

EU Strategy for the Baltic Sea Region

Priority Area on Clean Shipping

Copenhagen, 13 August 2014

2nd International Steering Committee meeting held in Bremen on 21 May 2014

Final minutes

Present at the meeting were representatives from relevant authorities of all EU Member States bordering the Baltic Sea, the European Commission, ongoing Flagship Projects of the Priority Area, recently started Seed Money Projects connected to the Priority Area as well as NGO and private sector representatives.

1) Welcome remarks

Mr Bjarke Wiehe Bøtcher, Priority Area Coordinator of the Priority Area on Clean Shipping in the EU Strategy for the Baltic Sea Region welcomed the participants to the 2nd Steering Committee Meeting and to Bremen where the Annual European Maritime Day had just taken place. He congratulated the organisers of the European Maritime Day on a job well done. The event had been most popular and interesting to attend.

Following this welcome **Ms Caroline Privat**, Bremen Senate, Department for Economic Affairs, Labour and Ports welcomed the Steering Committee to Bremen. She underlined the strong ties which Bremen had and still has to the Baltic Sea although it is often geographically considered belonging to the North Sea. The strong historical ties forged in the days of the Hanseatic League between the city of Bremen and the Baltic Sea persisted to this day and nowadays Bremen was actively contributing to reaching the goals established in the EU Strategy for the Baltic Sea Region. Ms Privat noted that the city had a strong maritime focus and had organised a “sustainable shipping congress” in 2013 to improve the dialogue among clean shipping actors. The congress had been a success and the city was planning to organise one every 2 years. Ms Privat was very pleased that the city through its economic development agency, Wirtschaftsförderung Bremen (WFB), was participating in the Baltic Sea Region cooperation again in the Seed Money Project SMILE and was very keen to follow the project’s development.

Ms Nicola Illing, Team-leader at WFB also took the opportunity to welcome the participants to her organisation’s premises. She underlined that Clean Shipping was one of the most important topics for WFB and that, as coordinator for the Bremen Maritime Cluster, WFB had started activities bringing together the whole maritime supply chain. She highlighted that clean shipping should be seen not only as a challenge but as an opportunity for companies to grow. As an example of this from the Bremen area, she brought out the company RWO – a producer of ballast water treatment systems. RWO was expecting to increase its turnover from 30 to 300 million. € - an example of the opportunities for green growth in the blue sector. With these words Ms Illing wished the participants a fruitful meeting.

2) Approval of the agenda and confirmation of the final minutes of the 1st meeting

After the approval of the agenda and the confirmation of the final minutes of the 1st meeting of the Steering Committee of PA Ship Mr Bøtcher reminded the participants of the purpose of the

Priority Area on Clean Shipping as described in the [Roles and Responsibilities of the implementing stakeholders of the EUSBSR](#). The role of the Priority Area Coordinator (PAC) is i.a. to ensure that results achieved within the Priority Area are conveyed to other stakeholders and used at the political level. He underlined that all participating states have a responsibility to assist the PAC in doing this, even if the state is not involved in the project concerned. Although the Steering Committee could naturally discuss developments within the area of clean shipping, implementation of policies, scientific results and practical issues and discuss which areas the Priority Area should focus on, it was important to point out that the Steering Committee of PA Ship was not a regulatory or policy making body.

Mr Bøtcher also highlighted that one of the tasks of the PAC was to assist projects with advice and funding, and to liaise with funding instruments to keep an overview of funding opportunities for maritime projects and help to ensure the interest of these programmes to provide support to focus on maritime initiatives in the region. Mr Bøtcher urged the committee members to consult the PAC in case they knew of good ideas for projects. He underlined that the PAC could help raise awareness and provide advice to project makers.

3) Activities of the Priority Area

Referring to the enclosed list of activities Mr Bøtcher especially highlighted the most recent activity of the Priority Area, such as the joint stand of the Priority Area Coordinators and Flagship Projects in the exhibition area at the European Maritime Day 2014. He noted that such a joint stand was helpful for the projects to increase their network and convey their progress and results to a larger audience. This was the second time the Priority Area had organised a joint stand and he urged the Steering Committee members and Flagship Projects to convey any ideas they might have on how to improve the performance or visibility of such stands.

