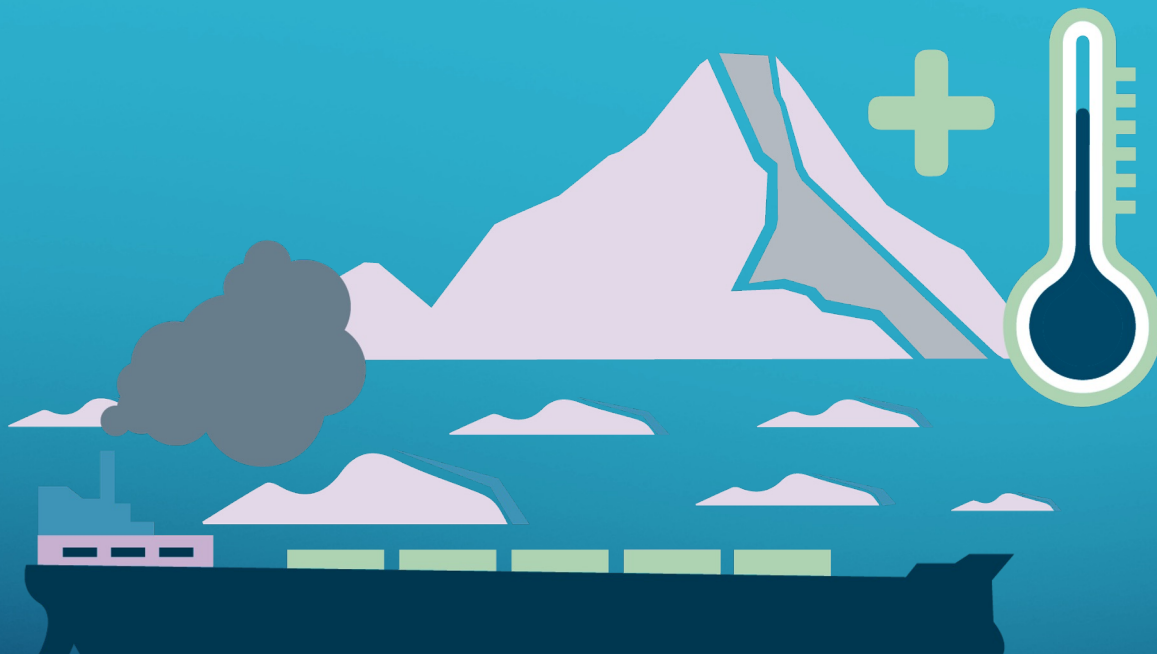




CLEAN ARCTIC
ALLIANCE

WORKING TO PROTECT THE ARCTIC FROM THE IMPACTS OF
SHIPPING



A Clean Arctic Alliance Online Briefing ahead
of the Marine Environment Protection
Committee (MEPC) 79th session

From COP27 to IMO action:
Charting a Course to Ambition

Tuesday 29 November 2022 – 16:00 UTC



@cleanarctic

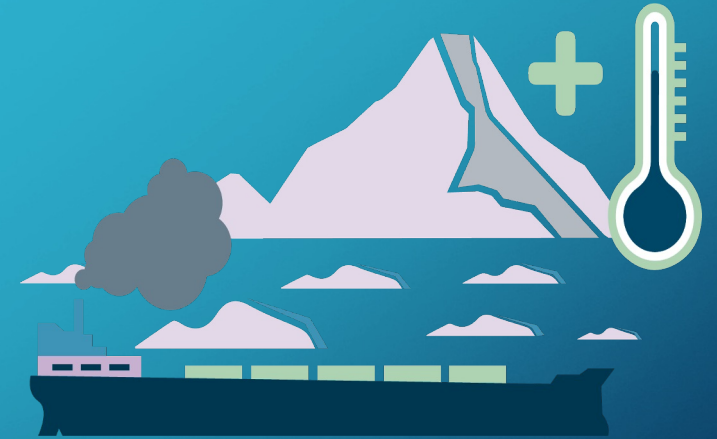


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Welcome to the Clean Arctic Alliance's webinar: From COP27 to IMO action: Charting a Course to Ambition



Please note:

- This webinar is recorded, and will be made available post event.
- Please submit your questions via the Q&A section. They will be addressed after the presentations.

