

**Baltic Sea Parliamentary Conference  
Working Group on Integrated Maritime Policy**



To:  
Representatives of Parliaments,  
Parliamentary Assemblies,  
Institutions and Working Group Members  
of the Baltic Sea Parliamentary Conference

5<sup>th</sup> August 2011

**Abstract of the 6<sup>th</sup> session of the Working Group on „Integrated Maritime Policy, especially infrastructure and logistics” in Schwerin on 19<sup>th</sup> – 21<sup>st</sup> June 2011**

The 6<sup>th</sup> and final session of the BSPC Working Group on “Integrated Maritime Policy” took place in Schwerin, Germany, between 19<sup>th</sup> and 21<sup>st</sup> June 2011 at the premises of the State Parliament of Mecklenburg-Western Pomerania.

The session saw expert presentations on the issue of port infrastructure and the challenges faced in the Baltic Sea region related to integrated maritime policy. Mr Schulte welcomed the experts.

Mr **Manfred Müller-Fahrenheit** (Managing Director of Neptun Shipyards) introduced the sister companies Mayer Shipyard in Papenburg and the Neptun Shipyard in Rostock. He explained the shipbuilding process and continued with the building programme which, for example, includes passenger ships, livestock carries, gas tankers and container ships. He stated that it is easy to define values for air emission regulation but how to achieve them would be the question. Mr Müller-Fahrenheit explained that his company would see LNG as a main future fuel. In his opinion, a competitive system that is available for everyone must be developed because today LNG is expensive and not everywhere available. Mr Müller-Fahrenheit mentioned the issue of shore power after he explained the disadvantages of the use of catalysis and scrubbers. In his opinion, the supply of shore power is difficult. A lot of energy and infrastructure is required for this and the shore has to be capable of dealing with this. Cables, feeding lines, a standardization of ship to shore connections and a control system need to be installed. It can be done, but the conditions under which the electricity supply is made may not be environmentally friendly. Lastly, Mr Müller-Fahrenheit touched on the topic of rules and regulations. There are various regulations in the Baltic Sea, he stated, but also regulations within each individual state. There must be clear rules for the operators of the yards regarding the construction of future ships, how to develop changes for the vessels to make them able to serve ports in sensitive areas while also giving the passengers a qualitatively high journey and not pollute the environment.

Mr **Hans-Jörg Wenzel** (Project Manager at P+S Werften) gave his presentation on Ecological ship specifications: realisation at the RoPAX GR12 ferries for Scandlines. Mr Wenzel thereafter presented a couple of concepts of vessels operated with alternative energy, such as the vessel operation with modern sail concepts (SKYSAIL/BELUGA). He underlined that as long as these technologies are not technically matured, yards and owners would have to take small steps based on the state of the art. The RoPAX GR12 ferries might be an innovative energy-optimised ferry project. The vessels in their design already differ to current ferries in the Baltic, because of certain aspects on the line Rostock – Gedser. For the

Baltic Sea the hull optimisation is a significant part of the design, Mr Wenzel stated. Another part of this energy optimisation is the sophisticated propulsion system. The 2 x gensets of 4300 kW each and the 3 x main engines of 4500 kW each will be used in accordance to the needs of the nautical situation. With regard to the problematic of LNG the challenges for the harbours are how to provide and how to ensure a safe operation. If the LNG for dual-fuel concepts shall be used for these passenger ferries, a safe infrastructure for LNG bunkering has to be established by 2015, Mr Wenzel argued.

