

BSSC newsletter

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17 – 20 September 2012

Oslo Region / Norway

From economic crises to opportunities and actions

Baltic Sea regions promoting green innovation in energy and water

It is a great pleasure for us to welcome you to the 20th BSSSC Annual Conference at Lilleström, Norway from 17 to 19 September 2012.

The topic of the conference will be on moving towards a more sustainable Baltic Sea Region – focusing especially on green energy and clean water. The conference will offer plenary sessions with interesting intervention and discussions, parallel sessions sharing knowledge and best praxis and good networking opportunities. An interactive exhibition promoting the four project clusters of the BSR

programme will be open during the whole conference. On 19 September there will be a joint session with the Baltic Sea Region Programme Conference 2012 – focusing on the new programming period 2014–2020 and the way forward. EU-commissionaire, Mr. Johannes Hahn, is invited to hold the main intervention in this session.

For preliminary programme and more detailed information please visit www.bsssc.com or www.ostsam.no

On behalf of Eastern Norway County Network, the Norwegian Ministry of Local Government and Regional Development, the BSSSC and the Baltic Sea Region Programme we look forward to seeing you in September in the heart of Norway – the dynamic, friendly and beautiful Oslo Region!

Registration will open on 1 May!



EDITORIAL

Ladies and gentlemen,

We have only just started the first quarter of the year, but it's already known that 2012 will be a very eventful and exciting year for the Baltic Sea Region! Poland has handed over to Denmark the Presidency in the Council of the European Union. Just recently the European Commission has announced that the 3rd edition of the EU Strategy for the BSR Forum will be held again together with Baltic Development Forum Summit, on 18/19 June in Copenhagen. You can read about some of the current activities undertaken by the EU, under the Danish chair, in respect to the multi-annual financial framework and cohesion policy, in the article entitled "The regions contribution to renewed economic growth in Europe".

Starting from April 23rd, Berlin will become the capital of Baltic Sea Region for three days! During the "Baltic Sea Days" there will be a number of events organized for the occasion of the 20th anniversary of the Council of the Baltic Sea States. Among others the BSSSC Board and the Council's Committee of Senior Officials will meet to discuss the future areas of cooperation, common for both Baltic organizations working on the national and the regional level. Please also take the time to mark in your calendars the dates 17th-20th September! In these days, in Lillestrøm, Norway the 20th BSSSC Annual Conference will be held together with the Baltic Sea Region Programme Conference. The event will focus on promoting green innovation in energy and water in the Baltic Sea Region. On page 1 you will find the announcement of the event!

This issue also gives an excellent overview of two wide-scale issues: "Risk of oil spills and hazardous substances in the Baltic Sea" and "Maritime Spatial Planning on the Baltic Sea". In addition, as in the past, we present you with an interesting project – the BSR Stars (page 6).

Have an enjoyable read!



**OLGIERD
GEBLEWICZ**
Chairman
of BSSSC

Regions contribute to renewed economic growth in Europe

What is happening at the European scene is important for all regions of the Baltic Sea. Decisions taken by ministers in the various council formations often have far reaching consequences for regions and their citizens.

The priorities of the Danish EU presidency show a clear link between EU policies and renewed economic growth.

When Denmark took over the presidency of the European Union on January 1st 2012 we also took over from Poland the negotiation of a number of very important legislative packages. Within the context of the next Multi-annual Financial Framework the future of major Union policies, such as cohesion and research & innovation, is being negotiated.

And the regions of Denmark are naturally supporting the objective, that the future EU budget should be dedicated to achieving the ambitious goals outlined in the Europe 2020 strategy – EU's growth strategy for the coming decade. And that multi-level governance will help to achieve these goals.

From a regional point of view the priorities on the Multi-annual Financial Framework and Europe 2020 objectives are clear.

We fully support the objective of renewing the economic growth within the EU. And an important tool for enhancing the European competitiveness is the Cohesion Policy. The EU Cohesion Policy must be acknowledged as an intelligent investment.

Cohesion policy aims at ensuring economic, social and territorial cohesion across the EU. Its integrated approach has largely proven to be beneficial to most territories across Europe, taking into account the different parameters that support the development of a region. Even if it is difficult to assess its precise impact, the tremendous contribution that cohesion policy makes to regional development and territorial cohesion in Europe should not be underestimated.

