



# Importance of IMO Net-Zero Framework too great

Opinion

13 August 2025 #Sustainability Downloaded on 21-04-2026

The KVNR expresses its concern about the [statement from the United States](#), in which the IMO Net-Zero Framework - described as a 'global carbon tax' - is explicitly rejected. Although the US is of little maritime importance, this stance is contrary to the global approach to reducing greenhouse gases. It also undermines international cooperation and could lead to a patchwork of regional measures, such as the EU-ETS currently in Europe. In line with the international shipping community, the KVNR supports the IMO Net-Zero Framework (NZF), which is expected to be adopted by member states in October.

## Global responsibility and ambition

The NZF includes a fuel standard that becomes increasingly stringent each year and requires payment if the stricter standard cannot be met. The current provision is that all sea ships of 5,000 gross ton (GT) or more will be part of the NZF.

The IMO's NZF is essential to move shipping towards net-zero greenhouse gas emissions by around 2050. This is important because the sector is responsible for approximately 3% of global CO<sub>2</sub> emissions. The KVNR believes that a global measure like the NZF will contribute more to this than various national and/or regional measures, where often the polluter has to pay, but the greening is not rewarded. Additionally, climate change is a global problem that must be addressed globally, especially for a sector that operates worldwide and does not stop at the Dutch or European borders. Global agreements are therefore strongly preferred for the greatest effect and maintaining a level playing field.

In April 2025, the IMO environmental committee (MEPC-83) agreed to the NZF proposal. Formally, an extraordinary MEPC meeting must definitively adopt the proposal in mid-October. If the MEPC finally approves the new IMO measure in October, it will take effect on January 1, 2028.

# “IMO member states, do everything possible to adopt the IMO Net-Zero Framework during the MEPC meeting in October!”

NICK LURKIN, KVNR CLIMATE AND ENVIRONMENT ADVISOR

## American resistance is counterproductive

The American statement refers to the Net-Zero Framework as a 'global carbon tax' and warns of possible retaliatory measures against member states supporting the plan at the extraordinary MEPC meeting this fall. This opposes the need for multilateral cooperation to take effective climate measures and undermines the ambitions of the international maritime sector, according to the KVNR.

Not adopting a global IMO measure could lead to a proliferation of national and regional measures. Entrepreneurs in shipping would then be confronted with more regulation, while no optimal gains are achieved in greening the global trading fleet. The EU-ETS already exists in Europe, but there are increasing discussions about countries like the UK, Turkey, Canada, Djibouti, Gabon, and China developing national pricing systems for CO<sub>2</sub> and other greenhouse gases. The major question is whether the revenues will largely flow back to the maritime sector to stimulate greening, as provided by the IMO NZF, or if it becomes an additional revenue stream for national budgets, as is currently the case with the EU-ETS. Shipowners who run on cleaner fuels pay slightly less for EU-ETS, but the price difference between, for instance, marine diesel and bio or green methanol remains sizable.

The KVNR therefore calls on all IMO member states to continue their efforts for the formal adoption of the IMO Net-Zero Framework in October. With 90 percent of everything transported by sea, shipping is of crucial economic importance. Not only for the Netherlands but for the whole world, and the sector can play a leading role in a greener future if emission pricing is properly regulated globally via IMO.



## All about the IMO Net-Zero Framework

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