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EU macro-regional strategies as a tool to enhance maritime safety and security in regional sea basins – Lessons from the Baltic Sea

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

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EU macro-regional strategies

Definitions:

- **A 'Macroregional strategy' is an integrated framework endorsed by the European Council, which may be supported by the European Structural and Investment Funds among others, to address common challenges faced by a defined geographical area relating to Member States and third countries located in the same geographical area which thereby benefit from strengthened cooperation contributing to achievement of economic, social and territorial cohesion.**

- **A 'macro-region' is an area including territory from a number of different countries or regions associated with one or more common features or challenges.**

- **Macro-regional strategies address common challenges faced by a geographical area, where strengthened cooperation can benefit the Member States in achieving economic, social and territorial cohesion.**

The 4 EU macro-regional strategies so far:

- EU Strategy for the Baltic Sea Region (since 2009)
- EU Strategy for the Danube Region (since 2011)
- EU Strategy for the Adriatic-Ionian Region (from 2014)
- Potential future EU Strategy for the Alpine Region
- More regions have expressed interest.

EU Strategy for the Baltic Sea Region

8 EU Member States:
Denmark
Estonia
Finland
Germany
Latvia
Lithuania
Poland
Sweden

European Commission
Other stakeholders

EUSBSR
- Origins of the Strategy

- 2007-09 based on a wish from the European Parliament and Member States, the European Council invited the European Commission to present a strategy for the Baltic Sea region.

- 2009: The Commission presented the EUSBSR and an accompanying Action Plan, which was approved by the Council in fall 2009. The European Council endorsed the Strategy, as the Union´s first macro-regional strategy.

- 2012-13: The Action Plan was reviewed (adding targets and indicators) and roles and responsibilities of the various stakeholders in the region was formally agreed.

- **<u>What</u> is the aim of the Strategy?**

  The Strategy aims at reinforcing cooperation within the Baltic Sea region in order to face several challenges by working together as well as promoting a more balanced development in the area.

- **<u>Why</u> is a Strategy needed?**

  Since the EU enlargement of 2004, challenges facing the region have increased:

  - Serious environmental condition of the Baltic and some areas on land
  - Gaps in the economic development
  - Poor or missing transport links

  Most of these can only be addressed through better regional coordination and joint action.

- **<u>How</u> is this done?**

  By coordinating actions of the Member States, regions, the EU, pan-Baltic organisations, financial institutions and NGOs. The focus is on coordinating existing policies and programmes better – no new budget lines, legislation or institutions are foreseen!

  The working method is primarily <u>intergovernmental</u> dialogue, and the role of the Commission is to assist and encourage rather than to propose new initiatives or enforce implementation.

Overall ambition

The three cornerstones of the EU Strategy for the Baltic Sea Region are to:

- **Save the sea**
  - Clear water, clean & safe shipping, rich and healthy wildlife, better cooperation.
- **Connect the region**
  - Create good transport connections on land and at sea, well-connected energy markets, connecting people in the region, fighting cross-border crime.
- **Increase prosperity**
  - Regional implementation of Europe 2020 Strategy, improving competitiveness, creating jobs, climate change adoption, risk prevention & management.

Implementation

- The Strategy is being implemented through an Action Plan

- The Action Plan translate the three conerstones of the EUSBSR into:
  - 17 Priority Areas
  - 5 Horizontal Actions

- A Priority Area consists of:
  - Priority Area Coordinator
  - Flagship Projects
  - International steering committee
  - Other activities

Macro regional strategies – worth remembering

- Macroregional strategies are intended to geographically match the regional sea basin strategies
- In case of a macroregional strategy, it encompasses the regional strategy concerned
- Not supposed to result in another layer of decision making, but is an action by the Member States to create innovation and cooperation by finding synergies and avoiding duplication of efforts.
- From end 2014, two maritime oriented EU macroregional strategies will be in place
- Maritime work through macro-regional strategies has come to stay – at least for some time
- Regional policy dialogues are intended to be policy discussing and –implementing, rather than policy making (e.g. Denmark still prefers shipping regulation to be adopted globally)
- The macro regional strategies may offer opportunities to develop new technology or practises and test this regionally.

