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

Copenhagen, 19 December 2017

Draft minutes

9th international Steering Committee meeting of PA Ship
Gdansk, Poland, 7 November 2017

The meeting was held at Sala BHP in connection with the business seminar *"How can Maritime Business Benefit from the EU Strategy for the Baltic Sea Region and EU funding?"* on 8 November 2017, organised jointly by PA Ship and PA Safe. A two-pager had been made separately for the business seminar. Present at the PA Ship meeting were representatives from relevant authorities of EU Member States bordering the Baltic Sea, relevant funding programmes, potential Flagships as well as completed, and ongoing Flagships.

The documents from the meeting and the presentations from the seminar following the meeting are made available on PA Ship's website:
http://www.dma.dk/Vaekst/EU/EUOestersoestrategi/PA%20Ship/Sider/Meeting-documents.aspx

1) **Welcome remarks**
Ditte Folke Kikkert Henriksen from the **Danish Maritime Authority (DMA)** welcomed the participants to the 9th meeting of the international Steering Committee of PA Ship and presented her new colleague **Cilia Sonne Allermann** from the DMA, who would assist her in the work. Afterwards, all the participants introduced themselves (tour de table) and **Ditte Folke Kikkert Henriksen** presented the agenda of the meeting.

2) **Approval of the agenda and confirmation of the final minutes**
The agenda of the meeting and minutes from the latest Steering Committee meeting (held in Brussels on 30-31 May 2017) were approved without any changes.

3) **Activities of the Policy Area Coordinator**
The PAC presented the recent activities of PA Ship. The most prominent activities were the EUSBSR 8th Annual Forum in Berlin, where the Policy Area on Clean Shipping (PA Ship) and the Policy Area on Maritime Safety and Security (PA Safe) had organised a seminar dedicated to autonomous shipping, where among others Rolls-Royce had been represented on the panel. It had been a small audience, but the right audience with a great interest in the subject. Other activities were the Donsö Shipping Meet (CBSS meeting) and the HELCOM Maritime 17, which are important in order to keep a close cooperation with regional forums. Another prominent activity was the preparations for the business seminar to be held the day after this meeting as well as the preparations for the Oslo seminar to be held on 6 February 2018. Moreover **Ditte Folke Kikkert Henriksen** informed that in 2017 the PAC had started to look more strategically at the work of PA Ship.

Afterwards Ms Henriksen presented the "PACs activity document", which had been distributed to the participants.

Anita Mäkinen from the **Finnish Transport Safety Agency** informed that, in the Baltic Sea region, trial areas are possible in own waters, but the regulation will need to be amended (inter alia SOLAS) to allow for trial areas in international waters. However, in the IMO not everybody is in favour of this. **Anita Mäkinen** stressed that Rolls-Royce had not recognized this need, which was important to keep in mind. **Ditte Folke Kikkert Henriksen** underlined that the countries in the Baltic Sea region are still able to work together in other ways.

4) **Development of "Best Practice Guidance for the handling of wastewater in Ports" for the Special Area Baltic Sea** *presented by Markus Joswig, PIA, Germany*

Markus Joswig from **PIA** presented the project on best practice guidance on handling of wastewater and stressed the big difference between black water (toilet water) and grey water (kitchen, bath, etc.). **Markus Joswig** informed that, in connection with the project, a questionnaire had been developed. Only 7 ports out of 47 had filled out the questionnaire; however, these 7 ports covered about half of the cruise traffic in the Baltic Sea region and therefore gave an insight into the challenges experienced by the 7 ports. One thing that had become clear was that the ports have very specific problems and that therefore one solution does not fit all. The final draft is expected to be represented at the HELCOM Maritime 2018.

Ditte Folke Kikkert Henriksen thanked for the presentation and told the Steering Committee that the Baltic Sea region will be a special area for sewage.

Anita Mäkinen thanked for the presentation and said that it could be difficult to treat wastewater in ports because of the way in which it is treated on board ships. For example, some ships mix black water and grey water, which makes it necessary to treat it all as black water. Therefore, **Anita Mäkinen** asked if the project would consider making a guidance for how to treat wastewater on board as well. To this **Markus Joswig** replied that the systems do not work properly on board the ships.

