



2nd MISSION ARENA
25-26 April 2024 | Riga, Latvia

Green Shipping Corridors of the Baltic Sea

Navigating Towards Carbon-Neutral Shipping in the EU
Baltic Sea 2030

THEME: Shipping & Ports

in  #Arena2



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Agenda

1. Presentations - Framing the scene
 2. Round table workshop – next action needed
 3. Clustering and prioritizing
 4. Discuss how to measure the achievements
- Closing session, voting

Framing the scene

Ulla Tapaninen

Professor Maritime transports
Tallinn University of Technology

Mr. Tarmo Ots

Advisor for the Maritime department at the
Ministry of Climate of Estonia

Milla Harju

Policy Area Ship Coordinator, European Union
Strategy for the Baltic Sea Region (EUSBSR),
Traficom the Finnish Transport and
Communications Agency

Ugis Zanders

Expert group on Sustainable Maritime Economy,
CBSS, The Council of the Baltic Sea States

Ulla Rosenström

John Nurminen Foundation

Juulia Suikula

John Nurminen Foundation

Karoliina Koho

Geological Survey of Finland GTK, Blue Mission
BANOS



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Green Corridors

Ulla Tapaninen

Tallinn University of Technology

Green corridors map

FRAMING THE SCENE

The UK announced the launch of the Clydebank Declaration at COP26 in Glasgow in November 2021.

Signatory states declared their ambition and intent to support the establishment of green shipping corridors – zero-emission shipping routes between 2 ports.

- Government leadership
- Industry/third sector leadership
- Port leadership
- Public-private leadership



1. US-UK Taskforce
2. Antwerp-Montreal
3. Halifax-Hamburg
4. Namibia-EU
5. South Africa - Europe Iron Ore
6. Rotterdam-Singapore
7. The Silk Alliance
8. Singapore-Australia
9. Western Australia-North Asia Iron Ore
10. Australia-New Zealand
11. Oakland-Yokohama
12. LA-Nagoya
13. LA-Yokohama
14. LA-Guangzhou
15. LA-Long Beach-Shanghai
16. Republic of Korea-United States
17. LA/Long Beach-Singapore
18. US-Fiji-Pacific Blue Shipping Partnership
19. Pacific Northwest to Alaska
20. Chile Cu-Concentrate
21. Chile Piscocultura
22. Chile sulfuric acid
23. Canada-US Great Lakes- St Lawrence
24. US Green Bulk
25. Gulf of Mexico
26. US and Panama
27. UK-Belgium
28. UK-Norway
29. UK-Netherlands
30. UK-Denmark
31. Green Corridors Spain
32. La Méridionale
33. Dover-Calais/Dunkirk Ferry
34. H2 powered North Sea crossing
35. Oslo-Rotterdam
36. Gothenburg - Rotterdam
37. Gothenburg - North Sea Port
38. Åland RoPAX
39. Decatrip
40. FIN-EST
41. European GC Network
42. Nordic Roadmap
43. Clean Tyne
44. GREENBOX

PORT OF HELSINKI

HOME / ABOUT US / PORT OF HELSINKI / WHAT'S NEW

Helsinki and Tallinn ports, cities and ferry companies to accelerate zero emissions

NEWS - 08/02/2023

Vessel traffic between Helsinki and Tallinn has been a driving force of vitality for both cities, their hinterlands and even the two countries. There are annually 9 million passengers and 2 million vehicles crossing the sea between Helsinki and Tallinn. As the present climate change affects all parties - cities, ports and shipping companies - the future and the continuation of the ferry business is still seen as absolutely necessary for the well-being of the whole area on both sides of the Gulf of Finland. Reduction of greenhouse gas emissions has become an urgent issue for every company and entity.

PORTS OF STOCKHOLM

Stockholm Nydalarhamn Kapellskär Stockholm Norrvik Vessel calls About us Contact

Green shipping corridor partnership agreement signed between Ports of Stockholm, Port of Turku and Viking Line

Published 7 Feb 2024

Ports of Stockholm, Port of Turku and Viking Line have formally entered into partnership to create a green shipping corridor between Turku and Stockholm, which will be fossil fuel-free by 2035 at the latest. The result will be a framework with scalable solutions for the transition to fossil-free fuels and shipping with low climate impact.

