



Online, 24 September 2021

## Outcome of the Fifth Meeting of the HELCOM MARITIME Sub-group on Green Technology and Alternative Fuels for Shipping (GREEN TEAM)

### Introduction

0.1 The Fifth Meeting of the HELCOM MARITIME Sub-group on Green Technology and Alternative Fuels for Shipping (GREEN TEAM) was held online on 24 September 2021. The Meeting was opened at 10:00h and closed at 16:00h on the same day.

0.2 The Meeting was attended by representatives of Estonia, EU, Finland, Germany and Sweden, observers from Cruise Lines International Association (CLIA) Europe, the European Community Shipowners' Associations (ECSA) and United Nations Environment Programme (UNEP) as well as representatives from the Finnish Port Association, the Finnish Shipowners Association and Wega. The list of participants is contained in **Annex 1**.

0.3 Ms. Anita Mäkinen, Finnish Transport and Communications Agency, and Ms. Nariné Svensson, Swedish Transport Agency acted as Co-Chairs of the Meeting.

0.4 Mr. Markus Helavuori, HELCOM Professional Secretary, assisted by Ms. Marta Ruiz, Associate Professional Secretary, acted as secretaries of the Meeting.

0.5 The Meeting was welcomed by the Co-Chairs.

### Agenda Item 1 Adoption of the Agenda

1.1 The Meeting adopted the Agenda of the Meeting as contained in **document 1-1**.

### Agenda Item 2 Outcomes of recent HELCOM meetings with relevance to GREEN TEAM

2.1 The Meeting took note of the Outcomes of HELCOM MARITIME 20-2020, HELCOM MARITIME 20A-2021, HOD 58A-2020, HOD 59-2020 and HOD 60-2021 and in particular matters related to GREEN TEAM (**document 2-1**).

2.2 The Meeting noted that the HELCOM 2021 Ministerial Meeting is expected to adopt the updated Baltic Sea Action Plan (BSAP) in October 2021. In this regard, the Meeting discussed the future implementation of relevant actions in the updated BSAP as contained in **document 2-2**, and expressed the following views:

- the Meeting agreed that GREEN TEAM should contribute to the implementation of all the actions where GREEN TEAM is specifically mentioned in the additional information associated with the actions, including providing technical advice to the Maritime Working Group, as appropriate, also on all other actions listed in document 2-2, with the exception on action S23 as enforcement of the NECA goes beyond the mandate of the group;
- regarding action S24, the Meeting agreed that the matter of alternative fuels is technical and complex, a holistic view should be taken on alternatives that contribute to optimizing energy efficiency and reducing emissions. The Meeting further agreed that implementation of this action should not be limited to enhancing use of only those alternative fuel types and energy sources mentioned in the additional information associated with the action; and
- the actions should be implemented jointly by GREEN TEAM, as appropriate, and at this stage no lead countries are needed.

2.3 The Meeting agreed to make use of the information contained in document 2-2 and related input from this Meeting (§2.2) when considering the update of the Work Plan of GREEN TEAM 2022-2023.

2.4 The Meeting took note of the Outcome of HOD 60A-2021, and in particular matters related to GREEN TEAM (**document 2-3**).

### **Agenda Item 3 GREEN TEAM reporting mechanism and method**

3.1 The Meeting recalled that HELCOM MARITIME 18-2018 approved the establishment of the GREEN TEAM Reporting mechanism and method based on the traffic light idea and agreed on the proposal to develop a digitalized reporting system to be established on the HELCOM website as a tool. The Finnish Maritime Cluster offered to finance the development of this tool.

3.2 The Meeting recalled that GREEN TEAM 2-2018 agreed that reports should be submitted intersessionally once per year.

3.3 The Meeting took note that following discussions by GREEN TEAM 4-2020, MARITIME 20-2020 invited Contracting Parties to nationally consider ways to best engage the relevant stakeholders in responding to the [online survey for the GREEN TEAM Reporting Mechanism](#). The Meeting agreed that Contracting Parties should circulate the online survey to various stakeholders to increase the response rate spread. In particular, the Meeting agreed that equipment manufacturers, shipyards and other stakeholders with a low response rate so far, should be contacted and encouraged to respond to the survey. The Meeting encouraged Contracting Parties, observers and other stakeholders to contribute to the GREEN TEAM Reporting Mechanism by completing the online survey by 30 June 2021 for consideration by GREEN TEAM 5-2021 ([Outcome of MARITIME 20-2020](#), para. 2.9-2.10).

