Transport Policy Department
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1st meeting of the steering committee for priority 13 on maritime safety and security in the EU Strategy for the Baltic Sea Region (EUSBSR)
19 March 2010
Danish Maritime Safety Administration
Overgaden Oven Vandet 62 B, Copenhagen
Summary

Participants:

Hans-Heinrich Callesen-Brackev	Ministry of Transport, Germany
Dan Thorell	Swedish Coast Guard
Kristina Bram	Swedish MoD
Richard Vesterberg	Swedish MoD
Egle Vysniauskaite	Ministry of Transport and Communications of the Republic of Lithuania
Steen Balslev	Danish MoD
Justyne Bartnicka	Ministry of Infrastructure Dep. Of Maritime Transport and Inland Navigation
Ulf Svedberg	Swedish Maritime Administration
Frederik Karlsson	Swedish Maritime Administration
Ulf Leidebrink	Swedish Transport Agency
Priit Saer	Estonian Ministry of the Interior
Stefan Jenner	Waterways and Shipping Directorate North
Anders Lindholm	DG Regional Policy, European Commission
Andreas Boschen	DG Transport, European Commission
Izolda Bulvinaite	DG Mare, European Commission
Pernille Trojan Kristiansen	Danish Maritime Authority
René Sirol	Estonian Maritime Administration
Sanna Sonninen	Finnish Transport Safety Agency
Carsten Jensen	Danish Maritime Authority
Kaisu Heikonen	Finnish Transport Agency
Tero Jokilehto	Ministry of Transport and Communication, Finland
Monika Stankiewicz	HELCOM
Hannu Laurikainen	Ministry of Transport and Communication, Finland
Minna Kivimäki	Ministry of Transport and Communication, Finland
Charlotte Havsteen	Danish Maritime Safety Administration

1) Welcome by the Danish and Finnish coordinators

Co-coordinators opened the meeting. Participants introduced themselves.

2) The EU Baltic Sea Strategy – state of affairs. Briefing by the European Commission

The Commission (CION) informed about the preparation process of the Baltic Sea Strategy. The strategy was build up during a 1,5 years period in close cooperation with the governments and stakeholders in the Baltic Sea Region. The goal was to prepare a strategy as far-reaching as possible.

At the moment the main task is to map the possible duplications of effort and to make the final changes in the Action Plan. CION will coordinate and validate the proposed changes with other DG´s. The final guidelines will be set up after the high level group meeting on April 12. 2010.

CION reiterated that the strategy is not in itself a funding mechanism. CION is willing to help in a coordination process to benefit from the existing EU structural

funding mechanisms. Discussions are also in progress with the European Investment Bank and with the member states to find joint solutions.

CION reminded that the coordinators must report about the progress made in the priority area. Deadline for the first progress reports is the end of June 2010. Based on the priority area reports, CION will prepare an EUSBSR draft report to the Tallinn meeting on 11.-12 October 2010.

CION will inform the European-Council in November 2010 to get further feedback and guidelines. The official progress report must be done under the Polish presidency in 2011.

CIONs task is to make sure that all the planned actions are implemented in a suitable way. CION will investigate the need for technical assistance for the strategy (costs of meetings, etc.) and if it found to be a substantial problem, look at potential solutions to address this.

SE informed that the Prime ministers office is coordinating the Baltic Sea project in Sweden and some organisations are already made to set up the national reporting mechanisms. FI informed that similar structure is in place in Finland. DE informed that the ministry of transport is presently forming a coordination group. It was noted that best practises should be shared between the countries.

3) The Strategy's priority 13 regarding the Baltic Sea Region as a leading region in maritime safety and security. Briefing by Denmark and Finland

It was noted in general that the strategy is the first of its kind and therefore it will be a model for other regional strategies in the future.

It was noted that traffic in the Baltic Sea is expected to increase significantly in the coming years and that a horizontal forum for maritime safety and security aspects is needed. It is therefore very important that all the countries around the region are involved in the process.

CION informed that it is appropriate to invite Russia to join the priority area meetings. CION has been negotiating with the Russian foreign ministry and they have expressed interest to take part in some of the projects. Russia was invited also to this meeting, but they couldn't take part at this time.

DK gave a presentation about the main maritime safety and security issues at the moment that should be taken into consideration in the work done under the priority area 13.

4) Brief presentation of the state of affairs in the flagship projects by the respective lead parties:

4.1 Conduct a technical feasibility study on a Baltic Sea Coastal Patrol Network

This flagship project has no lead yet. CION sees this project very important but the sensitivity aspects make it to some extent difficult. CION suggests that a meeting should take place among the national experts to see if there is possibilities and willingness to do this. It was decided to form a task force committee to map the existing situation. FI agreed to take a lead in the task force committee.

