



Jakt LAURA af Flørøe

Environmental development in the maritime sector

Some experiences and future possibilities

Ålesund, Norway, April 9th 2013

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- Owner of "LAURA" Consult

Fridtjof Nansen`s polar vessel «Fram»

March 1895, east of Franz Josef`s land (photo, Fridtjof Nansen)



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Climate Change



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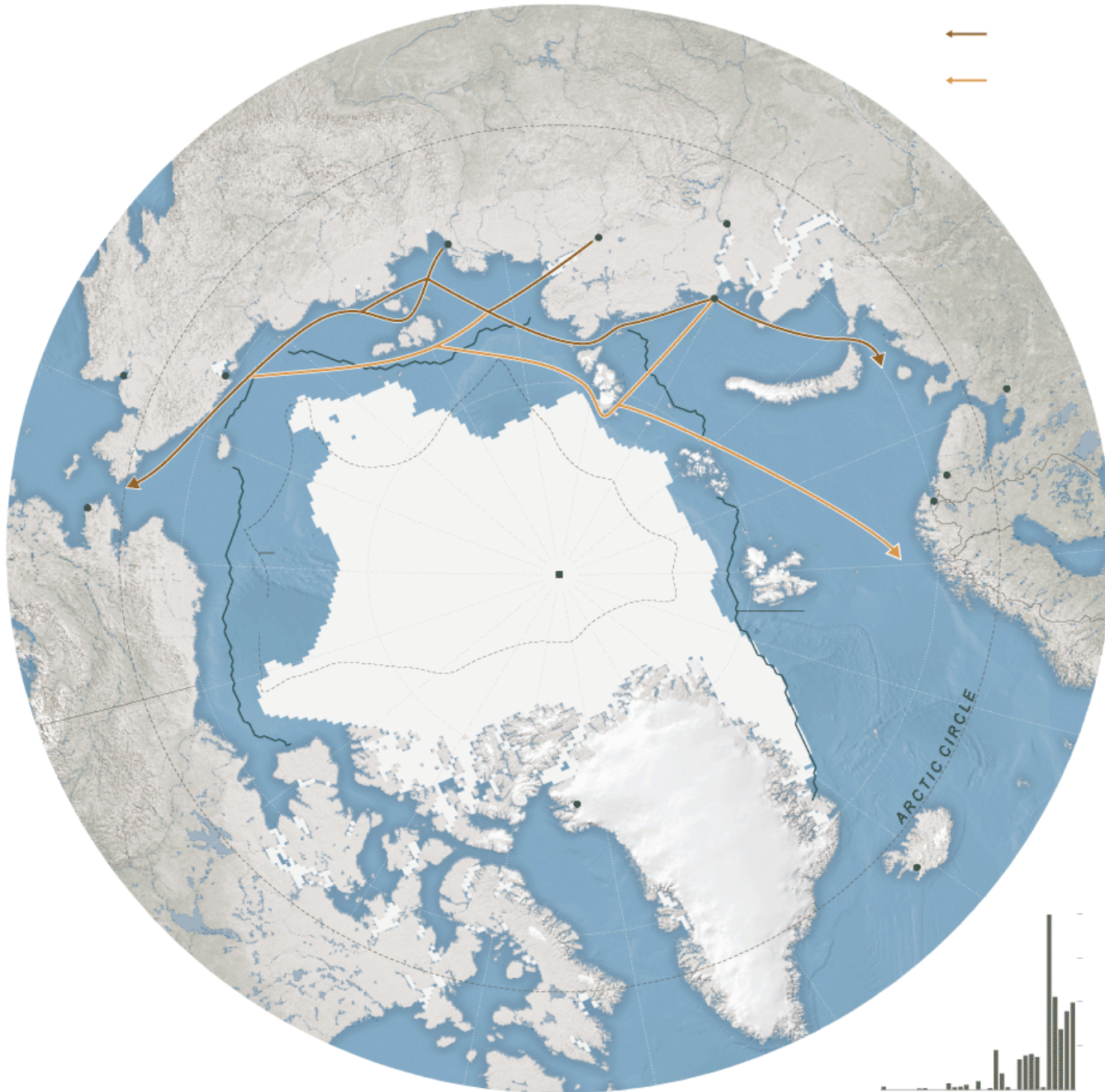


The paradox

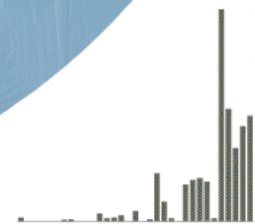


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The Telegraph, September 22nd, 2011



Putin touts Arctic Northeast passage

Vladimir Putin pledged on Thursday to turn the Northeast passage into a key shipping route and modernise its Arctic infrastructure.

