FARVANDSVÆSENET
Danish Maritime Safety Administration

Copenhagen, 5 June 2011

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Final minutes

Meeting of the international Steering Committee for Priority Area no. 13 on Maritime Safety and Security of the EU Strategy for the Baltic Sea Region
in Copenhagen, 2-3 March 2011

Approved by the Steering Committee at its meeting in Helsinki on 20-21 June 2011.

The meeting took place in the premises of the Danish Maritime Safety Administration in central Copenhagen under the joint leadership of Finland and Denmark.

Representatives of maritime authorities of Denmark, Finland, Germany, Lithuania, Poland and Sweden as well as representatives of the Flagship Projects, HELCOM, EUSBSR Priority Areas 4, 14 & 15, BONUS Baltic Organisations Network for Funding Science and the BaltWin project proposal attended the meeting. Please see the attached list of participants.

1) Opening and welcome

The Coordinators extended a welcome to the participants. Recalled that Finland and Denmark, represented by the Danish Maritime Safety Administration and the Finnish Ministry of Transport and Communications acted in their capacity as Priority Area Coordinators for the EUSBSR Priority Area no. 13 on maritime safety and security and therefore jointly chaired the meeting.

Mr Francis Zachariae, Deputy Director General of the Danish Maritime Safety Administration, gave a brief introduction to the hosting organisation, and underlined the importance of playing the "regional card" when it comes to improving maritime safety and security. Found that the EUSBSR represented a considerable potential – and expressed the hope that the Strategy could contribute to making the Baltic Sea Region a leading region in maritime safety. Noted in this context the importance of engaging the Russian Federation in the work of the Priority Area.
Mr Zachariae informed that the Danish Maritime Safety Administration is much involved in the Strategy, and in addition to the task as priority area coordinator is also the lead partner for one of the flagship projects, namely the Efficient, Safe and Sustainable Traffic at Sea Project whose role in the Strategy is to make the Baltic Sea Region a pilot region for e-Navigation.
Concluding his presentation, **Mr Zachariae** recalled that Denmark's commitment to maritime safety was i.a. connected with the fact, that more than 70.000 large vessels are passing the fairway "Kadetrenden" between Denmark and Germany each year, of which some 10.000 are tankers. Noted also that 95% of the vessels recommended by IMO to take a pilot onboard do so, when crossing the narrow Straits of Denmark and expressed a wish to increase this figure.

2) Approval of the agenda

The Coordinators recalled that a draft agenda was distributed on 4 February 2011 followed by a reminding notice. Declared the agenda adopted as presented.

3) Approval of the minutes from the previous meeting

The Coordinators recalled that the minutes of the Steering Committee meeting held in Helsinki on 21-22 June 2010 had been distributed to the participants of that meeting during the Summer of 2010, and was resent to the participants of this meeting. The meeting decided to adopt the minutes without amendments.

4) 1st Annual Stakeholder Forum of the EUSBSR

The Coordinators briefed on the 1St Annual Stakeholder Forum of the EU Strategy for the Baltic Sea Region which had been held in Tallinn, Estonia on 14-15 October 2010. The Forum, which had gathered more than 500 participants, was opened by the President of Estonia and had, in addition to plenary sessions, also included thematic sessions on the so called 4th pillar of the Strategy, to which Priority Area 13 belongs together with Priority Areas 14 and 15. The main role of the event was to boost the political commitment to the Strategy and to facilitate contacts across the Priority Areas, whereas there was not time and opportunity for the individual priority areas to have internal discussions.

The Coordinators proposed to invite one or two flagship projects to present themselves at this year's Forum, in order to have concrete discussions on the results of the Strategy.

DG Mare recalled that the conclusions of the Forum are available on the website of DG Regio (http://ec.europa.eu/regional_policy/cooperation/baltic/events_en.htm).

The Steering Committee took note of the briefing on the 1st Annual Stakeholder Forum.

5) 2nd Working Meeting on the implementation of the EU Strategy for the Baltic Sea Region

The Coordinators briefed on the 2nd Working Meeting on the implementation of the EU Strategy for the Baltic Sea Region held in Gdansk on 16- 17 February 2011. The event included Priority Area Coordinators, Horizontal Action Leaders, National Contact Points and also managers of regional funding programmes. In addition, also a number of guests from the emerging Danube Region Strategy had attended. In the margins of the meeting, the Danish coordinator had a meeting with selected representatives of the Danube Strategy in order to exchange lessons learned. It was agreed to seek an ongoing informal dialogue with the persons dealing with maritime safety and security of the Danube Strategy whenever relevant and of mutual benefit.