V A A S A

Living Sea and experience Education and working Business About Vaasa and the Vaasa region

The Vaasa-Umeå connection is being developed as a Green Shipping Corridor

Published 25.10.2023

The City of Vaasa, Umeå municipality, Umeå Hamn AB, Umeå Kommunförslag AB, Wasabe and Kvaiken Ports have signed a Memorandum of Understanding on a Green Shipping Corridor between Umeå and Vaasa. The aim of the cooperation is to achieve climate neutrality of the connection by 2030.

Indicative - p... prese



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The EU Strategy for the Baltic Sea Region

Milla Harju

Policy Area Ship Coordinator, European Union Strategy for the Baltic
Sea Region (EUSBSR)

Traficom the Finnish Transport and Communications Agency



EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION

In: Green Shipping Corridors of the Baltic Sea at Blue Mission Banos Arena II Riga

April 26, 2024

PAC Ship Milla Harju

Interreg
Baltic Sea Region



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The European Union Strategy for the Baltic Sea Region

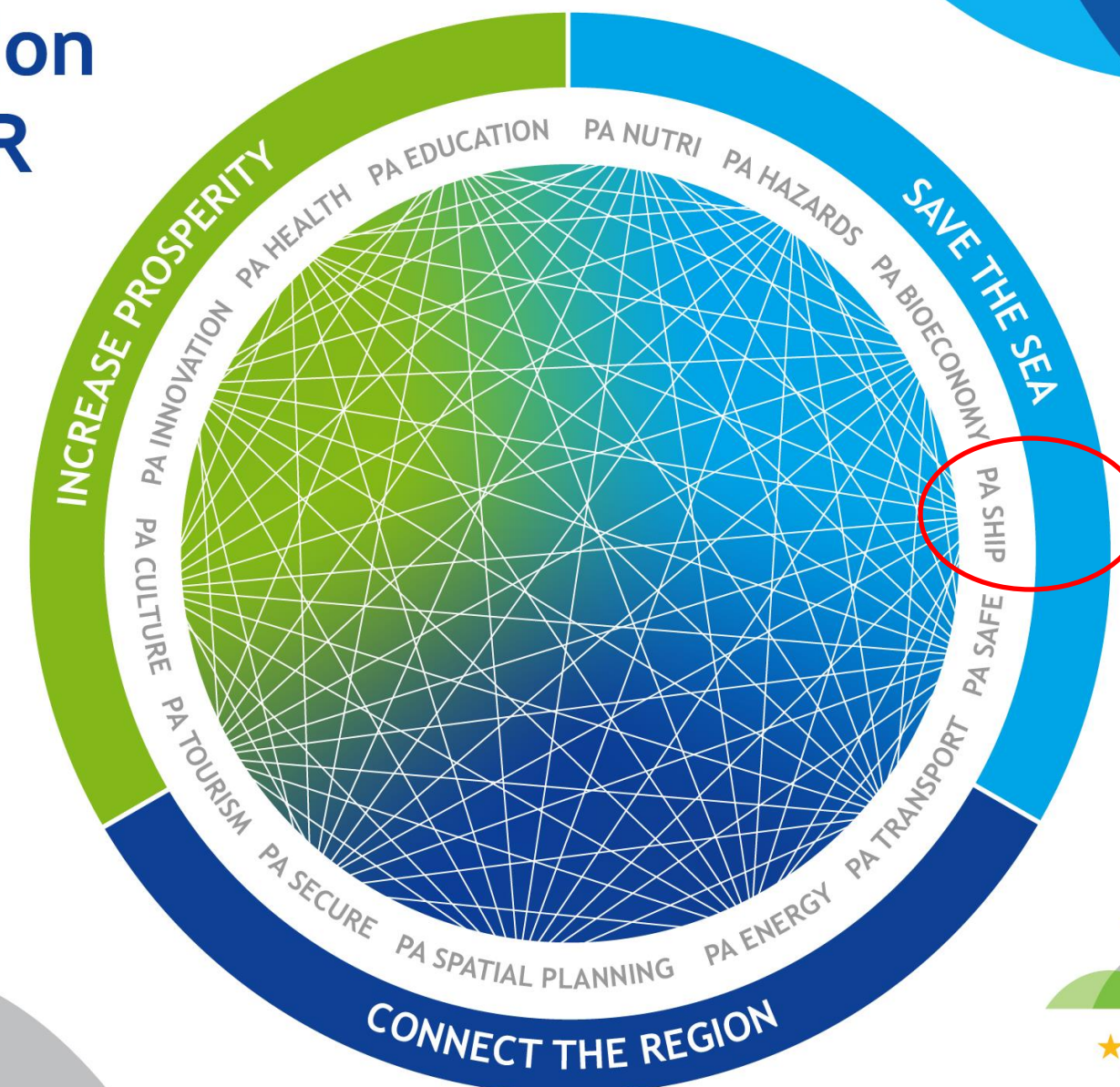
A 'Macroregional strategy' is an integrated framework endorsed by the European Council, which may be supported by the European Structural and Investment Funds among others, to address common challenges faced by a defined geographical area relating to Member States and third countries located in the same geographical area which thereby benefit from strengthened cooperation contributing to achievement of economic, social and territorial cohesion.

