

# The Green Future of Maritime Operations

Royal Arctic Line presentation

TGFMO conference

Nuuk, October 5, 2022



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# The life line of Greenland









# A modern fleet built for our purpose

## Atlantic & Ocean going Arctic vessels



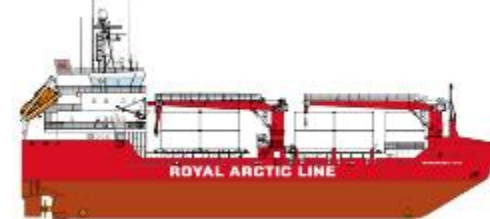
Malik Arctica, 114m



Mary Arctica, 113 m



Irena Arctica, 108,7 m



## Settlements



Ivalo Arctica, 46 m



Minik Arctica, 46 m



Siuana Arctica



Maleraq Arctica



Arpaarti Arctica



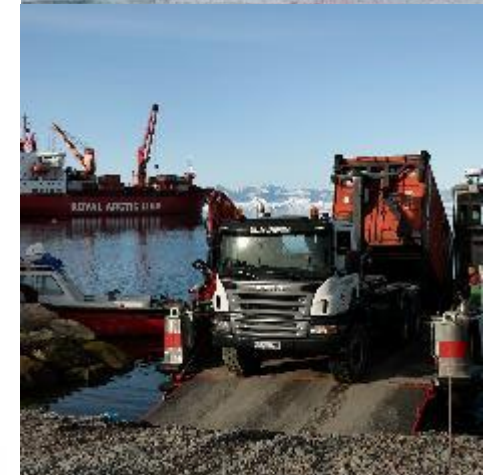
Tilioq Arctica

## Passenger service



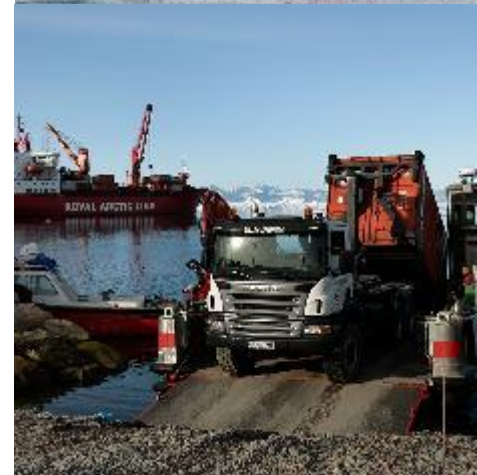
Sarfaq Ittuk

5 Ocean going vessels  
6 vessels for the settlements  
1 passenger vessel



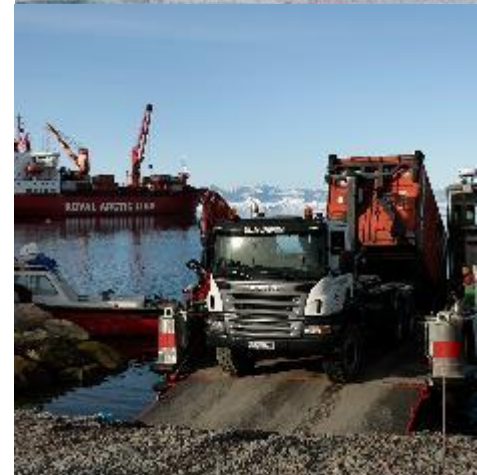


246 years of  
experience with  
the Arctic

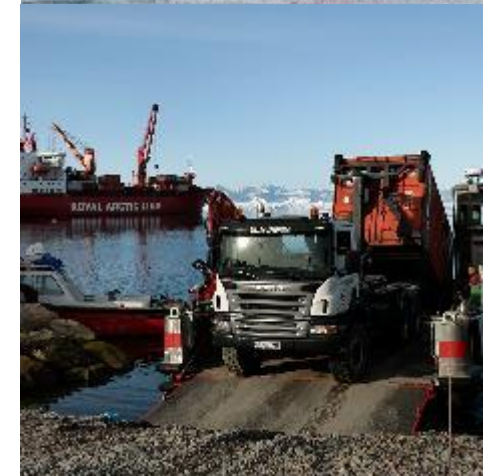
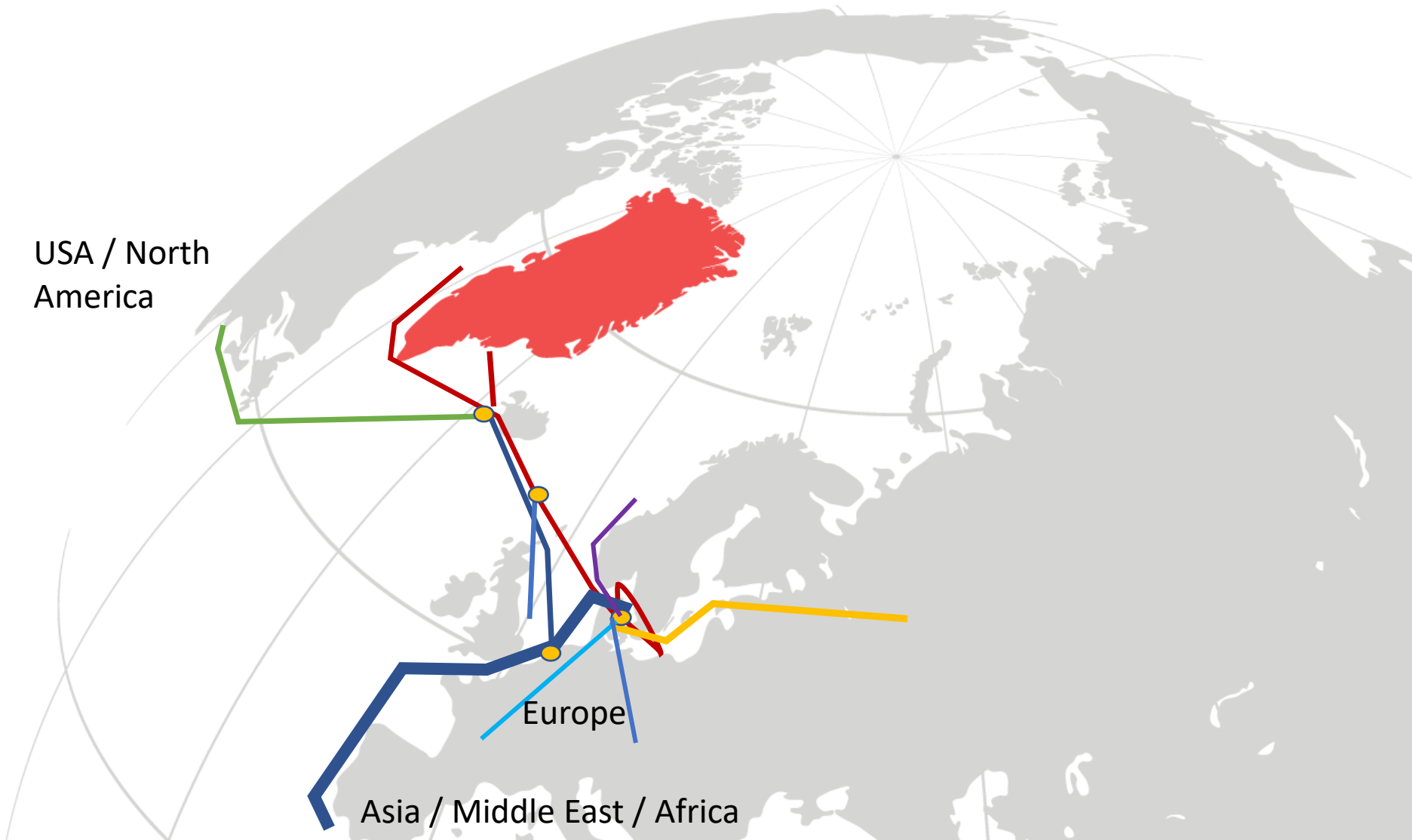




# No Port, No Quay, No Problem



# Linked to a global container system





Owned by and proudly serving  
all of Greenland...