3.4 The Meeting took note of the results of the GREEN TEAM Reporting Mechanism online survey received by 30 August 2021 as contained in **document 3-1**, noting inter alia that the number of responses has almost doubled since GREEN TEAM 4-2020.

3.5 The Meeting recalled that GREEN TEAM 4-2020 discussed needs for improvement of the online survey and invited participants to send proposed improvements to the survey to the Secretariat at their earliest convenience, noting however that changes to the substance and contents of the Reporting Mechanism, as developed and agreed by GREEN TEAM and approved by MARITIME 18-2018, cannot be implemented without agreement by the GREEN TEAM ([Outcome of GREEN TEAM 4-2020](#), para. 3.7-3.8).

3.6 The Meeting took note that the Secretariat has not received any additional input for improving the online survey. In compiling the results, however, the Secretariat has noted that results could become more representative and complete in case all respondents would respond to all questions, which is not currently the case. Also, consideration may need to be given to whether only the newest responses should be reported to each meeting of GREEN TEAM, or if the current approach, including also historical responses, should be continued. As the number of responses keeps growing, this is an option that may become feasible for the reporting to GREEN TEAM 6-2022.

3.7 The Meeting considered the reporting received, discussed the findings and noted that lack of financing was seen as one of the main challenges encountered (coloured red in the “traffic light approach”). Furthermore, the Meeting noted that challenges where more guidance would be a sufficient solution were regarding e.g. various types of alternative fuels and energy, digital solutions, bunkering and port reception facilities, as well as regulatory gaps and more harmonized rules (“coloured yellow in the traffic light approach”). The Meeting noted that the results may change in the future as the industry develops and as e.g. onshore power becomes more widely used.

3.8 The Meeting noted that many of these challenges may be addressed through the implementation of the updated BSAP, as a number of actions in the draft BSAP relate to the same topics. It was further agreed that challenges related to regulatory gaps as well as harmonized rules should be considered by future meetings of GREEN TEAM, noting however that more details about these challenges would be needed in the free text parts of the survey responses (what gaps have been identified, what rules need harmonization, in what way etc.).

3.9 The Meeting considered needs for improving the online survey and supported that the current approach of adding new responses to the older ones should be continued at least until the next meeting of GREEN TEAM. In addition, the Meeting agreed that all the questions should be made compulsory before submission of the survey response, but that the option "no information" or "not applicable" will be included as well to enable all respondents to complete the survey. The Meeting further agreed that the country of the respondent does not need to be included in the results reported to GREEN TEAM meetings, as it does not provide sufficient value to the results.

3.10 The Meeting noted that most of the responses to the survey came from Finland, and invited all Contracting Parties and observers to share the survey with relevant stakeholders and projects, in order to encourage more responses to the survey and a wider geographic representation.

3.11 The Meeting invited the Secretariat to also utilize social media several times per year in promoting the survey, in addition to circulating the survey by email to Contracting Parties and observers.

#### **Agenda Item 4 Economic incentives**

4.1 The Meeting noted that MARITIME 20-2020 endorsed, in principle, two new proposals for actions to be included in the updated Baltic Sea Action Plan (BSAP) agreed as part of the [Outcome of GREEN TEAM 4-2020](#) (para. 4.4), noting that a final position could be given only at HOD 59-2020 as the aspects related to financing and taxation in many Contracting Parties lie under the responsibility of other authorities than those represented in the Maritime Working Group ([Outcome of MARITIME 20-2020](#), para. 2.11-2.12 and 3.27).