Max Ohlsson from the **Swedish Transport Agency** thanked for the report and added that the Swedish Transport ministry looks forward to see the results from the study and the best practices. Moreover, Mr. Ohlsson enquired about the number of answers to the questionnaire and if the project was satisfied with the response rate. To this **Markus Joswig** replied that the result is satisfactory because the 7 ports cover about 50 % of the cruise traffic in the Baltic Sea region.

Ditte Folke Kikkert Henriksen suggested that the project contacted the Baltic Ports Organization. To this **Emil Arolski** from the **Baltic Ports Organization** replied that they have had the same challenges in getting ports fill in questionnaires, and therefore their recommendation was to take direct contact to one person in each individual port. **Emil Arolski** added that it is very difficult to get substantial feedback from ports; however, they would of course help circulate the questionnaire to their members should the project find it helpful.

5) **Update on funding opportunities**

Peter Lundberg from **Interreg ÖKS** presented the funding programme and informed that there is 143 million EUR in the programme and that 20 % of the programme funds can be allocated to partners outside the region. However, **Peter Lundberg** stressed that, in order to include partners outside the region, the positive effects for the programme region have to be evident and underlined. Moreover, the project is 50 % co-financed and can include both public and private partners. **Peter Lundberg** informed that the funding looks as follows:

- Innovation: Strengthen research, technological development and innovation
    - 5.1 million EUR remains
- Green economy: Support the transition to a low-emission economy
    - 28.2 million EUR remains
- Transport: Promote sustainable transportation and remove bottlenecks in important network infrastructure
    - 20.1 million EUR remains
- Employment: Promote employment and the mobility of labour
    - 10.9 million EUR remains

- A total of 59.2 million EUR remains

Peter Lundberg added that the programme is looking for a good mix of private-public cooperation. The next two calls will be from 15 January until 9 February 2018 and from 13 August until 7 September 2018.

Cilia Sonne Allermann informed about the other funding programmes, including the next call/deadline, topics to be funded and the budget of the funding programmes. **Cilia Sonne Allermann** promised to send the information in writing (Annex 1).

6) Update on Flagships

1. Environmental Impact of Low Emission Shipping: Measurements and Modelling Strategies (EnviSuM) led by the University of Turku, Finland

Johanna Yliskylä-Peuralahti from **Brahea Centre at the University of Turku** informed that the project is halfway, but that a lot of tasks still need to be solved. So far, the project had completed the tasks related to emission measuring and modelling, the state of the environment and what is going on economically. Now the project is looking at vessel air emissions and how to promote clean shipping through future reductions hereof. **Johanna Yliskylä-Peuralahti** also informed that, at present, much focus is on completed on-board measurements, while work on vessels with LNG is ongoing. The work with the regional air quality has been completed, while the political influencing, including presenting results to the Steering Committee, is ongoing.

Among the challenges met, **Johanna Yliskylä-Peuralahti** highlighted the low response rate in connection with a survey of socio-economic factors, due to which it had unfortunately been impossible to cover the entire field. Consequently, the project was trying to find other ways in which to get the needed data. Another challenge was that shipowners were unwilling to have a researcher on board to carry out the measurements. However, the sniffer has been

useful and reliable. The results gained so far show that compliance is fairly good, and the project found that the introduction of the SECA had had a great positive impact on the air quality.

Anita Mäkinen enquired about the number of scrubbers (843) and if the project had clarified how many ships in the Baltic Sea region are fitted with scrubbers. **Johanna Yliskylä-Peuralahti** replied that the number of 843 is a global figure which has not been subdivided according to region.

Emil Arolski stressed that there has been much discussion with especially the port of Tallinn about the waste generated by the scrubbers, but that this is also related to the ports' ability to handle the waste. Some ports are very good at it, while others struggle. However, this issue will be addressed.

Ditte Folke Kikkert Henriksen thanked for the presentation.

