



ODJELJENJE ZA KRSTARENJA MSC GRUPE JE PRVA VEĆA KOMPANIJA ZA KRUŽNA PUTOVANJA KOJA SE PRIDRUŽILA PROGRAMU GREEN MARINE EUROPE LABEL

- *MSC Cruises i Explora Journeys obvezali su se godišnje mjeriti ekološku učinkovitost, rezultate podnijeti vanjskoj akreditiranoj strani te ih objaviti*
- *Svi brodovi Odjeljenja će se mjeriti uz korištenje osam ključnih pokazatelja uspješnosti: vodene invazivne vrste, emisija onečišćivača zraka (SOx i PM), emisija onečišćivača zraka (NOx), emisija stakleničkih plinova, ispuštanje ulja, gospodarenje otpadom, podvodna buka i odgovorno recikliranje*

Ženeva, Švicarska, 14.02.2022. – Odjeljenje za krstarenja MSC Grupe objavilo je danas svoju namjeru za pridruženjem programu Green Marine Europe Label, postajući tako prva veća kompanija za kružna putovanja koja je to učinila. Radi se o dobrovoljnom certifikacijskom programu za zaštitu okoliša u pomorskoj industriji. Slijedeći uspjeh sjevernoameričkog certifikacijskog programa Green Marine-a, europska inicijativa je pokrenuta 2020. godine kako bi stvorila mehanizma koji bi podupirao brodovlasnike u demonstriranju svoje ekološke učinkovitosti na europskoj razini. To će ujedno pružiti podršku obećanju Odjeljenja za krstarenja MSC Grupe o postizanju neto nulte emisije do 2050. godine.

Kako bi osigurali uspjeh, MSC Cruises i novopokrenuti luksuzni brend Explora Journeys su se obvezali na godišnje mjerenje ekološke učinkovitosti prema smjernicama programa, prateći napredak kroz osam ključnih pokazatelja uspješnosti: vodene invazivne vrste, emisija onečišćivača zraka (SOx i PM), emisija onečišćivača zraka (NOx), emisija stakleničkih plinova, ispuštanje ulja, gospodarenje otpadom, podvodna buka i odgovorno recikliranje broda.

Posljednjih je godina MSC ostvario značajan napredak na svim područjima svojih kružnih putovanja zahvaljujući uvođenju nekih od najsuvremenijih tehnologija zaštite okoliša, goriva i rješenja. To uključuje napredne sustave za kontrolu emisije, sustave za obradu balastnih voda i napredne sustave pročišćavanje otpadnih voda, da spomenemo samo neke. Prva dva broda Explora Journeys-a, koji su trenutno u izgradnji, bit će opremljena spomenutim i drugim ekološkim rješenjima.

Oba brenda su se jednako obvezala dostaviti svoje godišnje rezultate učinka na području zaštite okoliša vanjskoj akreditiranoj strani te će iste i objaviti.

Pierfrancesco Vago, izvršni predsjednik Odjeljenja za krstarenja MSC Grupe, je rekao: „Iako se tijekom posljednje dvije godine suočavamo s brojnim izazovima, nikada nismo izgubili iz vida svoje dugoročne odgovornosti. U skladu s našom predanošću prema održivosti i obećanjem da ćemo do 2050. godine postići neto nultu emisiju, Green Marine Europe će nam pomoći u demonstraciji našeg napretka te dijeljenju istog s našim gostima, zajednicama koje posjećujemo i ostalim dionicima. Sve to dok nastavljamo naš rad na nekoliko projekata koji proučavaju razvoj zelenih goriva i tehnoloških rješenja za koje se radujemo što ćemo ih što prije staviti u uporabu.“

Green Marine Europe Label je rezultat partnerstva sjevernoameričkog programa ekološkog certificiranja Green Marine koji djeluje već deset godina i Surfrider Foundation-a, vodeće nevladine organizacije za zaštitu mora Europske Unije. Partnerstvo je uspostavljeno 2019. godine, a program je pokrenut na proljeće 2020. godine.

