

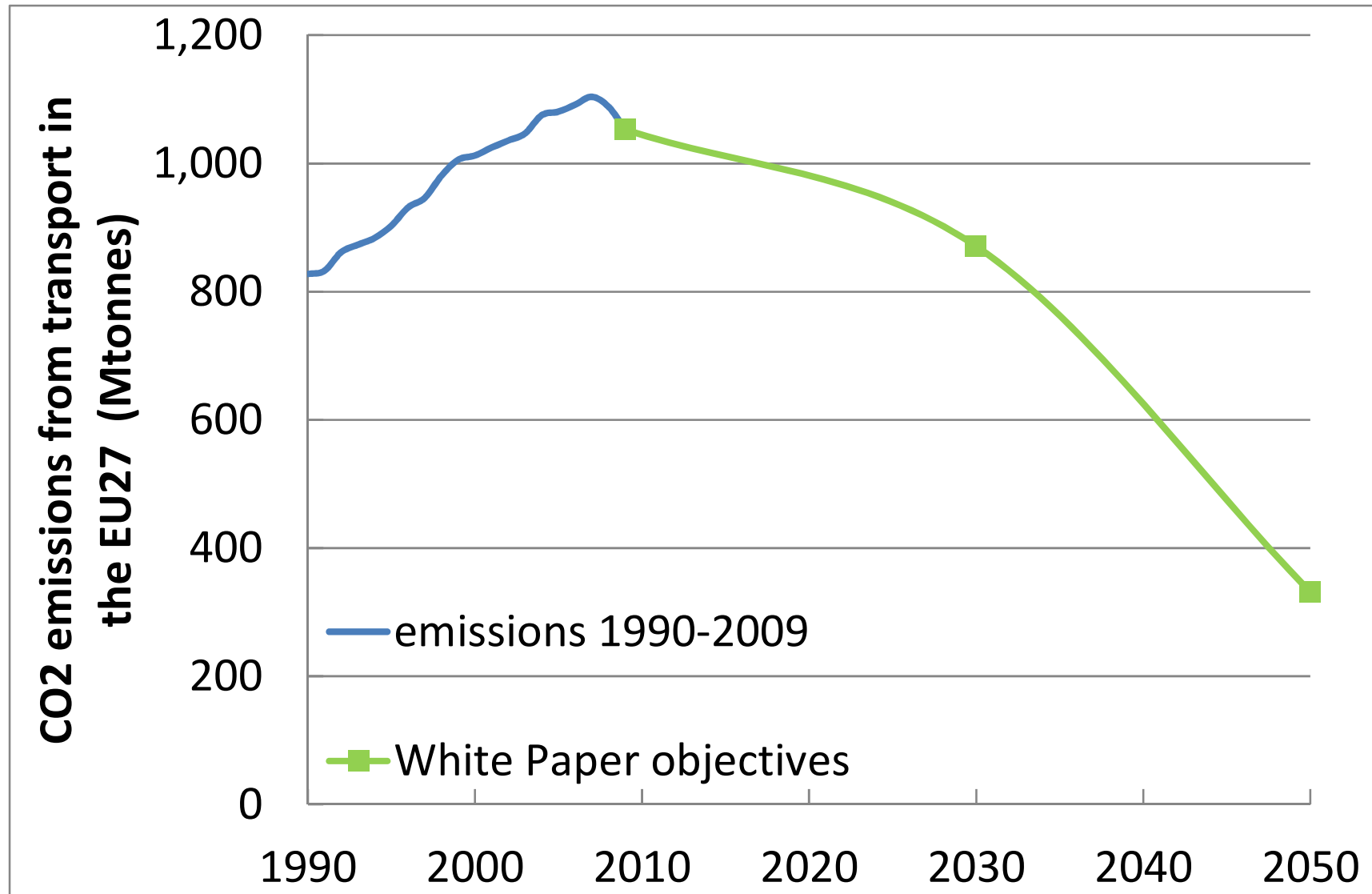


TE TRANSPORT &
ENVIRONMENT

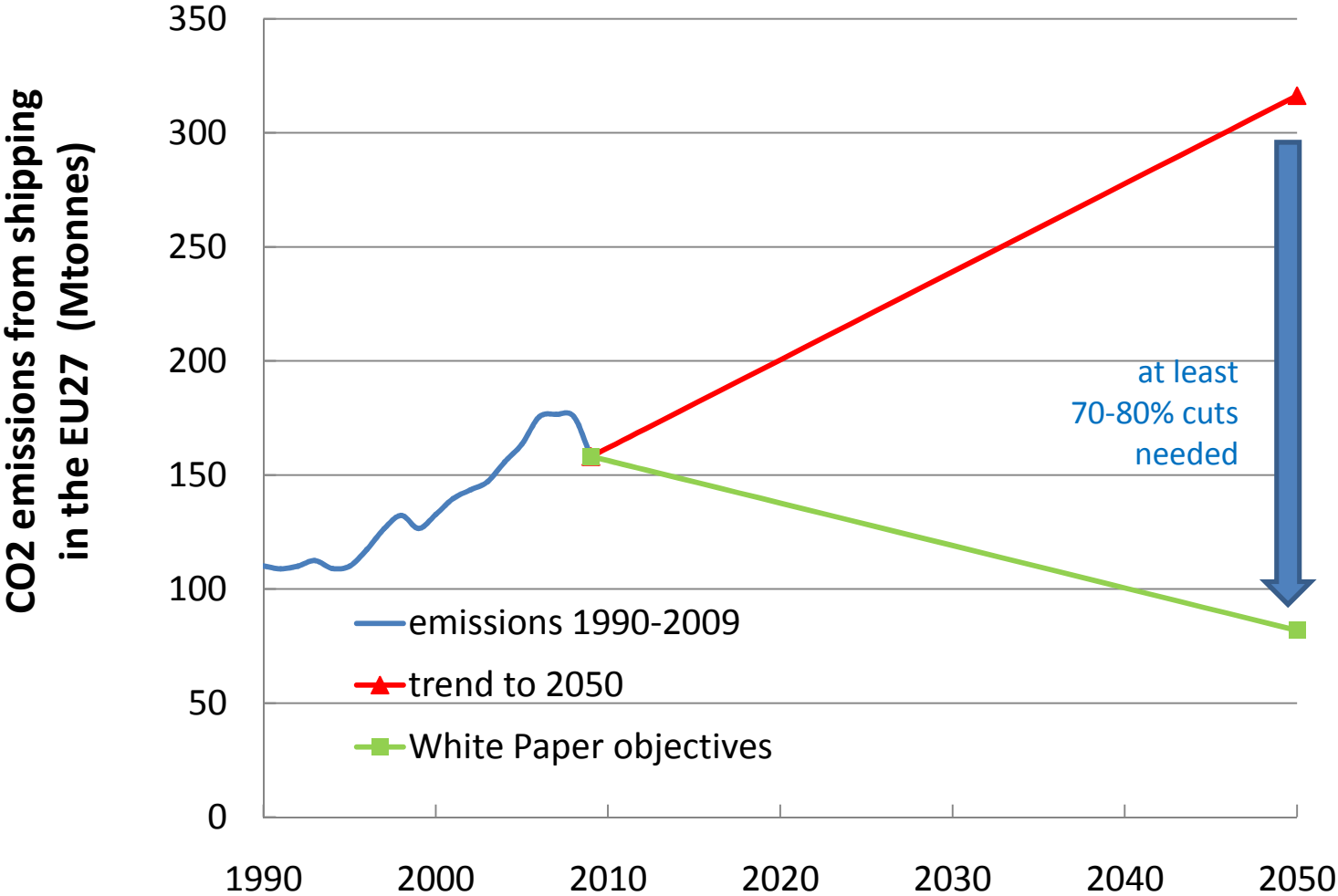
Contents

- Challenges and targets
- Possible solutions
- A place for slow steaming ?

