

Closing keynote: Regional cooperation within HELCOM towards enabling green technology for sustainable shipping



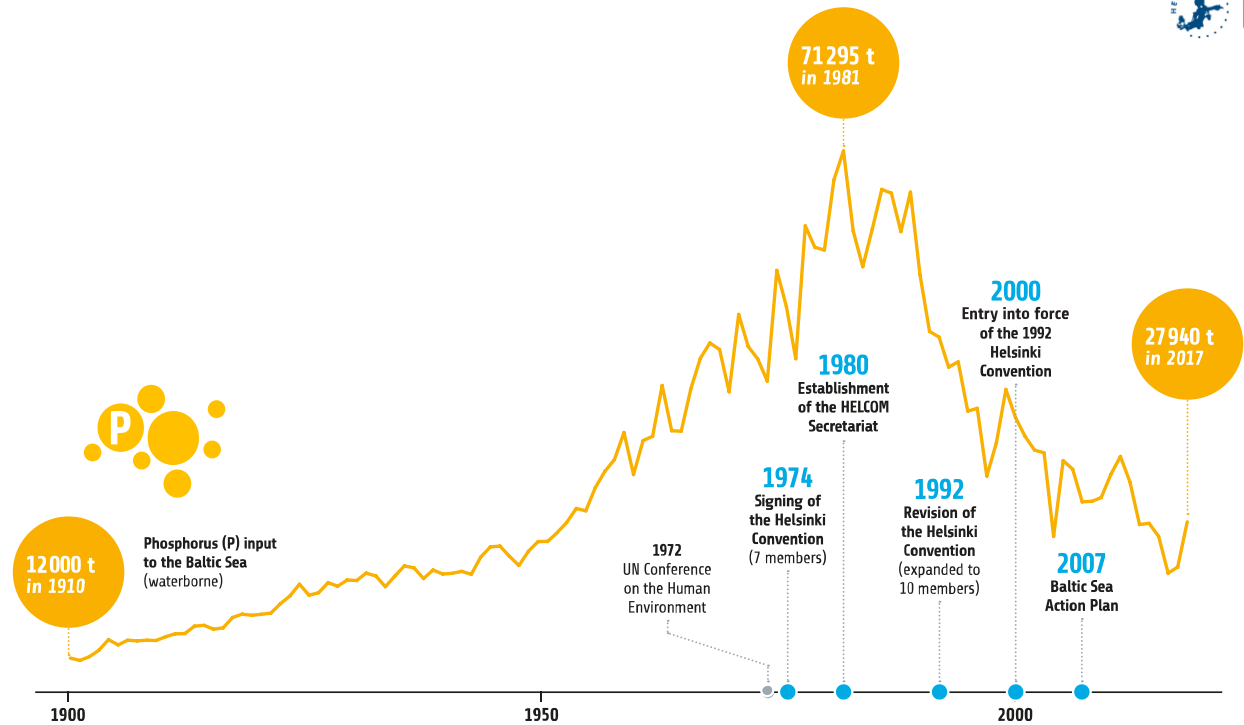
About HELCOM



1974: The Helsinki Convention, signed by the then seven Contracting Parties



1980: Establishment of the HELCOM Secretariat



▲ Signing of the Helsinki Convention in 1974

HELCOM structure

The Contracting Parties have signed the first Helsinki Convention in 1974 and updated it in 1992. The current Convention was ratified in 2000.

The 10 Contracting Parties (CPs)



DK EE EU FI DE
LV LT PL RU SE

Each Contracting Party designates its own Head of Delegation as well as members of the Working Groups and of the Expert Groups and Networks



Helsinki Convention

The set of guiding principles and obligations signed by the Contracting Parties on the protection of the marine environment of the Baltic Sea




HELCOM Secretariat

Coordinates the work and meetings of the Helsinki Commission and ensures CPs meet their obligations under the Helsinki Convention



Helsinki Commission (HELCOM)

HELCOM chairmanship rotates every two years between the Contracting Parties (CPs)

-  **Heads of Delegation**
Permanently represent the CPs and are decision-makers
-  **HELCOM Working Groups**
Develop recommendations, policies & strategies
-  **Expert Groups & Networks**
Provide scientific and technical underpinnings



Decision making in HELCOM



The highest decision-making body in HELCOM is the Ministerial Meeting (the meeting of the HELCOM line ministers of each CP) that takes place every three years.