4.2 The Meeting took note that HOD 60-2021 approved the actions "Work towards securing ship financing and innovation funding to support more sustainable shipping and to ensure maritime transport components in applicable funding mechanisms" and "Enable onshore power in the Baltic Sea region by promoting onshore power supply availability and ensuring initial economic incentives for the use and supply of onshore power by 2027" as part of the updated BSAP ([Outcome of HOD 60-2021](#), para. 4.7 and [Attachment to the Outcome](#)).

4.3 The Meeting recalled that GREEN TEAM 4-2020 had noted that the issue of economic incentives and port dues is of interest also for the Nordic Council, having funds that could potentially be utilized in this regard. The Meeting had further noted that Sweden will continue looking into options for harmonization of indexes, and the data on which they are built, for port dues further ([Outcome of GREEN TEAM 4-2020](#), para. 4.6). The Meeting took note that Sweden has not received any updated information on the matter. The Meeting invited Sweden to provide any updates to MARITIME 21-2021 or GREEN TEAM 6-2021.

4.4 The Meeting took note that following the recommendation by GREEN TEAM 4-2020 ([Outcome of GREEN TEAM 4-2020](#), para. 4.10), MARITIME 20-2020 supported initiating a study to gain more knowledge on financing for sustainable shipping in the Baltic Sea region and that MARITIME 20-2020 had noted with appreciation that Finland is considering the possibilities of conducting such a study ([Outcome of MARITIME 20-2020](#), para. 2.13).

4.5 The Meeting took note that Finland has not had the opportunity to initiate the mentioned study, but financing opportunities for the study are currently being explored.

4.6 The Meeting took note of a study on economic incentives conducted by the Finnish Maritime Cluster (**Presentation 1**), which follows up on a study conducted by Finland, as reported to GREEN TEAM 4-2020 (GREEN TEAM 4-2020, document 4-1 and Presentation 1) The Meeting noted that the study aims to facilitate the Finnish Maritime Cluster in working with decisions makers in relation to economic incentives.

4.7 The Meeting noted a proposal by the Finnish Maritime Cluster, that GREEN TEAM should collect a compilation of best practices in Contracting Parties for how to incentivize green maritime and port investments together with the present EU co-funding mechanisms (Green Deal, CEF2, InvestEU, Recovery Funds etc.). The Meeting supported the proposal in principle and welcomed the offer by Finland to look into the possibilities of financing such a study.

4.8 The Meeting took note of information by Germany, that funding can be applied for green investments from the KfW Environmental Programme. Furthermore, funding on onshore power supply is available through the Ministry of Transport. It is also possible to apply to the Umwelt Innovations Programme (UIP), which focuses on climate protection for companies to build first-time application after R+D as well as climate change funding from the Ministry of Environment. The Meeting agreed that it would be very useful to receive information on experiences with these funding opportunities in the GREEN TEAM Reporting Mechanism online survey. The Meeting invited Contracting Parties, observers and other stakeholders to provide information on such experiences by responding to the Reporting Mechanism online survey.

4.9 The Meeting noted a comment by CLIA Europe regarding EU taxonomy and the efforts by the Platform on Sustainable Finance to define what kind of investments be considered sustainable, noting concerns that many of the options for sustainable shipping, except batteries and fuel cells, may be excluded. The Meeting noted that cruise ships would be explicitly excluded from the EU Taxonomy per 2026 and that CLIA Europe intends to submit their analysis of the taxonomy proposal to MARITIME 21-2021.

4.10 The Meeting noted that DG MOVE shares many concerns expressed by CLIA Europe and further noted that EU Member States still have the opportunity to scrutinise the delegated acts once they have been proposed by the European Commission.

4.11 The Meeting noted concerns regarding the scale of the investments required to ensure sufficient onshore power supply in European ports. The Meeting noted that ESPO is conducting a study on such investments and invited interested parties to share available information on this to the next meeting.

4.12 The Meeting noted a comment by ECSA, that the EU Energy Taxation Directive is being revised, and noted the importance of ensuring that harmonized taxation of onshore power supply would be beneficial in creating a level playing field and noted that this should be considered in the future implementation of the draft action S27 "Enable onshore power in the Baltic Sea region by promoting onshore power supply availability and ensuring initial economic incentives for the use and supply of onshore power by 2027."

