Introduction & Goals of the project

The project, initiated by the IAPH Cruise and Environment Committees, aims to improve transparency and clarity in the way cruise shipowners and operators provide ports with data on ship emissions.

The goals of the project are:
1. find common ground among ports on cruise vessel emissions reporting;
2. harmonise data collection and calculation methods to report emissions data accurately and consistently and transparently to stakeholders;
3. seek practical ways of stimulating cruise lines to reduce emissions.

Insight in environmental performance of cruise vessels, data is used in ports to:
• support decision making in possible emission reduction strategies, including incentive schemes based upon an environmental indicator
• communication about facts and figures on health-related pollutants and greenhouse gases (GHGs)

Two working/correspondence groups:
1) Data working group, chaired by Teresa Pisano and assisted by Bruce Anderson;

Tasks are:
• Agreement on all data to be reported by ships and/or ports;
• Uniform emissions calculation method with reported data;
• Development of environmental call performance (sub)-indicator

2) Implementation working group, chaired by Henri van der Weide and assisted by Rachida Ftatchi and Antonis Michail;

Tasks are:
• Explore possible IT-system configurations;
• Pro’s and cons of different options;
• First ideas for managing the system, especially:
  o Governance
  o Finance
IT-systems

General principles

The IT-system/configuration should be capable of:

- Data-entry and storage of static data from ships (like engine types), dynamic data from ship’s calls (like fuel use), and contextual data from ports of call (static/dynamic, e.g. OPS);
- Calculation with the data of air/GHG-emissions from the ship during the port call;
- Calculation of an environmental (sub)score for the port call;
- Produce reports for the users for internal use but also for communication purposes, taken into account confidentiality issues;
- Preferably make use of / connect to data in systems already in use on a large scale, like EPI and ESI for efficiency reasons and reduction of administrative burden;
- The system should have the possibility to expand from phase 1 (At Berth Emissions) to the next phases; Other modes (manoeuvre, transit, etc), Other ship types, Other issues (waste disposal, noise, etc)

Furthermore, the emission calculations and performance indicators should be globally unique and applicable, to use a common standard.

IT-Options

There are a few IT-options, which were discussed in London, but everything is still open. Options mentioned were:

- Joint/combined system, portal and modules behind in one central system for all users;
  - Option = Existing system, like ESI and EPI to be expanded
  - Option = New system to be developed, and harmonise with existing ones (data-exchange and harmonization of used calculation methods)
- Common portal for data input/output and different systems connected, systems operated by independent third parties; a decentralized configuration (see figure)
- Other solutions were not discussed, but as said, everything is still open
IAPH WPSP - CRUISE EMISSIONS PROJECT

The figure below displays a possible IT-system/configuration. The red square is the common entry point for ports and cruise lines. Cruise lines can submit their data here and ports can extract data from this portal for their specific port. Contracted third parties (arrow to the right) can analyze the submitted data and share this with the subscribers to the portal (ports and cruise lines).

*Figure, systems: IT system with common entry point*

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**IT- System**

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**Questionnaire for the Correspondence Group**

A separate form will give you the possibility to share comments, idea’s, pro’s and cons of different options, including remarks and ideas about the way the system should be financed and how the governance should be arranged. This form will be uploaded in the Teams environment, so everybody in the correspondence group can access the document. Participants can hand in their input by e-mail (to Rachida & Henri).