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<b>Document title</b>	Outcome of GREEN TEAM 4-2020
<b>Code</b>	2-2
<b>Category</b>	DEC
<b>Agenda Item</b>	2 – Matters arising from HELCOM meetings
<b>Submission date</b>	23.9.2020
<b>Submitted by</b>	Secretariat
<b>Reference</b>	

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## Background

The attached document contains the Outcome of the Fourth Meeting of the HELCOM Sub-group on Green Technology and Alternative Fuels for Shipping (GREEN TEAM 4-2020) held online on 22 September 2020 (postponed from May 2020 due to the COVID-19 pandemic).

### *Survey results from the GREEN TEAM Reporting Mechanism online survey*

Noting matters of particular interest to the Maritime Working Group, GREEN TEAM 3-2019 considered the results of the online survey for the GREEN TEAM Reporting Mechanism and Method (GREEN TEAM 4-2020, [document 3-1](#)).

GREEN TEAM 4-2020 discussed the main challenges hindering the development of the green shipping and alternative fuels deployment in the Baltic Sea area and identified in particular the following to be considered by MARITIME 20-2020:

- lack of financing was found to be a key challenge and further consideration to this issue should be given in future meetings;
- with regard to alternative fuels, it was noted that a large percentage of responses were labelled yellow in the traffic light scheme, possibly due to the fact that international regulations are still under development by IMO and that there are therefore several uncertainties remaining regarding their use; and
- the Meeting noted that onshore power supply (OPS) was labelled “green” in the traffic light scheme based on the responses to question 6 (Table 3 of document 3-1). The Meeting nevertheless noted that there are still a number of outstanding challenges regarding the use of OPS in practice, e.g. as a comparably low number of berths provide OPS worldwide. It was also noted that the source of electricity used in OPS is a key question with regard to the sustainability of its use as an alternative to the use of auxiliary engines in ports.

GREEN TEAM 4-2020 noted that only 23 complete responses had been received between 9 August 2019 and 26 August 2020, and that most of the responses were from one Contracting Party only. Furthermore, it was noted that the majority of responses came from shipowners and that shipyards, academia, technology developers and many other relevant stakeholders were underrepresented.

The Meeting noted that the responses provided in the online survey represent the subjective views of the responders, and that a wider set of responses from more stakeholders may have resulted in a different outcome.

In discussing ways to increase the response rate and spread, GREEN TEAM 4-2020 noted that various national industry associations, research institute and academia should be contacted and consequently invited

Contracting Parties, observers and other stakeholders to share the online survey with relevant projects and organizations and encourage them to respond. The Meeting also requested the Maritime Working Group to invite Contracting Parties to nationally consider ways to best engage the relevant stakeholders in responding to the survey.

In order for the Secretariat to summarize the results from the continuously open online survey for consideration by GREEN TEAM 5-2021, it is requested that Contracting Parties, observers and other stakeholders contribute by completing the online survey by 30 June 2021.

#### *Economic incentives and financing*

In another matter of particular interest for MARITIME 20-2020, GREEN TEAM 4-2020 considered the study *Economic incentives to promote environmentally friendly maritime transport in the Baltic Sea region* by Finland ([document 4-1](#)), as welcomed by MARITIME 19-2019.

The Meeting noted that the most important measures to promote green investments according to the results of the study are related to ship financing (i.e. loans and guarantees), followed by co-funding instruments (including EU funding instruments and national grants for technology investments) and environmentally motivating taxation.

The Meeting further considered the recommendations set out in the study and agreed that HELCOM Contracting Parties should work to secure ship financing and innovation funding in the future and to ensure maritime transport component in applicable funding mechanisms, including the new EU funding instruments (CEF II, Horizon Europe) and the proposed European Green Deal. The Meeting further agreed that Contracting Parties should enable OPS tax reliefs in the region. The Meeting agreed to invite the Maritime Working Group to consider the way forward, possibly by including them in the updated Baltic Sea Action Plan.

GREEN TEAM 4-2020 further noted a proposal that the GREEN TEAM should initiate the development of a feasibility study with the view to facilitating the use of sustainably produced hydrogen, ammonia and other low and zero carbon ship fuels in the Baltic Sea region. The Meeting agreed that this could be discussed further in the context of updating the GREEN TEAM Work Plan at the next Meeting.

The Meeting agreed that consideration of further harmonization and development of environmental indexes and discount schemes, and that development of 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 should be included in the next GREEN TEAM Work Plan (2022-2023).

GREEN TEAM 4-2020 also agreed that a follow-up study on financing for sustainable shipping should be conducted as a priority and supported to recommend this way forward to HELCOM MARITIME 20-2020.

The Meeting noted information on how the European Green Deal Investment Plan be financed and agreed to invite the EU to provide further information to GREEN TEAM 5-2021 with a view of having a comprehensive discussion on the matter at that session. The Meeting also invited interested parties to inform the Co-Chairs of particular questions they would wish to discuss in this regard.