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# Why cleaner shipping?



Oil Pollution risk

Air Pollution

Marine pollution

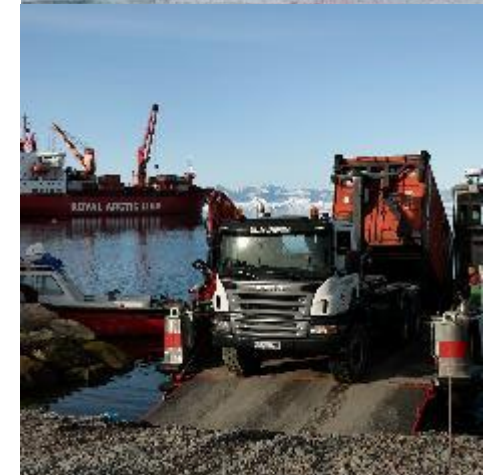
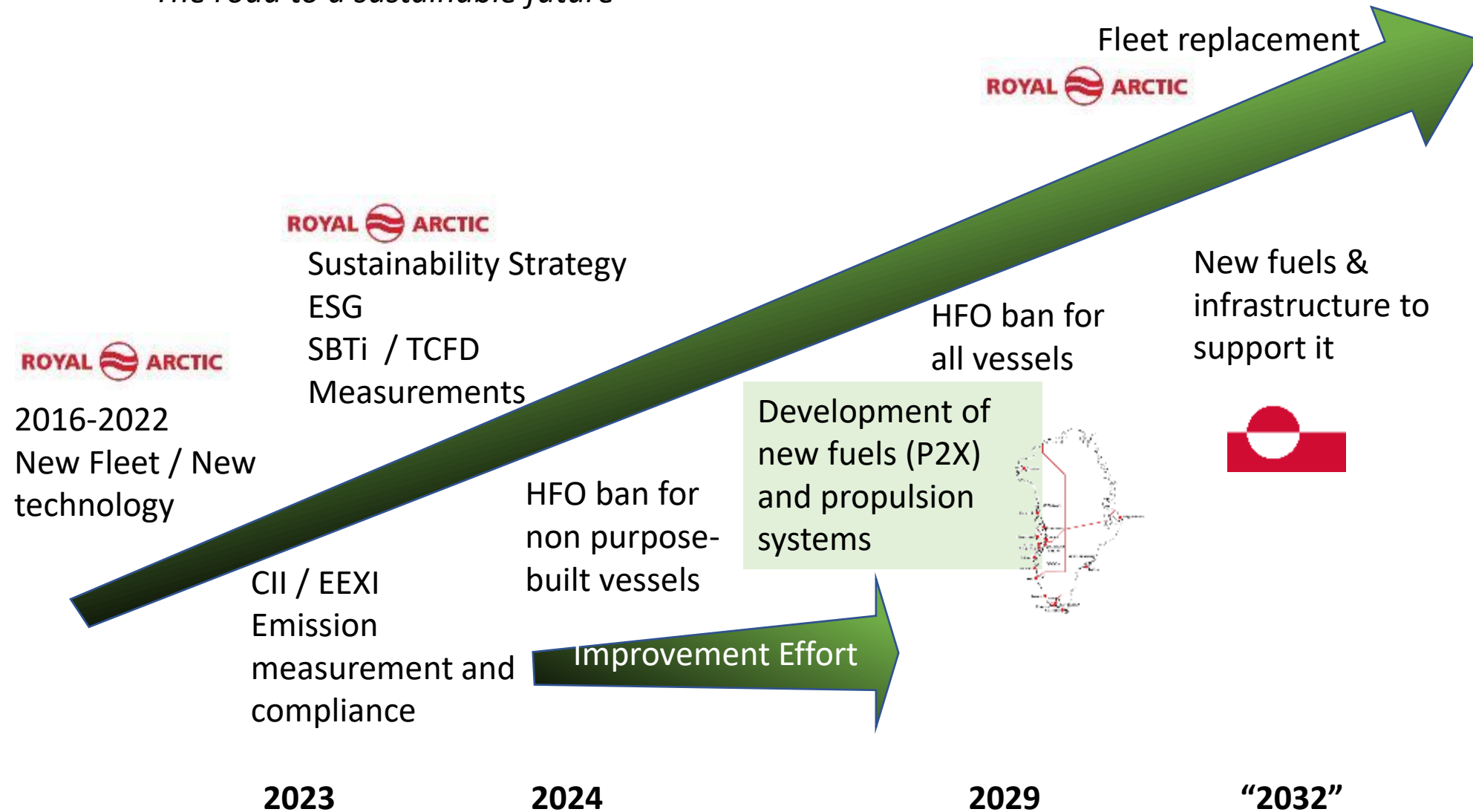
We all know about this...

