

# Maritime Safety Umbrella Operation

## Strategy

“Co-operating to create, maintain and implement a safer maritime environment”

### Introduction

The following document details the strategy currently being implemented by the Maritime Safety Umbrella Operation since January 2005. This document augments and updates the proposal for an umbrella operation on maritime safety issued in June 2004. It also sets out the modified Work Packages following the agreement of the Management Group on 11<sup>th</sup> February 2005, with detailed proposals, budget and work plan derived from the Antwerp “Regional Co-operation in Maritime Safety” (April 2005) seminar and workshops.

### Background

Maritime Safety is recognised as an important global issue. Recent accidents have affected the communities, economies and environmental assets of many regions in different countries simultaneously. Regional and local organisations and authorities are acquiring expertise and developing projects under the Interreg Programme to aid their preparedness.

The development of the Interreg maritime safety projects demonstrates the aspirations of regional and local organisations and authorities to work together with national bodies to provide improved capacity to identify and deal with Maritime Safety issues. These projects augment well-established national and multinational initiatives.

Interreg deals from a European perspective with regional development, by encouraging and funding transnational co-operation between authorities, institutions and other organisations within the EU and partner countries. Currently, several Programmes feature projects dealing with maritime safety issues. Some of these projects overlap, others complement. To enhance dissemination of knowledge and efficiency, these projects will be brought together.

Collectively, the Interreg Projects represent a strong force for developing a regional basis to address Maritime Safety in the North East Atlantic (North Sea, North West Europe, Northern Periphery and Atlantic Interreg Programme Areas) and Baltic (Baltic Sea Interreg Programme Area). The suite of Interreg projects include activities that seek to save human life, ensure the safety of ships and cargo, protect the marine environment and safeguard the maritime economic and social assets communities depend upon. In general, the project budgets are distributed to undertake work under three general themes: Response (At Sea and Shoreline), Institutional Preparedness and Prevention (including Risk management). In addition, these projects work within the wider topic of coastal zone management and sea area/ ocean spatial planning, and will need to work closely with Interreg Projects developing these topics.



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## Maritime Safety Umbrella Operation

Given the importance of maritime safety to coastal regions, a number of Interreg IIIB Programmes have been brought together under the Maritime Safety Umbrella Operation. The Operation provides a 'transprogramme' enhancement which links and focuses the work of the Interreg Maritime Safety and related projects (i.e. coastal zone management, coastal protection, sea area/ ocean spatial planning, etc.). It is the intention of the Umbrella Operation to actively seek links with initiatives being undertaken by regional groups, competent national authorities and international organisations within the North Sea, Northern Periphery, Baltic Sea Region, Atlantic, North West Europe and other Interreg areas (including IIIC and IIIA).

## Objectives

Short term objectives are to:

- establish coherence among projects in different programme areas
- facilitate and coordinate common activities of individual projects
- liaise with relevant organisations
- collect and disseminate common outputs
- help project development in the future identifying gaps and needs
- set-up and make available, where necessary, a project partner database

A longer term objective of an umbrella operation is to:

- bring forward experiences in cross programme cooperation that can give directions
- encourage cross programme cooperation in the next Interreg programme period
- Raise public awareness and promote contact with maritime stakeholders

## Benefits

The Maritime Safety Umbrella Operation will create a synergy between projects and programmes that allow:

- Capacity building by regional and local organisations to improve their ability to address maritime safety issues;
- Identification of similar maritime safety issues, problems in approach and gaps in the knowledge base;
- Development of joint working approaches to problem solving;

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- Integration of maritime safety with coastal zone management and sea area/ocean spatial planning;
- Enlargement of a joint knowledge base to close information gaps in individual projects;
- Provision of a network of Maritime Safety professional contacts;
- Assistance in the development of future funding opportunities;
- Promotion of a coordinated pragmatic voice to speak at the European and International level on maritime safety issues, and;
- Guidance for future Programme development with respect to maritime issues.

## Organisation Structure

The Operation is based at the Interreg IIB North Sea Programme Secretariat, and will be jointly funded by the Baltic, Northern Periphery, Atlantic, North West Europe and North Sea Programme Areas to actively link the development of maritime safety projects. The Umbrella became operational in January 2005. It is the intention to commence work progressively in the Programme areas as funding becomes available.

## Potential Participating Projects (as identified June 2006)

- Safety at Sea (North Sea)
- Safety at Sea (Northern Periphery)- in development
- Emergency Response to Coastal Oil, Chemical and Inert Pollution from Shipping: EROCIPS (Atlantic Area)
- Baltic MaSTER (Baltic Sea Region)- in development
- Mapping European Seabed Habitats: MESH (North West Europe)
- Northern Maritime Corridor (Northern Periphery and North Sea)
- Eurobaltic II (Baltic Sea Region)- in development
- ICZM: Towards an Atlantic Vision: COASTATLANTIC (Atlantic Area)
- Coastman (Baltic Sea Region)
- North West European Delta (North West Europe)
- Creating a Sustainable Framework for ICZM, COREPOINT (North West Europe)
- Forum Skagerrak (North Sea)
- SAIL (North West Europe)
- Espace Manche Development Initiative: EMDI (North West Europe)
- Cycleau (North West Europe)

There are a number of additional projects and programmes that may also wish to participate. Any interested project or programme is welcome to contact the Operation to discuss potential involvement.

