

*Open information to cruise line companies
operating on Svalbard*

Longyearbyen November 11th 2013

Clarification on the heavy oil ban on Svalbard from 2015 – what's in it for overseas cruise lines?

From January 1st 2015 the fuel regulations on ships arriving Svalbard will be fully implemented. These regulations, also called "the heavy oil ban", mean that no ships can sail within the borders of the national parks on the east and west coast of the archipelago with that kind of fuel on board. An exception was made for cruise lines to be able to visit Magdalenefjorden and Ny-Ålesund on the west coast of Spitsbergen, an exception that will be terminated from 2015.

The Governor of Svalbard issued information on the matter a short while ago, that has created a few questions (see below). We'll try to clarify the implications to the overseas cruise lines in this letter.

The big question is: **Does the heavy oil ban mean that all cruise traffic to Svalbard is to be stopped, knowing that heavy oil is still the dominant fuel on cruise lines for still many years?**

The easy answer is: **NO, that is not the fact.**

Actually all cruise lines and other ships with heavy fuel on board are allowed to visit Longyearbyen and Isfjorden (the Ice Fjord) also in the future beyond January 1st 2015, via a permanent specific corridor. Acknowledging the fact that many of the cruise companies have Magdalenefjorden and Ny-Ålesund as highlights on their visits, Svalbard Tourism and the tourism businesses in Longyearbyen see that we must find other attractions in order to keep overseas cruise tourism on Svalbard. Our response to the ban is as follows:

Cruise Network Longyearbyen

We create the Cruise Network Longyearbyen, in order to improve how we organize all facilities in the city regarding cruise calls. We will create more shorex with sufficient capacity, better utilization of scarce resources (like buses), welcoming arrangements on the pier, etc. In a total this will make Longyearbyen in itself a lot more attractive cruise destination, worth more than a few hours stop.

Longyearbyen – possibilities:

- Local companies joining forces in serving cruise lines with shorex options like hiking, glacier walks, dog sledding, visits to dog yards, boat trips, sightseeing, museums, art & culture, etc.
- The capacity with coordinated suppliers is proven to be apx 2000 pax within an 8 hours stay (tested with success in 2012).
- Shops, museums and galleries with flexible opening hours.
- Combined with several bars, pubs and restaurants this makes Longyearbyen attractive also for overnight stays.

Isfjorden (the Ice Fjord) – possibilities:

As an alternative to the visits to Magdalenefjorden and Ny-Ålesund, we would like to develop the Isfjorden-system as an extended destination for the cruise lines visiting Longyearbyen. This huge fjord system is attractive by numerous reasons:

- The "ghost town" of Pyramiden, the abandoned Russian settlement – now prepared for visits, including guiding and lunch.
- Magnificent glaciers, mountains, bird cliffs, wildlife and an exceptional geology.
- Interesting locations to visit on shore.

Logistics regarding the port, the airport and pilotage

- The Longyear Airport (LYR) is an international airport handling aircrafts at the size of a Boeing 737.
- The international Port of Longyearbyen is located 3 kilometers / 2 miles from the airport and is well established as a turnaround port for cruise calls, handling apx 10 000 cruise pax on turnaround in 2013
- The port is under reconstruction and to be extended in the next couple of years, offering more capacity and improved facilities for visitors in the port area.
- Combining visits to Longyearbyen and Isfjorden gives cost savings as both fuel and pilotage cost will drop substantially. Longyearbyen is only apx 5 nautical miles from the nearest pilot embarkation area.

The Cruise Network Longyearbyen will continue working on developping Svalbard as an attractive cruise destination also for the future, and look forward to cooperate with the cruise line companies in the years to come. If you have any questions feel free to contact us.

Regards
Svalbard Tourism



Ronny Brunvoll
General Manager

Information from the Governor of Svalbard:

Heavy Fuel Oil

The HFO ban in most protected areas of Svalbard has existed since 2007 and 2010. Ships carrying HFO cannot sail in South Spitsbergen National Park, Forlandet National Park, North-West Spitsbergen National Park and the nature reserved on the east side of Svalbard (also there is a maximum of 200 passengers there). The national parks extend to the 12 nautical mile limit from shore. The objective of these restrictions is to avoid major pollution from heavy bunker oil in the event of an accident at sea and to limit the environmental damage caused if it should occur. This regulation means that heavy bunker oil is prohibited within most of Svalbard's territorial waters.

The government has introduced the following amendments to regulation 1973-06-01 no. 3780, pertaining to the establishment of bird reserves and larger protected nature reserves on Svalbard, that encompass North- East Svalbard and South-East Svalbard nature reserves, North-West Spitsbergen, Forlandet and South Spitsbergen national parks. Quality regulations were introduced for fuels carried on board vessels within the areas of North-West Spitsbergen, Forlandet and South Spitsbergen national parks. For vessels that sail within these national parks, **the use or storage of other fuel than DMA quality (in accordance with ISO 8217 Fuel Standard) is prohibited**, with an exception for the shortest, most secure route via:

- the north-west part of South Spitsbergen national park, for sailings to and from Svea mine.
- the northern part of Forlandet national park and the southern part of North-West Spitsbergen national park for sailings to and from Ny-Ålesund up to **01.01.2015**.
- North-West Spitsbergen national park for sailings to Magdalenefjorden up to **01.01. 2015**

Map from www.sysselmannen.no

