



EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION

EUSBSR PA SHIP Steering Group meeting

**11th June 2024 at 12:30-15:15 (CEST),
Online**

Interreg
Baltic Sea Region



Co-funded by
the European Union

Agenda

- 1) **Welcome words and Tour de Table**
- 2) Approval of the agenda and minutes of the last meeting
- 3) Activities of the Policy Area Coordinator
- 4) Available EU Funding Calls
- 5) Project Updates
- 6) Presentation by the BSP
- 7) A farewell presentation by Latvian PA Ship Presidency
- 8) Adding Norway as an observer to the Steering Group
- 9) Any other business



Comfort break at 13:50 - 14:00

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Activities of the Policy Area Coordinator

Milla Harju, EUSBSR PA Ship Coordinator
Finnish Transport and Communications Agency Traficom
milla.harju@traficom.fi

Overview of the activities since November 2023 1/2

- Two PA Ship/Safe Project Idea Generation workshops held: 1st in Lübeck (Germany) 6.3.2024, 2nd in Svendborg (Denmark) 29.5.2024
- Attending and presenting at a stall at the Connect Europe Days in Brussels 3.-5.4.2024
- Presenting and co-organizing two workshops at the Blue Mission Banos Arena II in Riga 25.-26.4.2024
- Attending and presenting at the Fintraffic stall in Navigate Expo in Turku 15.-16.5.2024
- Attending and co-organizing the CBSS Expert Group on Maritime Economy seminar at Mariehamn 23.5.2024
- Attending and presenting at the Maritime Day in Mariehamn 24.5.2024



Overview of the activities since November 2023 2/2

- Attending and presenting at a stall in the European Maritime Days (EMD) in Svendborg 30.-31.5.2024
- PA Ship Operational Group Meeting 23.4.2024
- EUSBSR Policy Areas' Report: Report to European Commission (submitted to DG REGIO on 30.4.2024)
- Report of work for the Interreg BSR Monitoring Committee 6.6.24 (presented by Mirka Laurila-Pant)
- ERASMUS+ Alliances for Innovation Project application: **Marine-UP - Alliance for Innovation for Development of Sustainable and Resilient International Maritime Training and Education**
 - General objectives of Marine-UP
 - Enhance maritime education and training across the EU.
 - Foster industry-academia collaboration, with concrete and sustainable collaboration means.
 - Enhance awareness of maritime safety and the importance of data security.
 - Project lasts 36 months if approved
 - Lead partner: Satakunta University of Applied Sciences, Finland
 - Partners from Ukraine, Estonia, Spain, Lithuania, UK, Finland, Sweden, Latvia, Netherlands, Belgium, Poland



Overview of the activities since November 2023 2/2

- Planning for 2024:
 - PA Safe and PA Ship project idea workshops
 - Gdansk on the 16th of October (back-to-back with our next SG meeting!)
 - Still missing: Latvia
- EUSBSR Annual Forum 29.-31.10.2024 in Visby
 - PA Ship, PA Nutri, PA Hazards, PA Bioeconomy and organizing two Workshops:
 1. *Aligning cross-sectorial efforts to reach policy goals on Saving the Sea* (together with HELCOM)
 2. *Empowering sustainable rebuilding of Ukraine* (TBC)
 - Networking village stand to promote the ongoing and past projects
 - Register before 1st of July!
 - Accommodation & flights are recommended to be booked asap



PA Ship Operational Group meeting 23.4.2024



1. **Welcome words: Introduction to the PA Ship Operational Group 12.30-12.45**
Milla Harju PA Ship Coordinator, Finnish Transport and Communications Agency Traficom
 - Why we are here today, who is involved and what we want to leave with?
2. **Approval of the agenda 12.45-12.50**
3. **Funding opportunities 12.50 - 13.05**
Marlene Riedel, Baltic Sea Action Point
 - A look into EU funding instruments - all OG members are welcome to add
4. **Projects: first flow 13.05 - 13.35**
Project Managers
 - Focus on: 1. What challenge they are solving 2. What kind of solution(s) is underway 3. Any challenges anticipated on implementation?
 - 13.05 EMERGE
 - 13.15 MaDaMe
 - 13.25 Sustainable Flow
5. **Discussion 13.35 - 13.50**
All participants are invited to comment, ask questions and make suggestions
- BREAK 13.50 - 14.05**
6. **Projects: Second flow 14.05 - 14.35**
Project Managers
 - 14.05 Blue Supply Chains
 - 14.15 Baltic Sea e-Nav
 - 14.25 OpenRisk II
7. **Discussion 14.35 - 14.50**
All participants are invited to comment, ask questions and make suggestions
8. **Project Newcomers 14.50 - 15.10**
 - 14.50 REISFER
 - 15.00 Red Noise Baltship
9. **Other issues & Meeting closure 15.10**
Milla Harju PA Ship Coordinator, Finnish Transport and Communications Agency Traficom

PA Safe and PA Ship Idea Generation Workshop at Lübeck 6.3.2024 and Svendborg 29.5.2024

1. Welcome & Workshop Objectives
2. PA Safe & PA Ship - projects and future development
3. Financing opportunities
4. Workshop part 1 - generating ideas

LUNCH

1. Workshop results & selecting ideas
2. Workshop part 2 - developing ideas
3. Workshop results
4. Summary and final words



PA Safe and PA Ship Idea generation Workshop: Example project ideas 1/3 (Svendborg)

Project Idea 1: Intelligent Aid on Board

Objective: To reduce incidents and accidents, improve energy efficiency and fuel consumption together with reducing down time and repair costs through reducing the need to make decisions with the aid of AI

- **Activities:** Develop decision support systems for the existing crew which also make the most basic decisions on its own
- **Partners:** Maritime authorities (DK, SE, FI, EE, DE), Ferry companies and Ferry Secretariat, Technology providers and BlueTech as the Lead Partner
- **Funding:** Interreg

