

**Memo of the third informal consultation session of the HELCOM MARITIME Sub-group on Green Technology and Alternative Fuels for Shipping
(IC GREEN TEAM 3-2024)**

Introduction

0.1 The third informal consultation session of the HELCOM MARITIME Sub-group on Green Technology and Alternative Fuels for Shipping (IC GREEN TEAM 3-2024) was held in hybrid format, online and in Åland Islands, on 22 May 2024.

0.2 The Session was attended by representatives of Estonia, Finland, Germany and Sweden, as well as observers from the European Community Shipowners' Associations (ECSA), the Northern Dimension partnership on Transport and Logistics (NDPTL) and an invited guest from the EU Strategy for the Baltic Sea Region (EUSBSR) PA Ship. The list of participants is contained in **Annex 1**.

0.3 Ms. Anita Mäkinen, Finnish Transport and Communications Agency, Traficom, acted as Chair of the Session.

0.4 Mr. Markus Helavuori, HELCOM Professional Secretary, acted as secretary of the Session.

0.5 The Session took note of an announcement by Sweden, that they are no longer in a position to act as Co-Chair of Green Team due to resource constraints and national prioritization of efforts. The Session further noted that Sweden intends to submit a document to IC WG MARITIME 3-2024 on this matter, including also a proposal to revise the Terms of Reference of Green Team which currently state that the chairmanship of the group is shared between Finland and Sweden.

Agenda Item 1 Adoption of the Agenda

1.1 The Session adopted the Agenda of the Session as contained in **document 1-1**, and noted the annotated Agenda in **document 1-2**.

Agenda Item 2 Memos of recent HELCOM sessions with relevance to Green Team

2.1 The Session took note of the Memos of IC WS RECREATIONAL CRAFTS 1-2023, IC MARITIME 2-2023, IC HOD 4-2023, IC WS HOLAS RevDev 1-2024 and IC HELCOM 2-2024, as well as the List of Decisions of the Baltic Sea MM 2024, and in particular, matters related to Green Team (**document 2-1**).

Agenda Item 3 Implementation of the Baltic Sea Action Plan

3.1 The Session took note of the status of implementation of the actions in the Baltic Sea Action Plan (BSAP) which fall under the remits of the Green Team (**document 3-1**).

3.2 The Session discussed the actions and took note that in relation to S22 Finland is preparing national legislation to prohibit discharges from Exhaust Gas Cleaning Systems (EGCS) in Finnish territorial waters with an expected entry into force on 1 January 2025 and a transition period of five years. The prohibition is envisaged not to concern treated EGCS bleed off waters.

3.3 The Session noted that Denmark has also adopted a national law prohibiting EGCS discharges; in this regard the Session took note that ECSA is preparing a position paper on the prohibition as they have concerns regarding its compliance with the provisions of UNCLOS.

3.4 The Session took note that Finland has made significant progress in relation to action S25, and in addition that the IMO Secretary General, Arsenio Dominguez, as well as the MEPC Chair, Harry Conway, have both visited Finland to learn about maritime operations in ice conditions.

3.5 In relation to action S26, the Session noted that the European Commission has commissioned a consultant to prepare guidance on financing mechanisms. Also, in relation to S25, the Session took note that Germany has a number of national funding programmes of relevance for the action (c.f. Agenda Item 5 below).

3.6 The Session took note that, in relation to action S27, Finland is currently in the process of preparing an action plan related to the infrastructure network, in accordance with the EU Alternative Fuels Infrastructure Regulation (AFIR).

3.7 In relation to action S29, the Session took note that Finland has worked actively within the CBSS Expert Group on Sustainable Maritime Economy (EGSME) and also that the second expert seminar of the EGSME during Finland's CBSS Presidency on 22 May 2024 in cooperation with EUSBSR PA Ship, PA Safe and HELCOM is a useful step towards working jointly in co-operation with other regional governmental and non-governmental organizations, in accordance with the aims of action S29.

3.8 The Session encouraged Contracting Parties and observers to consider taking the lead on action S24 on enhancing the use of alternative fuels and sources of energy (in shipping and recreational boating) and of digitalization and to inform about such commitment at the latest at IC WG MARITIME 3-2024 in autumn 2024.

3.9 The Session noted that the input from the Session should be considered by the Maritime Working Group in autumn 2024 in their implementation of actions in the 2021 BSAP.

Agenda Item 4 Green Team reporting mechanism and method

4.1 The Session 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.

4.2 The Session recalled that GREEN TEAM 2-2018 had agreed that reports should be submitted intersessionally once per year.

4.3 The Session took note that the Green Team reporting mechanism online survey was promoted through regular e-mail correspondence and social media.

