



Clean Baltic Sea Shipping


October 2010 - September 2013

”CLEAN SHIP”





www.portoftrellborg.se



The gateway between Scandinavia and Continental Europe

”Building of new break waters”



www.portoftrellborg.se

"Dredging of fairway and port"



"Sjöstaden"



Scenario 2015

New rules

- 0,1% sulphur in fuel – (IMO Marpol)
- 20% CO₂- reduction for shipping – (EU)

Effects

- Drastic price increases for fuel predictable
- Closing of ferry lines or reduction of frequencies
- Transports may be re-routed to other means of transport or to land corridors



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Clean Baltic Sea Shipping a flagship project for the EU Baltic Sea Strategy

Objectives

- Eutrophication of the Baltic Sea by phosphorus and nitrogen is regarded the most severe threat to the Baltic Sea.

Goal

- Reduce ship borne air pollution in the Baltic Sea in general and in the port cities of the Baltic Sea Region in particular.
- Result in solutions which will be possible to apply directly in order to obtain less polluting shipping.



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Strategies and supporting studies

1. Baseline calculation for emissions in partner ports.
2. A study regarding the demand for environmentally related infrastructure in ports.
3. A study on the availability of electricity and gas/LNG,
4. A study regarding developments in the bunker, electricity, gas and LNG markets.
5. Analysis of existing economic instruments like environmentally differentiated port dues.



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Harmonisation and Standardisation

Environmentally related infrastructure as;

1. Shore side electricity
2. Supply of LNG and Natural gas
3. Reception facilities for waste water



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Project Partners

Formal Partners

- 1 Port of Trelleborg
- 2 City of Trelleborg
- 3 Port of Stockholm
- 4 Port of Helsinki
- 5 Port of Turku
- 6 Norwegian Shipowners
- 7 Port of Tallinn
- 8 Port of Kalundborg
- 9 Baltic Energy Forum
- 10 City of Hamburg (BSU)
- 11 Port of Rostock
- 12 Stadtwerke Lübeck
- 13 Baltic Sea Forum
- 14 Region Skaane
- 15 Latvian Maritime Administration
- 16 Environmental Development Association (EDA)
- 17 Port of Klaipeda
- 18 University of Klaipeda
- 19 Klaipeda Science and Technology Park
- 20 Maritime Institute of Gdansk
- 21 Port of Oslo

Associated Partners

- 1 BSSSC
- 2 Swedish Maritime Administration
- 3 BMVBS
- 4 Staatskanzlei
- 5 Germanischer Lloyd
- 6 Rosmoport
- 7 Vestfold County
- 8 Nexö
- 9 Martimt Forum
- 10 EON Sweden
- 11 Exmar
- 12 Nordic LNG
- 13 Scandlines AB
- 14 Baltic Ports Organisation (BPO)
- 15 Verband Deutscher Reeder
- 16 TT Line
- 17 Port of Gdansk
- 18 City of Swinoujscie
- 19 World Future Council

Supporting Organisations/Partners

- 1 Danish Maritime Authority (DMA)
- 2 Helcom
- 3 CBSS EGMP Minutes
- 4 Bundesamt für Seeschifffahrt und Hydrografie (BSH)
- 5 Stadt Lübeck
- 6 Okeanos
- 7 Ministry of Latvia
- 8 SIDA
- 9 AIDA Cruises
- 10 City of Gdansk
- 11 Ministry of Infrastructure, Poland



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Workpackages

WP 1 Management

WP 2 Communication

WP 3
Analyses, e.g. demand
for new infrastructure

WP 4
Develop scenarios &
general designs

WP 5
Pilot applications

WP 6
Strategy and
recommendations

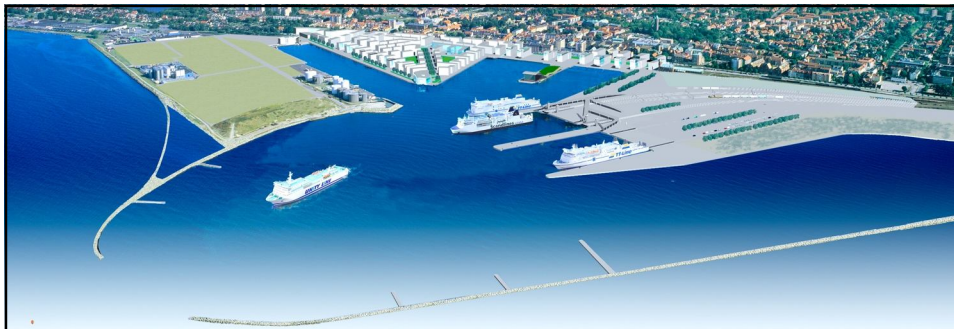


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Pilot Projects

1. How Bio-LNG logistics can be organised from a biogas plant to ships at the berths. (Port of Trelleborg)
2. How local small scale LNG logistics to ships can be derived from a large LNG import terminal. (Port of Klaipeda)
3. Develop the idea to supply ships during stay in port with natural gas from the local gas grid. (AIDA cruises)
4. Develop a National Clean Shipping Strategy as an input to the general strategy for the Baltic Sea. The National Maritime Administration of Latvia
5. Develop an Environmental Port Index. (Ports of Stockholm, Helsinki and Turku)
6. Develop Shore side electricity for large size ferries. (Port of Oslo in cooperation with Color Line)



Thanks for your attention

