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

Copenhagen, 22 August 2017

Draft minutes

8th international Steering Committee meeting of PA Ship
Brussels, Belgium 30 May 2017

The meeting was held at Hotel Renaissance in connection with the seminar *The future of maritime safety and security and clean shipping in the Baltic Sea Region* organised jointly by PA Ship and PA Safe. Present at the PA Ship meeting were representatives from relevant authorities of EU Member States bordering the Baltic Sea, the European Commission, the Council of the Baltic Sea States as well as completed, and ongoing Flagship Projects.

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 8th meeting of the international Steering Committee of PA Ship and presented the agenda of the meeting. She had recently taken over the responsibility as Policy Area Coordinator (PAC) of PA Ship from Gitte Mondrup who had changed to a new position from 1 May 2017. A new colleague, **Cilia Sonne Allermann** from DMA, would assist her in the work. Unfortunately, she was not able to attend the meeting this time, but hoped to meet the participants at the next Steering Committee meeting. Instead Ditte Folke Kikkert Henriksen was assisted by **Søren Kristian Riis Andersen** at this meeting.

2) **Approval of the agenda and confirmation of the final minutes**
The final agenda which had been sent out by e-mail on **18 May 2017** was approved.
The final minutes from the previous Steering Committee meeting held on 1**0 November 2017** and sent out **23 November 2017** were approved.

3) **Activities of the Policy Area Coordinator**
The PAC presented the recent activities of PA Ship. The most prominent activities were the preparation of the seminar that took place directly after the meeting and the planning of a session on autonomous shipping that would take place during the 8th Annual Forum for the EUSBSR in Berlin on the 13-14 June 2017. Furthermore, it was mentioned that a consultancy report, commissioned by Directorate-General for Maritime Affairs and Fisheries (DG MARE), on how to create an implementation strategy for a Blue Growth Agenda in the Baltic Sea Region was almost ready. The PAC had been involved in the stakeholder process and had hosted a stakeholder meeting in connection with the production of the report in an effort to align Blue Growth initiatives and PA Ship activities better. The

report would be launched on 14 June 2017 at the 8th Annual Forum of the EUSBSR in Berlin, and the PAC looked forward to the results of the report which might also help prioritise activities of PA Ship in the future.

4) **News from the European Commission**

Odd Godal from the **Directorate General for Regional and Urban Policy (DG REGIO)** gave a brief update on the general developments in the EUSBSR. A report was published in December 2016 on all four macro-regional strategies in the EU and the Council had agreed on the conclusions on 25 April 2017. With this report it was agreed that countries and regions would maintain their commitment to the strategy, and that attempts would be made to further align funding with the macro regional strategies. He also informed that communication of the EUSBSR in general from now on would be handled by the project "Let's Communicate", which would provide tools for PACs and Flagship Projects to communicate effectively, through e.g. printed materials, news media and social media templates. He also noted that the Baltic Sea Region Programme had recently announced that two projects on clean shipping and one on safe shipping had been approved for support in the second call of the programme.

The PAC added to this that one of the projects had already contacted her with the information on the approval and a preliminary interest in applying for Flagship Project status.

Maik Schmahl from **Directorate General for Mobility and Transport (DG MOVE)** informed that DG MOVE was currently concentrating much of their work on passenger ship safety as well as on environmental issues in the framework of the European Sustainable Shipping Forum (ESSF). In this context, DG MOVE aims to reduce pollution at sea by revising the Port Reception Facilities Directive and would welcome further projects related to this. It was also noted that DG MOVE was keeping an eye on developments within autonomous shipping. However, as far as legislation was concerned, DG MOVE was following the developments in IMO regarding this point.