4.4 The Session took note of the results of the Green Team Reporting Mechanism online survey received from 18 August 2023 to 23 April 2024. as contained in **document 4-1**.

4.5 The Session considered the input received to the online survey and recognized that due to the low number of responses, it is difficult to draw firm conclusions, but it was nevertheless noted that financing of green technologies and alternative fuels remains a highlighted challenge, and that bunkering infrastructure for alternative fuels was also seen by respondents as a particular issue to be addressed.

4.6 The Session noted that port reception facilities were also mentioned by some respondents to be an issue, and invited the HELCOM Cooperation Platform on Port Reception Facilities (CP PRF) to consider the matter in more detail at the next session.

4.7 The Session noted that IC MARITIME 2-2023 considered the possible need to revise the questions in the survey, taking into account the comments made by IC GREEN TEAM 2-2023 and proposals made by Poland intersessionally ([document 3-3](#)). IC MARITIME 2-2023 concluded that the questions are clear and currently there is no need to revise them, recommending, however, that new questions should be included to the survey in relation to green corridors and skilled manpower as a bottleneck for development and use of green technology and alternative fuels in shipping. IC MARITIME 2-2023 also recommended that future work within Green Team in relation to green corridors should avoid duplication with ongoing work on the matter e.g. within the EU (notably EUSBSR), but noting, however that including green corridors in the Green Team reporting mechanism survey is expected to provide useful information.

4.8 The Session noted that IC MARITIME 2-2023 invited Contracting Parties and observers to submit concrete proposals for these new questions to IC GREEN TEAM 3-2024 by the established submission deadline. In order to expediate incorporation of the new questions in the online survey, the Session mandated IC GREEN TEAM 3-2024 to finalize these new questions and to instruct the Secretariat to incorporate them in the online Survey, without seeking further approval by WG Maritime in 2024 ([Memo of IC MARITIME 2-2023](#), para. 3.7-3.11).

4.9 The Session took note, however, that no proposals for new questions to the online survey regarding skilled manpower and green corridors have been provided to the Session. The Session noted that green corridors were discussed at the EGSME Expert Seminar on 22 May 2024 and more extensively on the first EGSME Expert Group in Turku, Finland in October 2023. The Session also noted that Estonia will be taking over the Presidency of CBSS in July 2024 and that one of their priorities will be green corridors.

4.10 The Session noted a comment that green corridors are typically private initiatives between ports and shipowners. The Session also took note of the fact that a report is being developed by the Nordic Council of Ministers in relation to green corridors, including information on observed challenges as well as proposals for overcoming them. The Session therefore noted the view by ECSA that there is no need for new questions on green corridors in the Green Team reporting mechanism.

4.11 The Session recommended that the matter of possible new questions on green corridors and skilled manpower should be revisited at the next Session.

4.12 The Session discussed options for making sure that more responses are received for future reporting rounds, noting inter alia that it may be more effective that industry representatives such as ECSA or national shipowners' associations would collect such information from shipowners and other stakeholders themselves.

4.13 The Session recognized, nevertheless, that the Green Team reporting mechanism has been very useful to date, e.g. in identifying challenges that were subsequently developed into actions in the 2021 BSAP.

4.14 The Session invited Contracting Parties and observers to submit proposals to IC WG MARITIME 3-2024 regarding the continuation of the Green Team reporting mechanism, considering e.g. if less frequent reporting may be an option (e.g. every two years), whether its focus should be changed to address the implementation of relevant actions in the BSAP, as well as other proposals related to improving the reporting mechanism and online survey.

4.15 The Session noted that irrespective of the above conclusions, the current reporting mechanism online survey continues to be open for responses and invited Contracting Parties and observers to share the survey with relevant stakeholders, to encourage them to respond to the survey and also to inform the stakeholders about how the results of the survey are used in finding solutions to the challenges identified.

4.16 The Session 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.

4.17 The Session recalled considerations at IC GREEN TEAM 2-2023 that the European Commission was working on a study regarding financing opportunities related to green shipping ([Memo of IC GREEN TEAM 2-2023](#), para. 4.15).

4.18 The Session took note that there is no updated information on the matter and invited the EU to provide an update on the status of work to the next session.

Agenda Item 5 Economic incentives

5.1 The Session recalled BSAP actions S26 "*Work towards securing ship financing and innovation funding to support more sustainable shipping and to ensure maritime transport components in applicable funding mechanisms*" and 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*", which are of particular relevance for the Green Team.

5.2 The Session recalled that IC GREEN TEAM 2-2023 noted that the Swedish Maritime Administration was working on a report related to the implementation of HELCOM Recommendation 28E/13 on economic incentives ([Memo of IC GREEN TEAM 2-2023](#), para. 5.4). The Session took note that the Swedish Maritime Administration is still working on the draft report and that it is not known when it will be published.

