



STATEMENT

Project Assembly / “Clean North Sea Shipping”

Newcastle, June 9th 2011

Europe’s long coastline and large number of ports, makes maritime transport a climate smart, efficient and competitive alternative to land transport. The EU maritime transport strategy for 2018 can thereby make the “motorways of the sea” a reality and exploit the potential of intra-European short sea shipping.

Alongside this positive development comes an alarming rise in air emissions, representing a serious threat to nature as well as to human health, as ships represent the largest, single emission source of nitrogen oxides (NO_x), sulphur oxide (SO_x) and particulate matter (PM) emission in the transport sector.

“Clean North Sea Shipping” (CNSS) is one of several projects being financially supported by the INTERREG IVB – North Sea Region Program, to give input to the next generation of policy and strategies for the European maritime industry at all levels. In this project a total of 18 beneficiaries from six countries make up the partnership (ports, businesses, regions, public authorities, NGOs, and research institutes).

As environmental and health issues have a specific focus in the EU-Commission on the Future of Transport, the improvement of air quality in ports, which are often located close to urban areas, is a particularly urgent matter. The need for a technological and strategic shift towards lower and zero-emission vessels is therefore of great importance, and requires new solutions for a large number of challenges so far ignored.

The overall objective of this project is to achieve, by joint effort, a reduction of air pollution and greenhouse gas emissions, including:

- Verifying available technologies
- Providing advice on the implementation of cost-efficient, technological solutions and cleaner energy supply infrastructure
- Taking part in selected, relevant and on-going “Show-cases”, specifically on LNG and onshore power supply (OPS) developments in the North Sea region.

In 2015 and 2016 new limits for sulphur levels in ship fuels are introduced in the North Sea and the Baltic Sea, the so-called ECA-regulations. Compared to surrounding European waters, the regulation for the ECA-area will lead to substantial reductions of SO_x emissions from shipping. But the situation regarding negative environmental and health impacts from ship’s emissions is a major concern in all European waters, not just the North Sea. Therefore - and for reasons of equal competition - it is essential that the similarly forceful emission rules are introduced and enforced in all EU waters, with priority in coastal waters. The European Commission and member states should work together with the IMO towards this goal.

Results from the on-going activities of the various work packages in CNSS will be presented on www.cnss.no. Particular interest at the moment is focused in two areas, the “Cleantech” report on available technologies and the “Policy” report which reviews current and future regulations.

The assembly of CNSS calls on the EU and member nations to support further initiatives to reduce and abate emissions of ships in harbour and en route, within the framework of the EU maritime policy. The assembly particularly urges initiatives that could reduce NO_x and particle emissions from ships in harbour.