

Shipping, trade and 2°C

... *l'amuse bouche* to the IMO/ICAO event on International Transport (18.30)

Organised by the Universities of Manchester, East Anglia and UCL

(Kevin Anderson; Alice Bows-Larkin; Annela Anger-Kraavi and Tristan Smith)

Venue: Room 13, Bellona-CICERO Pavilion, Hall 3, Le Bourget, Blue Zone

Date: Wed. 2nd December

Time: 16.00-17.30

Session Outline

The IPCC's carbon budgets for 2°C offer a clear scientific framing against which the effectiveness of policies can be assessed. The focus in the run-up to Paris has been on nations' voluntary carbon reductions (their "intended nationally determined contributions"; INDCs) and how these relate to the international community's 2°C objective and the accompanying carbon budgets.

However, these INDCs do not include emissions from either international aviation or shipping – two sectors considered by many as central to globalisation and economic prosperity, but which have expectations for growing GHG emissions under current policy.

With specific emphasis on international trade, this session will hear from six experts on how they envisage the shipping industry will develop within the mitigation challenges posed in Paris.

Each speaker will have eight minutes to outline their views before opening up for vibrant Q&A and wider discussion. Below is a brief biography of each speaker and short abstract of their respective presentations.

Simon Bennett

Starting in maritime industrial relations, Simon has been involved with shipping and trade policy on behalf of International Chamber of Shipping (ICS), the global trade association for ship owners, for the past 10 years, representing the interests of the industry at the various international regulatory fora that impact on shipping.

Abstract

Simon will point to how the international shipping is on course for carbon neutral growth, shouldering its responsibility for reducing CO₂ proportionate to its share of the world's total emissions, consistent with both 'common but differentiated responsibility' (CBDR) and its role in facilitating sustainable development. Simon will examine some of the common assumptions about future maritime trade growth.

Dr. Tristan Smith

Is a Lecturer at UCL Energy Institute and is the Director of a major UK research project Shipping in Changing Climates. He led the IMO's Third GHG Study, and regularly attends IMO MEPC as a delegate of IMarEST.

Abstract

Tristan will discuss the demand scenarios for shipping, out to 2050, developed in the Third IMO GHG Study. He will also present the same study's analysis of recent trends in shipping's energy efficiency, to illustrate the scale of the future challenge for the control of shipping's GHG emissions.

Dr Annela Anger-Kraavi

Is a lecturer in Macroeconomics at the University of East Anglia and leads economics at the Tyndall Centre for Climate Change Research. She works on modeling climate change policy impacts and led the Climate Strategies study on international transport and least developing countries.

Mark Lutes

Is a Senior Policy advisor for international climate change policy at WWF, based in Sao Paulo, Brazil. He has engaged in climate change policy at the national and international level in Canada and Brazil for more than 20 years and previously served as Chair of the Climate Action Network's Finance and Bunkers Working Groups.

Abstract (*Anger-Kraavi and Lutes*)

Seaborne trade is an important economic engine for many developing countries and especially for those small island states dependent on imported fuels. In some of these island states transport's share of fossil-fuel use is 75%, with aviation and shipping being the greatest users. Policies for reducing transport emissions have been seen as harmful to these economies. We argue that the policy impacts differ case by case and that moving away from fossil fuels could open up new opportunities for developing nations.

Professor Alice Bows-Larkin

Holds a chair in Climate Science and Energy Policy at the University of Manchester and is Director of Tyndall Manchester, a research team focused on mitigating climate change, and part of the Tyndall Centre for Climate Change Research.

Abstract

Alice will discuss the scale of the challenge that a 2°C target poses for the shipping sector. She will outline the risks associated with exceeding 2°C and explore the implications of and for shifting patterns of global trade.

Dr. Jari Kauppila

Works as a Senior Economist within the International Transport Forum at the Organisation for Economic Cooperation and Development (OECD) in Paris, France. At the ITF he leads on Transport Outlook and Statistics examining development of global transport volumes and related emissions through 2050 and under different policy scenarios.

Abstract:

Jari will share recent work conducted by OECD and ITF published in the ITF Transport Outlook 2015, on the subject of international trade and freight scenarios out to 2050.