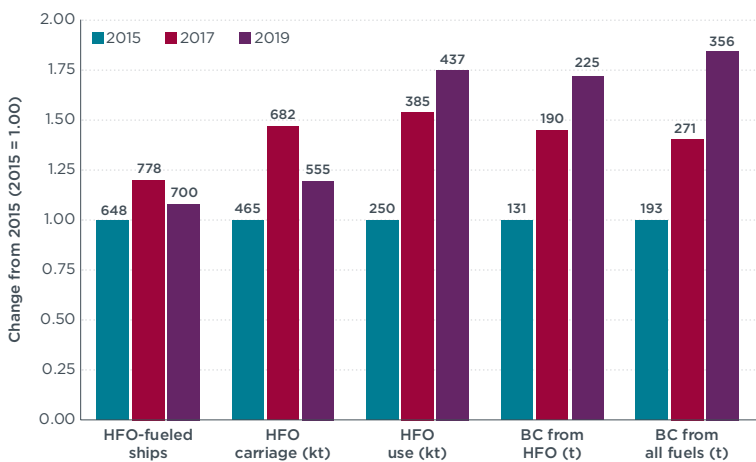


The IMO's proposed Arctic heavy fuel oil (HFO) ban

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



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



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:

Between 2015 and 2019, in the Arctic:

HFO carriage ↑ **19%** **HFO use** ↑ **75%** **BC emissions** ↑ **85%**
Oil tanker **HFO use** ↑ **300%**

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

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**

FOR THE FULL STUDY: <https://theicct.org/publications/analysis-HFO-ban-IMO-2020>