Project idea form - small projects

Version 2.1

Registration no. (filled in by MA/JS only) _____

Project Idea Form

Date of submission *dd/mm/yyyy*

1. Project idea identification

Project idea name	ShipCycle – Exploring the feasibility of circular ship dismantling and material reuse in the Baltic Sea Region
Short name of the project	ShipCycle BSR
Previous calls	yes ◉ no ◯
Short name of the previous project	*(max. 100 characters incl. spaces)*
Seed money support	yes ◯ no ◉

2. Programme priority

	3. Climate-neutral societies

3. Programme objective

	3.1. Circular economy

4. Potential lead applicant

Name of the organisation (original)	Erhvervshus Sjælland
Name of the organisation (English)	Business Hub Zealand
Website	www.ehsj.dk

Country	DK
Type of Partner	Business support organisation
	chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.
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Which organisation(s) in the planned partnership take part in a project within the Interreg Baltic Sea Region Programme for the first time? Please list the respective partners.

Lolland Municipality, Danske Maritime, Business Rostock.

5.1 Specific challenge to be adressed

The dismantling of end-of-life ships remains a pressing environmental and social challenge. A significant portion of the global fleet is dismantled in South Asia under conditions that often fall short of international environmental and labour standards. This practice results in severe marine pollution, greenhouse gas emissions, and occupational health risks. In response, the EU has introduced strict legislation – notably the EU Ship Recycling Regulation and the EU List of Approved Recycling Facilities – to ensure that ship recycling takes place under safe and environmentally sound conditions. The regulation also creates a formal and ethical preference for dismantling ships within the EU.

While this regulatory framework is both necessary and well-founded, it also introduces a structural barrier: it increases the cost and complexity of ship recycling to a level where it is often no longer economically viable within the EU. Although approved facilities exist in countries such as Finland, Greece and Spain, their actual engagement in dismantling is limited, and their overall capacity remains low. As a result, there is a growing mismatch between the need for sustainable ship recycling and the

EU's ability to meet that need. This is particularly unfortunate given the high material value of ship components—such as metals and specialised equipment—which could be recovered and reused as part of a circular maritime economy.

The project addresses this gap by assessing the feasibility of establishing a green, circular ship dismantling and recycling facility in the Baltic Sea region. It will analyse the regulatory and financial conditions, identify available skills and technical infrastructure, examine the demand for recovered ship materials, and assess the environmental and employment effects of local solutions. Rødby Harbour in Denmark will serve as a concrete test case for these analyses.

A further challenge is the lack of transnational coordination on this topic in the Baltic Sea region. Relevant competences – in maritime engineering, circular economy, industrial dismantling, and waste treatment – exist across multiple countries, but are currently fragmented and not aligned towards a shared approach to sustainable ship recycling. By creating a cross-border partnership and generating policy recommendations, the project aims to mobilise these assets and unlock regional potential for a just and green maritime transition.

5.2 Focus of the call

TThe project contributes to the cohesive development of small and peripheral places by focusing on the revitalisation of Rødby Harbour in Denmark. Rødby is located in a structurally challenged region characterised by population decline, limited industrial diversification and relatively high unemployment. The project explores whether establishing a circular ship recycling facility could offer a new green industrial pathway that brings long-term value and jobs to the area.

Across the Baltic Sea Region, many rural ports are underused and do not provide meaningful employment for local communities. However, these sites often have untapped potential for re-industrialisation and circular economy development. Unlocking this potential can help revitalise remote areas and support population retention.

Rødby Harbour is well-positioned for this purpose, located next to the upcoming Fehmarnbelt Fixed Link, which will improve cross-border labour mobility. The facility could thus serve as a transnational employment hub, benefiting both southern Denmark and northern Germany.

In line with the call's objectives, the project shows how small places can take part in the green transformation of maritime industries. Through transnational cooperation and joint capacity building, the project ensures that developed knowledge and models are transferable to other parts of the region.

6. Transnational relevance

The environmental, regulatory and economic challenges associated with ship recycling cannot be solved by a single country. The issue is transnational by nature: ships sail under different flags, are owned across borders, and are decommissioned according to international and EU frameworks. The lack of shared strategic coordination across the Baltic Sea region contributes to fragmented efforts and

underutilisation of existing competences.

The project therefore brings together partners from several countries in the region to jointly explore how to make circular ship dismantling economically and environmentally viable in a European context. This includes sharing legal insights, mapping technical capacities, aligning on market opportunities, and co-developing policy recommendations. By doing so, the project aims to build a foundation for scalable and regionally rooted solutions that serve the entire Baltic Sea region.

7. Specific aims to be adressed

Building trust that could lead to further cooperation initiatives

The project contributes to multiple specific aims of the small project instrument. First, it builds trust among maritime stakeholders across the Baltic Sea Region by jointly exploring the feasibility of sustainable ship dismantling and circular reuse of materials. This includes collaboration between regional authorities, industrial actors and knowledge institutions, many of whom have not previously worked together across borders.

