



EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION

EUSBSR PA SAFE Steering Group meeting

DRAFT SLIDES

Sopot, Poland

October 28, 2025 15:00 - 17:00

Interreg
Baltic Sea Region



Co-funded by
the European Union

Agenda

- 1. Welcome Words and Tour de Table**
Chair: Ms. Annabel Keerd, Estonian Ministry of Climate
- 2. Approval of the Agenda and Minutes from the Last Meeting**
- 3. Words from the Chair**
- 4. Activities of the Policy Area Coordinators**
PAC Seppo Mäkinen
- 5. EUSBSR Action plan update - PA Safe**
PAC Ulf Siwe
- BREAK**
- 6. Presentation of projects & status - summaries**
PAC: Ulf
- 7. Policy Suggestions and other input from the Operational Group**
PAC: Seppo
- 8. One-to-one meetings - pilot reactions**
PAC: Ulf & SG members
- 9. Any other business, Next meeting & Conclusion**
Chair

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Chair: Ms. Annabel Keerd, Estonian Ministry of Climate

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

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3. Words from the Chair

Estonian Priorities under the EUSBSR Presidency

- **Update of the Action Plan**, with the objective of effectively finalising the process. Goal is to ensure a **smooth start of the implementation phase** immediately following the approval of the updated Action Plan, which will support the achievement of the Strategy`s three overall objectives: “Save the Sea”, “Connect the Region” and “Increase Prosperity”.
- Particular emphasis will be placed on **resilience and sustainability**.
- **Strengthened cooperation across Policy Areas** is a critical factor in supporting these objectives.
- Ensuring **increased Ukrainian involvement in relevant actions** and projects remains a key priority.
- The Presidency also places strong emphasis on **effective governance** and the **external communication** of the Strategy.

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4. Activities of the Policy Area Coordinators 1/2

PAC Seppo Mäkinen

Since Steering Group on-line meeting on 26.5.2025 PACs have

Attended:

- EU SBSR Estonian Presidency kick-off 11.9.2025 in Tallinn, EE (Action plan work)
- MARISEC chemical spill conference 16.-17.9.2025 in Kotka, FI
- PA Ship Operational group on-line meeting on 15.10.2025
- PA Ship formal Steering Group on-line meeting on 20.10.2025

Organized:

- One-to-one meetings with Steering Group members from DE, DK and SE
- PA Safe Operational Advisory Group meeting on-line 16.10.2025
- Steering Group meeting on-site, Sopot 28.10.2025

Worked on

- PA Safe Action Plan
- Bringing EU funded projects BRISK II, NELSON, OPTIMISM and WINMOS IV under PA Safe "umbrella"

4. Future activities of the Policy Area Coordinators 2/2

PAC Seppo Mäkinen

PAC activities first half 2026

- PACs and National Coordinators meeting
- Sustainable Flow final conference, early April
- PA Energy, PA Safe, PA Ship and PA Transport common workshop with ports, 21.4.2026 Hamburg, DE
- European Maritime Day, 21.-22.5.2026
- Sjöfartens Dag, 21.5.2025
- Annual Forum 2026 8.10.6.2026 Tallinn, EE
- Macro-regional and Sea-basin days, June, Brussels, BE
- Project Idea workshops

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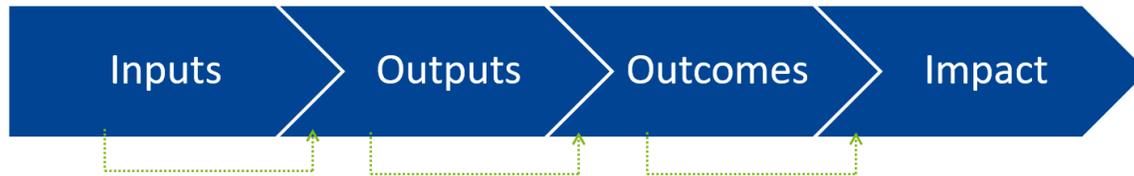
5. EUSBSR Action plan update - PA Safe PAC Ulf Siwe

- Long process

EUSBSR Action Plan Update - PA Safe part last year

An updated Action Plan will be set in 2025

- A new template has been developed by EUSBSR
- A bigger focus on indicators in all stages of the action – the impact pathway



PAs need to send their suggested plan by January 1, 2025.

