Is there a role for sustainable biofuels in the decarbonisation of shipping?

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Sustainable Shipping Initiative

Symposium on IMO 2020 and alternative fuels
IMO HQ, London
17-18th October 2019
SSI Vision2040: Sustainability = Success

- **Careers**: Providing safe, healthy and secure work environments so that people want to work in shipping, where they can enjoy rewarding careers and achieve their full potential.

- **Community**: Earning the reputation of being a trusted and responsible partner in the communities where we live, work and operate.

- **Oceans**: Proactively contributing to the responsible governance of the oceans.

- **Energy**: Changing to a diverse mix of energy sources, using resources more efficiently and responsibly, and dramatically reducing greenhouse gas emissions.

- **Transparency**: Transparency and accountability drive performance improvements and enable better, sustainable business decision making.

- **Finance**: Developing financial solutions that reward sustainable performance and enable large scale uptake of innovation, technology, design and operational efficiencies.
How does the SSI work?

A multi-stakeholder initiative that brings together like-minded and ambitious leaders spanning the entire shipping value chain to contribute to – and thrive in – a more sustainable maritime industry.

through

**Leadership**: Demonstrating leadership through our members’ sustainability initiatives to inspire change by sharing learning and best practice

**Collaboration**: Combining the SSI’s expertise and knowledge to address specific challenges and working together to develop tangible solutions for adoption by the industry to overcome barriers to change

**Voice of the industry**: Driving and convening debate on key sustainability issues to encourage long-term thinking across the industry
Decarbonisation
This report concluded that:

“advanced biofuels may represent the most economically feasible zero-emission alternative for the shipping industry.

The fact that biofuels can be used in a way that very closely mirrors current technology, i.e. through internal combustion, means that associated additional costs are kept to a minimum of the fuel price itself.

Under the scenarios projected in this study, these costs are within the realm of acceptability for many in the industry.”
Biofuels are also the most ‘technologically ready’ of the various alternatives being proposed for long-range shipping. (batteries can and are being used on short-range ferries, but they are unlikely to service long range routes due to limits on energy density).

Biofuels are already available and being used (albeit typically in experiments and pilots).

As such, they hold the potential to be deployed at scale more rapidly than ammonia or hydrogen electro-fuels.
Published in May 2018

However, biofuels have also proven highly controversial, with questions raised not only about adverse sustainability impacts arising from their use, but also whether there will be sufficient availability to meet the needs of a variety of different sectors.

The Zero Emission Vessels Report went on to note that biofuels:

“may not be the answer to the question of decarbonisation, due to two important, and coupled, considerations – sustainability and availability.”
2019 – Multi Stakeholder convening on Biofuels – Sustainability and Availability

Lead an inquiry on the Sustainability and Availability, asking:

WHAT IS THE ROLE OF SUSTAINABLE BIOFUELS IN SHIPPING’S DECARBONISATION?

Jun - Dec 2018

Internal knowledge paper on the key questions

Jan - Sept 2019

1. Seminar 1
   Sustainability
   June 2019

2. Seminar 2
   Availability
   July 2019

3. Webinar
   August 2019

4. Climate Week
   Panel Discussion
   September 2019

Findings published – Report Launch 15th November at IMO HQ *

Nov 2019

* Launched at the sixth intersessional meeting of the Working Group on Reduction of GHG Emissions from Ships
Thank you

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