



Hvordan reguleres luft- og støjforurening fra kanalrundfart i Københavns Havn og hvad kan hindre eller fremme brug af renere teknologi inden 2025-2030?

Sponsor: Miljøpunkt Indre By & Christianshavn (MP)

Contact: Marianne Spang Bech, Marianne.spang@a21.dk M: +45 93608262

Målsætning

Det er vores overbevisning, at et større indblik i omstændigheder for indgået aftale med kanalrundfartsbåde i Københavns Havn, i teknologi og lovgivning vil synliggøre muligheder for brug af renere teknologi og endda kunne fremme en grønnere adfærd i driften af bådene før 2037. Vi håber også på, at undersøgelser om forurening og mulige løsninger kan skabe opmærksomhed, debat og aktion hos områdets lokale borgere, politikere og kommune.

It is our belief that a greater insight into the circumstances of an agreement with canal cruise boats in the Port of Copenhagen, into technology and legislation will highlight opportunities for the use of cleaner technology and could even promote greener behavior in the operation of the boats before 2037. We also hope that investigations into pollution and workable solutions can create awareness, debate and action among the area's local citizens, politicians, and the municipality.

Baggrund

Miljøpunkt Indre By & Christianshavn, Christianshavns Lokaludvalg, Københavns Kommune, Staten med flere har i mange år fulgt udviklingen for både luftforurening og støjforurening i byen. Samtidig med, at der er et stort fokus på at mindske forureningen i byen fra blandt andet biltrafik og krydstogtskibe, er der også fokus på at omstille den offentlige trafik således, at den ikke kører på fossile brændstoffer og i stedet på el og lignende. Dette gælder også de offentlige havnebåde; <https://www.visitcopenhagen.dk/koebenhavn/planlaeg-din-tur/havnebussen-gdk447302>

Background

Miljøpunkt Indre By & Christianshavn, Christianshavn's Local Committee, Copenhagen Municipality, the State, and others have for many years followed the development of both air pollution and noise pollution in the city. At the same time as there is a major focus on reducing pollution in the city from, among other things, car traffic and cruise ships, there is also a focus on converting public traffic so that it does not run on fossil fuels and instead on electricity and the like. This also applies to the public harbor boats; <https://www.visitcopenhagen.dk/koebenhavn/planlaeg-din-tur/havnebussen-gdk447302>

Aftale med By & Havn

Alt imens er der indgået en ny aftale frem til 2037 for bådene, som sejler havnerundfart og kanalrundfart med blandt andet turister i Københavns Havn. Bådene skal have tilladelse til at sejle og lægge til kaj samt til at drive erhverv i havnen. Denne tilladelse er udformet som en aftale med By & Havn. [Link til spørgsmål til krav til forurening fra havnerundfart](#)



Agreement with City & Port

Meanwhile, a new agreement has been concluded until 2037 for the boats, which sail harbor cruises and canal cruises with, among other things, tourists in the Port of Copenhagen. The boats must have permission to sail and dock as well as to conduct business in the harbor. This permit is designed as an agreement with By & Havn. Link to questions about requirements for pollution from harbor cruises.

Lovgivning

Forurening fra erhverv og erhvervs lignende aktiviteter reguleres som grundlag efter Miljøbeskyttelseslovens kapitel 5 og af miljømyndigheden i den pågældende kommune, her Københavns Kommune. Er teknologien til rådighed (opfundet) og i øvrigt anvendt, er det muligt at stille krav om anvendelse af renere teknologi. En myndighedsmæssig vurdering omfatter også lighedsgrundsætning, lige sager behandles ens og proportionalitet princippet, om at investering og økonomi skal stå mål med den miljømæssige effekt.

Legislation

Pollution from business and business-like activities is regulated as a basis according to Chapter 5 of the Environmental Protection Act and by the environmental authority in the municipality in question, here Copenhagen Municipality. If the technology is available (invented) and otherwise used, it is possible to make demands for the use of cleaner technology. An official assessment also includes the principle of equality, equal cases are treated equally, and the principle of proportionality, that investment and finances must be commensurate with the environmental effect.

Problemstilling

Der er lavet en ny aftale for kanalrundfartsbåde i Københavns Havn – uden krav til klima og miljø – frem til år 2037. Dette vil i årene frem til aftalens ophør, eller indtil eventuel fornyelse, påvirke luftkvalitet og sundhed for de borgere, som bor og opholder sig i og omkring havn og kanaler på Christianshavn OG I Indre By. Hvordan er det sket, hvad betyder det og kan der gøres noget for, inden 2037, at stille krav til renere teknologi, bedre luftkvalitet og mindre støj fra kanalrundfartsbådene?

