EU Strategy for the Baltic Sea Region
Priority Area on Clean Shipping

To:
Relevant authorities in the Baltic Sea Region
Flagship Projects of the Priority Area

20 June 2012
Our reference:
EUSBSR PA4
MAF/MBR

FINAL MINUTES

Meeting of the Priority Area no. 4 on Clean Shipping of the EU Strategy for the Baltic Sea Region, 22 May 2012 in Gothenburg

The meeting took place in the River Dock Café in Gothenburg back-to-back with the European Maritime Day 2012. The meeting was organised by the Baltic Institute of Finland and the lunch was kindly hosted by the PA4 Technical Assistance.

DANISH MARITIME AUTHORITY
Overgaden oven Vandet 62 B
1023 København K

Tel. +45 32 68 95 00
Fax +45 32 57 43 41
dma@dma.dk
www.dma.dk

CVR-no. 29 83 16 10
EAN-nr. 5798000023000

MINISTRY OF BUSINESS AND GROWTH

Participants
Present at the meeting was:
Mr Reidar Grundström,Swedish Maritime Administration,
Ms Anita Mäkinen,Finnish Transport Safety Agency,
Mr Bjarke Wiehe Bøtcher and Mr Matias Røjle Bruun, Danish Maritime Authority it its capacity as Priority Area Coordinator,
Representatives of the Flagship Projects
Mr Esa Kokkonen, Mr Tapani Stipa and Ms Minna Hanhijärvi, Baltic Institute of Finland,representing the BSR Innoship within Flagship Project 4.2 and serving as recipient of the Commission´s Technical Assistance to the Priority Area in 2012-13.
Mr Steen Björk, Port of Trelleborg, representing the Clean Baltic Sea Shipping within Flagship Project 4.2.
Ms Monika Stankiewicz and Ms Laura Meski, HELCOM Baltic Marine Environment Protection Commission, representing Flagship Project 4.1 and 4.3.

The Flagship projects 4.5 "Improve the waste handling on board and in ports" and 4.6 "Conduct a feasibility study on LNG infrastructure for short sea shipping" were not present at the meeting.

Agenda:

Opening of the meeting
Mr Esa Kokkonen opened the meeting by welcoming the Priority Area Coordinator and the Flagships Project leaders by stating the purpose for the meeting as an attempt to strengthen and improve the coordination and cooperation within Priority Area no. 4 between the involved stakeholders.

1) Status and plans for Priority Area no. 4 and the EUSBSR

Mr Bjarke W. Bøtcher gave an introduction to the Priority Area and the Danish Maritime Authority's role as Priority Area Coordinator. Mr Bøtcher informed that the task as Priority Area Coordinator was recently handed over to his department as a result of adjustments following an internal Danish governmental reorganization that included the closure of the former Danish Maritime Safety Administration last autumn. Mentioned that the Danish Maritime Authority is currently in the process of analysing the current status and future needs of Priority Area no. 4, including its Flagship Projects. The impression so far is that Priority Area no. 4 has been functioning relatively well, even though there is a need to increase dialog with the EU Member States of the region as well as to boost internal communication between the Flagship Projects in order achieve the overall goals of the Priority Area and the EU Strategy for the Baltic Sea Region.

Mr Kokkonen recalled that the HELCOM Baltic Sea Action Plan already covered major areas of the Priority Area.

Ms Stankiewicz highlighted that HELCOM and its Maritime Group initiate and develop measures and policies to ensure environmentally friendly activities and thus have provided major contribution to the progress of Priority Area 4. In addition to the nine Baltic Sea countries (both EU members and Russia) and the European Union also a number of stakeholders such as the shipping industry and ports are active in HELCOM Maritime. Ms Stankiewicz pointed out the importance of taking this into account and ensure full synergies in the region in the work for clean shipping.

Ms Anita Mäkinen from the Finnish Transport Safety Agency noted that Finland currently has the chairmanship in the HELCOM Maritime Group and that several issues call for coordination between the Priority Area 4 and this group.

The Priority Area Coordinator stated that HELCOM could possibly serve as a relevant forum to provide political guidance to the Priority Area, noting that other actors and forums do exist and could be used if relevant. Found it important to ensure continuous cooperation between HELCOM and the Priority Area.