Project Idea 2: Auto-evacuation to Narnia

Objective: To develop a safe evacuation system from ferries even without available crew

- **Activities:** Inter-disciplinary Hackathon
- **Partners:** SDU, SIMAC, AUC, DTU, DBI, Blue Tech, Ferry Secretariat, Life-saving equipment suppliers, DMA, classification societies
- **Funding:** ERDF, Private funding

PA Safe and PA Ship Idea generation Workshop: Example project ideas 2/3 (Svendborg)

Project Idea 3: “Lawn movers”

- **Objective:** Reduce emissions from an overlooked source
- **Activities:** Identify “lawn mowers” (types and emission) (commercial ships < 5000tonnes not included in CO2 trade, fish supply, inland ferriers?) (leisure?) + Suggest actions: regulatory, make it attractive, protected areas/environmental, technical solutions
- **Partners:** PhD at UNI (SDU Demola-systems) Pilots: DanPilot, Esvat, EMSA (Associate), Shipping Lab-cluster, Maritime Research Alliance (all DK uni), Simonssen Shipping sponsor?
- **Funding:** Interreg OKS, Nordic Council climate

PA Safe and PA Ship Idea generation Workshop: Example project ideas 3/3 (Lübeck)

Project Idea 1: Improving Operational Picture of the BSR

- **Objective:** Increase preparedness for safety and security incidents, accidents and attacks; To overcome and integrate the different operational pictures
- **Activities:**
 1. Desktop study: Identify which data should be exchanged by whom. Identify the need for an interface for data exchange
 2. Mapping out different operational pictures: Define data access authorization, find the common ground, create a standard

3. Desktop study on the overarching legal frameworks and required alignments

4. Based on the outlined studies, identify gaps, provide recommendations, suggest regulation in EU

- **Partners:** Research institutes (LP) DLR, Data & Information Management companies, Data users, Data collectors

- **Funding:** HORIZON?

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Available EU Funding Calls:

HORIZON

Provided by EURO ACCESS / <https://www.euro-access.eu/>

Interreg BSR - Platform call

DL 05.09.2024 17:00

HORIZON-CL5-2024-D6-01-11

Effects of disruptive changes in transport: towards resilient, safe and energy efficient mobility

- Proposals should aim at securing future resilience of the transport system and ensuring that the level of transport safety is not only maintained, but also meeting more demanding targets. Digital tools/services and new transport means, new ways how to use the infrastructure in a more energy efficient manner and new behaviour should be included in the research.

DL 05.09.2024 17:00

HORIZON-CL5-2024-D6-01-10

Ensuring the safety, resilience and security of waterborne digital systems

- Projects should develop smart digital and connected systems to ensure safe and efficient operation.

DL 05.09.2024 17:00

HORIZON-CL5-2024-D6-01-09

Policies and governance shaping the future transport and mobility systems

- Projects should study how policies and regulations could be best used to govern transport and mobility systems in desired directions, so that they become more sustainable and just, for instance with regard to gender, place, or low-income households, as well as their fiscal impacts.

DL 05.09.2024 17:00

HORIZON-CL5-2024-D6-01-08

Improved transport infrastructure performance - Innovative digital tools and solutions to monitor and improve the management and operation of transport infrastructure

- Projects should use innovative digital tools and solutions to upgrade transport infrastructure ensuring an improved performance and safety, together with a reduction of emissions and better inclusiveness.

DL 05.09.2024 17:00

HORIZON-CL5-2024-D6-01-07

Scaling up logistics innovations supporting freight transport decarbonisation in an affordable way

- Building on previously funded projects and ongoing activities (e.g. Connecting Europe Facility, Horizon 2020 and Horizon Europe projects), ensuring compliance with the data sharing framework pursued by the Digital Transport and Logistics Forum (DTLF), and taking into account the development of the common European mobility data space, proposals will pilot, demonstrate and scale up systemic collaborative solutions regarding logistics nodes, multimodal logistics networks connectivity, business and governance models. The focus will be on both digital and physical interoperability as well as on the adoption of zero-emission vehicles/vessels.

DL 05.09.2024 17:00

HORIZON-CL5-2024-D6-01-06

Optimising multimodal network and traffic management, harnessing data from infrastructures, mobility of passengers and freight transport

- Actions should build on best practices (technological, non-technological and socio-economic), ongoing projects on multimodal network and traffic management, as well as other initiatives (e.g. the Digital Transport and Logistics Forum and the common European mobility data space), with the aim of optimising multimodal network, traffic management and door-to-door mobility of passengers and freight.

DL 18.09.2024 17:00

HORIZON-MISS-2024-OCEAN-02-02

- **Support for the Coalition of waterfront cities, regions and islands for Mission Ocean and Waters**
- This action will co-ordinate and support the Coalition of islands, regions and waterfront cities committed to achieving the Mission Ocean and Waters objectives and targets in their local contexts.

24.09.2024 17:00

HORIZON-CL6-2024-CLIMATE-02-3

[Overcoming barriers and delivering innovative solutions to enable the green transition](#)

- Under this topic, proposals should seek to address new, upcoming or unforeseen challenges related to barriers towards the green transition and propose creative or disruptive solutions to overcome them that are not covered by the other topics of Horizon Europe Cluster 6 calls in Work Programmes 2021-2022 and 2023-2024.

To Be Announced Interreg BSR

Project Platforms

- Interreg Baltic Sea Region is getting ready for a project platform call to be launched in summer 2024. Project platforms, a capitalisation instrument of the Programme, will bring together projects from Interreg Baltic Sea Region and other funding programmes. [Project platforms](#) will consolidate solutions and other results from various projects and empower municipalities, regional councils, ministries, sectoral agencies, and NGOs to better address territorial challenges and influence policy changes effectively by using the collective knowledge of projects.