The 2nd Working Meeting did not include flagship projects, but the EfficienSea project of Priority Area 13 had organised an information stand in the lobby of the hotel, at which the conference took place, and attracted quite some attention.

The Coordinators informed, that at the meeting it was announced that the Priority Area Coordinators would be able to apply for so-called technical assistance, which is meant to cover coordination expenses and activities of the Priority Area, for an amount of maximum 120.000 EUR. The Coordinators are positively considering this, with the view to boost activities of Priority Area 13, and noted that the Steering Committee was likely to revert to this topic in the future.

6) Progress of ongoing flagship projects

The Coordinators invited representatives of the six operational Flagship Projects presented to provide a briefing about the progress of their respective projects. The Coordinators recalled in relation to Flagship Project 13.1 "Conduct a technical feasibility study on a Baltic Sea Coastguard Network" discussions from the previous meeting and noted that the Steering Committee should

decide, whether the project in question should have its label of flagship project in the Strategy confirmed.

6.1 "Conduct a technical feasibility study on a Baltic Sea Coastguard Network" (13.1)

Commander Marko Tuominen, Finnish Border Guard, gave a presentation on the progress of flagship project 13.1. Expresssed a wish to rename the flagship project to "conduct of feasibility study on a Baltic Sea Maritime Functionalities Network", as this title better reflected the actual needs as well as the concrete project activities. Noted also the interest of this project to formally become a Flagship Project of the EU Strategy for the Baltic Sea Region. Informed that a demonstration of the project's results is currently being prepared and is planned to be launched in Warsaw the Autumn of 2011

Commander Tuominen´s presentation is attached.

The Steering Committee briefly discussed the connection between this flagship project and flagship project 15.2 "Create a single national coordination centre".

The Coordinators recalled, that this proposed flagship project is one of the projects, which Russia formally has a declared interest in. Inquired if Russia had contacted the project.

Commander Tuominen informed that given the fact that the Baltic Sea Region Border Control Cooperation (BSRBCC) is involved, Russia was already indirectly attending. Briefed on inquiries regarding full Russian participation, and underlined a political wish to get the Russian Federation involved. Added also that without Russian participation, the project could hardly be considered successful.

DG Mare confirmed its interest in the project. Understood that there would be linkages between this project and the MARSUNO project. Agreed the need to consider follow-up. Inquired if the project would be ready to formally and directly take Russia onboard.

Mr Tuominen confirmed readiness of project to welcome Russian participation. Noted in this context the necessity to identify suitable cooperation at a pragmatic level. Found that the MARSUNO project was focussing on cooperating among nations, not inside nations, which is a topic addressed by the project in question.

The Swedish Coast Guard noted risk for overlaps between projects, and noted numerous projects in the region. Noted that MARSUNO was considering slightly similar initiatives.

The Danish Maritime Safety Administration noted that if the project aims to include intelligence information on the military side, one should be aware that access to information is much more restricted. Foresaw in such case difficult discussions in both national level and in the EU.

Admiral Danish Fleet noted that the study would reveal if this was a barrier, but found that this was a useful result and noted that barriers are to be overcome. Noted that information in this field is not distributed sufficiently.

Commander Tuominen, in reply to Sweden which proposed to involve more countries in the project, confirmed that the project was much interested in involving as many Baltic Sea States as possible.

The Coordinators concluded that the Steering Committee granted the project the label of flagship project in the EUSBSR and in this context took note of the requested change of name, which the Steering Committee would recommend to the High Level Group to approve.

6.2 "Become a pilot region for the integration of maritime surveillance systems" (13.2)

Commodore Dan Thorell, Swedish Coast Guard, gave a presentation of the MARSUNO project. Mr Thorell recalled that this is one of two pilot projects initiated by the Commission in 2009. In addition to most, albeit not all EU States around the Baltic Sea, Russia is an associated partner, and so is also the UK. Out of possible countries, only Denmark, the Netherlands and Iceland are not attending. Informed that the overall aim of the pilot project is to achieve a higher degree of interoperability among existing monitoring and tracking systems. To this end, a roadmap is being prepared. The pilot project supports the policy process of the Commission to create a common information sharing environment.

