

Meeting Minutes for the 20th Meeting of the international Steering Committee for the Policy Area on Clean Shipping of the EU Strategy for the Baltic Sea Region (EUSBSR)

Time and place: 29th of May 2023 at 08:30 - 11:30 (CET), virtual via Microsoft Teams

1. Welcome words and Tour de Table

Chair Lina Petersson (Swedish Transport Agency) and PA Ship PAC Mirka Laurila-Pant (Finnish Transport and Communications Agency) provided welcome words, followed by the brief introduction of the meeting participants.

2. Approval of the agenda and minutes of the last meeting

Chair Lina Petersson introduced the PA Ship Steering Group (SG) meeting 1/2023 agenda and minutes of the last meeting. Both documents were approved without amendments.

3. Activities of the Policy Area Coordinator: PA Ship's co-operation procedure with HELCOM + PA Ship Meeting Structure

First, Ms. Laurila-Pant provided an update on the recent activities in the PA Ship PAC work, as well as upcoming events. This included e.g., participation in the meeting of the EU MRS Transport Coordinators (BE), the idea generation workshop (LT) and the workshop supporting studies of Ukrainian maritime students (LT). This also included information about the PA Ship related project applications. In the recent call of the Interreg BSR, there were 3 Small and 6 Core applications contributing the Actions of the Policy Area Ship. The decision on small project application was made in April and unfortunately none of the small projects linked to PA Ship were funded. The Monitoring Committee will make the decisions about funding for the Core projects in June. In addition, Ms Laurila-Pant provided information about the results and discussion from the Workshop supporting maritime students of Ukraine. As a result of the workshop, the plan is to apply funding (e.g., Erasmus+, ESR) for project that can help maritime students of Ukraine to complete their studies and training with the maritime education institutes of the Baltic Sea Region. The Next step is to plan the practical arrangements and write the application (coordinated by [SeaFocus International](#)).

Second, Ms. Laurila-Pant described the draft of the PA Ship's co-operation procedure with HELCOM. As mentioned in the PA Ship Strategy, one of the most important aspects of the PA's and PAC's work is to act as a bridge between concrete environmental maritime challenges and the policy level, a cooperation with HELCOM is seen a very ideal. The PA Ship's co-operation procedure with HELCOM was sent to the SG members for comments at the end of April and no changes have been requested so far. PAC sent the draft of the PA Ship's co-operation procedure with HELCOM to the representative of the HELCOM secretariat at the end of May 2023. When all the comments have been collected, PAC will update the draft document and send the updated version for the SG members for the final approval before including the PA Ship's cooperation procedure with HELCOM as an Annex III of the PA Ship Strategy document.

Third, Ms. Laurila-Pant brought up the division of the PA Ship steering group meeting into two interlinked parts; Formal SG and Operational Group (OG). In this concept, the current Formal SG meetings would mainly address the administrative tasks, whereas the new OG meetings would focus mostly on projects. The basic idea of this new concept is to enhance the implementation of the PA Ship action items, set up new projects, and increasingly activate countries to the work of this policy area. PAC will draft a written procedure for the OG (to define the format and the structure of the meeting) and send it to the SG members by the end of June 2023. Together with that written procedure, a form will be attached where the SG members can provide contact information of national experts for the OG meetings. The possible first OG meeting (online) could be organized in October-November 2023.

For more information, see Presentation 1.

The topics of this agenda item were discussed among the PA Ship SG members. The key points of discussions were as follows:

Discussion on the previous events:

- FIN: As for the planned project application, which supports the studies and training of maritime students in Ukraine, it was also asked who are the participating Finnish maritime institutes.
- PA Ship PAC: Novia and SAMK are the Finnish maritime institutes that have been interested to be part of the project application to support maritime students of Ukraine to complete their studies and training
- Mr. Mäkinen PA Safe PAC: Confirmed that the Novia and SAMK were the Finnish maritime institutes.

Discussion on the PA Ship's cooperation procedure with HELCOM:

- FIN: There are many common areas of activities and concrete co-operation possibilities between HELCOM and PA Ship. Especially the policy issues related to the EU's Fit for 55 packages, where cooperation with the HELCOM GREEN TEAM (Sub-group of HELCOM WG MARITIME on Green Technology and Alternative Fuels for Shipping) would be useful. PA Ship PAC is invited to GREEN TEAM meetings as a basis for planning concrete co-operation plans and projects.
- Mr. Helavuori / HELCOM: HELCOM supports the previous proposal. HELCOM GREEN TEAM expert group has a key relevance in relation to PA Ship.
- GER: It is important to have a close co-operation between PA Ship and HELCOM, in particular the MARITIME Working Group

Discussion on the PA Ship meeting structure:

- GER: It would be helpful to hear some experiences from PA Safe's Operation Group (OG) meetings and what kind of participants are expected to be invited to these OG meetings.
- PA Ship PAC: Based on the previous PA SAFE OG meeting (where PA Ship PAC was attending), there were many project presentations (ongoing and proposals) and discussions related to those.
- FIN: Proposed the same question than the representative of Germany. And also asked if there were any scientists involved in the meeting.

