



# CLEAN BALTIC SEA SHIPPING

## CLEANSHIP

This brochure presents the objectives and activities of the „Baltic Sea Region programme 2007-2013“ project „Clean Baltic Sea Shipping“. The project will be part of the Action Plan of the EU Strategy for the Baltic Sea Region, especially priority 4 „To become a model region for clean shipping“

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### CLEANSHIP and the HELCOM Baltic Sea Action Plan

The goals of the project are best described by HELCOM's LETTER OF SUPPORT:

HELCOM would herewith like to express support for the project application "Clean Baltic Sea Shipping", proposed to be funded under the 3rd Call to the Baltic Sea Region Programme 2007-2013.

The overall goals of the Clean Baltic Sea Shipping project are to reduce ship borne air pollution in the Baltic Sea in general and in ports and port cities of the Baltic Sea Region in particular. The project will result in solutions which will be possible to apply directly in order to obtain less polluting shipping in the vulnerable, and today so exposed, Baltic Sea.

The HELCOM Baltic Sea Action Plan (HELCOM BSAP) requires the Baltic Sea countries to take actions to re-

duce emissions from ships and ensure adequate port reception facilities for sewage. HELCOM countries have already proposed to the International Maritime Organization the designation of the Baltic Sea as a control area under Annex IV to MARPOL 73/78 to ban discharges of untreated sewage from passenger ships. For the proposal to take effect, adequate reception facilities for sewage have to be available in the Baltic Sea. The Clean Baltic Sea Shipping project constitutes an opportunity to facilitate the implementation by the nine HELCOM Baltic Coastal States and the European Community of the obligations undertaken in the HELCOM Baltic Sea Action Plan.

HELCOM would, therefore, be willing to offer its cooperation structure, making use of HELCOM meetings, conferences, etc., as a means to consider and discuss the project products, processes and

outcomes, and in this way also test and integrate it with work carried out under HEL-



COM. This would also give a possibility for considering HELCOM's position by the end of the Project to display and host project outcomes, and thus ensuring the sustainability of the Project.

### EU-Strategy: „To become a model region for clean shipping“

In June 2009, the European Commission presented a Communication on a Strategy for the Baltic Sea Region as well as an Action Plan at the request of the European Council, which were adopted by the European Council in October 2009. The strategy has identified four pillars,

each of which relates to a wide range of policies:

An environmentally sustainable region; a prosperous region; an accessible and attractive region; and a safe and secure region.

The pillar on an environmentally sustainable region covers the following priority areas:

1. To reduce nutrient inputs to the sea to acceptable levels;
2. to preserve natural zones, biodiversity and fisheries
3. To reduce the use and impact of hazardous substances;
4. to become a model region for clean shipping; and

## Strategy and supporting studies

Along its objectives to contribute to the EU overall objective „To become a model region for clean shipping“ the project is set to elaborate a general clean shipping strategy, to support the strategy by 6 pilot projects and to make its activities and outcomes known to the public.

At the core of the project are the joint elaboration of the clean shipping strategy, the preparation of 5 pilot activities and the harmonisation and standardisation of environmentally related infrastructure such as shoreside electricity, supply of LNG and natural gas and recep-

tion facilities for waste water from ships. Cruise Line companies will be asked to refrain from releasing waste water into the Baltic Sea and to subscribe to an appropriate voluntary agreement. In order to provide a basis for this task several supporting studies will be done.

1. such as a baseline calculation for emissions in partner ports,
2. a study regarding the demand for environmentally related infrastructure in ports,
3. a study on the availability of electricity and gas/LNG,

4. a study regarding developments in the bunker, electricity, gas and LNG markets and

5. an analysis of existing “economic instruments like environmentally differentiated port dues and



**Pilot: shoreside electricity in the Port of Oslo for ferries sailing between Oslo and Kiel**

## Pilot projects

To provide best practice examples the project entails several pilots projects:

**Pilot project 1:** The Port of Trelleborg will elaborate how Bio-LNG logistics can be organised from a biogas plant to ships at the docks.

**Pilot project 2:** The Port of Klaipeda will elaborate how local small scale LNG logistics to ships can be derived

from a large LNG import terminal.

**Pilot project 3:** AIDA cruises will develop the idea to supply ships during stay in port with natural gas from the local gas grid.

**Pilot project 4:** The National Maritime Administration of Latvia will develop a National Clean Shipping Strategy as an input to the

general strategy for the Baltic Sea.

**Pilot project 5:** The development of an Environmental Port Index lead by the Ports of Stockholm, Helsinki and Turku.

**Pilot project 6:** Shoreside electricity for large size ferries is set to be developed by the Port of Oslo in cooperation with Color Line.

*The „Clean Shipping“ strategy is supported by best practices examples in the form of pilot projects*

## Generalisation, harmonisation, standardisation

A joint clean shipping strategy for the Baltic Sea requires most intensive interrelation between all stakeholders in general and between the partners in particular. Inter-relation and coordination takes place at different levels.

Therefore the project will have a **Political Committee** which will provide the political view to the joint strategy and lift views from the project to political bodies on

national and EU level.

Moreover the project will take actions towards a more concrete level. Therefore, in four workgroups (WG), the partners will discuss issues of joint concern.

In **WG 1** they will develop a joint strategy on differentiated port dues and other economic instruments. Work groups 2 to 4 will deal with all aspects of clean shipping

in different shipping sectors, i.e.

