

# **Grundlag for ministerens tale på the International Association of Maritime Economists (IAME) konference den 24. juni 2009 kl. 10.**

*(Ca. 15 minutter)*

## **KUN DET TALTE ORD GÆLDER**

### **[Introduction]**

First of all, thank you very much for inviting me to give the opening speech at the 2009 IAME conference.

To the many foreign guests a warm welcome to Copenhagen – I hope you enjoy your stay here in Copenhagen.

It is certainly an exciting programme, and I am convinced that the following days will provide new perspectives for the future of the shipping markets.

### **[Maritime outlook and challenges]**

This conference takes place at a time when the world is facing a great deal of uncertainty due to the financial crisis. The market for shipping services has responded with a reduction in both rates and demand.

Today, I will touch upon what I consider to be the most important challenges and tendencies for the maritime world:

- The global financial crisis
- The human factor and quality shipping
- And finally climate change and environmental protection.

### **[The global financial and economic crisis]**

The world has been turned upside down by the turbulence of the global financial crisis and the following economic downturn.

In this turmoil, international trade has heavily declined, and the economic crisis has clearly shown its impact on the shipping sector.

The principle of open and non-discriminatory access to markets should be maintained and not attacked by short cut views of shelter in protectionism.

Strong shipping nations are based on the ability to navigate in troubled and unknown waters.

The traditional virtues of strong seamanship and business talent are much required in today's shipping - from key players in the entire maritime industry, the captain, the crew, and the management ashore.

A time of crisis should be used to open up paths for new directions.

The winners of tomorrow will be those who understand how to build on the virtues that history has shown right. But with actions and initiatives well adapted to the current challenges and conditions.

**[The human factor and quality shipping]**

The current financial and economic uncertainties exert their own pressures. The temptation is nearby for the industry to cut cost by lowering quality and standards.

It is a major challenge to ensure that quality shipping is maintained.

It is paramount for the traditional strong shipping nations to maintain a broad range of competences within their maritime clusters.

In order to run an efficient maritime operation, the importance of investing in human resources cannot be underestimated.

I would like to stress the tight connection between the human factor and quality shipping.

A modern ship may be a packed with state-of-the-art technology, but it still takes a good captain and a well-trained crew to put her safely into port.

Innovation and education must go hand in hand when it comes to ensuring quality shipping in the future.

Therefore I am happy to see that managing maritime human resources is one of the themes for this conference.

**[Climate change]**

Now, let me turn to another theme for today's agenda: The climate challenges.

Although shipping is an environmentally friendly mode of transport, shipping undoubtedly will have to contribute more to protect and preserve the climate.

In other words shipping must turn greener.

But how do we achieve greener shipping?

We need to develop new and more energy efficient ship hulls, ship engines and ship propulsion systems.

Equally important for maintaining competitiveness within the shipping industry is logistics.

Coordination and cooperation between public and private actors are key factors in order to both develop the infrastructure and also achieve an efficient use of it.

And finally, we also need to focus on the operation and on optimisation of the existing fleet.

Danish ship-owners have noted that oil consumption by vessels can be lowered by up to 10 percent solely by optimizing the way their ships are operated. Therefore, we need highly skilled captains and engineers who are able to optimize the operation.

Now is the time to highlight such proofs, and to stress that quality shipping based on competent seafarers is a true necessity from an economic and climate orientated view.

But we also have to be realistic. Shipping is not only global, it is also mobile. Therefore, the only way to achieve significant reductions of greenhouse gas emissions is by binding international agreements. In other words: New efficient regulation with a global application, regardless of flag.

**[Danish initiatives related to climate and shipping]**

Later this year Denmark is delighted to host the UN Climate Change Conference in Copenhagen (COP15). Our ambition is an agreement that includes a global emission reduction target for the international shipping sector.

The IMO [International Maritime Organisation] is the forum for maritime expertise and technical knowledge.

Therefore, the detailed regulation dealing with greenhouse gas emissions from ships should be developed within the IMO.

In IMO, Denmark has proposed an International Fund for Greenhouse Gas Emissions from Ships. The idea is that the revenue from a bunker fuel contribution is allocated primarily to climate projects in developing countries and to technical cooperation and research.

The proposal applies to ships regardless of their flag. Therefore it is an effective instrument to reduce the total greenhouse gas emissions from shipping. At the same time, we have taken the specific interest and needs of developing countries into due consideration.

**[Green shipping as a prospect for the future]**

In order to succeed in making shipping more green, we also need close cooperation among maritime industries, research institutes and relevant governmental authorities.

Using the concept of “Corporate Social Responsibility” as an outset for new business, there is no doubt that governments and shipping companies can obtain a competitive advantage in the future.

The Partnership for Climate Responsibility in the Danish maritime cluster represents a best practice in this regard. The partnership was facilitated by the Danish government, and it includes actors from ship owners, the equipment industry, research institutions, NGOs, associations and ministries.

The partnership has resulted in a number of concrete recommendations and initiatives and I am sure that it will deliver many more interesting and useful ideas and initiatives in the future.

I know that achieving greener shipping is going to demand something from all of us.

However I am convinced that those who invest and take the lead within research, innovation and education will achieve an outset for new business and come out of the crisis as winners.

**[Ending]**

Let me end these remarks by saying that it is my hope that this conference will help build new partnerships, raise new questions and find new answers to the challenges of the international shipping markets.

Thank you for your attention.