Problem

A new agreement has been made for canal cruise boats in the Port of Copenhagen - without climate and environmental requirements - until the year 2037. In the years leading up to the end of the agreement, or until renewal, this will affect the air quality and health of the citizens who live and stay in and around the harbor and canals at Christianshavn AND In Indre By. How did it happen, what does it mean, and can anything be done to, before 2037, require cleaner technology, better air quality and less noise from the canal cruise boats?



Spørgsmål til afklaring

Hvad betyder aftalen frem til 2037 for mål i Københavns Kommuneplanstrategi 2023 (udkast) om at overholde WHO's anbefalede krav til luftkvalitetskriterier og for klimaplanens mål om et CO2 neutralt København i 2035? <https://byudvikling.kk.dk/klimaplan>

Questions

What does the agreement until 2037 mean for the goal in Copenhagen's Municipal Plan Strategy 2023 (draft) to comply with the WHO's recommended requirements for air quality criteria and for the climate plan's goal of a CO2 neutral Copenhagen in 2035?

<https://byudvikling.kk.dk/klimaplan>

Hvad er status for tilladelser til eldrevne både til kanalrundfart og hvorfor anvender ikke alle både til kanalrundfart i havnen el når teknologien er tilgængelig? **Hvad siger udbudsmaterialet?** [KK dagsordener-og-referater](https://www.kk.dk/dagsordener-og-referater/Teknik-%20og%20Milj%C3%B8udvalget/m%C3%B8de-30102023/dagsorden/punkt-3) og <https://www.kk.dk/dagsordener-og-referater/Teknik-%20og%20Milj%C3%B8udvalget/m%C3%B8de-30102023/dagsorden/punkt-3>.

Hvad betyder det sundhedsmæssigt for beboere og personer, som opholder sig ved havn og kanaler på Christianshavn og i Indre By, at aftalen med By & Havn og tilladelsen til landgang og heraf sejlads i Københavns Havn og kanaler ikke forholder sig til miljøbelastningen med dieseldrevne både kontra eldrevne, ej heller til lugt eller anvendelsen af mikrofoner og head set kontra højttaler. Og hvad er forureningen for passagerer og de som arbejder på bådene?

Hvad er luft- og støjforureningen konkret fra de dieseldrevne havnerundfartsbåde sammenlignet med de eldrevne både, hvad siger data om luftkvalitetskriterier i havn og kanaler og hvad viser målinger (nye målinger)?

Er der områder på Christianshavn og i Indre By, hvor det ikke er tilladt at bruge højttaler i kanalbådene? Og hvorfor? Hvorfor ikke alle steder?

What is the status of permits for electrically powered canal cruise boats and why do not all canal cruise boats in the harbor use electricity when the technologist is available? What does the tender document say? [KK dagsordener-og-referater](https://www.kk.dk/dagsordener-og-referater/Teknik-%20og%20Milj%C3%B8udvalget/m%C3%B8de-30102023/dagsorden/punkt-3) and <https://www.kk.dk/dagsordener-og-referater/Teknik-%20og%20Milj%C3%B8udvalget/m%C3%B8de-30102023/dagsorden/punkt-3>.

What does it mean in terms of health for residents and people who stay at the harbor and canals in Christianshavn and in Indre By, that the agreement with City & Harbor and the permission for landing and hence sailing in Copenhagen Harbor and canals do not relate to the environmental impact of diesel-powered boats versus electrically powered, nor for smell or the use of microphones and headsets versus speakers. And what is the pollution for passengers and those who work on the boats?



What is the concrete air and noise pollution from the diesel-powered harbor cruise boats compared to the electric-powered boats, what does data say about air quality criteria in harbors and canals and what do measurements (new measurements) show?

Are there areas in Christianshavn and Indre By where it is not permitted to use loudspeakers in the canal boats? And why? Why not everywhere?

Hvad betyder sejlads og forureningen for vandmiljøet (biolog)?

<https://www.stromma.com/da-dk/kobenhavn/om-os/baredygtig-turisme/>

Presse om selskab for kanalrundfart, Strømme, i 2021 indleder samarbejde med WWF i tre år;

<https://via.ritzau.dk/pressemeddelelse/13630652/virksomhed-tager-forste-skridt-mod-verdensrekord-i-kobenhavns-havn?publisherId=11565599>

Har aftalen betydning for eller konsekvenser for andre, herunder både med anvendelse af ny og renere teknologi for kanalrundfart i havnen og hvad er bådenes standard og tilstand i øvrigt?

