EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION
PRIORITY AREA 'SAFE'

Copenhagen, 4 February 2015

11th Meeting of the international Steering Committee for the Priority Area on Maritime Safety and Security of the EU Strategy for the Baltic Sea Region in Elsinore, 19 November 2014

Final minutes

The meeting took place in the premises of Maritime Museum of Denmark, Elsinore. The meeting was chaired by the Danish Priority Area Coordinator Mr. Bjarke W. Bøtcher (Danish Maritime Authority) in cooperation with Jouni Lappalainen, Assistant to the Finnish Priority Area Coordinator (Finnish Transport Safety Agency).

1) Welcome remarks

Mr. Bjarke Bøtcher opened the meeting on behalf of the Danish and Finnish Priority Area Coordinators and positively noted the participation of most Member States and Flagship Projects. Mr. Bøtcher also recalled the important role, which the Steering Committee has by overseeing the activities of the Priority Area Coordinators, and by contributing to identifying gaps in the regional cooperation on maritime safety and security, by developing new project ideas and initiatives as well as anchoring the activities of the priority area throughout the Baltic Sea Region.

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

The draft agenda was adopted as presented. The final minutes of the Steering Committee meeting held in Espoo and Helsinki on 11-12 June 2014 were confirmed.

3) Activities of the Priority Area Coordinators since the last meeting

Mr. Bøtcher briefed on the activities undertaken by the Priority Area Coordinators since the most recent meeting held in Helsinki on 11-12 June 2014. The Priority Area Coordinators had spent time on the ongoing coordination among project and regarding alignment of funding sources with the objectives of the priority area as well as on the revision of the EU Strategy for the Baltic Sea Region (EUSBSR) and its chapter on Maritime Safety and Security. Referred to the overview of activities circulated prior to the meeting.

No comments were made on the activities listed by the Steering Committee.

4) Status on the revision of the EUSBSR Action Plan

Mr. Bøtcher informed about the ongoing review of the EUSBSR and its chapter on Maritime Safety and Security, which was initiated in the winter of 2014. Mr. Bøtcher reminded that the Priority Area Coordinators had invited the Steering Committee to provide comments on the current Action Plan's chapter on the Priority Area on Maritime Safety and Security at the most recent Steering Committee meeting. Mr. Bøtcher noted that the Priority Area Coordinators had received a series of inputs and comments from Member States during the summer and beginning of the Autumn 2014, which had been incorporated into a single document that had been circulated prior to the Steering Committee meeting. He took the opportunity to thank those Steering Committee members who had provided input and invited all Steering Committee members to have a look at the document in order to prepare a comprehensive document covering the priorities of the Member States. Mr. Bøtcher also noted that some Member States had not yet given any input and reflections on the current Action Plan and remarked that now was the opportunity to influence the priorities and activities to be undertaken by the Priority Area in the upcoming years. Mr. Bøtcher also noted the increased connection between priorities in the Action Plan and the funding opportunities offered by several EU funding programmes. In other words, if countries would like to see EU funded development projects in the field of maritime safety and security, it would be wise to ensure that the topics of these projects were included in the Action Plan.

Turning to the more general process, Mr. Bøtcher noted that some countries had voiced a wish to reduce the number of Priority Areas, and consequently one may expect a decision to reduce or merge some Priority Areas. There were, however, no indications that Priority Area on Maritime Safety and Security would be affected or discontinued, as the Priority Area was generally considered well-functioning. Mr. Bøtcher noted that the Group of National Contact Points would meet on 8 December 2014 to discuss the review process. Hereafter he opened a discussion of PA Safe's chapter in the Action Plan by inviting the Steering Committee to comment on the distributed document describing PA Safe's chapter in the Action Plan.

Ms. Anna Bizzozero, Swedish Transport Agency remarked that the comments, which the Swedish Transport Agency had provided, had been satisfactorily implemented into the document and that the Swedish Transport Agency had no further additions to PA Safe's chapter in the Action Plan.

Mr. Ulf Siwe, Swedish Maritime Administration also positively noted that input and comments provided from the Swedish Maritime Administration had been included in the document.

Ms. Susanna Hedenmark, Swedish Coast Guard noted that a possibility for having projects focusing on cooperation both above as well as beneath water would be desirable to add to the Action Plan from a Swedish point of view.

