

ZVT IDEATION AND DEVELOPMENT: From needs to action

DEVELOPMENT	REALITY CHECK	RESULT/ACTION
<p>Baltic Sea Action Plan (BSAP) → Economic incentives are needed to motivate shipping sector to reduce health and environmental risks</p> <p>EU Strategy for the Baltic Sea Region (EUSBR) → Aims to reduce maritime transport impact on environment</p> <p>EU Strategy for the Baltic Sea Region (EUSBR) → Aims to reduce maritime transport impact on environment</p>	<p>European Maritime Policy (EMP) until 2018 → long-term anti-waste, +emission objective formulated</p> <p>EU Strategy for the Baltic Sea Region (EUSBR) → Aims to reduce maritime transport impact on environment</p> <p>1) Increase economic growth</p> <p>2) Increase welfare</p> <p>3) Increase transport by sea</p> <p>4) Reduce negative environmental impact, accidents and energy consumption</p>	<p>Baltic Sea Position → Customers and more stakeholders in co-operation provides a proof of concept stakeholder approach, crucial</p> <p>ZERO VISION TOOL → Idea for a new method first formulated</p> <p>The First Joint Industry Groups start active working. Focus is set on Vessel, Infrastructure, Regulations, Finance, Research & Development and, not least, Dissemination/Training knowledge</p> <p>ZVT presented to HELCOM Maritime → Method well received by the Member States</p>
<p>BSAP → Economic incentives are needed to motivate shipping sector to reduce health and environmental risks</p> <p>EU Strategy for the Baltic Sea Region (EUSBR) → Aims to reduce maritime transport impact on environment</p>	<p>1) Studies show → MARPOL Annex VI would cause a modal backshift</p> <p>2) Further impact assessments show → MARPOL Annex VI decision with stricter regulations in the Northern Europe 2015, while the rest of Europe in 2020, would cause a modal backshift</p>	<p>1) Dispose the Baltic Sea Position, new investments are not generated → Need to engage customers in co-operation</p> <p>2) ZVT process comes to its full potential → Joint Industry Project and Joint University define challenges that can only be solved through the new method</p> <p>3) Road-Gul-Grön (RGG, red/yellow/green, 'traffic light') method → Challenges are identified and tracked → Ensuring that a project concern is being brought forward, and not a concern of a singular stakeholder</p> <p>4) European Sustainable Shipping Forum established → Aim to handle maritime issues regarding new technology and new regulations</p>
<p>Swedish Shipowners' Association (SSA) → Committed to the EMP objectives → Becomes the first association in Europe to commit to the EU zero-emission</p> <p>SSA and Ports of Sweden (PöS) → Become first shipping sector associations to commit to a macro-regional strategy in Europe</p> <p>Industry Group: 50 North European industry stakeholders gather under leadership of SSA, Finnish Shipowners' Association, Associations for Swedish, Finnish and Lithuanian Enterprises for raising awareness on the SOL study results, ask for more time to implement and suggest a solution further</p> <p>Baltic Sea Position: First attempts to gather such stakeholders as ports and shipowners and launch a common way forward → www.balticseaposition.eu</p>	<p>1) The solution ZVT → a platform for developing, testing and assessing regulations and targets as well as running business in respect to the environmental, social and competitiveness needs</p> <p>2) Reference group (ZVTRF) is established → Quarterly meetings are planned</p> <p>3) IP Make A Difference receives EU TEN-T co-funding → To identify hindrances for land and sea when implementing LNG as marine fuel and to build and operate a dual fuel vessel</p> <p>4) Pilot LNG: Pilot Methanol and Pilot Scrubber receive co-funding via TEN-T Motorways of the Sea → Start LNG infrastructure with terminal, newbuilding/reetrofit LNG vessels and bunker vessel</p> <p>5) Pilot Methanol vessel, installation of unique (lightweight) scrubber solutions</p>	<p>1) Roadmap for Green Technology and Alternative Fuels to Support the Baltic Sea Area → ZVT announced to represent the industry</p> <p>2) European Sustainable Shipping Forum sub-groups → EUSBR, Innovation and Finance → ZVT projects are needed to share resources learned</p> <p>3) HELCOM Maritime sub-group → Based in the lead-up, the ZVT method is referred to in the decision text</p> <p>4) Motorways of the Sea Conference → Arranged by ZVT on behalf of the European Commission → All the IP/JP/UPs working according to ZVT are presented</p> <p>5) Baltic 50 Union receive co-funding via TEN-T Motorways of the Sea → Newbuilding LNG vessels</p>
<p>2007-2008</p>	<p>2009</p>	<p>2011</p>
<p>2012</p>	<p>2013</p>	<p>2014</p>
<p>2015</p>	<p>2016</p>	<p>2016</p>

