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

Copenhagen, 14 August 2014

10th 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 Espoo & Helsinki, 11 - 12 June 2014

The meeting took place in the premises of the University of Aalto (day 1) in Espoo and in the Finnish Transport Safety Agency in Helsinki (day 2).

Final minutes

The Steering Committee meeting was jointly chaired by the Priority Area Coordinators Ms Sanna Sonninen (Finnish Transport Safety Agency) and Mr Bjarke W. Bøtcher (Danish Maritime Authority).

11 June

1) Welcome remarks

Ms Sanna Sonninen opened the meeting on behalf of the Priority Area Coordinators by welcoming the participants.

Professor Pentti Kujala (Professor of Marine Traffic Safety) from the Aalto University, Department of Applied Mechanics, welcomed all participants to the premises of the University. Professor Kujala gave an overview on topical issues of his research branch and the ongoing research projects of his research group which is responsible for studies focusing on safety of maritime transport and winter navigation, science based risk management, marine traffic simulations, collision and grounding modelling, analysis of human behaviour onboard and evaluation of probable oil spills in various accidental events.

Ms Sonninen briefed the participants on the practicalities and invited the participants to present themselves.

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

Mr Finn Frigast Larsen, Danish Defence Command remarked that he wanted to present a potential project lead by Denmark entitled "BALTIC SAREX". This presentation of the project was added to

agenda item 11.

The Final Minutes of the Steering Committee meeting held in Vilnius, Lithuania on 13 November 2013 were confirmed.

3) Activities of the Priority Area Coordinators

Ms Sonninen informed the Steering Committee about the activities undertaken by the Priority Area Coordinators since the most recent meeting held in Vilnius on 13 November 2013. Among the main activities of the Priority Area Coordinators was the organising and attendance in the Baltic Leadership Programme for PA Safe in close cooperation with the Swedish Institute. This topic was further elaborated later in the meeting. As a part of a larger review process of the EU Strategy for the Baltic Sea Region and its added value, the Priority Area Coordinators had attended a meeting with the European Commission in Brussels in late 2013. Moreover, the Priority Area Coordinators had continued their efforts in liaising with the various funding programmes in order to higher the maritime safety and security aspects in the funding schemes. A list of activities was distributed ahead of the meetings.

Mr Malte Søndergaard, Danish Maritime Authority also noted that the Priority Area Coordinators had spent a considerable amount of time on revising the Priority Area's website. This process had ended with an extensive update of the text, including more information on the Strategy in order to make the website more accessible for both new and regular visitors. He also noted that the website possibly will get additional updates in the coming months.

The website can be assessed at http://pa-safe.dma.dk

Ms Sonninen also informed the Steering Committee about the Priority Area Coordinators´ efforts to report on the Technical Assistance grant for 2013 as well as to submit an application for new Technical Assistance funds to the European Commission in order to enable the Priority Area Coordinators to carry out their tasks and responsibilities in 2014.

Mr Søndergaard remarked that this task had been a demanding task, which the Priority Area Coordinators had used much of their time to prepare in the first quarter of 2014. He noted that this was not optimal from the Priority Area Coordinators perspective, who would rather spent

time on ensuring progress in the area on maritime safety and security instead of formal bureaucratic procedures. This was however the conditions as long as the Technical Assistance funds were given on an annual basis.

Mr Søndergaard added that the Baltic Sea Region Programme is expected to provide a financial contribution for the tasks of the Priority Area Coordinators in the future, and most probably this will be for a three-year period (2015 – 2017).

Ms Sonninen noted that the period of the EU Funding Programmes is changing. She expressed gratitude to the Danish PAC who has put a lot of effort in liaising with the funding programmes in order to have them to take into account the objects of the EUSBSR and the Priority Area in their programming work. According to Ms Sonninen it seems that the funding programmes provides relatively good opportunities for the future projects on the area of the Maritime Safety and Security.
Ms Sonninen emphasised the pleasing situation regarding the amount and the quality of the new potential flagship projects. According to Ms Sonninen there are three ongoing Seed Money projects, and four potential candidates to be nominated as flagship projects within the Priority Area.