4.13 The Meeting recalled that GREEN TEAM 4-2020 noted information on how the European Green Deal Investment Plan be financed, as provided by the EU by email [Outcome of GREEN TEAM 4-2020](#), para. 4.11). The Meeting took note of further information regarding the European Green Deal and the Fit for 55 Package as provided by the EU (**Presentation 2**). The presentation also included information on initiatives for implementation of the package, such as the Emissions Trading System, the Renewable Energy Directive, FuelEU Maritime Initiative, the Energy Taxation Directive and the Regulation on Alternative Fuels Infrastructure as well as proposed approaches and next steps for implementation.

4.14 In the ensuing discussion, the Meeting inter alia noted concerns by CLIA Europe regarding costs for the cruise industry from the Fit for 55 package, as compared to other shipping sectors, as well as other concerns related e.g. to funding opportunities, onshore power supply etc. and applicability of certain provisions only to Ten-T ports.

4.15 The Meeting noted a comment by Finland regarding the Fit for 55 Package relating to effects on competitiveness of certain countries and sectors, and in particular with regard to winter navigation in ice conditions.

## **Agenda Item 5 Information regarding relevant projects and funding mechanisms**

5.1 The Meeting recalled that GREEN TEAM 4-2020 had noted that an ongoing study in Sweden is looking into the use of ammonia, hydrogen and electricity as propulsion power for ships.

5.2 The Meeting took note that Sweden has published a [National guideline on LNG bunkering](#) (available also in English upon request). The Meeting further noted information regarding a report on Lightweight and electrically propelled Ro-Pax ships. Furthermore, the Meeting noted information regarding a [Handbook on hydrogen fuelled vessels](#)

5.3 The Meeting recalled that GREEN TEAM 4-2020 had noted information provided by Finland regarding a project on the management of grey water and food waste in the Baltic Sea, being conducted by the Baltic Sea Action Group.

5.4 The Meeting took note that additional information on this project was submitted by Finland to MARITIME 20-2020 ([document 12-7](#) and [Outcome of MARITIME 20-2020](#), para. 12.10-12.12). The Meeting noted that Finland intends to submit the latest results of the project to MARITIME 21-2021.

#### **Agenda Item 6 Any other business**

6.1 The Meeting recalled that GREEN TEAM 2-2018 and GREEN TEAM 3-2019 discussed possible ways forward regarding further work to consider the environmental effects/risks of bunkering operations and ship to ship transfers (STS) in the Baltic Sea, including possible revision of Recommendation 28/3 on Guidelines on bunkering operations and ship to ship cargo transfer ([Outcome of GREEN TEAM 4-2020](#), para. 6.2).

6.2 The Meeting discussed the way forward to address the matter and recognized the importance of harmonized regulations on STS and bunkering. Following discussion, the Meeting proposed that the item is removed from the Work Plan of GREEN TEAM as it does not fit within the mandate and expertise of GREEN TEAM.

6.3 The Meeting further invited Maritime to consider the need for compiling information on national (and local) legislation and regulations on STS and bunkering of oil and other substances, including substances that are not classified as harmful for the marine environment (e.g. bulk fertilizers).

6.4 The Meeting noted that Finland has new legislation regarding bunkering of fuel oils and STS of hazardous and noxious substances (HNS), in addition to the previous legislation on STS of oils.

6.5 The Meeting discussed the GREEN TEAM Work Plan (2022-2023) presented in **document 6-2**, and agreed on the revised Work Plan as contained in **Annex 2** to the Outcome of this Meeting.

6.6 The Meeting checked and updated the contact list of GREEN TEAM (**document 6-1**), which is included as **Annex 3** to the Outcome of this Meeting.

#### **Agenda Item 7 The next Meeting**

7.1 The Meeting welcomed the invitation from Finland to host GREEN TEAM 6-2022 and agreed to organize it in Mariehamn, Åland Islands, Finland on 11 May 2022, one day before Maritime Day Åland 2022 (12 May 2022).

