



# **EUSBSR** EU STRATEGY FOR THE BALTIC SEA REGION

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## **Interreg Peer Review Policy Learning Platform**

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**Interreg**  
Baltic Sea Region



Co-funded by  
the European Union

## Structure of the slideshow

1. What is Policy Learning Platform Peer Review?
2. Why was it organized? Who organized it?
3. What are the conclusions?
4. Questions

# Interreg Europe objective

To improve **regional development policies** through the identification and transfer of good practices among EU regions

Helps policymakers to find new solutions to their challenges

- Primarily dedicated to policymakers
- Focus on exchange of experience



Different from cross-border or transnational cooperation

# Two actions



## **Projects**

Limited number of regions exchanging and transferring experience on a shared regional development issue



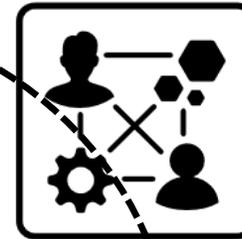
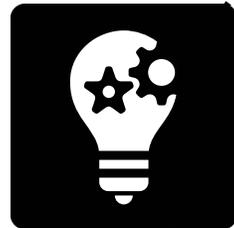
## **Policy Learning Platform**

Further exploiting projects' achievements and opening up the programme benefits to all

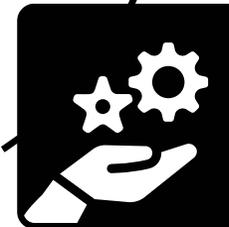
# Platform in a nutshell

Capacity-building tool for all policymakers through access to:

**Knowledge**  
Find policy solutions



**People**  
Meet our community



**Expertise**  
Get expert support

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# Why green shipping corridors matter?



## European Green Deal

Estonia is committed to climate neutrality by 2050 and the Fit-for-55 package.



## Maritime emissions

Shipping remains a significant source of emissions despite its economic importance.



## Regional cooperation

Green corridors showcase innovation and strengthen Baltic Sea Sea partnerships.

The Tallinn–Helsinki connection serves as our flagship initiative, requiring broader harmonised frameworks across the Baltic Sea.

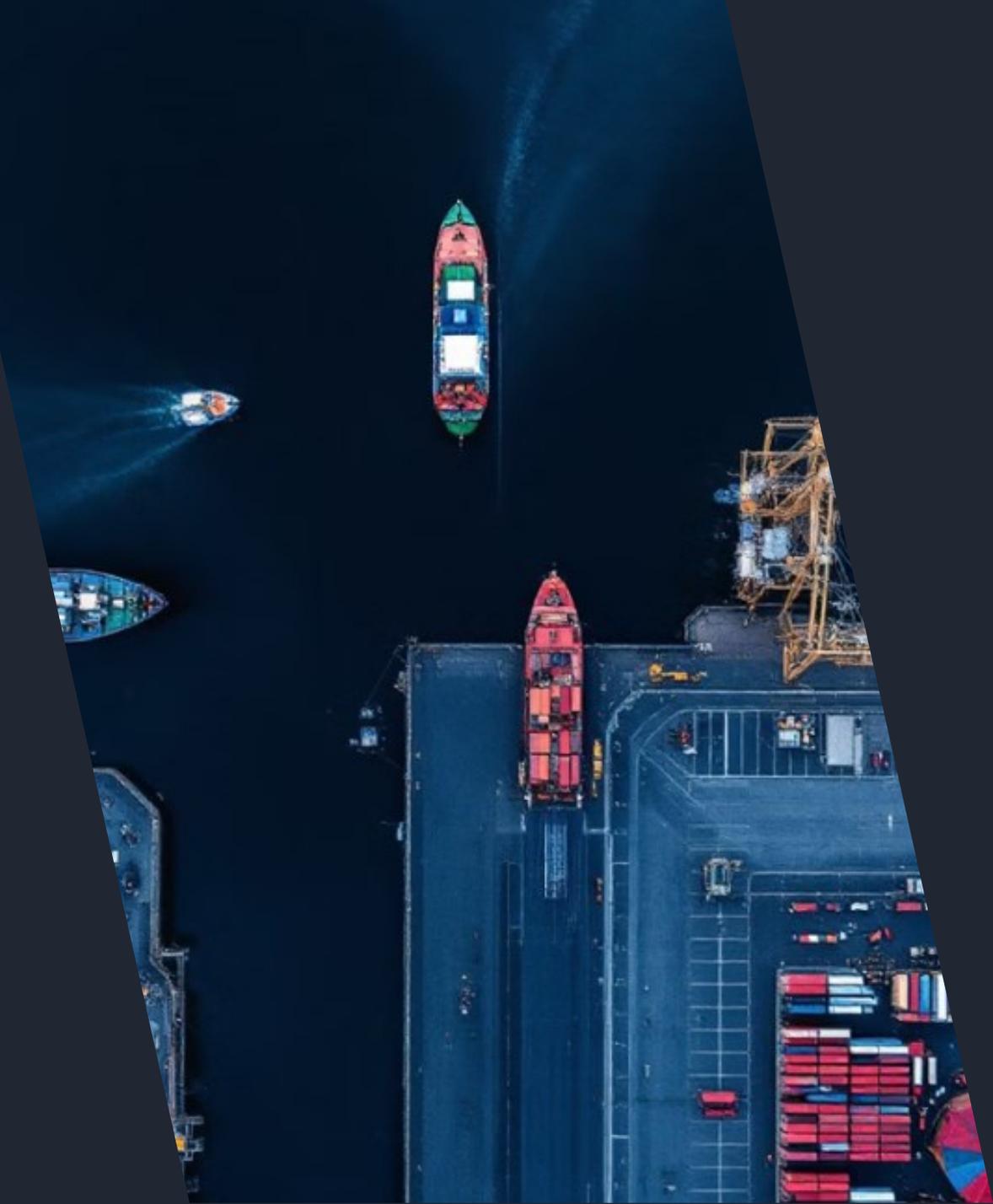
# The challenges we face

## Fragmented definitions

No common understanding exists of what constitutes a green shipping corridor across Europe.

