

Meeting Minutes for the 19th 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: 24th of November 2022 at 09:00 - 13:00,
at Swedish Maritime Authority, af Ponting väg 6, Stockholm

1. Welcome words and Tour de Table

Chair Lina Petersson (Swedish Transport Agency) and PA Ship PAC Milla Harju (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

Ms Harju introduced the PA Ship Steering Group (SG) meeting 2/2022 agenda and minutes of the last meeting. Both documents were approved without amendments.

Next, she outlined the content of new Interreg BSR Feedback Template (Attachment 1). The aim of this document is to support evaluation of the PA Ship PAC work based on the views of SG members.

3. Activities of the Policy Area Coordinator: PA Ship strategy and Flagships

First, Mr Laine (Finnish Transport and Communications Agency) provided an update on the recent activities in the PA Ship PAC work. This included e.g. participation in the Connecting Europe Days in Lyon (FR) and EUSBSR Annual Forum in Lappeenranta (FI), and familiarisation of Ms Harju to the PA Safe PAC activities.

Second, Ms Harju described the draft for PA Ship's new strategy as a base for further discussions. The aim is to make the new strategy more concrete and practical, while strengthening the link with HELCOM Baltic Sea Action Plan (BSAP), EU and IMO work. Additionally, its aim is to improve communication of the policy area activities by using e.g. LinkedIn and Twitter, and the updated EU Strategy for the Baltic Sea Region website. In order to support the establishment and implementation of the new strategy, PA Ship will carry out brief background studies, workshops, online seminars to name a few. The new PA Ship Strategy was sent to the SG members for comments at the end of October, but as only five SG members had resources to provide feedback, the PAC will send an updated version for the SG members before Christmas with a new deadline for comments in January 2023.

Third, Ms Harju informed about the PA Ship related project applications. In the recent call of the Interreg BSR, not a single application was successful in the core project category. However, a project originally under PA Transport titled "Blue Supply Chains" received funding, and after meeting with the project representatives in October, the project team and PAC agreed to 'co-host' the project also under PA Ship.

Additionally, she informed the meeting participants about the project requirements that should be taken into account in the next calls. These include e.g. level of scalability and practical implementation as well as justified budget. Both PA Ship PAC and BSP are willing to support project applicants if needed.

Fourth, Ms Harju described pros and cons of the Flagship concept as a base for discussions. The aim was to find out e.g. whether members of the PA Ship SG still consider this concept relevant, and if it can be improved in any way.

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

- **EST:** The new strategy for PA Ship is good, but concrete actions and guidance for its practical implementation are needed.
 - **FIN:** More "meat on the bones" is needed. This primarily includes concrete actions to implement the strategy, and enhancing cooperation with other policy areas and the Baltic Sea countries. For example, the offshore windmill farms should also be considered in the PA Ship work.
 - **GER:** The new strategy should also address what other organizations are doing focusing particularly on HELCOM and its Baltic Sea Action Plan. It should thus address how to tackle the identified problems, how to deploy project results in practice and how to engage private sector to this work more intensively. Moreover, there is a need to establish a roadmap to achieve the objectives of the strategy.
 - **SWE:** The Flagship concept used to be important in the beginning of the EUSBSR, but that is not the case anymore. Currently, the Letter of Support is more important for projects at least when aiming to some funding instruments.
 - **BSP:** If project obtained a Flagship status it used to be considered as a high quality project, but that was not always the reality. Therefore, the new EUSBSR Action Plan highlights other aspects of project, such as the level of regional impact, relevance to the policy area objectives and communication of its results. However, if the PA Ship is wants to keep the Flagship as a part of its portfolio, this can be done.
 - **PA Safe PAC:** The PA Safe has decided to maintain the Flagship concept in its portfolio, as many of the project partners in this policy area consider it relevant and useful.
 - **Mr Jalkanen / EMERGE project:** The research needs identified in the HELCOM, EU, IMO or other international bodies should be communicated to the potential project partners. The technological readiness level cannot always be high be in the project's output. Background studies are also often necessary to produce technological solutions at a later stage. Additionally, there is a need to cooperate in order to communicate and deploy the project results.
 - **SWE:** One key role of the PA Ship SG and EUSBSR as a whole should be to help disseminate project results.
 - **DG Regio:** There is no need to be stuck on the question whether the Flagship label should be maintained or not, as both options are possible. That is, in case the Flagship status provides additional value and supports communication, it can be kept in the portfolio of policy area.
- For information, in December 2022 the EC will publish a new report focusing on EU macro regional strategies. This report will be available on EU websites and via BSP.

For more information, see Presentation 1.