Ms Sonninen informed that the Finnish PAC has participated in the preparations of an international workshop and seminar regarding maritime safety to be held in Kotka, Finland on 23 – 24 July 2014. According to Ms Sonninen the seminar is strongly related to the activities of the Priority Area. The purpose of the workshop and the seminar is facilitating the discussion and idea generation for future maritime safety projects in the area of the Baltic Sea.

4) Briefing from the 5th Annual Working Meeting and 5th Annual Stakeholder Forum

The Priority Area Coordinators also briefed on the results of the 5th Annual Working Meeting of the EUSBSR held on 9-10 April 2014 in Tallinn, Estonia. The most important topic discussed during the meeting was the process of reviewing the added value of the EUSBSR. Against the background of a series of consultations between the European Commission and each Priority Area and its coordinators, it was decided to initiate a review of the existing Action Plan and look into the structure of the Strategy. The Member States were therefore currently conducting national consultations in order to see if things can be done more effectively. Mr Bjarke W. Bøtcher, Danish

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Maritime Authority highlighted that the Priority Area on Maritime Safety and Security was considered as a very well-functioning Priority Area and this had been remarked on several occasions by the Commission and different stakeholders.

Mr Bøtcher also briefed the Steering Committee about the conclusions from the 5th Annual Stakeholder Forum of the EUSBSR held on 3-4 June in Turku, Finland. Mr Bøtcher noted that this was properly the biggest event held in the context of the EUSBSR so far. Events had taken place all over Turku and it was impressive to see the wide scoop of areas covered by the EUSBSR. The overriding topic of discussions at the Annual Stakeholder Forum was the added value of the EUSBSR. A gap seemed to exist between the high level appraisal of the macro-regional work and the realities regarding sometimes insufficient commitment which Priority Areas Coordinators are facing in their work. While the National Contact Points and the European Commission presented ambitious arguments for the added value of the Strategy, the authorities and organisations working with the EUSBSR on a daily basis where more reluctant. Mr Bøtcher noted that the Priority Area did not have a stand at the Annual Stakeholder Forum due to the short time span since the last forum in Vilnius in the fall of 2013, but is likely to organise one at the next Annual Stakeholder Forum, which most likely will be held in Latvia.

5) Baltic Leadership Programme for PA Safe

Mr Søndergaard briefed about the Baltic Leadership Programme for the Priority Area for Maritime Safety and Security, which took place in late 2013 and in early 2014. The Priority Area Coordinators were involved in the organisation of the training course in close cooperation with the donor, the Swedish Institute. The reason for organising the training course was to improve the project management and fundraising skills of persons working with maritime safety and security related issues in the Baltic Sea Region, in order to improve chances that initiatives would become successful. For this reason the Priority Area Coordinators wanted to provide a range of stakeholders from the region with concrete tools for managing the project making process. 24 participants from all EU countries as well as Norway and Russia were selected to participate in the programme. The composition of this group was relatively diverse, consisting of less experienced to

senior level representatives from both national authorities, educational institutions, national and regional organisations. They participated in training programme consisting of two modules. The first module took place in Stockholm 2-6 December 2013. The purpose of this module was to introduce the participants to the concept of dynamic leadership and give them concrete tools for the development of project ideas and manage the projects from the beginning to the end. Moreover, the participants were introduced to intercultural problem solving. There learning process was based on extensive and very well-functioning group work, which quickly created a strong and well-bonded group. The second module took place in Brussels and Lisbon 20-24 January 2014. The purpose of the second module was to set project making into a policy context, by introducing the participants to EU and relevant policies as well as lobbyist in the area of maritime safety and security. The participants were also presented to various financial EU programmes and instruments and to the art of applying for EU funding. The second part of the module also consisted of study visits to the European Parliament and the European Maritime Safety Agency. Mr Søndergaard completed his presentation of the Baltic Leadership Programmes for the Priority Area on Maritime Safety and Security, by concluding that the Priority Area Coordinators were pleased with the training course, the level of attendance and the outcome of it. The experience was that all participants learned quite a lot from the course and managed to gather a strong group, which afterwards has served as an excellent entry point for project making and more bilateral issues.