2. Sustainable Shipping and Environment of the Baltic Sea region (SHEBA) led by the Swedish Environmental Research Institute (IVL), Sweden

Marcin Bruchacz from the **Maritime Institute of Gdansk** presented the project the aim of which is to provide a detailed (integrated and in-depth) analysis of the environmental, economic and social impacts of shipping in the Baltic Sea and to support development of the related policies at EU, regional, national and local levels. This is ensured, inter alia, through the use of AIS data from HELCOM.

Marcin Bruchacz explained that the project had been looking at different scenarios for the emissions for 2030/2040, i.e. 1) the business as usual scenario, and 2) alternative scenarios (including a NoNECA scenario, a no-emissions-to-water scenario, an LNG scenario, and a slow steaming scenario). Furthermore, the project had, under WP 4, worked with underwater noise, including a methodology for description of shipping-induced noise parameters.

Anita Mäkinen stressed that a study on underwater noise is very important because there is not too much research in this field.

Ditte Folke Kikkert Henriksen thanked for the presentation and said that SHEBA is about to be finalised in the spring or in June and that the Steering Committee looks forward to hearing the final results.

7) Potential new Flagships

1. Completing management options in the Baltic Sea Region to reduce risk of invasive species introduction by shipping – (COMPLETE) led by Kotka Maritime Research Association, Finland

Monika Normant-Saremba from the **University of Gdansk** presented the project and informed that it is a new project that had started in October and was funded by the Interreg Baltic Sea Programme.

Monika Normant-Saremba explained that the project will focus on invasive alien species and biofouling and added that shipping is a main way of introducing these invasive alien species. The introduction of invasive alien species has increased significantly due to a rise in commercial traffic and trade. The objective of the project is to develop consistent and adaptive management tools and recommendations for the Baltic Sea region by addressing both major vectors of harmful aquatic organisms and pathogens: ballast water and biofouling.

Monika Normant-Saremba explained that the project has identified challenges concerning the implementation of the IMO International Convention for the Control and Management of Ship's Ballast Water and Sediment (BWMC) and the EU Marine Strategy Framework Directive (MSFD), including challenges related to monitoring and surveillance, information exchange, risk assessment and enforcement. The project has also identified gaps concerning biofouling, including limited knowledge about antifouling practices and procedures, lack of information about common cleaning procedures and facilities and lack of cost-efficiency analyses.

The expected outcome of the project is the development of operational frameworks and provision of user-oriented tools to make shipping in the Baltic Sea region more environmentally friendly.

After the presentation of the project, **Monika Normant-Saremba** explained how COMPLETE supports the EUSBSR action plan.

Ditte Folke Kikkert Henriksen thanked for the presentation and said that PA Ship has been following COMPLETE since it was a seed money project. **Ditte Folke Kikkert Henriksen** added that other projects have been developed that look into these issues and that have found some solutions to the issues raised; against this background, she asked if the project keeps an eye on them and work with them as well. **Monika Normant-Saremba** replied that she would have to ask the project leader Miina.

Anita Mäkinen also thanked for the presentation and said that Finland supports the adoption of COMPLETE as a Flagship; she added that biofouling is a big problem and that, therefore, Finland is very pleased that they are active in this area. **Anita Mäkinen** also stressed that HELCOM considers COMPLETE a complement to the HELCOM-project, rather than a duplication.

Ditte Folke Kikkert Henriksen concluded that, since nobody objected to COMPLETE applying for Flagship Status, the Steering Committee hereby encouraged COMPLETE to apply for Flagship Status. **Ditte Folke Kikkert Henriksen** explained that the official decision will be made by the Steering Committee through a silent procedure. If the Steering Committee accepts the proposal, it will be sent to the Commission. **Ditte Folke Kikkert Henriksen** added that the Steering Committee looks forward to receiving the official application for Flagship Status later this year.

2. Eco-efficiency to maritime industry processes in the Baltic Sea Region through digitalisation (ECOPRODIGI) led by University of Turku, Finland

Milla Harju from the **University of Turku** and **Miitta Eronen** from **Centrum Balticum** presented the project and explained that the project aims at increasing eco-efficiency in the Baltic Sea Region maritime industry through digitalisation. This will be done by focusing on 1) evaluating maritime industry processes and technology outlook, 2) solving eco-efficiency bottlenecks through digital solutions, 3) improving the seabed for eco-efficient digital solutions and 4) strengthening public support for maritime industry digitalisation.

