



Resolution on shore power and the cruise industry

Approved by the North Sea Commission Annual Business Meeting – 28 June 2017 –
Göttingen, Germany

The regions of the CPMR North Sea Commission (NSC) met in Göttingen (Lower Saxony, DE) on the 28th of June 2017 for the 26th NSC Annual Business Meeting. On behalf of its members, the North Sea Commission wishes to convey the following message:

Introduction

Making shore power available for cruise ships during port calls will reduce emissions significantly. One single cruise ship is equivalent to the energy usage of approximately 1500-2000 standard apartments.

DIRECTIVE 2014/94/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 22 October 2014 on the deployment of alternative fuels infrastructure requires that ports on the core network must offer shore side facilities by 2025, but this won't help if vessels are not equipped for applying those facilities.

The resolution is only concerning cruise ships because both the challenges and the benefits are considered to be greatest in this market. The same applies for regular ferry calls. For other segments, the market for shore side equipment is functioning satisfactory already, and for container vessels with much shorter port calls, it would not be commercially viable to invest in shore side equipment.

However, there are some major challenges to overcome before shore power will be mainstream technology in the cruise industry. First and foremost the challenges are related to a lack of international standards and regulations.

International regulations

Individual ports have minimal influence on the cruise the industry as a whole. If we want to succeed in achieving a more environmental and sustainable cruise industry we need a common framework and a set of regulations directed toward the industry rather than port specific requirements.

International cooperation and regulations have proven to be an effective way of reducing emissions from the shipping industry with the Sulphur Emission Control Area (SECA) as one of the most recent examples. SECA includes the North Sea and the Baltics and has set requirements on vessels calling at their ports and to vessels transiting the waters of the North Sea SECA:

- The sulphur content of fuel oil used on board ships on a SO_x emission control area shall not exceed 1.5% m/m;
- To use an approved exhaust gas cleaning system or other verifiable, enforceable technological method

The same method of requirements and regulations toward all cruise ships sailing within the North Sea and the Baltics would provide effective incentives to make the necessary investments in ships, and enabling them to connect to shore power from the port.



Picture 1: SECA



Picture 2: A future region of shore power regulations and framework?

The CPMR North Sea Commission:

The North Sea Commission is therefore calling upon the IMO and relevant EU institutions to develop and implement a common set of regulations for the use of shore side power supply in the cruise industry as a way of reducing emissions, and to motivate ship owners to make the necessary investments to accommodate their ships for connecting during port calls in the Sulphur Emission Control Area (SECA) in the North Sea Region and other SECAs.