

IMO “must rapidly cut emissions of black carbon from shipping” says Clean Arctic Alliance

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Environmental lobby group Clean Arctic Alliance has called upon the IMO, its member states and international shipping “to protect the Arctic by implementing a rapid decrease in emissions of black carbon from shipping in, or close to the Arctic, and to urgently reduce greenhouse gas emissions and black carbon emissions from the global shipping industry”.

Timing its plea to coincide with this week’s MEPC77, being held in London and virtually, the CAA said that black carbon was a short-lived climate forcer responsible for 20% of shipping climate impact (on a 20-year basis). It said that black carbon emissions from shipping in the Arctic increased by 85% between 2015 and 2019.

Dr Sian Prior, Lead Advisor to the Clean Arctic Alliance, said that “the Clean Arctic Alliance supports the proposal for a resolution submitted to MEPC 77 by eleven IMO Member States that calls on ships operating in and near the Arctic to move from heavier, more polluting fuel oils to lighter distillate fuels with low aromaticity or other cleaner alternative fuels or methods of propulsion”.

Dr Prior continued that “recent IPCC findings show that the levels of climate ambition and timelines currently on the table for shipping at the IMO are totally inadequate”.

The statement issued early this week called on IMO member states to:

- Align shipping with the 1.5° degrees target: commit to reducing ship climate impacts on a timeframe consistent with keeping warming below 1.5°, including reaching zero by 2050 at the latest and halving emissions by 2030;
- Bolster short-term measures: reopen discussions on the level of ambition in the IMO’s short-term measure with a view to agreeing new targets consistent with halving emissions by 2030;
- Tackle black carbon: take decisive action to address the impact on the Arctic of black carbon emissions, a short-lived climate forcer responsible for 20% of shipping climate impact; and

- Set a GHG levy: agree a minimum \$100/tonne levy on GHG emissions to raise climate finance and support a just transition to zero across the sector as called for at COP26.