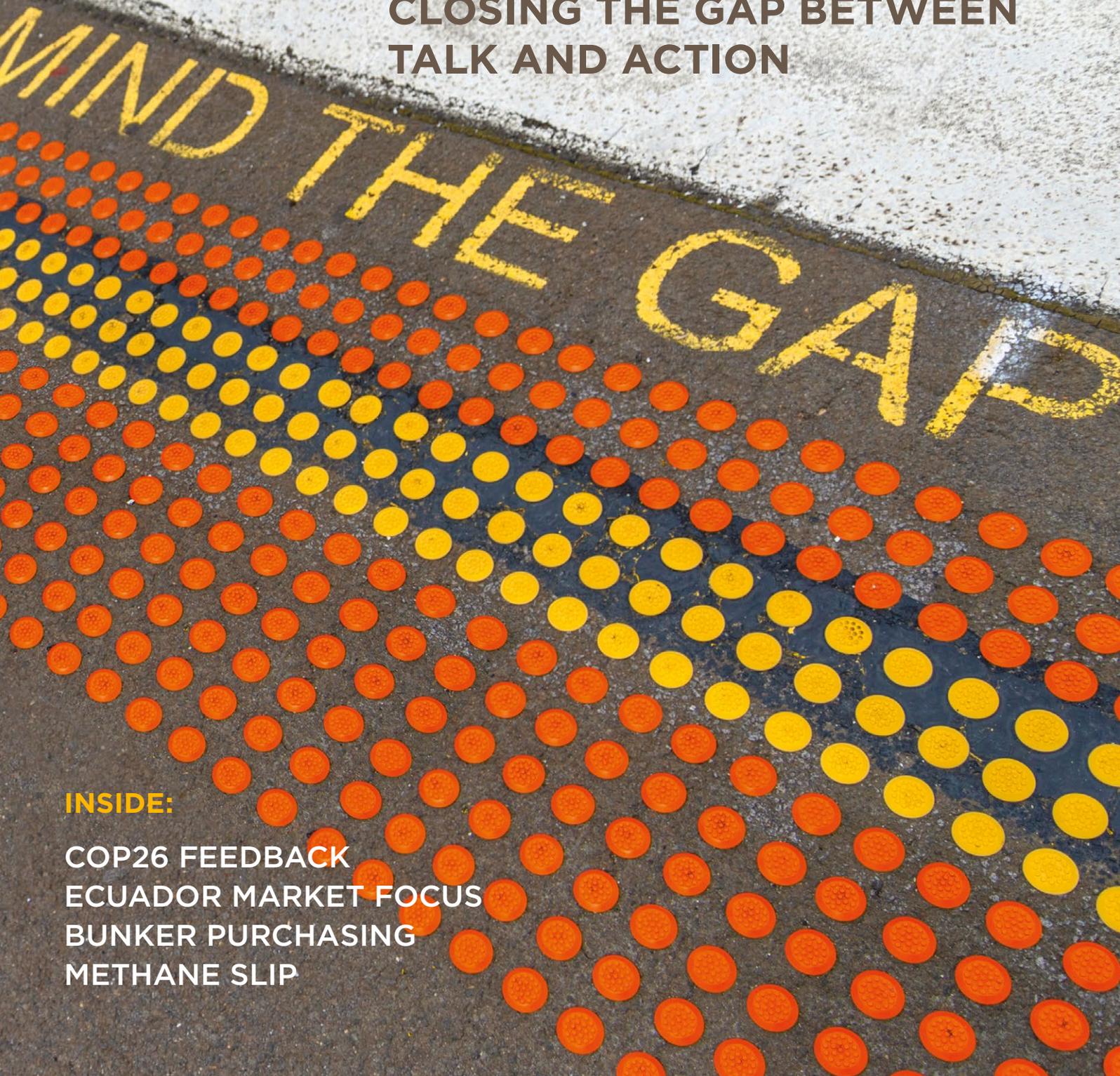


BUNKERSPOT

THE JOURNEY TO DECARBONISATION

CLOSING THE GAP BETWEEN
TALK AND ACTION



INSIDE:

COP26 FEEDBACK
ECUADOR MARKET FOCUS
BUNKER PURCHASING
METHANE SLIP

Sea of love

Dawny'all Heydari of the advocacy group Pacific Environment calls on the shipping industry to immediately adopt emission-reduction technologies and strategies – and speed up the transition away from fossil fuels



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We are living in a time of profound hope. Twenty-first century social movements from Black Lives Matter to Me Too and Occupy Wall Street have caused long-standing oppressive norms and practices of our cultures to receive stricter scrutiny than ever before. We are maturing as a society, becoming more aware of, and sensitive to, the predicaments of the most vulnerable. We are less tolerant of ways of relating to each other that promote indifference, harm, exploitation, and violence, and more committed than ever to restoring cultures that promote recognition, life, freedom, and equality. I truly believe that we are on the precipice of massive change, the dawn of a new era of love.

