Terms of Reference for the subgroup GREEN TEAM under the HELCOME MARITIME Working Group – adopted by HELCOM 38-2017

1. BACKGROUND

1.1 Year 2014

In early 2014 the Roadmap for Green Technology and Alternative Fuels for Shipping was established by, among others, HELCOM, Council of the Baltic Sea States (CBSS), Baltic Development Forum (BDF) and NDPTL with the aim to;

- "Network of Platform Actors" will be created using existing networks and project organizations under the leadership of HELCOM and the Zero Vision Tool (ZVT*) and a List of National Focal points (amongst the administrations and the industry stakeholders) will be compiled.
- A joint information sharing portal will also be developed based on experience and use of existing portals with the assistance of the Baltic Development Forum and the ZVT.

To take the road-map further HELCOM MARITIME 14 established a new sub-group (later named GREEN TEAM) under the MARITIME Working Group to promote public and private co-operation at national and Baltic Sea levels to enhance development and uptake of green technology and alternative fuels in shipping. Terms of Reference was drafted.

1.2 Year 2015

HELCOM MARITIME 15 instructed the GREEN TEAM to further develop public–private co-operation with inspiration from processes and methods used in the region, such as the ZVT methodology (www.zerovisiontool.com), where deployment in the Baltic Sea is looked into in the respect of Vessel technology, Infrastructure, Finance, R&D and Regulations. This in order to secure structured and transparent collaboration in the field of green technology and alternative fuels for shipping.

The GREEN TEAM chairmanship was decided to be shared between Finland and Sweden. The aim of the joint action by the administrations and the private sector stakeholders was, and is, to promote an early introduction and use of new technological solutions and alternative fuels for ships. A questionnaire to support the future work was carried out in 2015 and the outcome was presented in the HELCOM MARITIME 15 meeting. The Meeting agreed that the Terms of Reference of the GREEN TEAM should be interpreted so that also other interested industry and NGO actors, which are not official HELCOM observers, can be members of the sub-group, as public-private partnerships are central for the tasks of the GREEN TEAM. The Meeting also invited the Contracting Parties and industry stakeholders/NGOs to nominate focal point(s) to the GREEN TEAM.

1.3 Year 2016

HELCOM MARITIME 16 agreed to the proposal by Finland that based on identified bottlenecks the industry stakeholders and ZVT should draft a workplan for the HELCOM sub-group under the MARITIME Working Group to enhance the cooperation between the public and private stakeholders in the framework of the Green Technology and Alternative Fuels Platform for Shipping and to circulate the draft work plan among the HELCOM MARITIME contacts and observers for approval by the end of the year 2016.

2. TERMS OF REFERENCE for the HELCOM sub-group of Green Technology and Alternative Fuels for Shipping

1. Promote public and private partnership at national and Baltic Sea levels, such as the activities of the St. Petersburg Initiative, for enhancing development and uptake of green technology and alternative fuels in shipping;
2. Further develop public–private co-operation with inspiration from the roadmap developed at the Viking Grace Conference in January 2014 using it as a tool for a structured dialogue;
3. Facilitate knowledge and information sharing among the Contracting Parties, Observer Organizations and other actors regarding green technology and alternative fuels;
4. Draw inspiration from the Zero Vision Tool methodology in order to secure structured and transparent collaboration in the field of green technology and alternative fuels for shipping;
5. Discuss the need for regulatory additions or amendments or other actions needed within the mandate of HELCOM MARITIME and in line with IMO;
6. Consider and, when possible, develop incentives for the developments of green technology and alternative fuels, i.e. green shipping index, if there is a clear case where existing regional initiatives are inadequate;
7. Coordinate the sub-group's activities with other regional organizations and platforms in the framework of green technology and alternative fuels to enhance coherence and synergy building;
8. Discuss technical issues on availability of technology to meet the NOx TIER III requirements;
9. In carrying out tasks 1 and 8, arrange seminars and other relevant events.

2.1 Society Focus Need

HELCOM Baltic Sea Action Plan (BSAP) is an ambitious program to restore the good ecological status of the Baltic marine environment by 2021. One of the main goals is to enhance environmentally friendly maritime activities. One way forward to achieve the goal is to use green technologies and alternative fuels to minimize air and other pollution from ships. Failure to reach the objectives for maritime activities will impair the achievement of a healthy Baltic Sea unaffected by eutrophication, with its life undisturbed by hazardous substances and with favorable status of biodiversity.

HELCOM Ministerial Declaration from 2013 emphasized the need to work jointly in co-operation with other regional governmental and non-governmental organizations, the industry and research community, to further promote development and enhanced use of green technologies and alternative fuels, including LNG, methanol as well as other propulsion technologies, in order to reduce harmful exhaust gas emissions and greenhouse gases from ships, Further on the Baltic Sea states agreed to work towards the creation of a joint "Green Technology and Alternative Fuels Platform for Shipping" together with other regional actors in the Baltic Sea.
The economic growth goals and environmental responsibility is also a high-priority issue in the work of the Council of the Baltic Sea States (CBSS) and the St Petersburg Initiative. It is important to continue sustainable development of the region and public-private cooperation.

For the EU member states the strategy of the BSR region (Vision 2030) and the EU Transport Strategy 2050 show the need to speed up the process to reach the aim where more use of sea transport is defined. In the latter a 50% shift is defined of medium distance intercity passenger and freight journeys from road to rail and waterborne transport by 2050.

The society need also includes a process which should entail a creation of more job opportunities to keep, and enhance, competitiveness.

2.2 Industry & University Focus Need

In the HELCOM 2015 questionnaire responses as well as from the industry & university reporting from the projects using the ZVT method, we learn that the task 4-6 of the Terms of Reference are to be prioritized; to enhance a structured transparent cross-border collaboration, discuss regulatory additions or amendments, and coordinate/enhance an agreed index. This has its basis in mainly two things;

1. the Baltic Sea region itself could be seen as a Pilot area to restore its good ecological status with the international regulations (Special Area under MARPOL Annex I, IV, V and VI (SECA)), later also a NECA (Nitrogen Emission Control Area), which means that the industry investments, and studies, are at many times proceeding, going beyond, international initiatives. The area has world-first initiatives such as ferry run on LNG, LNG ship-to-ship bunkering in city area, ferry run on Methanol, cold iron investments in port and onboard, LNG infrastructure investments and more.
2. being located in this Pilot area, industry has taken the first necessary steps including creating Pioneering Practice (technology infrastructure and regulatory wise), and the need to enable a tipping point to reach a new normal where green investments are the choice for both good environment and profitable business, are next on the agenda.

To take the next step, the forerunners' higher risk when going through a process of change, has to be shared. One way of doing that is to measure benefits to society when choosing green to find a denominator that focus on the initiative and lesser on which company that is investing. To be able to do this, the University need to align measurement models, both available and those which have to be established, that are linking resources from Financial Instrument (FI) availability and its pricing, together with reductions of fees/dues to actual external benefit (to the climate, environment, sea and society), have to be supported.