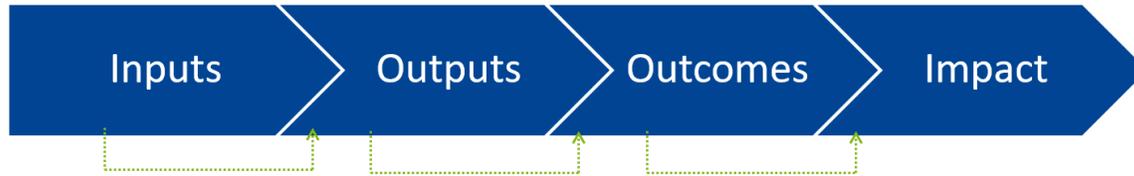
Rough time plan:

- PACs make a first rough draft – Nov 5
- Review and input from Steering Group and project managers – Nov 20
- PACs make a final draft – Dec 5
- SG approves through the online approval process – Dec 15

EUSBSR Action Plan Update - PA Safe part this year

An updated Action Plan will be set in 2025

- A new template has been developed by EUSBSR
- A bigger focus on indicators in all stages of the action – the impact pathway



Rough time plan:

- NCs have read templates and want a shorter format
- NC/PAC meeting in Turku April 1-2 discussed format
- NCs to meet PACs 1-2-1 in April, to learn more about each PA
- NCs decided all PAs should continue in the next action plan
- BSP prepares and NCG approves final Policy Area template by June 30th
- PAC drafting in new template
- Steering Groups approve
- Deadline **end of October**

5. EUSBSR Action plan update - PA Safe PAC Ulf Siwe

- Next steps
 - BSP combines into one document (Nov?)
 - NC group approves (Dec?)
 - EUSBSR Managing Group formal decision (Jan-Feb?)
- For final version:
 - Deadline Oct 31
 - PAC Draft sent to Steering Group Oct 2
 - Some input received – mostly editorial
 - **Open for more input in this meeting**
 - Speak now or remain silent forever ;-)

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6. Presentation of projects - Policy Area Safe Projects - EUSBSR

Ongoing PA Safe projects

Action 1

- Baltic Sea eNav
- Speed up re-surveying

Action 2

- WINMOS III
- ~~Sustainable Flow~~

Action 3

- MaDaMe
- ORMOBASS

Action 4

- OpenRisk II

New PA Safe projects

Action 1

- *NELSON*
- *OPTIMISM*

Action 2

- *WINMOS IV*

Action 3

- *NELSON*

Action 4

- *BRISK II*

Short on existing projects

- BS e-Nav
 - Harmonized guidelines and implementation of S-101 charts, S-102 seafloor, S-104 water levels, S-111 surface currents
- Speed up resurveying
 - Modern bathymetric surveys
 - All major shipping lanes done
 - Most other shipping lanes done
 - Much work remain in shallow water - pleasure craft areas
- WINMOS III
 - Procurement new Swedish icebreaker
 - Design for mid-size icebreaker (Estonia / Finland)
- MaDaMe
 - Pilots S-124 navigational warnings, S-125 digital Aids to Navigation(AtoN) and S-212 digital VTS
 - Technical infrastructure (MCS, VDES)
- ORMOBASS
 - Implementing a terrestrial based positioning system (from Germany to Finland)
 - Back-up to GPS
 - Soon commercial receivers on-board
 - IMO/IALA/etc

Short on existing projects

- OpenRisk II
 - Three risk management tools
 - Baltic adaptation of [the AISyRISK tool](#) - a cost effective way to evaluate risk. Ice module added.
 - **EcoSensitivity tool** decision support to evaluate the consequences of oil spills.
 - **R-Mare matrix** is a risk maturity model

