

# Control Policy Alternatives Group Discussion

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**CCAC Workshop**  
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**Vancouver, BC, Canada**

The logo for the International Council on Clean Transportation (icct). It features the lowercase letters 'icct' in a bold, dark blue font. The letter 'i' has a small blue circle above it. Below the letters, the full name 'THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION' is written in a smaller, all-caps, dark blue font.

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# Reminder of Workshop Goals

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1. Solidify recommendations for marine **BC measurement approaches**
2. Identify effective technological and operational **strategies to control BC** from marine engines

# Discussion Session: BC Control Policies

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- Do we agree?
  - There are climate and health benefits of controlling BC
  - There are existing technologies and operational strategies that control BC (DPFs; slow steaming (to a point))
  - There are existing low-BC fuels (LNG; fuel cells)
  - There are existing policies that could reduce BC (EEDI; 3-step approach)
  - There are future policies that could reduce BC (Sectoral CO<sub>2</sub> target), but some we're not sure about (0.5% S standard)

# Discussion Session: BC Control Policies

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- Do we agree?
  - There are other policies that folks are pushing for that could help reduce BC (Arctic routing measures; HFO ban; ABC agreement)
  - There are some potential controls that need more study (e.g., fuel switch from resid to distillates and/or blends)
  - It may be wise to start controlling BC w/ ships that use HSD and MSD
    - Also – there may be opportunities to reduce near-port BC emissions from these ships that could translate to controlling OGVs
  - Controls could be in the form of **regulations** or **incentives**, or both

# Discussion Session: BC Control Policies

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- What's the next step to controlling BC from marine engines?