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To: All Surveyors/Auditors

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Cleaner Ship Fuels to Benefit Health

Reference: BWM

Cleaner Ship Fuels to Benefit Health

Although cleaner marine shipping fuels will result in significant health benefits on a global scale, more stringent standards beyond 2020 may be needed.

Marine shipping fuels will get a whole lot cleaner in 2020 when a regulation by the International Maritime Organization (IMO) requires fuels to contain 80-86 percent less sulphur.

Ship air pollution effects are greatest in areas where heavily travelled ship routes exist in, and next to, densely populated communities. Some key regions include China, Singapore, Panama, Brazil and coastlines of Asia, Africa and South America.

The change to cleaner ship fuels will reduce the ship-related childhood asthma cases by half. Additionally, shipping pollution is estimated to contribute to 400,000 premature deaths from lung cancer and cardiovascular disease annually. This is about 7-8 percent of the global health burden caused by air pollution.

Reducing ship sulphur emissions cuts these other global health related impacts, too, avoiding about one-third of the annual cardiovascular disease and lung cancer deaths from shipping air pollution.

The new IMO rule will decrease the allowable amount of sulphur in fuel oil from 3.5 percent to 0.5 percent, a reduction from 35,000 parts per million (ppm) to 5,000 ppm.

Sulphur dioxide emissions from ships create small particles. These sulphur-containing particles reflect sunlight and help form brighter clouds, creating a global effect that temporarily diminishes the warming effects of carbon dioxide.

So, what happens when ships emit less sulphur and warming from greenhouse gases is no longer offset?

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The use of cleaner ship fuels will increase the rate of global warming by about 3 percent. More attention may be needed to reduce greenhouse gases across all sectors of the global economy.

At the same time, shipping activity is expected to increase with global trade and continue to produce harmful air emissions and greenhouse gases.

REFERENCES:

- BWM -Courtesy by University of Delaware.

- ATTACHMENTS: No.

Kindest Regards,
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