



# ...Blue ocean – green future...

EU Transport Attachés 2016

Norges  
Rederiforbund  
Norwegian  
Shipowners'  
Association

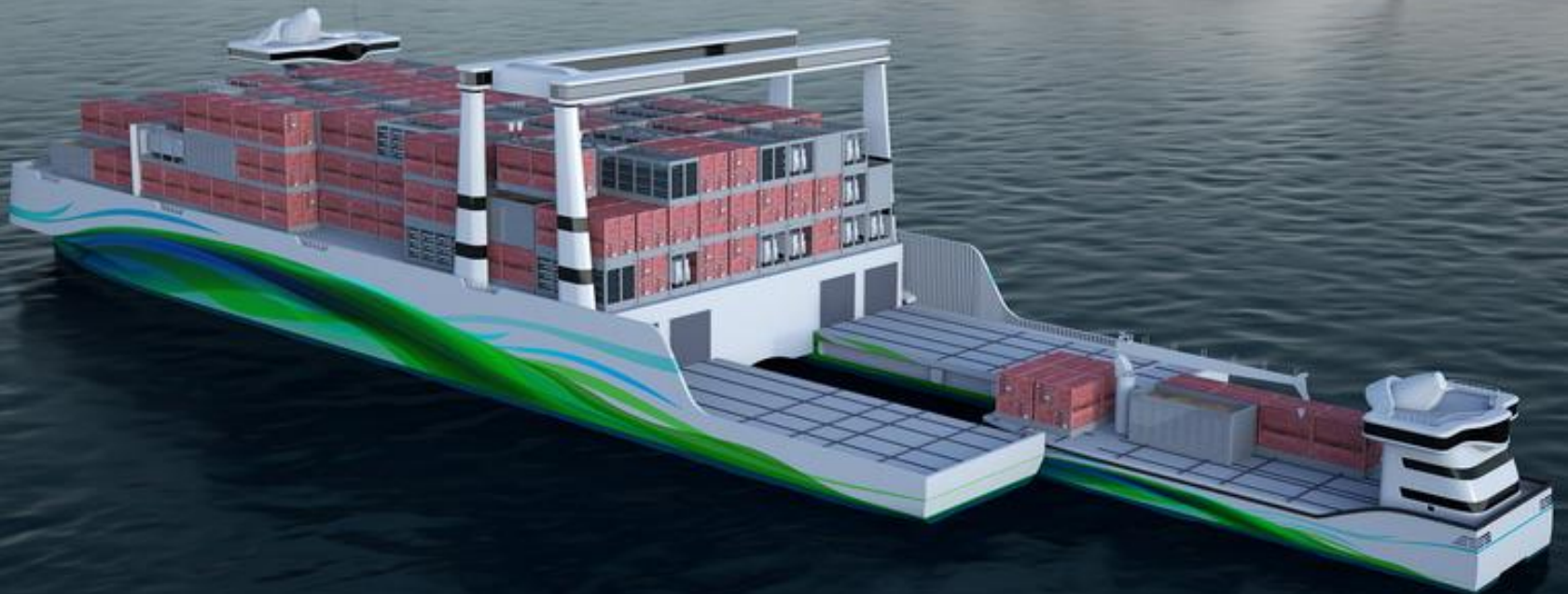
Tor Christian Sletner

Director - Head of Environment, Research and Innovation

Norwegian Shipowners Association

Oslo , 30.June 2016

...maritime innovations through generations...









...to conquering the ocean space...



