

DE-FOA-0003156: Development of Green Shipping Corridors Between the United States and the United Kingdom

DATE: 08/07/2023

SUBJECT: Request for Information (RFI)

Description

The United States (U.S.) envisions green shipping corridors as maritime routes that showcase zero- and near zero- emission lifecycle fuels and technologies with the ambition to achieve zero greenhouse gas emissions across all aspects of the corridor in support of sector-wide decarbonization no later than 2050.¹ Green shipping corridors can spur early and rapid adoption of these fuels and technologies placing the maritime industry on a pathway to full decarbonization.

Analysis has shown² that achieving long-term decarbonization of the maritime industry to meet the International Maritime Organization's (IMO) objective of reaching net-zero greenhouse gas (GHG) emissions from international shipping close to 2050³ would require 5% of the international fuel mix be made up of well-to-wake zero- and near zero- emission fuels by 2030. To reach this tipping point, demonstration of not only standalone technologies, but entire shipping networks and systems is needed.

The U.S. and the United Kingdom (UK) are publishing simultaneous,⁴ but separate Requests for Information (RFIs) to help lay the groundwork for the establishment of green shipping corridors between the two countries. The purpose of this RFI is to solicit feedback from maritime stakeholders including ports, shippers, cargo owners, fuel producers, marine terminal operators (MTO), trade organizations, industry, academia, research laboratories, government agencies, and other stakeholders on issues related to the establishment of green shipping corridors between the U.S. and the UK.

Background

The Biden Administration has committed the United States to addressing the climate crisis, including both ambitious domestic action and sustained international leadership. Recognizing

¹ <https://www.state.gov/green-shipping-corridors-framework/>

² <https://www.globalmaritimeforum.org/news/five-percent-zero-emission-fuels-by-2030-needed-for-paris-aligned-shipping-decarbonization>

³ <https://www.imo.org/en/MediaCentre/PressBriefings/pages/Revised-GHG-reduction-strategy-for-global-shipping-adopted-.aspx>

⁴ Link will be provided once published.

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that 3 percent of global greenhouse gas (GHG) emissions come from international shipping, all countries must do more to sharply bend the emissions trajectory from the maritime sector.

The U.S. government, including the U.S. Department of State (DOS), U.S. Department of Transportation (DOT), and the U.S. Department of Energy (DOE), has established ambitious goals to address global climate change and is committed to working with partner countries and industry to formulate and implement robust and actionable decarbonization plans. As part of attaining these goals, the U.S. joined the UK-led Clydebank Declaration,⁵ which brought together 24 signatories at the 2021 Conference of the Parties of the United Nations Climate Change Conference, COP26, to announce their intent to support the establishment of green shipping corridors with the collective aim of supporting the establishment of at least six internationally by the mid-2020s. And, as Group of 7 (G7) members, the U.S. and UK pledged⁶ to (a) support the establishment of at least 14 green shipping corridors involving G7 members by the middle of this decade and to (b) support the establishment of green corridors worldwide in order to promote the reduction of GHG emissions through the uptake of zero- and near-zero emission vessels and fuels and the development of decarbonized ports.

In addition, during the 2022 Conference of the Parties of the United Nations Climate Change Conference, COP27, U.S. Special Presidential Envoy for Climate John Kerry and Norwegian Prime Minister Jonas Gahr Støre chaired the launch of the Green Shipping Challenge.⁷ The Green Shipping Challenge encourages countries, ports, companies, and other actors in the shipping value chain to come forward with concrete announcements that will help put the shipping sector on a pathway this decade to align with the goal to limit global temperature rise to 1.5 degrees Centigrade (2.7 degrees Fahrenheit).

Aligning with both the Clydebank Declaration and the Green Shipping Challenge, the U.S. and the UK have announced their intentions to support the establishment of green shipping corridors between the two countries.

Purpose

The purpose of this RFI is to solicit feedback from maritime stakeholders including ports, shippers, cargo owners, fuel producers, MTOs, trade organizations, industry, academia, research laboratories, government agencies, and other stakeholders on issues related to the establishment of green shipping corridors between the U.S. and the UK. This is solely a request

⁵ <https://www.gov.uk/government/publications/cop-26-clydebank-declaration-for-green-shipping-corridors/cop-26-clydebank-declaration-for-green-shipping-corridors>

⁶ [https://transport.ec.europa.eu/document/download/baf1d981-a120-41a4-a841-fad890543ffd_en?filename=2023-06-19-G7 Transport Ministerial Declaration.pdf](https://transport.ec.europa.eu/document/download/baf1d981-a120-41a4-a841-fad890543ffd_en?filename=2023-06-19-G7%20Transport%20Ministerial%20Declaration.pdf)

⁷ <https://greenshippingchallenge.org/cop27/>

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for information and not a Funding Opportunity Announcement (FOA). EERE is not accepting applications.

Disclaimer and Important Notes

This RFI is not a Funding Opportunity Announcement (FOA); therefore, EERE is not accepting applications at this time. EERE may issue a FOA in the future based on or related to the content and responses to this RFI; however, EERE may also elect not to issue a FOA. There is no guarantee that a FOA will be issued as a result of this RFI. Responding to this RFI does not provide any advantage or disadvantage to potential applicants if EERE chooses to issue a FOA regarding the subject matter. Final details, including the anticipated award size, quantity, and timing of EERE funded awards, will be subject to Congressional appropriations and direction.