The Helsinki Commission meets annually (except when a Ministerial Meeting takes place) and is also entitled to make decisions. Its participants are designated by the CPs.



The Heads of Delegation meet twice per year and are also authorised to make decisions on behalf of the CPs.

HELCOM tools: how we get things done



The Helsinki Convention

Instrument of int. law, containing objectives & obligations. Annexes: technical guidelines and regulations.



Recommendations

on measures to address areas of concern, implementable through national legislation. In total, about 260 recommendations have been adopted so far.



Action plans & projects

Contain actions and measures with such as Baltic Sea Action Plan, Regional Action Plan on Marine Litter, and most HELCOM projects.



Monitoring & assessments

- Indicators (pressures on and state of the environment)
- Thematic assessments
- Holistic assessments



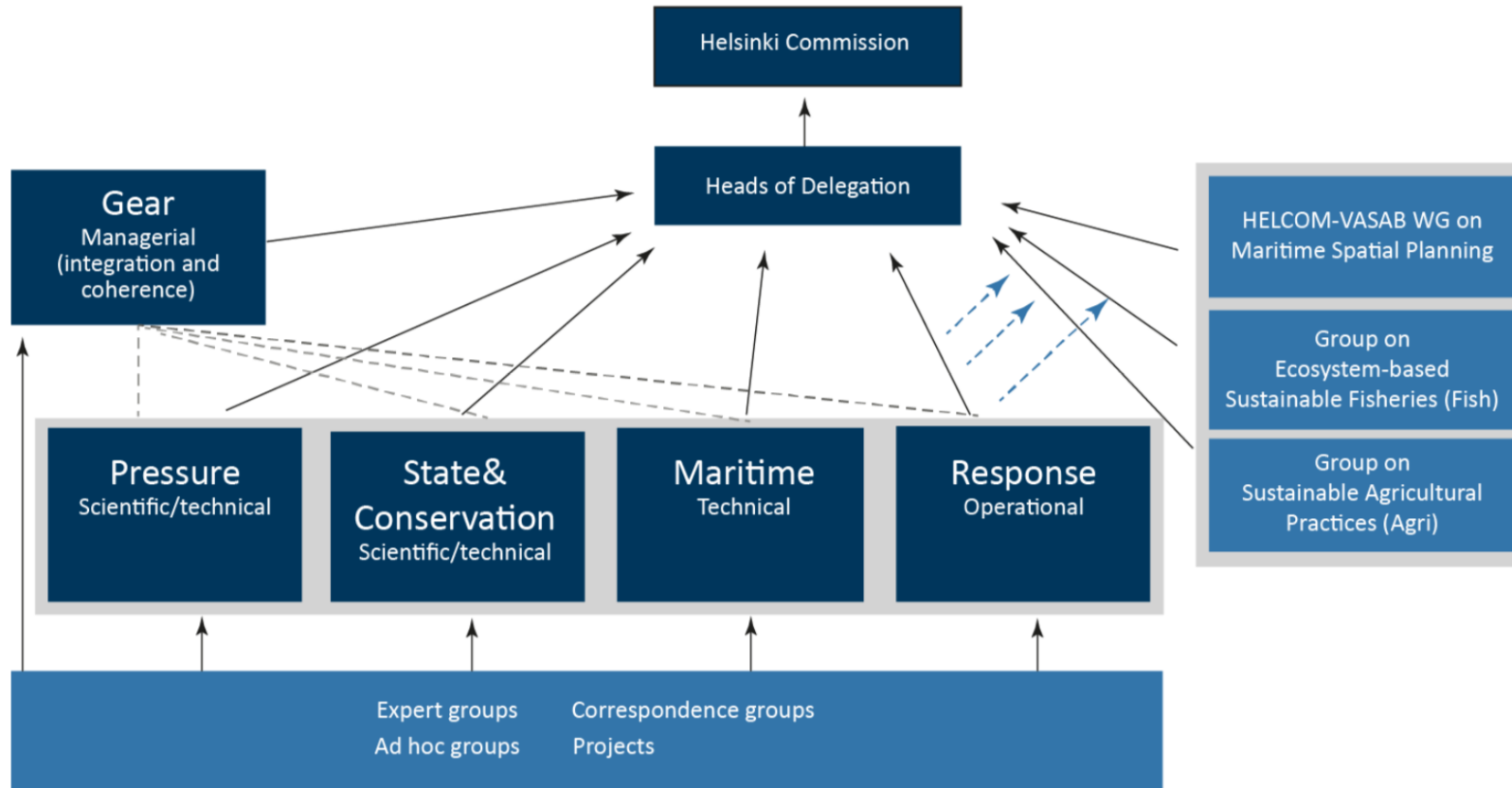
Ministerial Meetings

Set the major strategic directions and provide the necessary political commitment.



Renewed HELCOM working structure

September 2014



Full names of the permanent working groups

Gear = Group on the Implementation of the Ecosystem Approach

State & Conservation = Working Group on the State of the Environment and Nature Conservation*

Pressure = Working Group on Reduction of Pressures from the Baltic Sea Catchment Area*

Maritime Working Group
Response Working Group

Permanent
 Time-limited / adhoc
 WG Working group



HELCOM Green Team (Sub-group on Green Technology and Alternative Fuels for Shipping)

- Sub-group to the HELCOM MARITIME Working Group
- Promotes public and private partnership at national and regional levels for enhancing development and uptake of green technologies and alternative fuels in shipping
