

The Clean Shipping Coalition (CSC) is the only global international environmental organisation that focuses exclusively on shipping issues.

It promotes policies aimed at the protection and restoration of the marine and atmospheric environment that are consistent with the safe operation of ships, sustainable development, social and economic justice, and human

The CSC is a non-profit making non-governmental organisation that works to improve the environmental performance of international shipping by bringing extensive experience and expertise to bear on relevant international regulatory processes, and in particular the [International Maritime Organisation](#) (IMO).

Since June 2010, the CSC has been granted observer status at IMO.

The member organisations and individuals involved are experienced in sustainable transportation, international shipping, and marine environment issues as well as the operation of international regulatory bodies like the IMO. Current Board Members have all been actively involved in IMO work in recent years and collectively have over 100 years experience of working on shipping and environment issues at IMO.

CSC member organisations have also been involved in a wide range of other international and regional forums that address maritime, transportation and environmental policy. We are perhaps the largest cohesive body of environmental NGO shipping experts available to the IMO. The CSC represents a global public constituency concerned about shipping, the environment, transport and trade, and is an invaluable conduit for informing the public about international shipping issues and the vital work of the IMO and of providing the IMO with a wide geographical scope of views and expertise on issues which affect international shipping.

Over the years, CSC member organisations and individuals have played key roles in a diverse set of IMO issues including: the development of the guidelines for establishing PSSAs, drafting the original MARPOL Annex V as the AFS and Ballast Water Conventions, and more recently the process leading to the revision of MARPOL Annex VI and the tightening of controls on SO_x and NO_x emissions. CSC member organisations have been closely and actively engaged in policy negotiations to address GHG emissions from shipping - in many cases since prior to 2000 and are concerned to remain closely involved in ongoing IMO and UNFCCC deliberations.

IMO consultative status enables us to continue our work in earnest, but it will also further the work of the IMO by endowing the body with civil society experts in maritime, transportation and environmental issues from a very wide range of countries. As experts, we have a deep understanding of the complexities of the IMO and of international policy processes, of the environmental imperatives, as well as of local issues and how they bear on international matters. We believe that with IMO consultative status, the CSC presents a new opportunity to constructively involve additional civil society groups in the formulation of international shipping policies, to raise the profile of shipping and environment issues, and to champion the fundamental work and role of the IMO.

The CSC has been designed specifically to act as a focus and coordinating point for the growing interest of environmental groups in shipping issues and the important work of IMO. To this end it will actively seek out and engage organisations that do not individually qualify for IMO consultative status and/or are from parts of the world currently under-represented by environment groups at IMO.

The [Air Pollution & Climate Secretariat \(AirClim\)](#) is a non-profit environmental organization founded in 1982 and based in Sweden. The essential aim is to promote awareness of the problems associated with air pollution and climate change and to bring about the needed reductions in the emissions of air pollutants and greenhouse gases. AirClim has actively been campaigning on shipping pollution issues, including activities under the IMO, for more than 20 years.

The [Bellona Foundation](#) is a technology and solutions oriented environmental organization. Bellona has offices in Oslo, Murmansk, St. Petersburg, Brussels and Washington D.C. Bellona has over 70 highly skilled employees that work on a wide spectrum of environmental issues. Bellona seeks to find sustainable solutions to the world's most pressing environmental problems. Climate change is an enormous challenge, one that requires predictable framework conditions for industry and consumers. Bellona works to build bridges between politicians and the business community by working closely with the latter to help them respond to environmental challenges in their fields, with particular emphasis on the development and commercialisation of new, more environmentally friendly technologies. Bellona Foundation has worked closely with maritime partners and the Norwegian Shipowners Association to come up with solutions to reduce air emissions of NOx, SOx and CO2 as well as other improvements to reduce the environmental effect of the maritime sector. Bellona has actively participated in IMO since 2005 as a part of the Friends of the Earth observer delegation. Bellona is also a member of the European NGO Platform on Shipbreaking.

The [Clean Air Task Force](#) (CATF), founded in 1996, is a non-profit organization dedicated to reducing atmospheric pollution through research, advocacy, and private sector collaboration. With offices in Boston, Beijing, Washington, DC, and other areas in the United States, CATF staff consists of 20 senior professionals with training in engineering, business, natural sciences, economics and law. CATF has participated actively in the work of the IMO since 2005, from the onset of discussions regarding amendments to MARPOL Annex VI. More recently, we have also been involved in efforts to reduce greenhouse gas emissions from ships. CATF has produced, often in collaboration with others, a number of written submissions to the MEPC and BLG during this time. CATF also commissioned several important scientific studies on shipping emissions and their impact, including an updated inventory of shipping emissions (BLG 11/INF.3) and several studies estimating the premature mortality caused by global shipping emissions (BLG 12/6/9 and MEPC 57/4/15).

The [Environmental Defense Fund](#) (EDF) is a leading non-governmental, non-partisan, non-profit advocacy organization with its headquarters in New York, USA, and offices across the United States and in China and Mexico and partnerships in countries including Brazil, India, and Russia. We represent more than 700,000 members. Since 1967, EDF has linked science, economics, law and innovative private-sector partnerships to create breakthrough solutions to the most serious environmental problems. EDF has been involved in policy work at the intersection of shipping and environmental issues for more than a decade. We are engaged in local, regional, national and international policy processes addressing the overlapping issues of climate change, transportation, public health, and environment. EDF actively advocated for the successful US Congressional ratification of MARPOL Annex VI amendments and has been involved domestically in clean ports.

[Transport and Environment](#) (T&E) is an independent pan-European association with scientific and educational aims created in 1990 to promote a policy of transport and accessibility, based on the principles of sustainable development, which minimises negative impacts on the environment and health, use of energy and land and all economic and social costs, maximises safety, and guarantees sufficient access for all. T&E is engaged in all the major sustainable transportation issues determined in Brussels including vehicle fuel efficiency, emissions trading, noise and road pricing, and has worked on shipping greenhouse gas and air pollution issues at the IMO for over a decade. T&E founded ICSA, the sole environmental observer NGO at ICAO and addresses bunker fuel issues at UNFCCC.

[Oceana](#) is an international ocean conservation group working to prevent ocean pollution, and overfishing. Headquartered in the United States, Oceana also has offices in Madrid,

Spain; Brussels, Belgium; Santiago, Chile; and Belize City, Belize. Our focus on ocean pollution includes work to reduce emissions of carbon dioxide which is causing ocean acidification and other threats to marine ecosystems. Recognizing that the world shipping fleet is a major source of this pollution, Oceana intends to work through the IMO to encourage international rules that take advantage of the efficiencies inherent within the industry that can allow ships to reduce carbon dioxide emissions while saving money on fuel. Oceana has been participating in IMO MEPC since 2008 when it began its climate change campaign.

[Seas At Risk](#) (SAR) was founded in 1987 and is a Brussels-based not-for-profit non-governmental environmental organization. It works exclusively on marine issues, with a particular historic focus on shipping and fisheries issues, and has member organizations in 15 European countries. Staff from the organization has been active in the work of the IMO since 1992, following a broad range of issues including tanker safety, harmful anti-fouling systems, the designation of PSSAs, ballast water management and in recent years GHG emissions from ships.

[Stichting De Noordzee](#) (North Sea Foundation) is an independent NGO based in the Netherlands. Its aim is to stimulate sustainable use of the seas and oceans in general and the North Sea in particular. For more than 10 years, the maritime campaign of Stichting De Noordzee has been at the forefront of international policy related to the environmental impact of the maritime industry, including by leading a group of international NGOs at the International Maritime Organization.