

Sustainable Cruise

Our role as Port of Amsterdam



Our vision

Clean Shipping by 2050

Vision

In 2040, we are a Green Energy Port

In 2050, Shipping in our port is free of emissions

Sustainable Cruise

In 2030, cruise ships are emission-free at the quay. Reducing emissions is needed for a healthy and safe living environment and crucial for a license to operate.

Our roles as Port of Amsterdam to accelerate sustainability:

- Facilitation
- Stimulation
- regulation



Our facilitating role

On Shore Power Supply

Since 2025, sea cruise ships can connect to OPS at our Passenger Terminal (16-20 MW) in the center of our city.

Berths for river cruise vessels are also equipped with OPS installations at the Passenger Terminal. Other rivercruise berths in the center of our city as well, which installations are in operation already for many years.

Considerations for ports

Anticipating on the upcoming EU legislation (OPS-obligation for seacruise for 2030) we decided as frontrunner port to be proactive and have OPS already operational in 2025.

It also facilitates 10 connections for river cruise vessels.

Overcapacity is used for charging cars and buses in the parking lot of the Passenger Terminal.



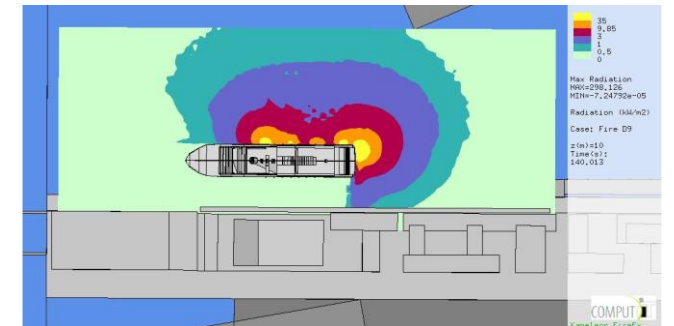
Our facilitating role

Bunkering LNG

Since 2021, sea cruise ships can bunker Liquefied Natural Gas (LNG) at the Passenger Terminal by means of permitted LNG bunkerships.

Considerations for ports

As the Passenger Terminal is located in the heart of our city, we had to prove that LNG bunkering could be done safely. For this reason a study was done together with DNV, simulating the effect of a leakage during bunkering. Based on the results of the study the Harbourmaster ordered a decree, permitting LNG bunkering at this location. Next step is to accommodate bunkering of methanol and liquid hydrogen.



Our facilitating role

Waste disposal

Based on our Port Waste Plan, sea cruise vessels pay a fixed waste fee upon arrival; after arrival they can discharge their garbage and small chemical waste 24/7 at the terminal.

Considerations for ports

Adequate Port Reception Facilities are key for cruise vessels. Based on our Port Waste Plan and Port Bye Law quality criteria in the permit of these PRFs are demanded. One of the criteria is the possibility to receive, keep and treat the disposed garbage in a segregated way.

Services are offered by garbage ships and/or trucks.



Our stimulating role

Incentives for cleaner ships

Sea cruise vessels participating in the Environmental Ship Index of IAPH get a reduction in harbour fee. Port of Amsterdam is one of the founders of ESI and offers incentives since 2011.

Next to the incentive program ESI Port of Amsterdam applies a general price differentiation; the cleaner your engine and/or availability of OPS, the lower the harbour fee.

Considerations for ports

Our vision is that by rewarding cleaner (sea cruise) vessels, next to our other instruments, we stimulate the industry to raise their bar for their sustainability goals.



TIER 2026

- It is not possible to dock two ships at the quay at the same time.
- Ships that can connect to shore power get priority.
- We apply the following price differentiation on nitrogen emissions:

	No Onshore power	Onshore power
Tier I ship	+30% extra fee	+10% extra fee
Tier II ship	+20% extra fee	0% discount
Tier III ship	+10% extra fee	10% discount

Our regulating role

Admission policy

Port of Amsterdam applies a strict admission policy, both for sea cruise vessels as well as for river cruise vessels to our Passenger Terminal and berths in the center of Amsterdam.

Each year this policy becomes stricter to reduce emissions.

Considerations for ports

Sea cruise

- Vessels with older engines, having more NOx emissions are banned. Tier 0 vessels are not allowed since 2024; tier I vessels are not allowed per 1/1/2030.
- Only sea cruise vessels which can connect to OPS are allowed to berth per 1/1/2027 (3 years before EU legislation)
- Only one seacruise vessel at the time to berth.

River cruise

- Only vessels with a Green Award Label are allowed to berth in the city center.



Our regulating role

Local ban on open loop scrubbers

Enforcement on excessive soot emissions

The use of open loop scrubbers is not allowed since 1/1/2025.

Excessive soot emissions are monitored and if needed a fine is given.



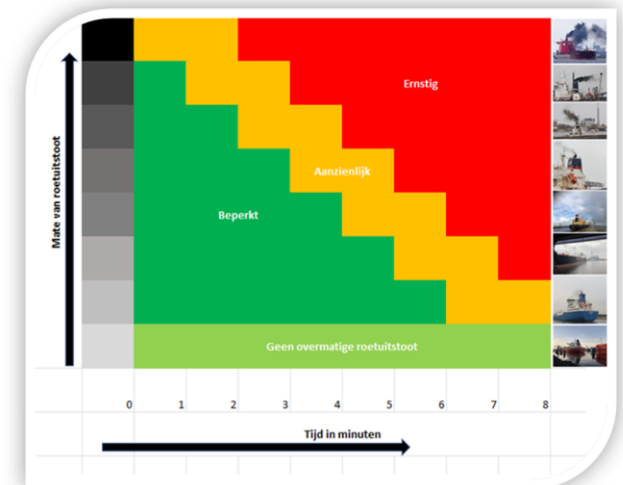
Considerations for ports

Open loop scrubbers

Port of Amsterdam has a local ban on the use of open loop scrubbers, ahead of OSPAR / national regulations expected 2030/2033. By this ban heavy fuel oil cannot be used in our port and ships have to switch to cleaner fuels.

Soot emissions

Port of Amsterdam applies a soot-diagram to monitor soot emissions, based on the severeness and duration. In the red area, a fine is given and in the yellow area a warning.



Summary and conclusion

Port of Amsterdam has the ambition to be a front-runner port and feels a responsibility towards the community and in a broader perspective to the maritime chain to take care of a healthy, safe and secure living environment locally and accelerate a more sustainable sea cruise-sector globally.

Our facilitating role:

- On shore power available for sea-and river cruise;
- Ship-to-Ship bunkering of LNG made possible, based on an extensive safety study with DNV;
- Excellent facilities to deliver ship generated waste to port reception facilities (barges) 24/7;

Our stimulating role:

- Sea cruise vessels participating in the Environmental Ship Index of IAPH automatically get a reduction in harbour fees;
- Price differentiation based on type of engines (tier) and availability of OPS connection;

Our regulating role:

- A stricter admission policy each year;
- Open loop scrubbers at the quay side not allowed;
- A strict enforcement on severe soot emissions;

More information on Sustainable Cruise

Port of Amsterdam Team Clean Shipping

Henri van der Weide

Senior Policy Advisor

Henri.van.der.Weide@portofamsterdam.com

Peter Alkema

Strategic Lead

Peter.Alkema@portofamsterdam.com



Be part of a better port



**Port of
Amsterdam**