Thank you.



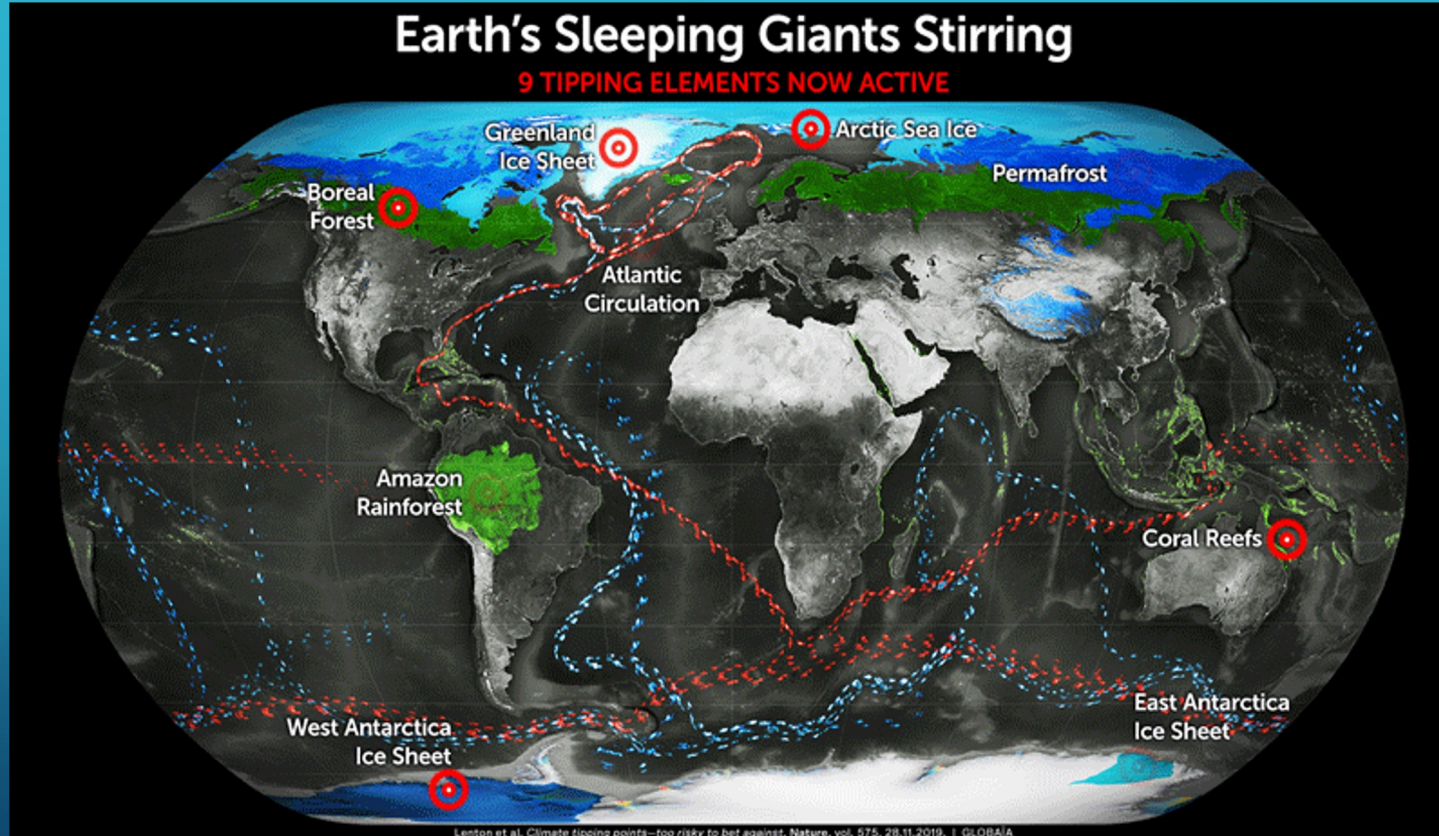
DR LUCY GILLIAM, SENIOR SHIPPING POLICY OFFICER, SEAS AT RISK : HOW THE SCIENCE OF TIPPING POINTS MUST INFORM IMO ACTION.