- European Commission

1. Save the Sea
2. Connect the region
3. Increase prosperity.

Implementation of the EUSBSR

- ✓ 3 main objectives
- ✓ 14 interconnected Policy Areas



The PA Ship objective:

The Baltic Sea Region to become a model region for clean shipping.

Action items:

1. support measures reducing emissions from shipping including digitalisation;
2. support research on emerging thematic challenges related to clean shipping and its impact on the environment and wildlife in the Baltic Sea; and
3. support development of shore-side facilities to enhance clean shipping measures including infrastructure for alternative fuels.

PA SHIP Workshop 8 June 2023:

Operational Steps to Establish Green Shipping Corridors as a Way to Achieve Zero-Carbon Shipping



The key messages of the workshop

- Collaborative Approach
- Financial Risk-Sharing
- Incentives and Support
- Technological Advancements
- Global Collaboration



EUSBSR

EU STRATEGY FOR THE BALTIC SEA REGION

PA SHIP

Coordinator Milla Harju
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<https://www.eusbsr.eu/pa-ship-about>

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Baltic Sea Region



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The political framework, intergovernmental organization

Ugis Zanders

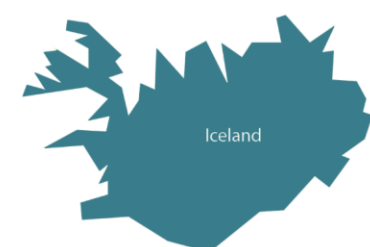
Expert group on Sustainable Maritime Economy
The Council of the Baltic Sea States (CBSS)

Council of the Baltic Sea States

Three long-term priorities:



- Culture
- Higher education
- Youth



- Climate dialogue
- **Sustainable maritime economy**
- Sustainable development
- Science cooperation



- Anti-trafficking
- Child protection
- Civil security





Expert Group on Sustainable Maritime Economy



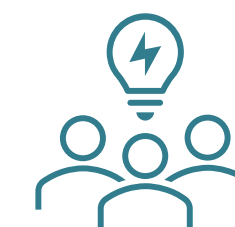
Who

CBSS Member States
European Commission (DG Mare)
Pan-Baltic organizations



Topics for cooperation

climate-neutral shipping,
promotion of sustainable
recreational boating
digitalization and real time
data exchange



Finnish Chairmanship's priorities (2023-2024)

Green shipping corridors
Sustainable maritime
transport and cruise tourism



What is needed to reach the targets- CBSS Estonian Presidency.

Tarmo Ots

Advisor for the Maritime department at the Ministry of Climate of Estonia

How to understand green shipping or green shipping corridor?

Everybody sees it in a different way

What is needed to reach the green shipping?

We need a common understanding.

Do we have a tool to find it?

