Minutes
7th Plenary Meeting of the European Sustainable Shipping Forum
Brussels, 24th January 2017

1. Approval of the agenda and of the minutes of previous meeting

1.1. Minutes of the previous meeting were adopted with 1 amendment from Finland (point 3.1 Establishing of a new Sub-group on Air Emissions from Ships – regarding the idea of establishing a new sub-group on reducing GHG emissions from shipping due to the importance of the subject and the need for continued dialogue between all the stakeholders).

1.2. The Commission received the following suggestions to be included in the Agenda for the meeting:
   a) from SPC Spain for 2 AOB points:
      • to discuss toll for LNG as fuel for ships.
      • problems that the Spanish LNG suppliers have with the LNG Bunker Delivery Note
      Chairman decided that these issues to be of rather technical nature and should be dealt by the LNG Sub-group.
   b) from the Methanol Institute to establish a new sub-group on alternative fuels.
      Chairman decided that this proposal will be presented and discussed under agenda item 12 'Strategic discussion'.

   The Agenda was adopted, taking into account the abovementioned suggestions.

2. Nature of the meeting

2.1. It was the first meeting after the decision to extend the duration of the ESSF (Commission Decision C(2015)9741, amending the Decision C(2013)5984 on setting up the group of experts on maritime transport sustainability – the ESSF of 6/01/2016) and the appointment of the new members.

2.2. The meeting was non-public (only for invited members, Commission Services, and EU institutions).

3. List of points discussed

3.1. Update about the state of play regarding the sub-group ‘Air Emissions from Ships’;
3.2. Update about progress of work in the sub-groups on Shipping MRV 'Monitoring' and Shipping MRV 'Verification and Accreditation';
3.3. Final report from the sub-group on Financing;
3.4. Presentation and stakeholder's consultation of the Motorways of the Sea – Detailed Implementation Plan;
3.5. Work packages for the Sub-group on Competitiveness;
3.6. Update about progress of work in the sub-group 'Liquefied Natural Gas as Marine Fuel';
3.7. Presentation of the results of the EMSA Study on the Use of Fuel Cells in Shipping;
3.8. Update about progress of work in the sub-group on 'Exhaust Gas Cleaning Systems';
3.9. Update about progress of work in the sub-group on 'Port Reception Facilities';
3.10. Strategic discussion on sustainable EU maritime transport;
3.11. Presentation of the CEF project 'CompMon - Compliance monitoring pilot for MARPOL Annex VI'.

Summary of discussions on each of the agenda items is presented below:

Ad 3.1 Update about the state of play regarding the sub-group ‘Air Emissions from Ships’

The Commission (DG ENV) provided information about the state of play:
- Terms of Reference for the Sub-group were adopted in 2016;
- call for applications has been opened between 23 December 2016 and 23 January 2017;
- Selection procedure will start in February;
- Once the selection procedure is accomplished, a date of the first meeting will be communicated to the group and to the Plenary ESSF members.

The ESSF Plenary members underlined that the new sub-group should give priority to preparations for introduction of the 0.50% global sulphur cap.

Additionally, ESSF Plenary members from the industry requested that the Sub-group should address the legal framework for washwater discharges from Exhaust Gas Cleaning Systems, in order to clarify the issue of acceptability of EGCS washwater discharges. The Commission reminded that Commission's position has been already presented to the Plenary in January 2016 (document 6c - Commission's views on the discharge of scrubber wash water and the updated table summarising the position of Member States on the acceptability of discharges of scrubber wash water). Nevertheless, Chairman decided that this issue should be brought back to attention both the new sub-group on ‘Air Emissions from Ships’ and/or the Sulphur Committee, and report to one of the future Plenary meetings of the ESSF.

Ad 3.2. Shipping MRV - 'Monitoring' and Shipping MRV – 'Verification and Accreditation'

The Commission (DG CLIMA) informed that there was only 1 meeting in the time between 6th Plenary meeting in June 2016 and the 7th Plenary meeting in January 2017, and that in the meantime legal framework for MRV regulation has been completed with the adoption of the delegated and implementing acts.

