

The Sail Power Option

for Emissions Reduction and
Clean Energy Transport

**SAIL
MED** 
WWW.SAILMED.ORG



We Urge Member States to Move Beyond Harmful Maritime Emissions with a Mandate to Adopt Wind Energy (Sail Technology) and advance Clean Shipping.

The UNFCCC and IMO must address shipping emissions contributing to climate change and stop needless deaths and pollution caused by marine bunker fuels:

NO_x • SO_x • CO₂ • Particulate Matter "black carbon" (PM) • Hydrocarbons (HC)



OR



Ecoliner



Tres Hombres

The Sail Transport Network applauds **Marshall Islands** Foreign Minister Tony de Brum for calling for sail powered ships to reduce and replace fossil fuel-based shipping.

Dirty Shipping Facts

Global maritime shipping is the 6th largest emitter of GHG in the world, **producing more CO₂ than the entire emissions of Germany or the UK.** — UN Department of Economic and Social Affairs, Statistics Division

Maritime CO₂ emissions are projected to increase significantly in the coming decades...to rise anywhere from **50% to 250%** by 2050. — IMO Study 2014

SAIL MED urges the UNFCCC and the IMO to adopt an effective regulatory framework that will:

- * **Recognize** the magnitude of harm caused by maritime shipping emissions on the climate, human life, sea life, and air quality.
- * **Require** member states to immediately adopt renewable energy and especially wind technology (use of sails) in maritime shipping.
- * **Mandate** that port states take ownership of and be responsible for shipping emissions caused by vessels entering their waters, and adopt ECAs worldwide.
- * **Address** the problem of 'flag-of-convenience-states' failing to control shipping emissions.
- * **Adopt** Market Based Mechanisms, such as a GHG tax on shipping.
- * **Support** (through funding mechanisms) R&D for sail technology.
- * **Demand** transparency and disclosure of shipping emissions.
- * **Protect** seas and the climate from pollution and GHG due to outmoded ships.

SAIL MED urges Member States to:

- * **Include** maritime shipping in their emissions reduction targets.
- * **Recognize** the need to do their part to advance renewable energy in shipping.
- * **Adopt** Wind Energy (Sail Technology) and promote clean shipping.
- * **Demand** Sail Technology in UNFCCC and IMO instruments.
- * **Foster** local economy self-reliance and job creation calling forth the legacy of traditional sailing.

Read the EU SAIL Consortium Letter written to 26 Member States, urging the inclusion of Sail Technology in UNFCCC instruments (overleaf).

Sail Transport Network and SAIL MED want to work with you. Visit our websites www.sailtransportnetwork.org and www.sailmed.org.

SAIL MED applauds the letter sent by the **EU's SAIL consortium to 26 states**, suggesting a mechanism for the inclusion of sail powered transport. The SAIL consortium was comprised of 17 partners from seven North Sea member states that utilized a € 3,4 million project that designed the *Ecoliner* (pictured overleaf). **Truly clean, renewable energy must be the future of shipping and sea passenger travel!**



Nordlys, newly launched engineless cargo ship. (Fair Transport's fleet)

Contact us in Paris
(info@sailmed.org) to support this effort.

Let us help you bring truly clean, efficient shipping to your country to promote healthy seas and local economic development — without fossil fuels.



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The EU's SAIL consortium letter* to 26 States stated:

Dear [Sir, Madam],

We write to you as the Focal Point for the Climate Negotiations in your country. SAIL is a grouping of international shipping and energy experts, builders and operators of innovative shipping in a project funded by the EU. This letter is to suggest the inclusion in UNFCCC instruments of alternative shipping technologies such as sails and renewable fuels as a way to decarbonize energy use, and at the same time limit pollutions and help development goals of many Nations...

Alternative propulsion technology such as the use of sails or renewable fuels has recently made remarkable advances. **This includes hybrid propulsion technologies combining engines and sails**, automated operation and maintenance, improved materials, mapping and routing to find the best weather...

...**Renewable energy and sail propulsion systems** are of concern to shipping in developed countries, to **save on fuel costs and limit polluting emissions**. Also very important is the impact this could have on vulnerable Nations. These practices applied to small scale transport will both better serve their country's population and save money by reducing the need for fossil fuel...

...The **use of sails can soon be economic and practical in many transport routes**, once several barriers have been overcome...

...Furthermore, **stakeholders such as port managers, insurers, cargo owners, seamen's organizations have to be brought on board in order for new technologies to succeed**...

...[Sir, Madam], we are very grateful for your attention. We stand ready to answer any questions and to help further discussion on the practical possibilities of decarbonization of shipping through Renewable Technologies.

Yours Sincerely,

Robbert van Hasselt, director EU SAIL interreg project



The Letter suggested important ideas that “could be to **introduce a specific technology development and transfer program**, either in existing UNCF institutions such as the “**Green Fund**”, “**Technology Mechanism**” or multilateral institutions, in particular the **GEF**.”

(emphasis added above in bold)

***For more information and to read the full text of the EU's SAIL consortium letter, please visit www.sailmed.org**

Note: The EU SAIL consortium completed its mandate in June, 2015.