PA Safe Operational Advisory Board Meeting,
April 9th 2025, 12:30-15:30 CEST

Participants:
Signe Klusa
Katarina Viik HELCOM
Emilis Tertelis LTSA (LT)
Aurelija Gudelevičienė (LT)
Kadi Kasepold EMA (EE)
Jon Leon (NO)
Maritime Administration Latvia
Hanna Kajander SAMK (FI)
Niklas Hehenkamp German Aerospace Center (DE)
Osiris Valdez Banda Aalto University (FI)
Chritopher Saarnak Danish Emergency Management Agency (DK)
Hunter Reinhardt, Interreg BSR
Annabel Keerd PAC PA Transport, SG Safe
Tero Jokela Turku University of Applied Sciences (FI)
Helena Orädd Väylä (FI)
Maarit Mikkelsson Traficom (FI)
Marite Augstmane (LV)
Valtteri Laine Traficom (FI)
Morten Weiss Danish Maritime Authority (DK)
Dina Matusova WSA (DE)
Port of Liepaja
Magdalena Matczak Maritime Institute (PL)
Raitis Murnieks (LV)
Anders Palm SMA (SE)
Johan Mårtensson SMA (SE)
Sami Vesterinen PAC PA Ship Traficom
Ulf Siwe PAC PA Safe Swedish Maritime Administration
Seppo Mäkinen PAC PA Safe Traficom
Emelie Tingström PAC PA Safe, Swedish Maritime Administration

Agenda:

12.30 Tour de table –Short intro of everybody online
12.45 Focus reliable navigational conditions (Baltic Sea e-Nav, Speed up re-surveying)
13:30 Focus Winter navigation (Sustainable Flow, WINMOS III)
14:15 BREAK
14:30 Focus Digitalisation and Accident preparedness (MaDaMe, OpenRisk II, Ormobass)
15:30 End

12.30 Tour de table – Short intro of everybody online

All meeting participants presented themselves and brought up one challenge you see in your organisation related to the policy area on maritime safety and security.

12.45 Focus reliable navigational conditions (Baltic Sea e-Nav, Speed up re-surveying)

Baltic Sea e-Nav - Creating the next generation of navigational products and services

Mr. Siwe presenting.

Harmonized implementation of S-100 standards, new set of standards of IHO, made up in different series. S-200 is by IALA, etc. The standards are interoperable, helps building forward future. S-100 is taking advantage of the digitalized solutions. With S-100, show the information in new ways, more detailed for navigators and other industry. These standards are coming in generations; the approved ones will be implemented in this project. Impact of project towards safety, water level currents bottoms, have increased efficiency, ships could load more goods, hence more effective. Underwater clearance. Regional cooperation, happy to be together many brains from different org. on the same field- some can´t take part. Associated partners, true regional effort. Strengthens the collaboration of Hydrographic offices. Towards future projects. Development from static information to dynamic data being distributed. Opportunities of mirror projects with other funding sources.

Speed up re-surveying - performing modern hydrographic measurements in the whole Baltic Sea

Ms. Mikkelsson presenting. Brief presentation of hydrographic speed up re-surveys. S2 S3 of BSAP, CAT I and CAT II 2023, CAT II by 2045, The aim is that entire Baltic Sea will be surveyed according to IHO standards, which is a cost intensive work, GPS interference causing issues, legislation lacking, military aspects, high density of data is classified, many challenges. Current status: see slide Future and impacts. Main aims are to proceed with resurveys and produce data for Emod-net and digital twin, progress safety of navigation, e-nav to pilot S100, multiple use of data such as environmental purposes and winter navigation. Data from ports and harbours. We would like to learn from ORMOBASS: is it precise enough for field hydrographic?

Q&A

Mr. Palm: I appreciate that it is rule based, S100 is requested to taking this step.
Question: How accurate will the solutions be with the positioning with the survey vessel?
Mr. Hehenkamp: Target IALA requirements, for coastal and horizontal is below 100m we currently 20m, goal is to get even better.
Ms. Matusova: Germany not included in the future project.
Mr. Mäkinen: There is a German member of BS e-nav, information is shared from Rostock to the German waterways authority, and you also get further information.
Other answer to Mr. Hehenkamp written to the presentation. Less than 100m best at 20m is not good enough for hydrographic in CAT III. Not currently a solution, GNSS maybe manufactures are better equipped and signal not too much disturbed.
Mr. Saarnak: Interreg YKS project: discussion is happening with Danish geospatial BS e-nav. Send email Ulf he finds contact person to join application. Good use case.
Mr. Leon: Norway mentioned, is there anyone from Norway involved? Mr. Siwe will find out. University in the south, whole of Norway is not part of the zone. S100 development is important to in the Nordic countries. Make all other information available, sustainability, etc. Simplification and key word, we should make as simple as possible robust and easy to use. More focused on developed system. Make it simple.
Mr. Siwe: sister project doing similar things on the eastern side of BS, Resurvey shallow waters. Shallow water survey in many IGW come up- project on both the technology might not even be a

project, national legislation to find a legal and cost-effective way to do the measurements. If you believe your country is interested, my guess is that Sweden also heard from many countries. Contact and give interest to connect the right people.