- Mr. Siwe / PA Safe PAC: The operational participants of the OG meeting are scientists, operational authorities, private sector as well as solution providers.
- Ms. Jalkanen / EMERGE project: It is very valuable concept that that both scientists and policy makers are together in the same meeting. It is important to know the science gaps and information needs of the policy area.
- LV: Requested more information about the linkage between idea generating workshop and OG.
- Mr. Siwe / PA Safe PAC: The key differences are that the idea generation workshops are organized on-site only and involve deeper discussions about the country specific needs and project ideas. OG meetings are organized only as an online meeting.
- GER: It would be good if OG meetings had researchers as participants to allow for discussions that are more technical.
- Mr. Siwe / PA Safe PAC: The experience from PA Safe has shown the need to separate these two meetings (Formal Steering Group vs. Operational Group). In OG meetings, the focus is more on the projects. The information flow between the meetings is important (e.g., what policy issues comes from the OG meetings).

Discussion on the upcoming events:

- GER: There is an upcoming PA Ship workshop on Green Shipping Corridors in Berlin, Germany.
- PA Ship PAC: The workshop on operational steps to establish Green Shipping Corridors as a way to achieve zero-carbon shipping in Berlin is meant for actors from all parts of the value chain of the green shipping corridors (e.g., port authorities and port operators, vessel owners and operators, cargo owners, policy makers, research institutes). The focus of the workshop is to match stakeholders and operators, to give the opportunity to discuss and potentially lay the basis for concrete future projects. There are about 45 participants registered at the moment. There is keynotes and panel discussion focusing on ongoing work in different countries and their challenges. The representatives of the DG MOVE and the EUSBSR Baltic Sea Strategy Point will also hold presentations at the workshop.
- FIN: The concept on Green Shipping Corridors is very important at the moment and Finland is one of the signatories to the Clydebank Declaration. It is important to define Green Shipping Corridors for the Baltic Sea region. These corridors are also discussed in IMO level.

4. Presentation from the HELCOM Maritime Working Group

Mr. Markus Helavuori (HELCOM Secretariat) introduced HELCOM work and the updated HELCOM structure including all the different working groups that are linked to the PA Ship actions. The HELCOM Baltic Sea Action Plan (BSAP) and some of the Maritime BSAP actions were also presented.

More information can be found in Presentation 2.

Discussion:

- Mr. Mäkinen / PA Safe PAC: There is a follow up and reporting of the BSAP actions.
- GER: Both PA Ship and PA Safe are welcome to work towards the goals defined in the HELCOM BSAP. Projects have been an important tool to progress and implement the BSAP actions.

- FIN: The presentation gave a good overview of the HELCOM and BSAP. But to note on the deadlines and target years of implementation of the actions; how is the geopolitical situation affecting the implementation of the actions and the targets years?
- Mr. Helavuori / HELCOM: HELCOM is on a strategic pause at the moment. Other member states are not in the position to participate in meetings where Russia is present. All meetings are informal consultations and work is done through correspondence. Thus, there might be some delays in implementation of actions, especially decisions on new actions.

5. Discussion on PA Ship related policy and research needs

Ms. Laurila-Pant provided briefly the results from the PA Safe idea generating workshop (organized in Klaipeda, Lithuania) where PA Ship was also present. Then the PA Ship SG members were encouraged for further discussions focusing on PA Ship related policy and research needs and associated inputs. The key points of this part were as follows:

Open discussion:

- Mr. Jalkanen / EMERGE project: It is useful to map out the BSAP actions and pay attention to the bullet points presented in HELCOM's presentation (i.e., Maritime BSAP actions). These are good starting point to understand the policy and research needs.
- Mr. Helavuori / HELCOM: Making decisions requires more research and knowledge. HELCOM's work plans (e.g., Work Plan for the HELCOM Maritime Working Group) are important as they show what information is needed, what the challenges are and which projects deal with the issues. A draft of the work plan was sent to Heads of Delegation (HOD) for a meeting in mid-June.
- Mr. Siwe / PA Safe PAC: Regarding the HELCOM BSAP, it was also asked whether HELCOM have an update on the action related the scrubbers (BSAP action S23).
- Mr. Helavuori / HELCOM: The BSAP action S23 have been discussed within HELCOM Maritime WG. Sweden has taken the lead in this action. In addition, issues related to scrubber sludge are discussed at IMO. Therefore, the implementation of the action S23 is on the track.
- Mr. Siwe / PA Safe PAC: The matter related to the scrubber sludge is a concern of the ports as there is no legislation how to handle the scrubber sludge. The ports do not know what to do with scrubber sludge.
- Mr. Helavuori / HELCOM: It would be good to discuss the scrubber sludge issue in the HELCOM Cooperation Platform on Port Reception Facilities in the Baltic Sea.
- GER: The HELCOM BSAP has a holistic approach and it is linked to other directives and strategies as for instance EU Marine Strategy Framework Directive (MSFD). PA Ship and especially HELCOM GREEN TEAM and WG Maritime collaboration is useful.
- SWE: There is a need for research related to the antifouling paints (containing copper or zinc) used in the recreational boats.
- Mr. Helavuori / HELCOM: The antifouling paints are in the scope of HELCOM Maritime WG and there is a workshop planned for later this year.
- GER: The Federal Maritime and Hydrographic Agency (BSH) is actively following the biofouling issue and involved in related research.