Hvordan forholder Miljøstyrelsen (Staten) sig til, at der sejler erhvervsdrevne både i havnen, som der ikke er stillet miljøkrav til – frem til 2037?

Hvordan vægtes forurening fra kanalrundfartsbåde i andre lande, f.eks.

Amsterdam? Og hvordan reguleres og håndhæves krav her? Er det EU-krav eller lokale krav?

What does sailing and pollution mean for the aquatic environment (biologically)?

<https://www.stromma.com/da-dk/kobenhavn/om-os/baredygtig-turisme/>

Press about the canal cruise company, Strømme, in 2021 starting cooperation with WWF for three years;

<https://via.ritzau.dk/pressemeddelingen/13630652/virksomhed-tager-forste-skridt-mod-verdensrekord-i-kobenhavns-havn?publisherId=11565599>

Does the agreement have implications for or consequences for others, including boats using new and cleaner technology for canal cruises in the harbor and what is the standard and condition of the boats in general?

How does the Danish Environmental Protection Agency (the State) relate to the fact that commercially operated boats sail in the harbor for which no environmental requirements have been set - until 2037?

How is pollution from canal cruise boats weighted in other countries, e.g., Amsterdam? And how are requirements regulated and enforced here? Are they EU requirements or local requirements?

Stakeholders (følgende er oversat til engelsk, det vil ovenstående tekst også blive)

Remember to get an overview of important stakeholders and involve them early in the project, both locals and the municipality, as they have knowledge and experience of local conditions, which is important, when we need to find solutions and recommendations.

Københavns Kommune

Christianshavns Lokaludvalg (CLU) and their groups; By, Traffic & Harbor (BTH), and Miljøgruppen.



Owners of Harbor-tour-boats I the port and canals I Copenhagen; Nettobådene, Strømme etc. **The Development Company By & Havn I/S** is owned by the Municipality of Copenhagen with 95% and the state via the Ministry of Transport with 5%. The company's purpose is to develop the areas in Ørestad and in the Port of Copenhagen, as well as oversee port operations in the Port of Copenhagen. Annual report <https://www.kk.dk/dagsordener-og-referater/Borgerrepr%C3%A6sentationen/m%C3%B8de-01062023/referat/punkt-8>

Sources and more background information

The harmful effects of traffic in the Inner City of Copenhagen, from particle pollution, caused by heavy diesel vehicles, wood burning stoves, outdoor gas burners etc., is a major focus area in Copenhagen and at Miljøpunktet. The City of Copenhagen have Environmental zones, but not for the boats. This will require a change in the law. This project can help qualify such a process.

The EU Commission has in October published information about a survey that shows, that the European is concerned about the pollution and demands, something is done about it; https://ec.europa.eu/commission/presscorner/detail/da/ip_22_6307

Miljøpunkt has for many years been measuring the pollution, ultrafine particles (PM 0.1) from 2016-2023. The focus has been on traffic; buses, tourist buses and taxis.

The pollution from the heavy diesel vehicles, wood burning stoves, outdoor gas burners etc., contribute to a health risk for those citizens who travel along sidewalks and roads, and live and work in the city. The pollution contributes to illness, sick days, and in the worst case, death.

While we are waiting for a possible legislative amendment of the Environmental law, Miljøpunktet want to create a focus on the pollution from the kanalboats at Christianshavn, especially for the people living in and being near the canals and the harbor.

The municipality has data about air pollution from the Google project together with Google.

Article with links about EU report about dieselgate-skandale https://ing.dk/artikel/vagthund-trods-dieselgate-stramninger-oser-eus-biler-stadig-meget-223972?utm_source=nyhedsbrev&utm_medium=email&utm_campaign=ing_daglig

EU letter criticizing Denmark: http://multimedia.pol.dk/archive/01049/Scan-to-Me_from_17_1049786a.pdf

Page 1 in the EU Air Quality Directive: To protect human health and the environment, it is particularly important to combat emissions of pollutants at source and to find and implement the most emission reduction measures at local and national level and at Community level. Therefore, emissions of harmful air-pollution should reduce proper goals set for ambient air quality considering the World Health Organizations standards, guidelines, and programs. Teknologi: Publikation from Miljøstyrelsen <http://www2.mst.dk/udgiv/publikationer/200...https://ing.dk/artikel/lastbil-med-brint-braendselscelle-batteri-vil-udrydde-dieselosere-189674>