"Human-caused climate change is unequivocal, its size and rate is unprecedented, and It's already causing weather and climate extremes across every inhabited region."

UN report United in Science found that the world is heading into an **'uncharted territory** of destruction' and there is a **"significant likelihood"** of "multiple tipping points being crossed if global heating crosses the 1.5°C threshold."



DR LUCY GILLIAM, SENIOR SHIPPING POLICY OFFICER, SEAS AT RISK : HOW THE SCIENCE OF TIPPING POINTS MUST INFORM IMO ACTION.




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MARINE ENVIRONMENT PROTECTION
 COMMITTEE
 79th session
 Agenda item 7

MEPC 79/7/20
 7 October 2022
 Original: ENGLISH
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REDUCTION OF GHG EMISSIONS FROM SHIPS

Climate science, cascading tipping points, the Initial IMO GHG Strategy,
 and urgent action on shipping to reduce climate risks

Submitted by Greenpeace International, WWF, Pacific Environment and CSC

SUMMARY

Executive summary: This document outlines recent scientific evidence on the risks of triggering cascading climate tipping points from climate heating and makes recommendations for urgent near-term actions that will contribute to limiting global heating to below 1.5°C to mitigate these risks.

Strategic direction, if applicable: 3

Output: 3.2

Action to be taken: Paragraph 18

Related documents: MEPC 75/7/15, MEPC 75/10/6, MEPC 78/7/18, MEPC 78/7/27.

Introduction


1 Our climate is changing. These changes are already affecting every inhabited region across the globe. The headline conclusions¹ from the first of three² Working Group reports contributing to the United Nations' Intergovernmental Panel on Climate Change's (IPCC) 6th Assessment Synthesis Report (due to be published in 2023) carry a clear message:

"Human-caused climate change is unequivocal, its size and rate is unprecedented, and it's already causing weather and climate extremes across every inhabited region."

2 The Physical Science Basis report, which pulls together the findings from more than 14,000 peer-reviewed studies, indicates that the Paris Agreement limits of 1.5°C and 2°C will be passed in the 2030s and 2050s if emissions don't immediately peak and rapidly decline over the next few decades. It warns that global heating exceeding 1.5°C could be reached in the early 2030s and multiple climate tipping points could be triggered by further warming.

¹ <https://www.ipcc.ch/report/6th-assessment-cycle/summary/summary-statement/>

² <https://www.ipcc.ch/report/6th-assessment-cycle/>



MEPC 79-7-20.docx

**JOHN MAGGS, PRESIDENT, CLEAN SHIPPING COALITION:
A COMMITMENT TO PRE-2030 EMISSION REDUCTIONS KEY TO SUCCESS OF MEPC79**

- Ship climate emission reductions must “take off” now, and not wait until 2030
- IMO ambition must be unambiguously in line with 1.5 degrees
- This means a 50% cut by 2030 and full decarbonisation close to 2040
- A weak absolute target for 2030 will set industry up to FAIL



JOHN MAGGS, PRESIDENT, CLEAN SHIPPING COALITION:
A COMMITMENT TO PRE-2030 EMISSION REDUCTIONS KEY TO SUCCESS OF MEPC79

- Going hard and early is feasible and cheaper than delay and will help prepare the industry for the use of the new much more expensive alternative fuels.
- IMO must revisit short-term action (the CII) and focus on what mid-term measures can do to reduce emissions before 2030.
- And no more fake, sleight of hand “solutions” like scrubbers!



