



Meeting minutes for the

30th Meeting of the International Steering Committee for the Policy Area on Maritime Safety and Security of the EU Strategy for the Baltic Sea Region – Formal part
June 13 2024, 12.30 – 15.30 CEST
Online - Skype

Participants:

Chair: Aleksandrs Pavlovics, Latvia: Transport Accident and Incident Investigation Bureau

Christopher Saarnak, Denmark: DMA, replacing Morten Weiss
Teemo Toomsalu, Estonia: Ministry of Climate, replacing Tarmo Ots
Valtteri Laine, Finland and OpenRisk II project: Traficom
Susanne Heitmüller, Germany: BSH, replacing Dina Matsuova, GDWS
Iwona Chrzęstowska-Kawałek, Poland: Ministry of Infrastructure,

PA Coordinators:

Ulf Siwe, Swedish Maritime Administration
Emelie Tingström, Swedish Maritime Administration

Guests:

Marta Ruiz, HELCOM, Regional
Stefan Gewies, ORMOBASS project, German Aerospace Center, Germany
Tero Jokela, MaDaMe project, Turku University of Applied Sciences, Finland
Heikki Koivisto, Sustainable Flow project, Satakunta University of Applied Sciences, Finland
Maarit Mikkelsen, Re-surveying of the Baltic Sea, Traficom, Finland
Monika Wilde-Piórko, BalMarGrav project, Institute of Geodesy and Cartography, Poland

1. Welcome Words and Tour de Table

Chair: Aleksandrs Pavlovics, Latvian Transport Accident and Incident Investigation Bureau

Mr. Chair welcomed the participants and thanked the PACs for their very good job preparing the meeting and the work conducted during the year.

2. Approval of the Agenda and Minutes from the Last Meeting

Chair: Aleksandrs Pavlovics, Latvian Transport Accident and Incident Investigation Bureau

A new agenda item regarding inviting Norway to meetings was added.
The agenda was approved.

3. Activities of the Policy Area Coordinators

PAC: Emelie Tingström, Swedish Maritime Administration



Ms. Tingström recalled a busy period, see presentation, with two idea generation workshop, four exhibitions with booths, reporting to Interreg BSR and to EUSBSR among other things. Offshore wind farms and their impact on shipping is a hot topic that has been presented and the PACs have supported project applications.

Ms. Chrzastowska-Kawalek from the new chair Poland also shared the planned dates on their Idea Generation Workshop (October 16th) and the next Steering Group meeting in person in Gdynia (October 17th).

4. Helcom recommendation 34E/2 revision

PAC: Ulf Siwe, Swedish Maritime Administration

Mr. Siwe presented the upcoming time plan and deadlines for different steps of the work on an updated HELCOM-recommendation on e-Navigation in the Baltic Sea, in order to have it presented and ~~approved~~ considered at the [Third Informal Consultation Session of the HELCOM Maritime meeting-Working Group](#), October 22-24.

He thanked the participants of the task force (DK, FI and SE) and HELCOM for good co-operation and support.

5. Letter of Support procedure 13.10-13.25

PAC: Ulf Siwe, Swedish Maritime Administration

A letter of support from Policy Areas was previously of large importance for projects applying for Interreg BSR-funding in order to have the project approved. Approving all projects, instead of assisting in the selection, became a way to have many projects approved in the Policy Area hence the process has been changed. Now the PAs give the projects advice on the way to approval from Interreg.

Other funding programs still appreciate letters of support. We know that project applicants have sent requests to other PAs. To be pro-active a procedure has been developed on how to go about in the matter.

- 1) Project applicants seeking a Letter of Support, should submit a simplified project description to the PACs
- 2) Based on this description, the PACs will evaluate the relevance of the project idea for the PA actions
- 3) If deemed relevant the PACs draft the support letter and circulate it to the SG for tacit approval in one-week time together with the simplified project description.
 - a. The letter cannot be issued if at least one Steering Group member objects.
 - b. The support letter should be updated to reflect specific views of the Steering Group members, if any.



- c. Comments or recommendations can be forwarded to the project consortia.

Mr. Siwe suggest having a **decision on the procedure in October in Poland** as this suggested procedure was only presented to the steering group today. The Steering Group agreed.

6. Idea Generation Workshops – status

PAC: Emelie Tingström, Swedish Maritime Administration

Ms. Tingström accounted for the two workshops held lately: in Lübeck Germany March 6 and in Svendborg, Denmark on May 29. All workshops are held together with our sister PA Ship. Workshops are held in collaboration with a local partner in order to handle practicalities in a smooth manner and to invite the right people. The agenda is more or less the same: in the morning a short introduction to the PA Safe/Ship work and the workshop and then brainstorming project ideas. In the afternoon the participants select four to six ideas to develop further during the afternoon.

Ms. Tingström continued to share examples of the ideas coming from the two workshops, see presentation, where having a local champion for each idea to push it towards a project application is one of the key things.

7. Policy Suggestions and other input from the Operational Group

PAC: Ulf Siwe, Swedish Maritime Administration

Policy suggestions

No Policy suggestion had been brought forward. Mr. Siwe reminds the project to send in policy recommendations if they come up with such.