4) Baltic Leadership Training Programme in clean shipping 2014

As an introduction to this point, Mr Bøtcher reminded the participants that some of the Priority Area Coordinators' tasks could be considered to be quite concrete and connected to the work of Flagship Projects and other projects in the region. One way to do this could be to help projects start up and assist them when problems occurred. However, improving the knowledge of project management and EU-funding among the stakeholders in the region could be an even more effective way to promote implementation of the EUSBSR in the field of clean shipping. Mr Bøtcher noted that from his point of view the maritime sector was traditionally proud to be independent and would usually fund new developments themselves rather than turn to the state for aid. However, in light of the challenges which the maritime sector was facing in terms of complying with new environmental regulations coming into force in the Baltic Sea region, there might be a need to turn to external sources of support in a transition period in order to speed up the transition towards greener and cleaner shipping.

These were among the reasons why the PAC had decided to accept a kind offer from the Swedish Institute to jointly organise a Baltic Leadership Training Programme within PA Ship. The Programme would train the participants in general project management, in finding the right project partners, lobby the European Union and other tools which would help the participants create relevant projects to bring about change in this field. It was possible to invite 25 participants from the entire Baltic Sea region to take part in the training course and the PAC expected the members of the Steering Committee to help distribute the information about the course in the respective countries and organisations.

Following this introduction **Ms Ann Häger**, programme manager of the Swedish Institute, gave a presentation about the Swedish Institute (SI) and the funding possibilities and cooperation possibilities which the institute provides. The Swedish Institute aims, among other things to promote Sweden abroad, but also to increase cooperation especially in the Baltic Sea Region. Therefore, SI had created several initiatives which were aiming to bring people together and build up common competences in the Baltic Sea region. The Baltic Leadership Programme, as one of these initiatives, is aiming to improve project making skills in the entire region and to create close networks in different fields. SI had decided that it would be useful to conduct several such programmes in cooperation with PACs within the EUSBSR in order to take advantage of the specified knowledge and networks which the PACs possessed. So far three Baltic Leadership Programmes had been conducted (in the Priority Area on Civil Security, the Priority Area on Maritime Safety and Security and the Priority Area on Health) and evaluations had been positive. Ms Häger pointed out that the programme was aimed at participants from the entire region and the costs connected with the course would be covered by SI. Travel expenses for participants from Estonia, Latvia, Lithuania, Poland, Sweden and Russia would also be fully covered, while SI rules stipulate that participants from Denmark, Finland and Germany cover their respective travel and accommodation. The programme planned for PA Ship would consist of two one-week modules, the first one to take place in Malmö, Sweden and the second in Brussels. The organisers had chosen to organise the first module in Malmö instead of Stockholm as the South Swedish area can be considered a relevant area for clean shipping. The second module is taking place in Brussels to focus on EU-funding possibilities and to enhance the participants' European network and possibilities for lobbying in the EU. Ms Häger concluded her presentation by expressing the hope that the Steering Committee would be helpful in informing about the upcoming BLP in PA Ship.

(For more details of e.g. other interesting funding programmes and activities of the Swedish Institute please refer to Ms Häger's presentation on the webpage of PA Ship)

Ms Privat commented that the Programme seemed like a very good opportunity and pointed out that most North German states had representations in Brussels, which may be helpful in organising a good programme in module 2.

Ms Izolda Bulvinaite from the European Commission thanked SI and the PACs for a useful initiative and stated that she herself or relevant colleagues of hers from other European Commission services would be happy to inform the group of the latest policy developments in the different fields relevant to clean shipping as well as of funding opportunities. She also noted that it might be a good idea to look into the possibility of visiting the European Parliament and to meet with other maritime stakeholders e.g. ESPO or ECSA.

Two participants at the meeting had attended the BLP in PA Safe last year and were able to share their experience with the meeting. **Ms Jessica Hjerpe-Olausson** found that the programme had been challenging but fun. It was a good leadership training and valuable to learn more about funding possibilities during the second module. **Mr Steen Sabinsky** thought it was especially useful to learn about cultural differences, how to find the right partners and how to be a good lead partner. He believed that although some participants may have had project experience beforehand these aspects would still be very useful for them. It had not been the intention to develop concrete projects during the course, which some participants would have liked, but the participants still kept in touch after the course and some had asked SI for the possibility of organising a 3rd module to follow-up the training with concrete project development.