**WG 2** “irregular traffic, mainly cruisers” and

**WG 3** “regular traffic – mainly ferries and RoRo ships”.

**WG 4** will investigate possible logistics routes to deliver LNG fuel to Baltic Sea ports.



**Pilot: Supply of Bio-LNG as a fuel in the Port of Trelleborg for ferries sailing between Trelleborg and Germany/Poland**



**Pilot: natural gas (methane) as a fuel for ship operations in ports**

## 21 Formal Partners

CLEANSHIP is formally borne by a consortium of 21 partners representing stakeholders along the triple helix concept, i.e. local and regional governments, port organisations, universities and NGOs.

The partnership covers political interests, strategic needs for harmonisation, technical generalisation and pilot projects as well as the need for supporting investigations.

On the political level there are local and regional governments, port organisations and industry associations. The strategic level is represented by port organisations as well

as shipping companies. Partners on the technical level are universities, NGOs, technical advisory bodies.

1. Port of Trelleborg (SE)
2. City of Trelleborg (SE)
3. Ports of Stockholm (SE)
4. Port of Helsinki (FI)
5. Port of Turku (FI)
6. Norwegian Ship Owners Association (NO)
7. Port of Tallinn (EE)
8. Port of Kalundborg (DK)
9. Baltic Energy Forum (DE)
10. City of Hamburg (DE)
11. Port of Rostock (DE)
12. Public Utility of Lübeck (DE)
13. Baltic Sea Forum (DE)
14. Skaane County Central Administration (SE)
15. Latvian Maritime Authority (LV)
16. Environmental Development Association (LV)
17. Klaipeda State Sea Port of Authority (LT)
18. Klaipeda University (LT)
19. Klaipeda Science and Technology Park (LT)
20. Maritime Institute in Gdansk (PL)
21. Port of Oslo (NO)

*Clean Baltic Sea Shipping is borne by 21 formal partners and broadly supported by 22 associated partners and 12 supporting organisations*

## 22 Associated Partners

Furthermore the project is strongly supported by associated partners who could not become formal partners due to restrictions of the funding programme but who wanted to support the objectives of the project with own contributions and own money.

Among the associated partners are Pan-Baltic Sea political organisations, national and regional governments, shipping companies, technical advisory bodies, energy companies and also NGOs

1. Baltic Sea Subregional States Council (BSSSC)
2. Swedish Maritime Administration (SE)
3. German Ministry of Transport, Building and Urban Development (DE)
4. The State Chancellery of Schleswig-Holstein (DE)
5. Germanischer Lloyd (DE)
6. Rosmoport (Kaliningrad)
7. Vestfold County Council (NO)
8. Port of Nexö (DK)
9. World Future Council (BE)
10. E.ON Gas Sverige AS (SE)
11. Exmar BV (BE)
12. Nordic LNG AB (SE)
13. Scandlines AB (SE)
14. Baltic Ports Organisation (BPO) (PL)
15. German Shipowners Association (DE)
16. TT-Line GmbH (DE)
17. Port of Gdansk (PL)
18. City of Swinoujscie (PL)

## Environmental Port Index

**Pilot: Environmental Port Index**

## 12 Supporting Organisations/Partners

In addition to the formal and associated partners many organisations want to support the project without being involved in its tasks and activities. The list of supporting partners is still growing. Such organisations and partners are:

1. The Danish Maritime Authority (DK)
2. HELCOM
3. The Council of the Baltic Sea States (CBSS)
4. The German Hydrographic Administration (BSH) (DE)
5. The City of Lübeck (DE)
6. The OKEANOS Foundation (DE)
7. The Ministry of the Environment of Latvia (LV)
8. The Maritim Forum (Norway) (NO)
9. AIDA Cruises GmbH (DE)
10. SIDA (SE)
11. The City of Gdansk (PL)



**CLEAN  
BALTIC SEA  
SHIPPING**

## CLEANSHIP

### LEAD PARTNER

Port of Trelleborg  
Sten Björk, Environmental Strategist  
Mobile: +46 (708) 817145  
Tel: + 46 (410) 335370  
sten.i.bjork@telia.com

Baltic Energy Forum e.V.  
Jörg Sträussler, Chairman  
Tel: +49-38824-81013  
js@baltef.de

“Clean Baltic Sea Shipping” has applied for funding from:



## Communication and dissemination

The Baltic Sea is under threat. Therefore high appreciation is to be devoted to port organisations, shipping companies and political bodies taking up the challenge of making the Baltic Sea cleaner and by contributions to this project. Realising this project means changing the landscape of behavioural, technical and fuel patterns.

It is the idea, that, at the end of the day, the Baltic Sea Region will serve as an international show case for how air emissions and the release of sewage from shipping can be minimised and on how eutrophication of the Baltic Sea can be reduced.

Therefore communication and dissemination of objectives and results are of paramount importance for this project. The project is set to inform European and national governmental bodies, the public at large, the shipping industry, ports and environmental and health communities.

The most important tool for reaching this ambitious goal is the 3 international conferences, one initial conference, one midterm conference and one conference well before the end of the project. One conference will jointly be carried out together with the project “Clean North Sea Shipping” in 2011.

The first partner meeting and conference will be held in late 2010, immediately after the „go“ from the Baltic Sea Region programme.

Moreover structures of Pan-Baltic organisations like BSSSC, CBSS, PBO, HELCOM and others will be used to spread news about the project.

To this end information will also distributed via the projects website, brochures and newsletters, professional magazines, local and national newspapers.



Partner locations



**The goal: the Baltic Sea is free from water and air pollution**