

Draft meeting minutes

Draft meeting minutes from the 25th Meeting of the international Steering Committee for the Policy Area on Maritime Safety and Security of the EU Strategy for the Baltic Sea Region (EUSBSR) & 17th meeting of the International Steering Committee for the Policy Area on Clean Shipping of the EUSBSR.

December 7, 2021

Time: 09:30 – 11:50 CET

Venue: Online via webex & physical /Stockholm at the premises of Sjöfartsverket

The meeting in the International Steering Committee for PA Safe was organized in conjunction with meeting in the International Steering Committee for PA Ship on December 7 2021.

1) Approval of the agenda and confirmation of approved final minutes

The agenda and meeting minutes from the previous PA Ship & Safe Steering Committee meetings were approved without amendments.

2) Activities of the Policy Area Coordinators

Policy Area Coordinator (PAC) of PA Ship & PA Safe, **Ms. Josefine Pallesen**, gave a presentation on the recent activities of the PACs. Among other things, Ms. Pallesen highlighted the process regarding the appointment of a new PAC for both PA Safe & Ship, participation in various stakeholder events, co-organisation of two EUSBSR Annual Forum workshops; and finally the production of a strategy paper for the maritime PAs of the EUSBSR.

Please find a detailed list in annex 1.

3) Update on revised ToR for PA Ship

Ms. Pallesen gave a brief update on the revision of the ToR for PA Ship. Ms. Pallesen informed that the revised ToR had been well received by the group of National Coordinators, however with a few comments for revision. In that regard, Ms. Pallesen informed the Steering Committee that the adjusted ToR would be forwarded to the group and a silent procedure for their approval to be launched. The intention is to close the revision process by the end of the year.

4) Presentation of Maritime strategy paper for PA Safe & PA Ship

Mr. Rasmus With, Co-Policy Area Coordinator of PA Ship & PA Safe gave a presentation on the newly produced strategy paper for the two maritime policy areas in the EUSBSR. The strategy paper sets out the PACs input and reflections on the future common areas of cooperation, relevant for both PA Ship & PA Safe stakeholders. These areas include a focus on Green shipping, Digitalisation, strengthening the focus on knowledge sharing and dissemination activities, and the use of alternative fuels including the safety risks linked to this.

Moreover, the paper also outlines how the PAs should strengthen and extend their collaboration platforms – both to internal Baltic Sea region stakeholders but also to other regions and macro-strategies, such as the EUSAIR.

Finally, the paper outlines some of the most relevant funding programs linked to these themes, namely Horizon Europe, Interreg BSR and Connecting Europe facility.

Please find the paper in annex 2 and a short summary in annex 3.

5) Updates by Flagships leaders

COMPLETE PLUS

Ms. Miina Karjalainen, gave a summary of the COMPLETE Plus project, which will conclude in December 2021. The aim of [COMPLETE Plus](#) is to ensure that that outputs and tools from the main COMPLETE project are operationalized to guarantee their concrete implementation and sustainable use.

The project resulted with a number of concrete outputs, such as a proposal for a regionally harmonized early warning system (EWS); establishment of an operational data flow on non-indigenous species (NIS) with solutions for data flows and extraction of data; sharing the best practices for biofouling mitigation practises which will be made available on www.balticcomplete.com/plus and many more.

For more details please refer to appendix 4.

EMERGE + presentation on scrubbers

Mr. Jukka-Pekka Jalkalanen gave a presentation of the latest developments for EMERGE. Recent activities include a midterm review in September 2021. Moreover, the project just

finished an on-board measuring campaign on a container ship going from Netherlands to Turkey, where samples were collected along the way.

Mr. Erik Ytreberg gave a presentation on the environmental risk assessment of scrubbers. His research indicates that scrubber effluent is a major source of PAHs. Risk assessment performed in harbour environments where there is very low concentration of biocides, making it a good place to measure impacts of scrubber impacts.

Mr. Ytreberg informed that pollution from scrubbers is measured wrongly, since only ships' pollution are measured when assessing the marine environment. No other sources of pollution are taken into account, thus underestimating the impacts on the marine environment. 76 % of data points in the Baltic Sea are above their threshold for good environmental status. As such, the Baltic Sea is not in a good state and sediment cannot absorb any more metals, etc. Scrubbers are a significant source of metals.

For more details on EMERGE and Mr. Ytreberg's presentation, please refer to appendix no. 5 & 6, respectively.

