

Draft meeting minutes

16th Meeting of the international Steering Committee for the Policy Area on Clean Shipping of the EU Strategy for the Baltic Sea Region (EUSBSR), 3rd June 2021 (online).

The 16th meeting in the International Steering Committee for PA Ship was held on June 3rd 2021 online via Cisco Webex. Meeting participants included Steering Committee members, representatives of the Commission, representative from the group of National Coordinators, Flagship leaders and other stakeholders. The meeting agenda included updates from the Commission and flagship projects and a discussion of the future management and organisation of the Steering Committee.

Please find all meeting documents and PP presentations via this [link](#). The minutes and final meeting material will also be uploaded to the PA Ship website.

1) Approval of the agenda and confirmation of approved final minutes

Ms. Josefine Pallesen, Policy area Coordinator (PAC) of PA Ship from the Danish Maritime Authority welcomed everyone to the 16th meeting in the international Steering Committee of PA Ship. The meeting agenda and minutes from the previous meeting were approved without amendments.

2) Activities of the Policy Area Coordinators

Mr. Rasmus Uglebjerg With, Assisting Policy Area Coordinator of PA Ship, informed the group on initiatives taken by the PACs since the latest meeting and upcoming events, despite reduced activities due to COVID-19.

Mr With informed that PA Safe, PA Ship, the Danish Ministry of Environment and the Expert Group on Sustainable Maritime Economy from the Council of the Baltic Sea States held a successful online conference in December 2020. The event focused on Alternative fuels for the shipping sector and cruise industry. A recap of the conference can be found [here](#).

Moreover, Mr. With informed that four policy areas under the EU Strategy for the Baltic Sea Region (EUSBSR) co-organised an event focusing more broadly on alternative fuels. The organisers were PA Safe, Ship, Energy and Transport. A recap of that conference can be found [here](#).



Furthermore, Mr. With gave an update on coming activities and events during the fall of 2021. First the PACs are looking into the possibility of co-organising an activity with stakeholders from the EU Strategy for the Adriatic and Ionian Region (EUSAIR). Current PA Ship stakeholders are invited to approach the PACs if they have relevant ideas for such an activity with EUSAIR stakeholders or would like any specific topics highlighted.

Finally, Mr. With also stated that there will be presented a roadmap with future maritime areas in EUSBSR, which concerns how the work can continue and how to get new inputs in the Baltics Sea Regions.

3) News from the Commission - Presentation of EU Strategy for the Blue Economy

Ms. Reka Rozsavolgyi (DG MARE) gave a presentation on the new EU Strategy for the Blue Economy, which has been revised and is soon to be launched. Ms. Rozsavolgyi informed that the 2030 Agenda and the European Green Deal (EDG) call for a sustainable transformation of the EU's economy including the blue economy. The blue economy covers a wide range of interlinked sectors, both established and emerging, which are relevant to PA Ship. The blue economy is part of the solution to achieve the EGD objectives and notably the objective of carbon neutrality. Transitioning to sustainable blue economy can contribute to the recovery of the sectors affected by the COVID crisis and bring more resilience. Moreover, Ms. Reka Rozsavolgyi informed that the COM would like to look at sustainability from three different angles such as environmental, social and economic sustainability.

Ms. Rozsavolgyi informed that to transform the blue economy, the value chains comes in four priorities. Decarbonisation, biodiversity and coastal resilience, responsible food systems and circular economy and responsible food production. Examples of decarbonisation is to explore the full potential of offshore renewable energy and transition to zero emission vessels. Biodiversity means to protect and restore coastal and marine ecosystem, etc. The responsible food systems should be reached by meeting the Common Fisheries Policy (CFP) sustainability standards and implement the strategic aquaculture guidelines. Lastly, circularity means to invest in circular design of fishing gears, etc.

The conditions to ensure such a transformation along this value chain are ocean knowledge, blue skills, investment, maritime security and research and innovations. Together it describes requirements such as expanding the knowledge about ocean and creation of European partnerships for a climate-neutral, sustainable and productive blue economy. To ensuring, the transition to SBE is also about changing the governance means the way to interact and make decisions.

Lastly, Ms. Rozsavolgyi highlighted elements that are particularly relevant for PA Ship under EUSBSR, which is to decarbonize transport, reduce air and water pollution, maritime transport, low carbon fuels and replace it with electricity and wind power.

4) Update by DG RTD on waterborne R&I under Horizon Europe, including the Zero-emission Waterborne Transport Partnership

Mr. Peter Crawley from DG Research and Innovation provided the latest update on the zero-emission Waterborne Partnership, which I linked to the IMO and EU ambitions. The IMO and EU have ambitions to limit global temperature increase to well below 2-degree Celsius and try to limit increase to 1.5-degree Celsius. In connection to this, the EU ambition is to become the world first climate-neutral continent by 2050.

