How implementation of the Polar Code and other relevant instruments could contribute to the green economy in the Arctic

Andrey Todorov, 2021

Increase in Arctic Shipping

Shipping in the Arctic has increased in recent years.

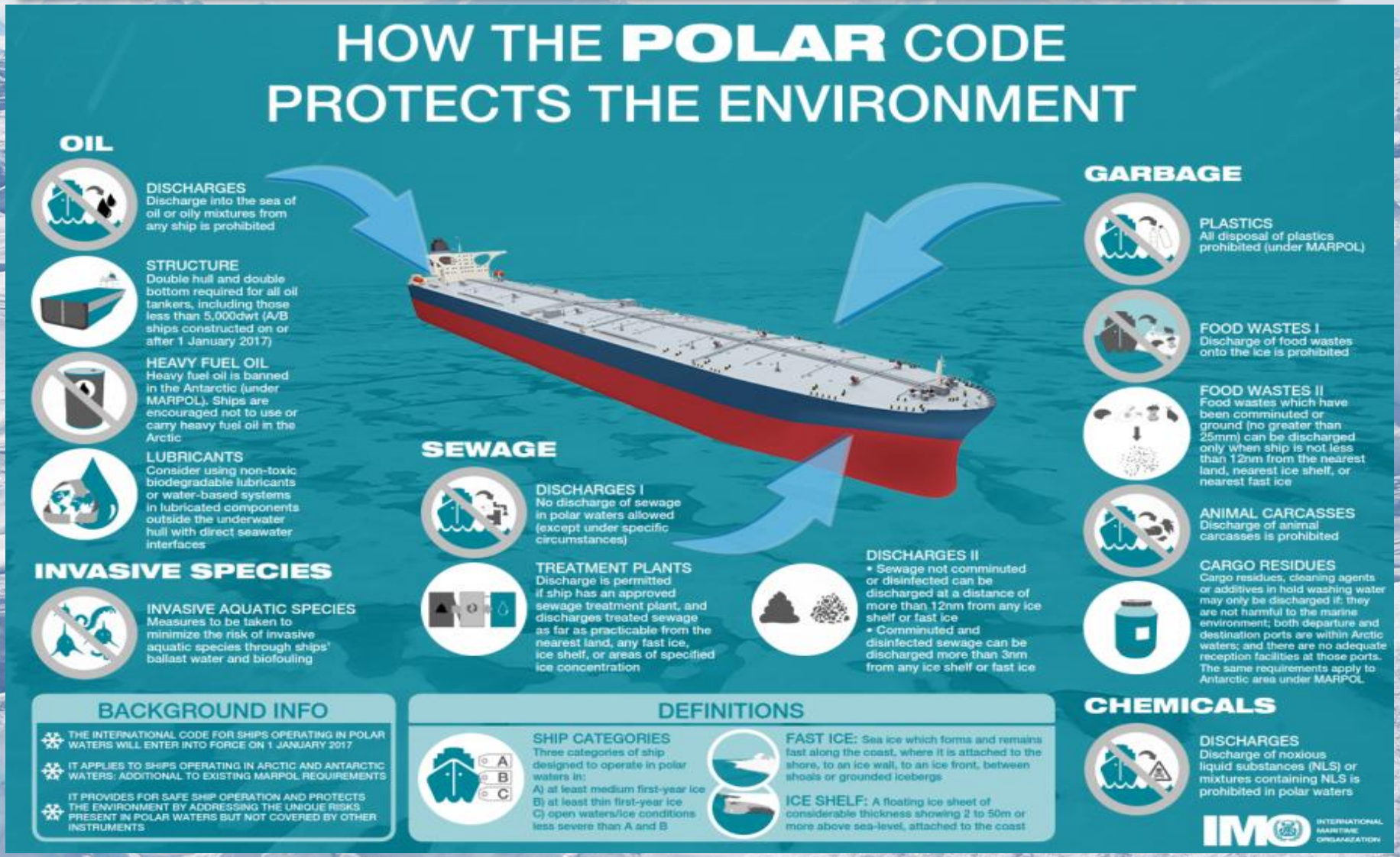
Source: PAME ARCTIC SHIPPING STATUS REPORT (ASSR) #1 March 31, 2020

Unique ships entering the Polar Code area 2013 and 2019.