Mr. Bøtcher positively noted this comment and invited the Swedish Coast Guard to provide the Priority Area Coordinators with more detailed input in the circulated review document, which were received shortly after the meeting

Mr. Alexandrs Pavlovičs, Transport Accident and Incident Investigation Bureau of Latvia inquired if the target and indicators had been rightfully chosen, as it may be very difficult to establish a direct connection between the work of the priority area´s projects and the number of actual accidents.

Mr. Bøtcher replied that the work of the Priority Area on Maritime Safety and Security was indirectly helping to reduce the number of maritime accidents occurring in the Baltic Sea. It was, however, difficult to estimate if the number of maritime accidents had been reduced in the Baltic Sea, because of the various factors affecting the number of accidents, including weather conditions and the safety culture on board ships. Mr. Bøtcher openly acknowledged that the indicators in the current Action Plan were not perfect, but the best that the Priority Area Coordinators had been able to come up with when the Member States in 2012 decided to introduce such targets and indicators at a short notice. The Priority Area Coordinators would welcome new suggestions for more valid targets and indicators.

Mr. Pavlovičs remarked that the European Maritime Safety Agency´s (EMSA) database entitled "EMCIP" could be an alternative source to the current accident data provided by HELCOM.

Mr. Bøtcher noted that the Baltic Sea region is not only consisting of EU Member States, but also encompasses Russia. Thus, maritime accidents happening in Russian waters would not be represented in EMSA's data. Having said this, some Member States, including Denmark, now provided EMCIP data to HELCOM.

Mr Finn Frigast, Danish Defence Command was of the impression that the review process of the EUSBSR and its Action Plan had been ongoing since his entrance into the Steering Committee, for which reason one probably had to get used to constant review. Mr. Frigast also noted that most of the activities in the Priority Area on Maritime Safety and Security recently had focused on the maritime safety aspects and less on maritime security issues. With the newly adopted EU Maritime Security Strategy focusing on a common framework for addressing maritime risks and threats, it was perhaps time to look at the name of the Priority Area and narrow it to only focusing on maritime safety. Moreover, Mr. Frigast also questioned the inclusion of creating a Common Information Sharing Environment (CISE) in the Action Plan's chapter on the Priority Area on Maritime Safety and Security. It should hardly be the focus of the Priority Area to create CISE in the Baltic Sea region, when this work was already taking place at EU-level.

Mr. Bøtcher thanked Mr. Frigast for his input and noted that the purpose of the Action Plan's notation of creating CISE in the Baltic Sea was to support the work done at the EU-level and open for regional initiatives, which could help speed-up and direct funding for the implementation of CISE.

Ms. Sally Clink, Baltic Sea Advisory Council noted the current Action Plan's reflection of the fisheries sector and the need for improving the safety in this sector was important and should preferably be kept in the reviewed version of the Action Plan.

Mr. Siwe proposed to incorporate wording of the fisheries sector into the introductory section of the Action Plan's chapter on Maritime Safety and Security.

Mr. Bøtcher positively noted Ms. Clink's proposal and Mr. Siwe's proposal of reflecting the fisheries sector in the introductive section.

No further comments were made on the circulated document. Mr. Bøtcher again thanked the Steering Committee for the provided input before the meeting and the comments made during the meeting. He noted that the Priority Area Coordinators would keep the Steering Committee updated on the review process, especially on the review of PA Safe's chapter in the Action Plan. A more complete document would be submitted for comments to the Steering Committee primo 2015.

5) News from the European Commission

Mr. Bøtcher invited Mr. Peter Schenk, DG Regio to present the European Commission's position on the review of the EUSBSR Action Plan and to inform of other issues of relevance for PA Safe.