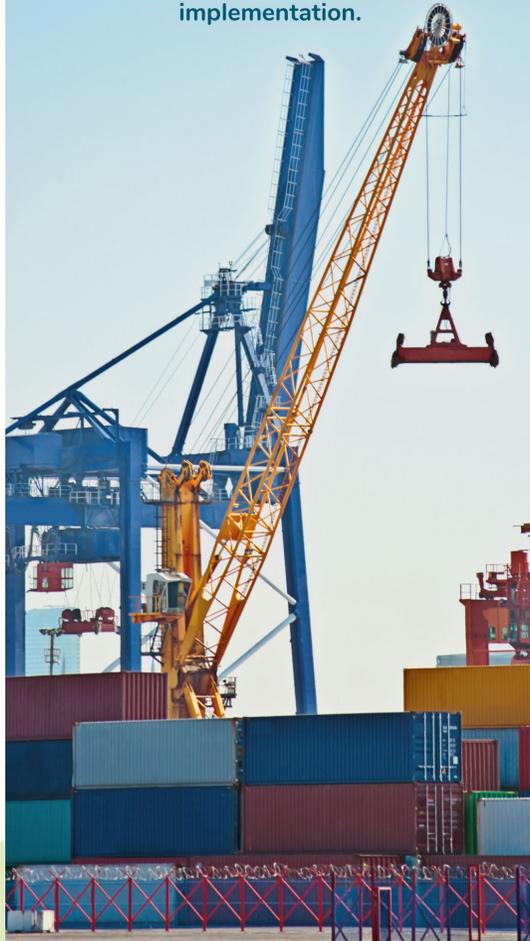
DON'T MISS

- **Midterm Conference of BS e-Nav, MaDaMe & ORMOBASS in Copenhagen Dec 3**
 - [REGISTRATION](#)

OPTIMISM

- ISM – International Safety Management
- ISM Code – from 1993, enforced 1998. Major update 2025, enforced from 2028.
- OPTIMISM
 - Report on current ISM practices
 - **eLearning platform for ISM Code**

The project aims to provide an online training course along with recommendations for improving the ISM Code and generally the Maritime Safety Management Systems by increasing the effectiveness and efficiency of their implementation.



PARTNERS

C4FF
Developing the Future



UNIVERSITAT POLITÈCNICA DE CATALUNYA
BARCELONATECH
Facultat de Nàutica de Barcelona



Crescat

Scan to find out more

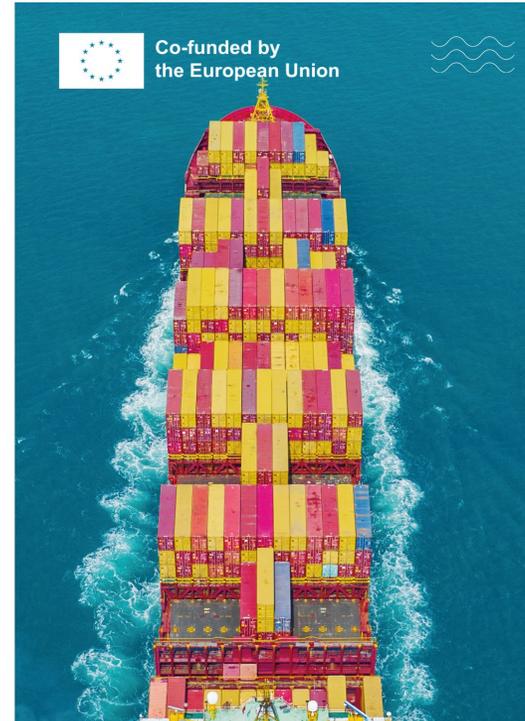


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Co-funded by
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Online Programme for
Training on International
Management of ISM Code

PROJECT 2023-1-SE01-KA220-HED-000161161



OPTIMISM

SAFETY@SEA



TARGET GROUPS

The primary target group is formed by the shipping companies themselves, as they are responsible for implementing the ISM Code and ensuring the safety of their ships and crew.

Other target groups include ship crew members, maritime administrations, recognized international organizations, and other relevant stakeholders.

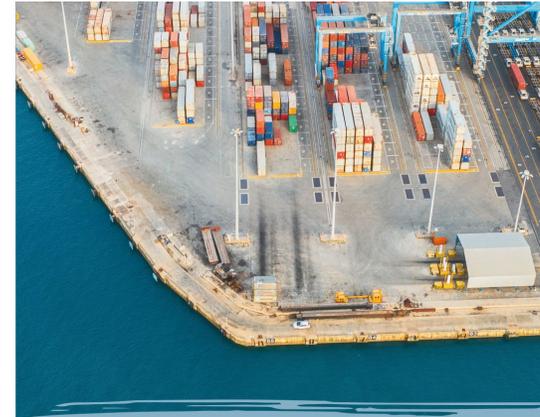
OBJECTIVE

The project's primary objective is to evaluate and enhance the efficacy of the International Safety Management (ISM) Code and associated measures within the shipping sector, aiming to develop a competency-based training program for ISM Code and Maritime Safety Management System (SMS) implementation.