BILL HEMMINGS, CLEAN ARCTIC ALLIANCE BLACK CARBON ADVISOR: MEASURES TO ACTION DEEP AND RAPID CUTS IN BLACK CARBON EMISSIONS.

- Switching to distillate fuels cuts ship BC immediately - by 40 -70%
- Engine age, condition, load also factors - but much harder to control
- Switching to distillates is widespread and routine when entering ECAs
- So it is hard to understand the logic of any opposition, other than fuel cost
- And, as always, regulatory capture by industry



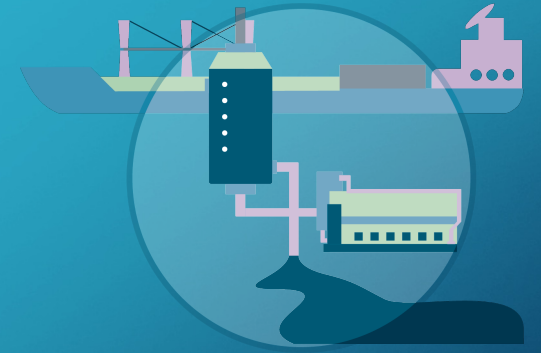
BILL HEMMINGS, CLEAN ARCTIC ALLIANCE BLACK CARBON ADVISOR: MEASURES TO ACTION DEEP AND RAPID CUTS IN BLACK CARBON EMISSIONS.

- Resolution MEPC 342 (77) recognises the merits of switching to distillates
- No silver bullet - but single most effective measure available now
- Fuel availability - not an issue. No new technology needed
- IMO/PPR has been tossing the issue around for far too long
- Now time to act - through simple amendment to MARPOL Annex VI
- Parties can agree by consensus - then applies to all ships
- Geographic scope needs to be wider than Polar Waters - north of 60°N
- Cleaner fuels/distillates enables DPF filters - cut BC by over 90%



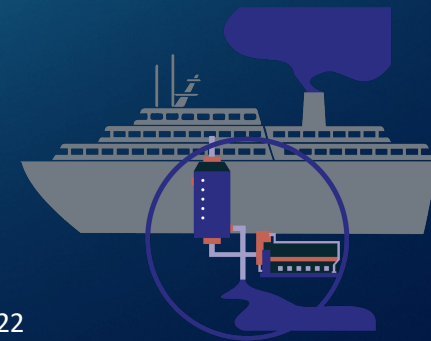
EELCO LEEMANS, CLEAN ARCTIC ALLIANCE TECHNICAL ADVISOR: SCRUBBERS ARE TURNING AN AIR POLLUTION PROBLEM INTO AN OCEAN POLLUTION PROBLEM!

- Scrubbers were designed to address air pollution and circumvent the envisaged move to cleaner fuels. But scrubbers have created an ocean pollution problem.
- The use of scrubbers as an alternative for low Sulphur fuel has increased rapidly, now at least 5000 ships with scrubbers.
- Scrubber discharge volumes range from 210 to 4500 million tonnes per year in the Baltic Sea and North Sea combined, and 47 million tonnes for 2020 along Canada's Pacific coastline
- The wastewater from scrubbers contains toxic substances such as PAHs and heavy metals, causing serious impact on aquatic ecosystems.



