

**P R E S S   R E L E A S E**

## **Going Slow to Reduce Ship Emissions**

### **Study shows use of fleet overcapacity could cut ship GHG emissions by a third**

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London, UK. A new report assessing the potential of the shipping industry to cut its GHG emissions has concluded that if the main fleet sectors make full use of existing fleet overcapacity they could reduce emissions by as much as a third.

The study, entitled "Going Slow to Reduce Emissions" was commissioned by Seas At Risk, undertaken by C.E. Delft and will be presented today (24<sup>th</sup> March) at a side event at the 60<sup>th</sup> session of the International Maritime Organisation's (IMO) Marine Environment Protection Committee.

If you slow ships down you need more ships to move the same amount of cargo in a given time and this has been one of the arguments used against reducing the speed of ships. However, this study shows that for the most important fleet segments – tankers, bulk carriers and container ships – the recent economic downturn has resulted in sufficient overcapacity in the fleet to cut emissions by around 30% by slow steaming. Moreover, the study assumes levels of speed reduction that are consistent with the safe and reliable operation of ship engines and that do not require the retrofitting of new equipment.

"In short, this study shows that the current overcapacity in the fleet presents the global shipping industry with a golden opportunity to make substantial reductions in GHG emissions in the short term" said John Maggs, Policy Advisor with Seas At Risk, "This is particularly important given the urgent need to peak emissions in the next few years if global warming is to be kept well below 2 degrees and catastrophic consequences avoided."

Speed reduction is an important part of the package of measures that will be necessary if the shipping industry is to make a proper contribution to the very large cuts in emissions that are necessary to avoid runaway climate change.

The report's presentation coincides with an important stage in IMO deliberations concerning the technical, operational and market-based approaches to tackle GHG emissions from shipping. Importantly, speed reductions of the kind identified in this report are consistent with the IMO Secretary General's statement that the means chosen to reduce emissions must be realistic, pragmatic, workable, cost-effective and, above all, well-balanced.

"The industry has to some extent already started slow steaming, but the potential for GHG emission reductions is huge and the development of measures to encourage and facilitate the shift should be a priority for the IMO" said John Maggs.

## PRESS RELEASE

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### Key issues in the study

1. One of the effects of the recent economic downturn has been the reduced demand for world goods. The shipping sector has suffered as a result, with a distinct oversupply of ships being in circulation. This study concludes that if the overcapacity is utilized, and slow steaming is persevered with, then significant and immediate emissions reductions can be achieved in the shipping sector.
2. The study evaluated the potential impact of reducing speeds on three of the most important vessel types – bulk carriers, tankers and container ships - between 2008 and 2013. By reducing the speeds of these vessels such that excess capacity is utilised it is estimated that GHG emissions can be reduced by around 30%. The emission reductions are most pronounced in the case of bulk carriers (c. 40%).
3. The three vessel types studied are responsible for a large proportion of total GHG emissions from ships.
4. The study only uses speed reductions that are consistent with the safe and efficient operation of the vessel without the need to retro-fit slow steaming equipment.
5. The study assumes that ships slow down but do not implement any other efficiency measures; if they did then the reductions in GHG emissions would be even greater.
6. The study takes into account expectations of economic growth over the coming years and the expectations for growth/decline in the oversupply.

### Notes to the Editor

1. Seas At Risk is an association of non-governmental environmental organisations working to protect and restore to health seas within the European Union, the wider North East Atlantic and the greater marine environment.
2. CE Delft is an independent research and consultancy organisation based in the Netherlands. [www.ce.nl](http://www.ce.nl)
3. The International Maritime Organisation is a specialised agency of the United Nations designated to develop and maintain a comprehensive regulatory framework for international shipping.
4. Since 2007, Maersk Line have tested the use of slow steaming on 100 of their own container ships. The results of these tests have confirmed that engines can run safely at slower speeds and in fact go beyond manufactures' main engine minimum loads ([http://www.maersk.com/Sustainability/Documents/Maersk\\_Sustainability\\_Report\\_2009.pdf](http://www.maersk.com/Sustainability/Documents/Maersk_Sustainability_Report_2009.pdf)).
5. Last month, the New York Times amongst several media outlets reported on the use of slow-steaming within the shipping sector and the increasing up-take of slow steaming by shipping lines to reduce fuel costs and GHG emissions. (<http://www.nytimes.com/2010/02/17/business/energy-environment/17speed.html>)