



**CLIMATE &
CLEAN AIR
COALITION**
TO REDUCE SHORT-LIVED
CLIMATE POLLUTANTS



Mitigating Short-Lived Climate Pollutants from Shipping

Fiona Hurrey
CCAC Secretariat
fiona.hurrey@un.org

The CCAC – About

87

country
partners

92

non-state
partners

Global voluntary partnership
established in 2012

Urgent and collective action on
short-lived climate pollutants
(SLCPs)

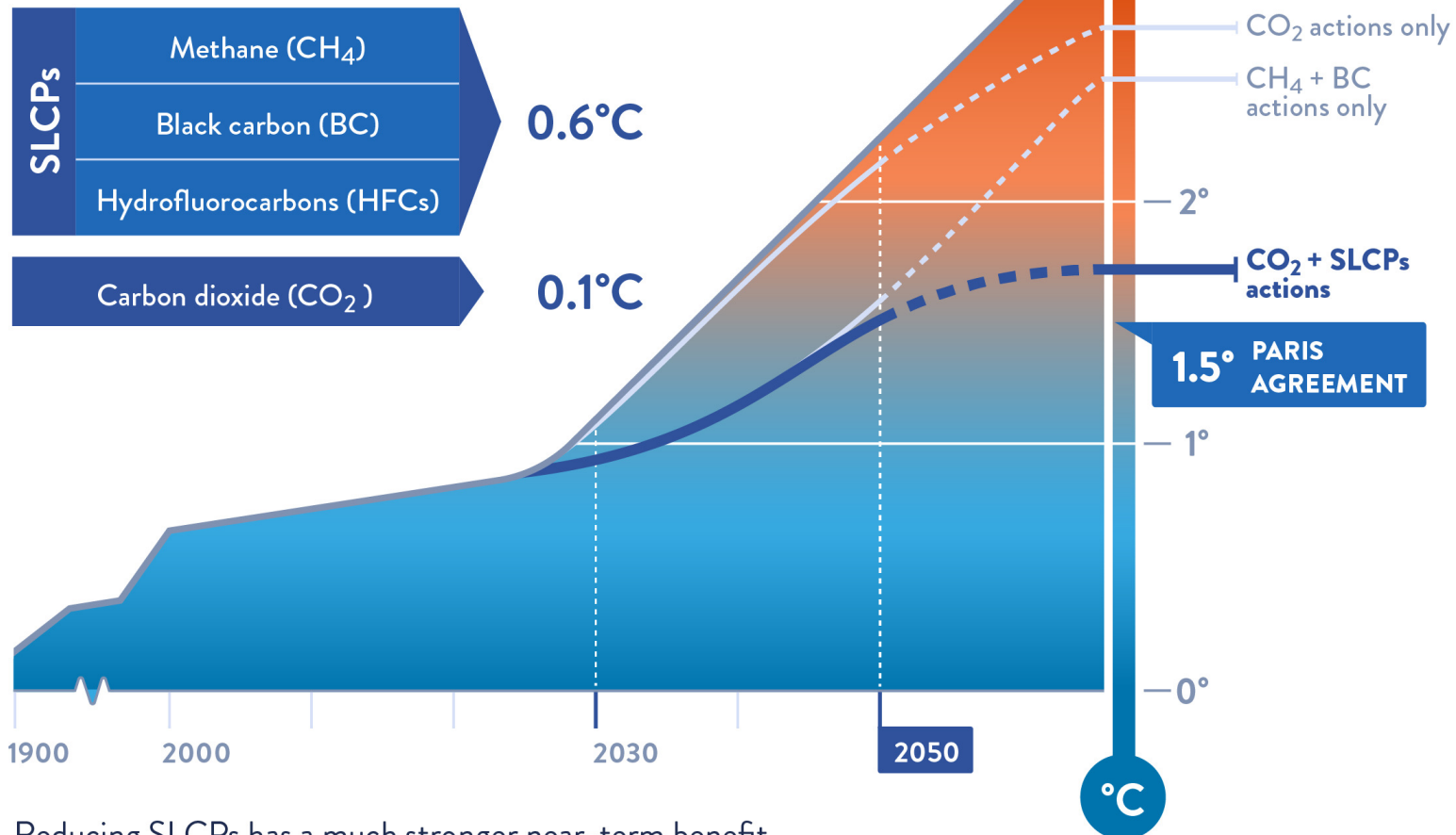
Support to Global Methane Pledge
(GMP) members



