

**Activities undertaken by the Hanseatic City of Lübeck to control air pollution  
in the Baltic health resort of Lübeck-Travemünde  
(as at 02.01.07)**

Mr chairman!

Ladies and gentlemen!

As the senator of the Hanseatic City of Lübeck responsible for environmental affairs, I would like to use my speech to present activities undertaken by the city which are intended to lead to a reduction of air pollution in the Baltic health resort of Travemünde. These include amongst other measures :  
(transparency showing 1 agenda)

- Situation at the beginning of our activities
- Action taken by the Hanseatic City of Lübeck (resolutions passed by the city council, list of measures with 30 recommended actions)
- The projects "Implementation of the Agenda 21 in the European seaports as illustrated by the example of Lübeck-Travemünde" and "New Hansa"
- An interim appraisal of the implementation – maintaining the balance between economics and ecology ?
- Electricity for ships supplied from the land: Kiel intends to promote the project

**Situation at the beginning of our activities**

The starting point of the New Hansa Project was the danger that the status of the seaside resort of Travemünde as a Baltic health resort could be withdrawn due to the high level of pollution from emissions in the area.

Atmospheric measurements showed that up to 95% of sulphur dioxide pollution in Travemünde, approximately 75% of the nitrogen pollution and 50% of the output of carbon dioxide is due to ships.

(slide 2 in graphical form)

But there have also been repeated complaints from residents about the noise and vibrations emanating from ships in the harbour.

Further major contributors to the pollution of the atmosphere were private households and traffic.

Based on the results of measurements taken, the title "seaside health resort" could from the point of view of the quality of the air only be accepted with reservations.

**Action taken by the Hanseatic City of Lübeck**

The Lübeck city council voted in September 1995 to develop a plan for the improvement of the quality of the air in Travemünde with the aim of maintaining the title "Baltic health resort".

In July 1998 a report was submitted to the city council containing a list of 30 recommended actions:

(transparency showing 3 some of these recommended actions)

- Establishment of a municipal electricity supply for ships moored in the port

- Connection of major consumers to block heating and generating plants
- Implementation of a concept to reduce traffic in Travemünde
- Reduction of emissions from public vehicles
- Replacement of diesel locomotives on the Lübeck-Travemünde line by low-emission engines (electrification)
- Conducting energy checks at major heat consumers in co-operation with the Technical University of Lübeck
- Installation of thermal solar units in the tourist trade
- Publicity campaign in favour of controlling air pollution and protecting the climate

The status of the latest measures was checked in regular meetings of the municipal departments involved. Both larger and smaller measures have been implemented in Travemünde over the years. Certain major energy consumers such as the Aqua Top, the Maritim Hotel, the new Casino Hotel and the Kurhaus Hotel were linked up to the newly-installed low-emission block heating and generating plant, a programme of heat insulation for buildings was developed, advice was given to restaurants on the use of energy and a mobility advisory service instituted. City building planning concepts for the centre of the resort together with a new system for parked and moving traffic was approved and implemented, exhaust purification equipment was fitted to buses.

As regards shipping, the major contributor to air pollution, a working group "ships' emissions" was first set up within the Lübeck Round Table on Energy e.V. Representatives of the shipping lines located in Lübeck, harbour operators, the administration and interested citizens met at irregular intervals in order to work for an improvement in the environmental situation.

This working group developed questionnaires intended to establish basic facts in the Baltic ports and on ships. In order to verify the effectiveness of these questionnaires and establish whether other Baltic cities were interested in the subject, these questionnaires were first sent to all German Baltic ports. Since port cities are in a state of constant competition, several cities wished to raise the project to an international level.

What would have to be done: the introduction of measures which do not damage shipping, avoid expensive rules and which could be implemented in a uniformly standardised form in other Baltic ports.

The Lübeck public utilities enterprise therefore initiated a joint project in which the following participated:

(transparency showing 4 those taking part in the project)

- Lübeck public utilities enterprise
- German Federal Agency for the Environment
- The Society for Environmental Protection and Safety in Shipping (GAUSS)
- Union of Baltic Cities (UBC)
- The Environmental Protection Department of the Hanseatic City of Lübeck
- Lübeck's local Agenda 21

The goal of the project which was given the title "The implementation of Agenda 21 in the European seaports as illustrated by the example of Lübeck-Travemünde" was a

reduction of emissions into the atmosphere, a uniform system for the collection of waste and recyclable materials and the establishment of a sewage collection system in the ports.