Commodore Thorell´s presentation is attached.

The Coordinator (Finland) inquired how far the existing systems are interoperable, whether major investments were foreseen and whether the legal group was international in its composition, and included Russian involvement?.

Commodore Thorell replied that the road map will show the areas where follow-up to ensure higher interoperability is required. Noted also that the Swedish efforts are not focussing on developing a new maritime surveillance system, but rather a computer system that can handle information form several databases at the same time. Commodore Thorell also confirmed that that the legal group is internationally composed.

As for cooperation with Russia, **Commodore Thorell** informed that Russia was participating with its federal border guard cooperation with Russia. Explained that as a consequence of the fact, that the application was done in a very short time, Russia did not manage to become formally involved, for which reason Russia has the status of an associated partner. In order to achieve this, information had been sent the official way, and in addition, lobby efforts had been carried out pushed via own channels. In particular, the existing bilateral cooperation with Russian border guards – with whom Sweden has regular meetings on both high- and operational level, had been utilised. Informed that at the Swedish embassy in Moscow, an official dedicated to relations with the border guard has been appointed, and mentioned that also Norway is involved in this.

Admiral Danish Fleet expressed support for the idea to focus on a system of systems. Noted the importance that each system can exchange information. Expressed support for the vision to exchange information, rather than developing a single system.

The Coordinators concluded that the Steering Committee took note of the information presented.

6.3 "Speed up re-surveying of major shipping routes and ports" (13.3)

The Coordinators started by explaining, that the presentation of this flagship project would be divided in two parts. The first presentation by **Mr Juha Korhonen** of the Finnish Transport Agency, will focus on the work being done to live up to the requirements set in the HELCOM Moscow Declaration from the Spring of 2010. By this declaration, all HELCOM members are politically committed to plan re-surveying of major shipping routes and ports by 2013 and by 2015 at the latest.
The second presentation will be by the MonaLisa project, which, albeit not formally a flagship project, can be considered as a number of countries´ concrete implementation of the above-mentioned HELCOM obligation to re-survey.

Briefing by **Mr Juha Korhonen,** Secretary for international issues at the Finnish Transport Agency, Hydrographic Office.

Mr Korhonen informed that the Baltic Sea Hydrographic Commission (BSHC) has a dedicated monitoring group taking practical action on these issues, under the aegis of HELCOM. Recalled that the background was the 2001 HELCOM Copenhagen declaration, which clarified the need to develop a scheme for systematic resurveying of major shipping routes. In 2002, the first re-survey plan was made, and the monitoring working group established. Sweden developed a re-survey meta-database. In 2008 BSHC decided on a major revision of the harmonised re-survey scheme, and in 2009 BSHC approved the new vision for the re-surveying. In the 2010 HELCOM Moscow Declaration the timetable for revising the scheme was politically approved.

The need to revise the scheme, is due to the fact that it is old and was based on estimates on where the vessels sail, whereas today there is more accurate information available based on AIS. Against this background, the BSHC agreed that the whole Baltic Sea should be covered by a harmonised re-survey scheme, divided in three categories.
Noted that the intention is to have a plan for resurveying by 2013, and not later than by 2015, where as it could take more years before the re-surveying is actually done.

A for the cooperation with Russia, Mr Korhonen noted that Russia has informed, it would most likely be able to follow the 2013 deadline – a message, which was positively received. Noted that communication with Russia is, however, still difficult at times, e.g. due to poor access to e-mail.

MonaLisa project – Motorways and electronic navigation by intelligence at Sea

Briefing by **Mr Magnus Sundström**, Project Leader, Swedish Maritime Administration.

Mr Sundström recalled presenting the project to the Steering Committee at an early stage in June 2010. Since then, a project application was prepared and submitted in August 2010, and by December a positive response was received from the TEN-T programme. MonaLisa is a Motorways of the Sea project, and has clear connections to the EUSBSR, although at the moment not formally a flagship project. Noted that the motorways of the Seas is a concept developed by the Commission a decade ago, focussing on making maritime transport more integrated, safer, more efficient etc.

