

EUSBSR PA Maritime Safety Operational Advisory Board meeting - NOTES
Tue 28.4.2026 12.30-15.30 CEST (13.30-16.30 EEST) on Zoom

These notes are a complement to the meeting presentations available in another document! The notes cover the questions & answers, as well as the discussions.

Welcome: (15 min)

- Tour de table

Projects: (1 h)

- OPTIMISM - training of seafarers on new ISM code, Vanessa Makar, C4FF OPTIMISM coordinator.
 - Erasmus+ project. About International Safety Management (ISM-code). Maritime safety is learned by hard lesson, accidents and incidents.
 - Embedding the safety culture - a lead practice for both individuals and institutions;
 - Impact in proactive work, using real samples in online training;
 - Every mariner we met could tell us a safety incident based on human factors
 - Developing a new interactive course

Q&A & C-comments

- Q: How long is the course?
A: 40 hours. Keep up the skills learned by revisiting the VR-app
 - Q: Who owns the course?
A: As an Erasmus+ project, all results are open and available: including the course. C4FF will keep the platform alive and update it after the project (C4FF has 30+ years of experience of these kinds of projects, in maritime industry and health related projects in the maritime)
 - Q: Who will give the course?
A: Maritime universities in Poland, Spain and Sweden (project countries) are already planning to make it part of their curriculum. And we foresee maritime universities around the world joining.
C: The course would be ideal for safety training centres as well, in order to reach the active mariners as well as the ones at university.
- NELSON - smart fairways and what to do with them, Hanna Kajander, Fintraffic. NELSON project manager. To improve the information flow between the maritime stakeholders.
 - Installing VDES base stations
 - Implement S-421, a standard for route information, during the project
 - Simulator installed.

- Smart fairway - minimize administrative burden, remote pilotage, harmonized reporting

Q&A & C-comments

- Q: Quite a big budget, how is NELSON funded?
A: Connect Europe Facility, Brussels central funding, often funds infrastructure. 50% own funding (70% in cohesion countries and remote regions)
C: In some countries national funding is used to fill up the non-EU-funding. This is often important to universities and other research institutes)
- Q: Are the Spanish partners doing other solutions, that can be reused in BSR?
A: Not really. However, there is knowledge exchange on how we implement similar solutions and we learn from each other.
- Q: Are you collaborating with other projects (financed by other sources) on the common theme of digitalization? (e.g. BS e-Nav, and MaDaMe)
A: There is no formal cooperation, but our project partners are often involved in the other projects: e.g. Fintraffic in MaDaMe and Swedish Maritime Administration (SMA) in both BS e-Nav and MaDaMe.
C: Also, PA Safe serves as a network to keep all projects working on neighbouring subjects aware of each other.
- Q: Are you taking the “shadow fleet” into consideration and what about cybersecurity?
A: The “shadow fleet” is not part of the scope. Cybersecurity is a natural part of the project, as it is for all projects with digitalisation.
C: Finnish Meteorological Institute (FMI) is developing satellite surveillance
C: Several projects are working with several aspects of cybersecurity, not necessarily in a coordinated way.
- WINMOS IV - icebreaker new build and lifetime extensions, Lauri Kuuliala, Finnish Transport Infrastructure Agency
 - Finland: Replacing Icebreaker Voima, now ~70 years old.
 - Sweden: lifetime extension to 4 icebreakers and adaption of a newly acquired one.

Q&A & C-comments

- Q: How many years does this extension give?
A: 6-10 years then they need to be replaced. There is one Swedish newbuilding in WINMOS III as well. But we need more.
C: Maybe the best life time extension actions can be replicated in the old Finnish ships of the same series.