Mr. Schenk, DG Regio informed the Steering Committee that the European Commission had invited the various Priority Area Coordinators for individual meetings in Brussels ultimo 2013 and primo 2014, where the Priority Area concerned and its added value had been discussed. This had formed the basis of an evaluation of the various Priority Areas, where PA Safe had been deemed well-functioning. Against this background, the European Commission had not proposed any major changes or modifications to PA Safe's chapter in the EUSBSR Action Plan. He reminded the Steering Committee that this decision was, however, not for the European Commission to make, but was up to the Member States. Mr. Schenk noted that a principal decision on the structure of the EUSBSR would likely be taken primo 2015. Hereafter the European Commission would approach the individual Priority Area Coordinators again for input on the individual chapters of the Action Plan. Mr. Schenk also remarked that all the Member States have to agree on the new version of the Action Plan, before it can be adopted. The reviewed Action Plan is expected to be ready in the late Spring 2015.

Mr. Bøtcher responded to these comments by expressing that the Danish Priority Area Coordinator was ready to help and support this process as much as possible.

Mr. Schenk also remarked that the next Annual Forum of the EUSBSR 2015 will take place in Jūrmala, Latvia on 15-16 June 2015.

Mr. Bøtcher inquired if the European Commission foresaw an exhibition- and networking village at the upcoming Annual Forum of the EUSBSR 2015.

Mr. Schenk indicated that this would be a part of the Annual Forum of the EUSBSR 2015. Mr. Bøtcher noted that the Flagship Projects should mark the date, because this would be a great opportunity for the Flagship Projects to exhibit and disseminate their results to the policy level.

6) Introduction to new funding opportunities in the Baltic Sea Region

Mr. Bøtcher welcomed the representatives from the Baltic Sea Region Programme Mr. Bartlomiej Wierzbicki and the Central Baltic Programme Mr. Ivo Volt to the Steering Committee meeting. On behalf of the Priority Area Coordinators, Mr. Bøtcher expressed a wish for a closer cooperation between the Priority Area on Maritime Safety and Security and the EU-funding programmes, regarding alignment of funding in order to improve the quality of the projects in the Baltic Sea region. He also recalled that many of the projects in PA Safe had previously been funded by the Interreg funding programmes, while in recent years there had been a trend towards progressing to other and more advanced sources of funding. However, there was currently a need to supplement the current and soon ending projects with new initiatives, and in this light the Interreg programmes were a most useful instrument. Mr. Bøtcher again welcomed the representatives of the two funding programmes and invited them to give a presentation of their possibilities to support projects on maritime safety and security in the programming period 2014-2020.

Mr. Bartlomiej Wierzbicki, Baltic Sea Region Programme and Mr. Ivo Volt, Central Baltic Programme presented the funding opportunities in the Baltic Sea region. The presentations can be found in the meeting material available at the PA Safe website: http://pa-safe.dma.dk. Both representatives expressed gratitude for participation in the Steering Committee meeting, but also the “EU Financing Event for Maritime Projects and Initiatives” on 18 November 2014. Before this meeting none of the funding programmes had received much indications of interest to carry out projects in the field of maritime safety, but after attending these two meeting they were much more positive that project makers would avail themselves of the opportunities offered by the programmes.

Mr. Bøtcher agreed with the statement from the representatives of the funding programmes and positively noted that it had been useful to have the funding programmes represented at the Steering Committee meeting in order to have a dialogue on projects and funding opportunities.

7) Guest lecture: "LYNCEUS"-project

Mr. Jesus Mediavilla Varas, Lloyd's Register gave a presentation of the EU co-funded project entitled "People Localization for Safe Ship Evacuation During Emergency" (LYNCEUS). The presentation can be found in the meeting material available at the PA Safe website: http://pa-safe.dma.dk.

The Steering Committee expressed its gratitude to Mr. Varas for paying the efforts of travelling to Elsinore to present the project´s interesting activities.

8) Progress of ongoing Flagship Projects and presentation of new potential projects

Mr. Bøtcher invited the ongoing Flagship Projects to present the progress of their respective projects, focussing on achievements and challenges encountered since the most recent Steering Committee meeting in Helsinki, June 2014. Please refer to the distributed presentations for more detailed information on the projects and their progress, which also can be found at the PA Safe website: http://pa-safe.dma.dk.

- Develop a plan to reduce the number of accidents in fisheries

Ms. Sally Clink, Baltic Sea Advisory Council briefly presented the results of the project, which was successfully completed in March 2014. The findings of the project have previously been distributed to the Steering Committee and can also be found at the Priority Area's website. Ms. Clink noted that the Baltic Sea Regional Advisory Council was currently following up on the findings of the project and would still be interested in joining projects focusing on fisheries sector, but hardly as a lead partner.