#### *Other matters and next Meeting*

The Meeting recalled that GREEN TEAM 2-2018 and GREEN TEAM 3-2019 had discussed possible ways forward regarding further work to consider the environmental effects/risks of bunkering operations and ship to ship transfers in the Baltic Sea, including possible revision of Recommendation 28/3 on Guidelines on bunkering operations and ship to ship cargo transfer. GREEN TEAM 4-2020 invited interested parties to submit information on recent developments and proposals on the way forward to GREEN TEAM 5-2021.

The Meeting welcomed the invitation from Sweden to host GREEN TEAM 5-2021 in autumn 2021, tentatively in connection with the Donsö Shipping Meet.

## Action requested

The Meeting is invited to:

- take note of the Outcome of GREEN TEAM 4-2020 in general;
- consider the challenges related to financing, alternative fuels and onshore power supply, as further specified in paragraph 3.6 of the Outcome and advice as appropriate;
- invite Contracting Parties to nationally consider ways to best engage the relevant stakeholders in responding to the online survey for the GREEN TEAM Reporting Mechanism;
- encourage 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;
- consider the way forward to address the proposals set out in paragraph 4.4 of the Outcome;
- consider initiating a study to gain more knowledge on financing for sustainable shipping in the Baltic Sea region (cf. paragraph 4.10 of the Outcome); and
- take note of the discussions regarding items to be included in the next Work Plan of the GREEN TEAM (2022-2023 (c.f. paragraphs 4.7 and 4.9 of the Outcome).



Online, 22 September 2020

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

### Introduction

0.1 The Forth Meeting of the HELCOM MARITIME Sub-group on Green Technology and Alternative Fuels for Shipping (GREEN TEAM) was held online on 22 September 2020. The Meeting was opened at 10:00h 15 and closed at 15:00h the same day.

0.2 The Meeting was attended by representatives of Finland, Germany, Russia and Sweden as well as observers from Baltic Ports Organization, BSAG Baltic Sea Action Group, CLIA Europe, ECSA, ESPO and PAC for PA Ship. The list of participants is contained in **Annex 1**.

0.3 Ms. Nariné Svensson, Swedish Transport Agency and Ms. Anita Mäkinen, Finnish Transport and Communications 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 Rev. 1.

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

2.1 The Meeting took note of the Outcome HELCOM MARITIME 19-2019, MARITIME 19A-2020 and its follow up meeting, and in particular matters related to GREEN TEAM (document 2-1). In this context, the Meeting noted that MARITIME 19-2019 had approved the updated Work Plan of GREEN TEAM for 2020-2021 (Annex 6 of the Outcome of MARITIME 19-2020).

2.2 The Meeting took note of the Outcome of the 57th Meeting of the Heads of Delegation (HELCOM HOD 57-2019), the Outcome of the 41st Meeting of the Helsinki Commission (HELCOM 41-2020), and the 58th Meeting of the Heads of Delegation (HELCOM HOD 58-2020) (document 2-2).

### 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. This online survey tool, the [GREEN TEAM Reporting Mechanism](#) was published on the HELCOM Website in June 2019. The first results of the online survey were considered by GREEN TEAM 3-2019. The Meeting had also provided comments and suggested improvements to the survey, which the Secretariat carried out in September 2019.

3.2 The Meeting took note of the results of the GREEN TEAM Reporting Mechanism online survey received by 26 August 2020 as contained in document 3-1.

3.3 The Meeting noted that only 23 complete responses had been received between 9 August 2019 and 26 August 2020, and that most of the responses were from one Contracting Party only. Furthermore, it

was noted that the majority of responses came from shipowners and that shipyards, academia, technology developers and many other relevant stakeholders were underrepresented.

3.4 The Meeting discussed ways to increase the response rate and spread, and noted that various national industry associations, research institute and academia should be contacted. The Meeting consequently invited Contracting Parties, observers and other stakeholders to share the survey with relevant projects and organizations and encourage them to respond. The Meeting also requested the Maritime Working Group to invite Contracting Parties to nationally consider ways to best engage the relevant stakeholders in responding to the survey.

3.5 The Meeting noted that the responses provided in the online survey represent the subjective views of the responders, and that a wider set of responses from more stakeholders may have resulted in a different outcome.

3.6 The Meeting discussed the main challenges hindering the development of the green shipping and alternative fuels deployment in the Baltic Sea area and identified the following for further reporting to HELCOM MARITIME 20-2020:

- lack of financing was found to be a key challenge and further consideration to this issue should be given in future meetings (see also Agenda Item 4);
- with regard to alternative fuels, it was noted that a large percentage of responses were labelled yellow in the traffic light scheme, possibly due to the fact that international regulations are still under development by IMO and that there are therefore several uncertainties remaining regarding their use; and
- the Meeting noted that onshore power supply (OPS) was labelled “green” in the traffic light scheme based on the responses to question 6 (Table 3 of document 3-1). The Meeting nevertheless noted that there are still a number of outstanding challenges regarding the use of OPS in practice, e.g. as a comparably low number of berths provide OPS worldwide. It was also noted that the source of electricity used in OPS is a key question with regard to the sustainability of its use as an alternative to the use of auxiliary engines in ports.

