**EUTROPHICATION** is regarded as the most severe threat to the Baltic Sea. Shipping contributes through nitrogen air emissions, sewage and waste pollution.

**The overall goals of the Clean Baltic Sea Shipping project** are to reduce ship borne air pollution in the Baltic Sea in general and in ports and port cities of the Baltic Sea Region in particular. The project will result in solutions which will be possible to apply directly in order to obtain less polluting shipping in the vulnerable, and today so exposed, Baltic Sea.

**OBJECTIVES**

- reduce ship borne air pollution at sea, in ports and in cities
- reduce nutrient inputs to the sea
- create a strategy for differentiated port dues
- create pilot projects in full scale as best practice examples
- create an interrelation concerning the goals between all stakeholders

**FOCUS CONCEPTS**

- Joint standard for onshore power supply (OPS)
- Port reception of sewage water from ships
- Joint implementation of market based instruments
- Joint standard for liquefied natural gas (LNG) supply

[www.clean-baltic-sea-shipping.eu](http://www.clean-baltic-sea-shipping.eu)
PILOT PROJECTS & WORKGROUPS

To provide best practice examples the project entails five pilots. Moreover, because a joint clean shipping strategy requires intensive interrelation between partners, the partners will discuss issues of joint concern in four workgroups (WG).

PILOTS
1. Elaboration of how natural/biogas logistics can be organised from a biogas plant to a port.
2. Elaboration of how small scale LNG logistics to ships can be derived from a large LNG import terminal.
3. LNG supply solutions for large cruise ships and ferries.
4. Development of an Environmental Port Index.
5. Elaboration of how OPS for large sized ferries could be established.

WORKGROUPS
In WG 1 a joint strategy on differentiated port dues and other economic instruments will be developed.

WG 2 and 3 will deal with all aspects of clean shipping in different shipping sectors, that is:

- **WG 2** – irregular traffic, mainly cruisers
- **WG 3** – regular traffic, mainly ferries.

WG 4 will investigate possible logistic routes to deliver LNG fuel to Baltic Sea Ports.

CLEAN BALTIC SEA SHIPPING has during September 18-19 2012 held its Midterm Conference in Riga. One of the aims of the conference was to demonstrate all our newly found solutions, developed in our Pilot projects and revealed in our analyses by the project partners. Another aim of the conference was to execute a dialogue with stakeholders in the shipping branch concerning problems still to be solved, in order to enable the project partners to create a truly clean shipping. **Presentations are available on the project website.**

We have demonstrated that technical solutions can be made available for all Baltic Sea Ports to serve the ships with port shoreside electricity and sewage reception facilities. We have also found it of utmost importance, to, between ports and ship owners, try to reach harmonized port fee principles, so that it will become more cost effective to enter the ports with clean ships, than to carry on using ships releasing more SOx, NOx gases and carbon particles.

At the end of the project, in September 2013, we will issue a final conference where we will release the Project’s official strategic document, which shall become an effective tool for making all shipping as clean as possible in the Baltic Sea through its acting Shipping Branch Organisations.

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At the core of CLEANSHIP are the joint elaboration of a clean shipping strategy, preparation of pilot activities including supporting analyses, and the harmonisation and standardisation of environmentally related infrastructure

IMPORTANT DATES
Joint Conference with BSR InnoShip and Clean North Sea Shipping, Copenhagen, Feb 2013

Clean Shipping Seminar for Russian partners II
Kaliningrad, March 2013

Clean Baltic Sea Shipping Final Conference
Trelleborg, Sept 2013

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