This initiative holds critical importance due to the ISM Code's mandatory role in maritime safety under SOLAS 1974 and the dynamic shifts witnessed in the shipping industry, including changes in ownership structures, operational practices, and globalized operations, complicating effective implementation of safety protocols.

Moreover, given the persistent challenge posed by human error in maritime accidents, assessing the ISM Code's effectiveness is crucial to ensure all stakeholders comprehend their responsibilities.

Aligned with the IMO's objectives, the project seeks to promote a safety culture by modernizing regulations and enhancing their implementation through safety management systems, ultimately reducing accident risks and environmental impacts.



The concrete results of this project are a **report on the current ISM practices** in the shipping industry, with recommendations for improvements, and an **eLearning platform** for students, researchers, cadets, captains, and other stakeholders **to learn the best practices for ISM implementation**.

The report holds valuable insights into the effectiveness of safety management systems in the shipping industry and suggested improvements that can be implemented to ensure safer and more efficient operations.

The eLearning platform intends to serve as a knowledge-sharing platform, helping stakeholders to better understand the complexities of ISM implementation and improve their management practices.



BRISK II

- Long term risk analysis for all EU HELCOM member countries
 - 10 year validity
 - Analysis by subject experts



BRISK II Main Outputs

- Identification of **future risks of oil & HNS spills** due to changed traffic conditions in the Baltic Sea
- Updating and further developing the **methodologies** used in BRISK I and BE-AWARE projects
- Including **specific concerns of the Baltic Sea** EU Member States in the investigated/modelled scenarios
- **Long-term multi-country risk analysis** for shared risks
- **Support for managerial decisions** regarding development of the preparedness

Project pages



civil-protection-knowledge-network.europa.eu/projects/brisk-ii



merikotka.fi/brisk-ii
(all published reports available)



helcom.fi/helcom-at-work/projects/brisk-ii/



BRISK II

**Long-term risk analysis
of oil and HNS pollution from
shipping accidents to the marine
environment in the Baltic Sea.**





BRISK II

Facts

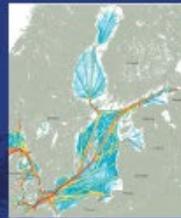
Duration 24 months (1/2025–12/2026)
 Funded by EU: Union Civil Protection
 Knowledge Network (DG ECHO)
 Action S31 in the Baltic Sea Action Plan

Consortium

Kotka Maritime Research Association,
 Finland (coordinator)
 The Baltic Marine Environment Protection
 Commission (HELCOM)
 Royal Danish Navy Command, Denmark
 Swedish Coast Guard, Sweden
 Finnish Border Guard, Finland

Associated Partners

Estonia, Germany, Latvia, Lithuania and Poland



TRAFFIC GOODS
TRANSPORTATION
PROGNOSIS



ACCIDENT
FREQUENCY



SPILL RISK



RISK OF SPILL
IMPACT



RISK OF
ENVIRONMENTAL
DAMAGE

PREVENTION

RESPONSE

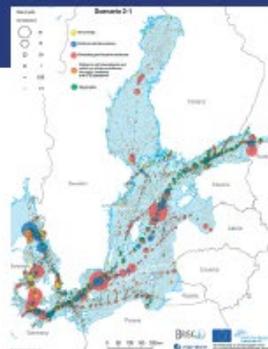
VULNERABILITY

RISK OF ENVIRONMENTAL DAMAGE



BRISK and BRISK-RU
 (2009–2012) Baltic Sea

BE-AWARE I (2012–2014) and
 BE-AWARE II (2013–2015) North Sea



Short on coming projects - formal approval November 2025

- NELSON
 - Smart Fairways
 - Implementing infrastructure
 - MCS, VDES
 - Connected services
 - VTS
 - Remote pilotage
 - Digital ship reporting
 - Baltic Sea and Spain
- WINMOS IV
 - Building on WINMOS I, II and III
 - Procurement new Estonian & Finnish icebreakers
 - Replacing 60-70 years olds
 - Upgrade of 5 Swedish icebreakers
 - 50+ years olds

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7. Policy Suggestions and other input from the Operational Group

Activity 4 security related issues

Common Baltic Sea situation awareness center

- Example German maritime situation center in Cuxhaven
- Shadow fleet and maritime infrastructure
- Jamming and spoofing

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Feedback on the first 1-2-1 meeting PA Safe PACs and DE SG member



In total - a very positive experience!

