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Central Baltic Programme

CargoRes

CargoRes – Sustainable handling of cargo residues

7.4.2026, PA Ship Operational meeting

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CONTACT



CargoRes (CB0700326) is an Interreg Central Baltic Programme 2021- 2027 project co-funded by the European Union



Discussion points

- Purpose of the project
- Baltic Sea specific challenge
- Cargo type specific challenge
- Means to pursue change:
 - Environmental Due Diligence
 - Pilots
 - Best practices, trainings, Handbook
- Supply chain – value chain
- Ways to participate



Programme & Funding

Project duration:

01.09.2025 - 31.08.2028

Project implemented under:

Central Baltic Programme

Co-financed by:

European Regional Development Fund

Budget:

Total: **€1,424,814.72**

ERDF funding: **€1,139,851.76 (80%)**

Project partners



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Image: Eeva Tähtikarhu

Purpose

- We drive **change in the handling of dry bulk cargo** in the ports and on the ships
- **To minimise cargo residues** ending up in the sea **during loading and unloading** of cargo at the ports, through **storm water** or ships' **hold wash waters**
- To close yet one source of eutrophication-prompting pollution **through concrete solutions, knowledge sharing and awareness raising**

Baltic Sea: A sea where impacts accumulate

The Baltic Sea is exceptionally vulnerable, and environmental pressures accumulate over time.

- Small, shallow, semi-enclosed sea with low water turnover
- Heavily trafficked maritime area and a catchment of ~90 million people
- High nutrient and pollutant loads → ~90% of the sea affected by eutrophication
- Excessive load of harmful substances causes degradation of aquatic environment
- Slow natural recovery makes prevention essential



Cargo type specific challenge

Large volumes of dry bulk cargo and limited regulation create a significant pollution source in the Baltic Sea

- Dry bulk cargo forms a fair share of all cargo handled in Baltic Sea ports
- Cargo residues may enter the sea via handling operations, wash water and runoff
- Residues include **nutrients** (e.g. fertilizers, feed and phosphoric rock), **harmful substances** like heavy metals (e.g. metal concentrates, metal scrap) and oxygen-consuming **organic matter** (e.g. (for example peat, grain)
- Dry bulk handling is **largely unregulated unless cargo is classified as hazardous**
- **Operators are motivated to reduce losses**, and cost-efficient yet impactful means to reduce dry bulk cargo residues exist

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Means
to drive the
change



Environmental Due Diligence

Assessment tool for environmental compliance and continuous improvement

- Concrete self-assessment tool to monitor, benchmark and develop the environmental compliance of cargo handling operations
- Identifies strengths, gaps and improvement opportunities at the level of single operators
- **Focuses on:**
 - Cargo handling practices
 - Risk of cargo residues
 - Management of wash waters

Pilots

Cost-efficient solutions to prevent cargo losses ending up into the sea

SOME EXAMPLES



Stormwater filter caught 75 kg cargo residues, preventing 9 000 kg of algae bloom.



Prevention cover makes cargo loss visible and increases staff's motivation for careful handling operations.



By improving cleaning procedures and staff training, cargo residues were reduced by 65 %.



Knowledge sharing

Ensuring uptake, continuity and long-term impact beyond the project

- Supports the implementation, transfer and continuity of CargoRes results
- Translates project findings into practical, usable knowledge for operators and stakeholders
- Ensures that lessons learned are shared, replicated and sustained beyond the project lifetime

Core elements:

- Best practices
- Trainings
- Handbook

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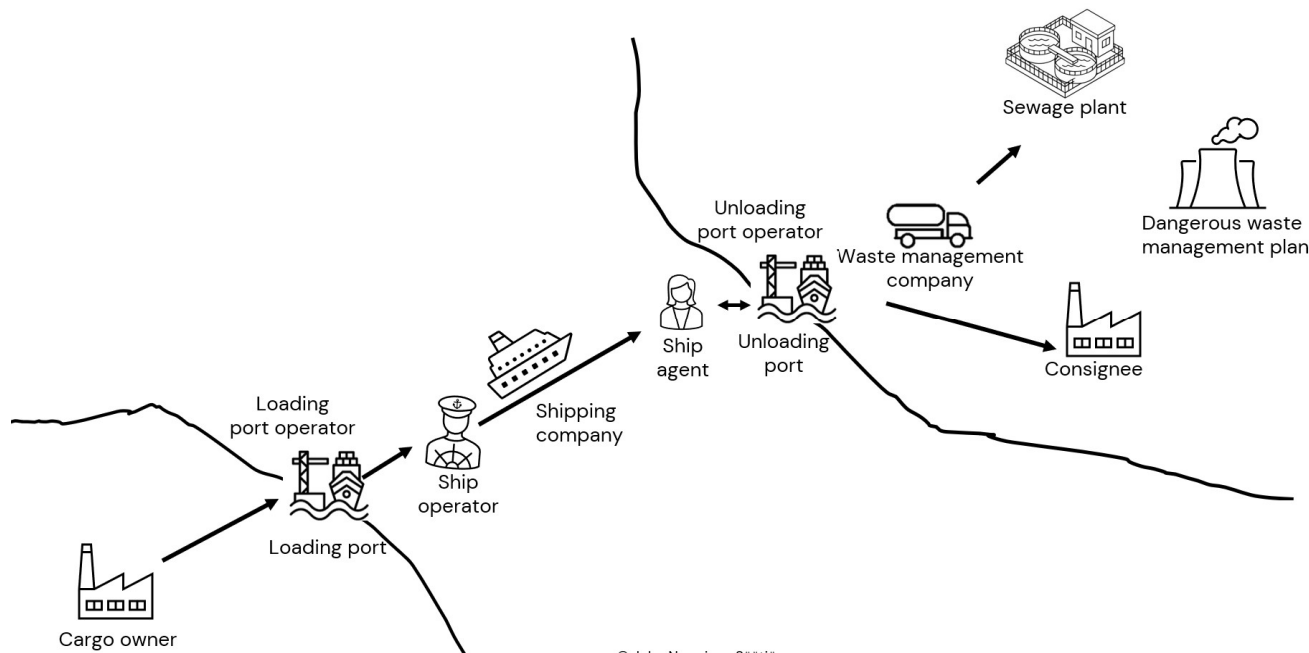
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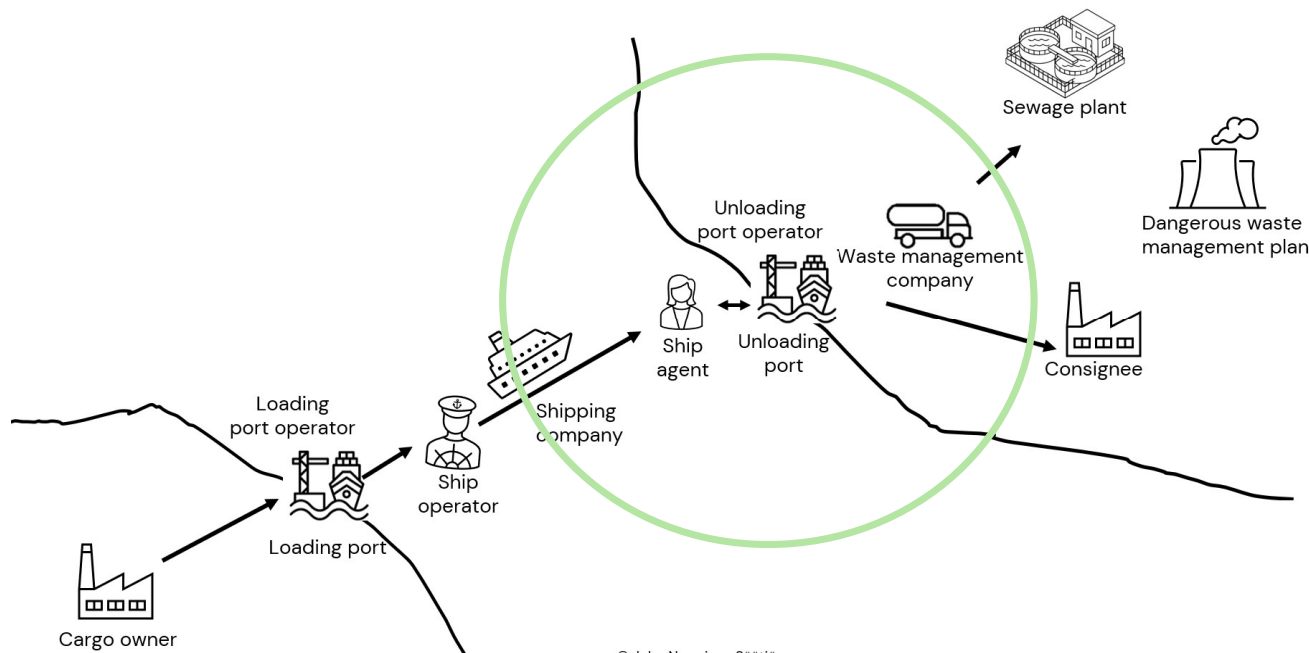
The Change enablers

Supply chain – value chain



- **The shipping of dry bulk cargo is a multioperator operation on land and sea**
 - consists of different logistics forms,
 - is regulated at its various stages, and
 - in which the actors are in addition bound by mutual agreements along the process
- To enable the change in cargo management at ports and on ships, it is therefore beneficial to observe the whole supply chain

Supply chain – value chain



- **CargoRes focuses on the port ecosystem:**
 - We pilot with **3 ports and 3 shipping companies**
 - We invite **port operators, ship agents, waste management companies, suppliers and advocacy organisations** to participate in the knowledge gathering, insight sharing and testing
 - We invite **authorities, policy makers, research community and educational institutes** to take part in the discussion, as we hope to pave the way for change through awareness raising

Ways to participate

The project builds on collaboration: offering both hands-on piloting and an open platform for shared learning and co-creation across the port and cargo ecosystem

1. Collaborative Partners

A committed core group of 3 ports and 3 shipping companies

- Actively open their ports, terminals and vessels for:
 - Environmental Due Diligence (EDD)
 - pilot testing and validation of solutions
- Work closely with the project team to shape, test and refine practical measures
- Play a key role in demonstrating what works in real operational settings

2. Advisory network

An open and flexible network welcoming additional stakeholders

- Provides opportunities to:
 - contribute to EDD and pilot design
 - exchange insights and lessons learned
 - co-develop best practices, training content and the final project handbook
- Ensures results are relevant, transferable and widely accepted

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Next opportunities to meet & greet:

- **EUSBSR Annual Forum, on 11 -13 May in Tallinn**

Present, and at PA Ship stand:

Petteri Partanen, Laurea
Secil Oğuz, Taltech
Helmi Tuori, Merikotka

- **Central Baltic: Navigating Towards Impact, on 2-3 June in Stockholm**

Thank you - Let's continue the discussion!

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CargoRes project on Central Baltic website:
<https://centralbaltic.eu/project/cargores/>

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