Priority Area on Maritime Safety and Security

PA Safe – To become a leading region in maritime safety and security

Copenhagen/Helsinki 31 Jan 2018

Minutes of the 17th Meeting of the international Steering Committee for the Policy Area on Maritime Safety and Security of the EU Strategy for the Baltic Sea Region (EUSBSR) in Gdynia 9 November 2017

Date: Thursday 9 November 2017
Time: 9:00 AM – 4:00 PM
Venue: Gdynia Maritime University, Jan Paweł II Ave. 3; 81-001, Gdynia
Meeting room: Main auditorium (Aula Glowna)

The meeting was held in connection with the business seminar "Maritime sector businesses meet EUSBSR – How can Maritime Business Benefit from the EU Strategy for the Baltic Sea Region and EU funding?", which was held on the previous day 8 November 2017. A two-pager have been made separately for the business seminar.

Final minutes

The Steering Committee meeting was chaired by the Policy Area Coordinator (PAC) Ms Ditte Henriksen (DMA) and assisted by Policy Area Coordinator Mr Jouni Lappalainen (Trafi).

1) Welcome remarks

Ms Henriksen opened the meeting and welcomed all participants to Gdynia Maritime University and gave the word to Mr Jakub Montewka whom gave an introduction to the university and its research fields. Ms Henriksen thanked Mr Montewka and underlined the interests in keeping the contact with the university.

Afterwards Ms Henriksen introduced the new PAC team and all the participants introduced themselves (tour de table).

2) Approval of the agenda and confirmation of approved final minutes

The agenda of the meeting and Minutes from the latest Steering Committee meeting (held in Brussels 30-31 May 2017) were approved without changes.

3) Activities of the Policy Area Coordinators

Ms Henriksen told about the preparations for the business seminar held the previous day as well as the preparations for the Oslo seminar to be held on 6 February 2018. Moreover Ms Henriksen told about the EUSBSR 8th Annual Forum in Berlin, where the Policy Area on Clean Shipping (PA Ship) and the Policy Area on Maritime Safety and Security (PA Safe) had organised a seminar dedicated to autonomous shipping. It had been a small audience but the right audience with a great interest in the subject. Mr Ulf Siwe asked whether the seminar had been organised as a debate or as conclusions and to this Ms Henriksen and Mr Lappalainen answered that it had partly been information on what autonomous shipping is but also a debate on what autonomous shipping entails and affects. To this Ms Cilia Sonne Allermann added that one discussion concerned the future qualifications of seafarers and their education.

Afterwards Ms Henriksen presented the "PACs activity document", which had been distributed to the participants.

4) News from the European Commission

Mr Odd Godal informed that on behalf of the Commission COWI have made a Study on Macro-regional Strategies and their links with Cohesion Policy. The study examines the overall context of the four macro-regions and the achievements of the macro-regional strategies in terms of process-oriented and content-oriented results. A general observation is that the Baltic Sea, Danube and Adriatic-Ionian strategies consists of heterogeneous economies but Alpine of mostly strong economies. The review of the EUSBSR objectives concludes that the majority of the chosen objectives and sub-objectives correspond to a need or opportunity and are also regionally relevant. PA Safe was one of the case studies in the report.

The project have developed an analytical approach which look at barriers and drivers for cooperation and the different phases a macro-regional strategy goes through before it can deliver results. Barriers can be institutional and personnel fluctuations, resource limitations, broad thematic scope and a lack of common reference framework. Drivers can be pre-existing cooperation structures, existence of "leaders", implementation of the EU acquis and requirement for concrete transnational actions. Drivers and barriers will vary with which phase a MRS is in. Results must be considered in light of which phase a MRS or PA is in.

Mr Godal also informed about the last National Coordinators meeting held 26 September 2017. At this meeting a report from the Swedish Chair on what the chairmanship has been doing was presented. This work included two annual forums and the work on a network on managing authorities.

