

**A CLEAN ARCTIC ALLIANCE BRIEFING ON AGENDA ITEM 6 OF PPR10:  
REDUCTION OF THE IMPACT ON THE ARCTIC OF BLACK CARBON EMISSIONS  
FROM INTERNATIONAL SHIPPING**



**Clean Arctic Alliance (CAA) asks:**

1. All papers including those submitted by eNGOs should be referred to a PPR 10 Working Group (WG) on air pollution for further consideration.
2. The ToR for an air pollution WG should include consideration of BC control and regulation. (in addition to further development of BC guidelines and other air pollution issues)

**CAA calls on:**

3. PPR 10 to recommend to MEPC 80 a proposal for a mandatory regulation of BC emissions through an amendment to MARPOL Annex VI to require ships operating in the Arctic to switch to distillate fuels.
4. PPR 10 to support an appropriately broad definition of “the Arctic” to ensure that all BC emissions from the international shipping sector that impact the Arctic are addressed by BC measures.

Below are summaries of the Clean Arctic Alliance’s and Inuit Circumpolar Council’s submissions under Agenda Item 6 with key messages.

- **PPR 10/6/3 – A Pathway for Regulations of Black Carbon Impact the Arctic**

Submitted by: FOEI, WWF, CSC, and Pacific Environment

Key messages:

- A compulsory switch to distillate fuels and Arctic Emission Control Areas regulating SO<sub>x</sub> and particulate matter, including black carbon, should be priorities as they are the only two regulatory measures that can be implemented in the short-term.
- Mandatory installation of BC reduction technology can be considered once a switch to distillates has been mandated.
- The development of an aromatic fuel standard should also now be investigated.

- **MEPC 79/5/5 - Amending MARPOL Annex VI to Reduce the Impact on the Arctic of Emissions of Black Carbon**

Submitted by: FOEI, WWF, Pacific Environment, CSC, and Inuit Circumpolar Council

Forwarded to PPR 10 by MEPC 79.

Key Messages:

- Black Carbon is a potent short-lived contributor to climate warming and a switch to distillate significantly reduces BC emissions. Reducing BC is urgent to address the climate crisis.
- Recommends amending MARPOL Annex VI to include a mandatory provision for the use of MGO or other cleaner alternatives in and near the Arctic.
- A BC measure must align with a wide geographic definition of the Arctic e.g. the Arctic Human Development Report area, to account for all emissions from ships that have an appreciably negative impact on the Arctic.

- **PPR 10/6/6 - Geographic Scope of Black Carbon Reduction Measures**

Submitted by: FOEI, WWF, Pacific Environment, and CSC.

Key Messages:

- BC has an atmospheric lifetime of a few days or weeks and can travel large distances from the source once airborne.
- The definition of “Arctic waters” in the Polar Code was created for the safe operation of ships in icy conditions. It excludes areas in the north Atlantic which widely recognised to be Arctic so is too narrow to adequately regulate black carbon that has an impact on the Arctic.
- The geographic scope of measures developed to reduce the impact of ships’ black carbon emissions on the Arctic should at a minimum cover the maritime waters of the Arctic Human Development Report area or alternatively the Arctic Monitoring and Assessment Programme area. Alternatively, all waters north of 60° North may be a simpler suitable definition that addresses the issues and concerns outlined.

- **PPR 10/6/5 - Comments on document PPR 10/6 with regards to the reduction of the impact on the Arctic of Black Carbon emissions from international shipping**

Submitted by: Inuit Circumpolar Council (ICC)

Key messages:

- Black Carbon impacts from shipping in Inuit Nunaat are critical to mitigate given the rapid increases in sea ice melt and the importance of a cold and icy Arctic environment for Inuit culture, harvesting and mobility.
- Indigenous Knowledge must be considered and included in understanding the impact of the climate crisis, developing measures to reduce the impact from shipping, and engaging communities in developing solutions.
- ICC is recommending a mandatory distillate or cleaner alternative fuel standard be required for ships transiting in and near Inuit Nunaat and the global Arctic, alongside speed reductions and the development by states of Arctic Emission Control Areas.
- An Equitable Transition framework/Marine Fuel Equity Fund should be considered by states to ensure economic hardship doesn’t occur when putting in place measures which would impact communities who didn’t cause the climate crisis but are being the most impacted.
- A large enough geographic area must be adopted, such as the Arctic Council’s AHDR boundary, in line with observed impacts, shipping traffic, and potential solutions to mitigate black carbon emissions on people and communities in Inuit Nunaat.