Mr Bøtcher concluded that it was very encouraging to hear such positive reports of the previously conducted BLPs. He reminded the participants that the deadline for applications was 13 June. The PAC and SI would work together to disseminate information to the right applicants and hoped for the assistance of the Steering Committee in this. Furthermore, it was the intention of the PAC to take part in the full programme in order to inform about the priority area and possibly involve relevant participants in the work.

5) The new EUSBSR Seed Money Facility and presentation of Seed Money Projects

Mr Bøtcher introduced the EUSBSR Seed Money Facility, which had been set up to ease the start-up of high-quality projects. Seed Money is given to project partners to develop their project idea and find suitable partners for a larger project application. The money is given on unusually unbureaucratic terms, but a precondition for funding is that Seed Money projects have to obtain a support letter from a PAC in order to submit an application. PA Ship had granted support letters to three such projects in the second round of the Seed Money Facility (deadline September 2013). In the first round no projects had applied within PA Ship (spring 2013). Two of the three projects which had obtained support letters had been granted support from the Seed Money Facility and had recently started their projects. As there had not been enough money to support the third project (*Improving risk assessment of invasive alien species and cost-efficiency analysis of ballast water treatment methods* (IRIS) in the second round, the Baltic Sea Region Programme - the body in charge of the EUSBSR Seed Money Facility - had asked the PAC of PA Ship to resubmit a letter of support for IRIS recently when they found unspent means for a third round. The first letters of support had been sent without an endorsement from the Steering Committee as the Steering Committee did not exist at the time. However, as a Steering Committee was now in place Mr Bøtcher asked the Steering Committee if it could endorse the draft letter of support for the IRIS project, which had been sent out to the committee prior to the meeting. The letter of support was endorsed with only one comment from Ms Hjerpe-Olausson who noted that it seemed to be a good project, which would complement the existing portfolio of projects in the Priority Area well. Mr Bøtcher mentioned that the PAC had consulted the HELCOM Secretariat about the project application and received valuable comments. In the letter of support the PAC therefore asked the project to take note of the work conducted in HELCOM.

Ms Häger mentioned that the Swedish Institute also ran a Seed Money Facility on unbureaucratic terms – however it is important to keep in mind that the projects are obliged to have a Swedish lead partner in order to apply. Mr Bøtcher informed about the existence of several Seed Money Facilities in the Baltic Sea Region. An overview can be found on the homepage of the EUSBSR Seed Money Facility (<http://www.seed.eusbsr.eu/index.php/more-info>).

Mr Bøtcher also informed the meeting that the Seed Money Facility had been so successful that it would be included as an integrated part of the Baltic Sea Region Programme in the new programming period 2014-2020. It was still uncertain whether the next opening of calls in the Seed Money Facility would be in 2015 or 2016. The PAC was lobbying to avoid gaps and to have calls annually.

Representatives from the two already ongoing Seed Money projects were present and gave brief presentations of the projects to the meeting:

- a) Mr Sabinsky from the Maritime Development Center of Europe presented the project *Environmental impact of low sulphur ship fuel: measurements and modelling strategies* with the acronym EnviSuM. He noted that the EnviSuM project partnership was built primarily on a network created on the basis of the results of a recently successfully completed Flagship Project in PA Ship – the *BSR Innoship* project. EnviSuM consisted of 4 partners: Finnish Meteorological Institute, Chalmers University, Norwegian Meteorological Institute and City of St- Petersburg. Mr Sabinsky considered it very interesting to have a Russian partner in the project and the city of St- Petersburg was primarily taking part because it was struggling with air pollution. EnviSuM was aiming to create a larger project to study the improvements to the human health when reducing primarily SOx in ships' fuel, but the project would also provide input to the investigation of the compliance of the new regulations. Mr Sabinsky underlined that the project is combining the interests of business and research as business sees the project as an opportunity to participate in the political process. EnviSuM is first and foremost aiming to apply to the Baltic Sea Region Programme for funding when the first call will open, expectedly in late 2014. The first partner meeting had already been held in Copenhagen and the next one will be held in St Petersburg. In conclusion, the Steering Committee wished the project the best of luck with its implementation and looked forward to following its accomplishments.
- b) **Mr Troels Johan Ankerstjerne** from Development Funen introduced the Seed Money project *Service packages for the maritime industry leading to cleaner shipping in the EU* abbreviated "SMILE". The project had started very recently but had already undertaken a good deal of desk research in the area. It had looked into the traffic patterns in the Baltic Sea region and found that approximately 15 % of the world's cargo is transported in this area. The ships sailing the Baltic Sea are accounting for 5 % of the world fleet but causing 27 % of the air pollution of it, so there is a need to look into how the ships in this region are run. The health risk is high as the NOx emissions from the ships correspond to the combined land-based NOx emissions from Denmark and Sweden. The project's idea for a main project is to establish teams that could maximise the energy efficiency of the vessels sailing in the Baltic – this would cut costs for the ship owners and reduce pollution. At the moment the project is looking for suitable partners and developing the project idea. Mr Bøtcher noted after the presentation that the project's idea could also present a good business opportunity for businesses in other subregions of the Baltic Sea area. In conclusion, the Steering Committee wished the project the best of luck with its implementation and looked forward to following its accomplishments.