International legal instruments relevant to Arctic shipping

1. The International Code for Ships Operating in Polar Waters (Polar Code)

PC, **Main Environmental Rules**



International legal instruments relevant to Arctic shipping

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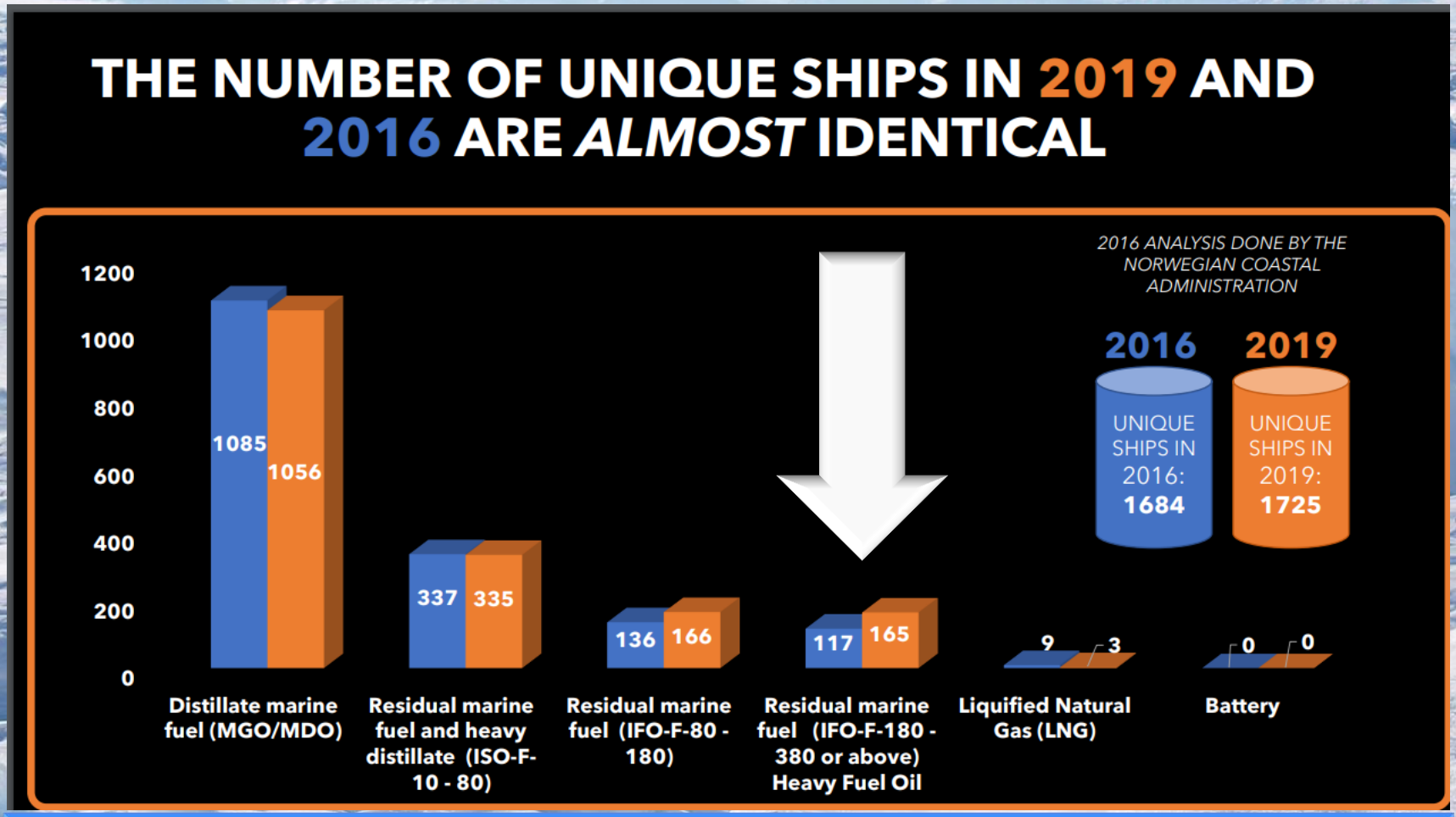
2. As of 1 January 2020, the allowable amount of sulphur content in fuel was reduced to 0.5% m/m. (resolution MEPC.280(70))

Use of Heavy Fuel Oil (HFO) in the Arctic



Source: PAME Report "HEAVY FUEL OIL (HFO) USE BY SHIPS IN THE ARCTIC 2019", October 2020