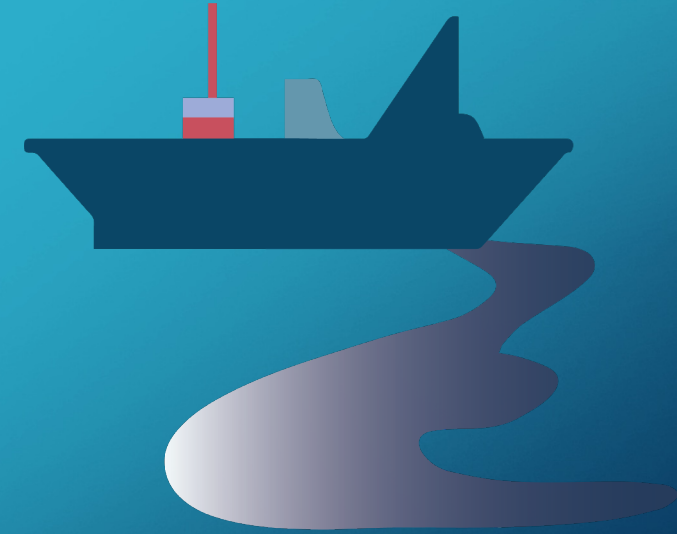
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- IMO regulation on scrubbers is inconsistent with the UN Law of the Sea (UNCLOS). Discharges are also inconsistent with UNDRIP (United Nations Declaration on the Rights of Indigenous People)
- CAA calls for a prohibition of EGCS, thus eliminating toxic EGCS wastewater AND eliminating spill risks posed by HFO and reducing BC emissions.
- A ban would also resolve outstanding conflicts between MARPOL and UN instruments such as UNCLOS.
- Until a global prohibition on EGCS is introduced, local and regional measures should be implemented to restrict EGCS discharges. This is of particular importance for the Arctic, to protect critical habitats, indigenous use areas, and protected areas



ANDREW DUMBRILLE, CLEAN ARCTIC ALLIANCE ADVISOR: STRENGTHENING THE ARCTIC HEAVY FUEL OIL BAN.

- HFO spills will continue to be a significant threat to communities and the Arctic marine environment - HFO ban does not adequately address this threat.
- Only 30% of HFO carried and 16% used in Arctic waters will be prohibited from 1 July 2024 when the provisions of MARPOL Annex I regulation 43A take effect.
- Over a decade since the Arctic Maritime Shipping Assessment report identified accidental or illegal discharges of oil as the most significant threat from ships to the Arctic - and since a ban on heavy fuels was introduced for the Antarctic.



ANDREW DUMBRILLE, CLEAN ARCTIC ALLIANCE ADVISOR: STRENGTHENING THE ARCTIC HEAVY FUEL OIL BAN.

- IMO Member States must now strengthen the HFO ban by removing the option to issue waivers - Russia - who pushed for the ability to issue waivers - is delaying domestic approval of the Arctic HFO ban
- Need for innovative solutions - marine fuel transition funds to ensure any negative economic consequences do not adversely impact communities in the north.
- Use cleaner alternatives to heavy fuels, such as distillates, as Norway has done in the waters of the Svalbard archipelago
- CAA has submitted a proposal to MEPC 79 calling on IMO Member States to amend regulation 43A of MARPOL Annex I to increase its effectiveness at protecting the Arctic from the risks of a HFO spill (MEPC 79/14/1).



Q&A SESSION

- **Dr Lucy Gilliam**: Senior Shipping Policy Officer – Seas at Risk
- **John Maggs**: President, Clean Shipping Coalition
- **Bill Hemmings**: Black Carbon Advisor for the Clean Arctic Alliance
- **Eelco Leemans**: Technical Advisor - Clean Arctic Alliance
- **Andrew Dumbrille**: Advisor - Clean Arctic Alliance



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

WRAP UP: Clean Arctic Alliance key asks for MEPC 79:

- **Urgency:** Urgent need for bold action
- **GHG:** This means a 50% cut in GHGs by 2030 and full decarbonisation close to 2040
- **Black carbon:** Time to act - through simple amendment to MARPOL Annex VI
- **Scrubbers:** Prohibition of EGCS
- **Arctic HFO ban:** Strengthen ban by removing option to issue waivers





THANK YOU

Continue the conversation on twitter **@CleanArctic**

And for more information, visit: **cleanarctic.org**, email us: **info@cleanarctic.org**

Or join us for our **next webinar**:

An online event organised by the
Clean Arctic Alliance and WWF-Canada

Scrubbers: A False Solution to the IMO's Sulphur Cap



Tuesday 6 December 2022
10:00 EST / 15:00 UTC / 16:00 CET

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