



Baltic Sea Green Shipping Corridors

SI. Funded by
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Institute

BPO
BALTIC PORTS
ORGANIZATION



BPO – Baltic Ports Organization

established

October 10, 1991
Copenhagen

nearly 50 members

major ports in the 9 countries

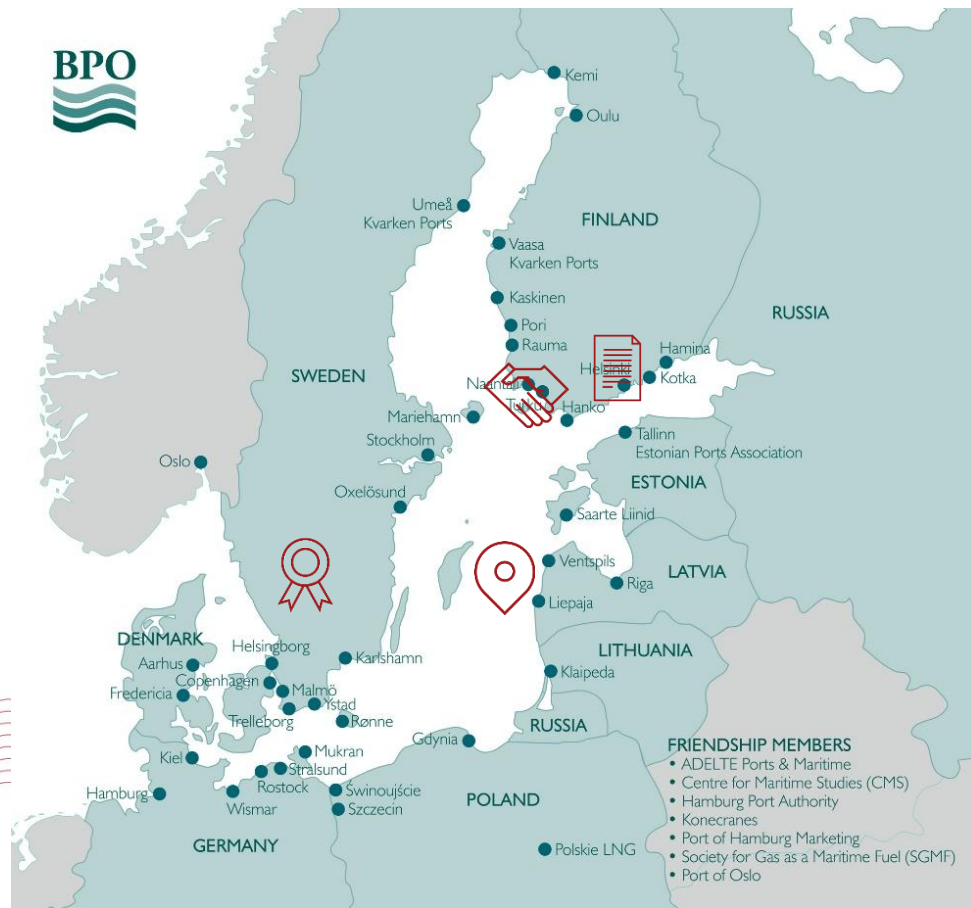
registered in Estonia

Port of Tallinn headquarter

office in Gdynia

Poland

The BPO's mission is to **contribute to sustainable development** of maritime transport and the port industry in the Baltic Sea Region, thereby **strengthening its global competitiveness**.





Baltic Sea Green Shipping Corridors

Seed funding project (October 2025 – September 2026)

- funded by the Swedish Institute Baltic Sea Neighbourhood Programme;
- led by IVL Swedish Environmental Research Institute, in partnership with the Baltic Ports Organization (BPO) and the Port of Klaipėda;
- supported by a Reference Group of government agencies: the Swedish Transport Administration (Trafikverket), the Finnish Transport and Communications Agency (Traficom), and the Estonian Ministry of Climate.



Core project activities:



Expansion of partnership across the maritime value chain: ports, shipping companies, energy providers (BPO)



Need analysis (Port of Klaipeda): Identifying the most suitable routes and segments for GSC project in the Baltic Sea



Developing a concept & identifying relevant call for a follow-up project (IVL)

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 **PORT OF
KLAIPEDA**

BalticSea-GSC: facilitating zero-emission shipping

by Lena Lorenz, External Consultant, BPO

Green shipping corridors (GSCs) have emerged as a promising mechanism to speed up the transition away from fossil fuels in shipping. However, there are significant practical barriers standing in the way of establishing these zero-emission maritime routes, including high costs, limited availability of alternative fuels and infrastructure for bunkering them, a lack of operational experience with new technologies, and insufficient policy instruments tailored to corridor-level implementation. Addressing these challenges requires transnational collaboration that brings together ports, shipowners-operators, fuel suppliers, forwarders, shippers, financiers, and policymakers across multiple countries and sectors.

To advance this work, the Baltic Ports Organization (BPO) has partnered with IVL Swedish Environmental Research Institute and the Port of Klaipėda to launch Baltic Sea Green Shipping Corridors (BalticSea-GSC), a seed funding project under the Swedish Institute Baltic Sea Neighbourhood Programme, running from October 2023 through September 2026. The project, explicitly positioned as a stepping stone toward larger transnational initiatives, maps stakeholder needs alongside financial and regulatory instruments supporting GSCs at the EU and national levels in Estonia, Lithuania, and Sweden. It evaluates which shipping segments, fuel types and routes to target, as well as expand the partnership through targeted stakeholder engagement.