- Varying fuel criteria
- Different emission thresholds
- No consistent governance structure
- No certification scheme

This creates uncertainty for ports, shipowners, and public authorities.



# Why was this peer review requested?

## Learn from experience

Bringing together experienced peers from across Europe to share practices and approaches.

## Receive external overview

Structured, comparative setting to examine our approach and assumptions.

## Identify workable models

Find eligibility standards, governance frameworks, and incentive mechanisms that work.

## Build Baltic perspective

Move towards shared regional understanding and cooperation.

# Our expectations



## Definitions

Practical answers on how to define green shipping corridors. corridors.



## Governance structure

Framework for cooperation between ministries, ports, industry, industry, and international partners.



## Target attracting mechanisms

Design mechanisms that make participation attracting for shipowners and ports.



# The path forward

## Concrete recommendations

Conclude the event with actionable guidance for green shipping corridor development.

## Baltic Sea roadmap

Input to move towards a harmonised approach for the Baltic Sea region

## National integration

Feed insights into Estonia's and Finland's Green Transition plan and PA Ship work.

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# Areas of strong consensus

## Quantitative criteria

Quantitative criteria should be used to define a GSC

## Set of criteria

A set of criteria should be used to define a GSC

## Emission thresholds

Strong consensus on emission-based criteria as primary benchmark for GSC

## Evolution over time - strategic alignment

Strong support for coordination with EU/IMO strategies

# Key areas of division

## Scope challenge

Ship-type specificity vs. technology-neutral outcomes

## Scale debate

Baltic Sea regional focus vs. EU/international coordination  
coordination

## Ambition fragmentation

No dominant view on realistic implementation levels

# The path forward

## Concrete recommendations

Conclude the event with actionable guidance for green shipping corridor development.

## Baltic Sea roadmap

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## National integration

Feed insights into Estonia's and Finland's Green Transition plan and PA Ship work.

Concrete recommendations on quantitative criteria and emission thresholds, applied through a clear set of benchmarks and phased timelines aligned with EU/IMO strategies.

Both, the BSR and EU/global roadmaps were supported, supported, but there is a need to balance regional pilots pilots with global frameworks

Respondents highlighted to consider efficiency per € invested, enhancing cross-sectoral co-operation, and the need to find a balance between company costs and EU/IMO 2050 goals.

# What governance models should be used?

## Problems:

- Partners are not committed or are passive
- Competing companies
- Confidentiality, clear rules

## Conclusions on governance:

- One Governance model doesn't fit all GSC
- Agility and entrepreneurial spirit
- Long-term partnership required
- Clear requirements -> Clarity and minimization of bureaucracy
- Fuel providers included in governance

- If you want move big, then move slow.
- If move fast, then move small.
- Continuous discussion needed.
- Focus on emission reduction target.

## Point to be noted:

- Focus on roles and not entities. This helps stakeholders to find their role - the roles can change and evolve

# Who leads the process – ministries, port authorities, industry coalitions, or public-private partnerships?

Model strong (by private stakeholder):

- Strong PORTS in charge
- Regulators/Governments should be in charge

VS

Model co-operation (by public stakeholders):

- Leader has advisory guidance role, gives guidance

• Differentiation between WHAT (policy objectives, framework etc.) and HOW (operationalization - HOW the work is organized)

- HOW decided corridor-by-corridor basis by each stakeholder
- Common challenge vision to ensure alignment
- Targets can be set to ports
- For all models: process orchestration and coordination - PMO / support office as an honest broker and development vehicle
- Regular fora with all stakeholders to ensure communication and commitment
  - Idea of rotating chairmanship to ensure long-term commitment

# How to incentivise shipowners and ports to take part? How could GSC's reduce the impact of ETS on shipowners?

- Polluter pays - focus on energy efficiency
- Importance of economic incentives - risk mitigation
- Access to EU-funding is crucial (private) - Where are ETS funding going?
- GSC gives stability for the future, availability of low carbon fuel is crucial
- Economic benefits, costs should be rolled to cargo owners. **NO PUNISHMENT, but INCENTIVES**

- Risk mitigation
  - Regulations should not change too fast
- Focus on reducing risks on first movers, business model change
- Long contracts, even up to 20 years

- Demonstrate the benefits to business strategy
- Sustainability measure should be ensured
- Opportunity of pooling - pooling of resources from different levels (EU, national, regional) - joint fund?

# Final words, and other thoughts

- Joint endeavours
- Dual use: Security and emergency preparedness, potential lever for new funding opportunities; which use cases in the context of Green Shipping Corridors?
- Customers are not willing to pay more (wrong question: they will anyway pay what is required, if there is no alternative).
- Win-Win agreements

Points of importance:

- **Harmonisation and co-operation of GSC, in Baltic Sea Region.**
  - **Joint FORUM with HELCOM, CBSS & PA SHIP???**
- Investors & insurance companies often outside of the conversation

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**PA SHIP**

<https://www.eusbsr.eu/pa-ship-about>

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