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CHARTING A COURSE FOR ENVIRONMENTAL AND SUSTAINABLE CRUISE IN NORWEGIAN WATERS

*PRESENTATION OF
RECOMMENDATIONS FROM
PILOT PROJECT*



Background

- This pilot have been developed in the collaboration with the following partners:

- Core partners



- GSP partners and contributors



- The ambition has been to:

- Identify a pathway leading to step-wise improvement in environmental performance of the cruise industry in Norwegian waters, with focus on air emissions
- Involve key stakeholders to build a road map based on a common understanding of the challenges, potential solutions and practical timeframes
- Identify barriers and enablers for an environmentally friendly and sustainable cruise industry

Executive Summary

- We will contribute to an ambitious but realistic pathway for a more environmentally-friendly cruise operation in Norway and Norwegian waters, and at the same time contributing to regional and global ambitions
- We are aligned with the Paris Agreement through the IMO ambitions and support the aims of the European Green Deal; setting high ambitions for reduction of carbon intensity on short to medium term horizon, while working towards carbon neutral for the long-term horizon
- We must start immediately with measures that can reduce both local and global emissions now, and not wait for the ultimate solution of zero emission operations
- Any measures need to strike the right balance between the ambition for emission reduction, technology and infrastructure maturity and business needs at the destinations
- To reach ambitious emission reduction targets, a close and constructive collaboration between authorities, destinations and cruise lines is a prerequisite.

Local emissions control



Local emissions pathway

- GSP Pilot project recommendations

General measures:

- Apply the EPI to incentivise the better performing vessels
- Develop shore power capabilities
- Collaboration between destinations and cruise lines to establish pragmatic and practical limits for number of ships/passengers at destinations to strike the right balance between visitors and capacity
- Collaboration between authorities, destinations and cruise lines to evaluate operational optimisation for voyages between ports

For SOX:

- Follow the existing regulation

For NOX:

- Apply Tier requirements for high populated areas
 - Tier I from 2023, Tier II from 2026 and Tier III from 2030
- Establish smart regulation
 - Focus on port & destination. Introduce guidelines/requirement for speed during approach and departure
 - Require the vessel to be Tier III compliant while docked. Accept one engine upgraded to Tier III for port use. This will cut approx. 80% of the emission in proximity of the port
- With shore power in port accept vessels with one level lower tier compliance to enter

Global Emissions



Global emissions Fuel switch pathway

- GSP Pilot project recommendations

General – Short term:

- Need to address short to medium term reduction
- Not losing sight of long term ambition of carbon neutrality
- Measure need to contribute to global reduction
- Based on our analysis the only realistic option for the next 10 years is blend in of carbon neutral fuels

Recommendation:

- Enable blend in strategies for carbon neutral fuel
- Barriers for blend in need to be addressed
- Blend in levels can be balanced with production capacities

General Long term:

- The long-term ambition of all core partners is carbon neutral operation as soon as possible
- The majority of investments needed to enable new fuels will be for shoreside infrastructure
- All partners have ongoing projects exploring alternative fuels. All committed to test and deploy when the technologies and supply chains are ready

Recommendation:

- Establish collaboration forum to share latest development and insight
- The forum should be for exchange of experience and to update authorities of potential measures for improving environmental performance

**Establishing a
collaboration
forum
maintaining and
further
enhancing the
pathway**



To realise high ambitions we need close collaboration

- We are manoeuvring in a fast-changing landscape

General

- There is several factors influencing how the future can enable de-carbonisation of the cruise industry and other maritime sectors as well
- These factors are dynamic. A fair statement is that this will probably change faster in the future than in the past

Recommendation

- We recommend to establish a collaboration forum/project under the Green shipping program.
 - This forum aims to offer industry insight to updated measures for improving environmental performance from the cruise industry
- This collaboration forum should consist of authorities, destinations and cruise lines
- This should enable authorities to maximise the impact of regulations and ensuring sustainable cruise tourism in Norway in a long term perspective

Thank you..

