

An Arctic Heavy Fuel Oil Ban: The Story So Far

Goal: Protect the Arctic from risks posed by Heavy Fuel Oil (HFO)



The number of HFO-fuelled ships operating in the Arctic has increased by 35% between 2015 and 2017.



Three quarters of Arctic summer sea ice has disappeared since the 1970s.



As Arctic shipping increases, so does the risk of oil spills and emissions of climate-warming black carbon (BC).

Double Threat

1

In the event of a spill, HFO is nearly impossible to clean up in remote, cold, icy waters. A **spill of HFO** would **devastate** the **Arctic** environment and put the livelihoods of those that rely on it at risk.

2

HFO combustion produces high levels of **BC emissions**. BC is an extremely potent climate pollutant and **accelerates melting** when deposited on Arctic snow and ice.

Background

Given the severe risks associated with **HFO**, the international shipping community **banned its use and carriage by ships around Antarctica in 2011**.

A ban on HFO in the Arctic was considered in 2013 during the deliberations on the International Maritime Organization (IMO) Polar Code, but while some member states were supportive, **no consensus was reached**.

Civil Society Speaks Up

In **2016**, a coalition of international organizations formed the **Clean Arctic Alliance**, and **called on the IMO to adopt a ban** on the use and carriage of HFO as fuel by ships operating **in the Arctic**.

To find out more about the Clean Arctic Alliance and the HFO-free Arctic campaign, visit: www.hfofreearctic.org

Photo credit: Ben Porter

Key Achievements en route....

2016

Policy

Achievements



The HFO-Free Arctic campaign is launched.

May



Sept

Danish Shipowners call for a HFO ban in the Arctic.

Industry/Arctic Voices

Achievements

AECO (Arctic Expedition Cruise Operators) supports a ban on HFO in the Arctic.



Nov



Dec



US President Obama and Canadian Prime Minister Trudeau pledge to address risks posed to the Arctic by the use of HFO in a joint statement.



Turning Point

2017



EU Parliament adopts a Resolution calling for a ban on the use and carriage of HFO in Arctic shipping.



Mar

The Netherlands support a ban on HFO following a motion from the Dutch Parliament.



Feb

CAA and cruise ship operator Hurtigruten launch the Arctic Commitment (AC) in order to build and evidence support for an HFO ban from a range of Arctic stakeholders.



Jan

Norwegian Shipowners Association supports a ban of the use of HFO in Arctic waters.



Jun



IMO adds "Reducing Risks from Arctic HFO" to its Marine Environment Protection Committee (MEPC) meeting agenda. This is supported by all Arctic States.

Jul

Arctic indigenous voices meet with the IMO Secretary General to highlight the risks posed by the use and carriage of HFO as fuel by Arctic ships.