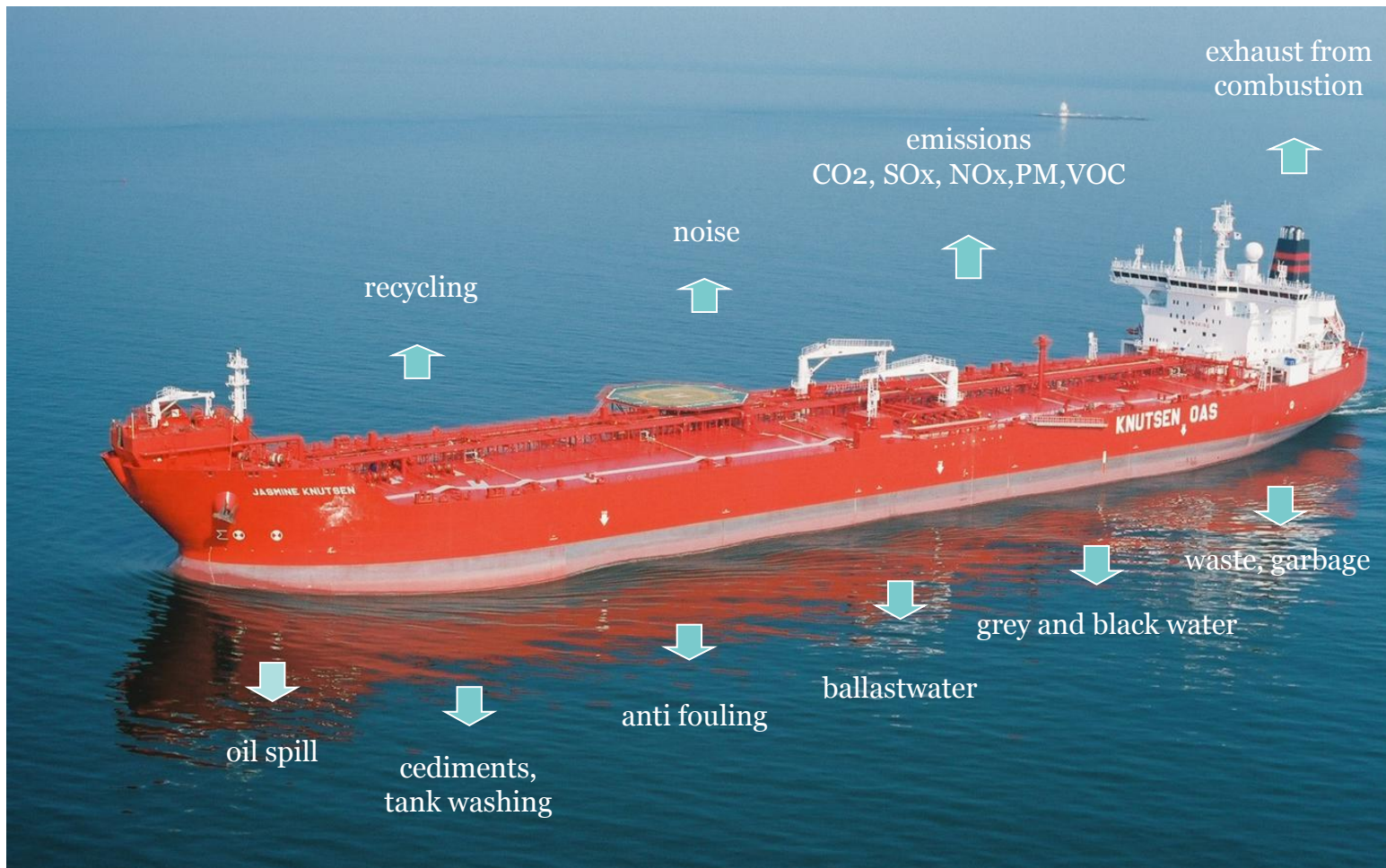
Ocean Space Centre, Trondheim



# ...environmental issues...



Norges  
Rederiforbund  
Norwegian  
Shipowners'  
Association



## ...our vision...



Norges  
Rederiforbund  
Norwegian  
Shipowners'  
Association

- ...Norwegian shipping and offshore contracting activities shall produce **no** environmentally harmful emissions or discharges to the air or sea...
- ...meaning to **aim for** that Norwegian shipping is world leading within environmental performance and technology
- ...meaning to **promote** the highest safety standards; focusing preventive measures and damage limitation



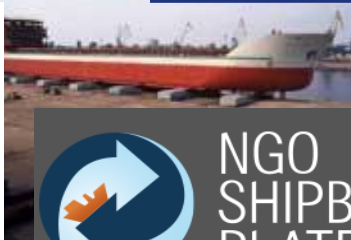
# ...primary focal areas...