As regards future work – DG CLIMA informed that both MRV sub-groups will continue their activities until June 2017 with a focus on developing guidance on various aspects of the MRV system implementation.¹

The final reports will be delivered to the ESSF Plenary in June 2017²

¹ Complete set of guidance is available here: [https://ec.europa.eu/clima/events/articles/0108_en#monitoring](https://ec.europa.eu/clima/events/articles/0108_en#monitoring)
² Due to change of the meeting date for the 8th ESSF Plenary session both final reports of the Shipping MRV sub-groups (MRV Monitoring and MRV Verification & Accreditation) including the recommendations for best practice/guidance, have been sent to the Plenary members for consultation by written procedure. The reports and substance of guidance best practices documents were unanimously endorsed by the representatives of the ESSF Plenary by written procedure finalised on 30th of June 2017.
The Plenary ESSF welcomed the results of the work of the MRV sub-groups and planned actions towards development of a set of non-binding best practice guidance. They also underlined the importance of harmonisation between IMO and EU rules.

Ad 3.3. Final report from the sub-group on Financing Aspects;

The Final Report from the Sub-group on Financing Aspects was approved by the Plenary already in December 2014. However, since the Plenary recommended the Sub-group to continue its activities beyond this period, a relevant update to the Final Report was submitted to the Plenary meeting of January 2017. This version reported in principle the results of the work on two principal tasks assigned to the Sub-group, namely the development of a concept of a market based instrument improving access to financing for the maritime sector, and a vade-mecum for a better utilisation of EU instruments. As regards the green shipping instrument, its elaborated concept was presented to the ESSF Plenary in June 2015, where it was officially endorsed. In order to ensure adequate follow-up to the further developments, the Plenary was kept informed on the subsequent progress with the technical design of the scheme, and its implementation in the context of the Connecting Europe Facility and European Fund for Strategic Investments. The other task attributed to the Sub-group on Financing, namely the vade-mecum for a better utilisation of EU instruments was also officially submitted to the ESSF Plenary and endorsed at its meeting in June 2016. In view of these developments, the mandate of the Sub-group on Financing was considered fulfilled. Additionally, due to the strong correlation with the mandate of the Sub-group on Competitiveness, it was agreed that the latter would deal with outstanding issues, and ad-hoc tasks, which otherwise would have fallen under the remit of the Sub-group on Financing. The Commission was requested to explore the conditions (taking into account the new rules for Expert Groups) for members of the Sub-group could join the revamped Competitiveness Sub-group.

Based on recommendations from the Sub-group (document 5a) the 7th ESSF Plenary:

1. **Approved** the present Final Report submission along with its annexes;
2. **Officially closed** the Sub-group on Financing under the European Sustainable Shipping Forum.
3. **Agreed** that the Sub-group on Competitiveness will follow up relevant actions and deliverables related to the topics dealt with by the Sub-group on Financing;
4. **Was informed** that depending on the applicable procedures, the Sub-group on Competitiveness might be opened up in future for new members (including the former members of the Sub-group on Financing), which would provide complementary expertise in the scope of financing matters.

Ad 3.4. Presentation and stakeholder's consultation of the Motorways of the Sea – Detailed Implementation Plan;

Mr Brian Simpson, European Coordinator for Motorways of the Sea Program, (DG MOVE – Unit B.1 Transport Networks), provided a comprehensive information about the Detailed

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3 'To explore relevant financing opportunities for the European maritime sector, as well as to assess and recommend tailored financial mechanisms within and beyond the existing EU financial framework.'
Implementation Plan. The idea of this presentation was to consult the ESSF on the draft and to discuss expectations with regard to future MoS call for proposals (priority actions, major objectives).

In June 2016, the Detailed Implementation Plan was presented to the European Parliament. DIP is built within the three key priorities for shipping and ports:

I. Environment (maritime green solutions)
II. Integration of maritime transport in the logistics chain
III. Safety, Human Element and Traffic Management.

Its ultimate objective is to create a European Maritime Transport Space without Barriers, connect Core Network Corridors by integrating the maritime leg and facilitate maritime freight transport within the EU's Internal Market with neighbouring as well as third countries.

Motorways of the Sea should lead to the increase of cargo flows to be carried by maritime traffic, development of efficient ports and better port hinterland infrastructure as well as connectivity. All this with the aim to facilitate a smooth traffic flow in Europe, as well as to contribute decisively to the decarbonisation of transport.

The Detailed Implementation Plan will constitute a comprehensive work programme for the Motorways of the Sea, providing an integrated approach with the other work plans for the nine strategic Core Corridor Networks.

Mr Simpson invited ESSF Members to further contribute to this document by end of February 2017. Once consultation with the European Parliament and Member States has taken place, the Detailed Implementation Plan will constitute a clear and precise guidance for the future orientation of the MoS policy.