3.7 The Meeting discussed needs for improvement of the online survey. In this context, the Meeting noted that the grouping of the questions, e.g. regarding alternative fuels, may need to be improved in the survey in order to increase the understanding of question 6.

3.8 The Meeting 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.

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

4.1 The Meeting recalled that HELCOM MARITIME 19-2019 considered initiating a study to gain more knowledge on economic incentives and particularly financing of sustainable shipping in the Baltic Sea region. The meeting had agreed that such a study would be useful and welcomed the offer by Finland to take the lead in the work.

4.2 The Meeting considered the study *Economic incentives to promote environmentally friendly maritime transport in the Baltic Sea region* submitted by Finland as a result of their intersessional efforts (document 4-1 and Presentation 1), also available [online](#). The Meeting expressed their appreciation to Finland for the work conducted.

4.3 The Meeting noted that the most important measures to promote green investments according to the results of the study are related to ship financing (i.e. loans and guarantees), followed by co-funding instruments (including EU funding instruments and national grants for technology investments) and environmentally motivating taxation.

4.4 The Meeting further considered the recommendations set out in the study and agreed that HELCOM Contracting Parties should work to secure ship financing and innovation funding in the future and to ensure maritime transport component in applicable funding mechanisms, including the new EU funding instruments (CEF II, Horizon Europe) and the proposed European Green Deal. The Meeting further agreed that Contracting Parties should enable OPS tax reliefs in the region. The Meeting agreed to invite the Maritime Working Group to consider the way forward, possibly by including them in the updated Baltic Sea Action Plan.

4.5 The Meeting took note of a comment by Sweden on the importance of harmonizing port dues, which is also considered an important incentive during the operation of a ship. In this regard reference was made to HELCOM Recommendation 28E/13 and the question was raised whether the application of e.g. the Environmental Ship Index (ESI) and Clean Shipping Index (CSI) could be developed further in the Baltic Sea region. The Meeting, however, noted that this is a matter of great complexity inter alia as these indexes are certified by third parties and support certain segments of the shipping industry and as port dues are not necessarily appropriate for regionally harmonized regulation.

4.6 The Meeting 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 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. The Meeting invited Sweden to submit further information to a future meeting of the GREEN TEAM.

4.7 The Meeting noted a proposal that the GREEN TEAM should initiate the development of a feasibility study with the view to facilitating the use of sustainably produced hydrogen, ammonia and other low and zero carbon ship fuels in the Baltic Sea region. The Meeting noted that such an initiative would benefit from taking a broader approach, including also other alternative fuels. The Meeting agreed that this could be discussed further in the context of updating the GREEN TEAM Work Plan at the next Meeting. The Meeting also noted that an ongoing study in Sweden is looking into the use of ammonia, hydrogen and electricity as propulsion power for ships, and invited Sweden to provide further information to the next Meeting.

4.8 The Meeting discussed the proposals by Finland for next steps to be taken based on the study.

4.9 Following discussion on these proposals, the Meeting agreed that consideration of further harmonization and development of environmental indexes and discount schemes should be included in the next GREEN TEAM Work Plan (2022-2023). The Meeting also agreed that the Work Plan should include the development of 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.

4.10 The Meeting agreed that a follow-up study on financing for sustainable shipping should be conducted as a priority and supported to recommend this way forward to HELCOM MARITIME 20-2020.

4.11 The Meeting noted information on how the European Green Deal Investment Plan be financed, as provided by the EU by email, and agreed to invite the EU to provide further information to GREEN TEAM 5-2021 with a view of having a comprehensive discussion on the matter at that session. The Meeting also invited interested parties to inform the Co-Chairs of particular questions they would wish to discuss in this regard.

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

5.1 The Meeting took note of the latest developments within the Clean Shipping Project Platform (CSHIPP) Project Platform (document 5-1).

5.2 The Meeting 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. The Meeting further noted that more information on this project will be submitted by Finland to MARITIME 20-2020.

**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 in the Baltic Sea, including possible revision of Recommendation 28/3 on Guidelines on bunkering operations and ship to ship cargo transfer.

6.2            The Meeting discussed the way forward to address the matter and invited interested parties to submit information on recent developments and proposals on the way forward to GREEN TEAM 5-2021.

6.3            The Meeting noted that Finland is in the process of revising its national legislation on ship to ship transfer and bunkering operations by summer 2021. The Meeting further noted that Sweden has developed national guidelines for ship to ship transfer of LNG and methane.

6.4            The Meeting further noted that CLIA Europe has recently published its annual overview of environmental commitment, innovation and results, which will be submitted for information to MARITIME 20-2020.

6.5            The Meeting checked and updated the contact list of GREEN TEAM (document 6-1), which is included as **Annex 2** to the Outcome of this Meeting.

**Agenda Item 7      The next Meeting**

7.1            The Meeting welcomed the invitation from Sweden to host GREEN TEAM 5-2021 in autumn 2021, tentatively in connection with the Donsö Shipping Meet.

**Agenda Item 8      Outcome of the Meeting**

8.1            The Meeting adopted the draft Outcome of HELCOM GREEN TEAM 4-2020. 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
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## Annex 2. Contact list of GREEN TEAM

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