And clearly most of us want to act!



# Well timed for cleaner shipping

- The road to a sustainable future





# Risks: It's not all about emissions



- Marine pollution
  - Toxicity (Ammonia, Hydrogen, Methanol)
- Handling risks & feasibility
  - Bunkering infrastructure
  - Health and Safety
  - Space / Volume requirements on board





# We may be few in the Arctic





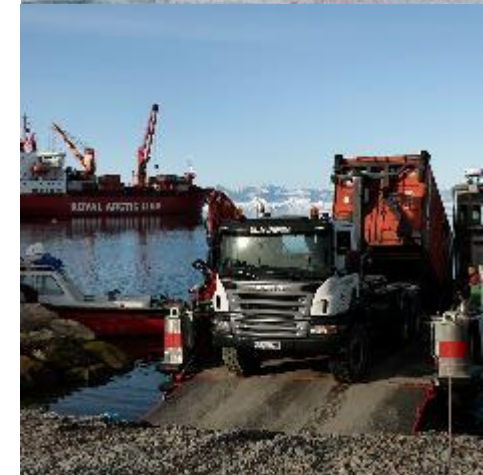
at least  
But -50% before 2050 is -50%  
at least



**Table 3-2 Share of fuel consumption by ship type and size category in 2017, IMO Arctic polar code area**

Ship type	<1000 GT	1000 - 4999 GT	5000 - 9999 GT	10000- 24999 GT	25000- 49999 GT	50000- 99999 GT	≥100000 GT	Totals
Oil tankers		1 %	1 %	3 %	16 %	2 %	1 %	23 %
Chemical and Product tankers	0 %	1 %	1 %	2 %	1 %			5 %
Gas tankers							1 %	1 %
Bulk carrier		0 %		1 %	4 %	0 %	0 %	5 %
General cargo	0 %	1 %	4 %	7 %	2 %			15 %
Container vessels			1 %	1 %				2 %
Ro Ro vessels	0 %			0 %				0 %
Reefers	0 %	1 %	1 %	0 %				3 %
Passenger	0 %	1 %	1 %	1 %	1 %	1 %	0 %	6 %
Offshore supply vessels	0 %	2 %	1 %					3 %
Other offshore vessels	0 %	0 %	0 %					0 %
Other activities	2 %	3 %	4 %	3 %	0 %			12 %
Fishing vessels	5 %	19 %	1 %					25 %
<b>Total</b>	<b>7 %</b>	<b>29 %</b>	<b>15 %</b>	<b>19 %</b>	<b>24 %</b>	<b>3 %</b>	<b>2 %</b>	<b>100%</b>

Source: DNV GL – Report No. 2019-0226, Rev. 0 – [www.dnvgl.com](http://www.dnvgl.com)





We want to connect Greenland  
to a sustainable future