In Denmark the structural funds play a crucial role in assisting entrepreneurs build up businesses within areas as diverse as tourism, the food industry, health innovation and climate and energy. Regional business policy focuses on the sources of growth,

such as entrepreneurship, education and competence as well as innovation and new technology. Several analyses indicate that especially these action areas are the drivers behind growth in the knowledge economy.

A reformed cohesion policy should be targeted growth and employment in the European regions. The effort will help to achieve the EU's Growth Strategy Europe

The priorities of the Danish EU presidency show a clear link between EU policies and renewed economic growth

2020 across the EU. It is important that all regions contribute to the objectives. Therefore regional allocation of Structural Funds to all regions should be maintained.

Cooperation and knowledge transfer across borders will improve European added value and help create renewed economic growth. That is why the European Territorial Cooperation programs should be strengthened in order to facilitate the important cooperation between countries and regions – across borders and in the Baltic Sea.

Furthermore the EU's rural development program and fisheries program should – more than today – be used for growth and job creation in the remote areas and areas dependent on fisheries. We need business development which is not only targeted agriculture but also ensures the necessary economic development in the periphery.

Finally, another area of regional priority is the EU Horizon 2020 which should be strengthened and designed to further support the overall EU priorities for growth and innovation and through that improve the competitiveness of the EU globally.



KNUD ANDERSEN
member of the BSSSC
Board





Risk of oil spills and hazardous substances in the Baltic Sea

The Baltic Sea today is one of the busiest seas in the world and the transportation of oil and hazardous substances is growing steadily, leading to an increased risk of shipping accidents. There is a constant need to increase the safety of navigation in the Baltic Sea but the risk of accidental spills can never be completely eliminated as long as ships ply the waters of the Baltic. Therefore, the Baltic Sea countries, within the HELCOM framework, cooperate to enhance their readiness to effectively respond to pollution at sea and to improve their response resources.

HELCOM, the Baltic Marine Environment Protection Commission, has for close to four decades acted as the main environmental policy-maker for the Baltic Sea area by developing specific measures to protect and conserve the unique Baltic marine environment. The work is based on the Convention on the Protection of the Marine Environment of the Baltic Sea Area. All nine countries surrounding the Baltic Sea as well as the European Union (EU) are parties to the HELCOM work.

Shipping in the Baltic Sea

At any time around 2,000 sizeable ships are normally at sea in the Baltic. Due to its narrow straits, winding passages, shallow waters, and vast labyrinths of skerries and islands, the Baltic Sea is a difficult area for ships to navigate. Winter conditions in the northern Baltic Sea, where waters freeze up every winter, make navigation even more challenging. The busy waters where shipping

lanes cross, and many fishing vessels operate, also result in increasing risks of major pollution accidents, which could have a devastating impact on the marine environment, especially in the coastal waters.

On average 130 (in 2010 124) accidents occur each year in the Baltic Sea, mostly very close to shore or in harbours. These accidents are mainly groundings and collisions. A slight decreasing trend in the number of shipping accidents has been seen during the last few years. Fortunately, on average only 7% of the accidents result in pollution. The last major oil spill in the Baltic Sea occurred in 2003.

Each year also illegal spills of oil are detected in the Baltic Sea during aerial and satellite surveillance even though any release of oily wastes or oily water from ships is prohibited in the Baltic Sea. Deliberate oil discharges as well as the size of the spills have decreased since 1980s substantially. In 2010 a total of 149 illegal spills were detected of which the majority were very small spills.

Regional work to prevent and combat spills

Prevention of pollution from maritime traffic has been a major item for the Baltic coastal countries since the beginning of their environmental cooperation in the 1970s. To ensure maritime safety in the Baltic Sea region HELCOM has decided on a great number of measures.

Up to now numerous ship routing systems have been established in the Baltic Sea area, including a number of traffic separation schemes and deep water routes, ship reporting, recommended pilotage and measures related to safety of winter navigation. The Baltic Sea has also been designated, among others, as a Special Area under MARPOL Annex I prohibiting the discharge of oil from ships.

Early and well organized response operations can be a very effective tool for reducing the environmental effects of pollution accidents. Substantial resources, with more than 70 oil combatting vessels on stand-by located around the Baltic Sea, have been built within the intergovernmental HELCOM cooperation. These vessels are in principle able to reach any place in the region within some hours of being notified of an oil spill accident.