6) Status of ongoing Flagship Projects

All Flagship Projects briefly presented their projects' progress and results focussing on results achieved and potential difficulties encountered since the first Steering Committee meeting.

- a) **Mr Andrius Sutnikas**, Communiation Manager, Klaipeda Science and Technology Park presented the recent progress of the Flagship Project *Martech LNG*. The project aims to find innovative solutions to the challenges faced by the shipping sector when new regulation is coming into force. However, the project also aims to communicate with the political level and this is its background for applying for Flagship status within PA Ship. The project's primary aims are to contribute to building up a value chain within LNG and to build competencies in this field in the South Baltic Sea Region. To this

end the project has conducted a value chain study, two bunkering research investigations (ship-to-ship and truck-to-ship). These investigations are valuable to ports for choosing the best option for bunkering. Furthermore the project has conducted a feasibility study of a ro-ro line between Klaipeda and Swinoujscie. In addition to this several competence building trainings have been conducted and the project is at the moment engaged in a simulation of joint entrepreneurial activity - preparing two public tenders in the field of LNG e.g. a new LNG ferry. The project is already seeing the value of the activities conducted to improve the value chain of LNG in the region as 7 out of 8 bidders on the public tenders are consortia evolving from the activities of the project. It is estimated that the price of the tender has fallen from 5 to app. 1 million € as a consequence of the increased competition in the field which the project has contributed to building up.

In conclusion Mr Sutnikas pointed out that the Baltic Sea region was a very interesting place to conduct such tenders since there are a large number of small ferry routes in the region. The project would finalise its activities after the summer and Mr Sutnikas invited all participants to attend the final conference of the project which was to be held in Klaipeda in the second week of December.

Mr Bøtcher expressed gratitude for the briefing of this important initiative and on behalf of the Steering Committee wished the project a successful completion. He looked forward to follow the final stages of the project and possibly to attend its final conference.

- b) **Ms Jessica Hjerpe-Olausson** from the Swedish Marine and Water Management Agency presented the Flagship Project *Clean Shipping Index*. In short the project is about creating an index where cargo owners can choose vessels that have the best environmental performance to transport their goods. Although the Clean Shipping Index is essentially acting globally it has a special focus on the Baltic Sea, which is underlined by its status as a Flagship Project in PA Ship. After an article about the index in the Baltic Transport Journal there was a great increase in the interest for the index especially from freight forwarders and this resulted in a change in the by-laws of the Clean Shipping Index to allow freight forwarders to become members. Another important development in the project since the last Steering Committee meeting was an increased co-operation and a potential merger with another index – the Clean Cargo Working Group. Such a merger would be considered to increase efficiency of the ship owners as well as the indexes and to improve clarity in the market.

Julia Balz from NABU noted that it was important to clarify how an index like the Clean Shipping Index worked for the ship owners. **Mr Sabinsky** complemented that it would make a great difference if the project could show that the ship owners would get more business by including their ships in the index. However, this was not an easy task. **Ms Balz** suggested investigating whether vessels reported in the index would get chartered more than the others. **Ms Hjerpe-Olausson** noted that in Sweden they are investigating how the ship and port indexes work. There has recently been a tendency for more ships to report data in the indexes when there is a large procurement coming in and it would be interesting to look into this in closer detail. Ms Hjerpe-Olausson, in response to Mr Bøtcher who inquired if the Clean Shipping Index could prepare an overview of the consequences of a merger with the Clean Cargo Working Group prior to the next Steering Committee meeting, confirmed that this would be provided.

