EU Strategy for the Baltic Sea Region (EUSBSR)
Policy Area on Clean Shipping (PA Ship)

EUSBSR
EU STRATEGY FOR THE BALTIC SEA REGION
POLICY AREA 'SHIP'

Valby, 14 June 2019

Appendix 4 – National inputs regarding agenda item no. 2 (day 2) Tour de Table

12th International Steering Committee meeting of PA Ship
Copenhagen, Denmark, 28-29 May 2019

1. Denmark

Denmark will hold the presidency of the Council of the Baltic Sea States (CBSS) from July 1 2019 – June 31 2020. Therefor the Policy Area Coordinators from PA Ship are planning to host a conference early 2020 in their capacity as Chairman for the CBSS Expert Group on Sustainable Maritime Economy (EGMSE). The tentative focus of the conference will be on securing and improving dialogue between ports and ships, in order to create a more sustainable shipping industry.

2. Latvia

Within the framework of the Latvian Presidency of the Council of the Baltic Sea States (CBSS), Latvia is also responsible for coordination of the work of the CBSS Expert Group on Sustainable Maritime Economy (EGSME).

On the 3rd - 4th April, the Ministry of Transport in cooperation with the Secretariat of the CBSS and DG MARE of the European Commission (Directorate-General for Maritime Affairs and Fisheries of the European Commission), organized an international conference "Development of a Sustainable Maritime Economy: Opportunities and challenges for Small and Medium Ports of the Baltic Sea Region", which took place in Jūrmala.

The aim of the conference was to share experience and ideas for successful development of small and medium ports, f.i., how to tackle challenges of globalization, how to enrich range of services

that ports can offer, how to benefit from digitalization, what are the cooperation possibilities. The role of small and medium ports in the development of regions and municipalities was emphasized.

The issues of the Sustainable Blue growth in connection with the ongoing review of the EU Strategy for the Baltic Sea Region Action Plan were discussed.

Information about available financial tools was provided by the European Commission and others.

The conference was concluded by reports from EGSME strategic partners: Baltic Sea Parliamentary Conference (BSPC), and Baltic Sea States Subregional Cooperation (BSSSC).

On the 1 st July Denmark takes over the Presidency of CBSS, so the conference was addressed also by a representative of the Danish Maritime Authority, Josefine Pallesen.

The conference was attended by more than 70 participants from Latvia, Estonia, Lithuania, Sweden, Denmark, Finland, Germany, Belgium, Norway, Russia and Portugal.

A full list of presentations is available at CBSS EGSME web-site.

https://www.cbss.org/conference-development-of-sustainable-maritime-economy-opportunities-and-challenges-for-small-and-medium-ports-in-the-baltic-sea-region/

3. Sweden

Sweden would like to share information on three project, having bearing on the environment and the Baltic Sea that the Swedish Transport Agency is currently working on.

Climate change adaptation plan

The Swedish Transport Agency (STA) is currently working on a climate change adaptation plan.

Climate adaptation involves implementing measures in order to adapt to the climate changes we already notice today and those that we cannot prevent in the future. Our project is a Swedish initiative but meets obligations in the Paris Agreement, Agenda 2030 and the EU strategy for climate change adaptation.

So what could affect shipping in the future? Examples are various extreme occurrences such as stronger thunder, stronger storms, higher waves and heavy downpour. The ice will change and the sea level is likely to rise 1 meter during this century, which, just to mention one example, affects bridge heights and likely other infrastructure as well.

We are now trying to identify risks and vulnerabilities in the transport system as a whole, in order to determine where the Swedish Transport Agency can contribute to reducing risks, for example in

terms of maritime safety. We are likely to deal with several of the identified risks in our regular safety work.

The indirect effects of climate change have become an area of interest for an increasing number of actors. It is important to have a global perspective because what happens in other parts of the world can have consequences, for example in the Baltic Sea.

(The Swedish regulation regarding climate change adapting came into force in January 2019, and the action plan is to be ready by January 2020.)

Action plan to achieve reduced greenhouse gases from international shipping

Reduced impact on the climate is one of the top priorities in Swedish politics, and the goal is set to reducing greenhouse gases with 70 % by 2030 compared to 2010 and to have a zero emission by 2045. In order to meet the Swedish climate goals, as well as fulfilling the Paris-agreement and the goal set by the IMO, The STA has set up an action plan. The aims of the plan is to work actively toward an adoption of measures by the IMO as soon as possible, support the development of measures that can catalyse the change from fossil-based fuels and to work for enhanced international negotiations.

In order to reach these aims the STA will, among other things, continue to work with the "Shipping High Ambition Coalition" and use that group as a platform to urge the development of new measures. The STA has also formed a reference group consisting of experts from other national authorities, scientist and the industry. The purpose of the group is to share knowledge, to assess information, to ensure high quality on our proposals etc. The STA will also assess if and in what way we can enter into technical cooperation and/or capacity building with developing countries.

Work within the project "Strategy for the conversion to a fossil free transport sector"

In 2016 the Swedish government assigned the Swedish Energy Agency to develop a strategy for the conversion to a fossil free transport sector, all in line with the goals explained above (70 % reduction to 2030, zero emissions 2045). This strategy was developed by the Swedish Energy Agency together with five other authorities, of which the STA was one. The strategy is published and contains a large amount of measures, divided into commitments which the authorities can already implement within the scope of their work, and suggestions which needs action from the government before they can be embarked upon.

At present the STA is working on one measure involving leisure boats. The STA will have a campaign during 2020 to inform owners of leisure boats about how the choice of fuel, engines and way of driving affects the environment and health of people.

What we are seeking to achieve is enhanced energy efficiency in leisure boats and increased possibilities to use sustainable fuels with a goal to reduce the negative impact on the climate and environment from leisure boat engines.

A first step is a work shop that will be held in Gothenburg in June by the STA together with Gothenburg University, to which the industry, boat clubs, other national authorities and organizations are invited. At the work shop possible solutions, and obstacles, will be discussed.