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Project updates



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EMERGE

Please find this presentation as a separate file



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**Reducing CO₂ emissions of island
ferry traffic - REISFER**

Kadi Kasepõld

TalTech Estonian Maritime Academy

REISFER Consortium

- LP1 **TalTech** Tallinn University of Technology,
Estonian Maritime Academy (EE)
- PP2 **UTU** University of Turku (FI)
- PP3 **BBAB** Blidösundsbolaget AB (SE)
- PP4 **KVT** Kihnu Veeteed (EE)
- PP5 **FinFerries** Finland Archipelago Shipping Ltd (FI)
- PP6 **ESF** Estonian State Fleet (EE)
- PP7 **GoA** Government of Åland (FI)
- PP8 **VTI** Swedish National Road and Transport
Research Institute (SE)
- PP9 **SLL** Suomenlinnan Liikenne OY (FI)



UNIVERSITY
OF TURKU



blidösundsbolaget
en del av Transdev



ESTONIAN STATE FLEET



Government of Åland

vti



Interreg



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REISFER

REISFER: Background

- Project duration: **1.04.2024 – 31.03.2027**
- Funded by **INTERREG Central Baltic Programme 2021 - 2027**
- Project budget **3.7 M €**
- Main aim is to improve the transport area and intermodal nodes in island ferry traffic by **reducing CO₂ emissions by 10 – 20 %** on selected routes in Estonia, Finland, Åland and Sweden. That will be achieved by:
 - **Studying the readiness of the ferry operators and owners, crews, public authorities, end users**
 - **Presenting the guidelines for emission reduction**
 - **Piloting CO₂ abatement methods and technology**

Activities and deliverables

- **WP1 – CO₂ reduction possibilities and potential in CB island ferry traffic**
 - Status quo of island ferry traffic in CB and setting the emission baseline
 - Mapping **stakeholders'** CO₂ reduction possibilities, potential and perceptions
 - Public procurement tenderers, policy-making authorities
 - Ferry companies
 - Ferry crews
 - End-users (island residents, tourists, enterprises)
 - **Guidelines** for decreasing CO₂ emissions in inter-island ferry transport
 - REISFER **conferences** on
 - Island ferry transport
 - CO₂ abatement technologies
 - REISFER results

Activities and deliverables

- **WP2 – CO₂ emission abatement methods and technologies on ferries**
 - **Peak-shaving technology** on a diesel-electric propulsion ferry
 - Conversion of diesel mechanic propulsion to **battery electric propulsion**
 - Improving on-board **cooling and heating** systems
 - **Blasting and painting** of ferries with different size and speed performance
 - **LED lighting** on-board ferries
 - **More efficient propellers** to improve ferry performance
 - Implementing **energy management systems**
 - Studies on **optimizing ferry traffic** (incl. routing, scheduling, intermodality)
 - **Eco-driving training**

Any need for support from the Steering Group?

- Sharing experience is in the heart of REISFER



[REISFER – INTERREG Central Baltic Project](#)

- Project updates
- Conference invitations
 - **1st REISFER Conference** (March 2025) indicatively called the „**Island Ferry Transport Summit**“
 - Industry related best practices
 - Trends for ferry transport
 - New policies

Selected routes

ESTONIA: Activities are focused on 6 ferries of which 3 of them can serve each other's routes.

Routes selected:

Kihnu – Munalaid / Munalaid – Manilaid (P/L Kihnu Virve);

Laaksaare – Piirissaare (P/L Koidula);

Kelnase – Leppneeme (P/L Wrangö);

Sõru – Triigi (P/L Soela);

Sviby – Rohuküla (P/L Ormsö);

Ruhnu – Pärnu (passenger catamaran Runö)

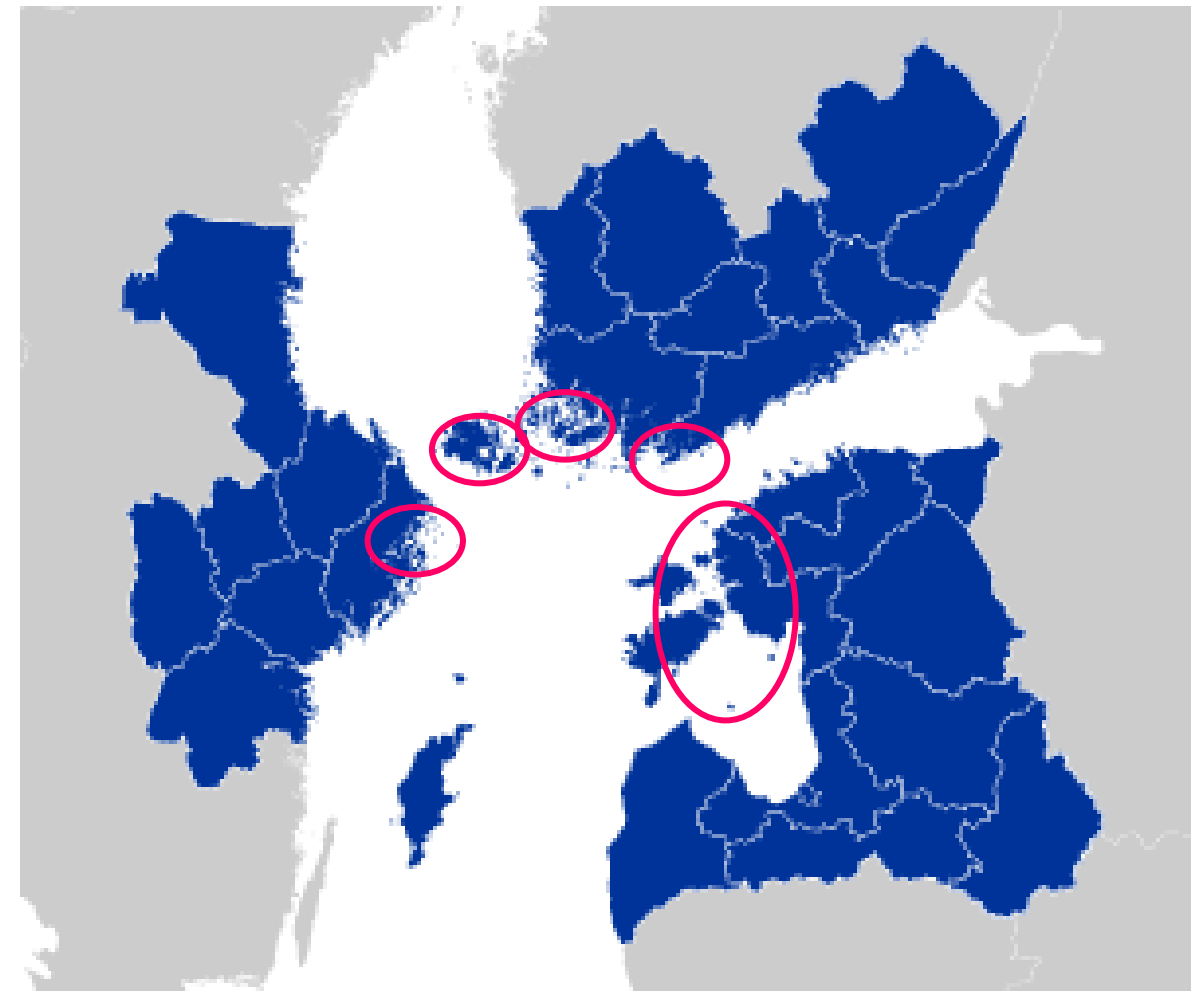
FINLAND:

Helsinki – Suomenlinna route (PP9 Suomenlinnan Liikenne)

Korppoo – Houtskär route in Archipelago Sea (PP5 Suomen Lauttaliikenne)

SWEDEN: Activities focused on 6 ferries that can serve multiple routes in the area of Northern Stockholm archipelago

ÅLAND: The aim is to investigate the whole ferry traffic system of the Åland islands to best optimise the timetables and routes (more ports, shorter ferry lines)





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[REISFER – INTERREG Central Baltic Project](#)

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REISFER

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**TAL
TECH**
ESTONIAN MARITIME
ACADEMY



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Blue Supply Chains

- Stefan Breitenbach, Port of Hamburg Marketing Reg. Assoc.

Blue Supply Chains: Background

The project supports port authorities and port operators in implementing long-term measures to decarbonize port locations.

Runtime: 01/2023 – 12/2025



Webpage

<https://interreg-baltic.eu/project/bluesupplychains>



LinkedIn

<https://www.linkedin.com/posts/blue-supply-chains>



Lead Partner Organisation

Inga Gurries | gurries@hafen-hamburg.de

Stefan Breitenbach | breitenbach@hafen-hamburg.de

Current Status

...to support **greening of port operation** activities

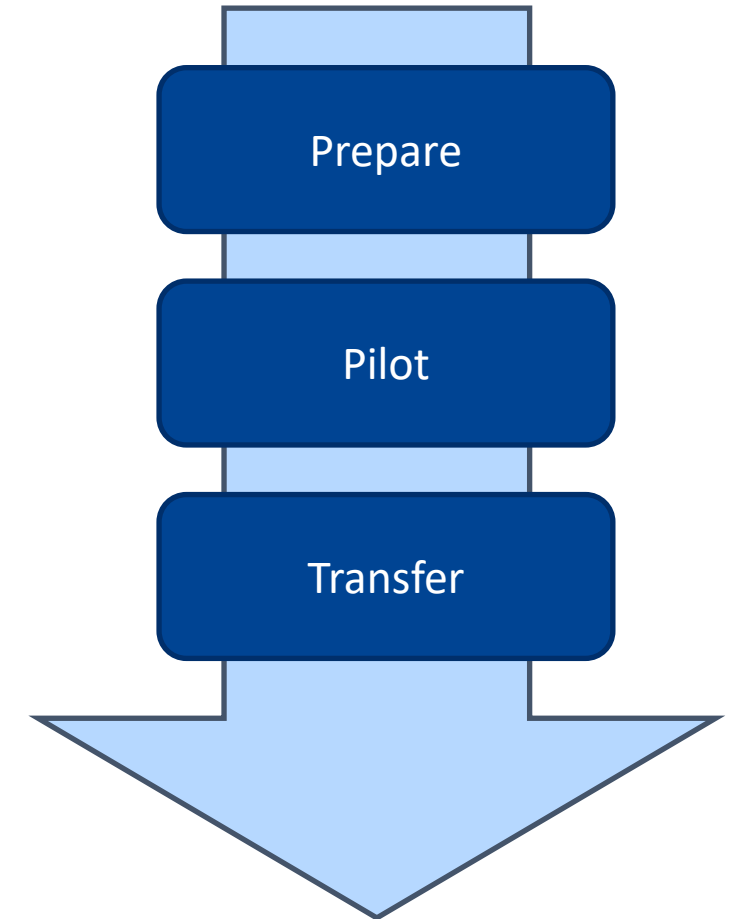
- Mobile on-shore power supply solution (DK)
- Retrofitting concept - diesel RTGs towards alternative fuel powered RTGs (PL)

...in **green energy supply** for transport chains

- Regional green energy supply concept for the port of Umeå (SE)
- Zero-emission inland waterway between Klaipeda and Kaunas (LT)

...in **the set-up of green transport chains** between BSR ports

- Proof-of-concept on cooperation pushing green combined transport solutions between Baltic ports incl. rail ferry service (SE | DE)



Coming up / Next Steps

- Implementation of OPS solution in Denmark Q3/2024
- RTGs retrofitting concept (feasibility study) Q2/2024
- First results for “green bunkering and charging strategy for ports” (SE / LT examples) Q2/2024

First reports will be ready by July/August this year and pilot activities will start based on results accordingly.



