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BSSSC proposal for a flagship project within the framework of the EU Commission's initiative for an EU Baltic Sea Strategy

Five-Point Action Plan 'Clean Baltic Shipping'

Political framework

The European Maritime Policy determined in EU Commission's Blue Paper and Action Plan is based on an integrated approach which corresponds substantially with the four objectives which the Commission determined for the Baltic Sea Strategy. As the implementation of the European Maritime Policy requires a regional focus its implementation should be an essential component of the Baltic Sea Strategy.

An important goal of the Baltic Sea Strategy should be to develop the Baltic Sea Region into Europe's maritime best practice region by 2015 as demanded by the BSR Conference on Maritime Policy 2006 in Kiel and affirmed by the Baltic Sea Parliamentary Conference in 2007.

The Baltic Sea is an essential foundation for life and prosperity in the Baltic Sea region. One of the greatest challenges to be tackled by the region is the sustainable restoration of a good ecological state of the Baltic Sea. An important contradicting factor is the increase of maritime activities in the region, in particular the constantly increasing maritime transport.

Project idea

The notion is to draw up an action plan in coordination with representatives of the relevant organizations for shipping, ship owners, port management, environmental and marine protection and other relevant stakeholders in order to foster sustainable shipping. A timetable for an implementation in the foreseeable future has to be part of it.

Key components:



1. Establishment of standardized facilities for **shore-side electricity supply for ships** at berth in preferably all relevant ports of the Baltic Sea region by 2015
2. Introduction of **environmentally differentiated fairway and/or port dues** in all relevant ports of the Baltic Sea region in order to set incentives for a Baltic Sea shipping with low emissions, sustainable waste water and ballast water management, usage of environmentally friendly technologies and propulsion systems with e.g. improved energy efficiency, high safety standards etc. (basis: development of harmonized criteria for clean shipping)
3. Voluntary agreements with cruise ship companies and port organizations in the BSR in order to achieve a **voluntary ban of waste-water discharges** and the granting of sufficient port reception facilities (Clean Cruising)
4. **Awarding best practice prices** for exemplary clean shipping projects and trend-setting port performances in terms of environment
5. Introduction of **Labels for Clean Baltic Shipping and Sustainable Port Management**.

Objectives and expectable results

The proposed measures aim at conducting maritime traffic activities in the Baltic Sea region in a sustainable and environmentally compatible way. If successful, this can serve as a role model for other European regions. The package of measures is suitable to substantially contribute to the objective to develop the Baltic Sea region into Europe's maritime best practice region by 2015. In such a way the Baltic Sea region could become a forerunner leading the way to raise international standards concerning clean shipping and sustainable port organization.

The outcome should be:

- Substantial reduction of nitrogen, sulphur and greenhouse gas emissions in the port cities of the Baltic Sea region through usage of shore-side power supply for ships.
- Minimum sewage pollution from ships
- Improvement of air-quality in port cities
- Protection of the Baltic Sea against nutrients from cruise ship sewages in order to contribute to reduced eutrophication
- Image benefits for the tourism industry through clean cruise shipping activities and cleaner air in port cities due to shore-to-ship power supply
- Fresh impetus for R&D with regard to clean ship and clean port technologies and conceptions



- Branding the Baltic Sea region as a pilot region for prosperity and sustainable development

Experts/Possible partners

Apart of the relevant stakeholders from politics and business (organizations for ship owners, shipping, port management etc.) there are already experts whose preliminary work and cooperation efforts have to be valued and involved, e.g.:

- Baltic Ports Organization
- HELCOM
- GAUSS mbH - Environmental Protection and Safety in Shipping (R&D projects and consulting services in terms of Quality Shipping)
- Swedish Maritime Administration (environmentally differentiated fairway dues in Swedish ports)
- Public utility company Lübeck (lead partner of INTERREG III B project "NEW HANSA of sustainable ports and cities")
- Union of the Baltic Cities (lead partner of INTERREG IV B project proposal "SPICES - Supporting port innovations and cities enhancing sustainability")

Rationale

According to the Baltic Maritime Outlook 2006 maritime transport operations measured in ton kilometres will double within 20 years from 2003.

Maritime transport is one of the most environmentally compatible transport modes.

However, with the growing number and size of ships the pollution load from maritime transports becomes increasingly problematic to the environment. The reduction of pollutant and climate-relevant emissions from shipping and in general the protection of the environment from maritime transport activities is a strict necessity, acknowledged as such also by shipping and port organizations.

With regard to the specific vulnerability of the Baltic Sea adoption and implementation of international agreements generally come too late and are insufficient to strongly protect the Baltic Sea in the necessary way. Voluntary initiatives which exceed the established laws can be capable of dealing with the specific requirements of the region. To ensure adequate acceptance measures proposed should be shaped - jointly with the project partners - in such a way that competitive disadvantages may be excluded.