Mr. Bøtcher acknowledged the results of the project and positively noted that the project partners are following up on their results, as this is deemed important to continue the work already done to improve the safety in the fisheries sector.

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

Mr. Seppo H. Mäkinen, Finnish Transport Agency presented the project and its progress since the most recent meeting in June 2014. The project aims to develop and implement the revised Baltic re-survey scheme, based on national resurvey plans and covers the Baltic Sea area in a harmonised way. Mr Mäkinen noted that the work was proceeding as planned and the progress had also been reported to HELCOM and the activities had been presented in the autumn 2014 edition of the International Hydrographic Review.

Mr. Bøtcher welcomed the progress of the Flagship Project and used the opportunity to thank the former representative of the "Speed up re-surveying of major shipping routes and ports" Mr. Juha Korhonen for his work on the resurveying process and efforts paid to support the work of the Priority Area on Maritime Safety and Security since its inception in 2009.

- Finalising the Baltic Motorways of the Sea (FAMOS)

Mr. Benjamin Hell, Swedish Maritime Administration presented the FAMOS project and the progress made regarding its preparation since the most recent meeting of the Steering Committee. A project consortium had been found with 10 partners from six countries and the project activities had been decided as well as several planning meetings had been held in various locations. The project, however, faced some challenges related to the national approval processes. The project was, though, already in contact with the respective governmental institutions in all the participating countries in order to address those challenges.

Mr. Bøtcher noted that the Priority Area Coordinators of PA Safe considered FAMOS as a Flagship Project even though the project had still not been granted an official status as Flagship Project in the EUSBSR. Mr. Bøtcher noted that the recognition of FAMOS as a Flagship Project was considered a formality and inquired with Mr. Schenk, DG Regio if the project could count on becoming recognised as a Flagship Project at the forthcoming NCP meeting on 8 December 2014.

Mr. Schenk noted that a lot of things would be on the agenda during the NCP Group meeting. For this reason he could not promise that the issue could be processed, but would he would try to fit it into the agenda. He also noted that the current process for becoming a Flagship Project was currently under review, because the current procedure was not deemed effective.

- Development of Shipping Routes and e-Navigation in the Baltic Sea (MONALISA 2.0)

Mr. Ulf Siwe, Swedish Maritime Administration informed about the results and progress of the MONALISA 2.0 project, which is a continuation of the MONALISA project. Since the most recent Steering Committee meeting, the MONALISA 2.0 project had progressed in a number of areas. Most notably the project had succeeded in connecting different owners and brands of civil maritime simulators for the first time ever. As an alternative to building a new huge centre, it was decided to tie existing simulator centre together to better handle large-scale traffic simulation required for sea traffic management. This will be done through the new simulator network “The European Maritime Simulator Network” (EMSN), which was launched at the project´s midterm conference in Barcelona on 4-5 November 2014. The final conference of the project will be organised in Gothenburg 10-11 November 2015.

Mr Bøtcher concluded that the Steering Committee had taken positive note of the progress of the MONALISA 2.0 project.

- To Ensure Safe and Efficient Winter Navigation in the Baltic Sea (WINMOS)

Mr. Ulf Siwe, Swedish Maritime Administration also briefed about the progress of the WINMOS project. The aim of the project is to develop the maritime winter navigation system and safeguard required icebreaking resources to the future’s requirement in EU’s northernmost waters during winter time when large parts of

the sea surface are covered by sea ice. A number of test trails have been executed, but the. The NOx emission was, however, too large and has to be reduced. The new icebreaker currently being build might be the model for future building of icebreakers.

Mr. Bøtcher noted that the Steering Committee took note of the progress of the WINMOS project. He also remarked that the building of the icebreaker had reportedly faced challenges due to sanctions against certain Russian state owned maritime companies, which included the Russian partner in the WINMOS project.

Mr. Siwe confirmed this information. Mr. Bøtcher noted that the Priority Area Coordinators would like to follow this issue.