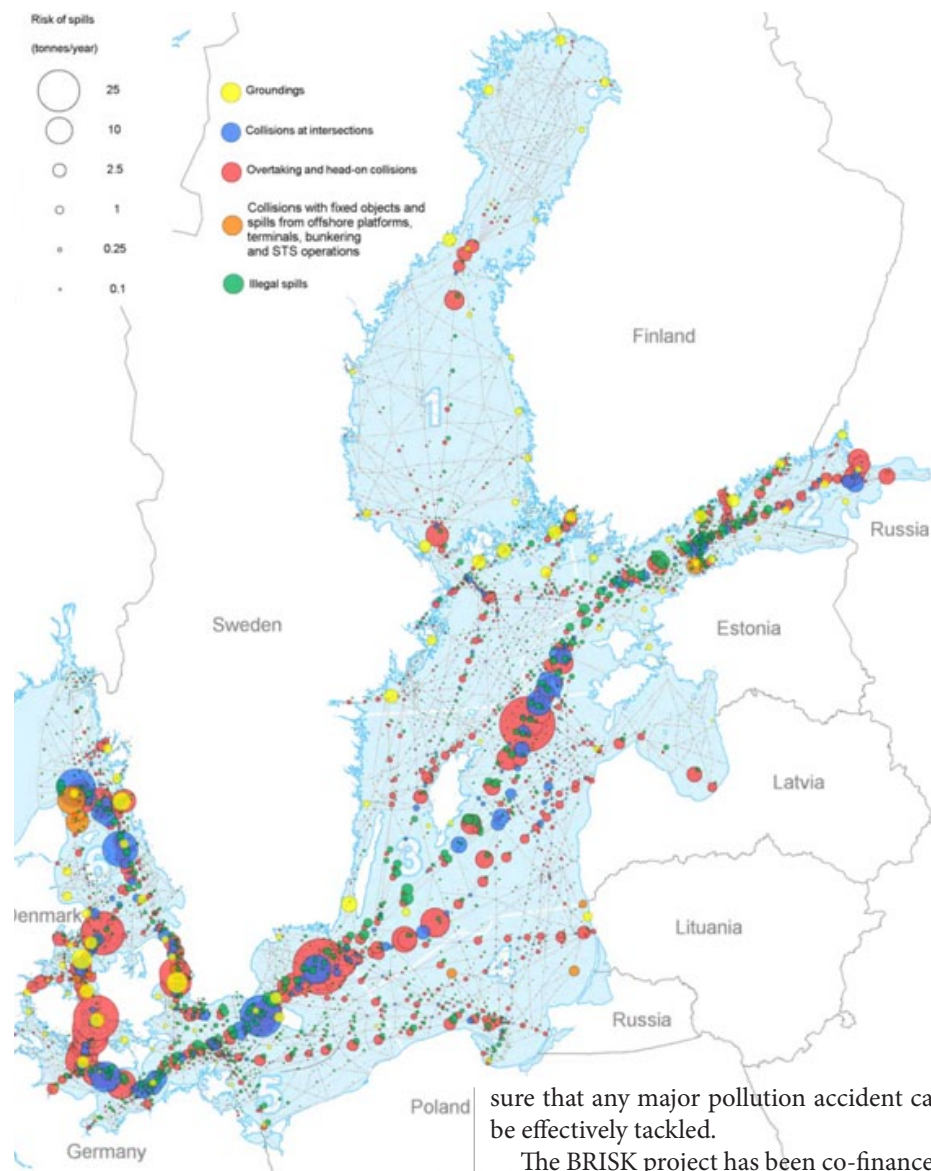
An important aspect of maintaining the readiness to respond to pollution is exercising. Several kinds of exercises are conducted under the HELCOM flag every year.

Assessment of risk of major spills

To estimate the sufficiency of the HELCOM response resources a Baltic Sea region-wide risk assessment has been conducted within the BRISK (Sub-regional risk of spill of oil and hazardous substances in the Baltic Sea) and BRISK-RU projects. The purpose of the projects was to increase the preparedness of all HELCOM countries to respond to major spills of oil and hazardous substances from shipping and enhance sub-regional cooperation.

