

30th March 2022

Consultancy support

State of Shipping & Ocean Report

Technical specifications

Seas At Risk (SAR) is the European umbrella organisation of NGOs working towards a healthy ocean. Our vision is: seas and ocean whose marine life is abundant, diverse, climate resilient, and not threatened by human pressures.

The objective of this contract is to support Seas at Risk in developing a 'One Planet' system change shipping narrative in partnership with Ocean conservancy and Pacific Environment and the wider shipping NGO community.

Background

Global shipping emitted more than 1 billion tonnes of CO₂e in 2018, almost 3% of all anthropogenic CO₂ emissions related to energy use. However, shipping also emits a range of air, water and noise pollution, as well as causing a range of health issues along with labour rights abuses. Shipping GHG (greenhouse gas) emissions increased 70% since 1990 and are projected to double by 2050. This means that on a business-as-usual pathway, total shipping emissions could reach 18% of worldwide greenhouse gas emissions by 2050.

Purpose of the Report

To give an up-to-date overview of the nature, scale and trajectory of shipping's impact on human health, climate and ocean biodiversity.

The report will be used a foundation document for a project aimed at reimagining what a shipping industry existing and operating within sustainable climate and ecological boundaries will look like.

By bringing all the health, climate and biodiversity impacts together the intention is to create a narrative that points to the need for something other than incremental adjustments to BAU, and suggests that a fundamental rethink is needed of what we ship and how we ship it.

Methodology

Conclusions drawn from a comprehensive review of latest up to date already published evidence including but not restricted to:

- [EMTER report](#)
- [Environmental Impact of Ships, Cambridge](#) University Press
- [A review on the environmental impacts of shipping on aquatic and nearshore ecosystems](#)
- [Valuating environmental impacts from ship emissions – The marine perspective](#)
- [Environmental Effects of Marine Transportation](#)

Content

The report to cover at least the following specific ship health, climate and biodiversity problems:

- Climate pollution (including black carbon)
- Air pollution (SO_x, NO_x, & PM)
- Accidental oil spills (cargo and fuels)
- Operational oil spills (cargo and bilge waste)
- Accidental chemical spills (bulk & packaged)
- Operational chemical spills (tank washing)
- Chemical Pollution from ship antifouling paints and other sources
- Sewage discharges (esp. from cruise ships)
- Waste “greywater” discharges (incl. micro plastics)
- Waste “washwater” from exhaust gas cleaning systems (scrubbers)
- Garbage thrown overboard (incl. plastic waste)
- Plastic pellets loss
- Plastic pollution from paints, ropes and other equipment
- Underwater noise pollution
- Collisions between ships and whales and other marine life
- Transfer of alien species (via ship ballast water and hull fouling)
- Shipbreaking

Structure

The report should include the following:

- 1 page infographic overview
- 1 page narrative overview
- 3 page executive summary
- Individual sections by type of pollutant/impact containing latest knowledge of nature and scale of problem plus best predictions for future
- An Arctic narrative, either woven into pollutant/impact sections or (preferably) standalone section with analysis of special vulnerability of Arctic and effect of growing traffic volumes
- Conclusions

Deliverables and timing

The report needs to be available in its final form by 31st July. A update on progress and any preliminary conclusions by 20th June.

Payments

The first invoice, covering 50% will be sent after the submission of the draft outlines of the report. The second invoice, covering the remainder will be sent upon acceptance of the final report.

Tender requirements

The tender should include:

- Description of how the work will be undertaken
- Ideas for final report structuring
- Timetable

- Financial offer including a breakdown by staff days per activity and staff member, staff fees, travel budget etc.
- A list of relevant projects conducted previously
- CVs of the experts included in the project team, with clear indication of lead expert

Award criteria

1. Good insight and knowledge of the subject areas covered by the report
2. Good knowledge of blue economy policy settings
3. Effectiveness of proposed methodology
4. Experience of the team
5. Price

Submission of the tender

Tenders should be sent to the following e-mail before 8th May 2022: jmaggs@seas-at-risk.org

All queries to jmaggs@seas-at-risk.org or on +44 7966 322379