

7 MAY 2025 * COPENHAGEN

DECARBONIZING SHIPPING

BY relevent*

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Headquartered in Copenhagen, ShippingWatch covers the maritime industry with a clear focus on companies and people rooted in Northern Europe. Through our daily newsletters, we aim to always provide accurate, relevant and useful news and insights about an industry which is changing rapidly. Be it carriers or logistics. Ports or suppliers. Offshore, environment or regulation.

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IT-Branchen helps our members, the industry, and society grow every day.

We are passionate about creating a digital society for everyone—one that fosters growth and positions Denmark as a global leader by leveraging technology for the benefit of the climate, economy, and individuals. We let the dedicated pioneers among our members set the direction for a better future—benefiting Denmark, businesses, individual citizens, and our member companies.



DanishShipping

Danish Shipping is a trade and employers' organisation for Denmark's shipping industry - Denmark's largest export trade - with more than 90 members, including shipping and offshore companies. Half of the members sail under the Danish flag, while the other half, comprised of associate members, operate from Denmark without ships sailing under Danish flag. Danish Shipping is the voice of the shipping companies, dedicated to advancing Danish shipping interests both domestically and globally.



As the maritime industry's trade organization, Danish Maritime represents its members politically. We participate in many different national, European and international forums and are in continuous contact with a wide range of stakeholders and partners. The maritime industry is highly dependent on the common international agreements, requirements and framework conditions, and on behalf of the industry, Danish Maritime seeks persistent influence at all political levels.

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The committed partner of progress for everything at sea.

SPEAKERS

MODERATOR:

Executive Director

Nina Porst

Danish Shipping

SPEAKERS:

Deputy Secretary General

Lars Robert Pedersen

Bimco

Partner

Jacob Skude Rasmussen

Gorrissen Federspiel

Partner

Johan Casper Hennings

Gorrissen Federspiel

Managing Director

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OceanScore

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Head of Commercial Decarbonization

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TORM

Vice President

Jens Jødal Andersen

Copenhagen Infrastructure Partners (CIP)

Director of environmental regulatory
affairs, Group Commercial

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Bunker Holding

Head of Decarbonization

Gareth Prowse

Svitzer

Project Manager for Electric propulsion systems

Robin Kuhne

Wärtsilä

General Manager, Sustainable Fuels
& Decarbonisation

Kaj Max Anders Portin

Wärtsilä Finland Oy

Director for Biodiversity and Eco-Innovation

Jakob Steffensen

DFDS

CEO

Søren C. Meyer

ZeroNorth

TBA

Hapag-Lloyd

08.30-09.00 - REGISTRATION

Morning Coffee

09.00-09.05 - OPENING

Relevant

09.05-09.10 - WELCOME

Moderator: Executive Director **Nina Porst**,
Danish Shipping

09.10-09.40 - 2050-PLAN IN THE MAKING AT IMO

What are the next steps after MEPC hopefully as planned in the second week of April has approved IMO's long-term GHG reduction plan aiming for net zero emissions in 2050.

Bimco, Dep SG Lars Robert Pedersen, shares insights about the process, expected bumps on the road and how the agreement will likely impact shipping and world trade in the next years.

Deputy Secretary General **Lars Robert Pedersen**,
Bimco

09.40-10.10 - THE COST OF NON-COMPLIANCE

A number of stakeholders are involved in the process of how a specific ship and shipping company observes the GHG rules allowing disagreements to occur.

Gorrissen & Federspiel, will give an overview of the pitfalls of the entirety of GHG regulation from a legal perspective and advice on how to circumvent them

Partner **Jacob Skude Rasmussen**,
Gorrissen Federspiel

Partner **Johan Casper Hennings**,
Gorrissen Federspiel

10.10-10.25 - NETWORKING BREAK

10.25-10.55 - FUELEU MARITIME: BENEFITS OF POOLING VS OTHER COMPLIANCE PATHWAYS

FueLEU compliance strategies often focus on biofuels, but in many cases, other pathways may be more cost-effective. With shifting prices and operational patterns, shipping companies need strong forecasting tools to stay agile and compliant.

How can owners, managers, and charterers navigate the risks and opportunities FueLEU Maritime presents? And how can smart charter party clauses make a difference?

Albrecht will share Oceanscore's perspective on how well carriers are prepared what steps they can take to optimize their approach.

Managing Director **Albrecht Grell**,
OceanScore

10.55-11.25 - REMAINING COMPETITIVE WITH DECARBONIZATION EFFORTS THROUGH TIGHTER, BUT STILL AN UNCERTAIN REGULATORY LANDSCAPE

Tank vessel owner TORM has over the past 5 years focused on the "here-and-now" decarbonization, bringing them ahead of compliance requirements, making fleet renewal through 2nd hand vessels, whilst awaiting increased visibility on carbon regulations, future fuels availability and customer requirements.

Vice President Tanker Dept,
Head of Commercial Decarbonization
Lars V. Mathiasen, TORM

12.25-11.35 - NETWORKING BREAK

11.35-12.10 - SUSTAINABLE FUELS SUPPLIER

Is the market demand for green fuels like methanol and ammonia growing steadily, and as planned, or are market conditions impeding a breakthrough? CIP explains how one of the major global suppliers of sustainable fuels sees market dynamics, today and going forward.