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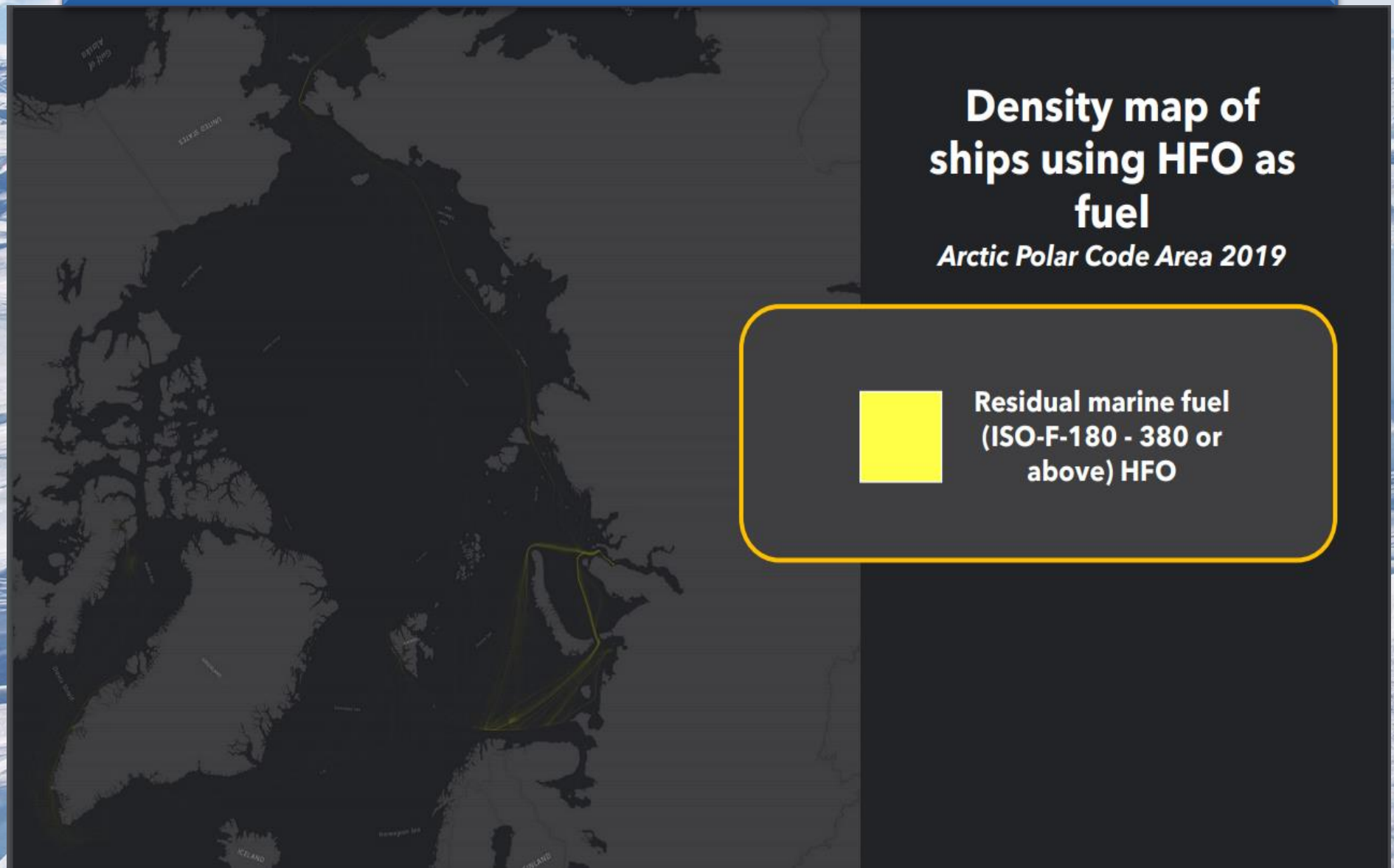
Use of HFO in the Arctic

Source: PAME Report “HEAVY FUEL OIL (HFO) USE BY SHIPS IN THE ARCTIC 2019”, October 2020