6) Discussion about a revision of the Action Plan

Mr Bøtcher briefed about the European Commission's plan to revise the existing Action Plan. He noted that this brought about a good opportunity for the Steering Committee to have a look into the policy actions and see if they were still relevant as well as if the background was sufficiently described in the current Action Plan. Moreover, the Priority Area was also facing the completion of a number of Flagship Projects and more would be completed in the future. Mr Bøtcher hereafter proposed a two-step procedure for the review of the existing Action Plan's chapter on maritime

safety and security. The first step would contain a consultation process, where the Steering Committee was invited to provide input on the existing Action Plan. To structure this, a document had been prepared and circulated prior to the meeting. The Steering Committee members were kindly asked to insert their input into this document and send it to the Priority Area Coordinators no later than 4 July 2014 (This date was later changed to 20 August 2014). The second step would consist of a more comprehensive rewriting of the existing Action Plan based on the input and comments received from the members. A draft version of the reviewed Action Plan would be prepared and send out to the Steering Committee by mid-August (Later changed to the beginning of September). Mr Bøtcher reminded that the Action Plan is a policy document, which means that the document will be sent from the Priority Area Coordinators to the European Commission, which may perform an interservice consultation asking for comments from relevant Directorate Generals of the Commission. Hereafter, the document will be submitted to the High-Level Group, which also has the opportunity to comment on the document before it´s adoption. For this reason the Priority Area Coordinators could not promise that the input provided by the Steering Committee members would be included in the final document, but noted that it is an excellent opportunity to influence the text.

Mr Finn Larsen, Danish Defence Command inquired if a parallel process on the national level was foreseen. Moreover, he voiced that it would be beneficial if the members of the Steering Committee could work out a coordinated response in the respective countries and advocated to follow this procedure.

Mr Bøtcher confirmed that a parallel national review process was likely to take place this, but noted that it properly would take place later in the review process. Mr Bøtcher also agreed with Mr Larsen that it would be beneficial if the Steering Committee could speak with one voice in the respective Member States. He also invited the Member States to use this as an opportunity to consider projects, in which partners from their countries could be involved. A project proposal would not necessarily commit the Member State to be the lead-partner of the project. Mr Bøtcher also remarked that the targets and indicators were not originally a part of the Action Plan, but was added after a request by the European Commission. At the moment the main objective of the

Priority Area on Maritime Safety and Security was to reduce the number of maritime accidents. This objective was, however, not adequate since the number of accidents is dependent on the number of winter storms and severity of weather conditions, which fluctuate over the years. This has a heavy influence on the number of accidents and makes it very difficult to use the number of accidents as an indicator for the progress of the Priority Area.

Mr Aleksandrs Pavlovičs, Transport Accident and Incident Investigation Bureau proposed to use the European Maritime Safety Agency's (EMSA) accident reporting statistics entitled EMCIP instead of HELCOM's database for maritime accidents.

Mr Bøtcher noted that the reporting format of EMSA's reporting format was slightly different and HELCOM's database also had the advantage of including data from Russia. He foresaw that more countries would like to have a single reporting format in the future.

7) News from the European Commission

Mr Bøtcher informed that negotiations of the Baltic Sea Region Programme 2014-2020 had been finalised and found that this was an important source of funding for the area on maritime safety and security, which in contrast to the previous funding period, now also has a focus on clean shipping and low carbon transport. He noted that the first call for the funding programme most likely would take place in late 2014 and was expected to be a two-step procedure. Applicants for the first call are expected to get an answer mid-2015. Mr Bøtcher also noted that the Priority Area Coordinators try to follow the opportunities in this and several other EU programmes and is regularly in contact with project makers.

Mr Isto Mattila, DG Mare informed about the recent developments of the EU Maritime Security Strategy (EUMSS) and the Commission´s initiative on the Common Information Sharing Environment (CISE).

Mr Mattila reminded that in December 2013, the European Council called for a European Union Maritime Security Strategy (EUMSS) by June 2014. In March 2014 the European Commission submitted a Joint Communication "For an open and secure global maritime domain: elements for a European Union maritime security strategy". The EUMSS has been prepared in cooperation with

the Member States and the draft EUMSS will be finalised by the Friends of the Presidency Group on 13 June 2014. Mr Mattila informed that the EUMSS action plan will be finalised during the autumn of 2014. He encouraged the Steering Committee to be active in the national discussions to ensure the elaboration of their views in the EUMSS action plan.