Ms Henriksen thanked Mr Godal for the presentation and added that the indicator in PA Safe is that the number of accidents in the Baltic Sea will be decreasing. However, this is a very indirect indicator and it is very difficult to show the direct impact of the work in PA Safe on this issue. Therefore it may not be the right indicator to have which is why this issue will be brought up in the PAC-group. To this Mr Siwe asked if the accidents have gone down within the last 8 years to which Ms Henriksen replied no. According to Ms Henriksen this might have to do with the fact that the culture in reporting accidents has change. There are more accidents reported now, but maybe this is due to the change in the culture of reporting. The question is whether the indicators are appropriate to show the impact of what PA Safe are doing. Mr Lappalainen then asked Mr Godal if the next revision of the action plan will be in 2019 to which Mr Godal replied that the revision needs to be ready when the work with programming of the next period starts, so around 2019 will probably not be a bad guess, but it has not yet been decided. This includes a decision on the timeline for the process. However, according to Mr Godal it will probably start next year or in 2019. To this Ms Henriksen replied that PA Safe need time to prepare for this revision and that this process had been started with the Brussels seminar. Furthermore Ms Henriksen added that there will not be a lot of time to discuss the revision but that drafts will be sent to the Steering Committee for comments.

In terms of the Annual Forum in June 2018 the PACs need to discuss if there is the needed resources to hold a seminar during the Annual Forum. Mr Godal replied that it could also be a Flagship holding the seminar and not necessarily the PACs if resources are limited.

5) Update on EU Funds and Seed Money

Ms Cilia Sonne Allermann informed about the funding programmes including next call/deadline, topics to be funded and the budget of the funding programmes. Ms Allermann promised to send the information in writing (Annex 1). To this Mr Seppo H. Mäkinen asked for the possibility of knowing the remaining funding for each topic to which Ms Henriksen replied that it is difficult to include. Ms Emmi Huvitus added that Connecting Europe Facility has a blending call open at the moment, and if not all the funding will be used there might be some left to move to the conventional call. Ms Henriksen explained that a blending call is a new type of call where the Commission will be co-funding but there has to be bank funding as well.

Mr Lappalainen informed about the Seed Money funding. The second seed money call will be in the second half of 2019. Ms Henriksen added that the Interreg Baltic Sea Programme are managing the seed money facilities and launched a hearing of the when to have the next seed money call. However, the feedback was that funding is running out until 2020 why the call has been postponed. PA Safe was one of the only ones arguing that there would still be funding and that there therefore should be an earlier seed money call.

6) Flagship Projects

1. Vessel Triage

Mr Lappalainen informed that Vessel Triage has ended and the results have been presented at the last Maritime Safety Committee meeting at the IMO. The Vessel Triage tool was presented in ordoer to prove that it could be a worldwide tool for assessing and communicating the safety status of vessels in maritime distress and accidents. The IMO put the proposal from FI to be decided in the future.

Mr Lappalainen told that at the same time some countries have implemented vessel triage functions in their SAR operations. Mr Lappalainen also informed that Vessel Triage no longer is a Flagship which is why the project will be moved from ongoing to completed Flagships. Mr Godal asked the PACs to send an email informing that the project is completed and also put in writing the IMO-discussion since in order to promote the EUSBSR. Mr Siwe asked if it would be relevant to lobby for Vessel Triage to the HELCOM now it is being pushed to the future in the IMO. To this Mr Lappalainen replied that it must be for the Finnish Boarder Guard to decide. Following up on this Mr Mäkinen asked how EMSA is acting concerning Vessel Triage thinking it would be preferable if EMSA pushed it forward as well. Mr Lappalainen answered that he will bring both questions to the Finnish Boarder Guard.

2. Efficient, Safe and Sustainable Traffic at Sea II (EfficienSea 2.0)

Ms Lemming gave an introduction to the project which ends in five months (April 2018) and told that the final conference will be held on 5-6 April 2018. The project is one of the first Horizon 2020 projects to finish. Ms Lemming explained that one of the results is the first generation of a real-life solution which, among other things, will contribute to reducing emissions, enhance safer navigation and secure data exchange. Ms Lemming told that the final steps to be completed are the final conference, having as many demonstrations as possible and passing on the torch securing the output of the project for future use.

Ms Henriksen thanked for the presentation.

3. Speed up re-surveying of major shipping routes and ports

Mr Mäkinen gave an introduction to the project and explained that there is a need for basic infrastructure information. This is a HELCOM project as well which means that all parties are involved. Mr Mäkinen informed that the Swedish Maritime Administration has a new interface and that 99 % of the areas relevant for shipping will be completed by 2020.

