regarding the mechanism's design slated for discussion at the upcoming Marine Environment Protection Committee (MEPC) meeting scheduled for April.

However, experts and environmental lobbyists are expressing concerns over the potential impact of one of the leading proposals, which centres around a carbon credits trading system. Analysts caution that this approach could inadvertently encourage the use of liquefied natural gas (LNG) and biofuels as viable alternatives rather than fostering a genuine transition to zero-carbon fuels that are produced through green hydrogen technology. They suggest that the continued reliance on these fuels could delay the maritime industry's alignment with the IMO's ambitious net-zero targets for another decade.

The juxtaposition of regulatory ambition and the risk of falling back on less sustainable fuel options raises questions about the effectiveness of the forthcoming measures and their implications for long-term environmental goals within the maritime sector. As the industry prepares for key discussions in April, stakeholders will be keenly monitoring how these proposed regulations will shape the future landscape of maritime fuel consumption and emissions.

Source: [Noah Wire Services](https://www.noahwire.com)

## References

* <https://gh2.org/imo-compromise-proposal-bridge-nowhere> - This URL supports the discussion around the IMO's compromise proposals, including the use of carbon credits and the challenges in achieving net-zero emissions by 2050. It highlights concerns about the effectiveness of these measures in promoting genuine decarbonization.
* <https://unctad.org/news/transport-newsletter-article-no-108-net-zero-by-2050> - This URL corroborates the IMO's adoption of the Revised Greenhouse Gas Strategy, aiming for net-zero emissions by 2050. It also discusses the importance of achieving a 5% uptake of zero-emission fuels by 2030.
* <https://globalmaritimeforum.org/insight/unravelling-imo-policy-measures-towards-a-just-and-equitable-energy/> - This URL explains the IMO's mid-term measures, including economic instruments and technical regulations, aimed at reducing emissions. It highlights the need for a just and equitable transition in the maritime sector.
* <https://www.vacourts.gov/courts/scv/rulesofcourt.pdf> - This URL does not directly relate to the maritime industry but is included as it was part of the search results. However, it provides general legal context and is not relevant to the specific claims about the IMO.
* <https://pmc.ncbi.nlm.nih.gov/articles/PMC10311201/> - This URL is unrelated to the maritime industry and focuses on digital evidence in criminal cases. It does not support any claims regarding the IMO or maritime decarbonization.