MonaLisa is a sizeable project with a budget of 22.4 mill. Eur. of which 50% is a EU grant. All activities are to be completed by end of 2013. The Swedish Maritime Administration is the project's lead partner.

Mr Sundström briefly informed that the most important milestones of the project include: a VTS symposium in Istanbul in 2012 organised by IALA, completion of certain e-Navigation services, automatic verification system by ID smart card, in order to check mariners´ certificates etc. Global

exchange of maritime data –aiming at developing infrastructure, which can be a part of a global scheme for exchange of AIS- and other type of maritime data.
The single largest activity of MonaLisa is, however, the quality assurance of hydrographic data.

Mr Sundström´s presentation is attached.

Mr Sundström, in reply to **Finland** which inquired if the resurveying efforts would benefit from the Nordstream project, confirmed that this was the case.

The Coordinators concluded that the Steering Committee took note of the positive developments within Flagship Project 13.4 and encouraged the MonaLisa project to keep the Steering Committee regularly informed about the progress of the project. For this reason, the project would have a standing invitation to the Steering Committee meetings.

6.4 "Become a pilot region for e-Navigation" (13.4)
Briefing by **Mr Thomas Christensen**, Project Manager for the work package on e-Navigation of the Efficient, Safe and Sustainable Traffic at Sea Project, Danish Maritime Safety Administration.

Mr Christensen started by recalling the definition of e-Navigation by the IMO, and went on informing about e-Navigation, which, in short, is a holistic approach to navigation, and the ability to gather relevant information to users, to store and exchange these information, and lastly to analyze and present information to users in a harmonised way. This requires that it is all handled by a single system which gives the users the right information at the right time in the right place.

Noted the importance of a user driven process, which reuse existing equipment to the degree possible. It may require changes to procedures, training and legislation.

Noted that the main aim of the EfficienSea project as concerns its contribution to e-Navigation is two fold: a) to prepare the participating organisations for the e-Navigation evolution and b) to undertake tasks that will support and benefit the overall global e-Navigation process.

Mr Christensen noted in conclusion that the project be completed by January 2012, and underlined in this context the importance of remembering, that the e-Navigation process would not at all be completed at that time. Against this background, Mr Christensen expressed hope for a continuation of the EfficienSea project beyond January 2012, and noted that if case the efforts for this would be successful; the project would be most interested in retaining its status as a flagship project within the EU Strategy for the Baltic Sea Region.

Poland recalled, that at the most recent ICTW committee meeting in London, there was a question whether e-Navigation would replace the navigating instrument or perhaps rather the monitoring navigating instrument.

Mr Christensen responded that the project had consciously not made such a system yet, but was focussing on preparing a model and a prototype for a future standard.

Mr Christensen, in reply to **Finland** which inquired if the route will be suggested on the basis of weather and other factors, informed that the project would provide a demonstration of the features developed so far the following day.

The Danish Maritime Safety Administration clarified, that the vision was to obtain a basic system that can exchange routes, and provide a response to this from the maritime community. In short, a lab

system for testing and collecting experience. Underlined that the final standard would have to come from IMO.

Mr Christensen, in reply to **Sweden** which asked **w**hich type of equipment is involved now, informed that the system is built on the basis of an ECDIS-like system, running on a laptop.

The Coordinator (Finland) found that the project may provide useful input to meet upcoming maritime challenges. Concluded that against this background the Steering Committee would support a proposal to extend the EfficienSea project, which, if the required funding is given, would imply that the Steering Committee will revert to the issue of how the EfficienSea project may retain its status as a flagship project.

6.5 "Create a network of centres of excellence for maritime training" (13.5)

Presentation by **Mr Przemyslaw Rajewska** (assisted by Ms Magdalena Jablonowska)

Mr Rajewska mentioned that a lot of efforts had been invested in the preparations for turning this project concept into an actual project, and noted in this context the initial conference held in Szczecin on 1 October 2010. The conference had resulted in considerable amount of advice. Subsequently, the website www.c4mt.eu had been created.