Mr **Erik Andersson Pauldin** (Ports of Stockholm) thanked the hosts for the invitation and the possibility to speak on the topic of Ports of Stockholm as a sustainable cruise destination. The City of Stockholm is the owner of Ports of Stockholm. Since 1990 the region has grown and the population of Stockholm will also continue to rise until the year 2030. This is on the one hand a good development but on the other hand also a big challenge especially when it comes to building new departments and to constructing a sustainable traffic and transport system. Mr Pauldin explained that Ports of Stockholm has three ports. One port is located directly in the city of Stockholm and two harbours nearby Stockholm. In 2010 Ports of Stockholm had more 12 million ferry and cruise passengers and a flow of goods of 8,4 million tonnes. The turnover conducts approximately 68 million Euros. The environmental impact by a port, Mr Pauldin continued, can and should be looked at from two points, namely from the direct impact, such as impact from ones own operational activities, and from the indirect impact, which is the impact that the ports customers and ship owners have on the environment. For example, we gave discounts to vessles for reducing sulphur and nitrogen oxides emissions, for sorting out ship-generated waste and for low water content in sludge. Due to the environmental work of Ports of Stockholm, the NOx emissions from vessels could be reduced by 40% between 1995 and 2006. For the same period, sulphur could be reduced by 60% and all tankers have double bottom hulls.

Mr **Sten Björk** (Port of Trelleborg, Project Leader Clean Baltic Sea Shipping) began his presentation on the Clean Baltic Sea Shipping project by speaking about the origin of the project and informed about its main objectives. There are for example pilot projects with shore side electricity for ferries and cruisers that have been started by the Port of Oslo and Trelleborg. Moreover, pilot projects with voluntary ferry owner port agreements for pumping over all sewage and biological wastes when in port have been started in the Ports of Stockholm, Trelleborg and Helsinki. Mr Björk explained that the project has introduced four working groups and one of them would deal with the issue of LNG. He affirmed that we should try to get away from fossil energy and in Skåne have started to produce biogas methane. Mr Björk stated that in the pilot projects, several issues will be looked at. For example, the port of Klaipeda will elaborate how local small scale LNG logistics to ships can be derived from a large LNG import terminal and the port of Trelleborg will elaborate how Bio-LNG logistics can be organised from a biogas plant to ships at the berths. Coming to the challenges faced, Mr Björk argued that a joint clean shipping strategy would require intensive cooperation between all stakeholders. The final goal for the project might be a Baltic Sea free from water and air pollution. It would be a large goal but one that is achievable.

Mr **Jörg Sträussler** (Clean Baltic Sea Shipping, Baltic Energy Forum) gave his presentation on *What can parliamentarians do to support Clean Shipping?* One of the first issues he touched upon was that of eutrophication. If nothing is done, the Baltic Sea will be dead by 2020, he argued. Air pollution is not a minor polluter of the Baltic Sea he argued and told the participants that HELCOM states that shipping contributes by 16% to air pollution, making it the largest single emission source for NOx in the HELCOM area. Moreover, Mr Sträussler underlined that EMSA has found 50 different systems for waste and wastewater management being implemented at 50 different ports. We must arrive at joint regulations and joint systems. Clean shipping would need a clear strategy, Mr Sträussler stated. Therefore it

would be ideal to have a clear cut and coherent integrated clean shipping part in the integrated maritime policy. Mr Sträussler stated that the innovation curve of LNG started fairly slowly, but he is certain that as the year 2015 is approaching as regards SOx or 2016 as regards NOx, the innovation curve and the implementation curve will drastically increase. Mr Sträussler added that bilateral contracts for the reduction of ship borne wastewaters such as those undertaken between Stockholm, Turku and Helsinki should also be arranged between other nations of the Baltic Sea area. Thereafter, Mr Sträussler indicated where in the Baltic Sea area LNG production facilities are located, under construction, near development or where discussions are taking place but no further steps have been taken. Mr Sträussler underlined his believe that LNG would be the optimum solution for shipping as regards fuel. Funding of shipping should be focused on clean shipping, Mr Sträussler further explained. The focus should incorporate LNG, shore side electricity, fuel cells, hydrogen, methanol and others and the majority of funding should go to conversion of ships to green ships rather than to the construction of new ships. When thinking about clean shipping, a focus should also be on research and development, Mr Sträussler stated. In the Baltic Sea countries, research and development platforms on clean shipping are needed and the existing maritime clusters should be joined. There remains a big gap concerning the treatment of LNG in relation to other fuels. Heavy fuels are non-taxed, so ship owners can rely on the fact that their fuels are exempted from taxes. Moreover, tax reductions on shore side electricity already exist in Germany and Sweden, but these taxations should be harmonised, Mr Sträussler held. Clean Shipping should be anchored in European policies. For instance, not much is mentioned on clean shipping in the Integrated Maritime Policy of the European Union, Mr Sträussler criticized. There is a gap and politicians should arrange for clean shipping to become a visible part of this policy.

