

# Shipping at the nexus of climate, biodiversity, and pollution

Photos (from top to bottom): Fisherman in Fort Kochi, India;  
Cargo ship; Reef in Okinawa sea

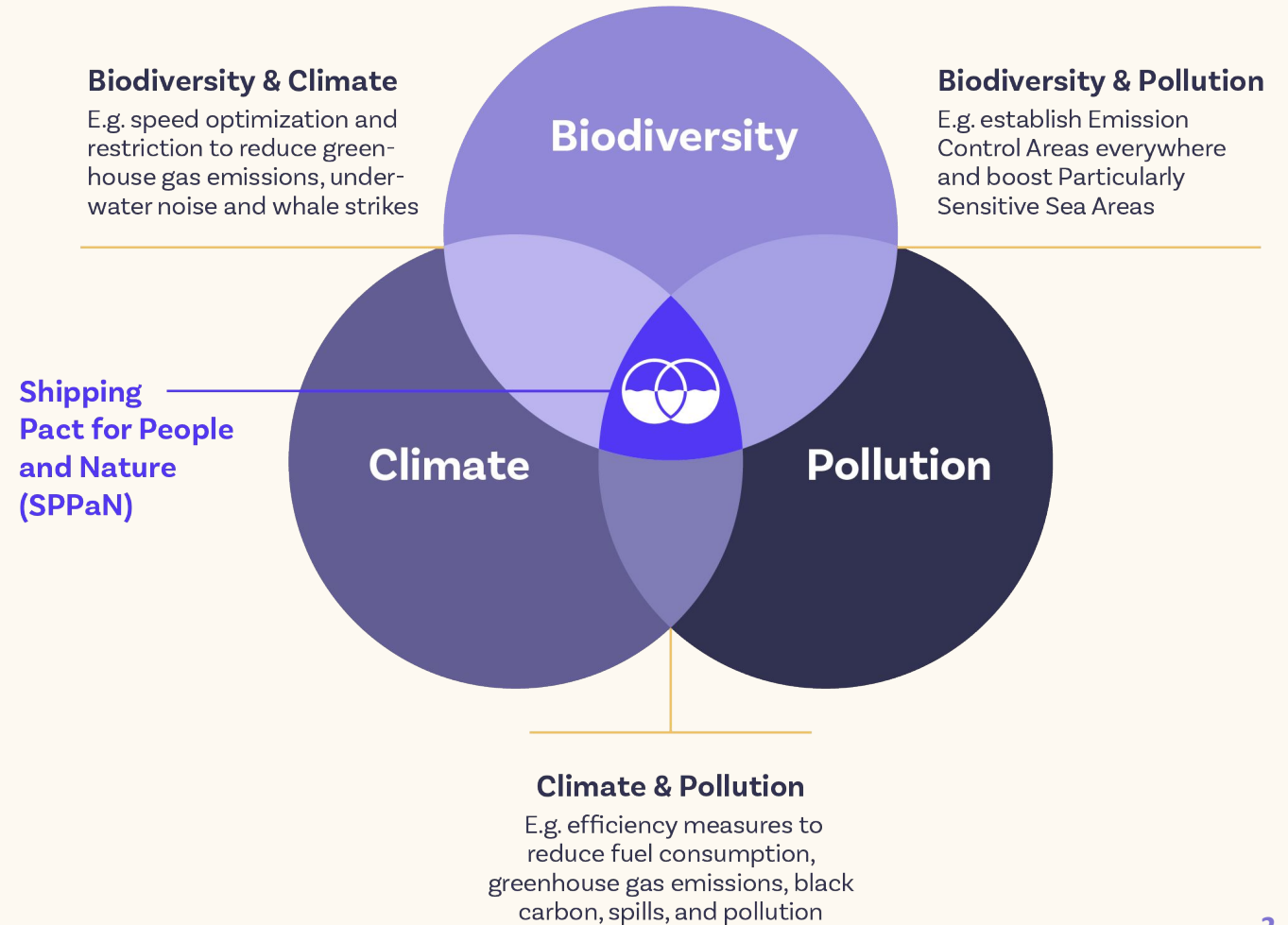


## Justice & Equity

# Shipping at the Intersection of the Triple Planetary Crisis

It's in the interest of urgent climate action to make equal progress on biodiversity loss and pollution impact.

Urgent need for alignment of decarbonization ambitions with biodiversity conservation and strategies to address the multiple, interconnected, adverse effects.