Central to securing this new era of love, and saving the planet, will be defeating anthropogenic climate change. On the current greenhouse gas emission trajectory humans are on, global warming could reach 5.7 degrees Celsius over preindustrial levels by 2100, threatening chaos and total human extinction. The decisions we make now, this decade – the most decisive years of human history – will determine whether we head toward irreversible ruin, or save the space for generations of human soci-ality and flourishing ahead.

In addition to preserving a home for love, achieving zero-emissions will challenge our currently exploitative relationships with our lands and waters, shifting us toward relations of deeper care and concern. For far too long, we have treated Earth with abuse. We have capitalised upon the vulnerability of our planet to the extreme, extracting fossil fuels with no concern for long-term sustainability. Why? Because

fossil fuels are cheap, and the era of extreme capitalism we live under cuts costs at any price, even the impending extinction of all life on Earth. Ending greenhouse gas emissions this decade will help restore human society to respectful, loving relationships with our ecosystems. Perhaps this could trickle into the way humans treat one another?

A central piece of the climate puzzle is maritime shipping. Currently, fossil-fueled maritime shipping accounts for 3% of all greenhouse gas emissions globally, with ships emitting one billion metric tons of climate emissions annually. On our current trajectory, due to increased reliance on imports in a globalised world, fossil-fueled maritime shipping is projected to represent 17% of greenhouse gas emissions by 2050. Most ships currently burn one of the cheapest, most toxic fossil fuels: heavy fuel oil (HFO). HFO is comprised of the tar-like remnants of the oil refinery process, after transparent road fuels like gasoline are removed from oil. It is so dirty that sometimes melted tyres and chemical waste that companies do not dispose of safely are blended into shipping fuel. HFO is one of the most carbon-intensive fuels on the market; maritime shipping's continued dependence on it reflects a fundamental lack of care for our planet, oceans, and frontline communities. In addition to accelerating our path toward climate ruin, burning HFO on the high seas contributes to ocean acidification and the concomitant death of coral reefs globally.

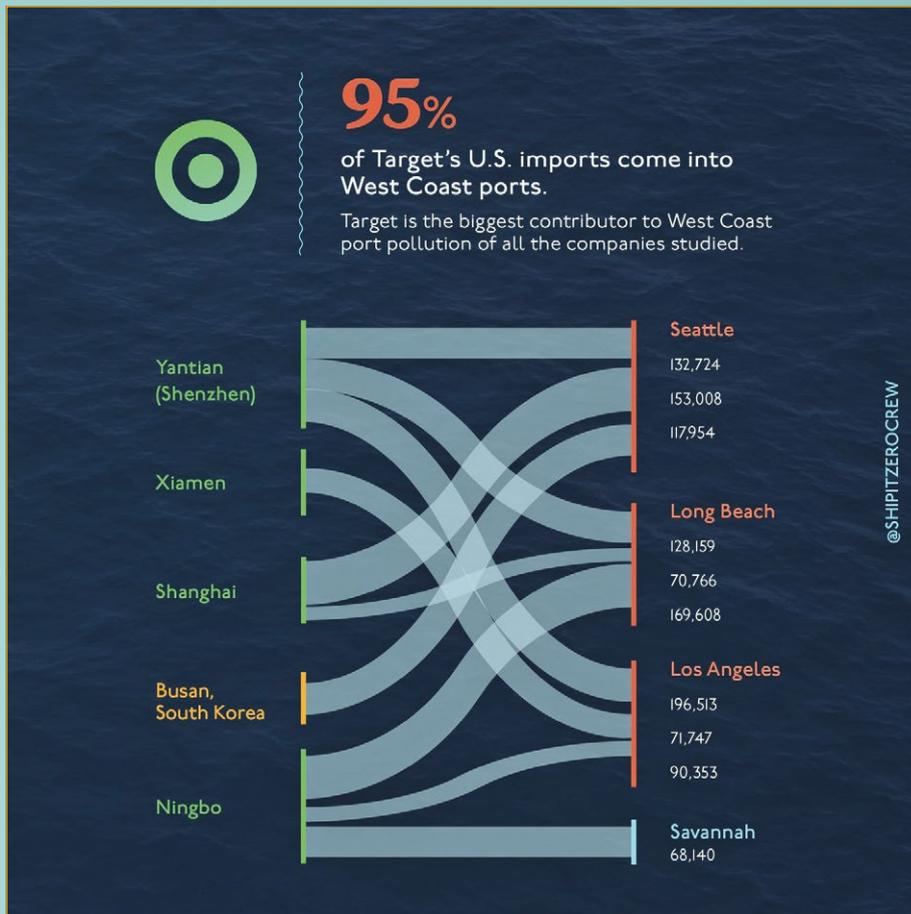
Central to the story of how fossil-fueled shipping harms humanity is its impact on port communities. Shipping's HFO emissions dump some of the deadliest air pollutants into port-adjacent communities, including sulphur oxide, nitrous oxide, and particulate matter. Breathing in these pollutants is associated with higher risk of asthma, cancer, and premature death. Indeed, fossil-fueled shipping leads to 260,000 premature deaths and 6.4 million childhood asthma cases in port-adjacent communi-

ties around the world, disproportionately comprised of working-class Black and Indigenous People of Colour. In Southern California, where I'm based, the port-adjacent communities of West Long Beach, Wilmington, and San Pedro experience up to eight years lower life expectancy than the Los Angeles County average. Indeed, the San Pedro Bay Ports are responsible for nearly half of California's air pollution, all concentrated within a few neighbourhoods. Environmental racism continues to promote indifference and inaction, for it has long been assumed that port-adjacent communities can be treated as collateral damage of – and sacrifice zones for – our economy.