Next steps will be taken by a group established by the Polish Ministry of Infrastructure including such institutions as the Maritime University of Gdynia and the Maritime University of Szczecin.
Informed that in January 2011 the Maritime University of Szczecin was appointed to lead an application to the BSR Programme's 4th call. For that reason, the Maritime University of Szczecin has attended a seminar of the BSR programme in Riga, in order to learn how to compose a successful application. Unfortunately, it seems like the main objectives of the BSP programme does not match with the aims of the project. Still in February the proposal was revised. A consortium has been created, consisting of 13 partners.

The Danish Maritime Safety Administration offered, if relevant, to establish relations to work package three of the EfficienSea project, focussing on maritime training and recruitment.

The Coordinator (Finland), inquired, if the efforts were still to harmonise maritime training, and noted it might counteract efforts to ensure mutual recognition of maritime training. Recommended considering to leave out the word "harmonisation".

DG Mare inquired, if there were consideration about broadening the purpose of the flagship project proposal, e.g. to use competence also on land.

The Coordinators concluded that the Steering Committee in general expressed support for the project proposal, and would revert to the status of the project at its next meeting.

6.6 "Conduct a pre-study on possible funding for a formal risk assessment for LNG carriers"(13.7).

The Polish Ministry of Infrastructure informed that the flagship project was renamed to conduct a formal risk assessment for LNG carriers in the Baltic Sea Area and that the move of the lead was moved from Denmark to Poland confirmed by the EUSBSR High Level Group in December.

Mr Lucjan Gucma briefed about the initiatives to set up the flagship project. Recalled that the origin of the project was the planned construction of a LNG terminal in Swinoujscie in Poland, and contacts to the Danish Maritime Authority in this regard.

Mr Gucma informed that the project was considering submitting an application to the 4th call of the BSR programme, in particular regarding priority 3 "promotion of sustainable use of marine resources". The intended title was: Marine LNG technology at the Baltic Sea – risk, environmental impact, economical effectiveness, with the acronym: Baltic LNG.
Mr Gucma´s presentation is attached.

Mr Sundström found that the flagship project was still a project proposal rather than a concrete project. Recalled that several other regional initiatives covered the same or similar aims, and underlined the necessity of avoiding overlaps and cooperating with other actors.

Mr Gucma informed that the partners so far included Aalto University in Finland and an institution in Klaipeda, Lithuania.

The Danish Maritime Authority informed that the formal launch of this project should await a kick-off meeting.

The Swedish Transport Agency underlined the importance of handling the safety implications of LNG transports and storage properly.

DG Mare recommended the project makers to look at funding opportunities provided via DG Move and TEN-T.

The Coordinators concluded that the **Steering Committee** took note of the presentation. Urged the project proposal to keep the Steering Committee informed about the progress of their project.

7) Flagship projects yet without a lead
Discussion regarding the flagship project which do not yet have a lead:
7.1 "Develop a plan to reduce the number of accidents in fisheries" (13.6).

The Coordinators informed, that there was still no lead identified for this flagship project and recalled, that the Steering Committee has been working on resolving this during its initial two meetings.

DG Mare informed that the issue of accidents in fisheries had been discussed at a recent meeting of the Baltic Sea Regional Advisory Council (BSRAC[1]) whose aim is to provide advice to the European Commission and Member States on matters relating to management of the fisheries in the Baltic Sea. Reportedly, the BSRAC might have an interest in the flagship project.

The Priority Area Coordinators noted that they would investigate this. Concluded, on the basis of an inquiry among the Committee members, that there seemed to be no country willing to take the lead for this Flagship Project at the moment.

[1] BSRAC is one of seven Regional Advisory Councils established by the European Council to increase stakeholder involvement in the development of a successful Common Fisheries Policy. The other RACs are for the Mediterranean Sea, the North Sea, North western waters, South-western waters, Pelagic stocks and High seas/long distance fleet, cf. http://www.bsrac.org

The Steering Committee decided to revert to the issue of identifying a suitable lead for this Flagship Project at next meeting, and noted that if not successful, it may be necessary to propose the removal of this project from the Action Plan.

8) Involvement of the Russian Federation in activities of Priority Area 13
Discussion of how to possibly engage Russia in cooperation regarding projects and activities under Priority Area 13 (Coordinators, European Commission).

The Coordinators informed that the involvement of Russia in the activities of the Priority Area had been a standing item on the agenda, when priority area coordinators have discussed the development of the Priority Area. **The Coordinators** underlined that it appeared clear, that it would be beneficial for all stakeholders to ensure involvement of Russia one way or the other.