- Emissions to air
- Ballastwater treatment
- Recycling of ships
- Regulatory scheme



# ...stakeholders...



NGO  
SHIPBREAKING  
PLATFORM





## ...climate work...

- UNFCCC
- IMO EEDI/SEEMP
- COP 21 Paris
- EU monitoring, reporting and verification – EU MRV
- IMO monitoring, reporting and verification – IMO MRV
- Market Based measures - MBM
- Absolute reduction targets



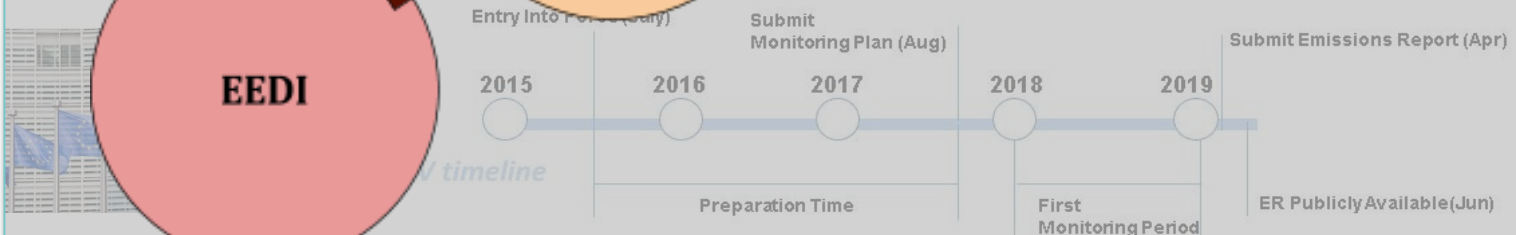
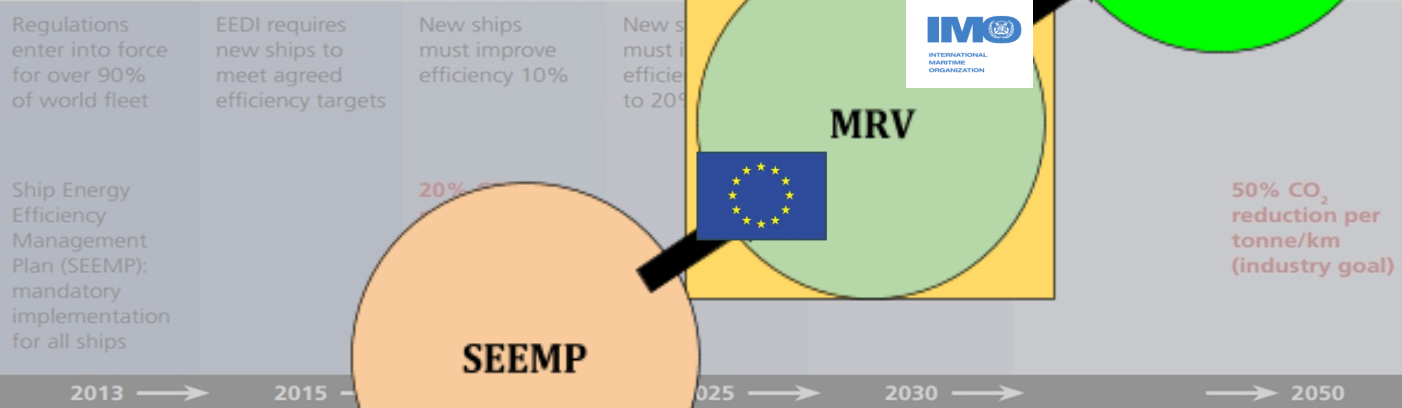
# United Nations Framework Convention on Climate Change