Mr Bøtcher expressed gratitude for the progress briefing and for the project's contribution to the priority area's stand at the European Maritime Day. On behalf of the Committee Mr Bøtcher wished the project a smooth merger and looked forward to follow the intensified work of the unified index in the future. He also noted that should the project change its name, it is encouraged to liaise with the Priority Area Coordinators to ensure its future status as a flagship project vis-à-vis the EUSBSR.

- c) The Flagship Project LNG in Baltic Sea Ports was appointed Flagship Project status in January and was therefore presenting its progress to the Steering Committee for the first time as an official Flagship Project. The project had, however, been present at the first meeting in Copenhagen and had presented itself alongside the other Flagship Projects as the application for Flagship status had already been sent in at the given moment. **Mr Per Olof Jansson** from the Port of Helsingborg presented the project and reported that most of the concrete activities of the project had already been conducted. Most of the participating ports had conducted their feasibility studies or safety studies. Unfortunately, the Port of Tallinn had experienced a delay in their activities partly due to delays with the authorities. This meant that the project would not be able to conclude all its planned studies. However, Tallinn was committed to conclude the missing studies after the project had ended. For the remaining 6 months of the project the focus would be on making an LNG handbook as the final result of the project. The final conference of the project would be taking place on 2 December on board the LNG-ferry Viking Grace sailing between Stockholm, Sweden and Turku, Finland. Mr Jansson also noted that some partners in the project along with some new partners had applied to the Motorways of the Sea Programme for funding for a follow-up project called LNG in Baltic Sea Ports II focusing on e.g. more detailed analyses of price fluctuations of MGO and LNG. Mr Jansson estimated that approx. 5 of the studies that were conducted in the project would lead to concrete investments. **Mr Tapani Stipa** commented that the permit process had been a difficult obstacle to establishing LNG facilities in several places. He wondered whether this was also the case in Tallinn and whether this was an issue that could be addressed on a regional level e.g. within the EUSBSR. Mr Bøtcher took note of the idea to address administrative obstacles as an issue for future concern of the EUSBSR and would look into whether this was something that could be included in an update of the Action Plan of the EUSBSR. From Mr Jansson's perspective it was equally important that the ship owners would start to become more focused on the LNG. He was doubtful that this would happen before 2016. The project was trying to reach out to the ship owners, but it was difficult. The project would now try to establish cooperation with selected cargo owners instead and hoped that this would be a more efficient way to persuade the ship owners to focus more on LNG. Mr Bøtcher congratulated the project for obtaining Flagship Project status and thanked for the progress briefing. He noted that the provision of cleaner fuels is essential for the cause of clean shipping, for which reason the Steering Committee looked forward to follow the project's implementation.
- d) As regards the two HELCOM led Flagship Projects of PA Ship (in fact policy processes) there was no representative to present their progress.

7) EUSBSR Action Plan's chapter on PA Ship

Mr Bøtcher informed the participants that the preparation of an update of the current Action Plan of the EUSBSR had been requested by the European Commission recently, which would also necessitate a review of the Priority Area's chapter of the Action Plan. The deadline for Priority Area Coordinators to suggest updates was set for 5 September (this date has been postponed after the Steering Committee meeting took place, but a new deadline has not been announced yet). The Action Plan would naturally function as a steering document for the Priority Area and as such it was an important document for the Steering Committee to provide input to. Thus far the EUSBSR had existed for 4, 5 years and one update had taken place. Hence an update was not an everyday occurrence and after this approaching update it might be a few years until it was again possible to provide written input to the Action Plan.

Mr Bøtcher asked all the participants at the meeting to state their opinion of an update and what they could possibly contribute with to an update process.

All participants expressed an interest in contributing to an update of the Action Plan. It was decided that there would be no time to hold a separate meeting before the deadline of the update. The PAC was hence given the task of providing a working document to the Steering Committee which included the updates that the PAC considered necessary in the first instance. Steering Committee members could then provide textual suggestions to this document and send it back to the PAC. On the basis of these suggestions the PAC would make a proposal for an update of the full text and send that out before the deadline for a silent procedure among the Steering Committee members. The PAC would also propose a realistic timeframe for the update process.