Mr Mattila also gave a presentation on CISE initiative. He told that about 400 authorities across the EU deploy radars, satellites, ships, planes & helicopters to protect EU interests in maritime transport, environmental control, fisheries control, customs, border control, law enforcement & defence. It has been estimated that 23 MSs use 10 billion EUR total each year for maritime surveillance. The CISE concept aims on sharing the maritime surveillance information between different relevant user communities. Mr Mattila highlighted that CISE is not a new national Maritime Surveillance Awareness System, nor is EU taking over national responsibility and the implementation of CISE will not end the sectoral responsibility in the EU maritime domain.

According to Mr Mattila the Commission´s Communication on the roadmap towards CISE implementation is to be given in July 2014 and the 4th large scale MS project to develop, implement and test CISE at a larger scale is planned to start in September 2014 if the funding is approved under Research-FP7.

Ms Sonninen thanked Mr Mattila for the presentation which contained important and useful information from the Priority Area's point of view. The information regarding the security strategy is highly topical for the Steering Committee currently because the revision of the Action Plan is going to start.

Mr Bøtcher thanked Mr Mattila as well and inquired if he saw any important themes for potential flagship projects which advantageously could be covered by the Priority Area on Maritime Safety and Security.

According to Mr Mattila the Priority Area could help and support the implementation of the Security Strategy by launching flagship projects which develop services under the Strategy. He noted that the Vessel Triage and the ENSI projects could be that kind of projects.

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8) Welcome remarks

Mr Marko Sillanpää, Finnish Transport Safety Agency opened the second day of the meeting by welcoming the participants to the premises of the Finnish Transport Safety Agency.

9) Progress of ongoing Flagship Projects

Ms Sonninen invited the ongoing Flagship Projects to present the progress of their projects, focussing on achievements and challenges experienced since the most recent Steering Committee meeting. Please refer to the distributed presentations for more detailed information on the projects and their progress.

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

Mr Jyrki Mononen, Finnish Transport Agency briefly presented the project and its progress, which aims to develop and implement the revised Baltic Sea Re-survey Scheme, based on national re-survey plans and covers the whole Baltic Sea area in a harmonised way. Substantial progress had been made and re-surveys are undertaken by all Baltic Sea countries. Mr Mononen reminded that re-surveying is a long term activity, but a clear plan exists for the re-surveying.

- To lay the groundwork for developing a plan to reduce the number of accidents in fisheries

Ms Sally Clink, from the Baltic Sea Regional Advisory Council was not present at the meeting, but Mr Bøtcher briefly presented the results of the Flagship Project, which had its final meeting on 25 March 2014 in Copenhagen and could be considered both successful and pioneering as concerns mapping the fishery accidents in the Baltic and regarding the systematic dialogue with stakeholders from across the fishery sector. Documentation on the project had been distributed previously and could also be found online.

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- Minimising the risk of transportation of dangerous goods by sea (MIMIC)

Professor Pentti Kujala, Aalto University summarised the content of the project and presented the results of the MIMIC-project that ended in late 2013.

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

Mr Ulf Siwe, Swedish Maritime Administration informed the participants about the results and conclusions of the MonaLisa Project and the progress of the MonaLisa 2.0 Projects. The MONALISA 2.0 Project is a continuation of the existing MONALISA project.

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

Mr Roy Jaan, Swedish Maritime Administration informed the participants about the progress of the WINMOS-project. He also informed the Steering Committee about two other non-Flagship Projects, respectively named the Luleå Iron Ore Project and the Lake Mälaren Project.

Mr Atso Uusiaho, Finnish Transport Agency presented the building of a new ice breaker, which is a part of the WINMOS-project.

Mr Benjamin Hell inquired what such a ship cost. According to Mr Uusiaho the ice breaker would amount to approximately 120 million EUR.

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

The Baltic Maritime Science Park was unable to attend the meeting. Information on the progress was provided prior to the meeting.

