

Cruise Tourism and Climate Change

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Parameters of the Topic

- ◆ Not about economic relationships or environmental record of the cruise industry (although there would be plenty to talk about)
- ◆ About current practices related to climate change and practices over which a port or small island state has some influence of control.

What Constitutes the Cruise Industry

- ◆ The "Big Three"
 - ◆ Carnival Corp
 - ◆ Royal Caribbean Cruise Limited
 - ◆ Norwegian Cruise Line
- ◆ Niche players and boutique cruise lines
- ◆ The phenomenon of cruise terminal ownership
- ◆ Cruise industry NGOs (e.g., CLIA, FCCA)

Is Climate Change on Their Radar?

- ◆ Carbon footprint in mid-2000s (based on Carnival Enviro Report) was 712 kg CO₂ per km -- 36 times greater than a Eurostar train and more than 3 times a standard 747 or passenger ferry.
- ◆ 2015, with ship twice as large (4,000 pax) CO₂ is 1500 kg per mile; 2300 - 2500 tons of CO₂ on a typical voyage.

Mantra: Why Would We Pollute?

- ◆ Environmental Guidelines, 2001
- ◆ Recycling where it is economically of value
- ◆ AWP/AWTS (at least initially) where it is required
- ◆ The North America Emission Control Area (and other ECAs) and waivers for use of smokestack scrubbers.

Not Being Addressed

- ◆ Incinerators and incinerator ash
- ◆ Fuel used and effluent from scrubbers
- ◆ Grey water and (in some cases) treated sewage
- ◆ Generally speaking, lacking in being sensitive to environmental impacts

Advice to Ports

- ◆ Protect coastal waters and sea environment
 - ◆ Protect coral reefs and sea grass
 - ◆ Reduce dredging and stirring sediment
 - ◆ Consider regulating air emissions
 - ◆ Maintain balanced ecosystem
- ◆ Maintain Self Esteem
 - ◆ Remember thatr cruise ships are mobile
 - ◆ Ensure a fair economic benefit

Bottom line...

- ◆ Cruise ships can be an economic benefit -- make sure the benefits are not at the cost of local ecology and resultant climate change
- ◆ This is about your future and the future of your family and your children.