

# Strengthened cooperation on green shipping corridors in the Baltic Sea

Green shipping corridors have been identified as an important tool in the transition toward more sustainable transport. The project Baltic Sea Green Shipping Corridors (BalticSea-GSC) aims to strengthen cooperation on their development in our region. The focus is on assessing needs, broadening partnerships, engaging stakeholders, and developing concepts for future transnational collaboration in this area.



Photo: Wasaline

**T**he project is based on the concept of green shipping corridors – zero-emission shipping routes between two or more ports. By bringing together actors from across the region, BalticSea-GSC seeks to reinforce cross-border collaboration and support the continued development of these corridors. The project builds on existing collaborations that support Nordic and Baltic ports in their transition to renewable energy and reduced maritime emissions. It also advances ongoing work on Nordic green shipping corridors by adding a clear Baltic Sea perspective.

The BalticSea-GSC project, funded (SEK500,000) by the Swedish Institute and to last between 2025 and 2026, is led by the IVL Swedish Environmental Research Institute, with the Baltic Ports Organization and the Port of Klaipėda

as project partners. The project reference group comprises the Swedish Transport Administration, EUSBSR PA Ship/Finnish Transport and Communication Agency, and the Climate Ministry of Estonia. By involving organizations with practical experience of the challenges linked to establishing green shipping corridors, the project creates a solid foundation for further collaboration. This strengthens the conditions for developing joint concepts for future EU-funded initiatives.

## Addressing the challenges

Green shipping corridors have emerged as part of global efforts to speed up the shift toward zero-emission maritime transport. Under the Clydebank Declaration (signed at the 2021 United Nations Climate Change Conference, COP26, in Glasgow), five countries in the

Baltic Sea region (Denmark, Germany, Finland, Lithuania, and Sweden) together with Norway have committed to promoting the development of such corridors, demonstrating strong, pan-regional political support.

Despite this, several challenges remain, including: low demand, partly due to high costs for zero-emission fuels and vessels; limited renewable fuel availability and bunkering infrastructure; lack of operational experience with some renewable fuel and technology options; complex multi-actor, multi-country coordination requirements; and insufficient policy instruments tailored to green shipping corridor development. BalticSea-GSC addresses some of these challenges by identifying the practical needs of stakeholders, strengthening cross-border collaboration, and developing concepts that can inform future initiatives in this field. ■