**Name of PA/HA:** Policy Area on Clean Shipping and PACs Ms. Josefine Pallesen and Mr. Rasmus With.

**1. EUSBSR Objectives**

The objective of PA SHIP is to help facilitate the transition to sustainable shipping industry and to make it a positive business opportunity[1]. The region can function as a test-bed for new and innovative products, services, methods and practices addressing global challenges, such as environmental degradation and climate change, creating prosperous opportunities for blue growth in the Baltic Sea Region (BSR). Overall, the vision is that the BSR should become *a model region for sustainable shipping*[2].

The high level of competences in clean shipping technologies in the BSR contributes to reaching the overall objectives of the Strategy, but in particular 'Save the Sea'. As such, PA Ship also contributes to the sub-objectives, such as: 'Clear water in the sea' and 'Clean and safe shipping'.

The strength of PA Ship in the midst of other regional cooperation forums is its strong ability to support transnational cooperation, its focus on a project-based policy dialogue and its ability to help align EU funding with the agreed policy objectives.

**2. Sustainable Development Goals (SDGs)**

The work within PA Ship supports actions, which feed into the global work towards achieving the UN Sustainable Development Goals (SDGs). In particular, Goal 9 focusing on innovation & infrastructure, Goal 13 focusing on climate change and Goal 14 focusing on the ocean. The list is not exhaustive, why the PA may also contribute to other SDGs.

**3. EU or other policy framework**

PA Ship contribute to the implementation of EU and international agendas. These include i.e.:

- Work of the IMO regarding air emissions from ships and clean shipping, in particular the International Convention for the Prevention of Pollution from Ships (MARPOL) and its annexes,
- Initial IMO Strategy on Reduction of GHG Emissions From Ships3
- Relevant EU environmental legislation;
- Integrated Maritime Policy of the EU, incl. Blue Growth;
- The Helsinki Convention and a number of HELCOM Recommendations;
- HELCOM Baltic Sea Action Plan adopted in 2007.

**4. PA/HA governance – steering committee**

The International Steering Committee for PA Ship is guided by the ToR, which were last adopted August 1 2014[4]. The Members of the Steering Committee include national ministerial level representatives from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden and the DG representatives from the European Commission. Flagship Projects and Seed Money Projects within the Priority Area on Clean Shipping are entitled to attend Steering Committee meetings. The role of the International Steering Committee is to facilitate cooperation, exchange of information, alignment of activities and to discuss financial matters. The committee meets twice a year in different parts of the BSR.

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[1] European Commission, Report "Towards an implementation strategy for the sustainable blue growth agenda for the Baltic Sea region", Brussels, 2017.06.09

[2] Full working paper on PA Ship in the EUSBSR. https://www.dma.dk/Vaekst/EU/EUOestersoestrategi/Sider/default.aspx

[3] http://www.imo.org/en/OurWork/Documents/Resolution%20MEPC.304%2872%29%20on%20Initial%20IMO%20Strategy%20on%20reduction%20of%20GHG%20emissions%20from%20ships.pdf

[4] Terms of Reference: https://www.dma.dk/Vaekst/EU/EUOestersoestrategi/PA%20Ship/Sider/default.aspx

**5. Involvement of stakeholders**

The international Steering Committee meetings and other dissemination activities organised by PA Ship brings together a broad set of stakeholders related to the maritime industry as well as local authorities.

**6. Key PA/HA achievement so far**

Completed results and ongoing work includes:

- Four Flagships on development of infrastructure and value chain of LNG in the BSR. The Flagships built on each other's results and gradually moved closer to concrete infrastructure investments;
- Three Flagships working on policy impact and concrete solutions for sewage and waste in the ports;
- Six Flagships focusing on emissions from shipping in the BSR and on economic incentives to reduce emissions;
- Project platform focusing on the environmental effects of shipping and the business potential of clean shipping;
- Creation of a regional project-based policy dialogue among maritime stakeholders.

**7. Actions for the PA/HA**

**Action 1:** Support measures reducing emissions from shipping including digitalization.

**Description:**
In order to establish the Baltic Sea region as a model region for clean shipping it is necessary to support a broad range of clean shipping measures involving relevant stakeholders. Thus, focus of PA Ship has to be on more research and development of solutions regarding alternative marine fuels e.g. batteries, electricity, LNG, hydrogen, hybrid solutions, methanol and others.

