



Document title	GREEN TEAM Reporting mechanism and method
Code	4-2
Category	DEC
Agenda Item	4 - Airborne emissions from ships and related measures
Submission date	17.08.2018
Submitted by	Secretariat
Reference	Outcome of GREEN TEAM 2-2018, Annex 3

Background

GREEN TEAM 2-2018 (17 May 2018) recalled that the Finnish Maritime Cluster, as part of the Zero Vision Tool, had at GREEN TEAM 1-2017 confirmed its willingness to lead the work on developing a reporting mechanism and method for GREEN TEAM.

GREEN TEAM 2-2018 agreed to the GREEN TEAM reporting mechanism and method based on the traffic light idea as set out in the Attachment and invited HELCOM MARITIME 18-2018 to approve its establishment. The Meeting further agreed that reports should be submitted intersessionally once per year.

Action requested

The Meeting is invited to approve the establishment of the GREEN TEAM Reporting mechanism and method.

GREEN TEAM Reporting mechanism and method

The reporting mechanism is established to find out the main barriers, obstacles and challenges hindering the development and investments in green technology and alternative fuels in the Baltic Sea. The aim is to have structured and transparent collaboration between the public and private sector for a safer, more environmentally friendly and energy efficient transport by sea. The reporting will be used to share information and experiences, and to find common, workable and sustainable solutions.

The proposed reporting mechanism and method is based on the ZVT reporting and further developed for the HELCOM GREEN TEAM purposes.

The reported issues and outcomes will be arranged into the following themes:

- Vessel (technology and design)
- Infrastructure (port development, alternative fuel infrastructure and fuel supply)
- Finance (financing, risk sharing, guarantees, co-funding and incentives to support investments)
- Regulation (new and updates)
- R&D (new identified areas and required pilots)

The traffic light approach will be used in reporting under the themes listed above:

- Red – when obstacles arise and actions are needed from the HELCOM co-operation (either industry, administrations and/or academia)
- Yellow – when guidance is required from the HELCOM co-operation
- Green – when the issues can be solved and results are shared

Knowledge and information will be shared based on real-life cases i.e. on-going R&D, pilot and investment projects in the Baltic Sea region. The GREEN TEAM participants, HELCOM observers (e.g. port and shipping associations), the flagship projects of the EU strategy for the Baltic Sea Region and the identified platforms (e.g. ZVT, Green Ship of the future, Saint-Petersburg Initiative) as well as other maritime research and investment projects will be invited to report of their results, progress and obstacles related to green technologies and alternative fuels in the Baltic Sea.

The reports should be submitted to the HELCOM Secretariat. The Secretariat will compile the results annually for the GREEN TEAM meetings. The GREEN TEAM meetings will discuss and analyze the results and identify the main obstacles as well as the respective stakeholders to be able to take the action. The outcome will be reported to the HELCOM MARITIME as a part of the GREEN TEAM reports with the request for further actions by HELCOM MARITIME. Reporting will provide support for knowledge sharing between decision-making bodies, the industry and academia.

A report consists the following items:

- Name of the project
- Implementation period of the project
- Participating organizations
- Project summary with expected outcome
- The main activities within the project
 - Area (vessel/infra/finance/R&D/regulation)
 - Timetable
 - Status (green/yellow/red)

- Suggestion on what should be done for red issues and
- Which body should perform the task (industry, administration, academia etc.)

The main issues related to the discovered obstacles in the reports are combined to one report for HELCOM MARITIME under five themes: Vessel, Infrastructure, Finance, Regulation and R&D. HELCOM MARITIME will discuss of the outcome and possible actions needed.

Appendix 1. Reporting form

Appendix 2. Example of the filled in report

Appendix 2. Example of the filled in report

HELCOM Maritime / GREEN TEAM sub-group
Status overview

What	Status Report							
Name of the project	LNG4Solution							
Implementation time	1.1.2014-31.12.2017							
Participating organisations	Tärntank, NEOT, Preem, Wärtsilä							
Information of the programme, platform, co-funding instrument or any other background	ZVT JIP http://zerovisiontool.com/projects/LNG4Solution . Partly co-funded by EU's TEN-T programme.							
Project summary	Environmentally friendly and energy-efficient transport solution for clean petroleum products (CPP) in the SECA. This includes four (4) LNG fuelled new-buildings. The vessels will call totally 31 ports in the Baltic Sea and the North Sea.							
Expected outcome	Low emission and energy-efficient supply chain of oil products. Close collaboration between shipowner, manufacturers, ports and cargo owners. Joint solutions regarding safe handling of LNG together with other LNG projects.							
Activities	AREA vessel/infra/finance/r&d/regulation	Timetable	Forseen risks if any	Status (progress/finance)	red yellow green*	WHAT SHOULD BE DONE (suggestions)	PERFORMING THE TASK (industry, administration, academia etc.)	
Activity 01 Design and building of four LNG powered product tankers with Wärtsilä 2-stroke DF engine, delivery in 2016 and 2017	VESSEL	2014-2017		All four vessels are in operation and technology is working well	Green			
Activity 02 Incentives to Early Movers; reduction of fairway dues and port fees	FINANCE	2014-2017		Some ports providing environmentally differentiated port fees for LNG vessels or based on CSI or ESI. The new Swedish fairway due system has environmentally differentiated fees based on CSI.	Yellow	Further discussions needed regarding fee structures and the effects. Incentives to Early Movers, e.g. reduction of fairway dues, port fees and on-shore power supply	Industry, administrations	
Activity 03 Development of safe LNG handling and bunkering procedures in different ports	INFRASTRUCTURE	2014-2017		Working well in the selected ports and from the bunkering barge. Ongoing work in the other possible ports.	Yellow	Global harmonised regulations and standards and smooth authority procedures.	Industry, administrations	
Activity 04 Development of on-shore power supply in loading and in discharging ports.	FINANCE INFRASTRUCTURE	2016-2017		This was dependent on the additional funding and incentives. There are technical challenges and a lack of existing solutions for an on-shore power supply in a discharging port due to the high power requirement and simultaneously LNG bunkering.	Red	Co-funding and/or incentives to support on-shore power supply. Technical development	Industry, administrations	

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Green – when the issues can be solved and results are shared