Jul

...to an Arctic HFO Ban

Policy

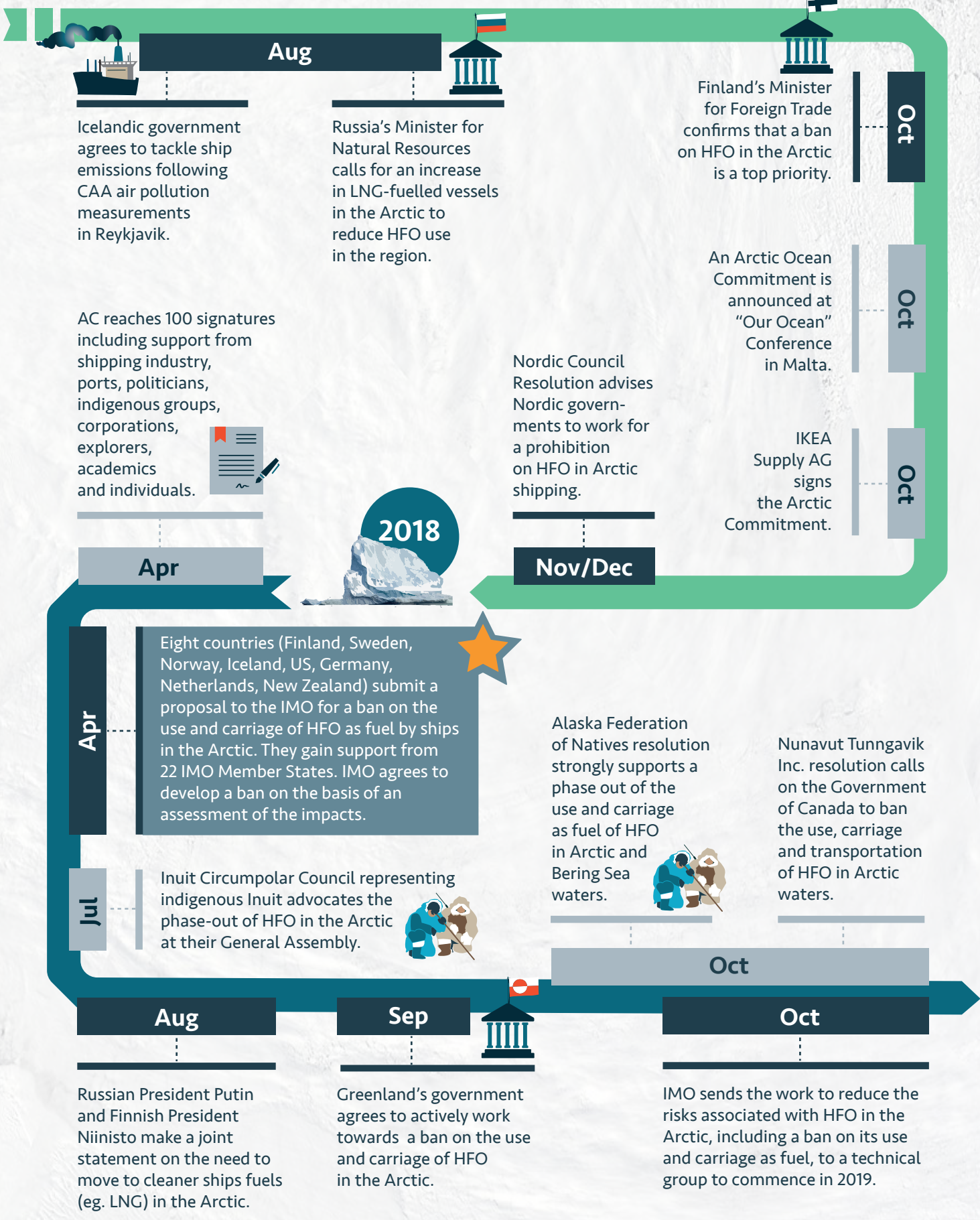
Achievements

Industry/Arctic Voices

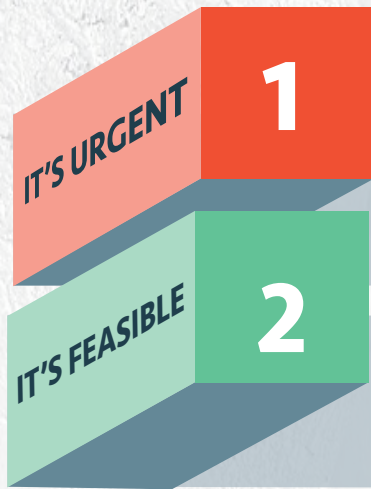
Achievements



Turning Point



Holding Course for an Arctic HFO Ban



While the work to develop a ban on the use and carriage of HFO as ship fuel in the Arctic is now commencing at the IMO, it remains crucial to keep up the pressure to avoid delay or weak regulation.

IMO Member States, the shipping industry, and indigenous communities must demonstrate their support for the need to put in place an Arctic HFO ban - without delay.

As things currently stand, the adoption of a ban in 2021 is feasible - but challenges remain. Member States must support the current work within the IMO, so the ban can proceed without setbacks.