The ESSF Plenary members welcomed the idea of involving the ESSF in setting priorities for the MoS future Work Programme.

Chair announced that a consolidated version of MoS DIP will be distributed after the meeting for comments. Members were requested to send their suggestions within 6 weeks (by the end of February), to the Commission.

The 7th ESSF Plenary:

1. Will receive updated version of the MoS DIP;
2. Were invited to provide comments by the end of February 2017;
3. Second version of DIP, as announced by Mr Simpson, should be expected in the second half of this year. The ESSF will be informed about the progress.

Ad 3.5. Work packages for the Sub-group on Competitiveness

Sub-group rapporteur introduced the submission to the Plenary ESSF. The sub-group identified three new Work Packages (WP) in the areas of short-sea and deep-sea shipping. For each of these possible new Work Packages a co-ordinator was appointed:

- Possible new WP1, coordinated by KNVR: "Drafting an inventory of critical competitiveness factors and prioritising of potential actions with a view to enhance competitiveness of EU Short Sea- and International shipping"
- Possible new WP2, coordinated by ECSA: "Mapping and fitness check of the applicable EU and International regulatory framework"

- Possible new WP3, coordinated by MARINTEK: "Reasoned analysis of the weakened position of dry/liquid bulk cargo in Short Sea Shipping and identification of remedial actions"

As regards WP1 and WP3 respective actions plans have been drafted and deliverables set. These action plans are included in annexes 1 and 2 to the document 7a.

As for WP2 and due to time constraints, it was decided to postpone the submission of a related action plan and deliverables to spring 2017.

Based on recommendations from the Sub-group (document 7a) the 7th ESSF Plenary:

1. **approved** 3 new Work Packages to be further explored by the Sub-group:
   - **WP1**: Enhancing the competitiveness of EU short sea and deep sea shipping – to be addressed as a first step by the sub-group
   - **WP2**: Mapping and fitness check of the applicable EU and international regulatory framework – action plan to be developed
   - **WP3**: Reasoned analysis of the weakened position of dry/liquid bulk cargo in short sea shipping and identification of remedial actions – to be addressed as a second step, based on a revised action plan, specifying the need to first identify the causes of the decline in dry/liquid bulk cargo transported via SSS (i.e. economic or other).

2. Following official closure of the Financing Sub-group and subsequent invitation to join the Competitiveness Sub-group, it was also **agreed** that a new "Call for applications for the selection of members of a NEW Sub-group on Competitiveness under the ESSF will be launched, and Terms of Reference shall duly reflect the additional financing related tasks.

Additional suggestions from the group:
- ECSA suggested inviting experts from DG TAXUD and DG SANCO to the next meeting of the sub-group.
- Belgium suggested including exploring potential incentives under WP1, while the Chair suggested that this can be done at the later stage, as it may be a part of identified remedial actions.

**Ad 3.6. Update about progress of work in the sub-group 'Liquefied Natural Gas as Marine Fuel';**

EMSA presented progress in development of the EMSA Guidance on LNG Bunkering for Port Authorities/Administrations (information paper 8b), focusing on:

- The outcomes of the online survey EMSA Online Questionnaire;
- Outcome of the Workshop in EMSA (1-2DEC2016, Lisbon)
- Discussion Papers on selected critical topics (Safety Distances, SIMOPS, Seveso requirements and Permitting)
The new Sub-group rapporteur – Martial Claudepierre (representing IACS) - elected at the last LNG Sub-group meeting, replaced Sofie van Volsem (DNV GL), who left the Subgroup, provided a brief introduction of the Progress report from the Sub-group.

Based on recommendations from the Sub-group (document 8a) the 7th ESSF Plenary:

1. **Took note** of the developments in the context of standardization of LNG bunkering equipment, as reported to the LNG sub-group at its 10th sub-group meeting, in particular with regards to standard bunker connectors
2. **Acknowledged** the efforts of the sub-group on the development of a comprehensive set of workable reference LNG safety guidelines **and took note** of the progress made in the development of the EMSA Guidance to Port Authorities/Administrations, in particular regarding the outcomes of the online questionnaire. In this context, the ESSF Plenary also:
   - **Endorsed** the sub group decision to take into account the publication of ISO 20519 “Specification for bunkering of gas fuelled ships” and SGMF “safety guidelines LNG bunkering” for the further development of EMSA LNG Bunkering Guidance to Port Authorities/Administrations.
   - **Encouraged** the close technical exchange established with IACS, ISO, SGMF and IAPH.
3. **Acknowledged** the different tasks distributed to new working groups established early 2016 on the following items:
   a. Equipment – WP3
   b. Bunkering guidelines - WP1
   c. LNG projects - WP6
4. Following request from SPC Spain (see point 1.2.a) the Sub-group was also **requested** to address problems that the Spanish LNG suppliers have with the LNG Bunker Delivery Note and toll for LNG as fuel for ships.