The results of the study “Agenda 21 in German seaports as illustrated by the example of Lübeck-Travemünde” were: a reduction of up to 50% in air pollution in Travemünde emanating from ships’ emissions should be possible through the land-based supply of electricity to ships docked at the Scandinavia Quay.

## 1. The project’s success internationally

As a next step it then became necessary to win over the other cities and ports in the whole Baltic region and to involve them in a follow-up project. This was made possible as part of the INTERREG IIIb support programme. Those taking part in the project were:

(transparency showing 5 the New Hansa partners)

- Lübeck public utilities enterprise as the leading partner
- Baltic Energy Forum e. V. (co-ordination)
- Hanseatic City of Lübeck
- Port of Rostock (Germany)
- Port of Kolding (Denmark)
- City of Malmö and
- City and Port of Stockholm (Sweden)
- City of Mariehamn,
- Port of Pori,
- City and Port of Turku and
- City of Helsinki (Finland)
- Szczecin and Swinoujcie (Poland)

The goal of the New Hansa Project was the implementation of an environmentally sustainable harbour policy in the all ports in the Baltic area and the strengthening of their role.

In September 2005 a “Memorandum of Understanding“ for environmentally sustainable ports and a policy of maritime sustainability in the Baltic area was signed by 120 mayors at the UBC’s General Conference held in Turku.

(transparency showing 6 with a short summary of the most important recommendations)

- Commitment by the port cities to compel their port operators to introduce measures to reduce emissions into the atmosphere by shipping
- Commitment by the port cities to standardise their technical installations and procedures for the management of refuse and sewage and noise abatement
- Commitment by the port operators to agree the implementation of uniform international technical, organisational or financial measures for the reduction of environmental consequences
- Commitment by the shipping lines and ship operating companies to apply state of the art technology on board ships in order to contribute to measures to maintain clean air, reduce noise and to manage the cities’ refuse and sewage

- Obligation of all those signing the document to report every two years to the UBC on the measures implemented

The New Hansa Project (land-based electricity supply in the port of Lübeck) is included as attachment I of the Memorandum as an example of “good practice” and thereby earns the express acknowledgement of all those signing the document. The Memorandum of Understanding is a voluntary commitment entered into by all those signing. These include coastal cities, port authorities and operators, shipping lines and ship operating companies as well as other bodies involved in the Baltic area.

The Memorandum of Understanding does not contain any binding and enforceable obligations and therefore the Memorandum’s basic principles may encourage implementation and attract attention outside the immediate area of the Baltic.

The next milestone in the implementation of the New Hansa Project was **the resolution of the Lübeck city council passed on 26.01.2006.**

The city council had called upon the mayor amongst other things (transparency showing 7 two of the city council’s demands)

*to effect a further reduction of air pollution in the Baltic health resort of Travemünde caused by the current operations-related emissions from ferries ships’ emissions through discussions with the affected shipping lines, the provincial government, the Federal Ministry of Transport and the Federal Ministry of the Environment such that the town’s status as a Baltic health resort is retained*

*to conduct negotiations with the mayors of the target ports and the shipping lines for the supply of land-based electricity and, as soon as this is economically feasible, to work energetically towards this goal in the Lübeck ports*

*to seek a dialogue with the mayors of the other Baltic port cities and together with them to bring about a Memorandum of Understanding for the introduction of port fees in the Baltic area which support the environment.*

Simultaneously the city council launched an appeal to all shipping lines whose ships dock in the Lübeck ports that, at least in entering and leaving the Lübeck ports, low-emission machinery, fuel and power supply procedures reflecting the latest state of environmental technology should be used. This appeal was sent to the shipping lines in a letter of 30.05.2006.

