AMMONIA ENERGY ASSOCIATION

Accelerating Maritime Decarbonization: Industry Takeaways from MEPC-83

On 20 May 2025, the Ammonia Energy Association (AEA) and Air Products hosted a roundtable on the sidelines of the World Hydrogen Summit in Rotterdam to discuss how to accelerate maritime decarbonization. Participants from across the full value chain of ammonia energy, including producers, infrastructure operators, fuel consumers, and trade associations joined in a conversation with representatives from the International Maritime Organization (IMO), national regulators, and port authorities, to share views on how future fuels – with a focus on ammonia – can scale through regulation, investment, and collaboration.

The roundtable was held under the Chatham House rule, and the conversation covered topics including industry's role in demonstrating ammonia as a maritime fuel, investment and financing mechanisms, barriers to adoption, and partnerships that would facilitate progress. While the participants voiced many perspectives, a broad consensus emerged regarding the outcomes of MEPC-83 and the remaining regulatory steps needed to accelerate maritime decarbonization and close the price-gap between conventional fuels and zero and near zero GHG fuels (ZNZs).

Key Industry Messages to Member States of the IMO:

1. **It is critical that the Net-zero Framework is adopted at MEPC-ES2 in October 2025**

   The Net-zero Framework is a good step in the right direction. Its adoption in October is critical to establish the business case for clean ammonia and other ZNZs to be adopted as maritime fuels. Adoption of this framework will not only drive progress on climate goals but also support broader economic growth.

2. **The remaining details of the Net-zero Framework must be finalized swiftly and on schedule, starting with the approval of detailed implementation guidelines at MEPC-84 in Spring 2026**

   The Net-zero Framework lacks definition for key elements that can make or break investments in ZNZs like ammonia. These elements include, among others, the methodology for the calculation of GHG fuel intensity (GFI), the definition of a ZNZ, the process for recognition of certification schemes, the price of Remedial Units beyond 2030, and the governing provisions of the Net-Zero Fund.

   First movers are demonstrating technologies today, but sector-wide commercial adoption will require long-term regulatory mechanisms to be in place and well understood. The regulatory

signal must be predictable, with details defined, approved, and entering into force on schedule.

Pragmatic rule-making can enable significant adoption of ZNZs in the near-term, based on supply from clean ammonia production plants that are already post-FID (financial investment decision). Higher pricing of penalties and/or rewards will accelerate adoption of ZNZs in the near term and will be necessary to close the cost-gap in the longer term.

3. **Markets will solve the technical, operational, and strategic challenges once regulations establish the business case**

   Technical, safety, and operational uncertainties that exist around ZNZs should not delay the regulatory process. Work on these issues is underway and market players have already demonstrated solutions, including class approvals, engine commercialization, vessel launches, bunkering pilots, and shipyard manufacturing. Markets can continue to solve these challenges at scale once regulations establish the rules under which industry must operate.

Background: The IMO's Marine Environment Protection Committee approved draft amendments to MARPOL Annex VI during its 83rd session (MEPC-83) in April 2025. These amendments are set to be formally adopted at an Extraordinary Session (MEPC-ES2) in October 2025 before entry into force in 2027, and will set a mandatory marine fuel standard and GHG emissions pricing for large ocean-going ships over 5,000 gross tonnage, which emit 85% of the total CO2 emissions from international shipping. Adoption of the Net-zero Framework will require acceptance by two-thirds of the 108 parties to MARPOL Annex VI, representing at least 50% of the gross tonnage of the world's merchant fleet (reference: IMO approves net-zero regulations for global shipping, 11 April, 2025).

The roundtable was co-hosted by the Ammonia Energy Association and Air Products. Other participants included A.P. Moller – Maersk, Adani New Industries, Ammonia Europe, Atlas Agro, CF Industries, Chane Terminals, Chevron, Federal Public Service Mobility & Transport of Belgium, Hydrogen Council, International Maritime Organization (IMO), Maersk Mc-Kinney Moller Center for Zero Carbon Shipping (MMMCZCS), Maritime and Port Authority of Singapore, Ministry of Infrastructure and Water Management of the Netherlands, Port of Antwerp-Bruges, Port of Rotterdam, Topsoe, Victrol, and Yara Clean Ammonia.

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