1.5 Degrees, Decarbonisation and Shipping

GREEN HOUSE GAS EMISSIONS FROM SHIPS - the cost of birdseed
Q. Why does the Pacific have a dog in the shipping emissions fight?
Global shipping in 'historic' climate deal

David Shukman, Science editor

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The global shipping industry has for the first time agreed to cut its emissions of greenhouse gases.

Pacific at forefront of shipping industry emissions reductions

Pacific island nations have been central to efforts to get the international shipping industry to commit to reducing greenhouse gas emissions.

More than 170 countries have struck a deal at the International Maritime Organization, or IMO, to halve emissions by 50 percent by 2050 compared to 2008 levels.

It's the first time the industry has committed to such a target.

Pacific islanders: Shipping must comply with Paris climate goals

Representatives of four Pacific island nations join today at the IMO in London to ask the shipping industry to do its part to cut carbon emissions.

Pacific states call for emission reduction from shipping at MEPC

At the IMO MEPC 71 being held in London this week, a joint coalition of Pacific Island ministers addressed a global urge to the shipping industry to cut greenhouse gas emissions. The call was an urge towards IMO member states to limit global warming to 1.5 degrees Celsius above pre-industrial levels.

Carbon dioxide from ships at sea to be regulated for first time

Shipping firms to halve greenhouse gas emissions by 2050 as part of historic agreement
Ships are the lifeline of our maritime island world.

Shipping is the last sector to decarbonize

We need this happen at all levels – from the global to the village

The Pacific has led the IMO calling for emissions targets

The Pacific has the highest transport costs in the world

We have the worst ships

Kiribati ferry disaster: 22 schoolchildren among those feared lost

The MV Butiraoi is believed to have sunk in the Pacific with 88 people on board

Twenty-two school children on their way to start a new term are among those feared to have died on a ferry missing for 12 days between remote islands in the Pacific.
Increased sea level rise

Increased storm intensity
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Increased sea temperature
Decreased coral and fish
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Increased sea level rise
Increased storm intensity
Increased sea temperature
Decreased coral and fish
Increased acidification
Increased plastic pollution
Increased extreme heat event
Increased extreme drought event
25,000 islands

15 nation states, 7 territories

10 million people (7m PNG)

3000 languages

Ancient civilizations

0.00x% Contribution to global warming

$0.00 Contribution to global Economy

2m - Moral High Ground Index (MHG)

0.000mm - Proximity to Climate Change Frontline

1 – highest shipping costs per capita
0 ---- yesterday
today -
tomorrow
“Science has spoken”

The report claims it's possible to meet the new warming target, provided nations together take “rapid and far reaching” transitions over next 10 to 20 years ...
A. No one has a bigger dog in this fight. We may be the smallest actor but we have the most to loose.

2 dogs actually, the spectre of climate change and the potential of better, more affordable shipping
Is it necessary to decarbonize shipping?
   Yes.
Is there a cost to decarbonisation?
   Yes, + or - unknown
Is the speed of transition related to the cost and market forces?
   Yes
Then clearly we need two things:
   Adequate knowledge of the cost
   Adequate knowledge of the MBMs needed

What is the cost of decarbonization to the world?
   Is it positive or negative?
What is the cost of decarbonisation to the Pacific
   Is it positive or negative?

Both unknown but we assume the cost to the Pacific will be disproportionate
If it gets to this – what will be the effect on global trade and therefore shipping profitability?

What is the effect on transport cost and shipping profitability of 2 degrees, of 3 degrees, of 4 degrees?
Who pays how much to who?

What is the cost of decarbonsition to the world?

Is it positive or negative?

At a minimum we assume a short term cost.

Either a [bunker/carbon] tax [levy] or an ETS are possible. An ETS is not preferred.

If a tax then, how much tax and what is it spent on and who gets to spend it?

This can be answered on a scale from:

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<th>Low (so as not scare)</th>
<th>High (to drive rapid and irrevocable change)</th>
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<td>Reinvested in industry R&amp;D</td>
<td>Invested in climate mitigation and adaptation for the most vulnerable, including shipping</td>
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Who pays how much to who when?

We need to peak as soon as possible and decline rapidly.

The IMO Roadmap is a faltering first step.

What other options are there for accelerating a mature debate on

- Transport cost?
- MBMs?
- Equity?
1.5 Degrees to stay alive!

Thank you