Initiating and keeping networks that are important for the BSR

The project establishes a transnational network focused on circular ship recycling. Through regular workshops, study visits and thematic working groups, the partnership will consolidate expertise and create a foundation for further cooperation. To ensure continuity, the project will co-develop a follow-up roadmap, define shared priorities, and identify future funding opportunities to carry the initiative forward beyond the project period.

Bringing the Programme closer to the citizens

The project aims to bring the Programme closer to citizens by creating structured spaces for public dialogue. As part of the project, citizen engagement meetings will be held in and around Rødby to present the idea, discuss concerns and opportunities, and gather local perspectives. This not only improves transparency and local ownership but also strengthens the social legitimacy of future green industrial development in peripheral regions.

Allowing a swift response to unpredictable and urgent challenges

TThird, the project addresses a timely and urgent challenge. As stricter environmental regulations accelerate the need for responsible ship recycling, there is a limited window of opportunity to develop regional capacity that aligns with EU sustainability goals. In addition, global supply chains for raw materials are increasingly unstable due to geopolitical tensions, market volatility and resource scarcity. The Baltic Sea Region has limited natural deposits of key industrial metals and therefore depends heavily on imports from other parts of the world. By exploring the circular reuse of metals and materials from decommissioned ships, the project contributes to resource resilience and reduces the region’s dependency on external suppliers. This makes the region better equipped to respond to unpredictable disruptions and promotes more sustainable and self-sufficient industrial development.

8. Target groups

The project targets a broad and diverse set of groups at both transnational and local levels.

First, it addresses private sector actors across the maritime and circular economy value chains. This includes shipowners and shipping companies, who may benefit from more accessible and compliant dismantling options within the EU. It also includes technology providers, engineering firms and service companies that could supply equipment, processes or expertise to a future recycling facility. Moreover, downstream users of recycled materials—such as metal processors, component refurbishers and circular manufacturing firms—are relevant target groups, as they may find new opportunities in processing and utilising materials recovered from ships. The project will engage these actors to assess needs, barriers and business models.

Second, port authorities, municipalities and regional development agencies are key stakeholders in identifying suitable sites, enabling investment, and aligning local strategies with circular industrial development.

Third, public authorities and policymakers at regional, national and EU level are target groups for the project's policy recommendations. Their engagement is essential for addressing regulatory and financial barriers and for supporting strategic capacity-building in the Baltic Sea Region.

Fourth, the project involves research and technical institutions, which contribute analytical capacity, innovation and environmental expertise to the feasibility studies and policy development.

Finally, workers, vocational training providers, local citizens and NGOs are important groups to be informed and consulted throughout the project. In particular, stakeholder and citizen engagement in Rødby will help ensure that local perspectives, social acceptance and employment potential are taken into account in future development.

	Please use the drop-down list to define up to five target groups that you will involve through your project's activities.	Please define a field of responsibility or an economic sector of the selected target group	Specify the countries and regions that the representatives of this target group come from.
1.	Small and medium enterprise	Shipowners and operators, technology and service providers for dismantling facilities, and companies that process or reuse recovered materials in circular production systems.	Denmark (Zealand, Lolland-Falster), Germany (Mecklenburg-Vorpommern), Lithuania (Klaipeda region), Finland (Southwest Finland)

2. Local public authority	Port authorities, municipalities, and regional development agencies, who are exploring ways to attract green industry and circular economy initiatives to their areas	Denmark (Lolland and Guldborgsund Municipality), Germany (Rostock), Lithuania (Klaipeda), Finland (Turku region)
3. National public authority	Public authorities and policymakers at regional, national and EU level, who will be engaged through policy analysis and recommendations	Denmark, Germany, Lithuania, Finland
4. Higher education and research institution	Technical and research institutions, providing and receiving knowledge about ship recycling, material flows, and regulatory design	Finland (VTT, Espoo), Lithuania (Klaipeda Science and Technology Park), Germany (University of Rostock – Marine Technology, Leibniz Institute for Baltic Sea Research), Denmark (DTU, TI).
5. Interest group	Workers, jobseekers, and vocational training providers, particularly in structurally challenged coastal areas such as Lolland-Falster and northern Germany.	Denmark (Zealand, Lolland-Falster), Germany (Mecklenburg-Vorpommern), Lithuania (Klaipeda region), Finland (coastal regions)

9. Contribution to the EU Strategy for the Baltic Sea Region

Please indicate if your project idea has the potential to contribute to the implementation of the Action Plan of the EU Strategy for the Baltic Sea Region (https://eusbsr.eu/implementation/).

yes ◉ no ◯

Please select which policy area(s) of the EUSBSR your project idea contributes to most.

	PA Bio-economy
	PA Ship
	PA Safe

The MA/JS may share your project idea form with the respective policy area coordinator(s) of the EUSBSR. You can find contacts of PACs at the EUSBSR website (https://eusbsr.eu/contact-us/).