Operational Group

The Policy Area had an Operational Advisory Board meeting on May 14th with the theme “Accident preparedness”.

There were two inspirational speakers: Finnish Border Guard on oil spill, and Polish SAR Agency on search and rescue.

Possible new projects ideas were discussed on emergency towing resource inventory, similar to the Dive smart project previously. Increased oil spill capacity (grey fleet) was discussed, does this call for new methods toward oil spills. Other topics discussed were SAR operations and responsibilities in war-like situations and a possible common platform for submerged munition projects. A form for this or bigger community is needed. Ms. Ruiz mentions that HELCOM has a category on munitions on their website.

Kommenterad [MR1]: In case it is useful, please find the link to the dedicated section on projects on the HELCOM website: [Projects – HELCOM](#)

8. Steering Group observers / representation



Mr. Siwe presented the layout in the current situation with members, PACs, permanent invited guests “observers”, invited guests (for agenda items). Norway has expressed interest in joining the PA Safe (and Ship). In connection to this proposal of a new member the invited guest list has been reviewed and a suggestion has been presented and how to update it.

Mr. Laine also suggests CBSS to be invited to PA Safe (and possibly to PA Ship). Mr. Siwe believe that Security issues are more relevant to PA Safe (not PA Ship). CBSS focused on civil society issues, the PACs have tried connecting to them but received vague interest. Possibly also invite Security (CBSS the PAC for this PA)) to present at next steering group meeting, since PA Safe has presented to their SG.

Mr. Laine also suggests to invite the regional organization for shipping companies. Mr. Siwe commented that there is no regional body. There is an organization on the European level, ECSA (European Chamber of Shipping Association). However, the organization does not have a Baltic sublevel organization though. To invite the national shipping associations and ECSA to the Operational Advisory Board could be an option. It was suggested that Shipping associations are less relevant to the formal steering group work but would be interested in the Operational Group.

Steering Group **DECISIONS:**

- 1: Make Norway a permanent invited guest.
- 2: Update and adjust the list of permanent invited guests in accordance with the suggestion. **PAC**
- 3: CBSS is to be invited to the next Steering group meeting, Oct 17. They could join in person OR online! **PAC**
- 4: Feel free to add shipping associations as invitees to Operational Group meetings. **All: send contacts to PAC**

BREAK

9. Project information (including BREAK)

SEE PRESENTATION

OpenRisk II,

Valtteri Laine presented. (Mirka Laurila Pant is project co-lead.)

Mr. Laine presented the project partnership and idea – to develop single window toolbox to minimise the number of accidents and consequences as well as to reduce the administrative work of administrations.

WP1, AISyRISK Baltic tool with an additional module with ice.

WP2, Vulnerability of the Baltic marine ecosystem to marine spills,

WP3, Tool to evaluate risk management performance of the relevant administrations and the quality of risk assessment.



Good response on the first conference.

Challenge:

-6 minutes AIS data frequency from HELCOM, could it be increased to every 20 seconds? The project would appreciate help to push this forward in HELCOM [Expert Group for Mutual Exchange and Deliveries of AIS- & Data \(EG AIS\) group](#). Computer capacity shouldn't be an issue.

-Ice module, to develop an obtain accurate ice data.

Midterm conference planned to be held in Tallinn.

Questions:

Mr. Chair: What is meant by higher resolution AIS data?

Presenter: Frequency, is what is meant by higher resolution.

Ms. Heitmüller: why hesitant to go for frequency?

Ms. Ruiz explains HELCOM is currently testing this, it is about capacity (not political). EMSA are not planning to change this frequency.

Ms. Heitmüller also brought up the challenges with new material. Mr. Laine said that plastic pellets have other properties. And some new fuels that could get more sticky than crude oil. Some bio-fuels get like glue when going to sea, birds that get affected needs to be killed.

ORMOBASS:

Stefan Gewies, German Aerospace Center

The project is tackling the dependency on GPS navigation and the related interference,

Guideline available and documents from IALA state that ships should have a 10-100m accuracy on their position when GNSS is not working.

Developed the idea of wanting to detect interference in the coastal area and R-Mode system available to reduce dependency from GNSS. Have an alternative available.

The target group consists of maritime administrations and authorities. The project implement transmitters in Finland and Estonia to cover the more eastern part of the Baltic sea, to complement existing installations. The goal is to cover voyages between Helsinki and the Kiel canal. The project also; develops a receiver who can handle switches between GNSS and R-mode, detects interference, send warnings, improve capacity of target group and train personnel.

Challenge: the expertise on old system in maritime administrations are possessed by only few individuals, this is due to for example retirements.



MaDaMe

Tero Jokela, Turku University of Applied Science

The project support national authorities who are responsible for maritime traffic management in developing cyber security, and making digital services related to, aids to navigation, VTS services and navigational warnings.

Current status: the project started last November, service development is ongoing and assessed of use-cases, Maritime Connectivity Platform (for transmission of services). Partners are present in various working groups on standardisation.