COP27 CCAC Ministerial, Sharm el-Sheikh, Egypt

Fast action – Quick results

AVOIDED GLOBAL WARMING BY 2050



Reducing SLCPs has a much stronger near-term benefit, while CO₂ reduction benefits materialise over longer timeframes.

Fast action – Multiple benefits



CLIMATE

0.6°C

avoided
warming



Snow and ice
protected



Rate of sea level
rise reduced



HEALTH

2.4 million

avoided
premature
deaths annually



Reduced air
pollution exposure



Reduced heat
exposure



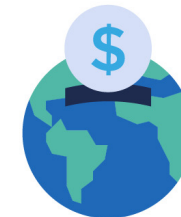
FOOD
SECURITY

**52 million
tonnes**

avoided crop
losses annually



Improved
agricultural
productivity



\$33 billion
saved annually

Black Carbon (soot)

- Component of PM2.5
- Warming impact up to 1,500 times stronger than CO2 per unit of mass
- From fossil fuel-run ships (mostly Heavy Fuel Oil)
- Dangerous air pollutant
- Pollution of marine environment



Methane

- Warming impact 86 times stronger than CO₂ per unit of mass over a 20-year period
- IMO estimation that LNG marine fuel consumption grew by 30% between 2012 and 2018, resulting in an estimated 150% increase in methane emissions.
- From LNG-run ships and LNG fuel carriers



Sulfur and other air pollutants

- Fuel sulfur increases production of PM2.5 (Black carbon)
- Sulfate particles from combustion of sulfur in diesel (diesel with high sulfur content)
- Additional concerns about potential use of ammonia releasing N₂O and forming PM2.5



Complex interactions and trade-offs



Decarbonization of shipping is anticipated to reduce black carbon emissions



Decarbonization of shipping is anticipated to increase methane emissions as LNG fuel usage increases

- **99% maritime fuels as oil-based¹**
- **Decarbonization is the initial and immediate priority to mitigate climate change**
- **BUT important to have a forward-looking approach**

¹ *International Energy Agency, International Shipping*

Our work on shipping

- Launched Heavy-duty Diesel Initiative in 2013
- Co-developed Global Strategy to Introduce Low Sulfur Fuels and Cleaner Diesel Vehicles
- Supported development of 2016 Global Green Freight Action Plan
- Supporting first Green Freight Strategy in Africa with UNEP SMU, Smart Freight Centre and others
- Supporting 35+ countries develop improved fuel/vehicle emissions standards
- Supported emissions inventories at ports



**Heavy-duty vehicles
& Engines Hub**

The CCAC – How We Deliver



HIGH-LEVEL POLITICAL LEADERSHIP



TECHNICAL SUPPORT AND ASSISTANCE

- Enhance capacity
- Support science-based policies
- Catalyse action in sectors



STRENGTHENING THE CASE FOR ACTION

- Demonstration projects
- Scientific assessments

Funding opportunity closing soon:

(See CCAC website: Our work -> Project funding -> Calls for Proposals

***Call for transformative projects inc.
focus areas on green shipping corridors
and HFO reduction***

Submission deadline: 30 April

CCAC Funding – Country-driven

CCAC Partners

Any govt

Planning & capacity

New plans, NDC, capacity for inventory dev,

6-9 months between request → project start

100-200k USD per project

Sectoral mitigation

Impln strategies, tech/practice demo, sector MRV, for financing,

6-9 months between request → project start

100-700k USD per project

National Consultants

Institutional strengthening

2-6 months between request → start

Local salary

Targeted Expert Assistance

Flexible in what it can address and modality

Approval 2-4 weeks

Max 50k USD

Contact us at:

Fiona Hurrey (SIDS and Pacific engagement)

fiona.hurrey@un.org



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