PA Safe and PA Ship:
Charting a new course

Denmark is stepping down as policy area coordinators (PAC) for EUSBSR PA Ship and PA Safe. From 1 January 2022, the role as PAC for PA Ship will be safely in the hands of Finland, who will also continue to serve as PAC for PA Safe, together with Sweden. As a final contribution to the EUSBSR as PAC, Denmark, together with the other current and future PAC-nations, present a new strategy for the future work of the two PAs.

The aim of PA Ship and PA Safe is to advance collaboration to tackle the multifaceted maritime issues that the Baltic Sea Region is facing. Both PAs contribute to the **EUSBSR Action Plan** and several of its objectives. The PA Safe acts as a platform to reinforce **maritime safety and security**, and to manage the risk of maritime accidents and pollution in the Baltic Sea Region, while the objective of PA Ship is for the region to become a **frontrunner in clean shipping.**

Future focus areas

1. Centre for knowledge creation and dissemination

- PA Ship and PA Safe are strengthening their positions as centres for **knowledge creation and dissemination** for the Baltic Sea Region.
- Continuing to use the **Baltic Sea as a testbed** for innovative ideas, facilitating **information sharing** between stakeholders, and collaborating more closely with the **private sector** is of importance.

2. Becoming a frontrunner in digitalisation

- The two maritime PAs strive to become **frontrunners in digitalisation and automation.**
- Through digitalisation, maritime transport and **navigation could be made safer, more reliable, and more efficient**, reducing risks for both the crew and the environment.

3. Green shipping

- PA Ship and PA Safe will retain a **special focus on climate**, prioritizing inter alia **environmental protection** and **lowering carbon intensity.**
- Aligning with **international commitments**, such as the **European Green Deal**, is also a priority moving forward.

4. Maritime safety and security of alternative fuels

- **Switching to alternative fuels** is beneficial from an environmental and climate standpoint, but it also **poses new safety risks** that must be addressed.
- PA Ship and PA Safe will continue guiding the dialogue on the **impact of alternative fuels on maritime safety and the environment** in the Baltic Sea Region.

How do we get there?

Strengthening cooperation

- Continue to strengthen the collaboration and **synergies between PA Ship and PA Safe.**
- **Liaise further with other PAs under EUSBSR** - such as PA Secure and PA Transport - as well as with **policy departments within the European Commission**, for example DG MARE, DG REGIO, and DG MOVE.
- Advance **knowledge exchange** with stakeholders from **other macro-regions with a maritime focus**, particularly EUSAIR and their four thematic pillars.
- **Other important organisations** for future collaboration include HELCOM, EMSA, and CBSS.

Financing

- The **Interreg Baltic Sea Region funding programme for 2021-2027** will include **relevant priorities** for both PA Ship and PA Safe, focusing inter alia on **sustainable waters** and **blue economy.**
- The **Connecting Europe Facility (CEF)** supports projects in the areas of **digitalisation, alternative fuels**, as well as **maritime port infrastructure developments** such as facilitating port access and shore-side electricity supply.
- Other funding programmes include **Horizon 2020**, EU's biggest Research and Innovation programme; and **COSME**, which funds initiatives that help small businesses access new markets.

Interreg Baltic Sea Region
EUROPEAN UNION
EUROPEAN REGIONAL DEVELOPMENT FUND
EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION
EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION PRIORITY AREA 'SAFE'
EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION PRIORITY AREA 'SHIP'