PARIS2015  
UN CLIMATE CHANGE  
CONFERENCE OF PARTIES

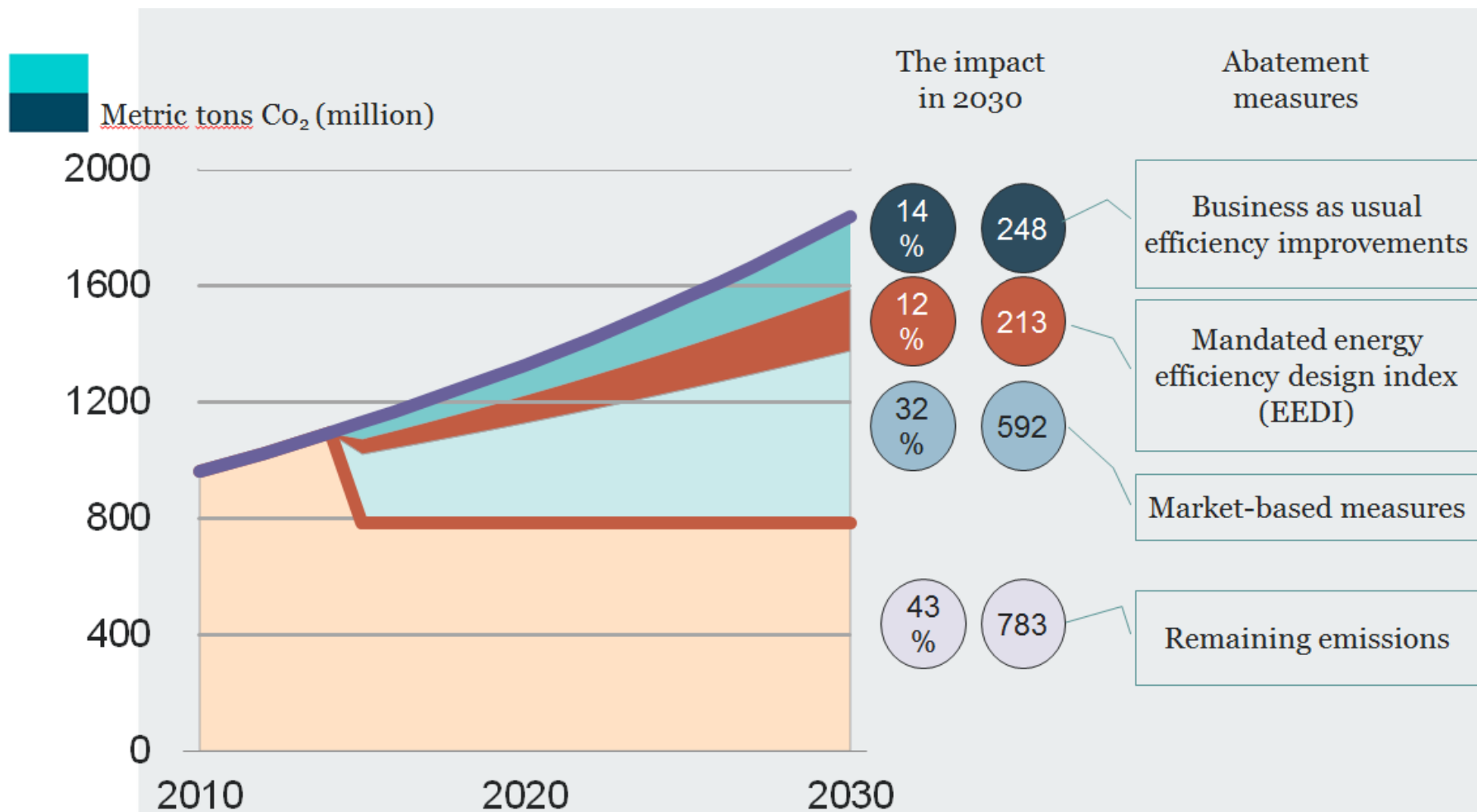
## IMO AGREEMENT ON TECHNICAL REGULATIONS WILL REDUCE CO<sub>2</sub> EMISSIONS

MARPOL Annex VI, Chapter 4 adopted July 2011






# IMO GHG STUDY 2009



Sources: IMO 2009, 2010; PwC GHG Shipping model

# ...NSA position...

- 
- Position: The Norwegian Shipowners' Association maintains that the IMO/EEDI&SEEMP resolutions are good contributions but **are not** in themselves sufficient for achieving the desired CO<sub>2</sub> emissions reductions.
  - Position: The Norwegian Shipowners' Association acknowledge the need for exact emission's data from international shipping and support the implementation of a **global** MRV system.
  - Position: NSA supports the implementation of a MBM: in the shaping of a **levy-based** financial instrument through IMO, as a vital supplement to the EEDI and SEEMP to attain desired levels on future CO<sub>2</sub> emissions.
  - Position: A carbon levy system will apply to **all marine fuels** purchased by ships worldwide and controlled by an International GHG Compensation Fund.
  - Position: NSA believes that a levy in an open level playing field will be a more sufficient tool for CO<sub>2</sub> emissions reductions than a pre-set cap and act as a stronger **driver for shipping companies** and better incentivize profitable energy efficiency investments that leads to lower costs, lower fuel consumption and subsequently lower CO<sub>2</sub> emissions.