The Russian Prime Minister expanded on Moscow's attempts to stake out a claim over the energy-rich region.

"We see the future of the Northeast passage as that of an international transport artery capable of competing with traditional maritime routes when it comes to service fees, safety and quality," Mr Putin told an international Arctic forum.

Russia, which for decades has used the passage for domestic connections, blazed the trail to China last year with a gas tanker that sailed from northwestern port of Murmansk.

Citing preliminary data, Mr Putin said that the total volume of traffic through the Northeast passage this year could reach 700,000 tonnes.

"I do not doubt that this is just the beginning," he told the forum in the northern city of Arkhangelsk in televised remarks.

Prop. 1 S (2012–2013) Norwegian National Budget for the Polar areas in 2013.



NOK 2 billions

- Including NOK 320.324.000 for Norwegian - Russian joint projects,

Business development between Northern Norway and North-West Russia

- Transport systems and logistics (Baltic, Arkhangelsk)
- Energy (Murmansk)
- Environment (All)
- Fisheries and marine resources
- Education
- Research
- Health

Areas for future activities – The Arctic ecosystem

(here represented by two humpbacks and an arctic tern)



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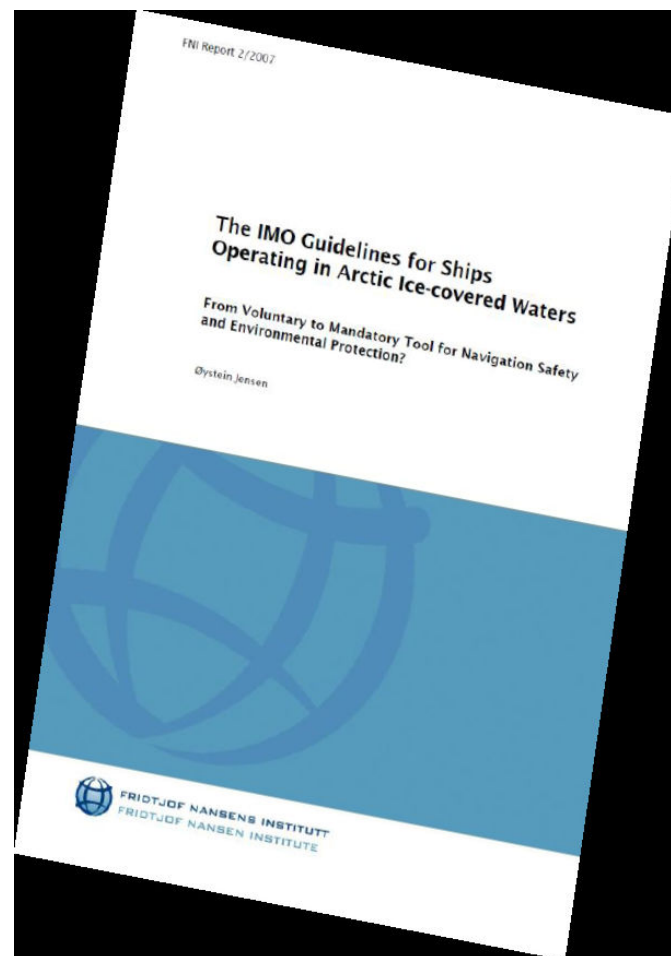


INTERNATIONAL
MARITIME
ORGANIZATION



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- **DEVELOPMENT OF A MANDATORY CODE FOR SHIPS OPERATING IN POLAR WATERS (Polar Code)**
- Work on the development of an International Code of safety for ships operating in polar waters (Polar Code) is currently under way in the DE Sub-Committee. DE 56 re-established the Polar Code correspondence group under the coordination of Norway and instructed it to further develop the draft Code and to submit a report to DE 57.