Historic GHG emissions from transport in the EU27, and targets for 2050



Historic GHG emissions from shipping in EU27, and targets for 2050



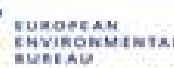
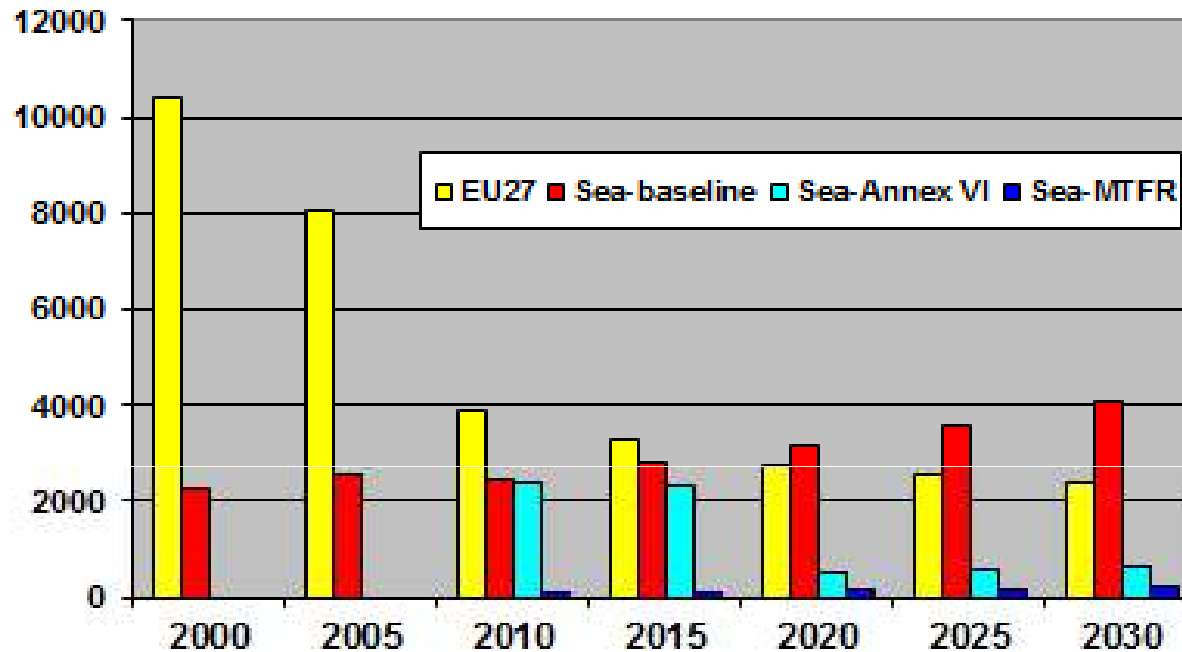
In-sector emissions & target !

The cost challenge

- Current global cost bunker oil: €150bn p.a.
- EU27: €25bn p.a.
- Upward pressures: market & regulations