Priority Area for Maritime Safety and Security (PA Safe)

- **Objective: To become a leading region in maritime safety and security.**
- **Denmark and Finland appointed as Priority Area Coordinators.**

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- **A Steering Committee has been established to guide and assist the Priority Area Coordinators.**

How we work

- **Priority Area Coordinators**
  - The daily work of the Priority Area
  - Secretariat function
  - Political dialogue and liaising with relevant stakeholders

- **Steering Committee**
  - Representatives with heterogeneous composition, consisting of representatives of maritime authorities, Commission services, regional organisations and projects.
  - Anchor decisions of the Priority Area all over the region
  - Develop new projects and ensures follow-up of results achieved
  - Meets two times per year

- **Flagship Projects**
  - Turns the objectives of the Priority Area into concrete action and activities

Example of our activities – training

Baltic leadership programme in maritime safety & Security

We´re visiting EMSA today with a delegation of 25 persons from Baltic sea region including all EU Member States of the region and Russia.

Participants have attended a 2x1 weeks leadership training session on European project-making in maritime safety and security.

Before coming to Lisbon, we had a series of meetings in Brussels including DG Move, DG Mare and DG Regio as well as ECSA and ESPO.

Turning objectives into actions by means of Flagship Projects

- Our projects cover a wide range of aspects of maritime safety.
- Projects can be headed by national or regional authorities, universities, ports etc.
- Our projects are typically funded by a mixture of funding sources, including EU funding programmes (such as Interreg, TEN-T and others), national and regional funding.
- Projects can have a double status – e.g. both in EMSA or HELCOM and in the EU Strategy. Example: MARSUNO

Flagship Projects

6 ongoing and 3 completed projects in such fields as..

Re-surveying of shipping routes

Safety in fisheries

Transport of dangerous goods

Winter navigation in icy waters

e-Navigation

e-Navigation

- A series of projects on e-Navigation are conducted in the Baltic, in line with the EU Strategy´s aim to become a leading region in this field.
- Projects include EfficienSea and MonaLisa I+II and other initiatives.
- Development and test of required architecture, infrastructure and basic services
- Moreover, results of these projects have e.g.:

  - paved the way for an e-Navigation strategy implementation plan in IMO (NAV+COMSAR)
  - led to new e-Navigation services for the Arctic allowing long-range AIS access, exchange of ice charts, showing distance to nearest vessels etc.

Perhaps we can identify synergies between EMSA and the work of PA Safe?

Common objective: to avoid accidents

Cargo vessel ”Omer N” capsized in the Baltic between Denmark and Germany on 28 October 2007

How may the work of PA Safe be useful for EMSA?

Could we e.g.

- **Develop and test new initiatives regionally before applying to entire EU?**
- **Disseminate successful results from the Baltic Sea to the rest of EU?**

The Baltic Sea offers:

- **A sea almost entirely surrounded by EU Member States (+ Russia)**
- **Varied conditions (shallow and narrow straits, archipelago, open areas, salt and brackish waters, environmentally sensitive, icy waters) in a small area.**
- **A region with high competence in maritime technology and innovation**
- **Includes a variety of highly developed high-salary states, newer EU members with growing economies and Europe´s only BRIC-country - Russia**

We also coordinate…
the Priority Area on Clean Shipping

Aims at becoming a model region for clean shipping

Flagship Projects

- **6 ongoing and 3 completed projects**
- **Curent and upcoming projects cover reduction of emissions from ships, waste and sewage handling on board and port reception facilities, LNG, compliance monitoring and new technologies for cleaner and greener shipping.**

Thank you for your attention & have a nice day!

Further information:

EU Strategy for the Baltic Sea Region
http://www.balticsea-region-strategy.eu

Priority Area on Maritime Safety and Security
http://pa-safe.dma.dk

Priority Area on Clean Shipping
http://pa-ship.dma.dk