A wide-angle photograph of a sandy beach. In the foreground, a series of footprints leads from the bottom left towards the ocean. The sand is light-colored and shows some ripples. To the left, there is a dune covered in dry, yellowish grass. In the distance, the ocean is visible with small waves breaking. On the horizon, there are some dark, rocky formations. The sky is a deep blue with scattered, wispy white clouds.

Green footprints will benefit  
companies, forward-looking countries  
and the global community

...SO<sub>x</sub> reduction...





...NO<sub>x</sub> reduction...



# ...NOx reduction...

Year 2000

Year 2011

Year 2016

Rotation pr min. RPM





# ...Ballast Water Convention...

- Awaiting entry into force – pr date 34,79%.
- Challenges – US rules, equipment, installation

*.....ships constructed before entry into force of the Convention must fulfill the treatment requirements at their first periodic International Oil Pollution Prevention Certificate (IOPPC) renewal survey.....*





# NGO SHIPBREAKING PLATFORM

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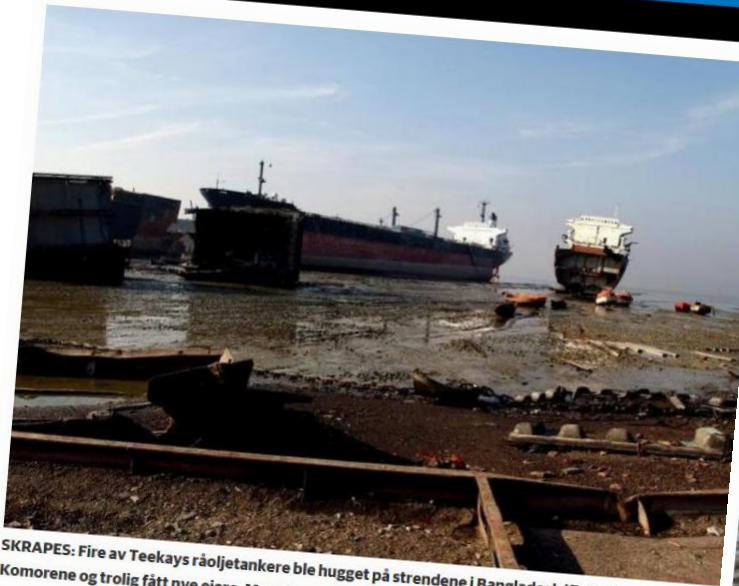
# ...mediafocus...

DN Dagens  
Næringsliv



Oslo Børs: 13:55  
Indeks: 608,82

+0,13%



SKRAPES: Fire av Teekays råoljetankere ble hugget på strendene i Bangladesh ifjor. - Skipene var om Komorene og trolig fått nye eiere. Men det er ikke tvil om hvilke fartøyer det er snakk om, sier Bellon Soyland. Bildet viser skip som ble skrapet nær Chittagong i Bangladesh i 2002.

Næringsliv

## Teekay-skip hugges opp på stranden

DN Dagens  
Næringsliv



Oslo Børs: 13:58  
Indeks: 608,67

+0,11%



Mye av opphuggingsvirksomheten i Bangladesh, Pakistan og India driver miljømessig uforvarlig, mener Bellona. Vaktmann Khama Hossain står foran "Stavanger Prince" som har funnet sitt siste hvilested i Chittagong, Bangladesh.

Næringsliv

## Odfjell toppe verstingliste

© Mike Hettwer/NATIONAL GEOGRAPHIC



## ...NSA position...



- The Norwegian Shipowners' Association considers that its members have an independent responsibility to ensure proper recycling of their ships. This also applies to ships sold to third parties prior to recycling.
- The Norwegian Shipowners' Association urges its members to comply with the Hong Kong Convention, despite not yet into force.
- The Norwegian Shipowners' Association urges its members to choose recycling facilities that comply with the Hong Kong Convention.
- The Norwegian Shipowners' Association advises its members against recycling their ships at yards using the “beaching” \* method.

