AN INTRODUCTION ON SEED MONEY PROJECT

GREEN CRUISING OF HIGH-SPEED SMALL CRAFT

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International Steering Committee of PA Safe and PA Ship
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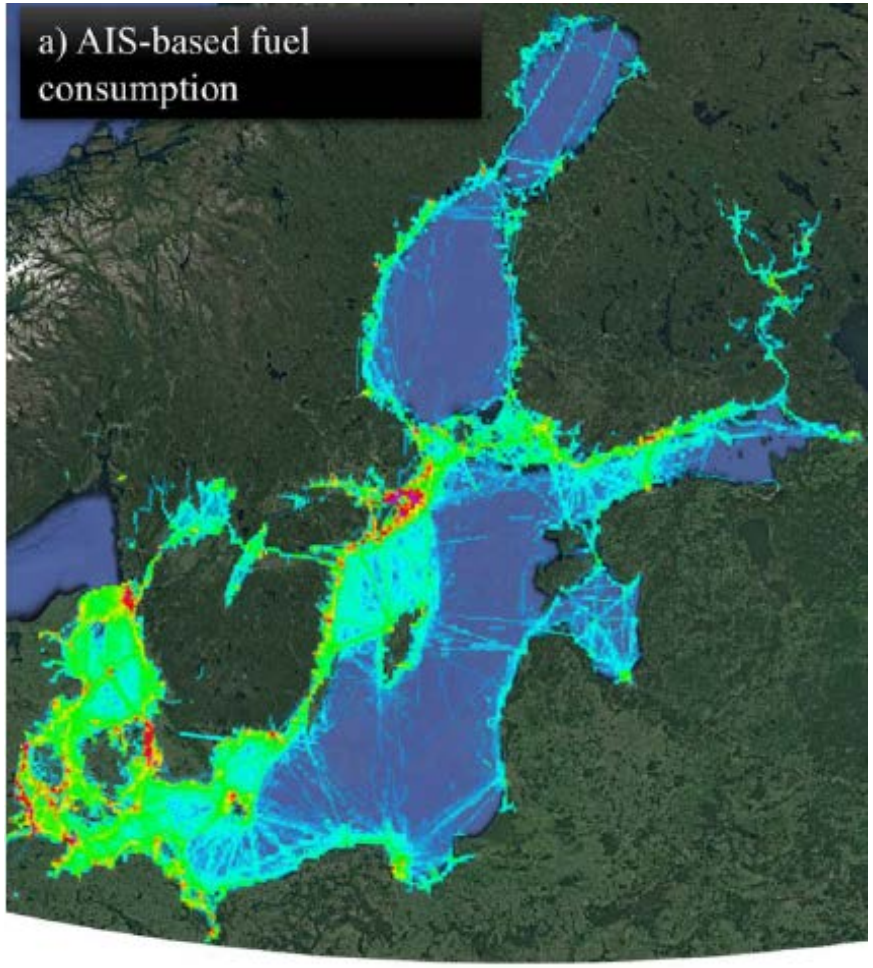
CONTENT

- Requirements: The Baltic Sea and Regulatory Bodies
- Issue: Ignoring High-Speed Small Craft (HSSC) in Regulation
- Problem Scale
- Problem Impact
- Solutions
- The Seed Money Project

