

## IMO PPR 9 online briefing

# How to Reduce Arctic Shipping's Black Carbon Emissions and Scrubber Discharges

Thursday 31 March 2022 –  
16:00 BST



@cleanarctic

***“THE SCIENTIFIC EVIDENCE IS UNEQUIVOCAL: CLIMATE CHANGE IS A  
THREAT TO HUMAN WELL-BEING AND THE HEALTH OF THE PLANET. ANY  
FURTHER DELAY IN CONCERTED GLOBAL ACTION WILL MISS A BRIEF AND  
RAPIDLY CLOSING WINDOW TO SECURE A LIVEABLE FUTURE.”***

**INTERGOVERNMENTAL PANEL ON CLIMATE CHANGE (IPCC) REPORT (AR 6 WGII)**

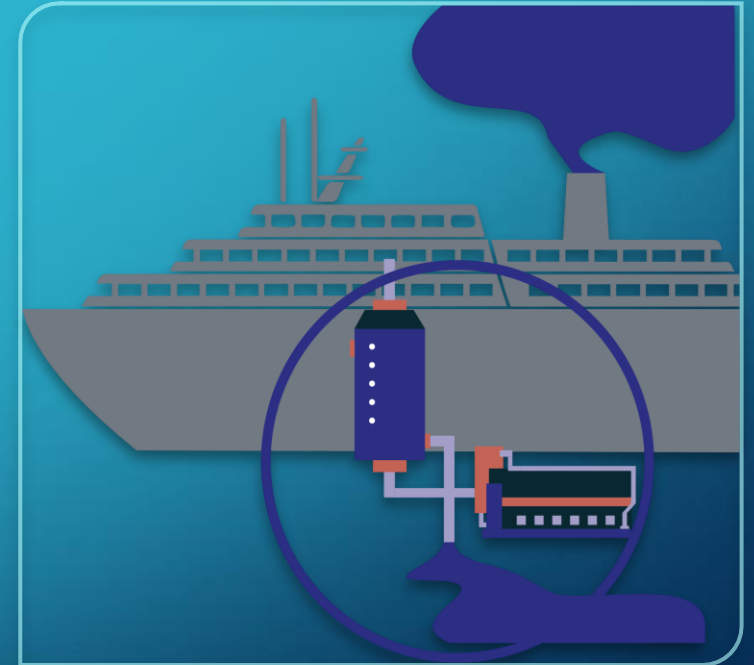
# SCRUBBERS (1)

Scrubbers are used on ships to limit SO<sub>x</sub> emissions as an alternative to compliant low sulphur fuels.

Consequence: wastewater with harmful substances (PAH, metals, strong acids etc.) are discharged into the sea.

PPR 9 will discuss amongst others:

- risks of scrubber wastewater
- delivery of residues to port reception facilities
- regulatory measures
- database of substances



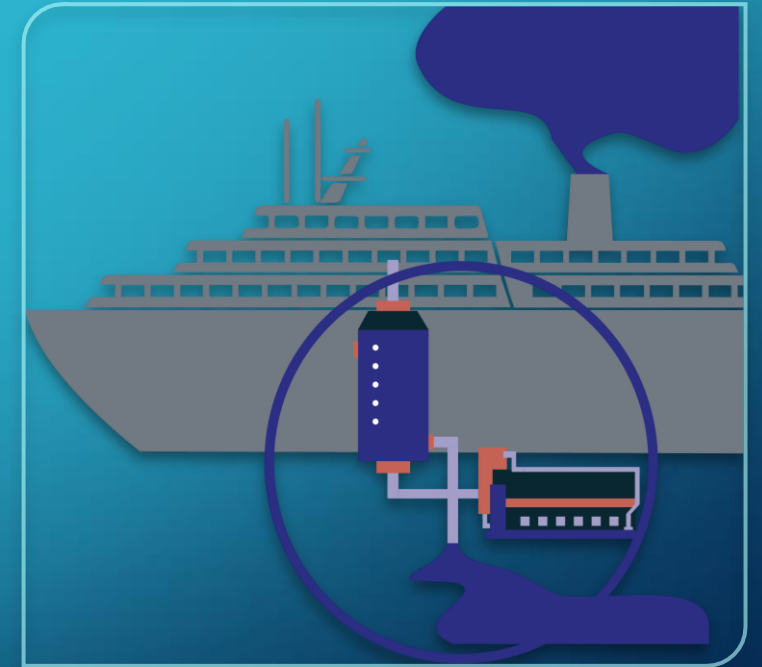
# SCRUBBERS (2)

International Council for the Exploration of the Sea (ICES)  
(MEPC76/INF5):

*“The ideal course of action (..) cleaner low-sulphur fuels, (..) without the use of scrubbers. (..) Until the transition to the use of cleaner low-sulphur fuels is completed, discharge of scrubber water to the marine environment should be avoided.”*

FOEI, WWF, Pacific Environment and CSC (PPR9/10/4):

- A complete prohibition of scrubbers is needed.
- Until a global scrubber ban is introduced, develop robust risk and impact assessment guidelines to support local and regional measures to restrict wastewater discharges.
- Consider conflicts between scrubber regs and international legal instruments (i.e., UNCLOS, CBD and UNFCCC)



# BLACK CARBON (1)

- Key to reducing soot in diesel fuels is fuel quality
  - For road fuels; zero Sulphur = no PM plus enables filters
  - Aromatics in jet fuel largely determines soot emissions...
  - ... can be cut at least 50% at minimal cost
  - Cutting aromatics/soot in marine fuels will be more complex
- First measure: switch to distillates – MEPC resolution 342
  - Soot is reduced 50-80%
  - Make mandatory through MARPOL



## BLACK CARBON (2)

- How to cut soot in HFO/ULSFO/VLSFO etc.?
  - Reduce aromatics in the fuel and/or improving the H/C ratio
  - Germany and Finland already recommended doing this
  - NGOs strongly support prioritizing this work at PPR9
- Engine soot standards: concern is they failed for aviation
  - <https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-control-air-pollution-aircraft-engines>.
- Conclusion: cut aromatics in marine fuel and switch to distillates in the Arctic



# Q&A SESSION PANEL

- Eelco Leemans Advisor - Clean Arctic Alliance
- Bill Hemmings Independent Brussels based consultant - shipping & aviation
- Sam Davin: Specialist, Marine Shipping and Conservation – WWF Canada
- Dr Lucy Gilliam: Senior Shipping Policy Officer – Seas at Risk

Moderated by Dr Sian Prior, Lead Advisor, Clean Arctic Alliance



# SUMMARY



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Clean Arctic Alliance key asks for PPR 9...

On EGCSs:

- support a complete prohibition of EGCS
- until then, agree to local and regional measures to restrict EGCS discharges
- develop risk and impact assessment guidelines which will prohibit discharges in the Arctic
- address conflicts between EGCS discharges and international legal instruments such as UNCLOS

On reducing Black Carbon emissions:

- commit to a mandatory regulation to use distillate fuel in / near the Arctic
- commit to installing diesel particulate filters
- develop a maximum aromatic content fuel standard





# THANK YOU

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