

Reducing Arctic ship BC and climate change

Bill Hemmings – Adviser to the Clean Arctic Alliance

- IMO agreed in 2011 to regulate Arctic ship black carbon
- 21 MEPCs later, no regulatory action, just voluntary handwringing
- Better engine technology/maintenance is important to control BC
- And switching to ‘cleaner’ marine fuels brings large immediate benefits
- In 2012 a mandatory ‘clean’ fuel switch to marine distillates is proposed
- In 2021; MEPC Res 342(77) called only for a voluntary fuel switch
- followed by a work program on voluntary ship by ship BC measuring and reporting
- Marine fuel experts say distillate ‘polar fuels’ DMA/DMZ far better for BC than residual fuels. They’re available in abundance, widely used, ...but cost more.
- Biggest problem in the Arctic: international commercial tankers, bulkers, cargo, service vessels
- Whose owners claim to support the IMO GHG reduction plan
- How much longer to wait for mandatory IMO Arctic action?

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What should MEPC 82 do on Arctic ship BC?

- Focus on/agree needed steps for PPR 12 to agree mandatory Arctic BC regulation
- Recognise that DMA/DMZ “polar fuels” can replace residuals overnight
- To deliver significant across-the-board BC reductions
- Task PPR12 with developing MARPOL VI Amendment to do this
- By ruling out use of residual marine fuels in the Arctic
- And promoting use of DMA/DMZ or other ‘cleaner fuels’
- Discuss fuel quality testing of future fuels for BC reduction propensity