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**Lean shipping
How?
Piracy MARPOL effect**

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Cost of piracy, suffering of seafarers over last 10 years

- Cost of the incidents of piracy to freight in and out of India
- Its seafarers

Is now unbearable

Quite unfairly high risk insurance by international group has been put from Somalia to Indian coast line – territorial waters making the coast extremely busy because ships want to hug the coast going west to east

That is traffic, look out, FV, surveillance problems

Some Indian seafarers in captivity for over 20 months



MARPOL – Air pollution – how is the weather today ! Universal icebreaker !

- Brief history – Tory canyon, 1967
- Exxon Valdez 1989
- Prestige 2002
- Reception facilities – lack of

- Symptoms – unsustainable development – we have added 30 gigat CO₂ in 30 years
- The science – ozone depletion; GHG thickening – scientific fact
- The solutions – use less, waste less. Live naturally – to save green toad, ordinary bird vanishing; to avoid TRS Katrina, to prevent large drought areas; arrest Himalaya melting etc...
- Forecast 3 deg rise in temp by 2100 or before . Disaster. Doubling of CO₂ emission since 1880.....Last such rise in temperature was 15000 years ago – ice age i.e ozone depletion already done...

Climate change PRIMER

- Is the planet really warming up ? **YES**
- Is science uncertain ? **YES**
- Is 3 deg temperature rise such a big deal ? **YES**
- Is human being responsible ? **YES**
- Is the issue new ? **YES**
- Is there a green ship? **NO**

- **ETC..loss of rainforest, flora fauna, animals, species, more hurricanes, melting of snow...**
- **Who is responsible – WE –U - USA was first now followed by China India**

UNCLOS UNFCCC

- Framework for pollution prevention – first of its kind in any industry; THERE IS NO DOUBT WE ALL HAVE TO ACT BUT EQUITABLY
- Record of shipping in anti pollution measures
- Contribution of shipping to global CO2 emission – Negligible – at best only 500m kW
- Shore power plants do more harm; we forgot climate in developing materialistic world, consuming more than can afford
- Road rail contribute 20% to GHG
- IMO is tasked with uniform application of requirements to a global industry – shipping that affects all of us
- IMO is not qualified to deal with market based measures; MARPOL is technical provision; needs to be uniformly interpreted globally

MARPOL PROACTIVE TOOL

- Reduce pollution in general from shipping activities as we have only one life to live on this water planet - earth
- Reduce carbon foot print by using technology and modern practices better than any other industry
- Global solutions not local or unilateral steps
- Shipping emission is 1 / 6th. of road, 1 / 3 of rail – so why are we punishing shipping- WB management, recycling ships Convention, all this costs money not sustained by available freight rates

Kyoto PROTOCOL

- Minimum mandatory targets – lousy deal for America
- Second round – no agreement
- Copenhagen statement – political stalemate - coastal shipping way to go – Indian PM
- Durban - developed countries have not cut their emissions
- Qatar round
- CBDR

MAXIMUM TIME WE HAVE IS 2050

**LET US EMBRACE TOGETHER TECHNOLOGY AND
MODERN PRACTICES TO CURTAIL FOSSIL FUEL
CO2 emissions**

MARPOL Annex VI Reg. 13-15

- Sox, Nox tier 1/2/3 – retrofitting, approval costs money
- Special Areas
- ECAs – tendency to increase
- Implementation and transition dates needs review and possibly defer beyond 2020 in 2018
- Unilateral decision of California a case in point
- EU Directives no clarity and consensus
- Japan and others opposition technically e.g. what happens if exhaust gas scrubbers fail before sailing, unlike dispensation for OWS what can be done if provision becomes mandatory

5- 1% low sulphur to 0.1%

- How? This is a huge task
- Age of vessel
- Freight rate sustainability
- High flash low sulphur
- Refiners' problems – what is the demand for new fuel
- Cost of bunkers will be unbearable
- Operational solutions – slow speed, FO DO change over
- Carbon trading not suitable to shipping / shore side also problematic like stock exchange – down from USD 10 to USD 3 per unit - problem witnessed now

EEDI and SEEMP

- Agreed provision - index = CO₂ generation + secondary impact – CO₂ saving designs / benefit to society
- Let off for existing tonnage
- Need to give more time
- Refine EEDI index
- New ships, equipment
- R&D, distillate fuels technology / transfer, LNG use
- Petrol powers our cars and crisis one after another
- Sail and motor; solar / wind power, biofuels
- Planned operational efficiency – LR green ship project suggests 18% CO₂ emission saving from EEDI



Green fund

- Voluntary targets
- India planning it into its XIIth plan period 2012 -2017
- Clean Development Mechanism crediting developed countries with bankrolling green projects in developing countries
- Not at the expense of required rapid development and energy needs
- 510 air monitoring stations including 30 in coastal belt of 7500 km; average ambient air quality within acceptable limits but worsening because of shore side emissions
- Equitable solutions required
- Impact study commissioned at next MEPC
- IIT Mumbai, Ministry of Environment study commissioned; INSA advisories sent to improve fuel efficiency because 25% emission is from transport

COP 17

- No legally binding criterion agreed, indeed can't be
- No MBM is as yet ready as per agreed IMO principles
- Bunker levy
- If globally acceptable solutions are not found shipping is in great danger of being marginalized affecting global well being
- Shipping, supply chain, coastal movement, logistics cost
- Encourage modal shift of cargo from road rail to ships on coast
- Bring in Coastal SOLAS, Toreliminos for FV safety, security and pollution prevention
- Increase MARPOL awareness at pre sea to highest competency training strictly
- Recognize 90% world trade is by ships only so cost benefit analysis / impact study of emission control must factor this in



Conclusion – lean shipping with human element consideration

- What to do
 1. Contribute meaningfully to climate change programme with due regard to shipping requirement globally
 2. Enable ships to run safely, efficiently, profitably
 3. Invest in people for lean shipping initiatives
 4. IFSMA to take active part in steering committee
 5. Do not use shipping as cash cow to arrest global warming

Safe shipping and seafarers from Piracy curse

Without shipping and seafarers half the world here will freeze, other half will starve

THANKYOU