## Work Packages

The Umbrella Operation is composed of four Work Packages (WP):

- WP1 Project to Project Co-operation
- WP2 Networking and Liaising
- WP3 Awareness Raising and Project Development
- WP4 Umbrella Operation Management

**WP1 Project-to-Project Co-operation:** The work package will establish three Project-to-Project themes to carry out work between the Interreg IIB Projects. The themes will encourage Maritime Safety Capacity Building at local, national, European and International level within programme levels. The WP will assist

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individual projects by identification of similar maritime issues within other projects, and bring these projects together to develop joint working and problem solving, thereby closing information gaps in individual projects. WP1 will also examine methods to integrate maritime safety with spatial planning projects for coastal and marine areas (e.g. ICZM). Outcomes from this WP will also be used to inform the Project Development element of WP3.

Three themes have been identified by April 2005, following a review of existing and proposed Interreg IIB Projects. Further proposals will be developed under these themes following input from the proposed and operational Interreg IIB project teams at the "Regional Co-operation in Maritime Safety" seminar and workshops. The Project to Project Cooperation (PPC) themes are:

PPC1: Risk and Prevention: identifying risks from shipping and other maritime activities and developing management measure to prevent maritime accidents;

PPC2: Preparedness and Response: Contingency arrangements (Search and Rescue, Oil/ Chemical Spill Response Plans, Sensitivity Mapping, Wildlife Response, etc.) to protect life and deal with the effects of a maritime incident if it occurs, and;

PPC3: Integration: How knowledge and experience from Integrated Coastal Zone Management, Sea Area or Ocean Spatial Planning can aid Maritime Safety Projects and inform stakeholder groups. The PPC may also consider the implications of maritime incidents on other maritime activities e.g. coastal protection schemes, recreation management, conservation protection, etc..

**WP2 Networking and Liaising:** Central to the implementation of WP2 has been the development of the Operation's Communication Strategy. The strategy provides the structure (the "needs and means") for receiving and disseminating maritime safety information at the project, national, programme, European and International levels. The Communications Strategy was completed in February 2005 and is currently being implemented within the funding programmes.

**WP3 Awareness Raising and Project Development:** WP3 utilises the Communications Strategy to ensure that the message from the maritime safety projects and their Programmes reaches the audience it deserves. The cross programme synergy of the operation may provide a stronger position for information from the Interreg IIB projects to penetrate relevant arenas and forums.

In addition, by jointly co-ordinating existing projects, the operation will provide added value to programmes by undertaking project development. This will assist existing project partnerships to evolve new projects under future programmes. Joint co-ordination under the Umbrella Operation will also identify knowledge gaps in the existing suite of Interreg maritime safety projects. Such knowledge gaps will form the basis for developing new maritime safety project proposals for future programmes.

Project development opportunities will arise from several sources. Initially the Operation Co-ordination Unit has undertaken a review of the existing projects to identify the thematic areas of activity, these are the PPCs in WP1. The umbrella operation is now progressing to bring existing and preparing projects together to discuss potential projects under these three themes (Seminar and Workshops in Antwerpen, 26-27<sup>th</sup> April 2005). The operation will also identify and liaise with other

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maritime stakeholders to identify possible projects for development. For example the eleven maritime safety projects identified by the CPMR and the Atlantic Area Programme could be developed under the Umbrella Operation for other programme areas.

**WP4 Umbrella Operation Management:** The daily running of the operation is undertaken by a dedicated Co-ordination Unit of a *Maritime Safety Co-ordinator* and assisted by a Programme Officer. These officers, together with financial and administration support from the North Sea Interreg IIB Secretariat, form the Umbrella Co-ordination Unit. The Unit is responsible for developing a lean and efficient Coordination Unit that facilitates and implements the defined work packages. The Co-ordination Unit Activities include:

- Establish the CU with staff and office facilities;
- Conduct meetings of the Management Group;
- Facilitate and implement Work Package 1;
- Facilitate and implement Work Package 2;
- Facilitate and implement Work Package 3;
- Facilitate and implement Work Package 4;
- Identify gaps and needs in maritime safety relevant for Interreg IIB to pursue in the future;
- Provide accounting and auditing;
- Informing DG Regio of Progress and providing them with minutes of meetings and;
- Continuous reporting and evaluation of the CU.

The Co-ordination Unit, line managed by the North Sea Secretariat, reports to the Operation Management Group. Membership of the Management Group comprises representatives from the participating funding Interreg Programmes. Observers can be invited to attend meetings of the Group. The Group reports to the participating programmes the progress of the Operation. Management Group representatives have agreed that the Operation will have:

- Separate Bank Account(opened by Managing Authority of the North Sea Region);
- Two Activity Reports per Year (August and February);
- Two Financial Report per Year (August and February);
- Reports will be provided to funding Programme Monitoring Committees under a Standard Format;
- Separate Annual Audited Statement of Accounts, and;
- Annual reports

## Budget

The detailed budget , costed by yearly quarters as a work plan, can be found at Annex 1 to this document.

