Memo:	Sustainability facts to share
Purpose:	United general CE information to use on a regular basis
General message:	Sustainable Cruise Travel
Point by point fact list:	to use as add-on to General message or as Examples

Sustainable Cruise Travel

In all, there are roughly about 450 oceangoing cruise vessels in the world. These are part of the global merchant fleet of about 55.000 oceangoing vessels.
In total these 55.000 oceangoing vessels e.g. contribute 2,5 % to CO2 emissions globally, thereof 0,020% from cruise vessels. *note: concerning current methane slip 'discussions': in comparison almost the same proportional % is applicable*

Nevertheless, the cruise industry is at the forefront - spearheading - on sustainability with many elements already implemented, on their way to be implemented and with more to come. A good example to follow and inspirational not only to the shipping industry. However, many facts are unknown to the wider public and politicians and many 'non-facts' are unfortunately swirling about.

Cruise ships sail across oceans, taking people to visit places all around the world.
Therefore, the cruise industry relies on and contributes to clean oceans and air, the beauty of natural places and the preservation of cultural heritage for generations to come, preserving is key.
CLIA (Cruise Lines International Association) member oceangoing cruise lines, comprise 95% of global capacity and all of them are ahead on implemented sustainable measures.
The Cruise Lines contribute to 10 out of 17 United Nations' Sustainable Development Goals that are applicable to the Cruise Industry *(Goals: 3, 5, 6, 7, 8, 11, 12, 13, 14 and 15).*

The Chief Executive of every CLIA oceangoing cruise line annually certifies the cruise line's implementation of the CLIA policies, which are subject to internal and third-party audits.
Policies intended to enhance shipboard safety, security and environmental stewardship.
Cruise ships undergo multiple and frequent inspections, including by port states, flag states and classification societies where to compliance is required. The cruise industry often exceeds local, national and worldwide requirements.

Local sourcing, like shore excursions, food and other supplies, supports local businesses and communities. More so, this too is environmentally friendly as it reduces the carbon footprint of the supply chain. Last but not least and not to forget, the building of cruise vessels is mainly done in Europe and brings a huge contribution (€ 40+ billion on order) to a whole chain of businesses from wharfs, engineering to interior design. Creating a vast amount of jobs strengthening the European economy. However, even so important this has inspired to new sustainable developments and solutions e.g. on engines and other elements forthcoming, accumulating to 70% improvement in reference to 2008.

Point by point facts:

1. There are about 450 cruise ships globally = 0.80 % of the total global ocean-going commercial fleet.

2. About 20 cruise ships globally are able to carry 5000 to 6000 passengers (max) they represent 4.4 % of the total global cruise ship fleet of 450. *Note: most of these ships sail in the Caribbean due to their size and cruise type, weekly or two weekly fixed route itineraries.*

3. The average age of a cruise ship is now 14.1 years, in average they spend around 9.5 hours in port and roughly 20% stay overnight.

4. In perspective: 2023: 31,5 Million *cruise passengers* worldwide, 2023: 1.3 Billion *tourists worldwide* (of which 2.4% are cruise passengers).

5. Ships engineering: new design for future cruise ship is around the corner where the streamlining will give even less friction and therefor even further lowering (alternative) fuel consumption.

6. Baltic Sea and North Sea is an Emission Control Area (ECA) since 2015 only minor Sulphur diesel (0.1%) is - law enforced -permitted. *Since 2020 IMO enforced low sulfur diesel or by use of scrubbers to 0,5% worldwide for all oceangoing vessels.*

7. LNG is a transitional fuel, LNG engines are able to switch to other alternative fuels when the time comes. LNG has almost no Sulphur emission and 85% less NOx.

8. Sustainable alternative fuels*: at this moment there are 32 pilot program's testing the (im)possibilities. i.e. 24 ships are testing biofuels and 2 ships synthetic carbon fuel.

9. Compared to 2019: now 16 % lower emissions on average per cruise ship. *Official data EU Monitoring, Reporting and Verification (=EU MRV).* This is just one positive impact indicator of many!

10. In 2028, 72% of the world cruise fleet will be ready for shorepower. *Incidentally 90% of the cruise vessels deployed in the Baltic and North Sea are shore power ready.*

11. In the European union there are currently 6 ports with active shore power installations. The CE area includes the UK and Norway and enhances 14 OPS-ready ports. 16 ports are now funded to install and 12 ports are planning. *Comprising 12 European Union countries (42.5%) and when all completed there will be 34 European Union Ports with active shore power installations of the 1200+ ports in the European Union (2.8%).*

12. Cruise lines are committed to use shore power however it has to be available and affordable.

13. Seagoing vessels (IMO) have heightened the given percentage of the European Union – Fit for 55 program for alternative fuels*, e.g. 2,5 times for 2028 and twice for 2030*.

14. Onboard measures utilized to minimize waste including separating waste with focus on recyclable materials.

15. The use of ‘one time’ plastics has been minimized or even banned.

16. Use of bulk in order to minimize ‘one person’ packets - e.g. sauce packets.

17. Management of water use on cruise ships includes reclamation and reuse of water for non-potable purposes.

18. Cruise ships produce up to 90% of the freshwater used on board through state-of-the-art systems. E.g. avoiding having to take on fresh water where there is shortage.

19. Use of nontoxic anti-fouling paints helps a ship to move more efficiently through water which provides for less (alternative) fuel consumption.

20. Use of built-in air lubrication system which channels air to the bottom of the hull creating bubbles that reduces drag and conserves fuel and energy.

21. Waste heat recovery, technologies that put this waste energy into use on a ship e.g. generated steam from engines is used to create fresh water for showers and pools.

22. Energy efficiency, e.g. LED lights (80% energy reduction), motion-sensitive lighting and upgraded HVAC system efficiency that reduces power consumption.

23. Six (6) out of ten (10) guests who have taken a cruise say to have returned individually to a destination they first visited on a cruise.

24. Every 24th cruiser worldwide supports one full time equivalent job.

25. Of woman seafarers, 94% work in the cruise industry.

26. Diversity, on average somewhat 75 nationalities work together on a cruise ship.

**Note: EU - Emission Trading System (ETS) will incentivize energy efficiency and the adaption of low-carbon solutions. It will encourage global shipping lines (seagoing vessels) to shift to greener options.*
Due to high cost emission allowances ETS will reduce the price difference between alternative and traditional fuels.

Reference sources:
 # CLIA sustainable toolkit (www.cruising.org)
 # European Commission Dialogue Good Practices Report
 # Sustainable Cruise Tourism in the French Mediterranean
 # CLIA 2023 State of the Cruise Industry Report
 # Transport & Environment
 # International Energy Agency
 # Desk research