# Yang Ming Adopts Sustainable Biofuel for Fleet, Canada Enforces Heavy Fuel Oil Ban in Arctic



### Yang Ming Adopts Sustainable Biofuel for Fleet

Yang Ming Marine Transport Corporation (Yang Ming) is transitioning its fleet to sustainable biofuel as part of its commitment to achieve net-zero emissions by 2050. This initiative also aims to provide low-carbon transportation services.

The containership YM Together, with a capacity of 11,000 TEU, became the first foreign-flagged vessel to bunker biofuel in South Korea. The bunkering occurred at Pusan Port on June 26, in collaboration with marine energy supplier KPI OceanConnect. The biofuel, B30 HSFO, includes a blend made from used cooking oil and complies with international sustainability standards.

Adding Pusan Port as a bunkering location increases flexibility for Yang Ming's routes, enhancing the use of biofuel. The company is also sharing biofuel usage data with a local research institute in South Korea to accelerate industry-wide sustainable energy transition efforts.

In 2023, Yang Ming reduced its fleet’s carbon intensity by 61.86% from its 2008 baseline, surpassing the IMO’s 2030 goal of a 40% reduction. Yang Ming aims to continue using ISCC-certified biofuel to manage annual GHG emissions and support maritime transport towards net-zero emissions.

### Canada Imposes Heavy Fuel Oil Ban in Arctic

Canada has implemented a ban on the use and carriage of heavy fuel oils in Arctic waters, effective July 1, 2023. This aligns with a United Nations prohibition enacted to minimize environmental risks, particularly oil spills and black carbon emissions that exacerbate ice melt and global warming.

Heavy fuel oil is considered one of the dirtiest marine fuels due to its persistence in the environment following a spill. Consequently, the ban is expected to reduce the threat to the Arctic’s ecosystems and the livelihoods of Inuit communities.

The exemption permits for double-hulled ships and vessels responsible for Arctic community resupply and those flagged as Arctic, available until 2029, have sparked concerns over the full impact of the ban. These exemptions may limit the ban’s effectiveness, reducing black carbon emissions by only 5%, according to the International Council on Clean Transportation.

Nunavut Eastern Arctic Shipping Inc. and Nunavut Sealink and Supply Inc. have both obtained five-year waivers, allowing them to continue operations under the new regulations. These companies foresee potential increases in costs due to the need for alternative fuels or the acquisition of compliant vessels, impacting freight prices for communities in the Arctic.