5.3 The Session recalled 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. The Session took note that Finland published

such a report on [Economic incentives to promote environmentally friendly maritime transport in the Baltic Sea Region](#) already in 2020 and submitted it to GREEN TEAM 4-2020 ([document 4-1](#)). The Session also noted that the Finnish Government is considering updating a national resolution which may possibly include provisions related to economic incentives.

5.4 The Session recalled that GREEN TEAM 5-2021 took note of a study on economic incentives conducted by the Finnish Maritime Cluster, noting a proposal 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.) ([Outcome of GREEN TEAM 5-2021](#), para. 4.6-4.7). The Session recalled that GREEN TEAM 5-2021 supported the proposal in principle and welcomed the offer by Finland to look into the possibilities of financing such a study on compiling best practices.

5.5 The Session recalled that IC GREEN TEAM 2-2023 took note that Finland and the Finnish Maritime Cluster had not been able to initiate a study on this issue, inviting all Contracting Parties to submit information on economic incentives and best practices in place to the Secretariat by 31 October 2023 at the latest ([Memo of IC GREEN TEAM 2-2023](#), para. 5.9-5.10).

5.6 The Session took note that no information on national economic incentives and best practices in place has been provided.

5.7 The Session reiterated the invitation to all Contracting Parties to submit information on economic incentives and best practices in place to the Secretariat (marta.ruiz@helcom.fi) **by 31 October 2024** at the latest. The Session invited the Secretariat to compile the information received into a document to be submitted to the next Session for further consideration with a view to agreeing on a way forward on the matter.

5.8 The Session recalled discussions at GREEN TEAM 5-2021, IC GREEN TEAM 1-2022 and IC GREEN TEAM 2-2023 on the European Green Deal and the Fit for 55 Package and the adoption of the Alternative Fuels Infrastructure Regulation (AFIR), Emissions Trading Scheme (ETS) and FuelEU Maritime initiatives in relation to the Fit for 55 package ([Outcome of GREEN TEAM 5-2021](#), para. 4.13-4.15; [Memo of IC GREEN TEAM 1-2022](#), para. 2.12 and [Memo of IC GREEN TEAM 2-2023](#), para. 5.11), and recommended revisiting the matter at the next session of Green Team.

5.9 The Session recalled considerations at IC GREEN TEAM 1-2022 and IC GREEN TEAM 2-2023 on incentives (existing or under development) for ships with an operational carbon intensity rating A and B, in accordance with MARPOL Annex VI, Chapter 4, Regulation 28.10 ([Memo of IC GREEN TEAM 1-2022](#), para. 5.16-5.18 and [Memo of IC GREEN TEAM 2-2023](#), para. 5.12).

5.10 As no information was provided to the Session, the Session invited Contracting Parties and observers to provide information on such incentives to the next Session for consideration.

5.11 The Session took note of information provided by Germany related to continuous national funding opportunities inter alia on the following topics:

- environmentally friendly on-board and mobile shore-side power supply for sea-going and inland waterway vessels ([BordstromTech II](#)), which runs until the end of 2024;
- [sustainable modernization of coastal vessels](#); and
- promotion of research, development and innovation in the maritime industry ("[Maritime Research Program](#)") underway - all open-ended, including:
 - MARITIME.zeroGHG - Climate-neutral ship;
 - MARITIME.green - Maritime environmental protection;
 - MARITIME.smart - Maritime digitalization;
 - MARITIME.safe - Maritime safety; and
 - MARITIME.value - Maritime resources.

5.12 The Session discussed that it would be useful to also receive information about how these funding opportunities have contributed to the uptake of green technologies and alternative fuels.