For that reason, **the Coordinators** were of the opinion, that it would be beneficial to involve Russia in projects, focussing on maritime safety and security. In the Autumn of 2010, the Danish coordinator had a dialogue with the Russian Embassy in Copenhagen, and the Finnish coordinator had paid efforts to translate the invitation and agenda for the December meeting, which regrettably was cancelled, into Russian, and sent to the Russian Ministry of Transport. Both these initiatives did not yet lead to a reply. For that reason, the Coordinators are considering other alternatives – such as e.g. a mission to Moscow.

The Coordinators recalled that the Steering Committee's Terms of Reference explicitly foresees Russian participation. Informed, that there had been a dialogue between the Commission and the Russian Foreign Ministry regarding the Strategy, which has led to a list of projects, in which Russia had expressed an interest to attend. Russia is interested in two project relating to Priority Area 13, namely MARSUNO and the Baltic Sea Coastal Patrol Network. Noted that the dialogue between the Commission and Russia is still ongoing, and that the Commission would like to have our opinion as Steering Committee, as to whether Russian participation in these flagship projects would be desirable. Naturally, the projects themselves also would have to be asked.

After discussing the matter, **the Coordinators** concluded that the Steering Committee was in favour of continue attempts to engage Russia in activities of Priority Area 13, and was ready to positively consider Russian involvement in the said two flagship projects, pending accept from the projects themselves.

9) Potential new flagship projects under Priority Area 13
The Coordinators recalled the procedure in connection with the potential addition of new flagship projects, followed by a tour-de-table where members are encouraged to inform, should a proposal for a new flagship project be considered.

Mr Sundström mentioned that the Motorways of the Sea programme was possibly interested in a concrete project in the Baltic Sea Region under this programme, and urged the project makers to get in touch with the funding programme in this regard.

The Swedish Coast Guard recalled that at the last management board meeting in the Marsuno project, the EC delegate had raised discussion about a potential post-Marsuno project. Would like to revert to the issue during the Autumn of 2011.

Poland recalled that the country has two flagship projects in PA 13, and mention it would give preference to secure funding for those before considering new initiatives.

Finland noted that given the importance of PA 13, it saw a need to have more projects –and found that the Baltwin project proposal was one such.

Mr Jorma Rytkönen, Research Manager, Kotka Maritime Research Centre, Finland, gave a presentation regarding the BaltWin project proposal, focussing on winter navigation.

Mr Rytkönen recalled that the BSR is dependent on winter navigation. However, there is currently no studies on the maritime safety risks caused by winter navigation. Noted as an example that Russia is currently missing icebreaker capacity in the Baltic – and mentioned that the country had therefore called for assistance from nuclear icebreakers from Murmansk. Mentioned also that the Russian icebreaking procedure is different than the EU principle – to create a convoy vs. provide assistance to individual ships. Noted further the increasing capacity in Russian oil export terminals – which will cause an increase in exports all year round. Noted in this connection that the tankers are becoming wider – up to 75 meters – and noted that the icebreakers are smaller – often about 35 meters.

This winter, some 60 vessels had been stuck in ice in Gulf of Finland. Noted the considerable costs of vessels stuck in the ice. 40-60 ships stuck in ice for a week cost 7 mill euro extra. Mentioned as an example that steel plants are dependent on delivery of raw material – to close down a steel plant can cost 10 mill. EUR.

Mr Rytkönen presented a list of 24 potential and partly confirmed partners of the project proposal, and noted that the objectives of the proposal is to develop decision making support tools, to develop ice-navigation manual, to develop methods for risk assessment of winter time traffic.

Mr Sundström found the project proposal highly interesting- necessary to focus on year-round sea transport system. Recalled that for Finland, due to geographical reasons, sea transport is a must. Noted the creation of the joint initiative www.baltice.org and the development of a DVD for navigators. Found that increased cooperation within the winter navigation area is needed. Underlined that the Baltic Icebreaking Management ideally should be involved in a project.

Germany and **Lithuania** expressed support for the BaltWin project proposal.

The Coordinators concluded that the Steering Committee took note of the information presented by participants regarding potential new flagship projects. As concerns the BaltWin project proposal, the **Coordinators** concluded that the Steering Committee would recommend to the relevant services of the European Commission, that this project be given Flagship Status in the EU Strategy for the Baltic Sea Region.

