

Background

- This pilot has 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

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