Further measures to reduce harmful emissions into the atmosphere in Travemünde: (transparency showing 8 the list)

- Electrification of the Hamburg to Lübeck-Travemünde railway line (construction work was started on 23rd August 2006)
- Transfer of the Scandinavia Quay gates to the south
- Reduction of the maximum proportion of sulphur in the fuel used by ships (requires a legislative initiative)
- And the construction of a block heating and generating plant.

The New Hansa Project has already shown how difficult it is to achieve concrete results. The interests, relationships, problems, solutions and basic conditions differ in the individual ports and only allowed a relatively non-committal Memorandum of Understanding on links to land-based electricity supplies.

Lübeck cannot afford to act independently nor does it wish to do so. Otherwise the shipping lines would simply take their ships to some other competing Baltic port. It is rather the case that Lübeck is seeking close co-operation with the cities with which it is connected by ferry line and, beyond that, with shipping lines and ship operating companies.

The supply of electricity from the land must therefore become an ecological standard in the Baltic area.

The shipping line German Lloyd is currently carrying out a classification process to establish norms for land-based electricity links. It is likely that the specifications for land-based electricity links developed as part of the New Hansa Project will be included in this classification and will thereby acquire international acceptance as standard. A classification/establishment of norms will give shipping lines, ports and/or the operators of land-based electricity generation equipment greater certainty as regards the specifications for the conditions applicable to both the port and the ship in the supply of electricity from the land.

On 08.05.2006 the European Union issued a recommendation to encourage the supply of land-based electricity to ships and mooring places in ports within the European Union. This recommendation includes the results of the research project "The implementation of Agenda 21 in the European seaports as illustrated by the example of Lübeck-Travemünde" and the New Hansa Project:  
(transparency showing 9 the recommendations to the member states)

- Examination of the construction of a land-based electricity generating plant at ships' mooring places, especially where permitted air pollution limits are exceeded
- Evaluation of environmental benefits and cost efficiency
- Development of norms for land-based electricity links applicable throughout the world
- Examination of financial incentives for the use of land-based electricity supply
- Awakening the consciousness of those with local responsibility for the port area (authorities, shipping authorities, industrial associations) for questions of electricity supply from the land
- Exchange of tried and tested practices between port authorities and companies
- Supply of information to the EU Commission on planned measures for the reduction of emissions from ship in ports, in particular in cases where air pollution limits are exceeded.

I would like to express the hope that these recommendations issued by the EU Commission will lead to further legal and practical measures at the individual country level and in the International Maritime Organisation.

The first “response” to the EU recommendations came from Sweden, where in future ports may only be approved which can demonstrate the land-based supply of electricity to ships. A project for the supply of land-based electricity to ships moored in the harbour is in the meantime also being prepared by the Free and Hanseatic City of Hamburg.

### **Electricity supplied from the land: Kiel wishes to support the project**

An initial positive sign has been reported from Schleswig-Holstein in Germany. The minister responsible for European affairs in the provincial government of Schleswig-Holstein, Uwe Döring, visited Lübeck on 14.08.2006 and used this visit to acquire information from the Lübeck public utilities enterprise on the land-based supply of electricity to moored ships.

The provincial government has raised the prospect of government support for up to 50% of the costs of a link with the land-based electricity supply. The Lübeck public utilities enterprise has applied for support and is preparing the necessary application for building permission. The Transfennica shipping line intends to equip new ConRo ships for the supply of electricity from the land.

These varied activities are intended to assist in improving considerably the basic conditions for the supply of electricity from the land to ships moored in the harbour and thereby to encourage much wider implementation.

### **Conclusion**

- The desire that the provincial government will continue to support the implementation of the project; that it will advertise the project at home and abroad so that the initiative started in Lübeck will spread throughout the whole world and find imitators and others prepared to join in
- The desire that the port cities of the Baltic area will join the project for the land-based supply of electricity
- Request, which all ports of the Baltic Sea region work on the problem of air pollution control together
- The Hanseatic City of Lübeck plans that in looking for a strategic partner for the port of Lübeck the land-based supply of electricity will be firmly established in the contracts made with the operators; the conditions agreed in these contracts should support the viable operation of land-based electricity supply
- Cooperation between the Hanseatic kontor city Bergen and the Hanseatic city Luebeck has a long tradition; I hope that with the new project MAGALOG a continuation follows
- Many thanks for your attention