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## Norway stands against beaching

20 Aug 2015

The NGO Shipbreaking Platform is calling on shipowners to follow in the footsteps of the Norwegian Shipowners' Association, which has said no to the 'beaching' of end-of-life vessels.

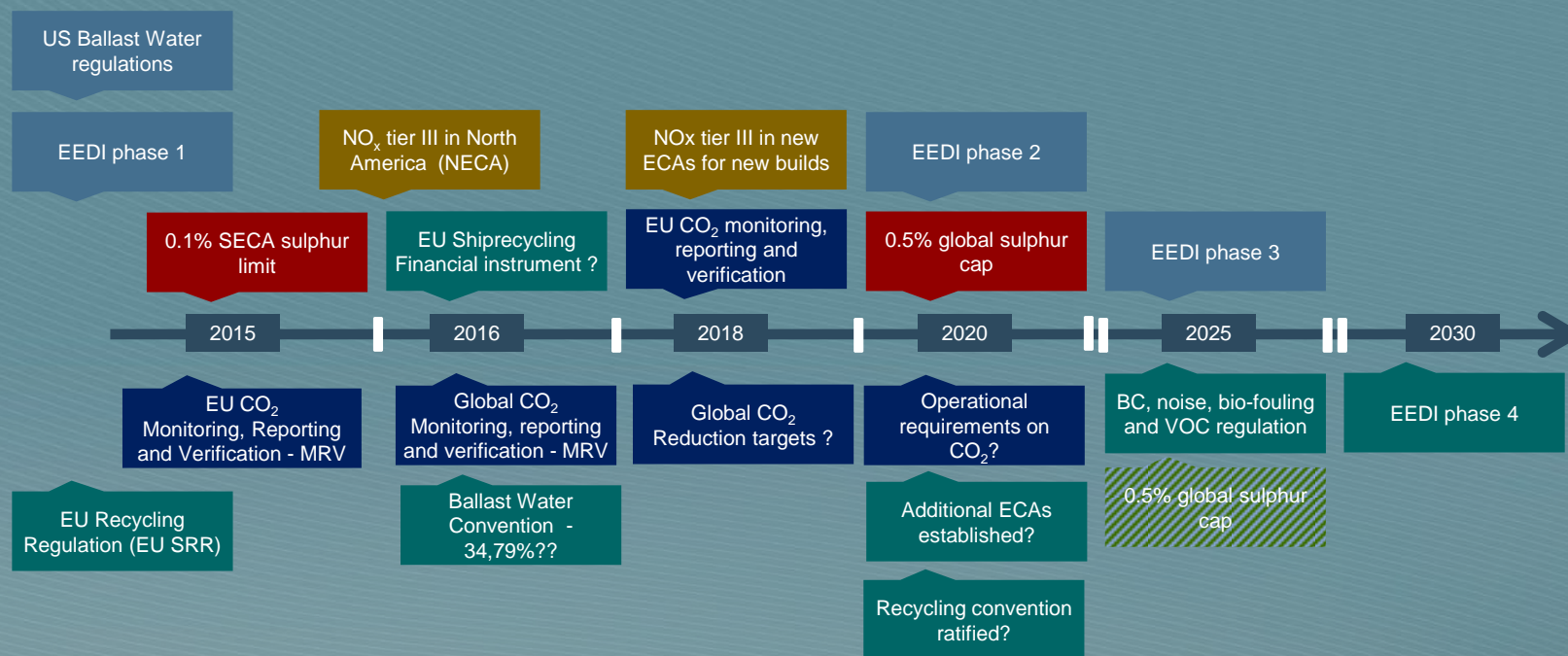
In a **piece** published in Norwegian business paper, *Dagens Næringsliv*, the Norwegian Shipowners' Association's CEO Sturla Henriksen said shipowners have a responsibility to ensure the safe and environmentally sound dismantling of their end-of-life fleet.

"As an industry we can no longer defend that ships are broken in a way that puts health and the environment at risk," Mr Henriksen wrote. "Therefore we say, as the first ship owners association in the world, no to the beaching of ships."



Momentum is slowly building in putting a stop of the beaching of end-of-life ships

# Green regulations towards 2030







Thanks for your kind attention..