- MARISEC - best practices for oil & chemical spills, Annukka Lehtikoinen, Kotka Maritime Research Center (Merikotka)
 - QR code in the presentation leads to the English version of the report.
 - Project ended in Jan 2026.
 - Looking at how to handle spills of new fuel types

Q&A & C-comments

- C: Results that are valid in the mediterranean, might not be valid in the BSR; chemicals react differently to the water temperature
 - C: The results are good input to all risk assessment processes. Suggesting contacts with the projects OpenRisk II and BRISK II. Also suggesting dissemination of the more detailed results to HELCOM Response work group: contact secretariat as a starting point.
- DIGIMARIS - a digital service for oil spill response operators, Emilia Pussinen, Kotka Maritime Research Center - Merikotka, DIGIMARIS project manager.
 - Looking at using new technology as sensors and collectors of spill, e.g. Unmanned Surface Vessels (USV), Unmanned Ground Vessels (UGV)
 - Running sept 2025 - dec 2027.
 - Funded by Interreg Central Baltic
 - Partners from Finland and Estonia

Q&A & C-comments

- Q: Since there are existing USVs and UGVs, have you found studies/tests from elsewhere in the world?
A: There was a big event in London in March 2026, showing lots of new tech. Suppliers come from all over the world. There is some experience from Turku AMK (a university) that we are taking into account.
- Q: You mentioned strategic roadmap, lessons learned, processes in place etc. to be passed on to others, who are the others?
A: It is targeted to other operators, specialists in oil response.
C: Suggesting contacts with the projects OpenRisk II and BRISK II. Also suggesting dissemination of the more detailed results to HELCOM Response work group: contact secretariat as a starting point.
- Q: Is it possible to discover oil spills from satellites?
A: There are technologies available, satellite, drone etc.

BREAK (10 min)

Three areas for project information, ideas and participant input: (1 h)

- Off-shore Wind Farms (& winter navigation) - results from C2B2 LivingLab North Ice conference & discussion, Ulf Siwe, SMA.
 - Gathering experts in several fields from Finland & Sweden: Icebreaker operations, ice research, maritime spatial planning, wind farm companies, etc.
 - Summarizing current studies
 - Full ice model expected in 2027
 - Initial Recommendation / Guidelines can be put together based on current studies

Q&A & C-comments

- C: Interest expressed also by other countries, not only for the results in ice conditions but in general on shipping & wind farms

- Security preparedness, common operational picture
 - The Maritime Safety and Security Centre in Cuxhaven, Torsten Witt, German Federal Police
 - Communication and co-operation network - 7 partners, 24/7. Coast Guard is co-operation with WSV.de (waterway police) and federal police
 - Covering EEZ, territorial waters and rivers up to seaports
 - Analysis unit, combine the info for analysis (North Stream pipeline blast initiated)
 - Security Operation Centre coordination project, Heikki Kontro, Finnish Coast Guard
 - EU Action Plan for Cable Security:
 - Prevention
 - Detection
 - Response & repair
 - Deterrence
 - Finland leading an application by 6 countries on Integrated Surveillance Mechanism (ISM) within the Baltic Sea Region
 - Information sharing (thru CISE)
 - Underwater surveillance technologies
 - Joint risk analysis
 - Security Operation Centres (SOC) to detect and react to threats
 - Doing more common exercises within the EU (& NATO) framework.

Q&A & C-comments

- Q: Do you work with SUCBAS?
A: SUCBAS is mainly a military information exchange mechanism. Yes, we work with them, if the info is not classified.