#### **Agenda Item 8 Outcome of the Meeting**

8.1 The Meeting adopted the draft Outcome of HELCOM GREEN TEAM 5-2021. The final Outcome, incorporating corrections by the Meeting, will be prepared by the Secretariat in consultation with the Co-Chairs of the Meeting and made available in the HELCOM Meeting Portal.

## Annex 1 List of Participants

Name	Representing	Organisation	Email address
<b>Co-Chairs</b>			
Anita Mäkinen		Finnish Transport and Communications Agency	anita.makinen@traficom.fi
Nariné Svensson		Swedish Transport Agency	narine.svensson@transportstyrelsen.se
<b>Countries</b>			
Karmo Kübarsepp	Estonia	Ministry of the Environment of Estonia	karmo.kubarsepp@envir.ee
Maik Schmahl	EU	European Commission	maik.schmahl@ec.europa.eu
Anita Mäkinen	Finland	Finnish Transport and Communications Agency	anita.makinen@traficom.fi
Laura Sarlin	Finland	Ministry of Transport and Communications	laura.sarlin@lvm.fi
Katharina Koppe	Germany	German Environment Agency	katharina.koppe@uba.de
Holger Steinbock	Germany	BG for Transport and Traffic, Ship Safety Division	holger.steinbock@bg-verkehr.de
Sofi Holmin Fridell	Sweden	Swedish Transport Agency	sofi.holmin-fridell@sjofartsverket.se
Caroline Petrini	Sweden	Swedish Transport Agency	caroline.petrini@transportstyrelsen.se
Hulda Winnes	Sweden	Swedish Maritime Administration	hulda.winnes@sjofartsverket.se
Nariné Svensson	Sweden	Swedish Transport Agency	narine.svensson@transportstyrelsen.se
<b>Observers</b>			
Elisa Mikkolainen	BSAG Baltic Sea Action Group	BSAG Baltic Sea Action Group	elisa.mikkolainen@bsag.fi
Paul Altena	CLIA Europe	CLIA Europe	paltena@cruising.org
Sebastian Ebbing	European Community Shipowners' Associations	European Community Shipowners' Associations	ebbing@reederverband.de
Mats Björkendahl	ECSA	Finnish Shipowner Association	mats.bjorkendahl@shipowners.fi
Tiina Tuurnala	ECSA	Finnish Shipowners Association	<a href="mailto:tiina.tuurnala@shipowners.fi">tiina.tuurnala@shipowners.fi</a>
Nancy Soi	United Nations Environment Programme	United Nations Environment Programme	Nancy.soi@un.org
Annaleena Castrén-Mäkilä	Finnish Port Association	Finnish Port Association	annaleena.makila@satamaliitto.fi
Eija Kanto	Wega	Wega	eija.kanto@wega.fi
Irina Svaetichin	Wega	Wega	Irina.svaetichin@wega.fi

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HELCOM Secretariat			
Markus Helavuori	HELCOM Secretariat	HELCOM	markus.helavuori@helcom.fi
Marta Ruiz	HELCOM Secretariat	HELCOM Secretariat	Marta.Ruiz@helcom.fi



Annex 2 Draft updated Work Plan of the sub-group Green Technology and Alternative Fuels for Shipping (GREEN TEAM), 2022-2023

No	ACTION	RESPONSIBLE	TARGET DATE
1	Further develop public–private co-operation and keep the Green Team open for relevant stakeholders to join, in line with updated BSAP.	GREEN TEAM, Contracting Parties, Observers and relevant stakeholders	Ongoing
2	Promote the <a href="#">GREEN TEAM Reporting Mechanism</a> , analyze results annually at GREEN TEAM meetings and report the outcome to the Maritime Working Group	GREEN TEAM	Annually
3	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
4	Consider developing common standards e.g. various issues related to alternative fuels, bunkering operations and Ship to Ship transfer (possible 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 6-2022
5	Consideration of further harmonization and development of economic incentives, environmental indexes and discount schemes, taking note of Recommendation 28E/13 and in line with the updated BSAP.	GREEN TEAM	GREEN TEAM 6-2022
6	Conduct a study on financing for sustainable shipping in the Baltic Sea region. 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, in line with the updated BSAP. <sup>1</sup>	GREEN TEAM	GREEN TEAM 6 -2022
7	Develop a mechanism to regularly share up-to date information on economic incentives and best practices in the Baltic Sea region to promote green maritime investment.	GREEN TEAM	GREEN TEAM 6-2022
8	Share experiences, information and developments with regard to onshore power supply, with a view to addressing challenges and facilitating implementation of such solutions in Baltic Sea ports in line with the updated BSAP.	GREEN TEAM	Ongoing

