



Baltic Marine Environment Protection Commission

Sub-group on Green Technology and Alternative Fuels for Shipping (GREEN TEAM)

GREEN TEAM 3-2019

Gothenburg (Donsö), Sweden, 3 September 2019

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| Document title | Draft updated Work Plan of the GREEN TEAM for 2020-2021 |
| Code | 4-1 |
| Category | DEC |
| Agenda Item | 4 - Work Plan of GREEN TEAM |
| Submission date | 21.8.2019 |
| Submitted by | Secretariat |
| Reference | Document 1-2, Outcome of GREEN TEAM 2-2018 |

Background

GREEN TEAM 2-2018 invited Contracting Parties, observer organizations and other entities to submit proposals for revision of the Work Plan of the group for 2020-2021 to the Secretariat prior to the Meeting. However, no proposals were received by the deadline of 12 August 2019, as specified in the annotated agenda (document 1-2). Therefore, the Secretariat has prepared the attached draft update Work Plan (2020-2021) for the Group for consideration by the Meeting (Annex 1). The original Work Plan 2018-2019 is included in the Annex 2.

It may be noted that GREEN TEAM 2-2019 had agreed that the IMO's Initial Strategy on reduction of GHG emissions from ships (adopted 13 April 2018 by MEPC 72) should be taken into account in the future work of the Group. This is reflected in the draft Work Plan. Also, recent progress such as the adoption of Recommendation 28E/13 by HOD 56-2019 and the launch of the GREEN TEAM Reporting Mechanism have been taken into account in the draft updated Work Plan.

Action requested

The Meeting is invited to consider the draft set out in the attachment and agree to an updated Work Plan (2020-2021) to be submitted for approval to MARITIME 19-2019. Contracting Parties and observers are invited to consider taking the lead on individual items in the Work Plan.

Annex 1. Draft updated Work Plan of the sub-group Green Technology and Alternative Fuels for Shipping (GREEN TEAM) in 2020-2021

| NO | ACTION | RESPONSIBLE | TARGET DATE |
|----|--|--|------------------------------|
| 1 | Further develop public–private co-operation and keep the Green Team open for relevant stakeholders to join | GREEN TEAM, Contracting Parties, Observers and relevant stakeholders | Ongoing |
| 2 | Promote the GREEN TEAM Reporting Mechanism , analyze results annually at GREEN TEAM meetings and report outcome to the Maritime Working Group | GREEN TEAM | Annually |
| 3 | [Consider development of a GREEN TEAM outcome reporting structure, based on the internal reporting and establish a permanent reporting mechanism to inform the Maritime Working Group of the latest information gathered from the industry and ZVT ¹ reports.] ² | GREEN TEAM | [GREEN TEAM 4-2020] |
| 4 | Consider the regulatory bottlenecks/challenges hindering green investments, and defining the so far established solutions on a regional level and within the mandate of HELCOM MARITIME | GREEN TEAM | Ongoing |
| 5 | Consider developing common standards (e.g. various issues related to alternative fuels, bunkering operations and Ship to Ship transfer (revision of recommendation 28/3), taking into account the ongoing work in other processes including the European Sustainable Shipping Forum and avoiding duplicating efforts | GREEN TEAM | GREEN TEAM 4-2020 and 5-2021 |
| 6 | Consider effective incentives to accelerate green investments, propose a way forward with a common Baltic Sea incentive scheme, where significant benefits to society and sea are addressed. Possible new incentive schemes to be addressed. ³ | GREEN TEAM | GREEN TEAM 4-2020 and 5-2021 |

¹ ZVT is a collaboration method and project platform for a safer, more environmentally, climate and energy efficient transport by sea. Within the platform representatives of industry, academy, agencies and administrations meet to share experiences and find common, workable and sustainable solutions. Today there are over 20 ongoing Joint Industry or University Projects (JIP, JUP), comprising over 160 collaboration partners from 10 countries that are using the ZVT method, reporting lessons learned and sharing knowledge. The ZVT reports have been gathered during the last five years from the on-going real life investments projects in the field of sustainable shipping covering the fields of Vessel, Infrastructure, Finance, R&D and Regulation. www.zerovisiotool.com.

² [Ongoing process when implemented]

³ This could be based on the already existing information such as the ZVT ECA Bonus Pre-study, Joint University Project ZERO.8 measurements and monetization to find societal/sea benefits, Environmental Performance Indicators etc.

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| 7 | Existing regional and local incentive systems to be compiled and compared (such as environmentally differentiated fairway dues, tax exemptions, environmental ship index etc.). Any clear inadequacy should be recognized. | GREEN TEAM | GREEN TEAM 4-2020 and 5-2021 |
| 8 | Explore the possibilities, taking into account existing financial instruments for the Region and financial institutions in the Region, of developing a Baltic Sea financial instrument for risk sharing and guarantee mechanisms, including pricing based on society and sea benefits, together with the public and private sector to find workable solutions to enhance investments in green technology and alternative fuels ⁴ | GREEN TEAM | GREEN TEAM 4-2020 and 5-2021 |
| 9 | Take the IMO's Initial Strategy on reduction of GHG emissions from ships into account in the work of GREEN TEAM | GREEN TEAM | Ongoing |
| 10 | Continue to coordinate the GREEN TEAM activities with other regional organizations and platforms in the framework of Green Tech and Alternative Fuels (IMO, ESSF, EGMP working group in CBSS, BDF, SPI, EUSBSR and others) | GREEN TEAM, Contracting Parties, observers. | Ongoing |

⁴ GREEN TEAM should identify and recommend a possible financial institution to lead this work.