Milla Harju and **Miitta Eronen** said that the project has 21 partners from 5 different countries (Sweden, Finland, Denmark, Lithuania and Norway) and added that ECOPRODIGI is built around the EUSBSR framework contributing to all three objectives of the EUSBSR.

Ditte Folke Kikkert Henriksen thanked for the presentation.

Anita Mäkinen congratulated the project on the financing and then asked if the project has been in contact with Tesla, NAPA, etc. with the purpose of having them as project partners since the project addresses optimization of fuel consumption. **Milla Harju** and **Miitta Eronen** replied that they will contact them when the solutions have been developed in the hope that they will implement them.

Ditte Folke Kikkert Henriksen pointed out that an action is missing in the handout and that she would find out why it was missing. Then she added that Go LNG has sent an official application to PA Ship for Flagship Status and that some things still need to be clarified.

8) **Status of other Policy Areas and other maritime regional forums of relevance to PA Ship**
Cilia Sonne Allermann updated the Steering Committee on the status of PA Safe and reported that PA Safe had also focused its activities on the seminar that would take place the following day. Of other activities **Cilia Sonne Allermann** highlighted 1) the seminar on autonomous shipping at the EUSBSR 8th Annual Forum in Berlin, where the Policy Area on Clean Shipping (PA Ship) and the Policy Area on Maritime Safety and Security (PA Safe) had been considered, 2) the preparations for the next Steering Committee meeting to be held on Thursday and 3) the preparations for the Oslo seminar to be held on 6 February 2018. Moreover **Cilia Sonne Allermann** said that the project Ranging Mode for the Baltic Sea (called R-Mode Baltic) led by the German Aerospace Centre would participate on Thursday as a potential Flagship.

Ditte Folke Kikkert Henriksen presented the information from CBSS because the project representative was not able to attend the meeting herself. CBSS has an Expert Group on Maritime Policy which was established in 2009 and is currently under Swedish Presidency. **Ditte Folke Kikkert Henriksen** said that the Swedish Presidency focuses on the Sustainable Development Goals, but that the group also wants to keep track of the work done by other organisations in the region. At the last meeting, education was considered as one of many fields of common interest to the Baltic Sea countries. The mandate of this group runs until the summer of 2018. **Ditte Folke Kikkert Henriksen** informed that, should there be any interest in talking to the representative of the group, **Ditte Folke Kikkert Henriksen** can provide the contact information.

Anita Mäkinen gave a presentation of the HELCOM green team subgroup and said that green team meetings are co-chaired by Finland and Sweden. **Anita Mäkinen** told about the background of the subgroup and added that interested industry and NGO actors can be members of the subgroup, as public-private partnerships are central to the tasks of the HELCOM Green Team.

Anita Mäkinen informed about the latest meeting at Donsö Shipping Meet held in early September. The issues considered at the meeting included, inter alia, the need for coordination with other relevant activities such as European Sustainable Shipping Forum (ESSF), engagement with Russian contacts, and EU and other research and project funding available to facilitate sustainable maritime technology.

Anita Mäkinen added that, at the moment, HELCOM is focusing on air emissions, but that the subgroup also finds it important to focus on sewage treatment systems and scrubbers. **Anita Mäkinen** ended the presentation by telling about the next steps, including upcoming meetings.

Ditte Folke Kikkert Henriksen thanked for the presentation and added that, in the Baltic Sea region, there is a high degree of cooperation. Each forum has its reason for being there, but this also means that it is important for PA Ship to figure out what the role of PA Ship is in this complex multi-forum construction.

Agnes Pilv from the **Marine Environment Department in Estonia** stressed that there is a pressing need to introduce environmental regulations, including creating the ground for shipping to grow. **Anita Mäkinen** replied that the subgroup is trying to strengthen public-private partnership in order to involve the industry more, which is a way in which to protect the marine environment and help the sector grow in sustainable ways.

