

Title: Decarbonising the maritime sector – The role of ammonia as a competitive clean fuel for deep sea shipping

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Key takeaways from the speakers

Manuela TOMASSINI (European Maritime Safety Agency): by 2033, 20% of ships in operation are expected to use alternative fuels. Ammonia emerges as a (near)-zero-carbon solution despite safety, infrastructure, and cost challenges; several ammonia-fuelled/ready ships already ordered/announced, and 112 green/blue ammonia projects planned worldwide for the next decade (only 3% in Europe). Experience, data, clear regulations, and a holistic approach are needed.

Moises BLANCO RIOS (DG RTD): the Commission is technology-neutral and collaborating with industry to align regulatory measures and technology building blocks. Onshore ammonia experience on safety and cost reduction also guide its approach. EU funded projects include the first ammonia engine to be brought to market. Initiatives such as Horizon Europe, Sustainable EU Ports Strategy, EU Industrial Maritime Strategy and Sustainable Transport Investment Plan are key.

Sérgio GONÇALVES (MEP, TRAN Committee) the IMO's Net Zero Framework delay to 2026 undermines a level playing field, increasing the importance of EU measures such as ETS and FuelEU Maritime. Regulatory stability, diplomatic pressure for an IMO deal in 2026, alongside monitoring port-related carbon leakage are needed. Smaller maritime regions need one or two primary fuels or interoperable infrastructure.

Dr. Domagoj BAREŠIĆ (UCL Energy Institute) the IMO delay has reduced global certainty. Strong EU, national, and regional policies are crucial to stimulate demand and supply. A multifuel future is most likely, with ammonia as key, alongside methanol, biofuels, and potentially nuclear. Certification must avoid double-counting and ensure global transition.

Roy CAMPE (CMB.TECH) industry must move faster than politics to shift to future-proof fuels. Ammonia should be recognised as a winner. The challenge is scaling its use from cargo to engines. Ammonia storage, handling and transfer technologies are already mature. The use of clean fuels will increase the need for refuelling, which will be concentrated in regions where renewables are less expensive.

Why this matters - A note from *Andromachi*

The delay in adopting the IMO's Net Zero Framework adds uncertainty for global shipping, affecting investments and compliance. Meanwhile, **the EU is advancing its own measures, notably the EU ETS revision**. These developments are fundamentally redefining the maritime sector. The Commission's position on **technology neutrality** meets mixed views: some see hidden bias, others favour clear winners, such as ammonia.

In this context, **Greece**, as a leading global maritime power with the world's largest fleet, will remain a strategic actor in EU and international negotiations, **navigating supranational obligations and the geopolitical context, while safeguarding its national shipping interests**.

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