- **To create a centre for knowledge and innovation in the field of maritime safety and security (BMSP)**

Mr. Linus Karlsson and Mr. Daniel Sköld, Baltic Maritime Science Park provided an update on the progress of the project since the most recent Steering Committee meeting. The project will be completed by the end of 2014, but new sub-projects are likely to continue in 2015 and 2016.

Mr. Bøtcher thanked for the presentation and noted that the Priority Area Coordinators had been very pleased with the efforts and activities of the Baltic Maritime Science Park and the project´s ability to cooperate closely with the Priority Area. He also remarked that some sort of continuation of the project´s coordination would be welcomed by the Priority Area Coordinators.

New potential Flagship Projects

Two new potential Flagship Projects were also introduced at the meeting.

- MIRG Training System Project

Mr. Jouni Lappalainen, Finnish Transport Safety Agency presented the potential Flagship Project entitled MIRG Training System. The aim of the project is to create model courses of a uniform MIRG Training System in the Baltic Sea region. The project is funded by the Ministry of Foreign Affairs of Finland and will begin December 2014 and end December 2016.

Mr. Bøtcher noted that the project might be somewhat related to the big SAR exercise Baltic SAREX and could maybe be done in the context of this annual event. Mr. Frigast agreed that it could be relevant for the Baltic SAREX or in similar subsequent events.

Mr. Bøtcher concluded that the Steering Committee had taken note of the project and would look more closely into the project at the next Steering Committee meeting in the spring 2014.

- Sea Traffic Management (STM)

Mr. Ulf Siwe, Swedish Maritime Administration presented the Sea Traffic Management Concept Validation project, which is follow-up project to the MONALISA 2.0 project, which will be finalised in 2015.The Concept Validation project is planned to run in the period 2016-2018. Mr. Siwe underlined that partners all over Europe have expressed interest in the plans and noted that several sea areas would be involved. The project´s origin in the Baltic was, however, clear, and a significant amount of partners from this region are to be involved.

Mr. Siwe noted that the initiative would be interested in maintaining the EUSBSR Flagship Project status as a continuation of the MONALISA Projects. Arguing for the relevance of this, Mr. Siwe pointed to the initiative´s planned test bed in the Baltic which would include dynamic voyage management, flow management, port collaborate decision making as well as use of the maritime cloud. In the Baltic test bed, there is a special focus on ice navigation as well. It was also noted, that the initiative would be in line with HELCOM Recommendation no. 34E/2 "Further testing and developing the concept of pro-active route planning as well as other e-navigation solutions to enhance safety of navigation and protection of the marine environment in the Baltic Sea Region“

Mr. Siwe remarked that several development and deployment projects are foreseen to start later on, and the Concept Validation project would include suggestions to include preparations for future coordination of projects concerning Sea Traffic Management, with the view to achieve a “programme” of concerted projects.

Mr. Bøtcher expressed gratitude for the presentation of this initiative, which would follow-up the good work of MONALISA 1.0 and 2.0 and possibly also take the results of other projects in the field of e-Navigation further. Mr. Bøtcher noted that the initiative, if supported by all Member States, may fit well in the revised Action Plan of PA Safe and welcomed the long-term vision. Mr. Bøtcher concluded that the Steering Committee took note of the early briefing of this new initiative and would welcome a more in-depth presentation at a subsequent meeting, ideally with a written description of the project circulated in advance.

8) Progress of seed-money projects and update on EUSBSR Seed-Money Facility

Mr. Bøtcher invited the Seed-Money projects to present their projects and the progress made. Please refer to the distributed presentations for more detailed information on the projects.

- Geopositional early warning system integration for marine oil spills recognition in the Baltic Sea (GEOILWATCH)

Representatives of the GEOILWATCH project could not be present at the Steering Committee meeting. Please instead refer to the distributed progress reports for more information about the project and its progress.

- Chemical risk assessment, management and recovery of the most commonly transported chemicals in the Baltic Sea (CHEMARE)

Mr. Kim Dahlbo, Kotka Maritime Research Centre presented the CHEMARE project and the progress made since the most recent Steering Committee meeting. The plans for a full-scale project were under development and a concept note, including a preliminary budget was planned to be submitted to the Baltic Sea Region Programme in February 2015. The next project meeting will be held on 11 December 2015 in Norrköping, Sweden. Of the Baltic Sea Region countries only Germany was missing from the project application. Ms Grit Tüngler from the German Federal Maritime and Hydrographic Agency promised to enquire in her network whether a German project partner would be interested in joining the project in the application phase.