The Priority Area Coordinator recalled that several important initiatives affecting the Strategy had been taken during the last year. Thus, it had been decided to adopt a set of roles and responsibilities for each type of actors in the Strategy, with the view to make the tasks more concrete. In November 2011 the Council had also decided to establish targets and indicators for the Strategy as such and to initiate a process leading to targets and indicators for each of the Priority Areas. Mr Bjarke W. Bøtcher recalled that the targets and indicators for Priority Area 4 had been submitted by the former Priority Area Coordinator to the European Commission in early 2012, and distributed a copy hereof to the participants of the meeting.

Moreover, it was recalled that a communication initiative was launched, resulting in a new website of the Strategy and analyses on how to improve internal communication. In this context, Mr Bjarke W. Bøtcher noted ambitions of establishing a website of the Priority Area as a sub-site of the Danish Maritime Authority. Further, the Council had decided to initiate a review of the Action Plan of the Strategy, which is taking place this summer and the result is expected in late 2012.

Mr Bjarke Bøtcher informed, that in connection with the review it had been decided to abandon the four pillars of the strategy, and instead introduce three new objectives, a) save the sea, b) connect the region and c)

increase prosperity. The priority area on clean shipping seems to relate primarily to the objective "a) save the sea", but would certainly also contribute to the two other objectives.
Mr Bjarke Bøtcher mentioned that the Priority Area 4 Coordinators are to submit a revised chapter on clean shipping for the Action Plan to the European Commission by 1 June 2012. The Flagship Project Leaders and other stakeholders were kindly requested to notify the Priority Area Coordinator if they have comments or proposals before the mentioned date.

2) PA 4 Technical Assistance funds

Mr Bjarke Bøtcher noted that close cooperation between the Danish Maritime Authority and the Baltic Institute of Finland in the latter's capacity as recipient of technical assistance for Priority Area no. 4 was established and expressed the hope that it would be possible to convene at least one Priority Area 4 meeting each season with the participation of flagship project leaders.

The Priority Area Coordinator expressed a need for a procedure to assure that the results and recommendations of successfully completed flagship projects are conveyed to the policy level, and not forgotten once the projects are over. Furthermore, the Priority Area Coordinator hoped that a policy dialogue on the Priority Area could be created within a relevant forum, such as HELCOM or another suitable forum.

Mr Esa Kokkonen elaborated on the Baltic Institute of Finland's involvement in the Priority Area as a Flagship Project Leader and as recipient of the Commission´s technical assistance to support Priority Area no. 4 in the period 2012-13, and noted that Mr Tapani Stipa was the contact person regarding this issue.

Mr Steen Björk inquired about the use of the technical assistance funds, and noted that the technical assistance in his opinion should be used to keep up or increase Flagship Projects or stakeholder activities and visibility, and added that the involvement of Russia should be a priority.

Mr Tapani Stipa noted that the use of these funds are described in the application document and are meant for initiating activities to the common benefit of actors within the Priority Area on Clean Shipping of the EUSBSR. Information about the project is available in the website of the Baltic institute of Finland
http://www.baltic.org/projects/towards_clean_and_strengthened_baltic_sea

Mr Esa Kokkonen outlined the aim for the activities supported by the technical assistance as strengthening stakeholder engagement, raising awareness of the Priority Area and enhancing coordination activities within the ongoing actions in Priority Area no. 4 including coordination between the Priority Area Coordinator and the Flagship Projects.

3) Introduction of the ongoing PA 4 Flagship Projects: status and short-term plans

Mr Kokkonen invited the Flagship Projects to provide an update on their respective results and activities.

Ms Monika Stankiewicz informed about HELCOM's positive experience from active involvement in the Priority Area as either leading or co-leading Flagship Projects and briefly presented the HELCOM involvement in those Flagship Projects. Made a reference to the status reports distributed in advance of the meeting.

Mr Reidar Grundstöm informed that the Swedish Maritime Administration is closely following two flagship projects of the Priority Area, and also sees links between the Priority Area and the Motorways and Electronic Navigation by Intelligence at Sea project, led by the Swedish Maritime Administration, which recently obtained Flagship Project status in Priority Area 13, as this project i.a. deals with optimization of shipping routes that can help to reduce a vessel´s fuel consumption.

Mr Steen Björk briefed on the status of the Flagship Project 4.2 Cleanship. The project had recently lost one of its project partners, but the project will continue. There is close dialogue with the INNOSHIP project. Noted a half-way conference to be held in Riga, which was scheduled for September 2012.