5) **Update on funding opportunities**

Andris Andrusaitis, Programme Manager from the **BONUS** Secretariat, informed about the recent developments within the BONUS programme and possibilities for clean shipping projects in the BONUS Programme. BONUS is a joint Baltic Sea research and development programme running from 2010-2017. The programme joins 8 countries and the EU, and has a budget of 100 million euro. These funds are provided to projects that run between 2-4 years and that cover all from small innovation projects to academic research. SHEBA, a Flagship Project under PA Ship, is funded through BONUS. BONUS is, however, at the end of the current phase, but discussions are currently under way whether BONUS will be maintained and even expanded to include The North Sea as well as the Baltic Sea. Most funds have been used from the current BONUS period, but BONUS is planning to launch a mini-call in the fall of 2017 with the purpose of linking and communicating current projects, rather than creating new projects.

The PAC added that further funding possibilities under INTERREG included Öresund-Kattegat-Skagerrak, South Baltic Program and Central Baltic Program. Further an important

programme was the Baltic Sea Region Programme which had been mentioned previously. The programme was expected to launch a third call in the fall of 2017. Additionally, the programme had announced a call for a transport platform which was meant to unite projects working with similar topics. The precise wording and purpose of the transport platform was yet unclear, but would be discussed at a seminar during the 8th Annual Forum of the EUSBSR in Berlin 13-14 June 2017. After this seminar the Monitoring Committee of the programme would make a decision of the call.

Under CONNECTING EUROPE FACILITY (CEF) a call was open at that moment that would close later in June and an evaluation of the spend funds would take place in the fall this year, which would potentially release new funds for a new call in 2018. HORIZON 2020 was expecting new calls in the fall, however there was no detailed information yet.

6) Seed Money Projects

The PAC informed that the two ongoing Seed Money Projects in PA Ship were unfortunately not able to take part in the meeting. A presentation had been forwarded about one of the projects, the project **Waste to Energy in Cruise Shipping (W2E in Cruise Shipping)** and had been handed out to the participants of the meeting. The project had concluded its activities very recently and the feasibility study conducted in the project showed that sewage, food waste and biosludge (biowaste) had the most potential to be transformed into another type of energy and that the most efficient method would be transformation into biogas. The project had prepared a concept note for the second call of the Baltic Sea Region Programme, however, the concept note was not accepted as it was not mature enough, but the project had plans to make another attempt at the third call in the programme and the results of the project were connected to other projects developing similar solutions.

7) Potential new Flagship Projects

Potential Flagship Projects were invited to present their scopes and objectives as well as ask questions, however no comments were made during this agenda point.

8) Status of other Policy Areas of relevance to PA Ship

Hannu Laurikainen from the **Finnish Transport Safety Agency (Trafi)** updated the Steering Committee on the status in PA Safe and could report that PA Safe also had focused their activities towards the seminar that would take place immediately after the meeting.

9) Discussion on internal procedures and strategy of PA Ship

The PAC informed that a discussion about Flagships and their function and status had been launched at a joint meeting of EUSBSR stakeholders in April 2017. At the meeting it had become clear that different Policy Areas and Horizontal Actions were treating the concept of Flagship differently. In some Policy Areas, Flagships were seen more as processes or umbrellas than concrete projects, and some Policy Areas were working more strategically with projects and processes. The discussion on what a Flagship is and should be would continue during several meetings and seminars of EUSBSR stakeholders in 2017-2019 and the PAC intended to follow the discussions closely and feed in input from PA Ship. Therefore, the PAC encouraged the Steering Committee members to give input on this topic if they had views on it.

10) Any other business

Daria Akhutina from the **Council of the Baltic Sea States**, gave a short update on the plans of the Swedish presidency for the activities in the Expert Group on Maritime Policy.
A first meeting in the group was planned to take place in connection with the Donsö Shipping Meet on 5 September 2017. More information on this meeting would be distributed to the relevant stakeholders.

Lastly, the PAC thanked for a productive meeting and informed the Steering Committee that the next meeting in the committee had not yet be scheduled. It was however mentioned that the meeting possibly would take place in conjunction with a seminar aiming to attract more business stakeholders to the work in the EUSBSR. DMA had a short phone meeting with a representative from the region of Pomorskie in Poland discussing options to organise a joint seminar in Poland in the fall of 2017. However, at this point nothing was certain yet and the PAC would inform the Steering Committee when a decision had been made.