Mr. Bøtcher noted that the Steering Committee had taken note of the projects progress since the most recent meeting.

- Crisis Communication Network (CCN)

Ms. Lotta Brandström, Swedish Coast Guard presented the CCN project and the progress made since the most recent Steering Committee meeting. The seed-money project is focusing on network meetings between coast guard services in the Baltic Sea and Norway. A number of visits have been performed in order to study how the various organisations work with communication and which methods they used. The study visits had not yet been completed, but this would be done in the winter 2014-2015.

Mr Bøtcher noted that the CCN-project can better be considered an initiation of regional cooperation in a new field, rather than a traditional project. The costs of such a project would most likely have to be covered by the respective operating budgets of the participating authorities, once the seed-money project is completed. Mr. Bøtcher proposed the organisations involved in the communications network to look into e.g. Nordic staff exchange agreements as a source of supplementary funding.

Mr. Frigast inquired if Russia was involved in the project.

Ms. Brandström noted that Russian representative had participated in the first meeting of the stakeholder

group, while no Russian representative had participated in the second. So far there was no knowledge about Russian participation in the next meeting.

9) Future activities of the Priority Area

Mr. Bøtcher informed the Steering Committee that the date for the next meeting of the Steering Committee had not yet been set due to a number of uncertainties. Due to the modest funding of the activities of the Priority Area, rooms generally had to be available free of charge.

Mr. Frigast suggested that the meeting could be organised in connection with the Annual Forum of the EUSBSR in June 2015.

Mr. Schenk indicated that rooms could maybe be made available during the Annual Forum 2015. However, it was also indicated that rooms allocated for meetings in connection with the Annual Forum would possibly only be allocated for shorter meetings taking place during the Annual Forum and not before or after, which would be the optimal solution for a PA Safe Steering Committee meeting.

Mr. Pavlovičs offered to look into possibilities for hosting a Steering Committee meeting back-to-back with the Annual Forum in Jurmala.

Mr. Andrejs Zvaigzne, Latvian Maritime Academy remarked that meeting rooms in the premises of the Latvian Maritime Academy in Riga could be available for such a meeting.

Mr. Bøtcher welcomed this offer and promised to revert to Mr. Zvaigzne and Mr Pavlovičs on this issue in the beginning of 2015.

10) Any other business

- Dredging of the Port of Gothenburg

Mr. Ulf Siwe, Swedish Maritime Administration presented the ongoing assessment regarding a possible dredging-project in the Port of Gothenburg. A trend towards larger vessels operating in the Baltic Sea increases the need for deeper ports to handle the draught of these vessels. This project aims to increase the depth of the port in Gothenburg in order to receive such large vessels. Mr. Siwe noted it could be useful to share information between ports in the Baltic Sea region on plans for dredging of ports.

Mr. Bøtcher found this proposal interesting as it may be useful to exchange information on this among the ports in the Baltic Sea region and certainly for the authorities to be aware of the trends regarding expected future draught of vessels operating in the Baltic Sea. Mr. Bøtcher was, however, uncertain if PA Safe would be the most relevant forum for discussing this issue and noted that the topic maybe would fit in other forums, such as the Baltic Ports Organisation. Mr. Bøtcher promised to inquire with this organisation if they are exchanging such data or would have an interest in such.

The Priority Area Coordinators were subsequently in contact with Mr Bogdan Oldakowski, Secretary General of Baltic Ports Organisation, who informed that the Baltic Ports Organisation is not currently collecting such data and neither planning to do so, as general information about planned dredging is reportedly commonly known among the ports, while detailed information is rarely shared due to competition considerations. The Priority Area Coordinators will ask Sweden to revert to the topic in advance of the next Steering Committee meeting, should there be a need for exchange of information related to planned dredging works.

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Mr. Bøtcher inquired if the participants had any other comments or suggestions for the work of the Priority Area Coordinators.

No additional items were raised by the members of the Steering Committee.

Mr. Bøtcher concluded the meeting by thanking the Steering Committee members as well as project representatives and guests for their active attendance.