REQUIREMENTS: THE BALTIC SEA AND REGULATORY BODIES

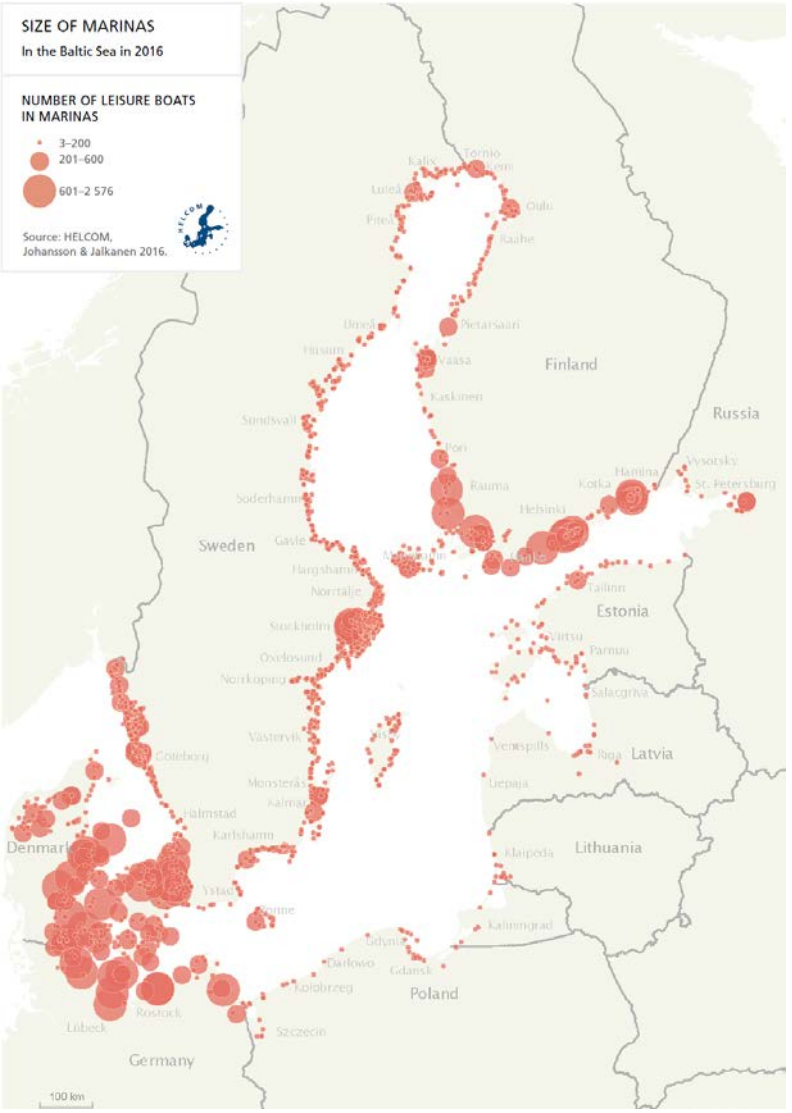
- The Baltic Sea is highly sensitive to environmental footprint of human activities
- A period of 25-30 years is required for full exchange of the Baltic Sea waters
- Negative impact of GHG and noise emissions
- International, regional and national rules and legislations



Lasse Johansson et al., Model for leisure boat activities and emissions–implementation for the Baltic Sea, Ocean Science, 16 (5), 2020.

ISSUE: IGNORING HSSC IN REGULATION

- ❑ IMO regulations address only large vessels
- ❑ HSSC are consumers of fuel and lubricants
- ❑ Available in very large numbers
- ❑ Since little or no information exists on the activities of pleasure boats, their contribution has almost been ignored in environmental impact studies of shipping (SHEBA Project)