Additional suggestions from the group:

- CLIA commented that developing a binding regulation should be considered in the future.
- Spain underlined the importance of collecting information on incidents and near misses to EMCIP, and that port authorities should be urged to be doing so.
- Sub-group on LNG was requested by Finland to reconsider the question of diameter for LNG bunkering coupling, in context of the work within the SGMF Working Group.

**Ad 3.7. Presentation of the results of the EMSA Study on the Use of Fuel Cells in Shipping**

DNV-GL presented the scope and conclusions of the EMSA Study on the application of Fuel Cells in shipping. Different specific developments on Fuel Cells are available today, with

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research and pilot projects under evaluation that have revealed strong potential for further scaled up implementation. The EMSA Study has been the result of this Agency’s initiative, under the agreement of the Commission and in support of EU Member States, developed in close partnership with DNV-GL.

The EMSA Study includes a technology and regulatory review, identifying gaps to be further explored, the selection of the most promising Fuel Cell technologies for shipping and, finally, a generic Safety Assessment where the selected technologies are evaluated according to risk and safety aspects in generic ship design applications. The Study is composed by 2 (two) documents: the Report and the Result Tables.

EMSA announced that this study closes the cycle of EMSA studies on alternative fuels.

Following the presentation, the 7th ESSF Plenary:

- **welcomed and supported** the idea of sharing the results of the study with the IMO
- **recommended** making use of the EMSA studies for identification of gaps and issues to be addressed by possible future Sub-group on alternative fuels.

Additionally, in context of the Study, the Commission (DG RTD) provided information about the initiative called the Fuel Cells and Hydrogen Joint Undertaking (FCH JU). It is a public private partnership supporting research, technological development and demonstration activities in fuel cell and hydrogen energy technologies in Europe. Its aim is to accelerate the market introduction of these technologies, realising their potential as an instrument in achieving a carbon-lean energy system.

The three members of the FCH JU are the European Commission, fuel cell and hydrogen industries represented by Hydrogen Europe and the research community represented by the Research Grouping N.ERGHY.

**Ad 3.8. Update about progress of work in the sub-group on 'Exhaust Gas Cleaning Systems'**

Mark Penfold (ABS), the rapporteur of the EGCS sub-group, presented the progress report. The extensive efforts with the proposed amendments to the "(2015) Guidelines for Exhaust Gas Cleaning Systems (resolution MEPC. 259(68))" undertaken by the sub-group, in both meetings and by correspondence, represent the most substantive activity of the EGCS sub-group since the last Plenary session.

The ESSF welcomed and supported the progress achieved by the sub-group, especially with regard preparations of submission to the IMO on revision of the EGCS guidelines. It was decided to have a last round of discussion at the next EGCS Sub-group meeting on 23/02.

Following suggestion from the Netherlands it has been agreed to bring the issue of development of the EGR bleed-off (following the last IMO PPR 4 meeting) by correspondence, with a view to produce a submission to MEPC 71.

It has been recognised that the existing work package items do not accurately reflect the current and foreseen sub-group activities. Following suggestion from the rapporteur, the Work Package structure will be revised by the sub-group, and presented for endorsement of the next ESSF Plenary meeting.
Based on recommendations from the Sub-group (document 10a) the 7th ESSF Plenary:

- **Noted** the EGCS sub-group progress in general
- **Approved** the revised timeline for the IMO submission on revised EGCS guidelines
- **Took note** the further development of the draft amendments to the IMO EGCS guidelines, **recalled** the invitation to ESSF members to consider co-sponsoring the paper and **noted** the progress on cooperation with the U.S. EPA on revision of the EGCS guidelines,
- **Took note** of the information on alternative EGCS technologies,
- **Took note** of the final report on the PRF questionnaire and responses on EGCS waste,
- **Took note** of the progress made on the EGCSA/EUROSHORE and Carnival EGCS washwater sampling and analysis campaign, **encouraged** sludge sampling analysis as a second step and **supported** the development of IMO submission papers,
- **Endorsed the proposed way forward** on development of operational non-compliance guidelines, amendments to the EGCS guidelines and/or amendment of the IMO PSC guidelines,
- **Took note** of the progress on development of guidelines for EGR bleed off water,
- **Endorsed** further activities, namely:
  - to return focus to the residue and washwater sampling campaign
  - to finalize the ongoing IMO submission papers and
  - to assess required activities for the outstanding existing work packages.
  - to develop a revised list of proposed work packages within the sub-group for Plenary endorsement at a future session.