The BRISK and BRISK-RU projects implement the provisions of the HELCOM Baltic Sea Action Plan (BSAP), a major programme for the recovery of the marine environment adopted by all Baltic Sea countries and the European Union in 2007. The BRISK project also contributes to the realization of the EU Strategy for the Baltic Sea Region as one of the flagship actions.

The identification of hot spots for risk of oil spill showed that large spills of 300 to 5,000 tonnes are expected once every 4 years for the whole of the Baltic, whereas exceptional spills of 5,000 tonnes and above are estimated to occur once every 26 years, mainly along the main oil shipping route.



The environmental sensitivity analysis revealed three types of high-sensitivity areas to oil: coastal waters, archipelagos, and shallow waters. The environmental sensitivity map was used to compare areas of sensitivity with areas of oil impact. This way, the prevention and response measures could be optimized in order to minimize the damage to the environment.

The projects identified possible ways to effectively reduce the risk of spills including their impact and damage to the environment. The measures included upgrading equipment for containing and recovery of oil from the sea surface, including in bad visibility and from ice, and tools to reduce the risks such as carriage of electronic maps by all ships operating in the Baltic Sea.

The meeting of the HELCOM Response Group on 18–20 April 2012 in Gdynia, Poland, will gather competent authorities from the nine coastal states as well as the EU to discuss, among others, the final outcomes of the risk assessment. This will be the basis for HELCOM will consider the needed investments in response capacities in the Baltic Sea region, with the aim to en-

sure that any major pollution accident can be effectively tackled.

The BRISK project has been co-financed by the European Union within the Baltic Sea Region (BSR) Programme 2007–2013. Its total budget is around 3.3 million, with approximately EUR 2.5 million to be allocated from the European Regional Development Fund. BRISK has been selected as a strategic project of the BSR Programme due to its importance for the sustainable development of the region.

To ensure the participation of Russian experts in the joint implementation of the HELCOM BSAP the Nordic Council of Ministers (NCM) granted EUR 200.000 to carry out activities in the Russian Federation complementary to the BRISK activities in the remaining eight Baltic Sea countries. The Central Marine Research & Design Institute Ltd. in St. Petersburg is the Lead Partner of the project, which is coordinated by the Information office of the NCM in Kaliningrad.

For further information please visit <http://www.brisk.helcom.fi>.

LAURA MESKI

Assisting Professional Secretary,
Helsinki Commission

The Baltic Sea is a special environment that requires extra care. More and more users are competing for a fair share of its space, making sea space ever scarcer and more valuable. Since space is finite, and not every use can take place just anywhere, we must plan for its use in a systematic and coordinated way, not only for existing uses but also anticipating future needs.

Although Maritime Spatial Planning (MSP) has become widely acknowledged as a tool for co-ordinating spatial use and balancing interests in the sea, it is far from being established practice. The INTERREG IVB BSR project “BaltSeaPlan” was created to change this. During the course of the last three years organisations and experts from eight countries worked together on seven different demonstration projects such as the Danish Straights, the Pomeranian Bight, the Middle Bank and areas of the Latvian, Lithuanian and Estonian sea. All pilot project analysed various sectoral strategies that might impact on sea space, mapped the current and future uses within these areas, assessed the environmental conditions, sought stakeholder and expert opinions, explored possible synergies and conflicts between various demands, and developed different planning options. Two of these case studies, the Pomeranian Bight (situated west of Bornholm between Germany, southern Sweden and the western coast of Poland) and Middle Bank (the largest shallow water area within the Baltic proper and situated between Sweden and Poland), were instrumental in showcasing cross-border governance issues. They also developed the first truly transnational examples of what maritime spatial plans might look in a trans-border Baltic context.

MSP is still a comparatively new instrument, and many of the difficulties encountered during the planning process have not yet been resolved. As a result, the BaltSeaPlan was keen to explore new methods. One was to test options for integrating fishery in maritime spatial plans. Partners also considered how Natura 2000 areas could be translated into spatial zones, discussed the criteria to apply when allocating sea space to offshore wind farms, investigated the relationship between shipping noise and the distribution of marine mammals, and debated how to involve stakeholders in the MSP process.

The experience and lessons to be learned from BaltSeaPlan are published in more than 30 BaltSeaPlan reports (all available under www.baltseaplan.eu).