Politik, Finansiering och Näringsliv

Dag Måndag 4 juli, 2016

Tid 11.00 – 12.00

Var Almedalen, Europahusets Paviljong, Strandvägen, Visby

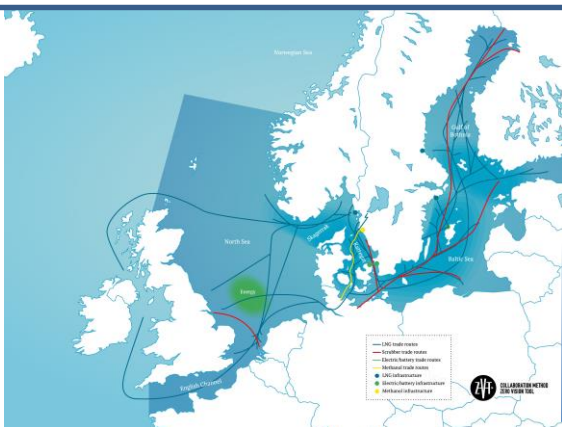
Vi är glada att kunna invitera er till EUs Paviljong i Almedalen där följande deltagare står på scenen;

- Erik Bromander Statssekreterare infrastrukturminister Anna Johansson,
- Brian Simpson EU:s samordnare Motorways of the Sea,
- Ragnar Johansson Ordförande Svensk Sjöfart och VD SOL,
- Magnus Kårestedt VD Göteborgs Hamn,
- Carl Carlsson VD Zero Vision Tool,
- Jakob Lagerkrantz, Moderator.

Inledningsvis kommer Erik Bromander och Brian Simpson att hålla varsitt anförande. Därefter kommer vår moderator att ställa öppna frågor till samtliga deltagare främst kring vikten, och typen, av finansiellt stöd genom den förändringsprocess som sjöfarten nu befinner sig i. Då ZVT metoden bl.a. innebär kvartalsrapportering från alla de industriprojekt som arbetar med olika lösningar för en säkrare och mer klimat- miljö- och energieffektiv sjötransport, så kommer vi också vid detta tillfälle göra en röd/gul/grön sammanställning där vi lyfter;

- allt som faktiskt redan görs och planeras göras från respektive part (grön),
- om något behöver fortsatt diskussion (gul),
- om fler/andra parter krävs för att ta sig vidare (röd).

Hjärtligt välkommen



COLLABORATION METHOD ZERO VISION TOOL

Vid frågor eller funderingar kontakta gärna Helén Jansson, ZVT, på telefon 070 777 43 44

<p>IP 4 - 7 METHANOL To prove and showcase that methanol is an innovative, safe and sustainable fuel by converting an existing no-gas ferry to run on methanol.</p>	<p>IP LNG SEA RIVER Design and build a small bulk/dry cargo vessel with LNG as fuel without using cargo-carrying capacity.</p>
<p>IP FLEXI Designing and building of a bunker tanker that will support the distribution of LNG for gas-fueled ships.</p>	<p>IP SCANBUNK Developed a hub for LNG bunkering in Scandinavia with a storage capacity of 30,000 m³.</p>
<p>IP LNG SOLUTION Introduce a new two-stroke gas engine that operates at low pressure and ordering of 2+2 new tanker vessels.</p>	<p>IP SIC Investigating options and functions for using scrubbers as a DCA compliant solution for existing vessels.</p>
<p>IP LNG CONY Converting an existing vessel to LNG and the closely following different stages from technology implementation at the yard.</p>	<p>IP MAKE A DIFFERENCE Identify, minimize, and if possible eliminate, some of the thresholds when it comes to building and operating a dual fuel vessel, with LNG in focus and integrate with port.</p>