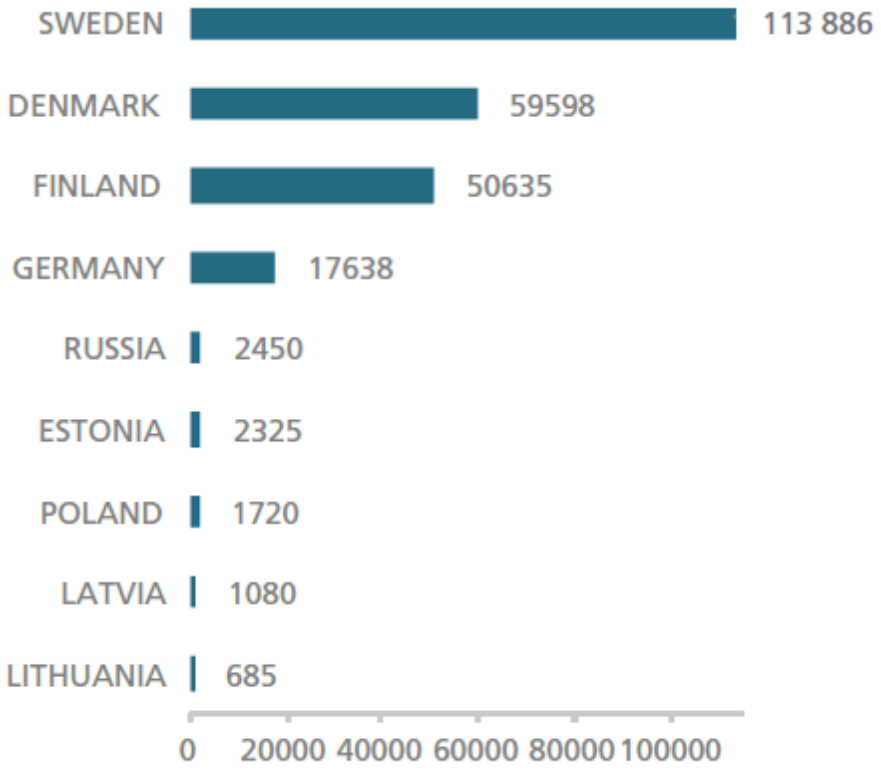
J. Moldanová, et al., (2018). Sustainable Shipping and Environment of the Baltic Sea region: Final Report. SHEBA.

HELCOM 2018. HELCOM Assessment on maritime activities in the Baltic Sea 2018. Baltic Sea Environment Proceedings No.152. Helsinki Commission, Helsinki. 253pp.

PROBLEM SCALE: HOW MANY HSSC ARE IN THE BALTIC?

- Sweden, Denmark and Finland have the highest per capita boat ownership in the world (HELCOM)

- These data underestimate the number of leisure boats in the Baltic Sea (Johansson & Jalkanen 2016, HELCOM 2018)



Source: Johansson & Jalkanen, 2016

HELCOM 2018. HELCOM Assessment on maritime activities in the Baltic Sea 2018. Baltic Sea Environment Proceedings No.152. Helsinki Commission, Helsinki. 253pp.

L. Johansson, J-P. Jalkanen (2016): Activity data for the Baltic pleasure boats. Deliverable 1.3, type DB.

PROBLEM SCALE: HOW MANY HSSC ARE IN THE BALTIC?

- About 3.5 million leisure boats are active mainly at coastal Baltic Sea areas
- Only 23 very big leisure vessels, over 100 GT, are registered as per IMO regulations

