

BSSSC Working Group on Maritime Policy Extended meeting on 5 February 2009 in Rostock - Results

Attendees:

Mika Akkanen, Union of the Baltic Cities
Christian Bahlke, GAUSS mbH Environmental Protection and Safety in Shipping
Kurt Bodewig, Baltic Sea Forum
Anne Christine Brusendorff, HELCOM
Izolda Bulvinaite, EU Commission
Peter Erlöv, Region Scania
Dr. Caroline Hoffmann, Baltic 21
David Hunt, B7 Baltic Islands Network
Thrond Kjellefold, Telemark Province
Katarina Lewalska, Baltic Development Forum
Dr. Anita Mäkinen, WWF
Stefan Musiolik, Head of BSSSC WG Maritime Policy (chair)
Therese Nilsson, Baltic Master II
Christer Pursiainen, CBSS Secretariat
Marlene Rothe, Land Schleswig-Holstein (minutes)
Pierre Schellekens, EU Commission

initial input of experts:

Christian Bahlke (GAUSS), core points:

- ship borne emissions increasing and severe problem
- majority of NOx and Sox emissions along the coasts and in ports from ships
- IMO regulations require reductions
- several political initiatives claim clean ship projects and initiatives
- there are forerunners as regards reduction of emissions by means of differentiated fees, several awarding systems with different criteria and ships already built according to environmental criteria
- in order to agree on a 'Clean Baltic Shipping Award' it would be necessary to establish a stakeholder and target group comprising i.a. shipping companies, ports, regional/national administration and environmental groups
- the next and crucial step is to come from criteria to incentives

- sufficient experiences with incentive systems are available
- NERA economic consulting submitted a feasibility study for the Commission with concrete proposals for the reduction of emissions from ships
- common agreement needed (who pays for what and how much)
- GAUSS capable to contribute sound expertise to the project especially in the fields of labelling and economic incentives (e.g. GAUSS studies was basis for the German “Blue Angel Award for environment conscious ship operation”; development of conception Quality Shipping; development of environmental criteria for new ship constructions)

Anita Mäkinen (WWF), core points:

- in spring 2007 WWF sent petition letters to all ferry and cruise line companies for Commitment not to discharge waste waters into the Baltic Sea
- the WWF petition was signed by 11 ferry companies and 3 cruise ship companies
- since summer 2008 WWF media work focused on the cruise line companies
- a request for data concerning reception facilities in ports by the VVT Technical Research Centre of Finland without reply from D, DK, LT, LV, EST and RUS
- WWF initiative corresponds with HELCOM Baltic Sea Action Plan which contains recommendations for ship waste water treatment and the support for voluntary commitments
- WWF and HELCOM intend a joint submission to the IMO aiming at designating the Baltic Sea as a special area for strengthened sewage discharge regulations

Kurt Bodewig (Baltic Sea Forum), core points:

- voluntary agreements more promising than proposals for new regulations which generate political resistance
- before we come to compulsory measures we have to create a favourable political climate, proposals for new regulations perhaps in ten years
- the faster way to success means not to blame pollutive shipping but produce a positive image of clean shipping

- we need a platform for dialogue (participatory process)
- for the implementation we should use existing structures like CBSS and Northern Dimension, Swedish presidency should also be approached

Input of EU Commission:

Pierre Schellekens, DG Mare, main message:

- COM eagerly interested on proposals for concrete actions
- project proposal Clean Baltic Shipping corresponds with DG Mare's considerations on the topic and is very much appreciated as additional momentum
- more efficient to build upon an existing label
- COM discusses revival of Clean Marine Award (awarded only in 2004)
- EU Baltic Sea Strategy is not aiming at new legislation but will use a cooperative and in most cases a voluntary approach

Results of discussion:

- high interest to bring the Clean Baltic Shipping project forward
- consensus that group of participants suitable to give support and advice to the Clean Baltic Shipping project
- involvement of stakeholders from shipping and port side necessary
- expectation that the Commission takes up the initiative and integrates the five-point action plan Clean Baltic Shipping to the Baltic Sea Strategy's Action Plan
- sufficient expertise on basic components of the project available (e.g. HELCOM, GAUSS, WWF)
- economic incentives necessary to be faster than legislation and to accelerate changes in legislation
- involvement of Russia desired
- hope that specific INTERREG projects will give additional support to the project (e.g. UBC application SPICES conc. land-based power supply for ships)

What's next?

- Lead Partner has to be found for coordinating the implementation of the project (BSSSC WG Maritime Policy ready to take the co-lead on the regional level)
- Parties to be involved:
 - EU Commission
 - national and regional political level

- Baltic Sea organisations
- representatives from shipbuilding, shipowners, ports
- experts in the fields of e.g. criteria for clean shipping, labelling, incentive systems, ship-to-shore power supply,
- potential INTERREG project partners
- On 13-15 October the BSSSC Annual Conference is taking place in Sørup/Denmark (region Sealand). It is envisaged to convene the next Working Group meeting at the latest ahead of the Annual Conference on 13 October 2009. If a lead partner for the project is found much earlier the meeting will be scheduled accordingly
- The participants of the Rostock meeting will again be invited to the coming meeting of the Working Group.