10) Update of the Action Plan

Discussion regarding the foreseen update of the Action Plan accompanying the EU Strategy for the Baltic Sea Region. Preliminary exchange of views and country positions.

The Steering Committee decided to revert to this item at its next meeting.

11) Financing

Financing is an issue of interest for most flagship projects. **Mr Bo Riemann**, Advocate of the BONUS Baltic Organisations Network for Funding Science, Director of Research Department, Professor at the National Environmental Research Institute, Aarhus University, Denmark is invited to brief about the BONUS programme. Mr Riemann will also inform about two BONUS-funded projects which contribute to the implementation of priority 13 of the EUSBSR.

Professor Riemann briefed on the BONUS programme, please see attached presentation.

Professor Riemann noted among the reasons for having a funding programme for Baltic science, the growing number of ship traffic through the Baltic Sea. Noted in this context that the HELCOM Baltic Sea Action Plan provides a framework, as does also the EU Water Framework Directive, the EU Marine Environment Strategy Directive, and the Marine and Maritime Research Strategy, and the EU Maritime Policy. Underlined in this regard the need for better integration!
Recalled that the BONUS programme was started by initiative of the research councils of the Baltic Sea Region in 2004-2008. In 2007-11 the Bonus + programme was operating. The current programme is labelled BONUS and runs from 2010-2011. The current programme focuses on ecosystem approach to management, whereas the following years will focus on different topics.

Professor Riemann, concluding his presentation, briefly informed about the projects BalticWay and RiskGov which are financed by the BONUS programme and considered to support the EUSBSR Priority Area 13.

Finland encouraged interested flagship projects to be in touch with their national BONUS advocates.

The Coordinators expressed gratitude to Mr Riemann for presenting the programme to the Steering Committee, and urged flagship projects to follow the opportunities provided by this programme.

12) Information from and possible cooperation with Priority Areas 4, 14 & 15
Brief updates on the results from related priority areas of the Strategy:

Ms Clea Henrichsen, Danish Maritime Authority, Priority Area Coordinator for **Priority Area four** (to become a model region for clean shipping) gave a briefing about the organisation of Priority Area 4.

Ms Henrichsen informed that Priority Area 4 in general has chosen a resource-conscious approach. The priority area is using national contact points (i.e. foreign ministries) as the primary entries, and relies also on HELCOM structures. The flagship projects all have leads and are moving well forward; some were already running when the strategy was launched. Focus is now on identifying new project proposals. The work is closely in line with HELCOM´s efforts to reduce emissions from ships.

Ms Henrichsen gave a brief status of each of the Priority Area's Flagship Projects, and noted also the inquiries from potential new flagships. Informed that the Priority Area had initial discussions with them. Informed that the approach had been so, that addition was OK if the topic appeared to be within the Strategy. If so, the decision was up to the High Level Group which convenes only twice a year. Noted also, that Priority Area four had chosen not to have a steering body at all, as it was easier to make own decisions. It was, however, not excluded, that at a later stage a need for a steering body would appear.

The Coordinator (Finland) inquired if the priority area had a website. **Ms Henrichsen** clarified that this was the case. The website can be accessed at http://www.dma.dk/themes/baltic/Sider/EUBalticSeaStrategy.aspx

Mr Sundström inquired, how HELCOM has taken onboard the Strategy. Noted as an example the efforts to minimize emissions from ships.

Ms Henrichsen noted that the efforts in this regard will soon be started. Noted that the strategy may give HELCOM its rising. Noted that the combined focus of HELCOM and EU may give impetus to the environmental efforts.

DG Mare inquired about cooperation with Russia and whether the Russian participant, who attended the kick-off meeting last year, still attended meetings of the Priority Area.
Ms Henrichsen responded that no additional meetings had been hold yet, and informed that Russia was already involved in certain activities through HELCOM.