Outcome

- intensive targeted exchange on the current situation
- brainstorming on relevant topics and projects for the specific member state
- joint consideration of the next steps regarding the member state

Ideas for the future

- regular exchange in this format (once or twice a year)
- longer lead time to involve further relevant participants
- Involving other relevant colleagues and authorities from the member state depending on the main topics of the particular 1-2-1 meeting

Thank you so much!



1-2-1 MEETING (DK)

- The meeting served as a useful introduction to new Steering Group members
- The main focus should continue to be on maintaining the well-established meeting formats
 - Ensure open dialogue
 - Avoid fragmentation

8. One-to-one meetings - PAC reflections

- Getting to know more people of the national teams
- Getting a better understanding of national priorities
- SG role among others: “Bring up relevant challenges and connect to relevant actors in your country.” - The 1-2-1 meeting could be a national co-ordination tool.

8. One-to-one meetings - proposal

Make 1-2-1 meetings part of the Policy Area work

Two alternatives

1. Once per year between Steering Group meetings
2. Twice per year between Steering Group meetings

Suggestion

Meet all countries 1-2-1 before the next physical meeting in Tallinn in June. Thus all SG members will meet PACs at least once, and the pilot countries will have met PACs twice.

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Steering group meetings

- planned for January/February (?) 2026, after approval (SG approval / BSP approval / EU approval) of Action Plan
- Steering group on-site meeting on 8.6.2026 prior Annual Forum 9.-10.6.2026, Tallinn, EE

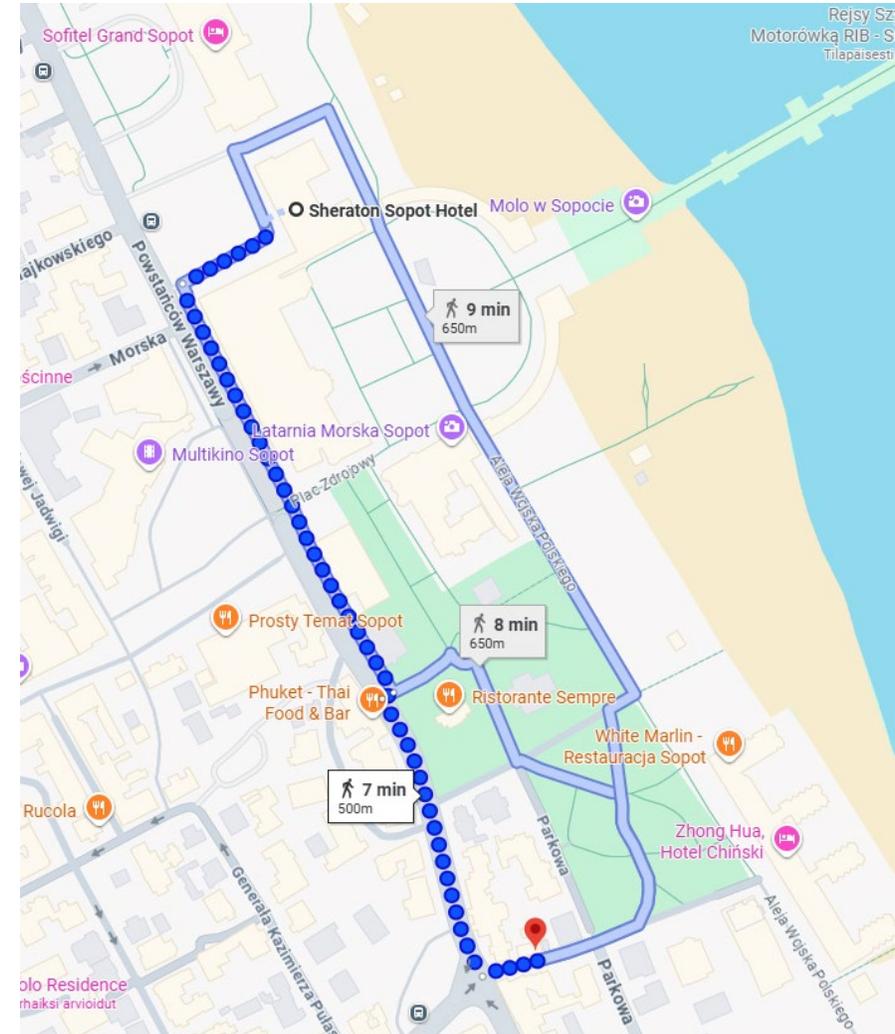
Operational Advisory Board Online (TEAMs) meeting planned for April 2026

Dinner at 18:30 PA Safe and PA Transport

Restaurant L'idillio, Grunwaldska 27
about 500 meters from Sheraton Hotel

PA Safe PAC offers

- Non-alcoholic welcome drink
- Short food menu to select from, starters, main course and dessert
- Two glasses of wine or two beers
- Soft drinks, coffee and tea as needed



Dinner at 18:30 PA Safe and PA Transport

PA Safe

PAC Seppo Mäkinen

PAC Ulf Siwe

DE ??

