

Prefatory Note

Introduction to the Special Feature on “Trends and Initiatives toward Reduction of GHG”

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I would like to take this opportunity to welcome all our readers to this Special Feature of ClassNK Technical Journal No. 8 on “Trends and Initiatives toward Reduction of GHG”.

We publish the ClassNK Technical Journal to contribute to technical progress in the maritime industry by making the technological activities and research results of the Society available to all those concerned. Responding to recent remarkable increases in the size of container carriers, the previous issue, ClassNK Technical Journal No. 7, reported on revisions of the rules to enable safe and rational structural design and evaluation of container ships, and technical trends and recent research and development achievements focusing on support services for the operation of container ships.

The meeting of IMO MEPC80 (80th Session of the Marine Environment Protection Committee of the International Maritime Organization) held in July of this year adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships as a revised strategy, in which the target of shipboard discharges (“Tank-to-Wake”) in the initial strategy adopted in 2018 was changed to cover the full life cycle (“Well-to-Wake”). The level of the reduction target was also changed from the original minimum 50 % reduction by 2050 to net-zero emissions by around 2050, and strengthening of international regulations toward achievement of this significantly more ambitious target is underway. Accompanying initiatives to support of GHG reduction technologies, the Society is holding various types of seminars to promptly provide the most up-to-date information related to all those concerned.

This ClassNK Technical Journal No. 8, we have assembled a Special Feature entitled “Trends and Initiatives toward Reduction of GHG,” which introduces international regulatory trends in connection with GHG emission reductions and technologies for achieving emission reductions, together with initiatives for evaluation and certification of GHG reduction performance. In addition, this issue also includes a diverse range of other articles and papers on various research and development achievements, the technical activities of the Society, and trends in the IMO.

Based on the needs of society and the industry, we will continue to make diligent efforts in research and development which contribute to ensuring the safety of human life and property at sea, protecting the marine environment and creating innovations that lead society in order to contribute to the further development of the maritime industry.

We sincerely request the continuing understanding and support of all those concerned in the future, as in the past.