Challenges - experienced & anticipated

- A lot of uncertainties in the **deployment of alternative fuels** for shipping
- Success for **retrofitting Gentry Cranes** is much depending on the expected lifetime, cost drivers:
 - Adding batteries might result in needs to strengthen steel structure
 - General cost explosion (+ 300%) & inflation
- **Onshore power supply:**
 - Tendering procedures not easy as a lot of providers are fully booked
 - General cost explosion due to inflation and strong market demand

Any need for support from the Steering Group?

- We would be happy to share or co-organize a panel and/or workshop with PA Ship
- Ideally during a European occasion like the past EMDs
 - Timing: end this year or begin next year
 - Suggested topics to cover and discuss with audience/ (panel) participants:
 - Future fuels for shipping
 - Green (maritime) corridors
 - Electrification of terminals (challenges & solutions)



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Thank you!

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PA SHIP

OpenRisk II project

OpenRisk II: Background

OpenRisk II aims to develop innovative maritime risk assessment tools for competent maritime authorities to prevent accidents, minimize human and environmental impact, and enhance overall risk management.

- **Duration** 11/2023 – 10/2026
- **Total budget** 2 040 000 €

Partnership:

1	LP	Finnish Transport and Communication Agency
2	PP	Aalto University Foundation sr
3	PP	Norwegian Coastal Administration
4	PP	Gdańsk University of Technology
5	PP	University of Tartu
6	PP	Helsinki University
7	PP	Nordic Investment Bank (NDPTL Secretariat)

More information:

Project webpage

<https://interreg-baltic.eu/project/openrisk-ii/>

LinkedIn <https://www.linkedin.com/company/openrisk-ii>

Current Status

WP1 Preparing solutions

- End user needs were collected in the **OpenRisk II Kick-off conference** on 6-7 March 2024
- Reviewing the **user needs** and setting up the work for the three key components:
 1. AISyRISK Baltic together with module on ice
 2. A regional service on vulnerability of the Baltic marine ecosystem to maritime spills
 3. Tool to evaluate risk management performance of the relevant administrations, and the quality of risk assessments



Coming up / Next Steps

AISyRISK Baltic together with module on ice

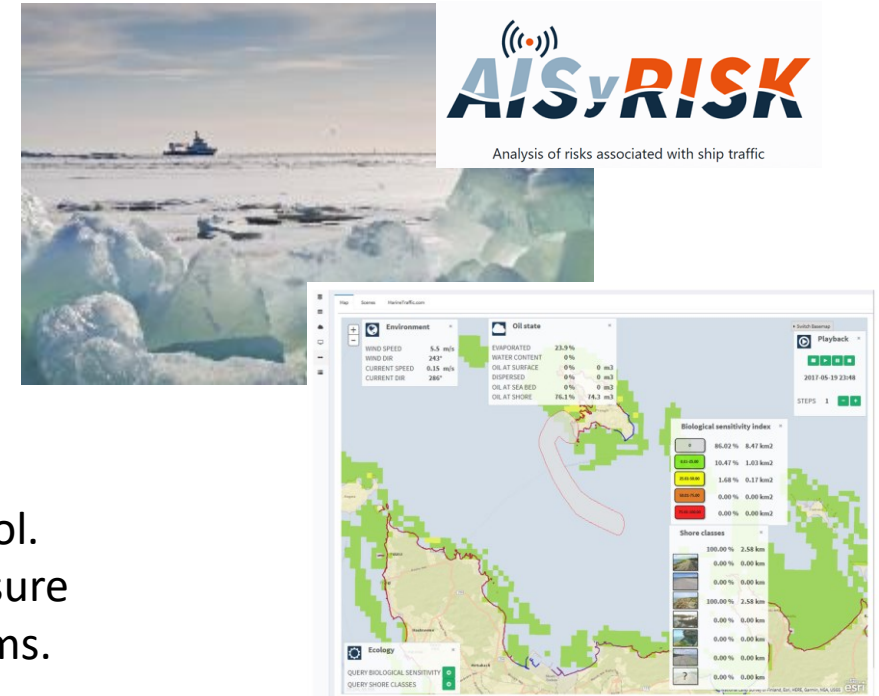
- Building the first version AISyRisk Baltic
- Setting the basis of the elements in the ice module

A regional service on vulnerability of the Baltic marine ecosystem to maritime spills

- Based on end user needs, select the appropriate elements for the tool.
- Develop the existing system (PlanWise4Blue) and frameworks to ensure compatibility between the project solutions and other existing systems.

Tool to evaluate risk management performance of the relevant administrations, and the quality of risk assessments

- Testing the R-Mare matrix model and its reliability → Assessing the test results
- Development phase (software& conceptual)



Challenges experienced / anticipated

- Data availability
 - There is need to get high resolution AIS Data from all the Baltic coastal countries to get the full risk picture (AISyRisk Baltic tool)
 - Up to date accident data from the Baltic Sea region is not open source
 - In the development work of the ice module, the challenge is to obtain accurate ice data



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Thank you!