10) Presentation and progress of seed-money projects and update on EUSBSR Seed-Money Facility

Mr Bøtcher informed the Steering Committee about the status of the EUSBSR Seed-Money Facility. He noted that more calls for the Seed-Money Facility would take place in the future, but that no information on the timeframe had been provided so far. The grant would however be changed from a pre-financing format to backwards payment.

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Ulf Siwe, Swedish Maritime Administration inquired if the co-financing rate would still be 85%. Mr Bøtcher confirmed that the reimbursement rate will continue unchanged.

Ms Sonninen 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 and their progress.

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

Mr Siemon Smid, Tallinn University of Technology briefly introduced the GEOILWATCH to the participants. Moreover, he invited the participants to attend a seminar 11 September 2014.

Mr Mononen inquired if the project had considered integrating the detection of other chemicals into the system.

Mr Smid noted that the idea of the system was not to exclude anything, so it might be possible to incorporate other detection systems.

Mr Jaan also inquired if the system was able to detect oil spills when there was wave activity.

Mr Smid confirmed this, but noted that this possibility was only available through SeaTrackWeb system.

Mr Bøtcher thanked Mr Smid for informing about the progress of the project and wished it the best of luck.

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

Mr Kim Dahlbo, Finnish Environment Institute presented the CHEMARE-project to the Steering Committee. A meeting had taken place involving Finnish partners, where planning of the project, the consortium structure as well as seminars and events had been discussed. The project-group had drafted a state-of-the-art report based on previous studies. The CHEMARE-project would also organise a workshop on 23 July 2014, where key issues was planned to be discussed together with the final phase of the project.

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Mr Dahlbo also informed the Priority Area Coordinators that all of the project partners employment contracts had ended in June 2014. Two out of three had solved this issue and was reemployed, while the last was between jobs, but was expected to have his job situation resolved in the near future.

Mr Bøtcher thanked Mr Dahlbo for informing the Priority Area Coordinators about the status of the project

- Crisis Communication Network (CCN)

Else Timms, Swedish Coast Guard presented the Crisis Communication Network-project. So far the partners of the project had met and agreed on the project's future process. Only a slight problem had occurred so far with Russia, since their representative was not from the right department. A date had been set for a conference in Malmö on 14-16 October 2014, which the Priority Area Coordinators were invited to participate in.

Mr Bøtcher thanked Ms Timms for informing the Priority Area Coordinators about the progress of the project

- ArtRisk project proposal

Mr Bøtcher noted that the donor was pleased with the three current seed-money projects in the Priority on Maritime Safety and Security. For this reason the donor had come back to the Priority Area Coordinators and offered us to find a fourth seed-money project. This was not a new formal call, but an opportunity had arisen because of a small amount of the funds had not been used. The Priority Area Coordinators had two different applicants working on a project description. One applicant had unfortunately not been able to have an application ready. The other project called ArtRisk had however prepared an application. This project contained elements from the former Flagship Projects MIMIC and EfficienSea. Mr Bøtcher informed that this project would receive a letter of support from the Priority Area Coordinators if no objections were made by the Steering Committee. No comments or objections were made to this decision.

Mr Bøtcher encouraged representatives of the Seed Money projects to attend the next Steering Committee meeting in the autumn of 2014.

11) Potential new Flagship Projects

Ms Sonninen invited a number of new potential Flagship Projects to present their projects to the Steering Committee. Please refer to the distributed presentations for more detailed information on the projects and their progress.

- Diving within State Maritime Resources Together in cooperation (DiveSMART)

Ms Timms, Swedish Coast Guard Headquarters presented the DiveSMART to the Steering Committee, which has the purpose of improving the national emergency preparedness in emergency diving. She invited the Steering Committee members to go back home and liaise with relevant national authorities about their participation in the project.

Mr Bøtcher wished the project the best of luck with its preparations and noted that Danish authorities would be willing to assist in setting up a meeting with relevant organisations responsible for rescue diving.

- Vessel Triage

Commander Petteri Leppänen and Project Manager Jori Nordström, Finnish Border Guard presented the potential Flagship Project entitled Vessel Triage. Development of the Vessel TRIAGE project immediately after the Costa Concordia accident and the capsizing and sinking of MV Sewol off the coast of South Korea highlighted again the need for rapid decision making tools. The project will develop a categorization and risk identification system necessary in order to assess the seriousness of the accident vessel's situation and to facilitate decision-making regarding search and rescue. The goal of the system is to facilitate the maintenance of situational awareness between the authorities and the distress vessel, and enhance the communications between them and to ensure appropriate SAR response and further operations. Apart from developing the categorization system, the project will also create a risk assessment tool to form part of the Vessel TRIAGE system.