**Timing: On-going**

| Indicator title | Value | Baseline | Target/deadline | Data source |
|---|---|---|---|---|
| Development of research and policy measures aimings at reducing emissions of ships. | Number of initiatives | Year 2019 | 3/2023-2025 | HELCOM annual statistics and Programme database. |

**Flagship on-going or planned within this action**
ECOPRODIGI (Ongoing); CSHIPP (Ongoing)

**Project (s) and other activiteties (s) are planned within this action**
Strategic priorities in this action include: 1) actions to develop or improve technical installations on board ships to clean harmful emissions from ships; 2) issues of enforcement of environmental regulation for ships operating in the Baltic Sea; 3) improve monitoring of ship emissions (better target actions and regulations); 4) improving energy efficiency; 5) actions to deploy propulsion systems (alternative maritime fuels); 6) development economic incentive schemes to reduce the environmental impact; /)improve capacity and competences to address clean shipping

**Current and planned funding sources for the PA/HA activities?**
Interreg Baltic Sea Region, Interreg Central Baltic, CEF, Motorways of Seas, BONUS, Framework/Horizon,

**Action 2: S**upport research on emerging thematic challenges related to clean shipping and its impact on the environment and wildlife in the Baltic Sea.

**Description:**
Many new issues related to the impact of shipping on the environment and wildlife in the Baltic Sea are being raised. In order to address these issues adequately, research would be of high importance. Firstly, there is a need to adequately research all potential impacts and consequences on the environment and the wildlife. Subsequently, there is a need for research based development of measures on how to address these issues is the most optimal manner in order to preserve a healthy marine environment.

| **Timing: On-going** | | | | |
|---|---|---|---|---|
| **Indicator title** | **Value** | **Baseline** | **Target/deadline** | **Data source** |
| Research on impact of shipping on the marine environment. | Number of research papers | 0/2019 | 3/2023-2025 | HELCOM annual statistics and Programme database. |

**Flagship on-going or planned within this action**
COMPLETE (Ongoing)

**Project (s) and other action (s) are planned within this action?**
Strategic priorities in this action include: 1) actions to identify the impact of shipping on the environment in the Baltic Sea; 2) Research & development of technical installations on board ships to ensure a less harmful impact on environment and wildlife; 3) development of efficient policy recommendations to address emerging challenges related to shipping;; 4) increase scientific knowledge and support research

**Current and planned funding sources for the PA/HA activities?**
Interreg Baltic Sea Region, Interreg Central Baltic, CEF, Motorways of Seas, BONUS, Framework/Horizon,

**Action 3:** Support development of shore-side facilities to enhance clean shipping measures including infrastructure for alternative fuels

**Description:**
Renewable electric power generation for vessels as a key part of reducing the pollution from shipping. Further, access to alternative marine fuels through land based infrastructure and shore-side facilities could accelerate the reduction of emissions from shipping. Further, the ability to receive and treat the different types of ship-generated waste in a responsible manner is key to achieving cleaner shipping. Building upgraded reception facilities for sewage in BSR is a challenge and hence an important objective for the EUSBSR.

| **Timing: Planned** | | | | |
|---|---|---|---|---|
| **Indicator title** | **Value** | **Baseline** | **Target/deadline** | **Data source** |
| Development of shore-side facilities to enhance clean shipping measures including infrastructure for alternative fuels. | Number of development projects | 0/2019 | 3/2023-2025 | Project database. |

**Flagship on-going or planned within this action**
None

**Project (s) and other activities (s) are planned within this action**
Strategic priorities in this action include: 1) contribute to the development of a regional infrastructure related to alternative fuels; 2) develop reliable, sustainable and resilient infrastructure, including regional and cross border infrastructure; 3) upgrade infrastructure in passenger - and industrial ports and retrofit industries to make them sustainable, 4) with increased resource efficiency; 5) greater adoption of clean and environmentally sound technologies and industrial processes; 6) Improve port reception facilities and their ability to treat and separate waste from ships and marine litter brought to land; and 7) support the improvement of waste separation and handling on board ships.

**Current and planned funding sources for the PA/HA activities?**
Interreg Baltic Sea Region, Interreg Central Baltic, CEF, Motorways of Seas, BONUS, Framework/Horizon.