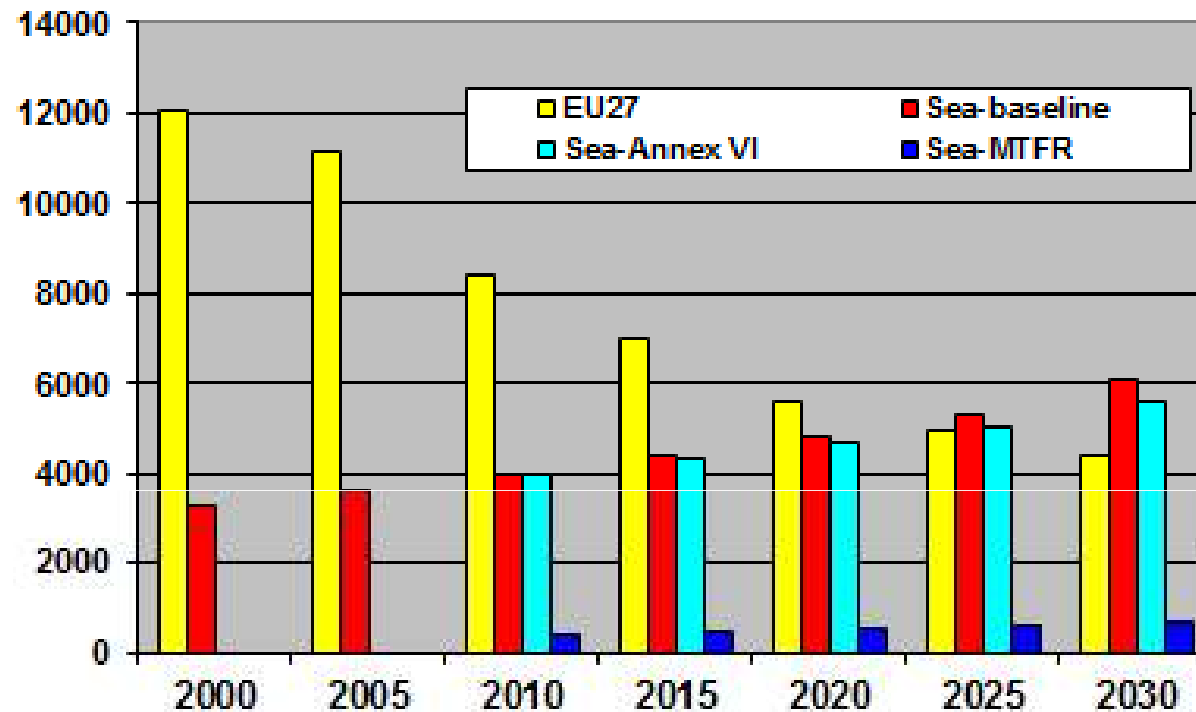


EU SO₂ – The MARPOL Effect



- Shipping SO₂ will overtake land-based SO₂ by 2020 if Marpol Annex VI gets postponed

EU NOx – The MARPOL Effect



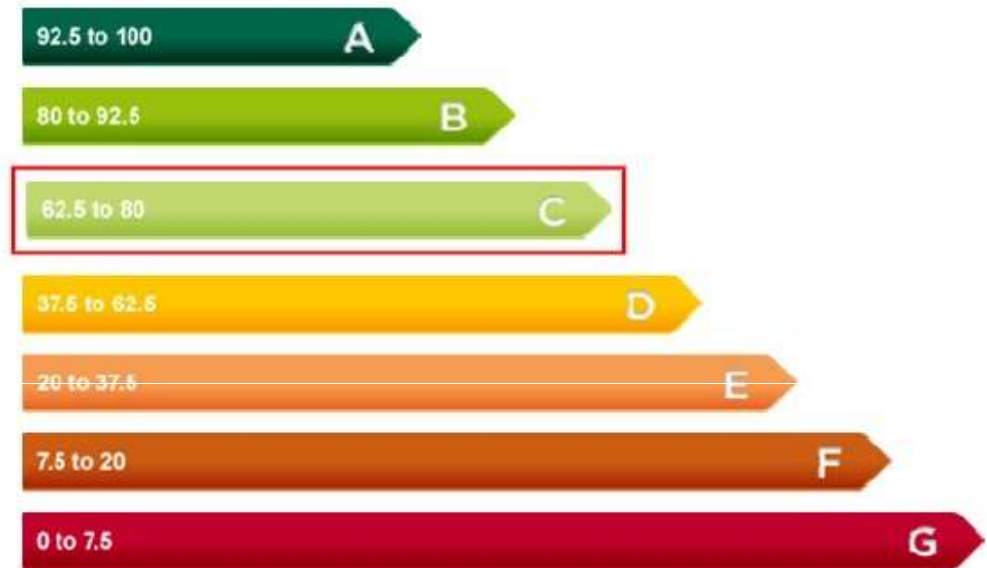
- Shipping NOx will overtake land-based NOx by 2025 unless existing ships are dealt with

The EEDI

EEDI Ship Type/Size	Container, TEU 8,000+
EEDI (grams CO2 per tonne nautical mile)	13.719
EEDI Rating	2.693