Ms Henriksen thanked for the presentation and the important work being done which is much appreciated.

4. Final Surveys for the Baltic Motorways of the Sea (FAMOS)

Mr Mäkinen gave an introduction to the project and told that the Lithuanian Maritime Safety Administration has joined the project. The new project leader is Andreas Andersson. Mr Mäkinen told that the final draft of the final report is to be completed in November 2017 and the preliminary results show that there are significant value for saving data and fuel (SECA and NECA). Mr Mäkinen added that FAMOS Odin will end at the end of 2018.

Mr Siwe asked what is missing from the Baltic to be fully re-surveyed to which Mr Mäkinen replied that it especially concerns Poland and the Russian Kaliningrad cluster but also areas next to the Baltic countries. Mr Mäkinen continued explaining that they are trying to find the deepest spots for safe navigation meanwhile trying to optimize fuel consumption optimizing the routes.

Ms Henriksen thanked for the presentation.

5. Sea Traffic Management Validation Project (STM Validation)

Mr Siwe gave an Introduction to the project and informed that STM Validation have been Implemented on 300 ships, 13 ports and 5 shore-centres. The project cooperates with projects in

other countries, for example Singapore. The project has just held its midterm conference which was on 12-13 September 2017 outside Venice.

Mr Siwe informed that the HELCOM Recommendation 34E/2 has been revised so it now is conformed with Sea Traffic Management. This recommendation was amended at HELCOM Maritime 17 in October 2017 which is a powerful statement because Russia and Norway are represented in HELCOM. Mr Siwe encouraged the Steering Committee to bring the innovators to the Steering Committee and brainstorm on what to do next.

Mr Siwe also informed that next week the European Maritime Simulator Network will run its first testbed – four series of tests looking at what will happen when you work with and without STM Validation.

Mr Siwe noted that STM Validation has been nominated for EIPA/EPSA 2017 – a quality stamp of how STM Validation work with other projects and with private actors.

Mr Siwe told that the next step concerns new projects including EfficientFlow (implementation of STM in Central Baltic) and Real-Time Ferries (to share the actual estimated time of arrival in real time outside of the company which is especially important for people operating with goods). Of new potential Flagships Mr Siwe is looking at making the tanker traffic even more safe building on EffecienSea2 and STM Validation (called Project STM Baltic). The first planning meeting will be on 17 November 2017. This project intends to seek funding from the Interreg Baltic Sea Programme.

Ms Henriksen congratulated Mr Siwe on the nomination and expressed that the STM Validation is very valuable for the PACs and the Steering Committee.

6. Diving with State Maritime Resources Together in the Baltic (DiveSmart Baltic)

Ms Else Timms told that since the last presentation there have been 1) quite intense tabletop exercises in all participating countries, 2) gaps and challenges have been listed and prioritized, 3) an exercise has been organized, training obvious challenges and 4) working groups have been created in prioritized areas which will meet during the spring of 2018.

Ms Timms told that the next steps are reaching policy and decision makers at both national and international level. Ms Timms added that the project is also interested in a possible platform project.

Ms Henriksen thanked for the presentation.

7. STORMWINDS

Mr Montewka gave an introduction to the project which has six months left. The project purpose is to develop strategic and operational risk management methods for wintertime maritime transportation system. The project has excellent scientific achivements. It has produced 15 accepted journal articles and 8 accepted conference articles. Two doctoral theses and three master theses have been completed during the project. The final seminar will be held on 7-8 March 2018 in Oulu Finland.

Ms Henriksen thanked for the presentation and added that hopefully someone from the project will participate at the next Steering Committee meeting as well to present the final results. Mr Montewka confirmed this.

8. ChemSAR

Ms Kirsi Laitio gave an introduction to the project which main result is safer and more efficient rescue operations at sea. Ms Laitio told that the lesson learned is that it has proven to be difficult to

concentrate on the testing of SOPs and chemical databank features because the exercising itself seems to need more exercising.

