



**GHG EMISSIONS AND BLACK
CARBON FROM SHIPPING
IMPACTING THE ARCTIC**

GHG emissions and black carbon from shipping impacting the Arctic

2018 IMO - peak as soon as possible and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008, while, at the same time, pursuing efforts towards phasing them out entirely.



GHG emissions and black carbon from shipping impacting the Arctic

2018 IMO - peak as soon as possible and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008, while, at the same time, pursuing efforts towards phasing them out entirely.

2022 SBTI - the sector must cut its emissions 45% by 2030 and reach net-zero by 2040 (compatible with a 1.5 degree trajectory).

GHG emissions and black carbon from shipping impacting the Arctic

2018 IMO - peak as soon as possible and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008, while, at the same time, pursuing efforts towards phasing them out entirely.

2022 SBTI - the sector must cut its emissions 45% by 2030 and reach net-zero by 2040 (compatible with a 1.5 degree trajectory).

2023 IMO - to reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, by 2030; and to reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, by 2040, compared to 2008; and to reach net-zero GHG emissions from international shipping by or around, i.e. close to, 2050.

GHG emissions and black carbon from shipping impacting the Arctic

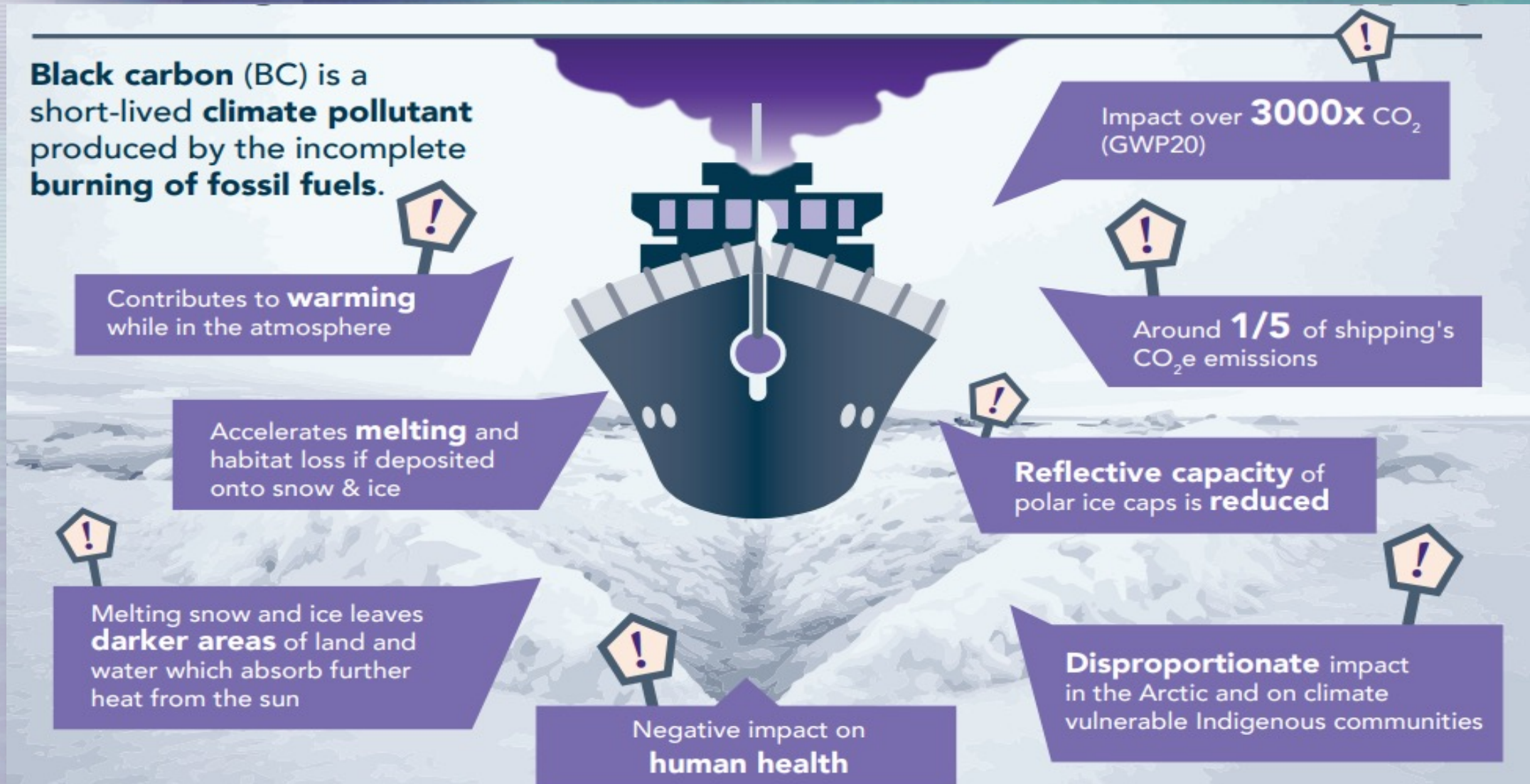
2018 IMO - peak as soon as possible and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008, while, at the same time, pursuing efforts towards phasing them out entirely.

2022 SBTI - the sector must cut its emissions 45% by 2030 and reach net-zero by 2040 (compatible with a 1.5 degree trajectory).

2023 IMO - to reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, by 2030; and to reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, by 2040, compared to 2008; and to reach net-zero GHG emissions from international shipping by or around, i.e. close to, 2050.

What is missing from all these formulas?

GHG emissions and black carbon from shipping impacting the Arctic



GHG emissions and black carbon from shipping impacting the Arctic

Next steps - IMO Member States must...

1

Agree to **immediate action to regulate emissions of black carbon from ships** which impact the Arctic.

2

Develop **compulsory measures to reduce black carbon emissions from ships**, including:

- a new black carbon (switch to distillate) regulation in MARPOL Annex VI
- designation of new Arctic BC emission control areas
- an aromatic fuel standard
- use of technology to reduce black carbon emissions

3

Agree to the **integration of black carbon in GHG measures** designed to reduce climate impacting emissions.

4

Support **regional and domestic action** to rapidly lower black carbon emissions from ships.