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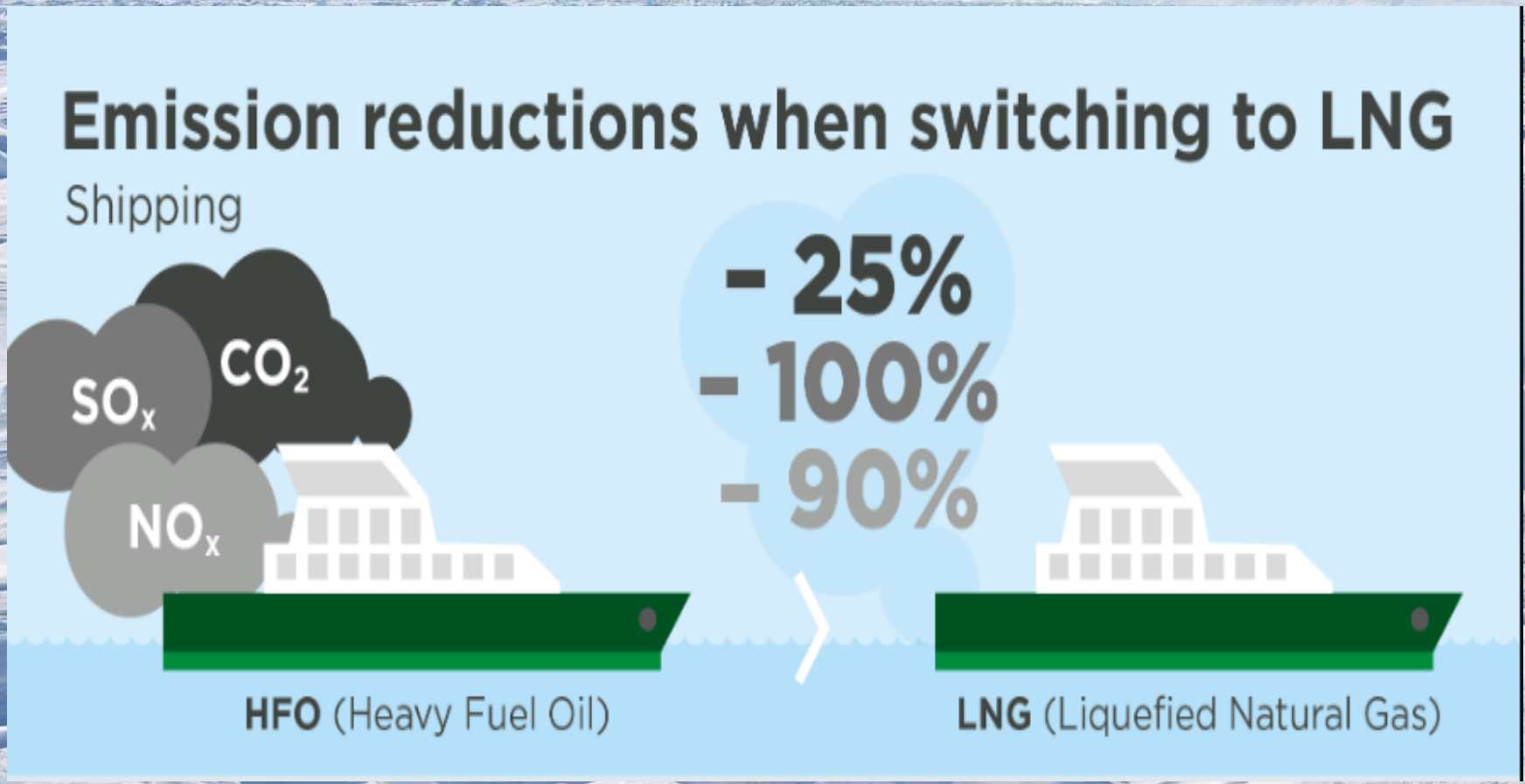
4. IMO initial strategy on the reduction of greenhouse gas (GHG) emissions from ships. Goal: By 2050 to reduce CO2 emissions by 50% relative to 2008

Implications for the Arctic economy

Stricter requirements → Shift to greener vessels and fuels

Russia: Shift to LNG



Russia: Shift to LNG

Рисунок 1.
Схема размещения СПГ заводов в Арктической зоне

LNG facilities in the Russian Arctic

Источник информации: оценки авторов –
Аналитический обзор «Перспективы и возможности использования СПГ для бункеровки в арктических регионах России»,
А.Ю. Климентьев, А.Ю. Книжников, А.Ю. Григорьев, WWF, 2017

Source: A. Klimentiev, A. Knizhnikov, A. Grigoriev, WWF, 2017


Thank you for attention!