Ms Laitio informed that the next steps, among other things, include an evaluation report of the simulator exercises, further development of the SOPs and of the chemical databank, planning of a live exercise at sea in the Autumn 2018 and a midterm seminar in February 2018.

Ms Timms told that there will be a big final exercise in September 2018 within the DiveSmart Baltic project and that ChemSAR is invited as an observer. Ms Laitio thanked for the invitation.

9. WINMOS II

Ms Huvitus gave an introduction to the project and explained how the project contributes to the reduction of fuel and emissions by, among other things, using a battery hybrid for safer and more environmentally friendly operation. Ms Huvitus also explained how the project contributes to life extensions of Finnish icebreakers and alternate options.

Ms Henriksen thanked for the presentation.

Ms Henriksen concluded this agenda point by thanking everyone whom gave a presentation of their projects and added that the PACs are looking forward to future updates reminding that a couple of projects will have their last presentation at the next Steering Committee meeting.

Mr Lappalainen added how happy the PACs are to see how interconnected the PA Safe Flagships are.

7) Potential new Flagship Projects

The PACs had invited Mr Stefan Gewies to give an introduction to the project Ranging Mode for the Baltic Sea (called R-Mode Baltic) led by the German Aerospace Centre. Mr Gewies explained that the project is looking for better and more reliable maritime PNT (position, navigation and timing) data. Today all bridges rely on GNSS (Global Navigation Satellite Systems), however, according to Mr Gewies this system cannot be trusted because of the risk of for an example spoofing. Therefore there is a need for backup systems which R-Mode Baltic is working on with the goal to collect as much information as possible from the maritime users to design backup solutions.

Ms Henriksen thanked for the presentation concluding that it seems to fit quite well with the indicators of PA Safe to reduce accidents. On this background Ms Henriksen expressed interest in keeping in touch with R-Mode Baltic and continuing having a dialogue.

8) Status of other Policy Areas of relevance to PA Safe

Ms Henriksen informed that the PA Ship Steering Committee meeting was held on Tuesday 7 November in the historical premises of Solidarnos. Ms Henriksen added that in connection with the meeting the Steering Committee had been on a guided tour at Gdansk Shipyard. Ms Henriksen told that ECOPRODIGI and COMPLETE participated in the Steering Committee meeting presenting their projects and that these projects are potential Flagships.

Ms Henriksen also told that PA Ship and PA Safe have been working a lot together since the Brussels seminar in May 2017 because prioritees are overlapping and that the two PAs are working together again on the seminar on 6 February 2018 in Oslo.

9) Discussion on outcome of the seminar "The future of Maritime Safety and Security and Clean Shipping in the Baltic Sea region" and strategy of PA Safe

a. Together with PA Ship the PACs have worked on the outcome of the seminar "The future of Maritime Safety and Security and Clean Shipping in the Baltic Sea region" and have on this

basis produced a short written suggestion on how to proceed in PA Safe based on the recommendations given at the meeting.

Ms Henriksen gave an introduction to the agenda point by telling about the Brussels seminar including the setting and the reason for the two-pager, which had been distributed to the participants.

Ms Henriksen went on and explained the four bullets at the end of the two-pager:

Bullet 1: Ms Henriksen informed that this process has already been started with the seminar held in Finland and the business seminar held yesterday in Poland. Ms Henriksen added that there might be a business seminar in Denmark as well in 2018 stressing the importance of including end users in the EUSBSR to make sure that results are used and that the results are the right ones.

Bullet 2: Ms Henriksen told that the future revision of the PA Safe chapter of the EUSBSR is very important in order to make sure that PA Safe get the right visions into the action plan.

Bullet 3: Ms Henriksen told that it is important to continue to liaise with the relevant EU funding programmes because the programmes are now starting to look at the new period of funding programmes. Ms Henriksen stressed the importance of giving input during this process thus securing the right topics. PACs should have a certain influence so Ms Henriksen encouraged the Steering Committee members to be active if the Steering Committee would like to influence the process.

Bullet 4: Ms Henriksen explained that the PACs are looking at a more strategic approach to project developments, including looking at what are the topics of the future. Ms Henriksen told, in this regard, that the PACs have an eye on digitalization and automation, including the future needs and how to incorporate safety. Ms Henriksen stressed that it is a work in progress and that the PACs will continue to discuss the subject in the future.