Lead Partner

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 SUSTAINABLE WATERS
OpenRisk II



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Sustainable Flow

- Captain Heikki Koivisto, lead, Satakunta University of Applied Sciences/Maritime Logistics Research Center

Sustainable Flow Background

- Interreg Central Baltic Programme Priority 2 - Improved environment and resource use
- Specific objective PO5 - Decreased CO2 emissions
- **Partners:** SAMK as the lead partner (FI). Other partners:
 - SMA (SE), ÅH (AX), IDTA (LV), TalTech (EE), Fintraffic (FI), TPF (SE)
- **7 pilot ports:** Pori and Rauma (FI), Mariehamn (AX), Riga (LV), Tallin (EE), Norrköping and Oxelösund (SE)
- **Budget:** 3,421,725.64€ (ERDF 2,737,380.49€)
- **Duration:** 1.5.2023–31.5.2026



Current Status

- Port operations, business model and business logic
- Current and potential energy savings and renewable energy
- Communications

- **The Sustainable Flow digital tool**
- Market Mapping Questionnaire (13 companies answered)
- <https://forms.office.com/e/BEKhQU9rmM>

Coming Up / Next Steps

- Our specification for the digital tool + results from Market Mapping Questionnaire
- Procurement for the Sustainable Flow digital tool
- Assessment of environmental impact and greenhouse gas emissions
- Communications

Challenges Experienced / Anticipated

- Change of the lead 1.9.2023
- Recruitment challenges

Questions / Comments

- Cross boarder co-operation possible with good partners with required expertise
- Central Baltic Secretariat, Programme Manager Ivo Volt

BY MAY
2026
-10%
REDUCTION OF
CO2 EMISSIONS
IN **7**
PILOT
PORTS



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Thank you!

heikki.koivisto@samk.fi +358447103674

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Sustainable Flow



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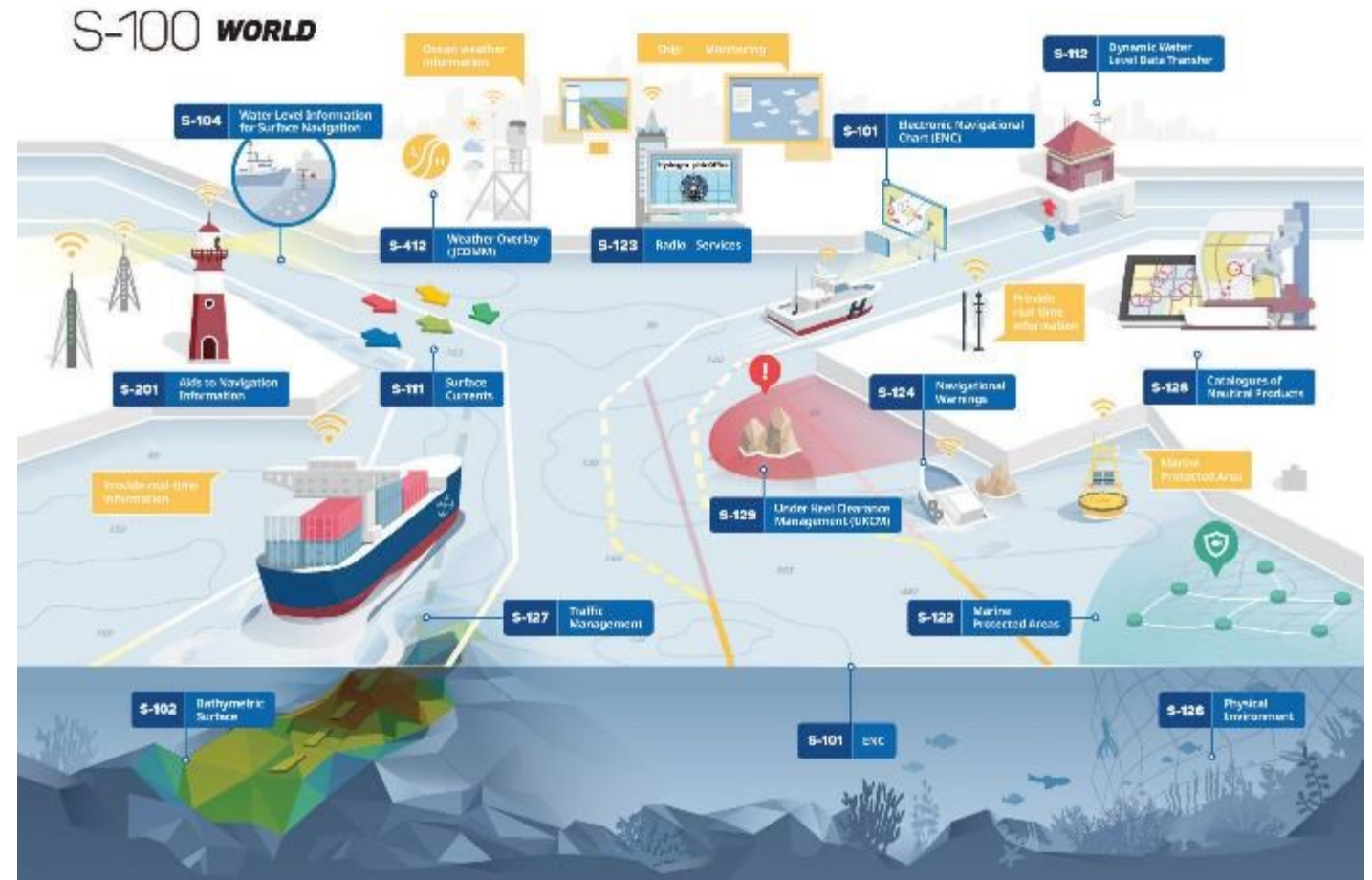
PA SHIP

Baltic Sea E-Nav



What is Baltic Sea e-nav?