Currently, maritime shipping is making headlines in the news due to the supply chain slowdown. For months now, due to pandemic and holiday-related shopping trends, a record-breaking 100 fossil-fuelled ships have idled off the shores of the Ports of Los Angeles and Long Beach, which combined are responsible for 40% of cargo container imports to the United States. Consumers are becoming aware of the impact that this slowdown has on our holiday shopping, yet what remains to be discussed in greater detail are the public health impacts of the cargo ship jam. The California Air Resources Board estimates that ships are adding as much lung-damaging diesel particulate matter as nearly 100,000 big trucks to Long Beach and Los Angeles port adjacent communities. Moreover, the cargo ship jam has dumped an additional 20 tons of deadly nitrogen oxides into the air each day.

Should not every person possess an innate right to a healthy, breathable environment? Should not every child deserve the right to walk to school in the morning without inhaling poison? Should we not demand that importers use their record profits from the pandemic to invest in a zero-emissions maritime shipping future to protect port community health?

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'Green hydrogen and battery-electric powered maritime shipping is just over the horizon; we need retailers to invest in rapid research and development of these technologies to send a strong market signal in this direction'

above pre-industrial levels, the target scientists say we need to achieve in order to avoid the most catastrophic climate scenarios.

Thus far, our campaign has collected over 20,000 shopper signatures in support of Ship It Zero demands. We have staged a community press conference near the Port of Long Beach, a youth climate action at Amazon Headquarters in Seattle, and a campaign petition delivery at IKEA Headquarters in Delft, in the Netherlands. As a result of our campaigning, the Ship It Zero campaign has achieved some success. We have pushed IKEA and Amazon to commit to only purchase zero-carbon vessels by 2040, with Amazon committing 10% of its freight on zero-emissions vessels by 2030. While we think these commitments are weak and do not correspond with the urgency of the port pollution and climate crisis, we welcome these initial commitments from IKEA and Amazon and look forward to achieving 100% zero-emissions shipping this decade.

I am also so proud of our Ship It Zero team for organising the unanimous passage of a historic resolution through Los Angeles City Council calling on Big Retail to commit to 100% zero-emissions shipping at the San Pedro Bay Ports by 2030. The resolution also includes support in the city's state legislative portfolio to rapidly decarbonise the San Pedro Bay Ports.

Ultimately, we demand that Walmart, Target, IKEA, and Amazon move products off fossil-fueled ships with a grand sense of urgency as a project of love. This is motivated by love for neighbour, for port-adjacent communities around the world who have suffered premature death for far too long with no accountability. For parents who raise their kids near ports, for those children to expect long, happy lives. Pushing Big Retail to achieve zero-emission shipping this decade is further motivated by love of all humanity, for our ability to survive on our dear planet Earth indefinitely, paving the path for the richness and joy of human culture for centuries to come. And this project is motivated by love of planet, transitioning away from extractive, violent relationships with our ecosystems toward mutualistic, caring relationships with our Earth and one another. I have hope that Walmart, Target, IKEA, and Amazon will rise to the challenge.

 Dawny'all Heydari
Campaign Lead, Ship It Zero
Pacific Environment

 Email: dheydari@pacifenvironment.org
Web: www.pacifenvironment.org

Should not we demand an economy of love that secures every person's wellbeing?

I lead the [Ship It Zero campaign](#), launched in July 2021 by environmental NGOs [Pacific Environment](#) and [Stand.Earth](#). We are pushing Big Retail, including Walmart, Target, IKEA, and Amazon, to rapidly transition products off fossil-fueled ships. Our reports show that Walmart is the top maritime import polluter to the United States, vis-à-vis its primary carrier CMA-CGM. Moreover, we have found that Target and Amazon have played an outsized role in the current West Coast port pollution crisis, with both companies experiencing record profits from the surge in consumer demand for imported goods.

In response to these findings, Ship It Zero is campaigning on three demands. First, we are calling on retailers to immediately abandon

dirty ships by incorporating existing emissions-reducing technologies and methods, including wind-assisted propulsion and slow-steaming, which can reduce emissions by up to 30% per voyage. Second, we demand that Walmart, Target, IKEA, and Amazon set sail first, signing contracts now to move freight on the world's first zero-emissions ships, which are expected to become available by 2024. Green hydrogen and battery-electric powered maritime shipping is just over the horizon; we need retailers to invest in rapid research and development of these technologies to send a strong market signal in this direction. Finally, we call on Big Retail to put zero at the helm, committing to 100% zero-emissions maritime shipping by no later than 2030. This timeline corresponds with keeping global warming under 1.5 degrees Celsius