HORIZON EU has initiated the Zero-emission waterborne transport partnership, which is expected to be launched in June 2021. This is a new co program partnership and led by Waterborne Technology Platform. Mr. Crawley informed that the purpose of the Partnership is to provide and demonstrate zero-emission solutions for all main ships types and services before 2030, which will enable zero-emission waterborne transport before 2050. With elements such as use of sustainable alternative fuels, electrification, and energy efficiency, the partnership aims to contribute to maintaining and reinforcing Europe's global leadership in innovative, green waterborne transport solutions. To find more information about the Zero-emission waterborne transport partnership, please follow this [link](#).

Calls for Alternative fuels R&I areas are planned 2021-22. The focus is how to address large scale on board storage and how to fully integrate very high power fuel cells.

Calls for publication is expected soon with info day 5 & 6 July and can be found [here](#).

Funding and Tenders can be found [here](#).

Draft work program, including full draft topics available [here](#).

For further information, please find the following links:

<https://www.waterborne.eu/partnership>

https://ec.europa.eu/info/research-and-innovation/research-area/transport/waterborne-transport_en



https://ec.europa.eu/info/sites/info/files/research_and_innovation/funding/documents/european_partnership_for_zero-emission_waterborne_transport.pdf

5) Update by Council of the Baltic Sea States (CBSS) Secretariat on developments in the CBSS and CBSS Expert Group on Sustainable Maritime Economy

Ms. Daria Akhutina from the CBSS secretariat provided a brief update on recent developments related to the CBSS and in the Expert Group on Sustainable Maritime Economy. CBSS has followed a cross-sectoral approach and invited the private sector to participate its work, thus increasing the involvement of maritime businesses, academia and research institutions and governments. The focus is to exchange information and good practices and create partnerships for joint initiatives. Furthermore, Ms. Akhutina informed that the ambition is to promote cooperation on clean shipping and sustainable tourism, interaction among cruising companies and bigger ports' infrastructures, and finally improve cooperation among smaller local actors as harbours and marinas.

Finally, Ms. Akhutina presented The Declaration Vilnius II and the CBSS action plan, which is newly adopted. The ecological health of the Baltic Sea has been restored and the ecosystem is thriving because of strong efforts by States and other regional and international actors across the Baltic Sea region. The degradation of nature areas and damage to biological diversity have stopped. The Region has in line with UN Agenda 2030, the Paris Agreement and the Baltic 2030 Action Plan, taken resolute steps, including de-carbonisation, towards climate neutrality and to climate resilience of key economic sectors, including industry, transport and construction, as well as enhancement of natural sinks, such as forests.

For more information on the Council of the Baltic Sea States, please follow this [link](#).

6) Updates by PA Ship Flagships

EXOPRODIGI

Ms. Elisa Aro gave an update on EXOPRODIGI project, which builds on ECOPRODIGI. The project aims to expand efforts of bringing eco-efficiency to maritime industry processes in the Baltic Sea Region via digital tools. The digital tools and solutions will support decision making, create transparency, and more importantly, decrease waste, emissions and energy consumption at three stages in the life cycle of a vessel. EXOPRODIGI's solutions for the three different

areas in the maritime sector is digital performance monitoring, cargo stowage optimisation and optimising shipyard processes. The presentation furthermore included some cases related to the solutions. These cases provided the challenge and aim. For more information, please find the project website [here](#).

Ms. Aro concluded that with digital development, improvements in the maritime processes will lead to environmental and economic benefits. Both ECOPRODIGI and EXOPRODIGI indicate that it is possible to digitalise part of the maritime processes in a few years' time. Lastly, Ms. Aro concluded that different target groups will benefit from new eco-efficient digital solutions, and the Baltic Sea Region population will benefit from the economic development and a cleaner environment.

COMPLETE PLUS

The COMPLETE PLUS project is an extension project of flagship project COMPLETE, and is therefore automatically classified with flagship status.

Ms. Miina Karjalainen gave a presentation on COMPLETE PLUS, which focuses on management options in the Baltic Sea Region in order to reduce the risk of invasive species introduced by shipping.

Ms. Karjalainen stated that the COMPLETE PLUS has three activities. The first is Operationality-testing of Early Warning System (EWS), the second is updating the Target Species list (BWMC A-4 exemptions) based on the new criteria by COMPLETE and ensuring future updates for the list. The third is establishing operational data flow on NIS. Improved monitoring proposed by COMPLETE will generate new types of NIS observations.

Furthermore, the COMPLETE PLUS will provide a proposal for a regional roadmap for biofouling management strategy. The best biofouling mitigation practises will be shared with information campaigns. The project will provide a pilot-use the biofouling management toolkit in cooperation with stakeholders, and develop a Risk Assessment procedure for in-water cleaning.

To learn more about the final findings of COMPLETE and further details on COMPLETE PLUS please follow this [link](#).

EMERGE

Mr. Jukka-Pekka Jalkanen gave an update on the EMERGE flagship project. EMERGE has achieved several things since last update. One is to develop ship emission models on LNG, methane slip, weather contributions, emission factor updates and discharge rules.