- An Interreg Baltic Sea Region-funded project that runs November 2023-November 2026
- Overall goal is to produce, test and implement some of the first S-100 products for navigation in the Baltic Sea
- Budget: BS e-nav budget: 4.900.000 EUR. Co-financing: 3.920.000 EUR



Partnership



A large part of the benefit of the project is that it is the hydrographic offices themselves that are the main target group and that we have created this project to jointly develop our production in accordance with the IHO's implementation scheme, for the benefit of shipping in the Baltic Sea.



TRANSPORDIAMET



LATVIJAS JŪRAS ADMINISTRĀCIJA
MARITIME ADMINISTRATION OF LATVIA

HOPN
Hydrographic Office of
the Polish Navy



ic-enc



Baltic Sea E-Nav: Background

- Development and implementation of the new navigational standards (S-100) will streamline data producers' products, making navigational charts more user-friendly and advanced at the same time.
- Baltic Sea e-nav will implement the first standards; S-101 (ENC), S-102 (Bathymetry) S-104, S-111 (Water level and sea surface currents) in the Baltic Sea, in cooperation with all the surrounding Hydrographic Offices.



From this

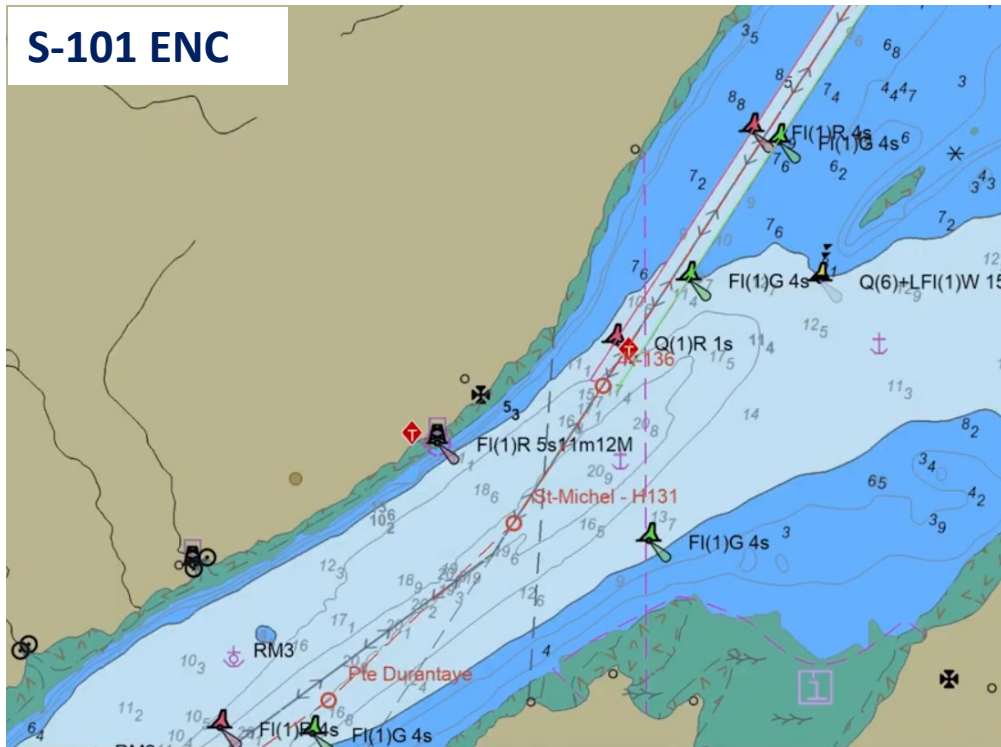


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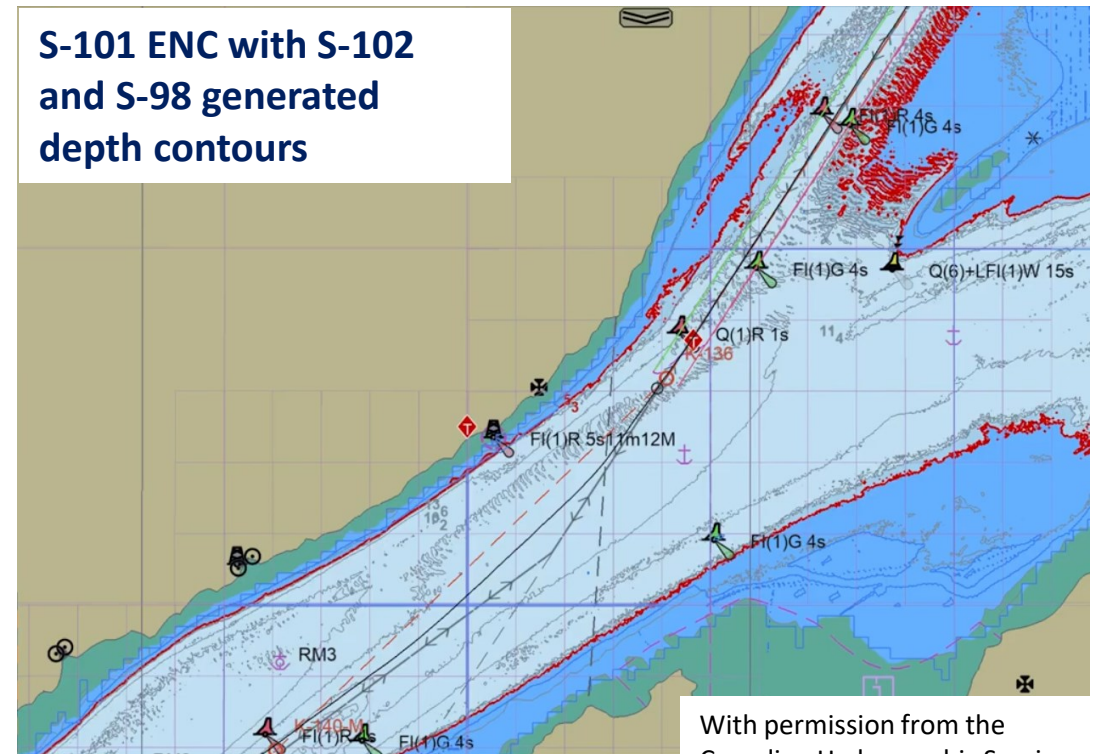
...but at sea!