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- Enhanced Navigation Support Information (ENSI)

Mr Mikko Klang, John Nurminen Foundation presented the ENSI-project. ENSI has ongoing discussions of possibly becoming a part of the new big project EfficienSea II. The idea of the project is to share route plans with VTS-centres, which is in line with the International Maritime Organisation, EU and HELCOM's recommendations. The project also aims in more efficient, non-verbal ship-to-shore/shore-to-ship information exchange. Mr Klang informed that the project will be free to join and the first version of ENSI is available for testing and use.

- Final Surveys for the Baltic Motorways of the Sea (FAMOS)

Mr Benjamin Hell, Swedish Maritime Administration informed the Steering Committee about the FAMOS-project, which has the purpose of re-surveying Category I and II areas in compliance with HELCOM's Copenhagen Ministerial Declaration from 2013. Mr Hell informed the participants that the projects is planning to apply for a grant of approximately 20 million EUR. All the Baltic Sea countries had been invited to participate. So countries had replied, while others where a bit more reluctant. He informed the Steering Committee that these partners have to decide if they want to participate before the call for CEF/TEN-T opens on 1 September 2014.

After the presentations of the four potential Flagship Projects Ms Sonninen asked the Steering Committee to either support or not support to the presented projects.

Mr Bøtcher made clear that there is no formal obligation to participant in a project, but there was a moral obligation to help the projects if you support them.

Mr Larsen remarked that it was hard to decide if the projects should receive support. Optimally the Priority Area Coordinators should get the Steering Committee's support and then it is the Priority Area Coordinators task to discuss with the projects and see if they it would be beneficial to mix similar projects.

Mr Larsen also presented a new potential project building on the existing annual SAR exercise conducted in the waters off the Danish island of Bornholm. This exercise, entitled Baltic SARex" is probably the largest of its kind in Northern Europe, and has for nearly two decades brought together vessels and airplanes from the Baltic Sea and beyond for an annual one-week SAR

exercise. The continuation of the exercise was somewhat challenged by structural changes within Danish Defence. The idea to create a maritime SAR centre of excellence to enable new opportunities for using the annual exercise for the benefit of maritime safety and security was considered.

- Approval of MonaLisa 2.0 as Flagship Project

Mr Bøtcher informed the Steering Committee about the MONALISA 2.0 project, which is a continuation of the existing MONALISA project, but with a refined scoop. He noted that the Priority Area Coordinators had consulted with the European Commission who had approved the support of the MONALISA 2.0 as a Flagship Project if Steering Committee supported this idea. Mr Bøtcher therefore inquired if they were any objections against accepting MONALISA 2.0 as a Flagship Project. No objections or comments were made, so it was decided that MONALISA 2.0 would continue as a Flagship Project.

12) Future activities of the Priority Area

Mr Bøtcher informed about the foreseen activities of the Priority Area. He noted that the 11th Steering Committee meeting would be organised in the autumn 2014. Moreover, a seminar on EU funding opportunities is being considered. This would primarily be intended for the seed-money projects and Flagship Projects and interested project makers. An idea was to organise such an event back-to-back with the upcoming Danish Maritime Days in Copenhagen in October 2014. Lastly, a revision of the Priority Area's brochure was planned, since it current version was staring to get outdated. Mr Bøtcher noted that further activities were not planned at the moment, since the Priority Area Coordinators did not know how the Action Plan would look like after the revision process.

13) Any other business

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

Mr Mattila remarked that from his experience as a representative of the European Commission had not seen similar discussions in the EU, as those undertaken in the Baltic Sea region and especially the Priority Area on Maritime Safety and Security. He noted that the EUSBSR had taken coordination of activities further.

Ms Sonninen concluded the meeting by reminding the Steering Committee to comment on the Action Plan no later than 4 July 2014 and thanked the Steering Committee members visiting Finland to attend the Steering Committee meeting.