

The Strategic Partnership on Climate Responsibility in the Danish Maritime Cluster

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Outline

- **The Danish Maritime Cluster – short**
- **The Strategic Partnership on Climate Responsibility in the Danish Maritime Cluster**
 - **Political background**
 - **General observations up to now**

The Danish Maritime Cluster - 1

- **Network organisations**
- Maritime Development Center of Europe (EMUC)
- The Society for Promotion of Danish Shipping.
- The Danish Society for Naval Architecture and Marine Engineering.
- Shortsea Promotion Denmark

- **Trade organisations**
- Danish Shipowners' Organisation
- Danish Maritime

- **Government**
- Danish Maritime Authority

The Danish Maritime Cluster - 2

- **Member based funding for organisations**
- **Core business for each organisation/government**
- **Project oriented development activities**
 - The Danish Centre for Maritime Technology
 - World Careers
 - The Blue Denmark – presentation movie and tool box
 - The maritime platform for research, development, demonstration and innovation
 - Green Ship of the Future
 - Etc
- **The Danish Maritime Fund**

Political background for the Danish work on the climate challenge

- An ambitious and global agreement on climate change – Copenhagen December 2009
- Development of an industry policy on Climate Solutions
 - Energy
 - Adaption
- Fostering economic growth

The Industry Climate Panel - 1

- **Members**
 - 4 ministers
 - 12 organisations
 - 19 from personal capabilities
 - 5 knowledge institutions
- **4 strategic partnerships on climate responsibility**
 - The Danish Maritime Cluster
 -

The Industry Climate Panel - 2

- **Give advice to the government on**
 - Industry activities and branding
 - Exploitation of growth potentials of climate change – research, education, innovation and export
 - Industry's competitiveness and a new agreement on climate change
 - The role and responsibility of companies and knowledge institutions in handling the climate challenge
- **Time horizon** – end of this year

A baseline for shipping carbon footprint?

- **DNV and Lloyd's paper on technical and operational options for CO2 emissions**
 - New buildings
 - 2010: -10 %
 - 2015: - 32 %
 - 2030: - 52 %
 - 2050: - 63 %
- **No overall decrease in carbon footprint - because of increasing demand!**

Our efforts

- **Incremental improvements**
 - All possibilities must be used
 - Small ones add up
- **Game changers**
 - Breakthrough technologies and operations
- **Puts pressure on the entire value chain**

The Strategic Partnership on Climate Responsibility in the Danish Maritime Cluster - 1

Companies

- Aalborg Industries
- APMM
- MAN Diesel
- Odense Steel Shipyard

Industry organizations

- Danish Industries
- Danish Shipowners' Association
- Danish Maritime

Government

- Ministry of Transport
- Ministry of Economic and Business Affairs
- The Danish Maritime Authority (Chair)

The Danish Centre for Maritime Technology

WWF

The Strategic Partnership on Climate Responsibility in the Danish Maritime Cluster - 2

- **Identify and support measures for reduction of carbon footprint**
 - Existing technologies and operation
 - New technologies and operation
- **Report to the Industry Climate Panel**
- **Give voice to the Maritime Cluster**

Observations up to now - 1

- **A big Cluster commitment to reduce the carbon footprint**
- **A lot of good ideas but ”we are struck by the good times”**
- **Existing technologies and operations**
 - Much stress in the technical organisations
 - A general struggling with existing order books
 - Ordered ships – best possible technology?
- **New technologies and operations**
 - A better fit between research and innovation is needed
 - Availability of qualified labour an even bigger problem in the future

Observations up to now - 2

- **A more system-oriented approach is needed as supplier**
 - Business models for cooperation on products and services must be extended
- **Greener shipping and ships entails**
 - More expensive ships
 - More demanding operation
 - Current upgrading/retrofitting
 - Flexible thinking a driver for efficiency
 - Second hand markets becomes more complicated
 - Simplicity and transparency evaporate

Observations up to now - 3

- **Greener ships and shipping - an innovation challenge!**
 - New ships
 - New operation structures
 - New marketing/branding/value creation
 - New talents must be attracted
 - New proactive image – Shipping as a ”green tech industry”!
- **Rules are an important driver for innovation**
 - E.g. the Mandatory CO2 Design Index for New Ships
- **Policy implications – not yet**

Thank you for your attendance