DK Eloïse Jonsson &
Signe Lind Konradsen

EE Annabel Keerd &
Teemo Toomsalu (?)

FI Juha Korsi

LT

LV

PL Iwona Chrzastowska &
Edyta Zabicka

SE none

NO Jon Leon Ervik

HELCOM Katarina Viik

BSP

DG REGIO

PA Transport

PAC Migle Panasenkiene

DE

EE Teemo Toomsalu

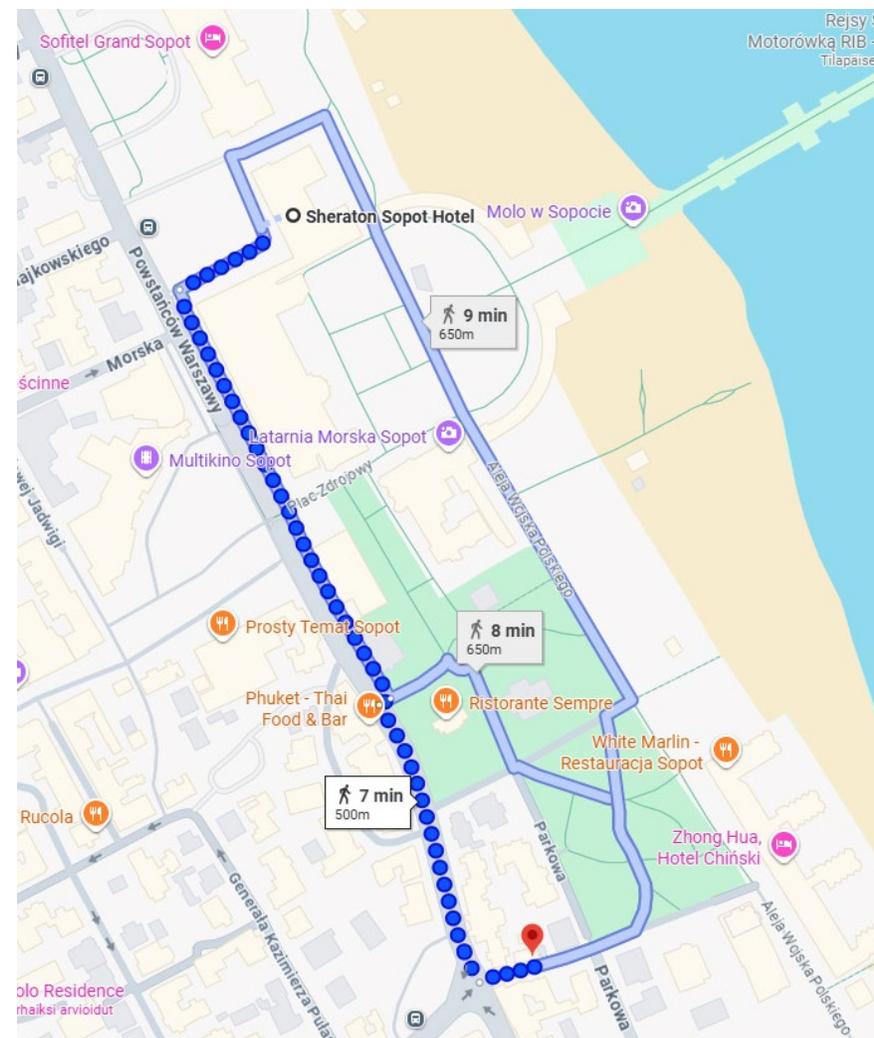
FI

LT

LV

PL

SE





EUSBSR

EU STRATEGY FOR THE BALTIC SEA REGION

PA SAFE

<https://www.eusbsr.eu/pa-safe-about>

Interreg
Baltic Sea Region



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