Mr Godal replied to this that he supports the efforts done and asked how the PACs will be incorporating the themes into future actions. To this Ms Henriksen replied that for a future revision of the EUSBSR this will be a good starting point and asked for the Steering Committee's approval to continue the work set out underlining that the results will be used to make a new draft for the action plan. Ms Henriksen concluded the agenda point by summarizing that the topics of digitalization and automation are largely agreed on but that it is still to be agreed on how to do it.

b. Follow-up on the brainstorming session on 8 November regarding the offer from HA Capacity to organise a capacity building workshop for PA Safe.

Mr Lappalainen thanked for an active idea generating yesterday evening and told that the PACs will go through all the ideas making a questionnaire where the Steering Committee members and Flagships will be asked to prioritize between the suggestions. Mr Lappalainen told that the PACs have gotten so many ideas which is why it will not be easy to say no to the offer from HA Capacity on arranging a workshop for PA Safe. Mr Lappalainen told that he will send the questionnaire to the Steering Committee and Flagships.

Ms Henriksen concluded by asking the Steering Committee to please fill out the questionnaire.

10) PA Safe Project Platform

Ms Henriksen told that the Interreg Baltic Sea Region Programme has launched a call for project platforms and that conditions for this project platform have been sent previously by email to the Steering Committee. Ms Henriksen explained that the idea is to unite projects that are dealing with one theme for an example maritime safety which can include many things. So even though the Flagships are covering different topics there is a lot of common ground within a theme.

Ms Henriksen told that probably only one project platform will be approved within one theme – i.e. one project platform for the theme maritime safety. Ms Henriksen also explained that PACs can be a partner or an associated partner, and those platforms with PACs connected are more likely to receive the funding. Ms Henriksen encouraged the Steering Committee and Flagships to get in touch with the Interreg Programme and the PACs to get more information and an overview. The PACs will try to emerge ideas should there be several.

Mr Godal added that there are a lot of project finishing now and asked if the project platform is a tool for them to continue. Ms Henriksen replied that this it is also a possibility since completed flagships also are allowed to apply. Ms Henriksen added that the outcome of a project platform for an example can be a conference discussing a specific topic or it can be producing papers on a specific topic.

Mr Siwe pinpointed that the project platform seems very abstract to which Ms Henriksen agreed adding that the PACs now are starting to understand what the project platform can be used for.

Ms Laitio told that the organisers of the platform these days are having workshops in Germany on what the project platform could be. Ms Henriksen added that while the PACs have been looking for guidance the Interreg Baltic Sea Programme have been looking for input.

Ms Timms asked whether this is the first call of several or the only call within the programme period wanting to know if there will be another opportunity later on. Mr Godal replied that the project platform is a way to try to let the finishing projects live on while Ms Henriksen replied that she does not think that there will be another call. This was supported by Ms Laitio who had talked to one of the secretaries.

Ms Henriksen concluded the agenda point by asking the Flagships to let the PACs know should they plan to apply for the project platform.

11) Gdańsk University of Technology working in the field of maritime transportation safety

Mr Rafal Szlapczynski gave an introduction to his work and told that it is not a particular project but instead a set of different methods on why to use ship domains.

Mr Siwe asked if it is designed to be used by a shore-center or a single ship to wich Mr Szlapczynski replied that it works for everything. Mr Siwe then added that STM Validation has several applications for that and encouraged to keeping the dialogue between the two.

Ms Henriksen thanked for the presentation.

12) Any other business

Mr Lappalainen informed that he has had a correspondence with the Estonian Maritime Authority which has invited PA Safe to have the next meeting in Tallinn on 6th June 2017. The meeting will be held as back to back with the EUSBSR Annual Forum 2018.

To this Mr Godal added that many PAs plan to have their Steering Committee meeting which is why the PACs should send out the invitation to the PA Safe Steering Committee meeting as soon as possible.

Ms Henriksen thanked Mr Montewka for being the host and helping with the organisation of meeting. Ms Henriksen then gave Mr Montewka a present to show the Steering Committee's appreciation. Ms Henriksen concluded the meeting by thanking all the participants.

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