Next steps: service development continues, ECDIS/display system development for the digital services, piloting WP has just begun with navigational warnings.

Challenges: standards not ready or implemented in devices on the market.

Mr. Siwe commented that the project results will improve the first version of the standards. They will be better suited for operational use when they reach the market, than without the project.

WINMOS 3, Winter Navigation Motorways of the Sea

Ulf Siwe replacing Anders Palm from the Swedish Maritime Administration

Icebreaking is crucial for the transport chain in cold waters. EU/Brussels recognise the importance of this.

The project runs over 5 years with a 60M euro budget, and is focused on Sweden and Finland with Estonia in its steering group. The project includes partial funding of one new Swedish icebreaker. The Swedish Maritime Administration is currently re-doing the procurement processes, selection of ship-yard is expected to take place the coming December. Training facilities in Sweden will be adopted to ice conditions. The shared Swedish Finish management system IB-net is being developed further and servers distributed to safeguard the system better. A study of smaller ice-breaker (needed in Estonia and Finland) will be conducted. So is a study of ice-models of ice development when there is an increase in number and areas with offshore wind farms which will have an effect on winter navigation.

Challenges: procurement process, both regarding the larger and smaller ice breaker and IT matters. CEF 2 reporting is different as compared to previous CEF meaning so more resources are needed on this.

BREAK



Sustainable Flow

Heikki Koivisto, Satakunta University of Applied Sciences (SAMK)/Maritime Logistics Research Center

Decreased CO₂ emissions, 7 partners, SAMK being lead. 7 pilot ports really keen to work with the project. 3,4 million co-funded by Interreg Central Baltic. Leading to -10% of CO₂ emissions.

Current status: Motivated partnership and beneficiaries (the seven ports).

Next steps: Press the green button to submit procurement document and await tenders. Choose the winner. Start producing the digital tool. After this project the tools should be used in the pilot ports.

Challenge: Change of lead 1/9/2023. Recruitment challenges.

Questions:

Mr. Gewies: Which sources of CO₂ emissions do you count?

Everything in the port, on land and the sea area both for ships and operations at land.

Mr. Siwe: Ports appreciate hearing how other ports work with the same issues. Sharing of best practices is appreciated. The digital tool to be developed will be helping them fulfilling reporting and work more strategic, which is appreciated.

General comment

Mr. Laine: Interreg Central Baltic will launch a new call, as there is still some money left. Please, share with your colleagues.

Re-surveying

Maarit Mikkelsen, Traficom

Member states of Baltic Hydrographic Commission have agreed on

-a survey plan containing the routes used by commercial shipping (Cat I and Cat II)

-and also other areas used typically for environmental protection and safe boating (Cat III) to promote navigation safety.

The current status is shown on a map.

Next step:



The national hydrographic offices continuously keep HELCOM Re-Survey Plan updated based on AIS information, and perform surveys in accordance with the Re-Survey Plan.

Challenges:

It is good to notice that hydrographic and maritime transport needs and safety are taken into account within Maritime Spatial Planning in the Baltic Sea

Mr. Siwe suggest the project to discuss and present to the PA of Spatial Planning.

Ms Mikkelsson will send statistics.

Baltic Sea e-Nav

Ulf Siwe replacing Marlene Svegreus.

What is the project about?

The project creates the next generation of navigational products (based on the S-100-standard). Future information will be based on the needs and statistics related to the specific ship rather than static information. The project implements digital navigational tools - taking electronic navigational charts from a map to a smart support system.

Current situation: preparing, piloting, transferring

Next steps: in accordance with the plan. Solving real problems with real products.

Questions will be transferred to the project leader.

Baltic Marine Gravity Maps - BalMarGrav

Monika Wilde-Piórko (Institute of Geodesy and Cartography, Poland)

About the project: Interreg BSR, 2 years, 0,5M euro, 11 partners.
Southern and eastern part of the Baltic Sea has a lot of historic data.

Current status: almost at the end of the project.

Challenges: Finding the rightful owners of historical data and have their formal consent.
Regulation of ownership of data measured during the project
Unification of historical gravity data taking into account different measurement periods, methods and their quality.

The project leader thanked the associated organisations involved!



This is a small project with a limited budget, which has done a lot. Latvians now have the best data as will the Lithuanian. Great cooperation and the right tools have done a lot of change and results.

Mr. Siwe: this is a great example of a smart project doing a lot with little.

Mr Siwe thanked all the presenters on behalf of the Policy Area.

10. Any other business, Next meeting & Conclusion

Mr Siwe informed that the PAC are in the process of prolonged financing for another 2-year period. The reports previously sent in has received the highest praise from Interreg so we are hoping for a smooth procedure on prolonged financing.

Mr. Chair: The previous year was an honour and pleasure being a Steering Group Chair. There have been many activities and a productive year covering several sectors. This is meeting number 30. From an inside perspective it has been a good solution to keep separate the formal steering group and the operational advisory board meeting. I now hand over to Poland and thank the policy area coordinators Ulf Siwe, Emelie Tingström and Seppo Mäkinen for their good work.

11. Meeting closure

The meeting was closed 15:30.