☐ If you disagree, please tick here.

10. Partnership

The partnership includes organisations from Denmark and Germany, and will be expanded with partners from Finland and Lithuania following feedback from the Joint Secretariat.

The project is currently being developed in dialogue with Danish partners and with Business Rostock in Germany. The Danish partners include:
– Erhvervshus Sjælland, planned lead partner, responsible for overall coordination and project management.
– Lolland Municipality, responsible for local planning context and stakeholder engagement.
– Business Lolland-Falster, contributing insight into the regional economic landscape, industrial potential and business networks.
– Danske Maritime, providing maritime industry expertise, regulatory insight and access to national stakeholders.

Business Rostock brings relevant experience in circular industry development and regional economic policy in a port context. Their participation supports the transnational dimension and contributes to the comparative feasibility assessment.

Finland and Lithuania are targeted for additional partners due to their complementary expertise and strategic relevance. Finland combines strong technological capacity and environmental policy leadership. A potential partner is VTT Technical Research Centre of Finland, which brings advanced knowledge in environmental impact modelling, circular economy solutions and maritime technologies.

Lithuania represents an Eastern Baltic perspective and has growing experience in maritime innovation and green industrial development. A potential partner is Klaipeda Science and Technology Park, which plays a key role in the Klaipeda maritime cluster and has implemented several EU projects related to industrial symbiosis and port-area development.

The selected partner regions and institutions reflect the diversity of the Baltic Sea Region in terms of cost structures, regulatory approaches and industrial readiness. This geographic and institutional mix will strengthen the project's ability to develop relevant, transferable and well-grounded solutions.

11. Workplan

The project consists of one work package aimed at exploring the feasibility of establishing a circular and environmentally sound ship dismantling and recycling facility in the Baltic Sea Region, with Rødby Harbour as a case location. Partners will carry out joint analyses, engage stakeholders, and co-develop a roadmap and policy recommendations.

Main activities include:
1. Mapping of legal and regulatory frameworks: Partners will jointly analyse how the EU ship recycling regulation is implemented in participating countries, including national permitting procedures, enforcement practices and administrative obstacles. The activity is coordinated by the project partners, who will gather input from relevant authorities and map possible legal barriers to establishing new facilities in the BSR.
2. Assessment of economic and market conditions: Partners will assess demand for sustainable ship recycling in the EU and BSR, market opportunities for local business, estimate the potential market value of reusable ship materials, and compare key cost drivers (e.g. labour, land use, waste handling) across partner countries. National and regional partners will contribute data and contextual knowledge. An external expert may support with comparative data collection and structuring.
3. Feasibility study for Rødby Harbour: Based on findings from activities 1 and 2, a technical and environmental feasibility study will be developed. It will include analysis of existing port infrastructure, environmental impact factors, skills availability and employment potential. The Rødby case is particularly relevant due to the presence of newly built production halls previously used for tunnel element manufacturing, as well as the development of a nearby industrial park, which offers space for companies providing technology, services or secondary processing of recycled ship materials. The study will be led by Danish and Finnish partners and supported by a specialised consultant to ensure technical depth and methodological quality.
4. Transnational workshops and study visit: 2–3 workshops and a study visit to an EU-listed facility will bring together partners and stakeholders to exchange knowledge, align approaches and build a shared understanding of best practices and barriers.
5. Local stakeholder and citizen dialogue: Two public meetings will be held in Lolland to present and discuss the project idea with citizens, NGOs and local stakeholders. Feedback will inform the feasibility study and strengthen community ownership.
6. Policy recommendations and roadmap: Partners will co-develop a set of policy recommendations for national and EU decision-makers, as well as a roadmap for follow-up cooperation, including funding strategies and partner roles.

Expected outputs:
– Legal overview
– Economic and cost assessment
– Feasibility study
– Policy brief and cooperation roadmap.

12. Planned budget

ERDF budget (planned expenditure of partners from the EU)	EUR 500,000.00
Norwegian budget (planned expenditure of partners from Norway)	EUR 0.00
Total budget (including preparatory costs)	**EUR 500,000.00**

13. Project consultation

Please indicate if you wish to have a consultation (online meeting) with the MA/JS to discuss your project idea

yes ◉ no ◯

14. Questions to the MA/JS

Questions related to the content of the planned project	Which priority is most relevant for this project? Is dismantling of end-of-life ships on the agenda? Input aboyt the partnership - partners from Finland and Lithuania as well as size of patnership? Taget groups? Is the cross-border argument strong enough? Ideas to strenthen it further?
Questions related to budgeting and expenditure	*(max.1.000 characters incl. spaces)*

Any other questions	*(max. 1.000 characters incl. spaces)*

15. Additional information

(max. 1.000 characters incl. spaces)

Your account in BAMOS+

Please remember that to officially submit your application you need to access our electronic data exchange system BAMOS+. More information about the process of applying for your account in BAMOS+ you will find here:
https://interreg-baltic.eu/gateway/bamos-account