# MEPC/82/7/10 - Shipping Nexus

- The co-sponsors of MEPC82/7/10 call for a new framework – one that elevates biodiversity and pollution concerns to the same level of urgency as climate actions.
- A central recommendation is the creation of a **high-level task force**, modeled after the IMO’s Maritime Just Transition Task Force, to explore these critical issues and propose actionable steps forward.

MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
82nd session  
Agenda item 7

MEPC 82/7/10  
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## REDUCTION OF GHG EMISSIONS FROM SHIPS

### Shipping at the intersection of climate, biodiversity and pollution

#### FOEI, Pacific Environment and CSC

#### SUMMARY

*Executive summary:* This document situates the shipping sector within the triple planetary crisis of climate, biodiversity, and pollution, and prioritizes solutions with co-benefits to address these crises. By focusing on these solutions, action on reversing biodiversity loss and reducing pollution can support climate action and vice versa. The co-sponsors recommend an IMO framework be developed, similar to the 2023 *IMO Strategy on Reduction of GHG Emissions from Ships*, and a task force struck to consider these issues.

*Strategic direction,  
if applicable:* 3

*Output:* 3.2

*Action to be taken:* Paragraph 22


*Related documents:* Resolution A.982(24); C 132/16 and MEPC 82/INF.35

#### Introduction

1 A healthy ocean is crucial for the wellbeing of humans and the planet. With the interconnectedness of marine ecosystems, biodiversity, and climate change mitigation, it is imperative that comprehensive shipping practices are prioritized to minimize multiple and cumulative negative impacts. Shipping is a broadly impactful sector that both contributes to and has the potential to positively tackle the planetary challenges we face today – climate, pollution, and biodiversity. Each of these issues has its own roots and effects in the sector, and all of them must be resolved if we are to ensure a viable future on this planet.<sup>1</sup>

# MEPC 82/INF.35 - Convention on Biological Diversity

- o This submission calls for greater alignment between intergovernmental organizations, including the IMO, and the Biodiversity Framework, with the shared goal of preserving global biodiversity.


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MARINE ENVIRONMENT PROTECTION  
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**ANY OTHER BUSINESS**

**Kunming-Montreal Global Biodiversity Framework**

**Submitted by the Secretariat of the Convention on Biological Diversity**

**SUMMARY**

*Executive summary:* This document introduces the Kunming-Montreal Global Biodiversity Framework, adopted by the Conference of the Parties to the Convention on Biological Diversity in December 2022, and its relevance to international shipping and the work of the Marine Environment Protection Committee.

*Strategic direction, if applicable:* Not applicable

*Output:* Not applicable

*Action to be taken:* Paragraph 17

*Related documents:* None

**Introduction**


1 This document, prepared by the Secretariat of the Convention on Biological Diversity, provides an overview of the [Kunming-Montreal Global Biodiversity Framework](#) and its linked decisions, which were adopted by the Conference of the Parties (COP) to the Convention on Biological Diversity (CBD) at its 15th meeting, held in December 2022.

**Background on the Kunming-Montreal Global Biodiversity Framework**

2 In 2018, the CBD COP established a Party-driven preparatory process for the development of a post-2020 global biodiversity framework. The outcome of this process were submitted to the CBD COP, which further developed and adopted this framework the "Kunming-Montreal Global Biodiversity Framework" at its 15th meeting, held in December 2022 ([decision 15/4](#)).

3 The Framework sets out a pathway to achieve its 2030 Mission to halt and reverse biodiversity loss to put nature on the path of recovery, while ensuring the fair and equitable sharing of benefits from the use of genetic resources, and providing means of implementation, in order to achieve the 2050 Vision whereby people live in harmony with nature. It includes four outcome-oriented goals to be achieved by 2050, 23 action-oriented targets to be achieved by 2030 and several sections providing guidance on its implementation and monitoring (e.g.,

MEPC 82-INF.35.docx



**NAVIGATING  
THE FUTURE:  
SAFETY FIRST!**



# MEPC 82/7/17 - tipping points

- The effects of tipping points will be transmitted and amplified throughout the globalized world – causing multiple crises and escalating to threaten the breakdown of economic, social and political systems.
- Positive tipping points can create a powerful counter-effect to the risk of earth system tipping points cascading out of control
- Prioritizing shipping measures which have cascading impacts across biodiversity, climate and pollution is a positive tipping point



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MARINE ENVIRONMENT PROTECTION COMMITTEE  
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**REDUCTION OF GHG EMISSIONS FROM SHIPS**

**Global tipping points**

**Submitted by WWF, Pacific Environment and CSC**

**SUMMARY**

*Executive summary:* This document provides new information on planetary tipping points and introduces the concept of positive tipping points or sources of hope, in support of proposals contained in document MEPC 82/7/10 (FOEI et al.).