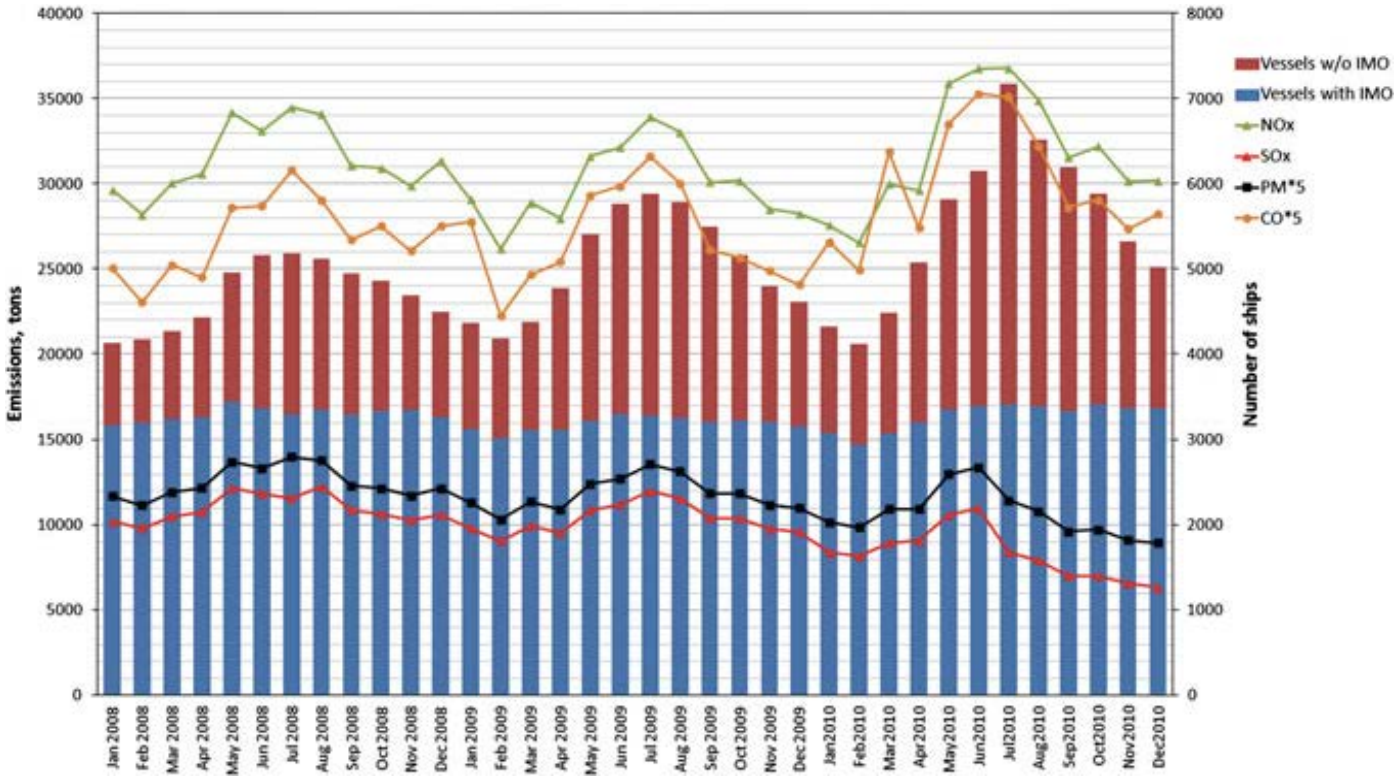
Country	Population	Recreational boats per 1000 inhabitants	Total fleet	Sailboats	Inboard motor boats	Outboard motor boats and other rigid boats	Inflatable boats >2.5 m and >20 kg
Finland	5,300,000	143	734,100	19,000	93,000	620,000	2,100
Germany	82,438,000	5	441,530	120,475	88,932	232,123	n.a.
Poland	37,000,000	2	68,000	64,000	n.a.	n.a.	n.a.
Sweden	9,182,927	83	778,100	97,100	90,800	552,200	38,000

National recreational boat ownership for some Baltic Sea countries (data: Plan Bleau 2011, Boteler et al. 2015)

