The IMO’s proposed Arctic heavy fuel oil (HFO) ban

ICCT analyzed the likely impacts of the IMO’s proposed Arctic ban on HFO carriage, HFO use, and black carbon emissions.

Between 2015 and 2019, in the Arctic:

**HFO carriage**
- **↑ 19%**

**HFO use**
- **↑ 75%**

**BC emissions**
- **↑ 85%**

**Oil tanker HFO use**
- **↑ 300%**

Based on 2019 data, the proposed **HFO ban** would have allowed 74% of the HFO-fueled fleet to continue to use HFO in the Arctic. This would have:

- **ELIMINATED ONLY 16% of HFO use**
- **REDUCED BC emissions BY ONLY 5%**
- **ELIMINATED ONLY 30% of HFO carriage**

Alternatively, **doing away with exemptions and limiting waivers to internal waters and territorial seas** would:

- **BAN 70% of HFO carriage**
- **BAN 75% of HFO use**
- **ELIMINATE 22% of BC emissions**

**HFO** is the bottom-of-the-barrel leftovers from the oil refining process.