*Strategic direction, if applicable:* 3

*Output:* 3.2

*Action to be taken:* Paragraph 14

*Related documents:* MEPC 82/7/10; MEPC 80/7/11; MEPC 79/7/20 and MEPC 78/7/18

**Introduction**


1 This document is submitted in accordance with the provisions of paragraph 6.12.5 of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.5) and provides comments on document MEPC 82/7/10 (FOEI et al.).

**Global tipping points**

2 Paragraph 6 of document MEPC 82/7/10 refers to global tipping points, identifying that tipping points and planetary thresholds are within reach and in some cases have already been crossed. It explains that tipping points occur when changes become self-sustaining, and even if the triggers are halted or reversed beyond a certain threshold significant and irreversible changes to planetary systems can still occur.

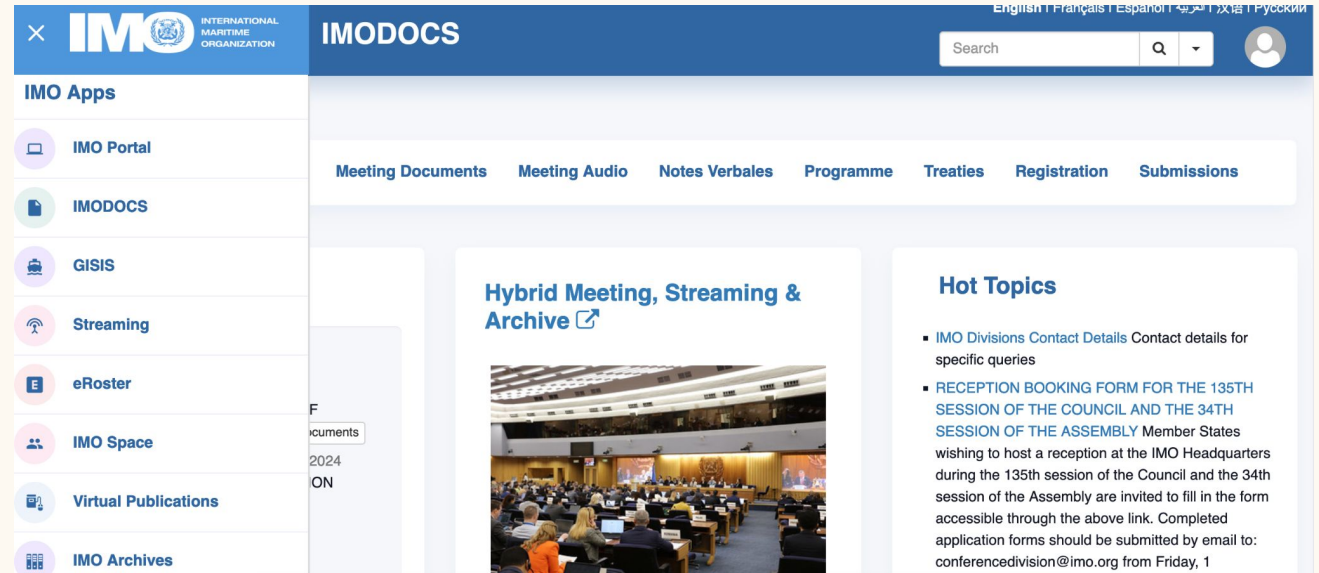
3 The Committee has been introduced to the concept of tipping points before. Documents MEPC 78/7/18 (WWF et al.), MEPC 79/7/20 (Greenpeace International et al.) and MEPC 80/7/11 (CSC et al.) have outlined recent scientific evidence on the risks of triggering cascading climate tipping points from climate heating and referred to the conclusions of the Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment cycle (AR6) during

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 **NAVIGATING THE FUTURE: SAFETY FIRST!**

# Underwater Radiated Noise

*10% reduction in global fleet speed could yield a substantial 13% decrease in GHG emissions and increase the likelihood of meeting GHG targets by up to 23%; this reduction could result in a 40% decrease in underwater noise and a potential 50% reduction in the risk of ship strikes.*