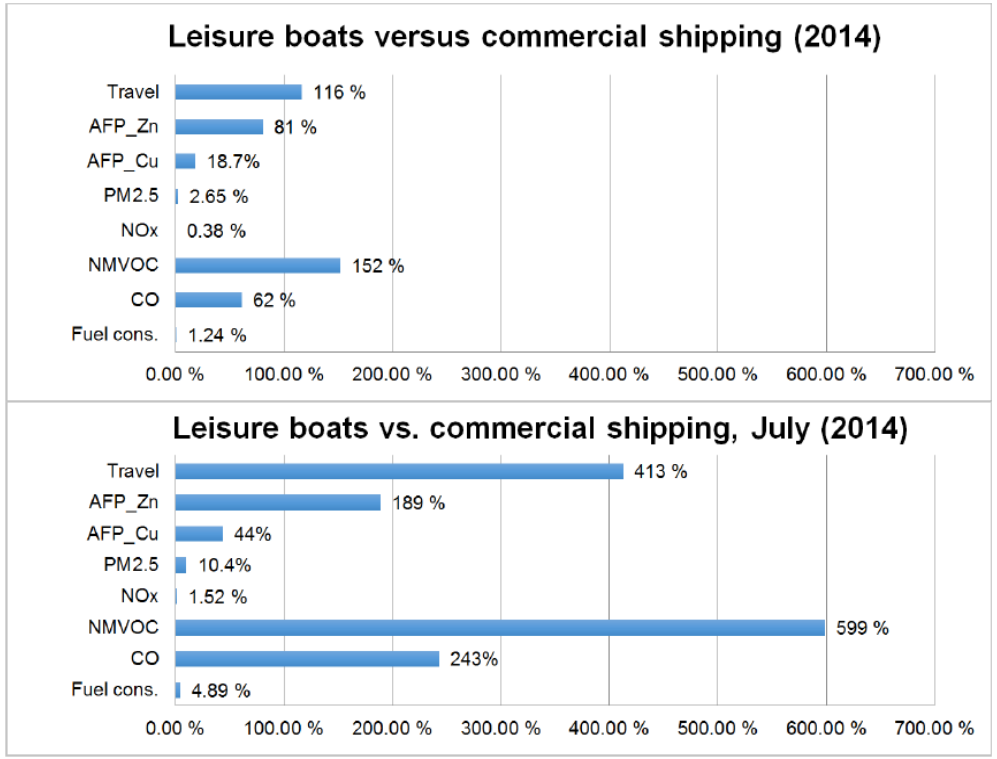
Baltic LINes (2016): Shipping in the Baltic Sea – Past, present and future developments relevant for Maritime Spatial Planning. Project Report I. 35 p.

PROBLEM IMPACT

- ❑ Sea and coastal area pollutions
- ❑ Living of coastal inhabitants, fishing business, tourism and leisure boating

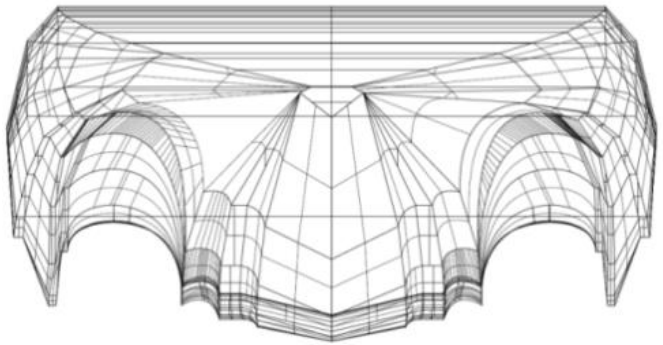


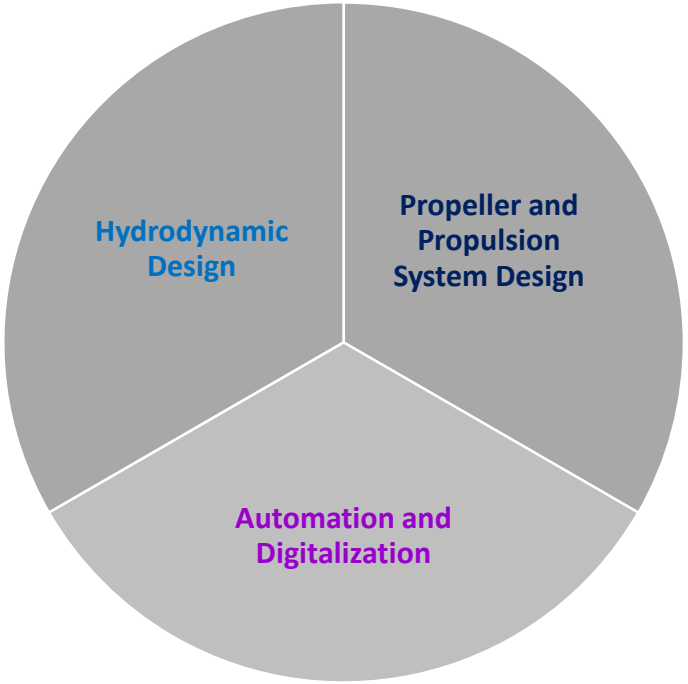
D. Simpson et al., Environmental Impacts—Atmospheric Chemistry, Second Assessment of Climate Change for the Baltic Sea Basin, 2015.

