Trafi Finnish Transport Safety Agency

HELCOM GREEN TEAM subgroup under MARITIME WG

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EUBSRS PA SHIP
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Responsible traffic.
A joint effort.

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.1 Background

- The **HELCOM Ministerial Declaration 2013**: a commitment to work towards the creation of a joint "Green Technology and Alternative Fuels Platform for Shipping" together with other regional actors in the Baltic Sea.

- **Finland**, when having **the Presidency of the Council of the Baltic Sea States (CBSS)** in 2013-2014, organized in cooperation with HELCOM, the Baltic Development Forum (BDF) and the Northern Dimension Partnership on Transport and Logistics (NDPTL), a Conference on "Sustainable Baltic Sea Shipping, Green technology and alternative fuels with focus on air emissions" on board the LNG fuelled passenger ship Viking Grace.

- The aim of the Conference was to work on a joint understanding on the way forward to promote sustainable shipping and to develop a "Draft Roadmap for future actions" in shipping in the Baltic Sea area.

- Finland had a strong a strong believe that better collaboration among governmental organizations around the Baltic Sea is crucial but also private sector is needed.

Sustainable Baltic Sea Shipping

Green technology and alternative fuels with focus on air emissions

Thursday 16.1.2014 on board the LNG fuelled passenger ship Viking Grace

- As a result **a new cooperation forum,** the "Green Technology and Alternative Fuels Platform in Baltic Sea Shipping" was launched.

- And the **priority actions** to enhance green shipping and alternative fuels were identified for the Roadmap - as well as lead partners and timelines.

- Later in 2014 Finland and Sweden made a joint proposal to the MARITIME 14 meeting to establish a new subgroup with experts under the MARITIME Group

- Zero Vision Tool methodology developed by the Swedish shipowner´s and industry was chosen to facilitate and support the further work of the Platform.

- HELCOM MARITIME 14-2014 endorsed the proposal including the roadmap and HELCOM HODs, established in December 2014 this new sub-group (which was later named GREEN TEAM) under the MARITIME Working Group.

- The GREEN TEAM chairmanship was decided to be shared between Finland and Sweden.

- **Furthermore, it was agreed also other interested industry and NGO actors, which are not official HELCOM observers, can be members of the sub-group, as public-private partnerships are central for the tasks of the GREEN TEAM.**

- HELCOM MARITIME 16 agreed to the proposal by Finland that based on identified bottlenecks the industry stakeholders and ZVT should draft a work plan for the HELCOM GREEN TEAM

- In the light of responses to the questionnaire made by Finland in 2015 as well as from the industry & university reporting from the projects using the ZVT method, it was recognized that the task 4-6 of the Terms of Reference for the group should be prioritized:

  1) to enhance a structured transparent cross-border collaboration,
  2) discuss regulatory additions or amendments, and
  3) to coordinate/enhance an agreed index.

- a revised workplan (including the suggested priorities) for the GREEN TEAM for 2017 was adopted by the HELCOM Commission meeting in March this year;

- Additionally, Co-Chairs Finland and Sweden informed the Commission meeting about a plan to arrange a possible face to face meeting later this year.

.2 Donsö meeting in September

- Accordingly, the 1st face-to-face meeting on Donsö took place 5 September

- **Discussions:**

  - need for **coordination** with other relevant activities such as the European Sustainable Shipping Forum (ESSF) and engagement with Russian contacts.

  - towards effective **incentives** (incl. revision of the guidelines for the HELCOM Recommendation 28E/13 (2007)).

  - EU and other research and projects **funding** (CEF/TEN-T, Horizon 2020, BONUS, Regional Structural and Investment Funds) available to facilitate sustainable maritime technology.

  - The Meeting agreed to recommend to HELCOM MARITIME that the GREEN TEAM work plan should be extended and updated to cover the period 2018-19.

  - Efficient reporting on identified challenges and solutions, via e.g. example the ZVT approach is needed

- The current work plan is very focused on air emissions but also e.g. sewage treatment systems and scrubbers need some consideration.

- The ambition level of the work plan should reflect the role of the Baltic Sea as a world leading region.

- Common standards (e.g. various issues related to alternative fuels) could be considered taking into account the ongoing work in other processes including the ESSF.

- As there is a lot of ongoing work on indexes the priority should be on supporting existing indexes and their forums.

.3 Next Steps

- The port of Gothenburg takes an active role in the work regarding indices, including both the Environmental Ship Index (ESI) and Clean Shipping Index (CSI).

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- The Finnish Maritime Cluster as a part of ZVT confirmed its willingness to lead the work on reporting.
- the Swedish Maritime Administration is willing to lead the work to revise the guidelines in Recommendation 28E/13
- Finland and the Finnish Maritime Cluster as a part of ZVT will provide background material of the existing incentives in the Baltic Sea region to support the revision of the guidelines.
- Finland will be hosting the GREEN TEAM meeting in 2018.
- The Meeting welcomed the invitation from DSM to host a GREEEN TEAM meeting in connection with DSM19, 3-4 September 2019.

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