- Q: Will SOC's be virtual centers or physical centers?
A: up to the project partners, in Finland we are planning a physical one.
- C: You are probably the only applicant from the EU - a good chance of getting the funding
- Q: In the exercises you are having, there is information sharing. How do you do that before CISE is used in all countries? Secure emails, phone calls?
A: We use telephone, secure emails, quite good networks where people know each other, letting know this is happening, there is still lack of technological platform.
C: with the development in AI tools, can you really tell that it is a colleague calling??? CISE will improve cybersecurity.
- Q: Regarding monitoring systems for the shadow fleet. Do you use any passive monitoring system to react to movements, changing trajectory, etc.?
A: Testing tech systems is one part of the proposed project. It is possible to utilize the existing data cables to listen. Maybe to get an early warning of anchors dragging.
- Q: What about unauthorized movements of vessels?
A: It is a difficult domain, since we have free movement in international waters through UNCLOS
C: This might already exist: you could use AI to follow movements, typical movement of a ship dropping anchor while sailing
A: there is already technology, & EMSA offers services like this for the member states
- Under Keel Clearance services, Ulf Siwe, SMA
 - Under Keel Clearance (UKC) makes it possible to load more on each ship. It is the service that will bring most commercial value to ship and goods owners. (Most maritime services focus on safety)
 - UKC needs all ship specific data, it is unique for each ship
 - Thus, authorities are not the bodies to provide this service
 - Could be a combination of service providers integrating solutions
 - In the Baltic Sea the UKC will set limits either on the entrances (The Sound, The Great Belt, The Kiel Canal) or the destination port(s) and their approach.
- The chair of the Baltic Sea Hydrographic Commission (BSHC) was present and elaborated further
 - BSHC and BS hydrographic offices will provide and harmonize the base info: S-101, S-102, S-104 and S-111. Lacking experience and harmonized S-100 data. Port authorities are also interested on this. Yet too many aspects still.
 - The format of UKC is standardized in S-129 which is compatible with all other S-100 standards.

- Since all the base info is yet not in place, UKC services need to wait 1-2 years before they can really be relevant

Q&A & C-comments

- C: In Estonia the water level stations do not cover the entire coast. There is need of more infrastructure.
- C: The coastline and archipelago also influence water levels and currents and there might be a need for test bed analysis and studies.
- C: There is limited knowledge in the field
- C: The timing is almost ideal, since the new EU funding period will start in 2 years. It is time to discuss project scope and partnership.
- C: Specific rules on the harmonization are coming, meteorologic layers, all layers need to be synchronized between countries also, accuracy, like data is available in the Copernicus, but it's scarce 1 mile in between, we are trying to sync. Harmonization rules on accuracy and pixel size, a lot of items. It will be there, but not sure when.

COMMENTS, NEW IDEAS, NEEDS, participant input

- Merikotka: Harmonizing the risk assessment, risk analysis on chemical spills. Traditional is not optimal, as the future changes all the time - risk preparedness, to organize a dialog workshop.
C: a workshop at Annual Forum, risky business.
- Taltech: risks with Offshore windfarms and chemical spill response.
- C: In Germany Haverikommando/MSZ: close co-operation with windfarm operators and pipeline operators. A new challenge. Offshore wind farm response procedure.
- C: risk assessment is needed when planning windfarms, to include chemical spill response.
- C: Taltech: to test in Fall an oil spill response within a windfarm. Ice is an extra factor.
- Taltech: When is expect the next call from Interreg.
A: Interreg Baltic Sea Region: Maybe in 2029, rules have to be looked at. Hopefully there will be central funding. Maritime security field.
- Lithuanian Ministry of Environment: pleased to hear the presentations, especially the Maritime Safety and Security Centre in Germany and the plans on Security Operational Centres.
- Lithuanian Transport Safety Administration: lot of issues, difficult to predict what will happen and what will not. Windfarms and shipping near the wind farms, security issues, chemical response.
C: Cross-border impacts and regional impacts.
- German Federal Waterways and Shipping Agency: The upcoming project on security cooperation was extremely interesting. Thanks for the event.

- Estonian Ministry of Climate: Pleased that PACs have brought together this event and these people. Wonderful to learn from each other. A meeting on ORMOBASS and R-mode meeting on Tuesday in EE.
- Seppo Mäkinen, PA Safe coordinator: Impressed that the projects really provide information and deliver.

END

Participants (24)

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SL susanna lundell, youth representative

Sami Vesterinen PA Ship

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