

Abstract

A circular economy is the concept of the future and the shipping industry is also fully engaged in the design, construction and recycling of maritime installations. By 2050, greenhouse gas emissions must be reduced by at least 50% compared to 2008. To achieve these goals, it is also in the maritime sector necessary to switch to a circular economy. The current economy is linear. Raw materials are extracted, the product is used and after use, it is thrown away. This form of economy entails both ecological and economic disadvantages. In a circular economy products will be reused indefinitely. The goal is to leave the world better than we found it. Natural resources and materials are reused without loss of value. Goals and boundaries are set by the organizations. That leaves us with the question to which we all want to know the answer: "Is the maritime world ready for circular shipping?". An investigation has been conducted into the violations of MARPOL Annex VI in the four largest European ports, Rotterdam, Antwerp, Amsterdam and Hamburg. Research has also been conducted into the reason for requesting debunkering in 2021 in the port of Antwerp and where the fuel comes from. The most violations against MARPOL Annex VI are from regulation 14.4.2. Since 2015 the number of violations against MARPOL Annex VI has fallen sharply. The debunkerings that are requested are already partly treated in a circular manner. If authorities approve that the debunker can be remixed into a fuel that is according to the limits, the fuel can be reused. This is a circular way of using fossil fuels since there is no waste. As long as there is not yet a fully circular fuel, with the same benefits as current fuels, it is necessary to use fossil fuels as sustainably as possible