Ditte Folke Kikkert Henriksen added that what PA Ship can do is to try and involve business in Flagships making sure that business participates in the Flagship, thus creating a sense of ownership to the solutions and thereby making sure that funding is given to Flagships the final results of which are really used.

Pawel Mawduk from **Gdansk Shipyard** addressed the problem of business involvement and stressed that, when NGOs and the public ask business for data, it is important to remember that generating the data asked for takes time and that time is money. Therefore **Pawel Mawduk** asked the projects to consider dividing surveys into three: 1) a questionnaire (with a low response rate), 2) a telephone interview (with a somewhat higher response rate), and 3) a personal meeting which **Pawel Mawduk** considered the best solution stressing that direct contact – finding the right person – will get projects a long way. **Pawel Mawduk** also underlined the importance of explaining businesses why the projects need the help asked for and, last but not least, of making sure to send the final result to the relevant businesses. **Pawel Mawduk** also stressed the importance of anonymity and protection of the information provided when disclosing information. He also highlighted that it is important that the projects give the businesses sufficient time to prepare and for fill in the questionnaire because the businesses want to provide high-quality data. **Pawel Mawduk** suggested the holding of a workshop on best practices for making a good survey.

9) Discussion on internal procedures and strategy of PA Ship

1. The PAC will present the outcome of the seminar "The future of Maritime Safety and Security and Clean Shipping in the Baltic Sea region" and recommendations for future prioritised topics for PA Ship.

Ditte Folke Kikkert Henriksen introduced the conclusions from the seminar held in Brussels, stressing the need for a discussion on topics for the future. This was also why PA Ship (co-organising with PA Safe) had invited a lot of stakeholders for the meeting in Brussels in May, including business and end-users.

Ditte Folke Kikkert Henriksen said that, at the meeting in Brussels, digitalization and automation, the importance of enforcement as well as education and training (securing the right competences to mariners, engineers, etc.) had been pointed to as important future topics. **Ditte Folke Kikkert Henriksen** added that there seems to be a readiness from the business side to be part of the projects which are going to work on these topics in the region where it makes sense.

Ditte Folke Kikkert Henriksen went on and informed that as PAC she would suggest the future actions of PA Ship to be 1) business sector integration, 2) incorporation of new visions in the EUSBSR, 3) liaising with the relevant EU funding programmes and 4) having a more strategic approach to project development.

Max Ohlsson said that the future actions for PA Ship were in line with what Sweden thought about the future of PA Ship, including the importance of ensuring that project results are followed up and ensured. To this **Ditte Folke Kikkert Henriksen** replied that there is much focus on trying to make sure that projects build on the results of other projects; EnviSuM and SHEBA are very good examples of projects that share results, thereby making sure not to duplicate each other's work.

Anita Mäkinen also supported the conclusions, stressing that the future actions listed are very important and adding that HELCOM shares especially numbers 1 and 3 on the list.

Johanna Yliskylä-Peuralahti also supported the conclusions and stressed that it is important to discuss these very critical issues and, therefore, it is good if PA Ship and PA Safe co-organise events like the Brussels event. **Johanna Yliskylä-Peuralahti** added that projects are struggling to involve business, which is why it is highly critical to involve business as is the case with the seminar to be held the following day.

Ditte Folke Kikkert Henriksen concluded that there was support from the Steering Committee for the conclusions.

2. The Interreg Baltic Sea Region Programme is organising a call for project platforms

This agenda item was not considered.

10) Any other business

Ditte Folke Kikkert Henriksen informed that the next Steering Committee meeting is expected to be held in Denmark during Danish Maritime Days in the first week of May 2018. **Anita Mäkinen** asked the PAC to take account of IMO meetings when setting the date.

Pawel Mawduk gave an introduction to Gdansk Shipyard, including information about the capacity of the shipyard and the several products produced (wind towers, offshore steel constructions, onshore steel constructions and automated prefabrication). After the presentation **Pawel Mawduk** showed the Steering Committee around the premises.