Towards the sustainable planning of Baltic Sea space

Conclusions from three years of Balt Sea Plan



Ina-Maria Ulbrich, State-Secretary, Ministry of Energy, Infrastructure and State Development, Mecklenburg-Vorpommern; *MdB Enak Ferlemann*, State Secretary, Federal Ministry of Transport, Building and Urban Development (BMVBS); *Monika Breuch-Moritz*, President, Federal Maritime and Hydrographic Agency; *Anita Mäkinen*, Helcom-VASAB Working Group on Maritime Spatial Planning; *HaitzeSiemers*, DG Mare, Head of Unit "Maritime Policy Baltic & North Sea"; *Nico Nolte*, BaltSeaPlan Lead Partner, Federal Maritime and Hydrographic Agency.

Two BaltSeaPlan results are of particular significance if MSP is to be understood as a transnational, information-led activity. The first concerns data and information. Currently planners are often faced with the problem that environmental and socio-economic data are either not comprehensive enough or cannot be translated into spatial information. Based on an analysis of existing data networks, and taking into account the experience from the demonstration projects, the BaltSeaPlan team developed a comprehensive data model. This model shows the detailed type of data which is required in order to carry out maritime spatial planning.

The second concerns a holistic approach to the planning and management of the Baltic. The sea knows no boundaries, and the impacts of planning decisions may be felt a long way from the source. To promote coherence, the BaltSeaPlan team developed the "Vision 2030 – Towards the sustainable planning of Baltic Sea space". With a view to likely future developments, it shows the transnational and spatially relevant elements that are inherent in many

topics. Four topics were identified that require a common approach: 1) a healthy marine environment, 2) a coherent pan-Baltic energy policy, 3) safe, clean and efficient maritime transport and 4) sustainable fisheries and aquaculture. The development of these topics affects the entire Baltic Sea Region; moreover, they are driven by international policy objectives.

A key lesson of the Vision 2030 is that maritime spatial planners and the stakeholders involved in the process need to regard the Baltic as ONE planning space and ecosystem. The vision puts forward "spatial efficiency" and "spatial connectivity" as guiding principles for each planning exercise. In other words: space should be used as sparingly as possible, with multiple use of sea space promoted wherever uses are compatible with one another and the environment. Also, connections need to be ensured between the different elements and structures of sea use, resulting in a coherent concept from the transnational all the way to the local level. One example is a comprehensive approach to transport, which should not be restricted to shipping lanes

but also consider ports and the hinterland transport connections as part of the same system. Another is connectivity between marine and coastal habitats. Such connections need to be planned at the pan-Baltic level and should form the backbone of national maritime spatial plans.

In order to turn it into a living practice, the vision calls on the BSR states to agree on common objectives and targets for Bal-



tic Sea space. It also calls for the establishment of a transnational MSP coordinating body which ensures adequate data management, the development of MSP methods as well as tailored monitoring.

The BaltSeaPlan project has received a lot of attention throughout the Baltic Sea Region, in other countries and from DG Mare. Already the recommendations, principles, models and methods developed form the basis for many follow-up activities on MSP. Most importantly, the basic ambition of BaltSeaPlan has become true, namely to turn MSP into practice within the BSR. By now many Baltic Sea Region countries have taken important steps towards MSP: Sweden has established a new Marine Agency responsible for MSP; Lithuania is in the process of developing its first MSP and Latvia and Poland have passed the relevant legislation that will allow them to begin the formal MSP process. Moreover, HELCOM and VASAB joined forces in autumn 2010 by establishing the joint HELCOM/VASAB working group on Maritime Spatial Planning.

A lot has been achieved, but much more still needs to be done. Let's hope that some of the recommendations from the BaltSeaPlan Vision 2030, BaltSeaPlan findings and BaltSeaPlan data model will be taken as the basis for this work!

ANGELA SCHULTZ-ZEHDEN
Project Coordinator
KIRA GEE
Author of the BaltSeaPlan Vision
DR. NICO NOLTE
Lead Partner of BaltSeaPlan

A modern Hansa for innovation

— To be able to develop, design and produce for a big market, with access to Russia – that is the great potential in our project. It is unique and if we can combine these parts we will be strong, says **Lotten Svensson**, project manager of one pilot project in the EU co-financed innovation project StarDust.

