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PA 4 - Clean Shipping
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EU Strategy for the Baltic Sea Region Priority Area on Maritime Safety and Security

Denmark and **Finland** serve as Priority Area Coordinators (PACs)
for the Strategy's Priority Area on Maritime Safety and Security (no. 13)

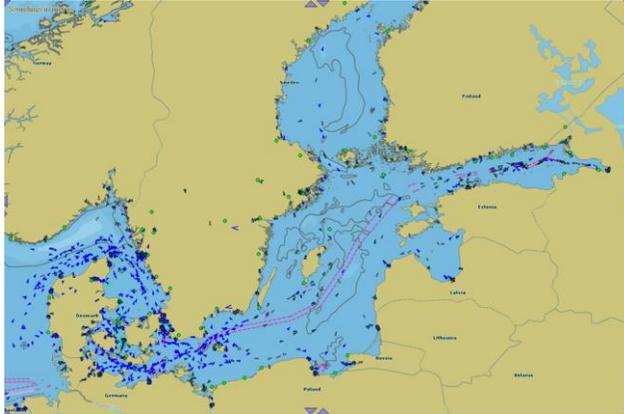


Ministry of Transport
and Communications

The actual work is carried out by
the Ministry of Transport and Communications of Finland, and
the Danish Maritime Authority (formerly: Danish Maritime Safety Administration)



The reason: Dense maritime traffic



About 2,000 vessels are operating in the Baltic Sea at any given moment

The map shows the situational picture on 28 March 2011.

Source: DAMSA



Priority Area 13: "to become a leading region in maritime safety & security"

The Priority Area consist of:

- The Priority Area Coordinators who ensure the overall coordination on a daily basis and e.g. plan meetings, maintains the website.
- A policy dialogue within the international Steering Committee, which convenes approx. 3 times annually and can be consulted or take decisions in-between meetings
- A number of Flagship Projects, undertaking concrete action and development of new methodology, prototypes, studies etc.



The international Steering Committee

According to its Terms of Reference...

The Steering Committee is created in order to advise and assist Denmark and Finland in their capacity as Priority Area Coordinators for Priority Area 13 ... with the view to ensure that actions are anchored all over the region.

The Members of the Steering Committee are: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden and the European Commission. Other interested Baltic Sea States (in particular Iceland, Norway and the Russian Federation) can also become members of the Steering Committee should they so wish.

Members are represented in the Steering Committee by a relevant ministry, or state agency operating in the field of maritime safety and security and the European Commission by a representative of the relevant service.

Decisions within the Steering Committee are taken by consensus among members. However, non-EU members are not in the position to block cooperation among EU members in a given field, but may instead choose to opt out of a particular field of cooperation.



The Steering Committee



Study visit to the "Gulf of Finland Reporting System" in Helsinki, June 2011

The Committee convenes 2-3 times annually



Steering Committee – lessons learned

- Has generally worked well. Ensures that decisions are anchored all over the region. This is a major advantage!
- A very heterogenous group. Members range from Prime Ministry / Foreign Ministry officials to agency experts and coast guard officers. Can be a challenge, but is increasingly considered a strength.
- Requires continous efforts of the PACs (to prepare meetings, to identify new members, to send out information etc).
- The Terms of Reference have been useful, but could perhaps have included:
 - procedure for approval of new Flagship Projects
 - the role of SC members to consult nationally prior to meetings
 - procedure for appointing Steering Committee members



Steering Committee – lessons learned 2

- The schedule of meetings does not always match with EC expectations that PACs take fast action or decisions (the targets and indicators, the communication initiative and the review are examples of this). But the creation of a Steering Committee commits the PACs to actually consult the members – and the other actors should respect this.
- Risk of competence-discussions. Problematic, when the EC or HLG overrules decisions already anchored with competent national authorities, or questions the decisions by sending it to a hearing among NCPs. Results in a short-circuit of decision-making. Has happened too often! Leads to frustration and loss of commitment (why bother, when those "eurocrats" have already decided against the advice of national experts who anyway has to do the real job?)



Flagship Projects

From the outset, the Priority Area got a portfolio of ongoing/nearly completed projects, new projects with identified lead agents and unfunded project proposals without a lead agent.

13.1 Conduct a technical feasibility study on a Baltic Sea Coastguard Network (Baltic Sea Maritime Functionalities Network)

13.2 Become a pilot region for the integration of maritime surveillance systems (Maritime Surveillance in the Northern European Sea basins - MARSUNO)

13.3 Speed up re-surveying of major shipping routes and ports
The dialogue on this project is conducted within HELCOM and the Baltic Sea Hydrographic Commission (regional structure of the IHO).



Flagship Projects continued..

13.4 Become a pilot region for e-Navigation
(Efficient, Safe and Sustainable Traffic at Sea - EfficienSea)

13.5 Create a network of centres of excellence for maritime training
The project is not yet started – searching for funding.

13.6 Develop a plan to reduce the number of accidents in fisheries
The Baltic Sea Regional Advisory Council is expected to become the lead agent.

13.7 Conduct a formal risk assessment for LNG carriers
Discussions on how to start this project and its exact scope are ongoing. Searching for funding.

13.8 Minimizing the risk of transporting dangerous goods by sea
(Minimizing risks of maritime oil transport by holistic safety strategies)



Planned activities within the Priority Area

In 2012 we are aiming at...

- Continuing the regional dialogue on maritime safety & security
- Continuing to nurse & monitor the progress of the Flagship Projects
- Conveying the results of completed projects to policy level
- Discussing proposals for new Flagship Projects

And lastly

- Developing a joint regional scenario on maritime safety & security in order to identify upcoming needs and challenges (Helsinki, 15 May)



Identified synergies so far

The maritime sector is traditionally a very conservative field, and the sector prefers international rules to ensure equal competition. However, when it comes to safety, the region cannot afford awaiting international IMO rules. The Strategy is still young, but so far we have:

- Created a regional dialogue in a policy field, which did not exist before. The EUSBSR is thus supplementing existing international and bilateral dialogue.
 - Increased focus on regional aspects, that might easily have been overlooked before.
 - Increased opportunity to identify regional advantages or challenges.
- Got an opportunity to "test" (and thus influence) new EU rules and visions by means of pilot projects (such as Common Information Sharing Environment as a component of the Integrated Maritime Policy)
- Opportunity to form a regional consensus on new initiatives, that can be brought to international organisations (such as the regions' contribution to IMO on e-Navigation).
- Helped to develop new regional projects related to maritime safety & security.



Synergies to come

We also expect, that the Strategy will soon allow us to:

- Create a joint regional scenario on maritime safety & security, in order to have a common basis for decision making and prioritizing – and use this as a planning tool in practice!
- Prioritize among new project proposals in the field of maritime safety and security on the basis of the actual needs of the region (rather than according to the decision of a funding programme that tend to fund the project, which makes the best application).
- Establish concrete cooperation with the Russian Federation in maritime safety & security.
- Establish cooperation with the EU Strategy for the Danube Region whenever relevant.



Thank you for your attention!



Further information: <http://pa13.dma.dk> e-mail: bbt@dma.dk