Vice President **Jens Jødal Andersen**,
Copenhagen Infrastructure Partners (CIP)

12.10-12.45 - THE BUNKER INDUSTRY – THE OFTEN FORGOTTEN PART OF THE TRANSITION TO LOW-CARBON FUELS

The bunker industry – in terms of both trading and physical supply - constitutes a crucial part of the maritime value chain and thereby also on the reduction pathway that shipping has embarked on. How are the regulations affecting the industry? What can the bunker industry contribute with and what is needed in order to facilitate the transition.

Director of environmental regulatory affairs,
Group Commercial **Maria Skipper Schwenn**,
Bunker Holding

12.45-13.45 - LUNCH

13.45-14.15 - FROM DIESEL TO GREEN ENERGY: SVITZER'S EXPERIENCE IN CONVERTING A TUGBOAT FLEET

Svitzer has been working towards a greener fleet for the past three years, despite being outside regulatory frameworks like IMO, MRV, FuelEU, and EU ETS. Their transition is entirely voluntary and depends on customers' willingness to pay—something that remains a challenge as shipping companies prioritize their own Scope 1 emissions.

Gareth Prowse will share insights into the technological solutions already in place, the barriers to scaling due to infrastructure gaps, and the financial complexities of retrofitting an aging fleet while balancing cost, class compliance, and total cost of ownership.

Head of Decarbonization **Gareth Prowse**,
Svitzer

14.15-14.40 - HYBRID ELECTRIC PROPULSION: ENHANCING EFFICIENCY AND REDUCING EMISSIONS

This session explores the diverse opportunities within hybrid electric propulsion, including 100% battery operation, hybrid systems, and shaft generators. Gain valuable insights into how these technologies can optimize efficiency and significantly reduce emissions in the maritime industry.

Project Manager for Electric propulsion systems
Robin Kuhne, Wärtsilä

14.40-15.05 - FOUR-STROKE TECHNOLOGY: ADVANCEMENTS IN ALTERNATIVE FUELS

This session delves into the latest developments in four-stroke engines and their compatibility with alternative fuels such as methanol, LNG, ammonia, and hydrogen.

Learn about the market outlook for these technologies and their potential to drive sustainable change in the maritime sector.

General Manager, Sustainable Fuels &
Decarbonisation **Kaj Max Anders Portin**,
Wärtsilä

15.05-15.15 - NETWORKING BREAK

15.15-15.45 - PERSPECTIVE FROM A SHIPOWNER: NAVIGATING THE CLIMATE CRISES WITHIN THE TOLERANCE TRESHOLDS OF NATURE

The Biodiversity Crise's start to influence shipowners' technology choices which could have a profound impact on both short- and long-term decarbonisation pathways.

This session will dive into how a shipowner has adopted a more holistic approach to mitigate its environmental impact and how this impacts both technology- and fuel-choices in the short, medium, and long term. The session will furthermore touch upon identified obstacles and opportunities and best practices navigating these.

Director for Biodiversity and Eco-Innovation
Jakob Steffensen, DFDS

15.45-16.15 - DIGITALISE OR DRIFT BEHIND: THE CRITICAL ROLE OF DATA IN SHIPPING'S ENERGY TRANSITION

As the IMO sets clearer expectations for net zero by 2050, the pressure is mounting to turn ambition into action. While green fuels are essential for the future, most of the global fleet will continue running on conventional ones for years – making energy efficiency the most immediate and impactful lever available. But unlocking that efficiency depends on something else: the ability to collect, trust, and act on high-quality data. With the right digital tools and technologies, the industry can deliver real emissions reductions today – and stay competitive while accelerating the transition.

CEO **Søren C. Meyer**, ZeroNorth

16.15-16.45 - TBA

TBA, **Hapag-Lloyd**

16.45-16.55 - THANK YOU

Wrap-up and questions

Moderator: Executive Director **Nina Porst**, Danish Shipping

REGISTRATION & VENUE

PRICES

	SUPER EARLY BIRD Registration no later Than 14 February 2025	EARLY BIRD Registration no later Than 4 April 2025	STANDARD PRICE Registration after 4 April 2025
FEE	5.995,- (excl. VAT)	6.195,- (excl. VAT)	6.495,- (excl. VAT)

* Registration fee includes conference delegate material, refreshments and lunch. Accommodation is NOT included.

3-at-2 discount - 3 delegates from the same company, that register at the same time, pay the price of 2.

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WHEN

7 May 2025

REGISTRATION

Registration at www.relevent.dk/decarbonizing-shipping/
Please contact info@relevent.dk or +45 28305445 with any questions.

Cancellations must be given in writing to info@relevent.dk and will be subject to a fee.
Cancellation fee for up to 14 days before - 10% of registration fee.
Cancellation fee for less than 14 days before - 50% of registration fee.
Cancellation fee for later than 2 working days before - no refund, thus 100% of registration fee.

To avoid cancellation fees – you may transfer your registration to a colleague.
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