- Facilitates knowledge and information sharing among the Contracting Parties, observer organizations and other stakeholders
- Discuss the need for regulatory additions or amendments or other actions needed within the mandate of MARITIME and in line with IMO
- Consider and develop incentives
- Knowledge and information sharing
- Normally organized in connection with other shipping events, co-chaired by FI and SE



HELCOM Green Team Reporting Mechanism survey

- Established to find out the main barriers, obstacles and challenges hindering the development on green technologies and alternative fuels in Baltic Sea shipping
- Results used to facilitate knowledge and information sharing among the public and private sectors, as well as decision making bodies, and to promote an early introduction of new technological solutions and alternative fuels.
- Continuously open [online survey](#), aims to gather information based on real-life cases (e.g. pilot projects, R&D, investment projects, retrofits etc.)
- Results analyzed annually by GREEN TEAM and reported to MARITIME.



HELCOM Green Team Reporting Mechanism survey

- Latest results to be presented at GREEN TEAM 5-2021 on 24 September.
- Most responses from shipowners. Also from technology suppliers, port authorities, fuel suppliers, Administrations, fuel suppliers etc.
- Responses from projects related to vessel newbuildings, retrofits, piloting of new technologies, infrastructure etc.
- Challenges related to financing.
- Guidance needed e.g. regarding alternative fuels (bio, hydrogen, fuel cells, LBG), digital solutions, regulatory gaps etc.
- No unsolvable issues regarding e.g. emission abatement tech, energy efficiency measures, LNG, electric/hybrid, infrastructure.



