

NEWSLETTER 2013-09-04

Written after THE FINAL CLEANSHIP CONFERENCE ON SEPTEMBER 03-04 2013

Dear Project Partners and Visitors on our web page,

After 3.5 years striving and an intensive work together in our working groups in CLEANSHIP, we, the partners, have now finally during a two day Final CLEANSHIP Conference submitted and in detail gone through all our relevant analyses, presented our pilot projects and our suggested and achieved technical solutions, and in written and in verbal form presented our final BALTIC SEA CLEAN SHIPPING report. The report has the aim of giving all participants, readers and followers of our project, all supporting political organisations, all authorities and all government representatives concerned, a comprehensive and detailed Position of how far we have come in making shipping cleaner. It also includes a list of Recommendations from the partners, concerning how a future full scale implementation of the hitherto joint voluntary efforts as forerunners in clean shipping by concerned Authorities have to be followed up and implemented by these authority representatives.

If a true paradigm shift, where a more sustainable shipping, with clean ships, ports, and societies which do not pollute our coastal waters but instead manage to create a balanced nutrient flow between land and sea shall become a reality in our time, it is now time for all followers to carry on and to shift from being spectators and visionary to full scale actors.

We, the voluntary forerunners from the shipping branch and project partners in CLEANSHIP now have high expectations on our followers in shipping during the next 5-10 years and demand full scale actions in this direction from both HELCOM, standing political committees and environmental sustainability representatives from the EU-Commission, the EU Ministerial Council and the sustainability planning representatives from the EU Parliament. Only then will our vulnerable Baltic Sea be able to upkeep and preserve its marine life and a full diversity in the future of our marine species.

It is expected that our CLEANSHIP report, our recommendations and our concerns will be respected, and our results become utilized by and spread to all stakeholders, and also spread to and conducted by our citizen in all our Baltic Sea Nations.

All our concerns, results and recommendations are presented in all details on our web page www.clean-baltic-sea-shipping.eu.

Our web page will continue to be exposed on the web during 5 years ahead.

On September 09-11, the final seminar by our Sister Project BSR InnoShip in our Priority area Clean Shipping was held. Below follows a report from their seminar.

With Kind Regards
Sten Björk
Project Manager
CLEANSHIP

The two Project Leaders, Sten Björk in CLEANSHIP and Tapani Stipa in BSR InnoShip, participated in both projects' final seminars. Full information about all results, presentations and recommendations to the readers are found on respective project's web page.

The BSR InnoShip September 09 agenda was mainly a technical final seminar and September 10 was more oriented towards political seminar participants.

Mr Esa Kokkonen, director of The Baltic Institute of Finland, opened the BSR InnoShip Seminar on September 09.

Information about low-emission shipping and impact of classification societies was thereafter presented by the Polish partners Beata Madejska and Krzysztof Kolwzan.

Jukka-Pecka Jalkanen informed about ship exhaust emission measurements.

Jan Eiof Jonson from the Norwegian Meteorological Institute informed about the emission effects on regional air quality and their impact on life expectancy.

Maija Lappi from the VTT Research Centre in Finland updated us on reduction technologies standpoint today.

Tadeusz Borkowski from the Marine University in Szczecin informed us about slow steaming solutions.

Johan Mellqvist from Chalmers Technical University in Sweden made an information about how it is possible to measure compliance of air reduction requirements through optical methods and by low flying airplanes and helicopters.

Juha Kalli at the Finnish Centre for Maritime studies updated us on the economy of different clean shipping aspects.

Dmitry Frank–Kamenetsky from the Committee for Nature use in St Petersburg told us about the outcomes of cooperation between BSR Innoship and the City of St Petersburg.

Karl-Heinz Breitzmann from the University of Rostock gave us a detailed update on the impact of competitive logistics costs.

Holger Kramer from the Maritime Institute for Shipping Economics and Logistics made a presentation of incentives for clean shipping.

Sten Björk updated the participants about the principal outcomes and recommendations from the CLEANSHIP project and handed over the Project Reports and Stick Memories with all data to all participants.

On September 10, chairman of the Baltic Sea Forum Kurt Bodewig updated the participants about the Baltic Sea CLEAN SHIPPING MARITIME AWARD Applicants, about the jury decisions and about the respective award winners.

Information about Green Ship of the Future was made by the Danish coordinator Magnus Gary.

Tiina Haapasalo from Confederation of Finnish Industries updated us on the Finnish maritime Industry's survival striving and assistance from the Finnish government.

Marianne Huusko-Lamponen gave us a picture on how the EU Commission is doing preparations for meetings of the EU Council of Ministers.

Sami Kouvonen informed us about concept designs at the Turku Shipyard.

Kasper Moos from DFDS informed us about his problem solutions in terms of scrubbers for installations on 12 of the company's ships 2013-2014.

Markku Mylly from EMSA updated us on how EMSA follows and produces guidelines for the EU developments of regulations in shipping.

Janeta Toma from the EU Commission DG Mobility and Transport updated us on how the Commission develops its strategy for cleaner shipping.

Bjarke Wiehe Bøtcher gave us his opinions as coordinator of the two sister projects, and made a review of the outcomes and expressed the need for further implementation steps in clean shipping after these two projects ending.

Finally, the audience addressed the speakers and the project leaders and thanked them from all participants for a very comprehensive and forward sighting work during the 3.5 years project period.