Minas Myrtidis, MSC-ov potpredsjednik za područje zaštite okoliša i usklađenost, je rekao: „Green Marine Europe Label certifikat će diljem naše flote dodatno pokazati našu predanost održivosti okoliša jednako kao što odražava našu želju da kontinuirano poboljšavamo učinkovitost na tom području.“

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Notes to editors

About the MSC Group's Cruise Division's commitment to net zero emissions

As a family-owned group with three centuries of maritime heritage, the MSC Group's Cruise Division is committed to protecting our planet and ocean ecosystems for future generations. In 2021 we took an important step forward and reinforced our industry leadership in this field by pledging to achieve net-zero greenhouse gas emissions by 2050 for our marine operations. A daunting task lies ahead, as the fuels and technologies that will enable this change either do not exist at scale or have not reached the level of maturity required for their commercial deployment. This is why we have embarked in several projects to study and accelerate the development of new fuels and technologies that can take us closer to that goal. These include:

- **Hydrogen-powered vessels:** In 2021 we entered into a partnership with leading shipbuilder Fincantieri and energy infrastructure company Snam to jointly determine the conditions for the design and construction of what could become the world's first oceangoing hybrid hydrogen/LNG-powered cruise ship, which would allow for zero-greenhouse gas emissions operations in certain areas. These include arranging ship spaces to accommodate the necessary hydrogen technologies and fuel cells, identifying the technical parameters of onboard systems, calculating the potential greenhouse gas emissions savings, and technical and economic analysis of hydrogen supply and shore-based infrastructure.
- **Fuel cells on LNG-powered vessels:** Fuel cells offer great potential to achieve meaningful reductions. Having ordered three ships that will run on fuel-sourced LNG, a transitional fuel that offers up to 21% less greenhouse gas emissions, MSC Cruises is studying the integration of fuel cells to achieve further reductions. As part of this we have Blue Horizon, a ground-breaking R&D project that focuses on the integration of a Solid Oxide Fuel Cell (SOFC) technology on LNG-powered cruise ships.
- **Retrofitting fuel cell technology:** We have joined a consortium with GE Power Conversion, Lloyd's Register, and Ceres Power Holdings to explore how to address the barriers to the adoption of fuel cells in large ship applications. It will examine how SOFCs can be integrated into a ship's operational functionality including the existing power and propulsion architecture and layout, allowing the impact of using SOFC technology to be quantified in terms of overall emissions reduction. The project has been awarded funding as part of the UK Department for Transport's Clean Maritime Demonstration Competition.
- **Low carbon technologies and ship design:** The MSC Cruise Division is also partnering with industry leaders and academia in a research project that promotes low-carbon shipping by combining progressive energy technologies and innovative ship design. Led by the University of Vaasa, the CHEK Consortium – deCarbonising sHipping by enabling Key Technology symbiosis on real vessels concept designs project – involves the World Maritime University, Wärtsilä, Cargill, and Lloyds Register, among others.

More details on environmental technologies on board our newbuild vessels

Air Emissions: Hybrid exhaust gas cleaning systems that achieve a 98% reduction of sulphur oxide (SOx) emissions. Many of our ships are also equipped with cutting-edge selective catalytic reduction (SCR) systems that reduce nitrogen oxide (NOx) emissions by 90%.

Shore-to-ship power connectivity, allowing them to connect to local power grids while at ports where this infrastructure is available. This allows to minimise engine use at berth, leading to a substantial emissions reduction when the ships are close to urban areas.

Wastewater: Our new ships feature advanced wastewater treatment systems designed in line with the International Maritime Organization's MEPC 227(64) Resolution, with purification standards that are higher than most wastewater treatment facilities ashore. Ballast water treatment systems will prevent the introduction of invasive species in the marine environment through ballast water discharges.

Protecting Marine Life: Our new ships are equipped with underwater radiated noise management systems, with hull and engine room designs that minimise acoustic sound impact, reducing their potential effects on marine fauna, most particularly on marine mammals in the surrounding waters.

Energy Efficiency: All MSC Cruises' newbuilds incorporate a wide range of energy efficient equipment that help reduce and optimise engine use. These include smart ventilation and advanced air conditioning systems with automated energy recovery loops that redistribute heat and cold to reduce demand. The ships use LED lighting controlled by smart management systems to enhance further the energy saving profile. In partnership with the shipyards, all new builds are fitted with remote energy monitoring and analysis systems, allowing real-time shoreside support to optimise operational efficiency onboard.

The next generation of LNG-Powered vessels

MSC World Europa and *MSC Euribia* will become the first LNG-powered vessels to join the MSC Cruises fleet in 2022 and 2023 respectively representing an investment of €3 billion in Liquefied Natural Gas (LNG) ships with the construction on *World Europa II* due to commence in early 2023.

These ships play an important role in the Company's commitment to achieving net zero greenhouse gas emissions by 2050. LNG is by far the cleanest marine fuel currently available at scale and it virtually eliminates local air pollutant emissions like sulphur oxides (99%), nitrogen oxides (85%) and particles (98%). In terms of emissions with a global impact, LNG plays a key role in climate change mitigation and the engines of these two ships have the potential to reduce CO₂ emissions by up to 25% compared to standard fuels. In addition, with the subsequent availability of Bio and Synthetic forms of LNG, this energy source will provide a pathway toward eventual decarbonized operations.