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# IMO 2020 CRUISE INDUSTRY FAQS

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# IMO 2020 Overview

## What is IMO 2020?

The new requirements set forth in IMO 2020, which went into effect on January 1, 2020, lower the amount of allowable sulfur content in ship emissions from 3.5% to 0.5%.

## What is the scope of IMO 2020?

The regulation will apply globally and throughout the maritime industry to fuels used in the open sea – this includes ocean-going cruise ships.

## What is the cruise industry doing to comply with the IMO 2020 regulations?

Cruise lines have been preparing for IMO 2020 as part of the industry's ongoing leadership and commitment to environmental stewardship. There are three primary means by which the cruise industry has taken steps to meet the IMO's new requirements, including the use of EGCS technologies, LNG fuel and compliant fuel.

- EGCSs process emissions from ships to almost completely remove sulfur content and significantly reduce particulate matter found in exhaust; these systems have been found by multiple studies to be safe for the marine environment when operated in open-loop mode.
- LNG fuel has virtually zero sulfur emissions; currently two ships within the CLIA ocean going cruise fleet use LNG for primary propulsion, with 25 more that are currently under construction or on the order books.
- Compliant fuel, such as Marine Gas Oil, which has sulfur content below the allowable limits.

The choice of which approach to take is made by individual companies based on a variety of factors, however all three approaches are in line with the IMO's new requirements.

# Cruise Industry Environmental Leadership

## What other commitments is the cruise industry making to advance environmental leadership?

While cruise ships comprise far less than 1% of the global maritime community, cruise lines are at the forefront in developing responsible environmental practices and innovative technologies to lead the world's shipping industry.

The cruise industry recognizes a robust research and development effort is necessary to ultimately achieve the IMO's goal of zero-carbon emissions across the maritime fleet. As a result, CLIA is joining partner associations in the maritime sector to put forth a proposal to the IMO to establish a R&D Board dedicated to working collaboratively across the sector to identify the technologies and energy sources that will enable us to reach that goal. The initiative would be funded by contributions from the industry to generate roughly \$5B over 10 years.

The industry is also exploring additional opportunities to lessen its environmental impact, including the use of shoreside power (where clean energy is available), fuel-cell technology, battery and wind power.

## What other commitments has the cruise industry made that go beyond the IMO 2020 regulations?

The development and identification of new technologies and cleaner fuels is a top priority for the cruise industry, which continues to make substantial investments in reducing environmental impact. CLIA's most recent *Environmental Technologies and Practice Report* shows significant progress towards the adoption of new and innovative practices, while the industry continues to explore new ways to increase efficiencies.

- **Liquefied Natural Gas (LNG)** – 44% of new build capacity will rely on LNG fuel for primary propulsion
- **Exhaust Gas Cleaning Systems (EGCS)** – 68% of global capacity currently utilizes EGCS, while 75% of non-LNG new-builds will have EGCS
- **Advanced Wastewater Treatment Systems** – 100% of new builds will have these systems in place
- **Shore-side Power** – 88% of new build capacity will have or be configured to add this ability.
- **Additional Areas of Focus** – Battery propelled vessels, advanced recycling practices, reduced plastic use, energy-efficient lighting, solar energy, and fuel cell.

# IMO R&D Board

## What are the details and parameters of the IMO R&D Board?

In December 2019, CLIA joined other leading international shipping associations in the maritime sector to put forth a proposal to the IMO to fund and establish a \$5B (USD) R&D initiative to form the world's first collaborative effort to achieve zero-carbon emissions across the maritime fleet.

### Highlights of the proposal include:

- A new non-governmental Research & Development organization would be established to pave the way to achieve zero-carbon emissions across the maritime fleet.
- Funding from maritime partners across the world of an estimated \$5B (USD) over a 10-year period.
- Accelerate the development of commercially viable zero-carbon emission ships by the early 2030s.

## Who are the maritime organizations contributing to the proposed \$5B (USD) R&D Board?

The international associations collaborating on the proposal collectively represent all sectors and trades and over 90% of the world maritime fleet.

- Cruise Lines International Association
- Bimco
- Intercargo
- Interferry
- International Chamber of Shipping
- Intertanko
- International Parcel Tankers Association
- World Shipping Council

## What is the timeline for the proposal?

The shipping industry's proposal will be considered by governments in London at the IMO Marine Environment Protection Committee in March 2020.

# About CLIA/Spokespersons

## About CLIA

Cruise Lines International Association (CLIA) is the unified voice for the global cruise community and its commitment to maritime best practices and responsible tourism.

### Representing:

- 55 Cruise Lines
- More than 400 Executive Partners – These include ports & destinations, ship development, suppliers and business services.
- 15,000 Travel Agencies
- 53,000 Travel Agents Worldwide

CLIA supports policies and practices to foster a safe, secure, healthy and sustainable cruise ship environment, and promotes positive travel experiences for the more than 32 million passengers who are expected to cruise in 2020. The organization's global headquarters are located in Washington, DC, with offices around the world in North and South America, Europe, Asia and Australasia.

## IMO 2020 CLIA Spokespersons



**Brian Salerno, Senior Vice President, Maritime Policy,** coordinates industry positions on technical, regulatory and policy matters related to cruise ship safety, security and environmental stewardship. He came on board with CLIA in December 2017. Brian served 36 years in the U.S. Coast Guard, retiring in 2012 at the rank of Vice Admiral. During his career, he worked in a variety of Coast Guard operational missions, with particular focus on maritime safety.



**Donald Brown, Vice President, Maritime Policy,** develops, presents, negotiates, and implements global industry positions on legislative, regulatory, and policy matters involving security, environmental stewardship and health. He leads delegations to the International Maritime Organization where he represents the global cruise industry during international treaty negotiations and other matters. Prior to joining CLIA, he served in the U.S. Coast Guard at the rank of Commander.