	Green		Yellow		Red		N/A	
Emission abatement technology	43.3%	13	26.7%	8	16.7%	5	13.3%	4
Energy efficiency measures	56.3%	18	28.1%	9	6.3%	2	9.4%	3
LNG	59.4%	19	9.4%	3	15.6%	5	15.6%	5
Methanol	13.3%	4	23.3%	7	20.0%	6	43.3%	13
Biofuels	13.3%	4	43.3%	13	16.7%	5	26.7%	8
Hydrogen	8.3%	1	33.3%	4	25.0%	3	33.3%	4
Fuel cell applications	8.3%	1	50.0%	6	8.3%	1	33.3%	4
Liquified biogas (LBG)	33.3%	4	41.7%	5	8.3%	1	16.7%	2
Electric and/or hybrid vessels	50.0%	6	41.7%	5	0.0%	0	8.3%	1
On-shore power supply	39.4%	13	27.3%	9	24.2%	8	9.1%	3
Other alternative fuel or energy source	23.3%	7	30.0%	9	16.7%	5	30.0%	9
Bunkering infrastructure	36.7%	11	33.3%	10	10.0%	3	20.0%	6
Bunkering supply	33.3%	10	33.3%	10	10.0%	3	23.3%	7
Port infrastructure (e.g. quay structure, draught)	43.3%	13	26.7%	8	6.7%	2	23.3%	7
Port reception facilities	33.3%	10	33.3%	10	13.3%	4	20.0%	6
Access to information (e.g. just-in-time arrival, optimisation, information sharing)	20.0%	6	33.3%	10	13.3%	4	33.3%	10
Digital solutions	23.3%	7	40.0%	12	3.3%	1	33.3%	10
Regulatory gaps	17.2%	5	37.9%	11	17.2%	5	27.6%	8
Harmonised rules	19.4%	6	35.5%	11	32.3%	10	12.9%	4
Lack of financing	9.4%	3	31.3%	10	34.4%	11	25.0%	8



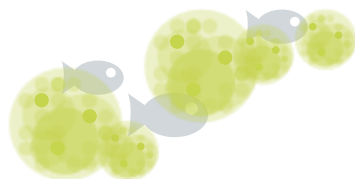


Progress yes, but...



The Baltic Sea is not in a good state:

Good Environmental Status (GES) and the environmental goals set by HELCOM are unlikely to be fully reached by 2021 as previously decided.



Eutrophication:

Still the major pressure despite considerable improvements and clear trends of nutrient reduction since the 1980s



Emerging and previously unaddressed challenges:

- Marine litter, plastic pollution and ghost nets
- POPs: “Forever chemicals”
- Pharmaceuticals
- Underwater noise
- Seabed disturbance
- Climate change



Reasons for delay:


- Ecosystem lag
- New challenges
- Some measures haven't been implemented yet
- Some measures might not be sufficient



Vision and goals for the updated BSAP



Vision

 a healthy Baltic Sea environment with diverse biological components functioning in balance, resulting in a good ecological status and supporting a wide range of sustainable economic and social activities.

Goal

 Baltic Sea **ecosystem** is healthy and resilient

Goals

 Baltic Sea unaffected by **hazardous substances and litter**

 Environmentally sustainable **sea-based activities**

 Baltic Sea unaffected by **eutrophication**

Horizontal actions segment

Climate change; monitoring; maritime spatial planning; economic and social analysis; financing; hot spots; knowledge exchange and awareness raising



Proposed BSAP actions

- Existing BSAP actions and commitments that have not yet been accomplished
- New proposed actions
- Maritime related actions cover a number of topics:
 - Maritime safety (AIS, e-navigation, re-surveys etc)
 - Non-indigenous species (biofouling, ballast water)
 - Pollution from ships (discharges, PRF etc.)
 - Sustainable pleasure boating



Proposed BSAP actions

(simplified examples, negotiations still ongoing)

- Enhancing the use of alternative fuels and sources of energy, digitalization etc.
- Ship financing, innovation funding
- Enabling onshore power
- GREEN TEAM dialogue, cooperation with other regional organizations, industry and research community
- Economic incentives to reduce pollution from ships
- Roadmap to reduce input from EGCS discharge waters
- Sewage from cargo ships
- Enforce Annex IV special area and ensure adequate PRF
- Grey water and food waste
- Strengthening implementation and enforcement of NECA (Roadmap)