4.2 Become a pilot region for the integration of maritime surveillance systems (CION)

CION communication was published in October 2009 and Council made conclusions in December 2009. The Council asked CION to prepare a roadmap, which would be the basis for future work.

SE gave an overview about the ongoing MARSUNO project, which could be seen as one candidate for this flagship to be broadened to include the whole Baltic Sea area. Before this, the ongoing projects should be analyzed in the view of duplication. The aim in MARSUNO is to link together the existing systems in to one. Cross-sectoral cooperation and the mixed organizational cultures in EU level create many challenges for this project.

CION noted, that the cross-border co-operation is already ongoing. The intersectional co-operation is also important, but more challenging.

4.3) Speed-up re-surveying of major shipping routes and ports (HELCOM/IHO)

HELCOM gave an overview of the ongoing joint activity by the Baltic Sea Hydrographic Commission and HELCOM to extend the scope of the 2001 Copenhagen Declaration and develop revised Baltic Sea Re-survey Scheme. The aim is to cover additional areas important for safety of navigation and other purposes with hydrographic re-surveys. The revised Baltic Sea Scheme is to be based on national re-survey plans. The implementation of re-survey plans directly depends on financing available within the countries..DK has informed that they are responsible for re-surveying large sea areas, for which only limited resources are available. HELCOM highlighted that indeed countries have limited resources and thus the plan is to be realised over a long period of time. In order to get the needed political support for this activity, the speeded and extended hydrographic re-surveys are to be decided by the HELCOM Ministerial Meeting on 20 May 2010 in Moscow.

4.4) Become a pilot region for e-navigation (Denmark)

DK gave presentation about the EfficienSea project.

4.5) Create a network of centres of excellence for maritime training (Poland)

PL gave presentation. The goal is to create a network of centres of excellence for maritime training. Common position and acceptation of the project is planned to be done in a stakeholder's conference in 2011. Implementation process in the Baltic Sea region will start after the conference.

DK gave also an overview to the subject.

CION briefed about the maritime "social package". CION is setting up a task force to prepare policy guidelines by end of the year 2010.

FI noted that the different projects should be connected and there should be a broad cooperation to get the best outcome.

It was noted that the project could also take into account the elderly.

4.6) Develop a plan to reduce the number of accidents in fisheries

This project has no lead yet and it should be decided if this project should be done or not. There is also linkage to the priority area 14. CION sees that

exchange of information between the countries is wished for. It would also be important to have a coherent statistics.

4.7) Conduct a pre-study on possible funding for a formal risk assessment for LNG carriers in the Baltic Sea

DK gave presentation. This project was not in the original action plan, but it got broad support from the member states. It was noted that there is linkage to the priority area 4 (clean shipping). CION gave its support for the project and informed that it could be formally added to priority area 13 after the high level group meeting on 12th April.

5) Mapping the existing field of cooperation and regional/international forums in the field of maritime safety and security and identification of possible gaps or overlapping initiatives. Briefing by Denmark and Finland

FI informed about the HELCOM preparations to establish an Expert Working Group on maritime safety. This could be one solution to build up a horizontal forum to the Baltic Sea region. SE and DK expressed their support to this idea. DE is in favour of informal exchange of views and referred to the mixed competence between IMO and HELCOM.

It was decided to set up a task force to get an overview of the ongoing work. DK agreed to take a lead.

6) Forming a steering committee for the EU Baltic Sea Region Strategy's priority 13

Participants discussed about the terms of reference drafted by DK. CION wished for more general wording when referred to it (not to refer specific DG´s). SE mentioned that it is important that the steering committee will also operate as a forum for dialogue for flagship projects.

It was decided that deadline for comments in writing is 16th April.

7) AOB

- CION noted that it is looking for projects that can be used for presenting the strategy (projects that symbolise the strategy) and requested all projects willing to be a part of presentations made on the strategy to inform their will to the CION.
- CION informed about the maritime day in Gijon (Spain) 19-21.4.2010.
- EfficienSea meeting will be in Norway on 15-16.4.2010. More information about the meeting from the internet address www.effiecensea.org
- Co-coordinators will draft a progress report before then next meeting.
- FI will chair the next meeting (June 2010) in Helsinki together with workshop. Date proposals for the meeting will be sent to steering committee asap.

Attachments	Presentation of the Baltic Sea Action Plan (DK) Presentation of the flagship project 2 (SE) Presentation of the flagship project 4 (DK) Presentation of the flagship project 5 (PL) Presentation of the flagship project 5 (DK) Presentation of the flagship project 7 (DK)
To	Participants of the meeting

For information