Any information obtained as a result of this RFI is intended to be used by the Government on a non-attribution basis for planning and strategy development. **Please note, however,** that information submitted in response to this RFI may be shared with the UK-U.S. Green Shipping Corridor Task Force that was announced as part of the Green Shipping Challenge. The UK-U.S. Green Shipping Corridor Task Force consists of members from the U.S. Department of State, the U.S. Department of Transportation, the U.S. Maritime Administration, and the United Kingdom's Department for Transport.

This RFI does not constitute a formal solicitation for proposals or abstracts. Your response to this notice will be treated as information only. EERE will review and consider all responses in its formulation of program strategies for the identified materials of interest that are the subject of this request. EERE will not provide reimbursement for costs incurred in responding to this RFI. Respondents are advised that EERE is under no obligation to acknowledge receipt of the information received or provide feedback to respondents with respect to any information submitted under this RFI. Responses to this RFI do not bind EERE to any further actions related to this topic.

Confidential Business Information

Pursuant to 10 CFR 1004.11, any person submitting information that he or she believes to be confidential and exempt by law from public disclosure should submit via email, postal mail, or hand delivery two well-marked copies: one copy of the document marked "confidential" including all the information believed to be confidential, and one copy of the document marked "non-confidential" with the information believed to be confidential deleted. Submit these documents via email or on a CD, if feasible. DOE will make its own determination about the confidential status of the information and treat it according to its determination.

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Evaluation and Administration by Federal and Non-Federal Personnel

Federal employees are subject to the non-disclosure requirements of a criminal statute, the Trade Secrets Act, 18 USC 1905. The Government may seek the advice of qualified non-Federal personnel. The Government may also use non-Federal personnel to conduct routine, nondiscretionary administrative activities. The respondents, by submitting their response, consent to EERE providing their response to non-Federal parties. Non-Federal parties given access to responses must be subject to an appropriate obligation of confidentiality prior to being given the access. Submissions may be reviewed by support contractors and private consultants.

Request for Information Questions

Questions requesting information have been separated into two Sections. The questions in Section A should be addressed by all submitting organizations. The questions in Section B are directed to ports, port authorities and marine terminal operators (MTO).

A. General questions for all stakeholders (including ports, port authorities, and MTOs):

1. How interested is your organization in aiding in the establishment of a green shipping corridor?
 - a. Has your organization started to plan a green shipping corridor?
 - b. If so, please describe.
 - c. Have you considered partnering with UK ports or stakeholders as part of a green shipping corridor?
2. What are the potential barriers or challenges foreseen for a green shipping corridor between the U.S. and UK? In your response, please identify any policy, regulatory, financial, technology, or other types of potential barriers or challenges.
3. Describe your organization's current and future trade opportunities between U.S. and UK ports. Where possible, please identify trade routes, port names, bunkering location(s), vessel type(s) of interest, cargo type and tonnage on route(s) of interest, estimated emissions from current operations, etc.
4. Would your organization be open to entering into a data sharing agreement for the purposes of a pre-feasibility and/or feasibility study as part of a green shipping corridor?
5. The development of a green shipping corridor, initially, may require significant investments for new onshore and offshore equipment, infrastructure, and technologies. Has your organization considered long-term investments to facilitate the decarbonization of maritime/shipping activities? If so, what kind of long-term investments has your organization considered?
6. How is your organization considering transitioning to any zero- and near zero- emission lifecycle fuels and/or technologies as part of a green shipping corridor?

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B. Port, port authority, and MTOs specific questions:

7. Please describe your current and anticipated future port operations.
 - a. Where possible, please provide information regarding onshore operations such as cargo handling equipment, shore power capacity, bunkering capacity, locomotives, trucks, etc.
 - b. Where possible, please provide information regarding harbor craft operations.
8. Has your organization conducted a formal Port Readiness Level assessment for any zero- and near zero- emission lifecycle fuels of interest?
 - a. If so, please describe the results of that Port Readiness Level assessment, to the extent possible?
 - b. If your organization has not conducted such a formal Port Readiness Level assessment, how prepared does your organization feel they are to decarbonize their operations?

Request for Information Response Guidelines

Responses to this RFI must be submitted electronically to **GreenShipping@ee.doe.gov** no later than 5:00pm (ET) on September 29, 2023. Responses must be provided as attachments to an email. It is recommended that attachments with file sizes exceeding 25MB be compressed (i.e., zipped) to ensure message delivery. Responses must be provided as a Microsoft Word (.docx) attachment to the email, and no more than 10 pages in length, 12 point font, 1 inch margins. Only electronic responses will be accepted.

Please identify your answers by responding to a specific question or topic if applicable. Respondents may answer as many or as few questions as they wish.

EERE will not respond to individual submissions or publish publicly a compendium of responses. A response to this RFI will not be viewed as a binding commitment to develop or pursue the project or ideas discussed.

Respondents are requested to provide the following information at the start of their response to this RFI:

- Company / institution name;
- Company / institution contact;
- Contact's address, phone number, and e-mail address.

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