The second session dealt with fields of cooperation. Chairman Jochen Schulte welcomed the guest from the Baltic Sea States Subregional Cooperation (BSSSC) and the Council of Baltic Sea States (CBSS).

Vice-Chairman **Roger Jansson** who had represented the Working Group in Gdansk gave a short report on the European Maritime Day event. He called the event a promising premiere as it had been the first ever common presentation of the maritime policy groups of the three organisations to a larger European public.

As a representative of the CBSS Mr **Lars Almklov** mentioned the five CBSS long term broad priority areas being environment, economic development, energy, education and culture, civil security and the human dimension. To focus on these areas, it had been decided to establish expert groups which could include experts with a clear and time-limited mandate and tasks. The EGMP was a cross-sectoral group with three focus areas, the main focus area being the economic development, including innovation and competitiveness and a favourable business environment, fostering entrepreneurship, cluster development, transport and logistics and research and development in the maritime policy field. The second focus of the group was energy, including energy security and efficiency as well as the environmental aspect of energy efficiency in the maritime policy field. The EGMP had focused on having a close relation with BSSPC and BSSSC. On the issue of environmental protection, Mr Almklov explained that the current Norwegian chairmanship had also organised three meetings, including a workshop focusing on promoting LNG as an environmental friendly alternative to existing fuels for shipping which was in particular relevant for the Baltic Sea, bearing in mind

the new sulphur and possible NOX regulations for the region. He noticed that the potential of LNG was one item of common interest of the EGMP and the BSPC Working Group.

Mr **Dietrich Seele** gave an outline of the plans of the upcoming German CBSS presidency which would start officially on 1<sup>st</sup> July 2011. Maritime policy would be one of the most important priorities of the German presidency. The presidency wanted to continue and intensify the work of the EGMP in this respect. In accordance with the elements of competitiveness, environment and climate change, the priorities of the German presidency were the following: improving the dialogue of maritime policy actors and pooling the maritime policy initiatives of BSPC, BSSSC and CBSS, strengthening innovation by supporting maritime research and maritime clusters in the BSR and by further development of existing databases of maritime relevance, developing the possibility to support politically cross-sectoral projects that served as an example to demonstrate the added value of Baltic Sea cooperation. The CBSS had already successfully supported some very important projects, e.g. Clean Baltic Shipping (which would now receive EU funding from the Baltic Sea Programme). Another new element would be to build up an exchange of information and experience with other European maritime areas. There would be more sea basin strategies in the near future and it seemed to be useful to have a regular exchange of information and experience in that respect.

Mr **Stefan Musiolik** said that he also considered the first joint event of the three Maritime Working Groups in Gdansk as quite successful. With the Schwerin meeting the second step was made and he hoped there would be further steps. The task of BSSSC was to promote and advocate the interests of the regions to decision-makers on the national and European level. For example, during the consultation process for the Baltic Sea Strategy, a common statement by the BSSSC was issued and now, during the phase of implementation the BSSSC also gave its vote to raise the voice of the regions. A Working Group of the BSSSC on Maritime Policy has been established in 2008. This working group has developed a five point action plan. The action plan consisted of the following five points: onshore power supply for ships in harbours to reduce emissions, environmentally differentiated harbour dues, a voluntary ban of wastewater discharges in the Baltic Sea, awarding of best practise in clean shipping and sustainable port management which was important to raise awareness and the introduction of labels for Clean Baltic Shipping and sustainable ports. This five point action plan had been developed within BSSSC, but it was supported also by five other Baltic Sea organisations (Union of Baltic Cities, Baltic Sea Commission, B 7 Baltic Islands, Baltic Development Forum and Euroregion Baltic). It had been quite helpful that different organisations had spoken with one voice. The action plan had been fully integrated into the Baltic Sea Strategy proposed by the European Commission in June 2009 which helped a lot in moving forward in this policy field. Mr Musiolik has also mentioned the idea of an INTERREG project for Clean Baltic Sea Shipping and invited the BSPC to join the project by becoming a member of the Political Committee.