Ad 3.9. Update about progress of work in the sub-group on 'Port Reception Facilities'

The Commission (DG MOVE, D.2) presented information about the state of play with regard to revision of the the Port Reception Facilities Directive (2000/59/EC) and Peter Van Den Dries (OVAM), Rapporteur of the Sub-group, presented the progress report from the Sub-group.

The Commission has been undertaking an Impact Assessment for the revision of the PRF Directive. The measures considered for the revision aim at improving adequacy of PRF, enforcement of the delivery obligation, providing effective incentives for delivery and reducing the administrative burden associated with the PRF system.

The PRF Subgroup has been consulted during the Impact Assessment (IA) process on the proposed measures and options for the revision and their expected impacts, and the input from the Sub-group will support the Commission in drafting its IA Report, with the legislative proposal for the revision expected to come out during the second semester of 2017.
Based on recommendations from the Sub-group (document 11a) the 7th ESSF Plenary:

1. **welcomed** the progress made by the group since the last Plenary, mainly in the context of the Impact Assessment,
2. **approved** continuation of the work of the Sub-group, specifically on the work ahead in the first half of 2017:
   - to further discuss and provide input regarding the work related to the Impact Assessment process and the IASS, including the impacts from the proposed policy measures;
   - to continue discussion on the topic of cost recovery systems, in follow up to the list of recommendations from the Correspondence Group on CRS), in order to move towards a more harmonized approach of fee systems in EU ports.

Additional comments from the ESSF members:
- ECSA thanked for the facilitation and expressed support for the planned revision of the Directive.
- CLIA offered its readiness to share the results from the simulation exercise in the Baltic (the analysis of whose 40,000 data entries will need additional time but is expected to be finalised in spring).
- SPC Greece/EENMA (Short sea shipping) asked for consideration of the special situation of short-sea shipping in the context of PRF, in particular as regards the payment of the fee.

**Ad 3.10. Strategic discussion on sustainable EU maritime transport**

Chairman of the ESSF introduced the reason for such strategic discussion. As the ESSF has already accomplished a number of actions, some actions are still ongoing but to be finalised by the end of this year. He reminded that the mandate of the ESSF has been extended by end of June 2018. Some suggestions of issues to be addressed by the ESSF in the future have been already suggested at the previous ESSF Plenary meetings, e.g. establishing of GHG Sub-group (as suggested by Belgium, Finland and Greece).

The Commission has also received a letter from the Methanol Institute, supported by the Belgian Shipowners Association, Lloyds Register and Stena Line, requesting establishing of a new sub-group on alternative fuels.

Taking into account all the ESSF actions accomplished and planned, the Commission invited ESSF members to consider issues, problems or challenges in context of the current ESSF mandate - fostering sustainable maritime transport - which could be potentially addressed by the ESSF in the remaining timeframe (by 30 June 2018) or beyond, if decided necessary.

**Conclusion of the discussion:**
- The discussion concentrated mainly about proposal of the Methanol Institute, who suggested establishing a new **ESSF sub-group** dedicated to the use of **alternative fuels for shipping**.
- Some other members (Interferry, DNV GL) suggested that its mandate could be even broader and should also include **alternative propulsion technologies** (e.g. wind, electricity propulsion, etc.). The characteristic sustainability impacts should be considered and strategies for the uptake into shipping be assessed.
- The existing Expert group of DG ENER on biofuels was considered not be the most appropriate forum as the needs of shipping deviate from land-based transport.
- The Methanol Institute's suggestion **was supported** by a large number of delegates, including ECSA, Interferry, Belgium, Norway, KVNR, ROMOT, SPC Spain and DNV GL.

- Norway supported the idea on the ESSF addressing **alternative fuels** saw need for action, as China in IMO had recently highlighted their support to use of alternative fuels, and promotes this approach. Norway considered that EU should be also active on this field, and ESSF proved to be a good forum for coordination of input to the work of the IMO.