...doing this as a joint effort, we share knowledge, support each other and streamline our work, to improve the Baltic Sea as a sustainable and attractive area for shipping.

Static depth contours with electronic charts only



Unique tailored depth contours with added high resolution bathymetry layer



With permission from the Canadian Hydrographic Service



Current Status

Preparation

2024: Develop production capabilities for S-101, S-102 and to some extent S-104 and S-111
Preparations for testing and evaluation. Developing navigation software. Define scenarios

Piloting

2024-2026: Test, evaluate and refine S-1xx products
Establish **harmonization rules** under the BSHC umbrella

Transferring

2026: Commercial rollout for S-101 and S-102 in the Baltic Sea. S-104/111 in parts of FI.

Coming up / Next Steps

- HO's develop product prototypes for testing areas (2024/Q1 2025)
- Piloting starts (Q4/Q1-25)
- Working with technical documentation for regional harmonization guidelines to be approved by BSHC (Q1-25)
- Commitment strategy to engage end users and other stakeholders (Q2)

Challenges experienced / anticipated

- **Project structure:** Activities with parallel work and dependencies - a bit complex
- **Common understanding of tasks and problems within a group consisting of different competencies** - production of prototype data and deliveries for test areas; when, how, what version?
- **Synchronisation between dependencies in the project:** to get development of S-100 ECDIS prototype streamlined with product version deadlines within IHO, as well as cartography production system readiness to produce S-100
- **How to deal with exceeded workload due to changed prerequisites?** Harmonization and guidelines. It was supposed to be a draft already, but needs to be done in the project due to BSHC decision
- **Confidential restrictions** is a risk for delivery of S-102 products for Finland and Sweden.



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Thank you!

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PA SHIP

MaDaMe (Maritime Data Methods for safe shipping)

- Jarkko Paavola, Turku University of Applied Sciences

MaDaMe: Background

- The aim of the project is to support national authorities responsible for maritime traffic management in developing cyber-secured standardized digital transport infrastructure services in the Baltic Sea Region.
- Services and systems to be developed and piloted in the project are **Digital Navigational Warnings, Digital Aids to Navigation** and **Digital VTS services**.
- The results of the project will improve the availability of information needed for safe shipping, increase innovative business development in the maritime sector, facilitate the shared use of maritime space as well as provide valuable input for the standardization of the maritime services.

Current Status

- Project started on 11/2023
- Service development ongoing, use cases for the project assessed
- MCP development ongoing, demos presented at IALA by DMC on use of MCP
- VDES equipment installed for first Navigational Warnings service pilots on DMA vessel POUL LØWENØRN
- Pilots planning initiated
- Project stand at the European Maritime Days in end of May 2024 together with ORMOBASS project
- Project partners participating IALA, IHO, HELCOM, BSHC, MCC, CIRM and ODI working groups



Coming up / Next Steps

- Services development continues
- ECDIS/display system development for the digital services
- Piloting workpackage begins with Navigational Warnings pilots

Challenges experienced / anticipated

- Standards are not ready or implemented in devices – challenges in pilot planning



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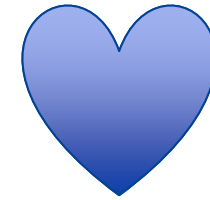
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Thank you!

Jarkko Paavola jarkko.paavola@turkuamk.fi

Take a

BREAK



10 minutes

Agenda

- 1) Welcome words and Tour de Table
- 2) Approval of the agenda and minutes of the last meeting
- 3) Activities of the Policy Area Coordinator
- 4) Available EU Funding Calls
- 5) Project Updates
- 6) **Presentation by the BSP**
- 7) A farewell presentation by Latvian PA Ship Presidency
- 8) Adding Norway as an observer to the Steering Group
- 9) Any other business





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Presentation from the Baltic Sea Action Point

Ms. Marlene Reidel, Baltic Sea Action Point

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A Farewell Presentation by Latvian PA Ship Presidency

Laima Rituma, Ministry of Transport (Latvia)

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Adding Norway as an observer to the Steering Group

Message from Ann Irene Sæternes, *Head of European Affairs at AFK, National contact point for Interreg BSR and Associated partner in the BSP*

- ”For many years we have tried to encourage Norwegian Ministry of Business Development and Fisheries to actively join the PA Ship/Safe in the EUSBSR. ... Now there has been a change in the organisation of the Ministries and the Norwegian Coastal Administration is moved to the Ministry of Business Development and Fisheries ... I have been in touch with the Ministry, and they have nothing against the participation of the Norwegian Coastal Administration engaging themselves into the work of your PAs. I hope you are still interested to include Norway into your work - as members of the SG(s) or observer. ”
- On the process (from Juhani Ailio/BSP):
 1. Discuss with Steering Group and EUSBSR Presidency and get their approval to invite Norway to become an observer in the SG.
 2. When your SG decides to invite Norway, they should be marked in the meeting minutes and those minutes will go to the NCG (through us) and they officially endorse it. That’s likely going to be a Silence Procedure and not a meeting.
 3. After it is endorsed they can be added to your SGs official contacts.

Adding Norway as an observer to the Steering Group

- Will you support Norway's joining as an observer?



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Any other business?

- Information you would like to share (e.g., projects, initiatives)
- EUSBSR AF - already dealt with earlier
- Next Formal SG meeting in October 17 in Gdansk, Poland



EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION

Thank you!

PA Ship Coordinator Milla Harju
Finnish Transport and Communications Agency Traficom

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