EXOPRODIGI

Ms. Elisa Aro, project coordinator of EXOPRODIGI, gave a final summary of the extension project, which ended in Q4 of 2021. The main objective of EXOPRODIGI was to continue to implement and develop the main efforts achieved in the main project, ECOPRODIGI. As such the main elements of the project has been to enhance some of the prototype digital tools developed in the earlier project, creating new applications, testing them with target groups and ensuring hand-over of the tools to target groups.

For more information please refer to appendix no, 7

STM BaltSafe

Mr. Ulf Siwe gave a presentation on the latest developments within the STM BaltSafe project. First, Mr. Siwe outlined the objective of the project, which is to take information of vessels' speed, route, etc. and gather those into a system, where traffic coordinators can use this information to improve safety.

Mr. Siwe informed that Covid19 has delayed installation of equipment for the project. However, the partners have managed to put equipment into effect in Finland, Norway and Estonia, as well as cooperate with Russia to gather information in St. Petersburg. The project



uses simulations to work with collision events since there are, luckily, very few collisions of vessels nowadays.

The project also looks at automating reporting, including mandatory ship reporting, which is regulated by the IMO. The project designed a new standard for this information, which is now included in the IMO standard procedures. This means, that the information now is in a format fit for machine processing.

Next steps is the final conference in December 2021. Here the results will be presented in detail and a final report will be produced and published.

For more details please refer to appendix no. 8

R-Mode Baltic 2

Mr. Stefan Gewies gave a presentation on the latest developments within the R-Mode Baltic 2 project. This follow-up project for the R-Mode Baltic focuses on long-term evaluation of MF and VDES R-Mode, implementation and testing of the concept in practical settings, and standardization matters.

The recent progress in this project include e.g. the extension of R-Mode test-bed into new geographical areas and evaluation of the system long-term performance. The R-Mode Baltic 2 project is about to be completed at the end of this year, but its partners are looking for new opportunities to continue with this system development process.

Please find Mr. Gewies presentation in appendix no. 9.

Re-surveys.

Ms. Maarit Mikkelsen from the Finnish Transport and Communication Agency provided a brief overview of the BSHC HELCOM Updated Harmonized Re-Survey Scheme. Currently, all the Baltic States, except Russia, have updated and verified HELCOM Re-Surveys status statistics. That is, the Cat I & II areas are now defined and re-surveyed. Additionally, the project has been updated to contain Cat III areas, focusing on pleasure cruising.

Ms. Mikkelsen also stressed that the Updated Harmonized Re-Survey Scheme has been adopted into the new HELCOM Action Plan in the recent ministerial meeting. Consequently, she encouraged the member states to carry out the associated tasks accordingly.

To view Ms. Mikkelssons presentation, please refer to appendix no. 10.

Human XFactor at Sea

Ms. Kirsi Laitio from the Turku University provided an overview on the Human XFactor at Sea project. This Seed Money funded project focused on improving the understanding of the human factors in the current and future digitalized maritime environment to increase maritime safety.

As a result, the project partners have provided a report that addresses the nature of maritime safety and the role of human factor, while highlighting the gaps in this context that should be explored in the future.

To view Ms. Laitio presentation, please refer to appendix no. 11.

6) A.O.B

No items were brought up under A.O.B.

7) Update on the Revised RoP for PA Safe

Only for PA Safe Steering Committee members

Mr. Valtteri Laine, co-Policy Area Coordinator of PA Safe, gave a brief presentation on the revised Rules of Procedure (RoP) for PA Safe. At this point, he also introduced a line of questions that have been send into PACs regarding this document, focusing particularly on the article 'Rotating Presidency'.

Additionally, Mr. Laine informed that the RoP will be send into a Silent Procedure. The deadline for comments is 1 January 2022. Thereafter, the RoP will be forwarded into the NCG for final approval and can be adopted for practical implementation.

8) New PAC of PA Safe: Decision on Lead PAC

Only for PA Safe Steering Committee members

Sjöfartsverket will take over the tasks from DMA and join Traficom as Policy Area Coordinators for PA Safe. Consequently, the Steering Committee needs to approve that the organization will act as a new **Lead** PAC for the policy area.



The Steering Committee approved of Sjöfartsverket as the new Lead PAC of PA Safe.

9) End of meeting

Ms. Pallesen ended the meeting and thanked all participants for good collaboration over the years and hope for continue good work and collaboration within the two PA's.