One large green shipping corridor

The project strongly aligns with key policy frameworks, including the EUSSB PA Ship objective of making the Baltic Sea a model region for sustainable shipping, the EU Mission on Oceans and Waters (carbon-neutral blue economy), the EU Green Deal suite (FuelEU Maritime, EU ETS, Fit for 55, the Alternative

Public Infrastructure Directive), and the Circlebank Declaration commitment to establish GSCs globally. BalticSea-GSC has been registered as an umbrella project under the EUSSB Policy Area Transport, providing enhanced visibility and access to regional decision-maker networks.

According to Sami Vesterinen, Advisor for EUSSB PA Ship and the Finnish Transport and Communications Agency, projects such as this play an important role in advancing green corridor development. "The participation of PA Ship in an advisory function ensures that project results are communicated to policymakers. Our ultimate goal is for the Baltic Sea to become one large green shipping corridor."

A broad dialogue

At the beginning of December last year, IVL hosted a successful two-day kick-off meeting in Stockholm, bringing together project partners, reference group members from Swedish and Finnish transport authorities, the Estonian Climate Ministry, and industry leaders, including Windward, operator of the *Amelia Bonini*, one of Europe's most advanced hybrid ferries

that plies on the world's first GSC, the ferry crossing between Visby and Umeå. "The purpose of the meeting was to begin the project with a broad dialogue, bringing together perspectives from both public and private actors to guide implementation and establish a strong foundation for the work ahead," shared Inge Ståhlström, BalticSea-GSC's Project Leader, from IVL. The meeting formed a shared vision, validated the work plan, and started a dialogue on potential corridor routes for further assessment.

At this year's Transport Week in Gdynia last March, BPO's Secretary General Bogdan Olechowski presented the BalticSea-GSC seed project, emphasizing: "The transition to zero-emission shipping is accelerating, and Baltic ports need to be ready. This project ensures we're proactively shaping the infrastructure and partnerships that will define green maritime transport in our region."

Running through September 2026, the project will develop a comprehensive concept for a larger EU-funded initiative. The BPO is seeking ports, shipping companies, cargo owners, fuel suppliers, and research institutions committed to advancing corridor development.



Strengthened Cooperation on Green Shipping Corridors in the Baltic Sea

Green shipping corridors have been identified as an important tool in the transition towards more sustainable transport. The project Baltic Sea Green Shipping Corridors (BalticSea-GSC) aims to strengthen cooperation on the development of green shipping corridors in the Baltic Sea. The focus is on assessing needs, breaking down barriers, engaging stakeholders and developing concepts for future transnational collaboration in this area.

The project is based on the concept of green shipping corridors – zero-emission shipping routes between two or more ports. By bringing together actors from across the Baltic Sea region, BalticSea-GSC seeks to reinforce transnational cooperation and support the continued development of these corridors.

Baltic Sea Green Shipping Corridors builds on existing collaborations that support ferries and Baltic ports in their transition to renewable energy and reduced marine emissions. The project also advances ongoing work on Baltic green shipping corridors to address a clear Baltic Sea aspiration.

By involving organizations with practical experience of the challenges involved in establishing green shipping corridors, the project ensures a wide discussion of future collaboration. This approach has combined the development and concepts for future EU-funded initiatives.

Stakeholder engagement



Green shipping corridors (GSCs) – zero-emission maritime routes connecting ports across borders – have emerged as a promising mechanism to accelerate the transition away from fossil fuels in shipping. However, there are significant practical barriers, including high costs, limited availability of alternative fuels and bunkering infrastructure, lack of operational experience with new technologies, and insufficient policy instruments tailored to corridor-level implementation. Addressing these challenges requires transnational collaboration that brings together ports, shipping operators, fuel suppliers, cargo owners, financiers, and policymakers across multiple countries and sectors.

To advance this work, Baltic Ports Organization has partnered with IVL Swedish Environmental Research Institute and the Port of





A range of engaged stakeholders needed for implementing a successful Green Shipping Corridor

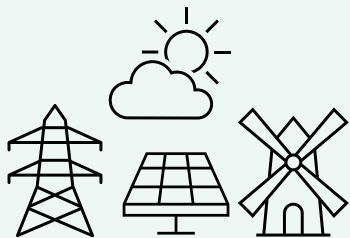
Besides **ship owners and ports**:

Key energy suppliers and producers

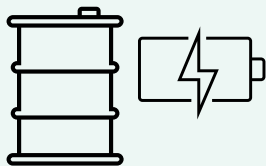
Transporters and carriers

Other interested parties incl. citizens

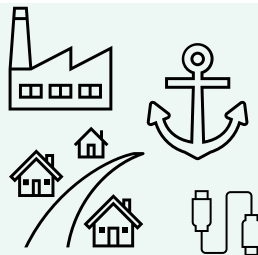
Policy and legislative bodies



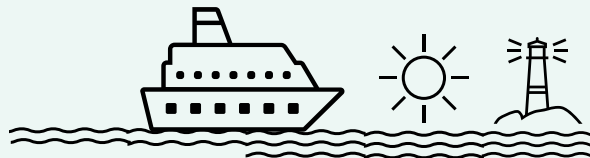
Renewable production



Renewable fuel



A sustainable port and industry



Low-emission transport





Baltic Sea Green Shipping Corridors

Key initial findings

The main barriers identified:

- the fuel price gap & insufficient infrastructure for alternative fuels at ports,
- no dedicated GSC-specific financial instruments or regulatory frameworks,
- fragmented coordination between governance levels and across borders.

What **knowledge, evidence** and **practical tools** are needed to enable **robust corridor decisions and implementation** of 2035 vision?

- route-specific roadmaps and digital decision tools,
- end-to-end emissions and co-benefit evidence,
- realistic fuel–energy–infrastructure readiness assessments,
- validated technology and policy modelling,
- bankable risk-sharing and financing mechanisms,
- coordinated cross-border cooperation that translates research into funded implementation.





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