8) The role of the Steering Committee

Discussion and adoption of Terms of Reference of the international Steering Committee

Mr Bøtcher recalled the process of adopting Terms of Reference for the international Steering Committee of PA Ship as it had been thus far. The first draft of Terms of Reference had been discussed at the first Steering Committee meeting in Copenhagen in October 2013. The PAC had compiled a second draft on the basis of that discussion and circulated it prior to the second Steering Committee meeting. Mr Bøtcher reminded the Steering Committee members that the main point of discussion at the first meeting had been the participation of 3rd countries in the Steering Committee. The revised draft had a wording which brought in two qualifiers if a 3rd country was to attend Steering Committee meetings. Participants from 3rd countries would only be able to become members of the Steering Committee if they live up to two criteria: a) their country supports the objectives of the EUSBSR and b) they are invited. Before opening the floor for discussion of the new draft, Mr Bøtcher noted that there was a good tradition in the EUSBSR to work together in a pragmatic and action-oriented manner. Although it was important to agree on a set of rules in case of disagreements he hoped that on a day-to-day basis the Steering Committee would take up this tradition and work together in a consensus-oriented manner. Mr Bøtcher asked for positions, in particular from the Steering Committee members representing countries. **Ms Monika Niemiec-Butryn** reiterated that Poland had never had any objections to the first draft of the Terms of Reference. As regards the new draft Poland was most satisfied with the wording of this as well and fully supported the PAC's endeavours to find a good compromise.

To mention one example of why the inclusion of 3rd countries may be interesting to the Steering Committee Mr Bøtcher informed that he had recently attended a meeting in Norway regarding

the EUSBSR with 35 relevant stakeholders representing public authorities. At this meeting it was his impression that there was a substantial interest from Norwegian stakeholders in the EUSBSR. As Norway was a country which had adopted a large portion of EU legislation and which was keeping close ties to the EU, Norway could without a doubt be said to support the objectives of the EU Strategy for the Baltic Sea Region. At the same time, Norway was an important maritime player and an important partner in international maritime co-operation. Furthermore, Mr Bøtcher mentioned that in terms of including 3rd countries in involvement in PA Ship, partners from the Netherlands, Norway and Russia had positively contributed to Flagship Projects of the Priority Area. In conclusion Mr Bøtcher reiterated that from the PAC's perspective the cooperation in the Steering Committee of PA Ship should not be brought to a level where the use of Terms of Reference was required.

Mr Bøtcher informed that the Priority Area Coordinators would take into consideration the advice provided and also consult with members not present, and would revert with a proposal for adoption of the terms of reference by means of a silent procedure.

9) Proposals / needs for new projects in the field of clean shipping

Mr Bøtcher encouraged the participants to take the opportunity to raise new project ideas.

Apart from the previously mentioned projects Ms Hjerpe-Olausson mentioned a project which had been brought to her attention recently – the project *Sustainable Shipping and Environment of the Baltic Sea Region* (abbreviated SHEBA), which had applied for the BONUS programme. **Ms Ditte Folke Henriksen** from the Danish Maritime Authority noted that the project *Zero Emissions in the Baltic* (abbreviated ZEB), which was aiming for zero emission of oily waters to the Baltic Sea had been brought to her attention by the BONUS programme during the European Maritime Day.

Mr Stipa mentioned that another project might be underway which was looking into compliance monitoring specifically. At the moment the cooperation in this field was progressing at the Members States' own costs, but a project might evolve from this and apply for funding in one of the relevant programmes. As of yet Denmark, Finland, the Netherlands and Sweden were confirmed partners and Estonia was still considering. The idea was that a small group of countries together with the European Commission would look into the challenges of compliance monitoring in closer details. Mr Bøtcher agreed that compliance monitoring was a very important topic at the moment, so it was important to keep an eye on this project and there could be a need for several projects in this field.

Mr Stipa also brought up the idea to look into exhaust gas treatment technologies as there seemed to be more and more demand for scrubbers as 2015 approached.

10) Any other business

Ms Balz handed out a flyer about the conference “clean air in ports” which was to take place in Copenhagen on 4 June and urged participants to register.

Mr Bøtcher brought up the topic of the location of the next meeting of the Steering Committee and suggested that it may be held back-to-back with the Danish Maritime Days in Copenhagen during the second week of October. On 6 October a green shipping conference would take place in Copenhagen with many interesting speakers, among others the MEPC Vice Chair. The same week, it is considered to convene a joint PA Ship and Safe seminar on EU funding for projects

in the maritime field in the new programming period. As the Steering Committee had previously urged the PAC to hold the meetings back-to-back with other important maritime events this week in Copenhagen which will already bring together many different maritime stakeholders seemed like a good possibility. No objections to this proposal were voiced.