Suitable forum- the Council of the Baltic Sea (CBSS), expert group on Sustainable Maritime Economy

Tasks

- **Similar understanding on the definition of a green shipping corridor.**
- **Defining criteria that must be implemented to use the definition of the green shipping corridor.**
- **Creating a network of interested parties developing green shipping corridors.**
- **A roadmap elaborated establishing a coordinated view on the timelines for launching green shipping corridors by interested parties.**
- **Goodwill memorandum to address the issue signed by Governments.**



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The Fertiliser Shipping Project 2020-2024

Ulla Rosenström

John Nurminen Foundation

FERTILISER SHIPPING PROJECT 2020–2024

Ulla Rosenström, John Nurminen Foundation



The Problem:

- Marine transportation of dry bulk fertilizers is a significant source of nutrient discharges
→ **eutrophication**
- Fertilizers can end up in the sea because of dusting, spillage during loading and unloading, or the washing of holds



Our goal is to minimize the nutrient discharges from fertilizer transport by sea

Achievements/Solutions:

- We have promoted good practices and best technologies to reduce the nutrient discharges
 - Cooperation with ports, port operators, shipping companies, fertilizer manufacturers, and environmental authorities
 - BAT/BEP document for HELCOM (BSAP S21)
 - Stormwater filters
 - Method for estimating the total nutrient load of a fertilizer port

Fertilizer discharges can be prevented with simple measures



The clamshell grab must be in a good condition. The grab should be closed tightly and opened as low as possible. It should not be overloaded.



When scattered fertilizer is cleaned up from the quayside and the loading area immediately after loading or unloading, the nutrients will not end up in the stormwaters.



In a closed loading system, fertilizers do not spread to the environment. The need for cleaning will reduce and loading can be completed even in hard wind.



If the holds are carefully cleaned for cargo residues before they are washed, far less nutrients will end up in hold washing waters.

*With these measures, a Swedish port was successful in reducing the nutrients that end up in stormwaters by **-65%***



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Chemical Tanker Project 2022-2024

Juulia Suikula

John Nurminen Foundation

CHEMICAL TANKER PROJECT 2022-2024

Juulia Suikula, John Nurminen Foundation



The Problem:

- Alongside eutrophication, harmful substances are another major threat to the state of the Baltic Sea
- One identified source of emissions is the transport of raw materials and products for the chemical industry

Our goals are:

- To **reduce emissions** from tank washing of ships that unload cargoes and transport harmful chemicals
- To **find practical solutions** to minimize chemical emissions

Achievements/Solutions:

- Risk assessment: we have identified the chemicals handled in Finnish ports that could potentially have the biggest harmful impact on the marine environment and human health
- Estimation of chemical emissions from tank washing waters in Finland
- Preventing all Finnish tall oil emissions to the Baltic Sea in cooperation with Finnish tall oil refineries
- Expanding the project to all HELCOM states
 - BSAP S16

Register here and see more information:



*Coalition
Clean Baltic*

INFORMAL WORKSHOP ON DISCHARGES OF HARMFUL SUBSTANCES FROM TANK WASHING ON CHEMICAL TANKERS

- **When:** 16–17 May 2024
- **Where:** Riga, Latvia at Bellevue Park Hotel Riga & remotely online on Zoom platform
- This workshop is directly linked to the implementation of HELCOM Baltic Sea Action Plan (BSAP) action S16 and MARPOL Annex II concerning the categorization and regulation of noxious liquid substances




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9.40

Workshop

- **Barriers**
- **Needs**
- **What actions is needed?**

**For new solutions to be adopted and scaled
towards the Mission Ocean & waters**

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Round table themes

1. Climate neutral and sustainable energy, what are the obstacles. What is needed for success?
2. Transport efficiency - reducing energy need.
what is the obstacles. What is needed for success?
3. How do we accelerating the uptake of solutions reducing pollutions and effects on marine life?
4. How to measure the achievements of decarbonization for waterborne transports?




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Introduction around the table

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9.55

What are already secured? What solutions are there?

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10.05

**What are the challenges,
what is missing - for
solutions to be adopted?**

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**What are the next actions
needed? For new
solutions to be adopted?**

Action points - Round table 10.35

1. How to measuring the achievements of decarbonization for waterborne transports?

Round table presentations

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2. Climate neutral and sustainable energy what is the obstacles. What is needed for success?

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Action points

10.45

1. Accpetence for a wide meny of fuels
2. Port
3. Handling the risk of knowledge Gap
4. Is the biofuels enough, governmental prioritizing
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.



Action points

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.