Suggested ship management issues in the IMO Polar Code (extract)



- Polar Class vessels
- Stability standards
- Ships`equipment
- Ships`operations
- Training standards
- Environmental vulnerability
- Shipboard oil pollution emergency plan
- Ship`s discharges
- Ballast management
- Anti-fouling systems
- Incineration ban
- Polar vessel traffic monitoring and information systems
- Search, rescue and environmental response capacity and coordination
- Waste reception facilities
- Port state control
- Compliance

Oil and gas special vessels.

MV Seisranger



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Cruise vessels



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New concepts - ZeroCat™



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New concepts Rolls Royce Enviroship for the North- and Baltic seas october 2013



European Union Strategy for the Baltic Sea Region



ACTION PLAN Flagship projects (as examples):

- **4.1. “Promote measures to collect ship generated waste”** (enhanced application of HELCOM’s „no special-fee” system for port reception facilities especially for oily wastes from machinery spaces, sewage and garbage). It is important that the main ports implement a uniform and transparent approach. Furthermore, the availability of port reception facilities in the Baltic Sea Ports should be further enhanced covering the delivery of all wastes, including sewage (see Flagship Project 4.4). (Lead: HELCOM; Deadline for progress review: to be determined) **FAST TRACK**



4.2. “Promote measures to reduce emissions from ships and enhance the development for shore side electricity facilities or for emission treatment in all major ports around the Baltic Sea”.

- Their use should be promoted including through economic incentives in order to come to a level playing field. (Lead: Finland and Sweden; Deadline for progress review: to be determined by the lead Member State) **FAST TRACK**

4.3. “Introduce differentiated port dues depending on the environmental impact of ships”



- in the main ports of the Baltic Sea in order to set incentives for ships producing low emissions, managing waste water and ballast water in a sustainable way, using environmentally friendly technologies (especially propulsion systems with, for example, improved energy efficiency), having high safety standards, etc. (Lead: HELCOM; Deadline for progress review: to be determined) **FAST TRACK**

4.4. “Eliminate the discharge of sewage from ships”,



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- especially from passenger ships, by following up on the proposal by HELCOM to the International Maritime Organisation to designate the Baltic Sea as a control area for sewage discharges from passenger ships, whereby cruise and passenger ships will be required to treat their sewage to remove nutrients or deliver it to port reception facilities. (Lead: Finland; Deadline for progress review: to be determined)

4.6. "Conduct a feasibility study on LNG infrastructure for short sea shipping".



- Short Sea Shipping must be developed as a sustainable transport alternative encompassing intermodal transport as well as transport of bulk cargo.
- With the coming cuts in the allowed sulphur content in bunker fuel and limitations on emissions of nitrogen oxides, the competitiveness of short sea shipping is put under great stress and new technologies must be considered.
- Engine manufacturers have started to offer liquefied natural gas (LNG) as an alternative to oil, but this alternative demands an infrastructure of LNG filling stations.
- A feasibility study shall form the basis for further action in this field (Lead: Danish Maritime Authority and the Nordic Council of Ministers; Deadline for progress review: to be determined)

Seed Money Facility FACT SHEET

(Updated 10 January 2013) Relevant??



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- **Who can apply?**
- Seed money applications can be submitted by national, regional or local authorities as well as by other bodies governed by public law from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden, Norway, Belarus and Russia.
- In duly justified cases organisations from other countries may participate.
- **How to compose a partnership?**
- There should be at least three financially involved organisations representing at least three different countries.
- The project should have one coordinating partner from an EU country of the Baltic Sea Region.

What are the possibilities?

How can "LAURA" Consult contribute?



- The Norwegian Government`s funding mechanisms for joint environmental projects might be relevant for the maritime sector- Arkhangelsk and other regions (Baltic)
- EU strategy for the Baltic Sea region introduces several project areas and seed money
- The Norwegian Government`s funding mechanisms for joint projects within the field of energy – relevant for the Murmansk region
- It would be very interesting to contribute to further discussions/planning of the development and implementation of joint projects



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Thank you very much!



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