- KVNR and the EGCSA asked for clear terms of reference and to explicitly identify the problems to be solved by the sub-group, EUROMOT, KVNR and ECG asked to consider using existing structure and linking subgroups better (with topics such as R&D, digitalisation, e.g.).

- SPC Greece noted insufficient information on implementation of the **Directive 2014/94/EU** on the deployment of alternative fuel infrastructure and requested to finish this task first by pushing the administrations to develop National Policy Frameworks. Chair referred to specific Work Package in the LNG Sub-group dedicated to cooperation with the Sustainable Transport Forum, which is a relevant expert group for supporting implementation of the 2014/94/EU Directive.

- Denmark, Belgium and Wartsila reiterated that due to the Paris Agreement, greenhouse gases need to be reduced also in transport, and reminded suggestion made at the last Plenary meeting in June 2016, for replacing MRV sub-groups with GHG Sub-group in the future.

- The Chair closed this agenda item with the announcement that **all proposals will be considered by the Commission**, and **proposal for addressing them will be presented for discussion** at the next meeting.

- The Chair informed also about Commission intention to give more visibility to the work of the ESSF at the European Shipping Week, with reference to the Maritime Year.\(^5\)

**Ad 3.11 Presentation of the CEF project 'CompMon - Compliance monitoring pilot for MARPOL Annex VI'**

Results of the project were presented by Ward Van Roy from Royal Belgian Institute of Natural Sciences (RBINS). He gave a very insightful presentation of the monitoring of SO\(_2\) and CO\(_2\) contents in ship plumes by RBINS and Chalmers.

Given the high cost of compliance for ships of over 5000€ a day and limited possibilities to check by port inspections, the research project investigated best practises of monitoring at sea, aiming at an improved enforcement due to more effective targeting of inspections.

While standard inspections use documents (esp. the oil record book), a fuel calculator model and expensive fuel sampling, the CompMon project embarked on methods to measure pollutants concentrations directly from the ship plumes. This can happen either by land-based

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\(^5\) Please see: [https://ec.europa.eu/transport/2017-european-shipping-week_en](https://ec.europa.eu/transport/2017-european-shipping-week_en)
monitoring or by airborne devices. Land-based instruments have been installed along major shipping lanes (Rotterdam, Hamburg, Gothenburg, Öresund and Great Belt Bridge in DK, Finland) and collected 38,000 measurements.

Trends indicated a higher compliance in the Baltic (3.5% non-compliance) and close to shore (0.6%-4%) than further out at sea and in the North Sea (5.4%). In addition, 4,000 airborne measurements have been taken by planes and helicopters (BE, NL, SE) equipped with so-called sniffers. These specifically adapted devices can take measurements within one second and measure about 10 ships per hour. Professional (often military) pilots are needed to hit the plume from distances of 200m away from the ship (for legal reasons) and consideration of wind direction and correct altitude (~150ft). Costs begin from 100€ per ship.

Minor accidental non-compliance due to fuel impurities cannot be ruled out yet. Although the methods and accuracy can be further refined, results showed clear trends: A general compliance (~88-92%, with higher deviations occurring), also within the SECA border (though higher compliance on inward than outward journeys), no correlation with flag states, destinations and ship sizes. However, legal prosecution of the results of airborne measurements still lack a legal basis.

4. Conclusions

4.1 The meeting was constructive and it went in a good atmosphere.
4.2 The Plenary ESSF endorsed the progress made on the respective themes: Air Emissions; MRV Monitoring and MRV ‘Verification and Accreditation’; Exhaust Gas Cleaning Systems; Liquefied Natural Gas as Marine Fuel; Competitiveness; and Port Reception Facilities.
4.3 The Plenary ESSF approved the final report of the subgroup on Financing and closed the sub-group.
4.4 The ESSF Plenary welcomed the idea of involving the ESSF in setting priorities for the MoS future Work Programme.
4.5 The ESSF Plenary welcomed the results of the EMSA Study on the Use of Fuel Cells in Shipping and supported the idea of sharing the results of the study with the IMO.
4.6 The ESSF Plenary welcomed the idea of the Methanol Institute to establish a new sub-group to address use of alternative fuels in shipping and recommended making use of the EMSA studies for identification of gaps and issues to be addressed by possible future Sub-group on alternative fuels.

5. Next steps

The Commission will consider all recommendations from the ESSF Plenary, and propose a way to address them for discussion at the next meeting.

The sub-groups will proceed as agreed by the ESSF Plenary (see decisions in the brackets under section 3)

6. Next meeting

   It was agreed that the next meeting will take place in June 2017.