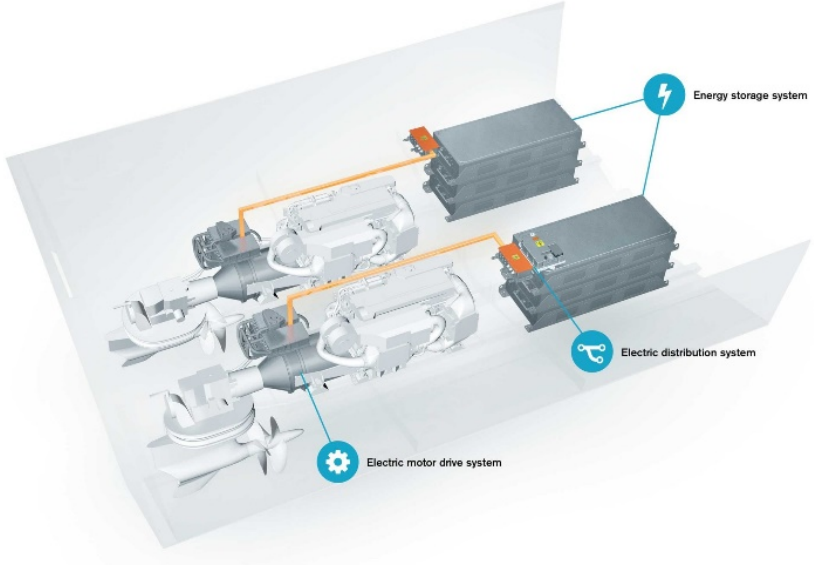


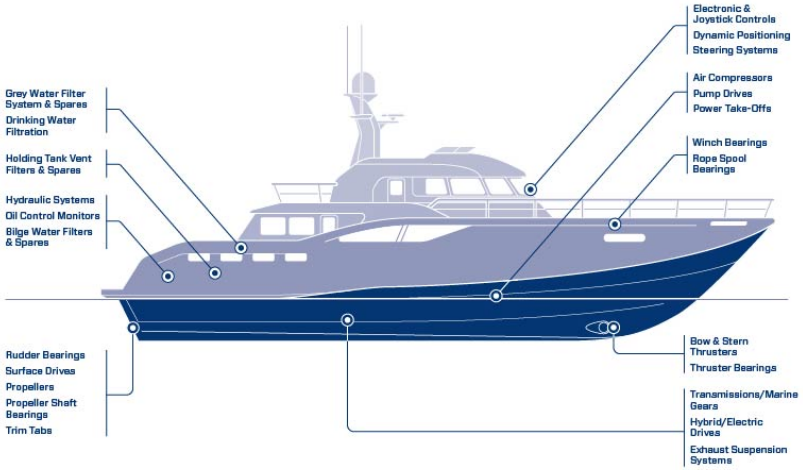
L. Johansson et al., Model for leisure boat activities and emissions–implementation for the Baltic Sea, Ocean Science, 16 (5), 2020.