Mr **Roger Jansson** suggested to make a recommendation to the Standing Committee of the BSPC according to Mr Musiolik's offer.

Mr **Dietrich Seele** added ideas for cooperation and a concrete dialogue between the different organisations. He understood the meeting today as a starting point and as a core group for further organisations which should be involved during the next weeks and months. The CPMR, the Baltic Sea Commission and the Baltic Sea Forum were very keen on joining

this cooperation. He mentioned in his introductory speech that Germany would look into the architecture of Baltic Sea cooperation and would like to generate more transparency and efficiency of the whole Baltic Sea architecture.

Chairman **Jochen Schulte** proposed to prepare a common paper of the BSPC, CBSS and BSSSC including the major points of Mr. Seele.

Mr **Dietrich Seele** agreed with Mr Schulte's proposal and said it would be possible to create a coherent strategy.

Also Mr. **Stefan Musiolik** supported the idea to create a core group of the three organisations which could be supplemented by further organisations. He pointed out that the common meeting in Schwerin was a promising start, but in front of the background of the possible end of the BSPC Working Group on Integrated Maritime Policy in August, he asked himself how the promising steps could be continued and who would take them. It was very promising to come together, but there would be some continuity needed.

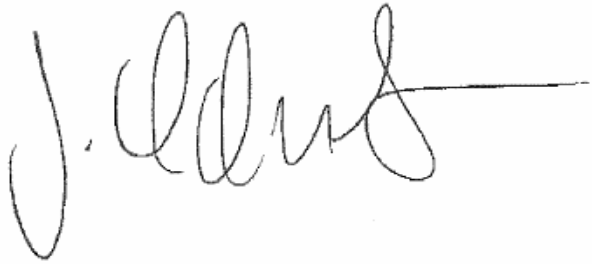
Chairman **Jochen Schulte** added at the end of the second session that it would be planned to integrate a paragraph in the final report on supporting further coordination and joint activities between these institutions and that this paper could be a first step to support such activities.

Chairman **Jochen Schulte** opened the discussion on the draft political recommendations of the WG for the 20<sup>th</sup> BSPC, the final report and on additional matters (morning and third session). He pointed out that the draft as handed out to the participants during the third session had been adjusted to meet the suggested changes as agreed on during the morning session. The Working Group successively decided on the recommendations which will be submitted for the resolution of the 20<sup>th</sup> BSPC.

On the 21<sup>st</sup> June 2011, the participants travelled to Rostock and to the district Warnemünde to see and hear about Rostock Port, Caterpillar Motors and Warnemünde Cruise Terminal. Port representatives explained that the main focus of the port is ferry and ro-ro traffic and that Rostock is the only deep sea port on the German Baltic coast. Moreover, the port has a high-capacity road and railroad network to the hinterland with short transit times to metropolitan areas and economic hubs such as Berlin, Leipzig, Prague and Hamburg. It was stated that the infrastructure development should be in line with sustainability and environmental friendliness. A next step in an environmentally friendly direction would be the supply of shore side electricity, shore side gas and LNG facilities. Feasibility studies on the LNG issue were in progress.

Thereafter, the participants joined a guided tour around Rostock Port and visited **Caterpillar Motors** in Rostock, where a presentation was given which explained Caterpillar as a company, its products and how the company tries to meet the challenges posed by IMO legislation concerning the reduction of NOx and SOx. Thereafter, a guided tour through the manufacturing hall followed. During the tour, the participants were able to see several ship motors, including a VM 43 C engine with an output range of 16000 kW.

The final visit for the group was at **Warnemünde Cruise Terminal**. Cruise shipping at Warnemünde Cruise Terminal is also operated by Rostock Port. It is one of the most important cruise ports in Germany and the base port for AIDA cruises.

A handwritten signature in black ink, appearing to read 'J. Schmidt', with a long horizontal line extending to the right from the end of the signature.