Lotten Svensson's project Comfort in Living aims at developing new and innovative kitchens for elderly, by linking universities, companies and designers in the Baltic Sea region. Until recently it had partners in Latvia, Lithuania, Poland and Sweden. But the furniture cluster in Denmark and the Finnish Culminatum furniture cluster have now joined as associated partners, making the cooperation even stronger.

— We are trying to build some kind of modern Hansa. Northern Europe can become a very strong region when it comes to good quality and innovative solutions, but no country can do it on its' own, says Lotten Svensson.

StarDust is a part of the BSR Stars, a flagship within the European Strategy for the Baltic Sea Region and a first-of-its-kind innovation programme. The overall ambition is to foster sustainable growth and prosperity through innovation. Aligned with the EU 2020 Strategy, the long-term vision of BSR Stars is to establish the Baltic Sea Region as a functional region with an internationally competitive position in a number of strategically prioritized areas.

The strategic idea of this umbrella program is to build on existing commercial strengths and competencies around the Region, strengthen transnational networks of companies and research institutions, and foster the development of strategic alliances and collaborative innovation projects.

StarDust is a first major milestone within the BSR Stars program. A total of 34 partners and 33 associated partners have been granted financial support by the Baltic Sea Region Programme.

The BSR Stars programme was initiated by The Swedish Ministry of Enterprise, Energy, and Communication in April 2009. It has been developed by people from ten countries' ministries and national innovation agencies. The countries are: Denmark,

Estonia, Finland, Germany, Iceland, Latvia, Lithuania, Norway, Poland and Sweden. Today, a common view on the program design has been reached and is being enacted through StarDust.

Just as the broader BSR Stars flagship, StarDust aims at creating a number of globally-leading research and innovation hubs. They are developed by building on existing commercial strengths and specialized competencies around the BSR, linking strong research and innovation nodes to develop stronger critical mass, attractiveness and international competitive positions. At the core of StarDust are five pilots in cross-sector domains, addressing



Janis Gailitis from the Art Academy of Latvia is showing student works to Jerzy Smardzewski, Poznan University of Life Sciences and Lotten Svensson, IDC West Sweden.

so-called 'grand challenges' with the aim to create grand potentials for future products and services:

- Mobile Vikings (focused on digital business and services), led by Mobile Heights cluster initiative in Skåne, Sweden.
- Active for Life (focused on wellbeing and health), led by the Helsinki Health and Wellbeing Centre of Expertise at Culminatum in Espoo, Finland.
- MarChain (focused on transport), led by Klaipeda Science and Technology Park in Lithuania.
- Clean Water (focused on clean tech and future energy), led by Lahti Cleantech cluster in Finland.
- Comfort in Living (focused on furniture), led by IDC West in Sweden.

- StarDust had its kick-off in March 2011, and the five pilots have now developed joint action plans and strengthened the linkages between their respective cluster/research nodes.

— The partners have started to understand each other's strengths and weaknesses and developed a joint strategic idea. Good competitive intelligence is the basis for understanding where they are as a project today and how they can become world leading in their respective fields, says Karin Nygård Skalman, project manager of StarDust.

A number of tools to support the pilots' activities have been developed, including tools for business intelligence, for increasing innovation capacity and cooperation and tools for transnational funding.

— It is a blessing to get guidance on where to apply for funding of our project, says Lotten Svensson who is preparing applications for both EU and the Swedish innovation agency VINNOVA.

The main challenge for BSR Stars has been the same as in StarDust – to create of a common understanding of the opportunities and to turn these ideas into a program that all countries can agree on.

— It takes time to create a sustainable transnational cooperation. But when it has been achieved on many levels in the cooperating organizations there is a great potential for reaching a global position, says Karin Nygård Skalman.

Learn more about BSR Stars and StarDust and subscribe to the newsletter at www.bsrstars.org/news.

NDPHS urges for more health on the regional agenda

Health is important both as a human right and as a precondition for economic growth. It is also widely recognized that regional cooperation in health helps to address common challenges by joining forces and avoiding duplication of efforts and resources. Yet, only a few European funding programmes currently operating in the Northern Dimension area have explicitly included health among their priorities. As a result, health-related projects receive considerably less funding compared to other, more visible sectors.

The ongoing discussions about the EU Financial Framework after 2013 provide an opportunity for a change. The cohesion policy package proposed by the European Commission lists e-health, health infrastructure, inequalities in health and healthy aging among many other investment priorities. Whether these will be translated into priorities of the funding programmes depends on the EU Member States and their support to the Commission's proposal and on the design of the funding programmes by the programming committees.