<sup>1</sup> GREEN TEAM should identify and recommend a possible financial institution to lead this work.



No	ACTION	RESPONSIBLE	TARGET DATE
9	Take the IMO`s Initial Strategy on reduction of GHG emissions from ships into account in the work of GREEN TEAM in line with the updated BSAP.	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) in line with the updated BSAP.	GREEN TEAM, Contracting Parties, observers.	Ongoing
11	Support MARITIME, as appropriate, in the development of a Roadmap by 2025 to reduce the input of pollutants from Exhaust Gas Cleaning System discharge waters, as a minimum in line with existing legislation, taking into consideration the precautionary principle and the outcome of the work of the International Maritime Organization (IMO) in line with the updated BSAP.	MARITIME, GREEN TEAM	By 2025
12	Contribute to the enhancement of the use of alternative fuels and sources of energy in shipping as well as recreational boating, as well as enhance the use of digitalization and other innovations in technology to optimize energy efficiency in the Baltic Sea area with the view to reduce emissions of both greenhouse gases and air pollutants in line with the updated BSAP.	GREEN TEAM	Ongoing
13	Develop a feasibility study with the view to facilitating the use of sustainably produced hydrogen, ammonia, other low and zero carbon ship fuels as well as other alternative fuels	GREEN TEAM	GREEN TEAM 7-2023

## Annex 3 Nominated contacts of HELCOM Sub-group on Green Technology and Alternative Fuels Platform for Shipping (GREEN TEAM)

