

Climate change challenge: Shipping's fair share

At COP 21 in Paris, the parties agreed to limit global temperature increase to max. 2 °C above pre-industrial times and pursue efforts to limit it to 1.5 °C. The *Paris Agreement* will require a significant decrease in use of fossil fuels. Is this compatible with the expected significant increase in shipping? Is low carbon shipping possible and what are the costs and the connected consequences?

Date/venue: 22nd November 2017 / Clarion Hotel, arrival terminal in Copenhagen Airport.

Program: Morning session

9.00-10.00 Registration, coffee, breakfast and networking

10.00-10.10 Welcome

Kåre Press-Kristensen, Senior advisor, Danish Ecological Council.

10.10-10.30 Disruption, digitalization and decarbonisation: How can we harness innovative technology to build a thriving low-carbon industry?

Maurice John Meehan, Director of global shipping operation, Carbon War Room

10.30-10.50 Emissions trends for shipping - are we on the right track?

Naya Olmer, Marine program associate, ICCT.

10:50-11.10 Pathways towards de-carbonisation of international shipping; Can shipping emissions be decoupled from global GDP growth? What is BIMCO's view on emissions reduction efforts in shipping?

Lars Robert Petersen, Deputy secretary general, BIMCO

11.10-11.30 How can shipping support IMO in fulfilling the Paris Agreement? View from the International Chamber of Shipping.

Simon Bennett, Director of policy & external relations, ICS

11.30-11.50: Do we need regional (EU) or global (IMO) regulation of CO₂ from shipping?

Edmund Hughes, Head of air pollution and energy efficiency, IMO

Henk-Erik Sierink, Policy officer for greenhouse gas emissions from shipping, EC

11:50-12:40 Panel: Both the IMO and EU are working on regulations to reduce ship emissions. IMO's reporting scheme and EU's MRV are first steps, but are they compatible and what will they eventually lead to? Do we need regional or global regulation?

Participants: ICCT, BIMCO, ICS, IMO and DG Climate.

Moderator: Alisdair Pettigrew, Managing director, BLUE.

12.40-13.40: Lunch, coffee and networking

Program: Afternoon session

13.40-14.00 Possible scenario for de-carbonizing the world fleet – how to do it?

Carlo Raucci, Doctoral researcher, University College London.

14.00-14.20 We have the technology! Ambition 1.5?

Madadh MacLaine, CEO, Fair Winds Trust

14.20-14.40 View from a major shipowner – how will the Paris Agreement affect business?

John Kornerup Bang, Chief climate advisor, Maersk Group Sustainability

14.40-15.00 How can low carbon shipping be high profit business?

René Taudal Poulsen, Senior maritime researcher, Copenhagen Business School

15.00-15.30 Coffee break

15.30-16.20 Panel: Are ship-owners getting prepared for a new world? What is shipping's fair share of emission? When will ships use "climate neutral" fuels? Can/will shipping be de-carbonized in accordance with the ambitions in the Paris Agreement? What are the technological challenges and possibilities?

Participants: University College London, BIMCO, ICS, Maersk, Copenhagen Business School and Danish Maritime.

Moderator: Kåre Press-Kristensen, Senior advisor, Danish Ecological Council.

16.20-16.30 Summing up

Niels Bjørn Mortensen, Master Mariner & Naval Architect.

16.30-17.30 Drinks, snacks and networking