With economic and other, more visible issues on the top of the European political agenda, decision makers may postpone prioritizing health. However, the aging of society, the growing epidemic of diabetes and lack of effective antibiotics cannot be postponed. These are only a few concrete examples of growing problems. If we postpone addressing them now, the consequences will affect every member of the society in the forthcoming decades. For example, it is estimated that the number of Europeans aged 65 and over will increase by 45% in the next 20 years. Age-related expenditure will cost the EU 4.7% more of GDP by 2060 as a result of a higher share of retired people

and a higher number of people with chronic non-communicable diseases.

By investing in health promotion and optimization of the delivery of health care, the economic gain would be two-fold:

1. healthy people are more likely to stay at the labour market longer and are more productive and
2. reduced spending on treatment of ill health.

In this context, it is of utmost importance to spend money effectively and focus on the right priorities. Regrettably, this is not always the case. For example, even though it is widely known that non-communicable diseases are preventable, only 3% of the health expenditure in the EU is spent on prevention. Furthermore, the potential of e-health in optimizing health care delivery is far from being fully exploited.

Although organisation and delivery of health care is a national competence, investment in regional cooperation in health is advantageous and essential. The main health-related challenges, that the European countries are currently facing, are the same. Consequently, it is only logical to coordinate the responses to common challenges, in order to bridge gaps and speed up innovation processes, avoid duplication of efforts and limited resources, and allow for well-informed policy and decision making. EU funding programmes are a useful tool in this regard, but it is important that health be visibly exposed among the funding priorities of operational programmes under different objectives of the EU Cohesion Policy.

To that end, on 25 November 2011 the 8th ministerial-level Partnership Annual Conference of the NDPHS adopted the position paper "Post-2013 European Programmes: Raising the Profile of Health and Social Well-being."¹ The paper contains views of the ten NDPHS Partner Countries and nine Partner Organizations, supported by several other



Northern Dimension
Partnership in Public Health
and Social Well-being

regional stakeholders and it calls for a visible exposure of social well-being and health in the cooperation programmes' priorities. Among the key messages of the paper is that timely investment in health and social well-being is an important precondition for economic growth and containing future health and social care related costs.

Another issue addressed in the position paper is the need to ensure cohesion between European programmes and the EU Strategy for the Baltic Sea Region (EUSBSR), to avoid a fragmented approach by linking funded activities to a common goal rather than funding random activities with limited strategic vision. Furthermore, the NDPHS suggests to engage the EUSBSR Priority Area Coordinators in the development of the respective forthcoming European programmes' priorities to ensure better alignment of funding and coordinated vision in responding to key challenges facing the region.

Surveys indicate that individuals place health among the top priorities in their life and a recent Eurobarometer survey ranks healthcare system among the main concerns of the Europeans. The priorities and concerns of our people should be properly reflected on the regional cooperation agenda. The adopted NDPHS position paper is a basis for our further work, which, we hope, will result in more resources being granted for joint regional activities in the field of health for the benefit of our people and economies.

NDPHS SECRETARIAT

¹ Available at:
<http://ndphs.org/?database,view,paper,67>



Participants of the 8th NDPHS Partnership Annual Conference.

Calendar

Mar. — Sept.

29 March

MALMÖ Delivering Smart City Projects: exploring their business cases and the role of JESSICA Urban Development Funds

23–25 April

BERLIN Baltic Sea Days, BSSSC Board meeting

21–22 May

GOETHEBORG European Maritime Day

28–30 May

SZCZECIN Climate Change, Economy, Law and Society – Interactions in BSR

30 May

BRUSSELS Informal Baltic Sea Group seminar and summer reception

31 May–1 June

HAMBURG Baltic Sea Conference on Education

18–19 June

COPENHAGEN Baltic Development Summit, EUSBSR Annual Forum 2012

4–5 September

CYPRUS TransBaltic Final Conference

6–7 September

TALLINN BALTEX Assessment of Climate Change for the Baltic Sea Basin

17–20 September

LILLESTRØM 20th BSSSC Annual Conference, Baltic Sea Region Programme Conference 2012



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The Chairmanship of the
**Westpomeranian
Region 2011–2012**
in BSSSC