Representing	Name	Organisation	E-mail address
Co-Chair	Narine Svensson	Swedish Transport Agency	<a href="mailto:narine.svensson@transportstyrelsen.se">narine.svensson@transportstyrelsen.se</a>
Co-Chair	Anita Mäkinen	Finnish Transport Safety Agency (Trafi)	<a href="mailto:anita.makinen@trafi.fi">anita.makinen@trafi.fi</a>
<b>Contracting Parties</b>			
Denmark	Dorte Kubel	Danish Environmental Protection Agency	<a href="mailto:dokub@mst.dk">dokub@mst.dk</a>
Denmark	Josefine Pallesen	Danish Maritime Authority / PA Ship	<a href="mailto:jelp@dma.dk">jelp@dma.dk</a>
Estonia	Dan Heering	Estonian Maritime Academy	<a href="mailto:dan.heering@ttu.ee">dan.heering@ttu.ee</a>
Estonia	Karmo Kübarsepp	Ministry of the Environment	<a href="mailto:karmo.kubarsepp@envir.ee">karmo.kubarsepp@envir.ee</a>
European Union	Maik Schmahl	DG MOVE, European Commission	<a href="mailto:maik.schmahl@ec.europa.eu">maik.schmahl@ec.europa.eu</a>
European Union	Agnieszka Zaplatka	European Commission	<a href="mailto:agnieszka.zaplatka@ec.europa.eu">agnieszka.zaplatka@ec.europa.eu</a>
Finland	Anita Mäkinen	Finnish Transport Safety Agency Trafi	<a href="mailto:anita.makinen@trafi.fi">anita.makinen@trafi.fi</a>
Finland	Laura Sarlin	Ministry of Transport and Communications	<a href="mailto:laura.sarlin@lvm.fi">laura.sarlin@lvm.fi</a>
Germany	Katharina Koppe	Federal Environmental Agency (UBA)	<a href="mailto:katharina.koppe@uba.de">katharina.koppe@uba.de</a>
Germany	Holger Steinbock	BG for Transport and Traffic, Ship Safety Division	<a href="mailto:holger.steinbock@bg-verkehr.de">holger.steinbock@bg-verkehr.de</a>
Latvia			
Lithuania	Simona Jonuškienė	Ministry of Transport and Communications	<a href="mailto:simona.jonuskiene@sumin.lt">simona.jonuskiene@sumin.lt</a>
Poland	Paweł Banaś	Ministry of Maritime Economy and Inland Navigation	<a href="mailto:pawel.banas@mgm.gov.pl">pawel.banas@mgm.gov.pl</a>
Poland	Aleksandra Godecka	Port of Gdynia Authority S.A.	<a href="mailto:a.godecka@port.gdynia.pl">a.godecka@port.gdynia.pl</a>
Poland	Magdalena Korpalska	Port of Gdansk Authority S.A.	<a href="mailto:magdalena.korpalska@portgdansk.pl">magdalena.korpalska@portgdansk.pl</a>
Poland	Paweł Krężel	Ministry of Maritime and Inland Navigation	<a href="mailto:pawel.krezel@mgm.gov.pl">pawel.krezel@mgm.gov.pl</a>
Poland	Marta Ostoja-Starzewska	Port of Gdynia Authority S.A.	<a href="mailto:m.ostoja-starzewska@port.gdynia.pl">m.ostoja-starzewska@port.gdynia.pl</a>
Poland	Agata Świącka	Ministry of Maritime and Inland Navigation	<a href="mailto:agata.swiecka@mgm.gov.pl">agata.swiecka@mgm.gov.pl</a>
Poland	Magdalena Wesołowska	Maritime Office in Szczecin	<a href="mailto:mwesolowska@ums.gov.pl">mwesolowska@ums.gov.pl</a>
Russia	Natalia Kutaeva	Marine Rescue Service of the Russian Federation	<a href="mailto:kutaevang@morspas.com">kutaevang@morspas.com</a>
Sweden	Sofi Holmin Fridell	Swedish Transport Agency	<a href="mailto:sofi.holmin-fridell@sjofartsverket.se">sofi.holmin-fridell@sjofartsverket.se</a>
Sweden	Caroline Petrini	Swedish Transport Agency	<a href="mailto:caroline.petrini@transportstyrelsen.se">caroline.petrini@transportstyrelsen.se</a>
Sweden	Narine Svensson	Swedish Transport Agency	<a href="mailto:narine.svensson@transportstyrelsen.se">narine.svensson@transportstyrelsen.se</a>
Sweden	Hulda Winnes	Swedish Maritime Administration	<a href="mailto:hulda.winnes@sjofartsverket.se">hulda.winnes@sjofartsverket.se</a>

<b>Observers</b>			
Baltic Sea Action Group	Elisa Mikkolainen		elisa.mikkolainen@bsag.fi
CLIA Europe	Paul Altena	CLIA Europe	<a href="mailto:paltena@cruising.org">paltena@cruising.org</a>
ECSA	Mats Björkendahl	Finnish Shipowners' Association	mats.bjorkendahl@shipowners.fi
ECSA	Mirosław Buczek	Polish Baltic Shipping Co.	m.buczek@polferrys.pl
ECSA	Gudrun Janssens		gudrun.janssens@ecsa.eu
ECSA	Ludovic Laffineur	Royal Belgian Shipowners Association	<a href="mailto:ludovic.laffineur@brv.be">ludovic.laffineur@brv.be</a>
ECSA	Fredrik Larsson	Swedish Shipowner Association	<a href="mailto:fredrik.larsson@sweship.se">fredrik.larsson@sweship.se</a>
ESPO (European Sea Port Association)	Annaleena Castrén-Mäkilä	Finnish Port Association	<a href="mailto:annaleena.makila@satamaliitto.fi">annaleena.makila@satamaliitto.fi</a>
<b>HELCOM Secretariat</b>			
Professional Secretary	Markus Helavuori	Helsinki Commission	<a href="mailto:markus.helavuori@helcom.fi">markus.helavuori@helcom.fi</a>