4. Presentation by Swedish PA Ship Presidency

Mr Mattias Rust (Ministry of Infrastructure in Sweden) introduced the priorities of Sweden for the PA Ship during its EUSBSR presidency. His key points were as follows:

- Combating climate change in the context of shipping industry. This task includes e.g. adopting new policies, technological solutions and fuel types, and it is very challenging and time consuming.
- There are also many other environmental challenges in the shipping sector that should be addressed, including e.g. underwater noise, alien species and problems with scrubbers.
- Several projects and other endeavors have recently been carried out focusing on maritime environmental challenges. These include, but are not limited to, testing of electric ferries, automated devices and logistic solutions. However, the work in this context should be faster and more concrete.
- New projects in this context should be scalable to a wider geographical areas and linked to actual policy challenges. Moreover, these should provide successful stories to encourage other counties for a higher performance and proof the validity of new concepts. In both the PA Ship can be of help.

Next, Ms Petersson provided additional information in this context from the Swedish Transport Agency point of view. Her key points were as follows:

- Sweden has several priorities during its presidency focusing on e.g. coordination, funding, capacity building and support for Ukraine.
- There is strong commitment to the work of EUSBSR in Sweden. This involves participation of nearly 20 governmental agencies and several stakeholder organizations. All the work in this context will be carried out in close cooperation with different policy areas.
- Swedish Transport Agency is the competent authority in terms of maritime environmental matters. As regards to PA Ship work, the agency aims to cooperate with other organization at national and regional level to address to save marine environment.

More information on the key points can be found in Presentation 2.

5. Discussion on PA Ship related policy needs

Ms Harju wrapped-up the agenda items 3 and 4 and encouraged the PA Ship SG members for further discussions focusing on policy needs and associated inputs. The key points of this part were as follows:

- **EMERGE project:** The identified gaps in the context of PA Ship work can be explored once they are communicated to the project partners. Although certain problems cannot be solved with the current technology, solutions can be found in the future with the help of hard scientific work.

- **GER:** HELCOM has provided a list of topics that should be addressed by academia or R&D organizations. The results of associated projects should also take into account operational implementation and specific regional aspects like flora and fauna.
- **SWE:** The focus should be on the implementation of HELCOM BSAP and coordination of the IMO work at EU level. Both tasks could be supported through scientific work as needed.
- **DG Regio:** The objectives of Interreg funding should be better aligned with the objectives of EUSBSR and its policy areas. When planning the new projects, the applicants should investigate various funding instruments. For example, DG Mare is currently focusing on oceans and seas, and the work of this directorate is strongly linked into Horizon funding.

7. Introduction of the new EUSBSR Baltic Sea Strategy Point and Funding opportunities

Mr Juhani Ailio and Ms Viktoriia Hladii (Centrum Balticum/BSP) first provided a brief introduction on the recently established Baltic Sea Strategy Point. This part included e.g. description of its modes of operations, presentations of staff and contact details.

Second, the representatives of BSP described the funding sources that can be considered when planning new PA Ship related projects. This included e.g. Interreg programmes, Horizon Europe, European Regional Development Funds, etc.

For more information, see Presentations 3 and 4.

8. Presentations from PA Ship Flagship EMERGE and new project Blue Supply Chain

Dr Jukka-Pekka Jalkanen (Finnish Meteorological Institute) provided a short update on the Emerge 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.

For more information, see Presentation 5.

Mr Stefan Breitenbach (Port of Hamburg) outlined the scope and objectives of the new Blue Supply Chain project that can contribute to the PA Ship Action item 3. The project aims to reduce emissions of maritime transport focusing on port activities. This includes e.g. test and pilot solutions addressed to offshore power supply, electric powered vessels, green bunkering and green transport chains.

The project will organise a workshop in Hamburg at 24-25 Jan 2023. To participate on this event, one can contact Mr Breitenbach.

For more information, see Presentation 6.

10. Any other business

The PA Ship SG members are invited to provide feedback on the PAC work of this policy area before the end in 2022. A specific template for this purpose will be submitted by Ms Petersson during the week 48.

Next PA Ship SG meeting will be an on-line event and take place in May 2023. The exact date and time will be informed during the next spring.

Ms Harju will be on a maternity leave from 16 January until 17 November 2023. However, the Finnish Transport and Communications Agency has already nominated a temporal person for this assignment who will start her work in January 2023.

11. Wrap-up and Conclusion

Ms Petersson wrapped-up the PA Ship SG meeting 2/2022 and closed the event. She also welcomed the SG meeting participants to the next meeting that will be organized together with the delegate of Sweden.