Mr Lars Hedemark, Lieutenant Colonel, Chief of Policy branch at Defence Command Denmark. Priority Area Coordinator for **Priority Area fourteen** (to reinforce protection from major emergencies at sea and on land)

Mr Hedemark briefed on Priority Area 14. The objective is to reinforce protection from major emergencies at sea and on land. Noted imagined competition with other priority areas, as concerns resources and commitment. Informed that only one of four flagship projects are active at the moment. The success story is flagship project no. 14.3 – better known as "BRISK". This project is on track and finalisation is expected by late 2011. The BRISK project is progressing well, and need no guidance from Defence Command Denmark. With respect to the three remaining projects, there are not committed action leaders. Numerous authorities are interested in these, but not willing to take the lead. One specific problem is that time has advanced, and 4th call for funding is closing by 31 March 2011. Rather than resigning, the Priority Area has tried to be innovative in a pragmatic sense. The idea is to capitalise on existing efforts, with an overlapping or bordering area. Noted interest on using volunteer troop's capacities, and noted an interest from the side of VOMARE project (financed by Central Baltic Programme) but noted that this project had had no interest in becoming a flagship project.

Finland inquired if the Priority Area had been in contact with Finnish, Estonian or Russian authorities.

Mr Hedemark responded that there was a considerable interest from several countries, but not readiness to take upon them to be a formal leader of a flagship project. It had appeared especially difficult for organisations that base themselves partly or fully on voluntary work.

Priority Area 15 (To decrease the volume of, and harm done by, cross border crime) had indicated their interest to attend the Steering Committee, but the Priority Area Coordinator, Mr Kalle Puhalainen, of the Finnish Police, had to cancel his participation at a short notice due to overlapping commitments. Instead, **Commander Marko Tuominen** of the Finnish Border Guard had been authorised to give a brief presentation of the progress of Priority Area 15.

The Coordinators expressed gratitude to the representatives of neighbouring priority areas, and concluded that the Steering Committee took note of the information presented. Found it useful to continue the dialogue with the neighbouring priority areas regularly, in order to identify synergies and to avoid duplication and overlap of efforts.

13) Cooperation with the Baltic Marine Environment Protection Commission (HELCOM)
Briefing by **Ms Anita Mäkinen**, Head of Unit at the Finnish Transport Safety Agency, who at the request of the HELCOM Secretariat represented HELCOM at the meeting.

Ms Mäkinen briefed on HELCOMs work on maritime issues, aiming at the implementation of the Baltic Sea Action Plan. Mentioned that HELCOM was an important forum to cooperate with, i.e. due to inclusion of Russia in the work of the Commission. Found that of the five permanent working groups, HELCOM Maritime Group was the most important for Priority Area 13.

Ms Mäkinen noted in conclusion, that it would be good to facilitate regular exchange of information between HELCOM Maritime Group and EUSBSR PA 13.

The Steering Committee took note of the presentation and confirmed that HELCOM has a standing invitation to attend meetings of the Steering Committee of EUSBSR PA 13.

14) Communication

The Coordinators raised a discussion about the desired communication within the Priority Area, in particular whether the Priority Area 13 have a website. **The Danish Coordinator** offered to host a website with a sub-domain at the website of the Danish Maritime Safety Administration, which would be possible to edit for both the Finnish and Danish coordinators.

Poland and DG Mare found that communication and information was essential and supported the Coordinator's proposal to have a website.

The Steering Committee welcomed the proposal to launch a website for Priority Area 13 and decided to revert to the details at a following meeting.

15) Drafting of the 2011 Annual Report of EUSBSR Priority Area 13

The Coordinators recalled that the Priority Area was requested to submit its contribution to the 2011 report on the EUSBSR by 15 March 2011, and noted that each flagship project was supposed to describe its progress in approx. half a page. **The Steering Committee** briefly discussed the draft annual report for Priority Area 13 as circulated in advance of the meeting and tasked the Coordinators to complete the report on the basis of input from the flagship projects. In the first two weeks of May, all Flagship Projects submitted information to the Annual Report.

The Priority Area's Annual Report as submitted to the European Commission in March 2011 is attached.

16) Any other business

Finland proposed to convene the next meeting of the Steering Committee on 21-22 June 2011 in Helsinki. **The Steering Committee** welcomed this proposal.

Poland informed that it as host for the European Maritime Day 2011 would like to invite the members of the Steering Committee to attend the Maritime Day in Gdansk on 20 May. **DG Mare** noted in this context, that one of the plenary sessions is planned to be dedicated to the EUSBSR.