Mr Björk noted that HELCOM involvement in the project was welcomed, and distributed a sheet containing information on the recent progress of the project.

Ms Monika Stankiewicz informed that following four years of intensive work by the HELCOM countries, led by Finland, the IMO's Marine Environment Protection Committee (MEPC) 62nd meeting in July 2011 adopted the proposal by the HELCOM countries on new regulations for discharges of sewage from passenger ships operating in the Baltic making the Baltic Sea the first sea in the world designated by IMO as a Special Area for sewage under MARPOL Annex IV. The Flagship project 4.4 has thereby been finalized. It will be mandatory for new and existing passenger ships to comply with the anti-discharge regulations by 2016 and 2018, respectively. The Special Area status will be enforced when HELCOM countries notify the IMO that adequate reception facilities for sewage are available in their passenger ports. Upgrading efforts of reception facilities for sewage in ports used by passenger ships, in correlation with Flagship Project 4.1, are facilitated by the Cooperation Platform on port reception facilities (PRFs) established under the HELCOM umbrella. Ms Stankiewicz stressed that it is important that the EUSBSR gives input to the work of upgrading PRFs. Guidance on technical and operational aspects of sewage delivery to PRFs is currently under development within the Cooperation Platform

The Priority Area Coordinator inquired if any special rules applied to cruise vessels and if any work had been done in relation to leisure crafts. Ms Monika Stankiewicz clarified that the above mentioned new sewage regulations concern passenger ships, including cruise ships She further informed that regulations for leisure crafts are included in the Helsinki Convention.

Ms Mäkinen noted that there had not been sufficient progress regarding Flagship Project 4.3 on differentiated port dues.

Mr Bøtcher stated that the Priority Area Coordinators in accordance with the new description of roles and responsibilities of actors in the Strategy were obliged to have a critical approach towards Flagship projects which for a considerable period of time are not demonstrating sufficient progress. Flagship 4.3 could possibly fall within the scope of this approach.

Ms Stankiewicz noted that the lack of success could be a result of the size and difficulty of the challenge given and may not necessarily mirror the efforts invested in the work. Due to the plans of the HELCOM countries to designate the Baltic Sea as a NECA the issue of economic incentives including port dues will become increasingly important in order to address emissions from existing ships (while NECA covers only new ships).

Mr Stipa outlined the progress in the BSR Innoship project and the efforts to link stakeholders such as universities and private firms. The activity included participation in a conference recently held in Copenhagen, where the main message from the industry was the need for a level playing field and a request to take this into the Baltic Sea plan. Informed that some progress had also been achieved in the establishment of a high profile award that could give the area of clean shipping positive attention.

The Priority Area Coordinator requested to receive information about the planned award in writing while noting the difficulties associated with the governance of such an award without member state involvement. Noted that it perhaps was more suitable, if the award would be given by the financing institution rather than in the framework of the Priority Area.

4) Discussion on the following joint events such as the Annual Stakeholder Forum in June 2012

Mr Kokkonen noted that the technical assistance could be used for joint activities and publishing material Including brochures, roll-ups, media and social media coverage and website. Dissemination and raising awareness through media can be facilitated trough the technical assistance project.

Mr Bøtcher noted that the Flagship Projects in due time will be asked to contribute to a new website with updated descriptions of their progress.

Mr Kokkonen mentioned that a joint stand on the Annual Stakeholder Forum of the EUSBSR on 18-19 June 2012 will be held and is available for Priority Area no. 4 as well. This proposal was welcomed by Ms Stankiewicz, who noted that HELCOM already was planning a stand at the Forum, and mentioned that it perhaps could be possible to co-locate the two stands. This was welcomed unanimously by the participants and Mr Björk recalled the good experience with such stands from the Annual Stakeholder Forum in Gdansk in the autumn of 2011.

The Priority Area Coordinator suggested looking into whether the next meeting of the Priority Area on Clean Shipping could take place back-to-back with the HELCOM Maritime Group meeting scheduled for 6-8 November 2012 in Copenhagen. Ms Stankiewicz found it very relevant to discuss the progress and plans of the Priority Area on clean shipping during the HELCOM Maritime meeting and extended the invitation to Mr Bøtcher to attend the meeting in his capacity as Priority Area Coordinator.

Mr Kokkonen concluded the meeting.