

**Great Lakes Green Shipping Corridor Network  
Objectives and Goals  
February 2024 Pre-Decisional**

This document sets out a joint U.S. DOT – TC vision for the Great Lakes-St. Lawrence Seaway Green Shipping Corridor Network (GSCN) by framing high-level objectives, along with anticipated short, medium, and long-term goals. This approach enables stakeholders in the Great Lakes to self-nominate and to either champion or support goals most relevant to them.

**High-Level Objectives of the GSCN:**

- The GSCN, guided by the Clydebank Declaration, facilitates discussions between governments, ports, operators and others along the value chain in establishing a network of green shipping corridors to accelerate the measurable decarbonization of ports, the shipping sector, and its fuel supply within the Great Lakes – St. Lawrence region, by 2030.
- The GSCN collaborates with governments in exploring potential avenues for compatible binational approaches to fully decarbonize ports, the shipping sector and its fuel supply within the Great Lakes – St. Lawrence region, by 2050.
- The GSCN contributes to domestic partnerships to support domestic economic and emission reduction targets and timelines of our nations’ respective federal and provincial/state governments.

<b>TABLE of SHORT, MEDIUM, AND LONG TERM GOALS and OUTCOMES</b>		
<b>Short Term Goals (2024-25)</b>	<b>Identified Outcomes</b>	<b>Self-Identified Leading Stakeholder</b>
Share Knowledge and Guidance	Establish dialogue between GSCN plenary and relevant government agencies (including at sub-national levels) on policies relevant to marine decarbonization and the GSCN’s objectives.	Federal Governments and binational organizations
	Facilitate GSCN Collaborative Forum to discuss self-selected decarbonization topics.	Seaways in consultation with the coordination team (includes self-nominated Implementation Leads)
Broaden GSCN participation and collaboration	Engage with interested supply chain actors and non-traditional stakeholders (i.e., fuel sector, technology developer/providers, cargo owners, Indigenous groups and capital markets) to join GSCN and to collaborate towards the network’s goals.	Federal Governments and Seaways

Realize 4 Specific Short-Term Outcomes by self-identified first movers	Ports, carriers and others self-nominate to participate in the initial Network of Green Shipping Corridors.  <u>Challenge Target:</u> at least 2 ports in each country and at least 2 carriers operating in both countries	Ports, Carriers (other relevant stakeholders)
	Carrier(s) and/or Port(s) to develop an information tool detailing operational efficiencies and best practices to support broader adoption in the short-term  <u>Challenge target:</u> 1 short paper assessing feasibility of tool	Carriers, Ports (other relevant stakeholders)
	Demonstration projects in each of the following areas: a) bunkering and refueling, b) shore power and green port operations c) low/zero emitting vessels  <u>Challenge target:</u> two for each area in each country	Ports, Carriers, other relevant stakeholders
	Self-identified ports announce planned infrastructure investments in the following areas: a) bunkering and refueling, b) shore power and green port operations  <u>Challenge target:</u> two for each area, in each country	Ports
<b>Medium Term Goals (2026-27)</b>	<b>Identified Outcomes</b>	<b>Self-Identified Leading Stakeholder</b>
Voluntary widespread adoption [and measurement] of operational efficiencies in ports and vessels	Realize measurable operational efficiencies in each of the following areas: route optimization, cargo handling, vessel engine efficiency, maintenance technology and practices and port operations.  <u>Challenge Target:</u> adopt, deploy, and use a methodology to measure in each country emissions reductions attributable to operational efficiencies, with appropriate controls.	Carriers, Ports, other relevant stakeholders
Realize Specific medium-term outcomes	Ports and carriers self-nominate to participate in the Network of green shipping corridors.  <u>Challenge Target:</u> at least 6 ports in each country and 4 carriers operating in each country)	Ports, Carriers (other relevant stakeholders)

	<p>Commercial deployment of low carbon fuels/zero emission technologies (<i>representing a progression from demo projects</i>)</p> <p><u>Challenge Target:</u> at least 2 in each country in each of the following areas:</p> <ul style="list-style-type: none"> <li>a) bunkering and refueling,</li> <li>b) shore power and green port operations</li> </ul>	Relevant Stakeholders self-identify
	<p>Commercial deployment of zero or near zero vessels within ongoing operations.</p> <p><u>Challenge Target:</u> at least one operating on a bi-national corridor</p>	Carriers (other relevant stakeholders)
	<p>Share of zero/near zero fuels of total fuels used in corridor's operations</p> <p><u>Challenge Target:</u> [10%?] TBD, consultations needed</p>	Carriers (other relevant stakeholders)
	<p>Capital investment/reinvestment that support emissions reduction and related climate goals</p> <p><u>Challenge Target:</u> TBD, consultations needed)</p>	Ports (other relevant stakeholders)
<b>Long Term Goals (2028-30)</b>	<b>Identified Outcomes</b>	<b>Self-Identified Leading Stakeholder</b>
Realize Specific Long-Term Goals	Reduce GHG emissions in line with the IMO's revised GHG Reduction Strategy, i.e., reduce emissions by at least 20%, striving for 30%, compared to 2008 levels by 2030 through voluntary action.	Relevant Stakeholders
Identify Pathways forward	Identify pathway of one or more fuels, energies, and technologies for future GSCN operations through facilitated discussions with stakeholders	Consensus of GSCN participants in consultation with Federal Governments/Seaways