13:30 Focus Winter navigation (Sustainable Flow, WINMOS III)

Sustainable Flow - developing an open access digital tool for CO2 reduction measures and energy savings

Ms. Kajander presenting.
Aiming to reduce CO2 in port operations, digital tools to calculate CO2 emissions and a decision-making tool to play around with their plans and see what kind of impact there is with CO2 emissions, better capabilities on reporting them. There will also be a concept and guidance for energy saving, spread out to other ports, efficient port operations in seven different ports. The reporting called CSRD reporting is mandatory for larger ships, the new tool will support and make it easier. Energy and CO2, especially for the Swedish ports, RAUMA and Pori have a tool, but this tool digital will be a Mercedes Benz, the project will make it is easier for the mandatory reporting obligations. Eventually the goal is 10% reduction of CO2 emissions in ports, Baseline is 2023 and it is realistic. The project ends in April 2026, we then have developed and implemented in the 7 pilot ports. Aftermath, icebreakers and ports.

WINMOS III - providing improved icebreaking services

Ms. Orädd presenting.
Enhancing the all year around maritime traffic. Ensuring information-sharing, digitalization in that world. Our system IB-Net has weather and ice data satellite images. We keep developing it further. Better to show situational awareness. Finding more about the future. A lot of studies to figure out, further what is affecting etc. to gather info to make decision. Ice vessels consume more; climate change is changing the ice conditions, record amount of this winter. Impact for maritime industry, investments, new buildings, all the work being done have a positive influence. Also the studies with Universities and other cooperating organisations are very important. Winter navigation is not a separate entity, with all stakeholders to work extra hard to make it work. There are a lot of dependencies. What we are doing: seeing at the moment until 2027 end of. IB-net development, duplicating servers in Sweden. S100 standards whenever available. Training for icebreaker operators. Winmos IV natural continuation. A-class and B+ class, power requirements and beam, width of the channel they can create. WINMOS IV, investment new building for Estonia and Finland and life expectation for Sweden.

Q&A
Mr. Palm: This is also about the transport system of the area. To all of Europe, Baltic Sea is an interesting part. Other issue is the military side of things and mobility. Securing transportation all year around. We jointly should take on board contact our European contacts. Important for the whole EU.

Mr. Siwe: DG move and CEF have bought into the project. Helped funding the WINMOS over the years. They are mentioning ice breaking on a high level, they see importance of flowing goods inside the Baltic Sea. Well communicated. A good thing would be involving the defence side. In order to get some help all the way.

Trends in countries to reducing CO2 in ports and shipping?
Ms. Orädd: fuelling option an issue for icebreakers. New building is easy for new structures. Traffic in the Baltic, whips that we assist, not in the Bay of Bothnia. Following trend globally, it would sort of come naturally and follow. Happened with LNG in Finland, probably not continuing in Finland. For icebreaker challenging modification have to be made. Not a match for HFO icebreaker is a small vessel, consumes a lot of fuel. Some LNG capacity in the Bothnian Sea. New icebreakers. POLAR using LNG terminal in Tornio.

14:15 BREAK

14:30 Focus Digitalisation and Accident preparedness (MaDaMe, OpenRisk II, Ormobass)

MaDaMe - improving the management of sea traffic by introducing a smart fairway solution

Mr. Jokela presenting.
See Power Point for details.

Q&A
The testbed from Polish partner. New courses and transmitting have to be tested.

OpenRisk II - equipping maritime authorities with risk assessment and risk management tools

Mr Laine presenting.
See Power Point for details.

Q&A
Is there a combination and integration of the three tools
- Mr. Laine: looking into this, building the intelligence for the toolbox, single window.
Mr. Siwe: Design of fairways and oil spill preparedness relevant.
Ms. Matusova (DE): Accident authority, also for maritime preparedness center (partners from several authorities). Ulf: spread information. Mr. Saarnak (Emergency Agency, DK): Environmental ships will be part of the organization, should be relevant.

Ormobass - implementing an operational R-Mode system (GPS back-up) to support resilient navigation

Mr. Hehenkamp presenting.
See powerpoint for details.

Existing systems near Taiwan, China interference.

Some of the previous infrastructure has been removed over time. R-Mode is using the current existing infrastructure.
Increased jamming and media attention - impacts: multiple press coverage. Technology ready for the market, because the awareness has risen.

Information on Multiannual Financial Framework - MFF

Mr Mäkinen informed about EU public consultation on the post 2027 Multiannual Financial Framework and how to answer the consultation call.

Security is a concern that should be addressed to a greater extent.
Human factors is another challenge

Request for information

Mr Mäkinen requested project information to be spread at the
European Maritime Day in Cork. See Power Point for details. Deadline May 8th.

Any Other Business: Discussion regarding platform call
Mr Siwe: the Interreg Baltic Sea Region platform call is open. Interest parties: BS eNav and OpenRisk II
Should we have one platform or 2-3 more specific?
Mr Laine: 3-4 partners for one platforms.
Mr. Reinhardt: This is not all set. Supposedly around 1-1,2 M€, 4-5 partners. Content: up to you. Are there a cohesive way putting the results together? How to construct and phrase (the application). To synthesize. It might be good to have one, instead of 3-4 competing.

For more info see: https://interreg-baltic.eu/gateway/

15:30 End

Mr. Siwe concluded the meeting and thanked the participants.