- PA Ship coordinator: It is not currently in the scope of the PA Ship (i.e., recreational boats are not mentioned in the PA Ship's Actions).
- Ms. Karppinen / BSP: PA Tourism might have something on this matter.
- Mr. Helavuori / HELCOM: Biofouling is included in the BSAP. The member states in charge of the actions related to the biofouling are in the HELCOM Maritime work plan. However, the information is only available on the login page.
- GER: BSH is involved in a new project application related to the issue of underwater noise funded by Interreg North Sea Region. Even though, the project is done in the North Sea region, it can provide messages/knowledge for the Baltic Sea region.

6. Presentations from PA Ship Flagship project EMERGE and new project Sustainable Flow

Dr Jukka-Pekka Jalkanen (Finnish Meteorological Institute) provided a short update on the Emerge (Evaluation, control and Mitigation of the EnviRonmental impacts of shippinG Emissions) project that is funded by the EC under the Horizon 2020 programme.

The project aims at quantifying and evaluating the effects of potential emission reduction solutions for shipping in Europe and developing effective strategies and measures to reduce the environmental impacts of shipping. Additionally, it will systematically analyse the complex interactions between technological options, pollutant emissions and dispersion, and the environment. The results of the project provide recommendations and guidance to stakeholders and decision-makers on the most suitable, efficient and cost-effective options to significantly reduce marine pollution. In addition, the initial duration of the project is 48 months, but the project consortium has requested an additional 4 months to cover delays caused by the Covid19 pandemic. Therefore, the proposed new end date would be May 2024.

For more information, see Presentation 3.

Discussion:

- Mr. Siwe / PA Safe PAC: In the context of scrubbers, it was asked whether there are any studies on the ratio of open loop to closed-loop scrubbers in ships. In addition to future studies. In this context, it was also asked whether there are studies on underwater noise from ships.
- Mr. Jalkanen / EMERGE: The open loop scrubbers are more popular (a ratio of 9 to 1) as it is cheaper and simpler system. Regarding to the Underwater noise, it is reported, in relation to energy from different types of ships. A significant source of sound is coming from ice breaking. Ambient conditions are only partially covered. This is a subject for future research.

Mr. Ulf Siwe (Swedish Maritime Administration) outlined the scope and objectives of the new sustainable flow (Sustainable flow of goods and decreased CO₂ emissions of transportation) project that is funded by the Interreg Central Baltic.

The aim of the project is to develop practical solutions and a digital tool that supports the reduction of CO₂ and energy saving measures in transport systems. The project also creates a concept for energy

savings and production of renewable energy in ports as hubs of multimodal operations. Through seven pilot ports located in the Central Baltic Sea region, the project contributes to the reduction of CO₂ emissions. More specifically, the objective is to decrease CO₂ emissions by 10 %. One of the outcomes of the project will be an open access digital tool for CO₂ reduction. The focus is on measures to reduce CO₂ emissions in ports, but they also have an impact on shipping.

For more information, see Presentation 4.

Discussion:

- Mr. Siwe / PA Safe PAC: Ports are not partners in the project, but they are beneficiaries. All relevant port operators are involved in the project. An important item for PA Ship is to clarify what the implementation of the European Green Deal practically requires from industry operators.
- PA Ship PAC: It is important aspect to clarify how the European Green Deal is implemented in practice in each country.
- Mr. Helavuori / HELCOM: There are number of actions in the HELCOM BSAP that are related to the European Green Deal and the CO₂ emissions. EU requirements are presented by the EU representatives in HELCOM Maritime and Green Team meetings. HELCOM Green Team meetings would be very relevant for this Sustainable Flow project.

7. Any other business

- Latvia will take the Presidency of the EUSBSR PA Ship from July 1, 2023. Special attention will be paid to the European Green Deal and environmental issues.
- Next PA Ship SG meeting will be an on-site meeting and take place as back-to-back with the EUSBSR Annual Forum in 4-5 October 2023. The PA Ship SG meeting will be held on 3 October 2023 in the afternoon.

8. Wrap-up and Conclusion

Ms. Petersson wrapped-up the PA Ship SG meeting and closed the event.