



# **OCIMF Position Paper: Reduction of Greenhouse Gas Emissions and Air Pollution**

(February 2023)



## 1 Position statement

OCIMF supports a position on global reduction of air pollution and greenhouse gas (GHG) emissions, which allows the marine industry to move to a net zero carbon future by meeting or exceeding the IMO GHG strategic levels of ambition.

Within this position OCIMF will focus on preventing harm to people and the environment, by developing best practice regarding risk management, feasibility of design and operation of new technologies, performance measures, and fuel initiatives for reduction of GHG emissions and air pollution.

## 2 Position

### 2.1 Background

OCIMF provides and advocates best practice guidance to fuel suppliers, bunkering companies and vessel operators, as stakeholders target the prevention of air pollution and GHG emissions.

Within OCIMF, the organisational structure was designed to include a functional committee focusing on environmental issues and concerns. This Environment Committee surveyed OCIMF member companies to identify and prioritise environmental issues. From this survey, an Environmental White Paper was produced, which led to the development of a multi-year Environment Plan.

The highest priority impacts identified by members were GHG emissions and air pollution.

The Environment Committee is now working with all other committees in OCIMF to meet the goals in the organisation's Environment Plan. Such targets include introducing and enhancing best practice and working with all relevant industry stakeholders to advocate safe and practicable operations concerning the implementation of performance measures, new initiatives, technologies and fuels to support the industry in meeting or exceeding IMO levels of ambition.

### 2.2 Detailed position

OCIMF will focus on the management of safety and environmental risk and provide good practice guidance for the implementation of performance measures, new initiatives, technologies and fuels. The following list sets out the detailed OCIMF position on the reduction of GHG emissions and air pollution:

- OCIMF is committed to lead solutions to meet IMO targets on GHG emission reductions within its scope of operation.
- OCIMF actively develops and promotes best practice publications and programmes to manage safety and environmental risks associated with new initiatives, technology and fuels.
- OCIMF supports collaboration and sharing of knowledge across the industry and stakeholder value chain by actively engaging in cross-industry initiatives related to GHG emissions and air pollution reduction.
- OCIMF advocates for global versus regional regulation for the industry.
- OCIMF supports striving to exceed the IMO targets where that aligns with the UN Sustainable Development Goals.
- OCIMF encourages members to measure, disclose and self-assess progress on environmental performance, continuously reflecting on how to improve it.
- OCIMF's scope of operations does not cover the commercial viability assessment of measures to reduce GHG emissions and air pollution.
- OCIMF supports flexibility of choice of technology and feedstock when determining solutions, while focusing on risk management and practicability of implementation.

### 3 Work summary

The following is a summary of work activities currently being undertaken by OCIMF committees and groups to support this position:

- Producing information papers on the following subjects:
  - Best practice guidance for applying onshore power supply.
  - Best practice guidance for applying emission control technologies.
  - Risks associated with shaft/engine power limitation, minimum power guidelines and speed reduction zones.
- Strengthening controls related to GHG emissions and air pollution reduction on OCIMF's SIRE, BIRE, OVID and MTIS programmes.
- Collaborating with other industry organisations on high priority environmental barriers relating to GHG and air emissions.
- Mapping environmental issues against each industry organisation working on it to have a clear picture for resource allocation to deliver the highest impact.
- Sharing of experience among OCIMF members via communities of practice on existing operational best practice to reduce GHG emissions from tankers, barges, terminals and offshore vessels.
- Advocating OCIMF best practice as we actively monitor or engage with the IMO in the further development of candidate measures and technical and operational guidelines, such as:
  - Development of measures to reduce methane slip and Volatile Organic Compounds (VOCs) emissions.
  - Discussions about incentivising the use of alternative fuels with lower GHG well-to-wake emissions than conventional marine fuels.
  - Amendments to the IGF Code and development of guidelines for low-flashpoint fuels.
  - Development of guidelines for cold ironing of ships and amendments to SOLAS, if necessary.
  - Revision of guidelines concerning the Energy Efficiency Design Index (EEDI), Energy Efficiency Existing Ship Index (EEXI), Carbon Intensity Indicator (CII) and Ship Energy Efficiency Management Plan (SEEMP), including minimum power guidelines.
  - Development of new IMO regulations and the revision of the Initial GHG Strategy.