## creating a 'co-benefits solutions space'

# The 2030 Shipping Pact for People and Nature (SPPaN 2030)

WHAT	<i>Slow down</i>	<i>Emission Control Areas (plus) everywhere</i>	<i>Marine protection focus, reboot, and expansion</i>	<i>Efficiency revamped</i>	<i>Eradicating pollution</i>
<b>WHY</b>	A 10% reduction in global fleet speed could yield a substantial 13% decrease in GHG emissions, a 40% decrease in URN, and a potential 50% reduction in the risk of ship strikes.	Air pollution reduction from shipping can improve human health, increase life expectancy and quality, and potentially decrease global warming.	Acknowledging the existence of one ocean and its interconnectedness, an increase in marine protected areas and a focus on reducing shipping impacts are necessary to support a healthy ocean and people.	Improving ship efficiency through technology and maintenance can reduce URN, vessel strikes, fuel consumption, air pollution, GHG emissions, and effluent discharges while increasing safety.	Marine pollution eradication will improve biodiversity and human health while preventing economic loss and tackling the climate crisis.
<b>HOW</b>	<p><b>PLAN:</b> Global speed restrictions, resulting in reductions in URN, whale strikes, and GHG emissions.</p> <p><b>2030 GOALS:</b></p> <ul style="list-style-type: none"> <li>• 25% fleet average speed reduction</li> <li>• 50% URN reduction by 2030</li> <li>• Whale strike mortalities decrease by 80% by 2030</li> <li>• 40-50% GHG emissions reduction</li> </ul>	<p><b>PLAN:</b> Designating the global ocean as an ECA, including in ocean areas beyond national jurisdiction and including black carbon in the regime.</p> <p><b>2030 GOALS:</b></p> <ul style="list-style-type: none"> <li>• 50% reduction in air pollutants</li> <li>• 50% global reduction of black carbon emissions, and 99% near ice sheets and glaciers</li> </ul>	<p><b>PLAN:</b> Expand PSSA designations and reform how they are implemented to ensure significant and lasting protections. Focus on existing and new protected areas.</p> <p><b>2030 GOALS:</b></p> <ul style="list-style-type: none"> <li>• 4 times more PSSAs compared to 2020 baseline</li> <li>• Global protected area network covering at least 30% of our ocean by 2030, in alignment with the CBD target.</li> </ul>	<p><b>PLAN:</b> Improve the energy efficiency of ships, which swiftly brings down fuel consumption and GHG emissions while reducing spill risks, black carbon, and URN.</p> <p><b>2030 GOALS:</b></p> <p>CII reform in 2026 includes an 8% per year target.</p>	<p><b>PLAN:</b> MARPOL amendments to regulate, create, and strengthen various aspects of marine pollution regulations.</p> <p><b>2030 GOALS:</b></p> <ul style="list-style-type: none"> <li>• Include URN and light pollution in MARPOL;</li> <li>• HFO ban worldwide;</li> <li>• Effective ballast water treatment;</li> <li>• mandatory hull fouling;</li> <li>• all effluent treated to the highest standard;</li> <li>• reduced threshold for oil content in bilge water;</li> <li>• regulations on grey water</li> <li>• mandatory testing of all treatment systems;</li> <li>• phase out scrubber discharges worldwide;</li> <li>• 100% reduction in plastic waste, improved waste management facilities, and container loss response and mitigation measures</li> </ul>



# Resources

- [ER Blog on Shipping Nexus \(new\) -  
https://blog.equalroutes.ca/posts/an-imo-debut-shipping-nexus-solutions-for-climate-biodiversity-and-pollution](https://blog.equalroutes.ca/posts/an-imo-debut-shipping-nexus-solutions-for-climate-biodiversity-and-pollution)
- [Navigating the Future Report \(2023\) -  
https://www.equalroutes.ca/documents/SPPAN\\_report\\_DIGITAL.pdf](https://www.equalroutes.ca/documents/SPPAN_report_DIGITAL.pdf)
- [CAA statement on climate nexus \(2023\) -  
https://cleanarctic.org/2023/12/13/clean-arctic-alliance-reacts-to-new-report-linking-co-benefits-of-action-to-reverse-biodiversity-loss-and-address-climate-crisis-in-shipping-sector/](https://cleanarctic.org/2023/12/13/clean-arctic-alliance-reacts-to-new-report-linking-co-benefits-of-action-to-reverse-biodiversity-loss-and-address-climate-crisis-in-shipping-sector/)
- [Climate Champions Q&A \(2023\) -  
https://climatechampions.unfccc.int/heres-how-shipping-can-tackle-climate-change-biodiversity-loss-and-pollution-head-on/](https://climatechampions.unfccc.int/heres-how-shipping-can-tackle-climate-change-biodiversity-loss-and-pollution-head-on/)
- [Op/ed - Efficiency may be the one-size-fits-all solution for marine shipping -  
https://www.nationalobserver.com/2024/07/08/opinion/efficiency-one-size-fits-all-solution-marine-shipping](https://www.nationalobserver.com/2024/07/08/opinion/efficiency-one-size-fits-all-solution-marine-shipping)