Moreover EMERGE is working on the modelling for emissions, water and air. There has been a rapid increase in scrubber numbers, and they are trying to gather scrubber water from vessels operating in the BSR area. As regarding the air and water pollution the EMERGE set up local case studies, which take a closer look at Öresund area, Solent strait, Northern Adriatic, Aveiro Lagoon and Piraeus port. The goal is to analyze the water to determine chemical content. Mr. Jalkanen informed that due to Covid19 and trust issues some projects experienced problems obtaining access to ships to collect scrubber water samples.

Lastly, Mr. Jalkanen briefed the group on the projects outreach activities, which includes HELCOM reporting of ships emissions to air, discharge and underwater noise, upcoming scientific paper on discharge modelling and a stakeholder event in March 2021.

For more information on EMERGE, please follow this [link](#).

7) Presentation of revised guidelines principles for all PAs Terms of Reference

Ms. Pallesen informed that the revised EUSBSR Action Plan was adopted earlier this year. Part of the governance description in this lays out the roles of the different organs in the strategy. Part of the National Coordinators (NC) responsibilities is to lay of the guiding mainstream principles for all Policy areas and the functioning of the Steering Committees. The NC group has recently just adopted these, why the next step for the PA's is to amend our own Terms of Reference (ToR) to reflect the guiding principles set out by the NC's.

Ms. Pallesen invited Danish National Coordinator, Mr. Anders Henriksson to give an overview of the new guiding principles. Mr. Anders Henriksson informed that the purpose of streamlining the principles is to harmonize how all policy areas work. The goal is to have functioning Steering Committees under all policy areas. However, Mr. Henriksson underlined that there is space to add other rules to ToR to accommodate each PA.

Following Mr. Henrikssons the floor was opened for questions to all Steering Committee members (national representatives). The main discussion here focused on the new principle in the guidelines, which states, that all PAs must introduce a rotating presidency.

Some countries voiced their concern regarding this issue, as they fear that the role as acting "president" of the Committee entails an increased workload and commitment from the members. This was followed up by a remark from Mr. Henriksson and Ms. Pallesen, who underlined, that the presidency should in principle not entail an increased workload. Rather it is a way to

give the member states some ownership of the PA and give them an opportunity to set the agenda for one term. The PACs will continue to be the main organiser of events in charge of most practicalities etc.

Ms. Pallesen concluded by stating that the PACs would follow up via e-mail regarding the rotating presidency.

8) Discussion on the future organisation of PA Ship incl. procedure for appointing new PAC

The final agenda item concerned the DMA's decision to withdraw from the PAC role. With a new and improved Action Plan, new upcoming ToR for the Steering Committee, and an upcoming roadmap for the maritime areas under the Strategy, the DMA has decided to withdraw and let the work continue in good hands of a potential new PAC. Ms. Pallesen also noted, that the DMA has carried out the work as PAC, not only of Ship but also PA Safe. The PA Safe PAC work however, has always been split between the DMA and the Finnish Traffic and Communications Agency (Traficom). Thus it could also be an idea for the future PAC to take both these areas on, but then with regards to Safe have a co-PAC for that work.

To lay out the formal procedure for appointing a new PAC, Ms. Pallesen introduced Mr. Petri Koistinen from DG Regio who would provide an overview of that process and the Steering Committees role in this. First Mr. Koistinen also took the opportunity to introduce himself and the current work and priorities of the Commission.

Mr. Koistinen informed, that according to the new EUSBSR Action Plan and the guiding principles for Steering Committees, it is the responsibility of the Steering Committee to appoint and present a candidate for the new PAC. Ms. Pallesen added, that the DMA will avail themselves to any questions a new candidate potentially might have and that ready to assist if needed, but cannot actually make the decision to appoint a new one. This decision must come from the Steering Committee.

There were a few questions from the Steering Committee regarding possible candidates. Ms. Anita Makinen, Steering Committee member from Finland suggested that HELCOM might be a potential candidate for the PAC role, as they cover a number of the same themes as PA Ship. To this Mr. Henriksson remarked, that even though there are no strict rules against appointing an international organisation as PAC, the NCs would recommend against this and encourage that a member state takes the role. To this Mr. Henriksson also added, that in order to secure



full transparency and correct reporting, the PAC cannot also be the national Steering Committee member.

The DMA will continue as PACs until end of 2021 where their current budget runs out. A new candidate for a PAC should be found by then. Ms. Pallesen once more stressed, that this decision would have to be taken by the Steering Committee. The PACs will provide more information on this via email to all Steering Committee members.

Please refer to the appendix to view the principles for all Steering Committees and role of the Steering Committee members in general and when appointing a new PAC.

9) Any other business

Ms. Pallesen concluded the meeting by informing the participants, that the next PA Ship meeting, which is expected to be organised back-to-back with an event in Brussels late this year. More information will follow in due time. Ms. Makinen made a remark concerning the date and encouraged the PACs to avoid setting a date during the IMO meetings.