Shippingefficiency.org
Rating



Indispensable
2011: progress !
BUT: very slow impact

EEDI works – but overall emissions still up

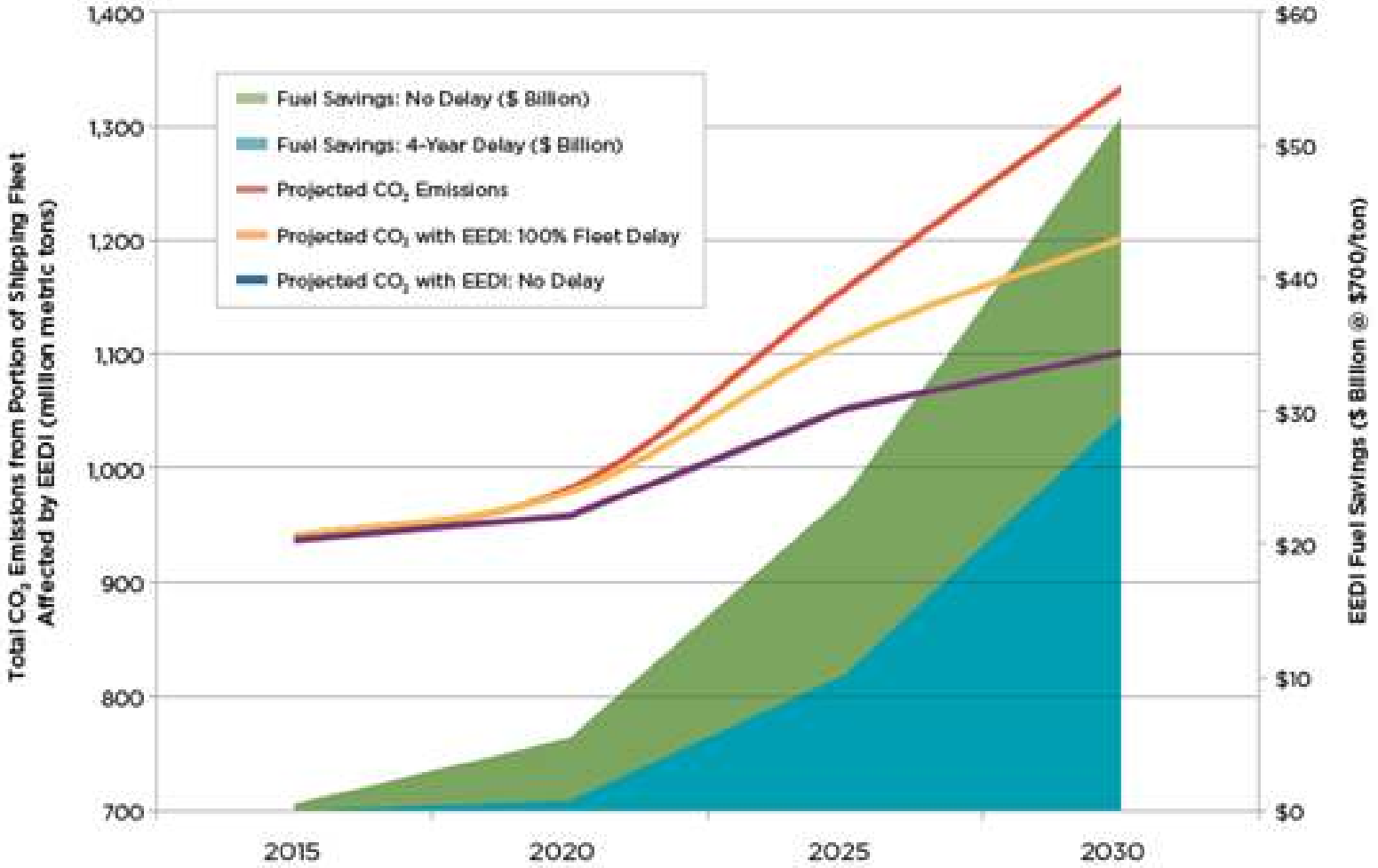


Figure 1. Projected CO₂ emissions and cost savings through 2030 from the shipping fleet affected by EEDI Regulation. IMO Scenario A2, with and without proposed 4-year delay.

Market Based Measures



Equally indispensable
IMO: hardly progress. EU should act
In-sector reductions ?

Slow steaming ?

1. Previous studies, incl. for NGOs, showed significant potential
2. Growing business practice since overcapacity 2008/9
3. Concern that reductions evaporate when supply chain tightens
4. Potential to reduce fuel & CO₂, but also SO₂, NO_x, BC, whale strikes, ...