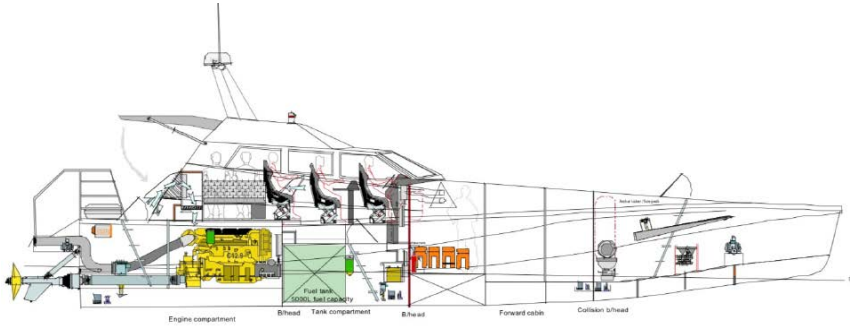
SOLUTIONS: GREEN SMALL CRAFT

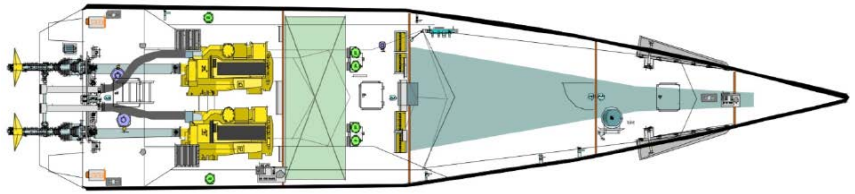








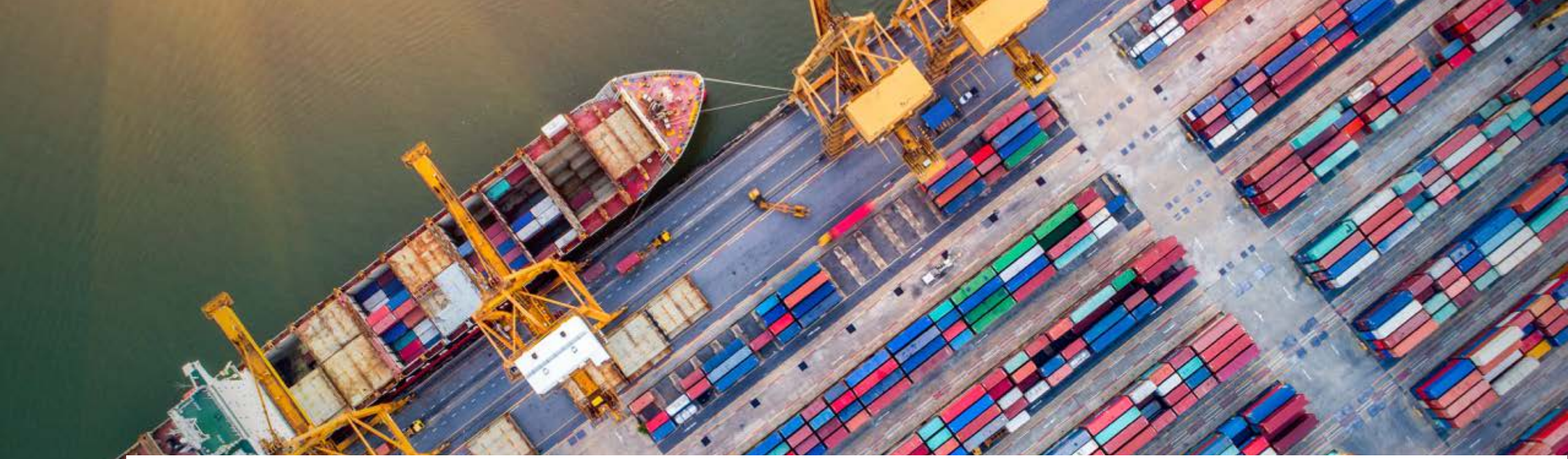




SEED MONEY PROJECT

The project Kick-off Meeting was held in in October.

Partner		Roles and Responsibilities (Overall)	Deadline
TTU (Hydrodynamic Design)	WP1	1. WP1, WP2 and WP3 will lead by TTU, Aalto and Gdansk, successively. 2. Partners should address the expected outcomes mentioned in program manual in their report. 3. Finding an appropriate funding system will be the core activity for development of the main project. 4. ….	28.02.2021
	WP2		
	WP3		
Aalto (Propeller and Propulsion system Design)	WP1		
	WP2		30.06.2021
	WP3		
GUT (Automation and Digitalization)	WP1		
	WP2		
	WP3		31.08.2021



Green cruising of high-speed small craft

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