

Maritime decarbonisation could unlock green hydrogen projects across Africa and the IMO Net Zero Framework could be a major catalyst, new GH2 analysis finds

New York, 24 September 2026 - The IMO Net-Zero Framework could catalyse maritime decarbonisation and, in turn, unlock green hydrogen production across Africa, according to new analysis from the Green Hydrogen Organisation (GH2).

In its new briefing, *IMO Net-Zero Framework: What it means for Africa Green Hydrogen Alliance countries*, GH2 analysed 104 electrolytic hydrogen, ammonia and methanol projects across countries of the Africa Green Hydrogen Alliance (AGHA).

GH2 estimates that around 50% of these projects explicitly intend to supply green shipping fuels or are well positioned to do so in the future. This makes the maritime sector an important potential source of demand for Africa's emerging green hydrogen and derivatives industry.

Yet projects are struggling to move forward. Of the maritime-relevant projects assessed by GH2, only three have reached final investment decision, construction or operations with a combined production capacity of around 2 kt/y. The main barrier remains a lack of offtake and uncertain demand for green electrofuels.

The analysis comes ahead of MEPC 85 (30 November – 3 December), where International Maritime Organization (IMO) Member States will continue discussions on the Net-Zero Framework. The Framework combines a global fuel standard with an economic element that puts a price on shipping emissions and channels revenues into an IMO Net-Zero Fund, supporting the uptake of zero- and near-zero-emission fuels and a just and equitable transition.

If adopted, the Framework could provide the clear and credible market signal needed to help green hydrogen projects in AGHA countries secure offtake and advance towards final investment decision.

Joe Williams, CEO of the Green Hydrogen Organisation, said:

"Africa has enormous potential to produce green hydrogen and its derivatives, but projects will not move forward without demand.

Our analysis shows how closely the future of green hydrogen projects across AGHA countries is connected to the transition to greener fuels in the shipping industry. A clear global demand signal could help projects secure offtake, reach investment decisions and start turning Africa's renewable energy potential into real industrial development.

Electrofuels made with green hydrogen and its derivatives can support new industries, jobs and skills, economic growth while strengthening energy and food security. The decisions taken at the IMO will therefore have consequences well beyond the maritime sector."

Joyce Kabui, Renewable Energy and Green Industrialisation Lead, Office of the Climate Envoy, Kenya, and Manager of the Africa Green Hydrogen Alliance (AGHA), said:

“Green hydrogen and ammonia can play a dual role for countries like Kenya. If maritime demand creates the scale needed to get projects moving, that same production can also support domestic fertiliser supply and reduce reliance on imported fossil fuels.

This is where the opportunity for green industrialisation becomes much broader. Green fuel production can connect shipping with agriculture and other industries, helping AGHA countries build stronger, more resilient domestic value chains.”

The briefing concludes that the version of the IMO Net-Zero Framework agreed in 2025 offers the most balanced way forward for AGHA countries. While several alternative proposals retain the global fuel standard, they differ substantially in their approach to emissions pricing, the Net-Zero Fund and support for zero- and near-zero-emission fuels and a just and equitable transition.

Removing the economic element from the IMO Net-Zero Framework, including the reward mechanism and Net-Zero Fund, could leave AGHA countries facing new compliance costs with fewer tools to unlock investment, jobs and domestic growth. Adopting the Framework “as is” could instead help de-risk projects, develop green fuel value chains and strengthen the region’s long-term industrial competitiveness.

The briefing recommends that AGHA countries treat shipping decarbonisation as a strategic priority and strengthen coordination during the upcoming IMO negotiations.

Read the full briefing, *IMO Net-Zero Framework: What it means for Africa Green Hydrogen Alliance countries*, here: <https://gh2.org/sites/default/files/2026-09/IMO%20Net-Zero%20Framework%20What%20it%20means%20for%20AGHA%20countries%20%282026%29.pdf>

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Notes to editors

GH2 analysed electrolytic hydrogen projects in Algeria, Angola, Djibouti, Egypt, Ethiopia, Kenya, Mauritania, Morocco, Namibia, Nigeria, Tunisia* and South Africa, using the International Energy Agency hydrogen production projects database updated in June 2026 alongside other publicly available information.

Projects classified as “maritime-linked” explicitly identify shipping as a target market or intend to produce green shipping fuels. “Maritime-ready” projects do not explicitly target shipping but are considered well positioned to supply the sector based on factors including location, intended products and export markets.

**with Tunisia considering membership of AGHA*

About the Green Hydrogen Organisation

The Green Hydrogen Organisation (GH2) is a Swiss non-profit foundation working to take renewables to industries that cannot be fully electrified using green hydrogen. These sectors include fertiliser production, steelmaking, shipping and aviation.

Founded in 2021, GH2 has established a presence in Geneva, London, Cairo, Jakarta, Nairobi, and Oslo. It serves as the secretariat for the Africa Green Hydrogen Alliance (AGHA). GH2 is also a founding member of the Global Renewables Alliance (GRA).

Since March 2026, GH2 has been coordinating an industry [Call to Action urging IMO Member States to adopt the Net-Zero Framework](#). The statement is backed by more than 90 companies across the shipping value chain, including shipowners, ports, fuel producers and technology providers.

About the Africa Green Hydrogen Alliance

The Africa Green Hydrogen Alliance (AGHA) is a government-led platform that aims to position Africa as a frontrunner in the development of green hydrogen by strengthening collaboration and accelerating project development across the continent. The Alliance brings together 11 countries, Algeria, Angola, Djibouti, Egypt, Ethiopia, Kenya, Mauritania, Morocco, Namibia, Nigeria and South Africa, which chairs the Alliance.

AGHA members collaborate on public and regulatory policy, financing, capacity building and certification, bringing together a network of experts and partners to support and finance green hydrogen project development in Africa.