Agenda Item 6 Information regarding relevant projects and funding mechanisms

- 6.1 The Session recalled that GREEN TEAM 4-2021 noted information provided by Finland regarding a project on the management of grey water and food waste in the Baltic Sea, conducted by the Baltic Sea Action Group (BSAG) and 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). In addition, the Session recalled that preliminary results from the project were submitted to MARITIME 21-2021 ([document 5-3](#) and [Outcome of MARITIME 21-2021](#), para. 5.14-5.16).
- 6.2 The Session took note that the final results of the project will be submitted by Finland to IC WG MARITIME 3-2024. The Session noted that the project supports BSAP actions S15, S16 and S18, and that follow up studies and research are already being conducted by Finland with completion expected in October 2024.
- 6.3 The Session took note of information by Finland regarding a project proposal “AquaLIFE actions for water” applying for funding through the LIFE programme.
- 6.4 The Session noted that Finland is preparing a prohibition of discharges of untreated grey waters in national waters, with entry into force expected in 2025.
- 6.5 The Session recalled that BSAG has received funding from NEFCO for a one-year project on MARPOL Annex V cargo residues and cargo hold washing waters, which is of high relevance for action S17 of the 2021 BSAP. In this context, it was noted that a project on the same topic was also conducted in Germany ([Memo of IC GREEN TEAM 1-2022](#), para. 6.1-6.5 and [Memo of IC GREEN TEAM 2-2023](#), para. 6.1-6.3).
- 6.6 The Session took note that IC MARITIME 3-2023 took note of information on the concluded German project ([document 7-4](#) and [Memo of IC MARITIME 2-2023](#), para. 7.7), and that the report was also presented at IC CP PRF 2-2024 ([Presentation 2](#)) where it was welcomed noting that the executive summary is available in English on the [BSH website](#).
- 6.7 The Session took note of information provided by ECSA on the innovation fund providing support for companies in relation to the EU hydrogen auction. ECSA reported that Germany has provided emissions trading scheme (ETS) revenue funding of 350M€ to German companies involved who applied but failed to get EU innovation funding despite meeting the qualification criteria. The Session noted that this could be an opportunity also for other Contracting Parties to support national companies.
- 6.8 The Session recalled that under the Finland’s Presidency in the Council of the Baltic Sea States (CBSS) an expert seminar on Green Corridors and food waste from cruise ships was held in Turku, Finland, on 12 October 2023.
- 6.9 The Session took note of the information on the 2nd EGSME expert seminar under the Finnish CBSS Presidency focusing on sustainable maritime fuels and the needed bunkering infrastructure in the Baltic Sea held on 22 May 2024 in Mariehamn, Finland.
- 6.10 The Session welcomed the cooperation between EGSME, Green Team and EUSBSR (PA Ship and PA Safe) as initiated by the 2nd EGSME expert seminar.
- 6.11 The Session took note that IC MARITIME 2-2023 considered a project proposal on quantification of regional depositions of nitrogen from ammonia-fuelled ships and a project proposal to facilitate evaluating the shipping sector’s contribution to the implementation of BSAP action E1 and whether the Nutrient Input Ceilings (NICs) for the shipping sector will be reached. The Session supported the proposals and proposed that the two projects be combined into one. Further, the Session recommended that the project should use scenarios developed by [DNV](#) in 2022 as the basis as they are also in line with IMO predictions ([Memo of IC MARITIME 2-2023](#), para. 5.3-5.9).
- 6.12 The Session took note that IC HOD 3-2023 considered and recommended for conditional approval the project proposal on quantification of regional depositions of nitrogen from ammonia-fuelled ships ([document 5-12](#)), contingent on the availability of resources to implement it ([Memo of IC HOD 3-2023](#), para. 5.24-5.25). The final project proposal on evaluating whether the shipping sector will fulfil nutrient reduction requirements in the Baltic Sea region was recommended for approval by IC HOD 4-2023 ([document](#)

[2-27](#) and [attachment](#)), ([Memo of IC HOD 4-2023](#), para. 2.64) and Contracting Parties were invited to consider national contributions to enable the project to be implemented.

6.13 The Session took note of information provided by NDTPPL on the project [Advancing Green Transition and Digitalization \(IBA 3\)](#) funded by the Finnish Ministry of Foreign Affairs.

Agenda Item 7 Any other business

7.1 The Session took note that the updated Green Team workplan 2024-2025, as approved by the WG Maritime through correspondence after IC MARITIME 3-2023, is available on the [HELCOM website](#).

7.2 The Session took note that information on the contacts of Green Team is available on the new Meeting Portal through this [link](#).

7.3 The Session took note of the [invitation](#) extended by NDTPPL to the 1st Nordic & Baltic Sea region Public-Private Platform on Triple (Digital, Green & Resilient) Transition in Logistics to take place on Tuesday 11 June 2024 in Helsinki and online.

Agenda Item 8 Next Session

8.1 The Session recommended that IC WG MARITIME 3-2024 should agree on the host, date and venue of the HELCOM MARITIME Sub-group on Green Technology and Alternative Fuels for Shipping, taking into consideration the discussion on the revision of the Terms of Reference of Green Team expected at that session.

8.2 Being concerned with the low number of participants and lack of industry representatives, the Session invited the Secretariat to include a request in the invitation to future sessions, for Contracting Parties and observers to forward the invitation to relevant stakeholders who are not contacts of the Green Team, indicating that if they wish to register, they should contact the HELCOM Secretariat directly.

Agenda Item 9 Memo of the Session

8.1 The Session approved the draft Memo of IC GREEN TEAM 3-2024 through correspondence.

Annex 1 List of participants

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