Annex 2. Work Plan of the sub-group Green Technology and Alternative Fuels for Shipping (GREEN TEAM) in 2018-2019

| NO | ToR NO | WP ITEM | RESPONSIBLE | TARGET DATE | COMMENT |
|----|--------|--|--------------------------|-------------------|--|
| 1 | 2 | Confirming registered participants of the sub-group, keep invited and keep it open for more to join | | | |
| 2 | 3, 4 | Establish the GREEN TEAM <u>reporting mechanism and method</u> based on the traffic light idea where green shows agreed solutions, yellow issues needed to be discussed further and red main barriers and obstacles hindering green development and investments in our vulnerable sea area. | Finnish Maritime Cluster | 30 June 2018 | The background information is from the results of the questionnaire in 2015 and the outcome of the ZVT reports. The outcome will be arranged into the following themes: <ul style="list-style-type: none"> • Vessel (technology and design) • Infrastructure (port development) • Finance (to cope with the transition towards a new normal) • Regulation (new and updates) • R&D (new identified areas and support moving forward) |
| 3 | 3, 4 | Report the outcome of the GREEN TEAM reporting mechanism and method to HELCOM MARITIME 18 | | autumn 2018 | For accept at the HELCOM MARITIME in 2018 The main barriers, obstacles and challenges hindering the development and investments in green technology and alternative fuels in shipping |
| 4 | 3, 4 | Develop a GREEN TEAM <u>outcome reporting structure</u> , based on the internal reporting, and establish a permanent reporting mechanism to inform HELCOM MARITIME working group of the latest information gathered from the industry and ZVT reports. | | 1 January 2018 | Ongoing procedure when implemented |
| 5 | 5 | Considering the regulatory bottlenecks/challenges hindering green investments, and define the so far established solutions on a regional level and within the mandate of HELCOM MARITIME | | GREEN TEAM 2-2018 | Base the information on ZVT reporting and, if decided by this group, an extra survey among the other stakeholders |
| 6 | 5 | Common standards (e.g. various issues related to alternative fuels, bunkering operations and Ship to Ship transfer (revision of recommendation 28/3)) could be considered taking into account the ongoing work in other processes including the European Sustainable Shipping Forum and avoiding double work | | GREEN TEAM 2-2018 | Support existing initiatives and identify new needs |
| 7 | 6 | Considering effective incentives to accelerate green investments, propose a way forward with a common Baltic Sea incentive scheme, where significant benefits to society and sea are addressed. Possible new incentive schemes will be addressed. ⁵ | | 30 July 2018 | This will be based on the information on already existing information such as the ZVT ECA Bonus Pre-study, Joint University Project ZERO.8 measurements and monetization to find societal/sea benefits, Environmental Performance Indicators etc. |
| 8 | 6 | Existing regional and local incentive systems to be compiled and compared (such as index, tax exemptions etc). Any clear inadequacy will be recognized. | | 30 July 2018 | The information of the following existing incentives in the Baltic Sea region will be outlined and their harmonized use investigated: |

⁵ Action number 7-9 should have a broad interpretation and may be relevant in many different areas such as, for example, improvement of onboard waste handling

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| | | | | | <ul style="list-style-type: none"> • Environmentally differentiated fairway dues • Environmental Ship Index • Tax exemption on onshore power supply for shipping |
| 9 | 6 | Updating the Guidelines of HELCOM Recommendation 28E/13 on Economic Incentives | Swedish Maritime Administration supported by the Finnish Maritime Cluster | MARITIME 18-2018 | All Contracting Parties to submit incentive schemes in use; other members to submit identified good practices |
| 10 | 6 | Explore the possibilities, taking into account existing financial instruments for the Region and financial institutions in the Region, of developing a Baltic Sea financial instrument for risk sharing and guarantee mechanisms, including pricing based on society and sea benefits, together with the public and private sector to find workable solutions to enhance investments in Green technology and alternative fuels | | 30 December 2018 | The sub-group will identify and recommend a possible financial institution to lead this work. |
| 11 | 7 | Continue to coordinate the GREEN TEAM activities with other regional organisations and platforms in the framework of Green Tech and Alternative Fuels (IMO, ESSF, EGMP working group in CBSS, BDF, SPI, EUSBSR and others) | | ongoing | |
| 12 | 9 | Continue the started work on a joint information portal / digital or in real life (seminars) where exchange of knowledge and lessons learned are conducted | | ongoing | <ol style="list-style-type: none"> 1. Suggestion is to coordinate a follow-up together with CBSS, to the Roadmap start-up WS in 2014, in September 2017 2. Some with special focus on the implementation of NECA and NO_x abatement technologies |

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