## Funding Options

The financing of the umbrella operation is to be as a pool arrangement between participating programmes. The programmes have different magnitude of interest and resources and may hence have different level of benefits and funding options.

The Management Group has identified two potential funding options:

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1. Direct TA Funding (recommended): Funding is provided by participating programmes directly from their respective Technical Assistance (TA) budgets. This method is being utilised by the North Sea and North West Europe Programmes, which have paid Euro 225, 000 respectively;
2. Indirect Programme Funding via Projects: Where the TA Budget is limited or unavailable, the Programme will grant participating projects an extension to their project budgets to cover additional costs. This method has been adopted by the Northern Periphery and Baltic Sea Region Programmes, which should provide Euro 100, 000 and 225, 000 respectively.

## Antwerp: Regional Cooperation in Maritime Safety

In April 2005 a seminar and workshops for Interreg maritime safety projects was held in Antwerp.

The purpose of the “Regional Cooperation in Maritime Safety” Seminar and Workshops was to: bring together and acquaint Interreg project managers with each other and the aims and objectives of each project; develop detailed project to project co-operation proposals, and; provide an opportunity for maritime stakeholders to observe the work of the Interreg projects.

The following sections detail the Project to Project Cooperation themes to be undertaken by the Umbrella Operation. The delegates at the Regional Cooperation in Maritime Safety Seminar and Workshops produced twenty two topic areas. These form the basis of the Maritime Safety Umbrella Operations Project to Project Co-operation Work.

These topics have now been combined into nine distinct work areas under the three Project to Project Co-operation themes, as follows:

<b>PPC1: Risk and Prevention:</b>	<b>PPC2: Preparedness and Response:</b>	<b>PPC3: Integration:</b>
1a Risk assessment and Acceptance	2a Audit of Marine data Sources	3a Maritime Safety Seminars
1b The Cumulative Effects of Small Accidental and operational Oil Spills from Shipping	2b Information Technology and GIS: Common Protocols and Procedures	3b Creating Synergies: The development of European Advanced Information Systems
	2c Passenger Vessel Safety	3c Application of Protection Measures to Motorways of the Sea.
	2d Training and Maritime Safety Expertise	

# Maritime Safety Umbrella Operation

## Project to Project Co-operation 1a

**Title:** Risk Assessment and Acceptance

**Lead Person/ Organisation(s):** Maritime Safety Co-ordinator

**Summary:** Report, drawing on experience of Interreg Maritime Safety Projects and literature review, identifying risk assessment methods to identify associated risks of maritime activities to coastal and sea areas. The report should identify what is a common understanding of an acceptable risk.

**Objectives:**

- Develop common methodologies for assessing risk in programme areas.
- Develop common protocol for determining an acceptable risk.
- Determine potential for further project development

**Tasks:**

1. Document and review risk assessment methods being used by Interreg Maritime Safety Projects;
2. Determine if projects are determining levels of risk acceptance;
3. Literature review to identify examples of risk assessment and acceptance best practice, particularly with respect to maritime safety;
4. Identify and document recommended risk assessment methodology and associated protocol for determining risk acceptance, and;
5. Determine if there is scope for a future project proposal for applying methodology to spatial areas.

Note, if possible the methodology should be robust enough to apply to different maritime activities e.g. baulk cargo transport, container shipping, fishing, small craft activity and ferry/ passenger vessel operations.

**Outputs:**

- Report identifying different methods of maritime risk assessment and determining levels of risk acceptance. The report should critically analyse the methods and determine a recommended methodology to be used by current and future maritime safety projects;
- Recommended methodologies should be linked to Maritime Safety Guide (see below) and Operation website, and;
- Goal and objectives for future project and potential partners.

**Start Date:** 2005 3<sup>rd</sup> Qtr

**Finish Date:** 2006 2<sup>nd</sup> Qtr

**Maximum Budget:** Euro 30,000

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## Project to Project Co-operation 1b

**Title:** The cumulative effects of small accidental and operational oil spills from shipping

**Lead Person/ Organisation(s):** Maritime Safety Co-ordinator

**Summary:** The acute impacts from large (Tier 3) oil spills such as the Prestige or Sea Empress are well known. There are, however, numerous smaller Tier 2 or 1 spills that occur within maritime areas on a regular basis. Such so called 'mystery' spills can arise from flushing of bilge and tank cleanings, movement of wrecks or small-scale accidents. The purpose of this PPC is to develop a project proposal for the future-funding round (2007 to 2013) that quantifies the issue and provides and/ or implements recommendations to address this issue.

### Objectives:

Develop a project proposal to examine the cumulative impacts of small accidental and operational oil spills from shipping activity.

### Tasks:

1. Document issue and develop methodology for project;
2. Determine if other pollution types should be included (e.g. chemicals);
3. Identify and approach potential project partners. Partners should be drawn from responders, regulators, shipping industry and ports;
4. Quantify sources of match funding, with particular regard for changes in transnational funding arrangements (i.e. 20% of funding is eligible across two or more EU programme areas and 10% of funding can be spent outside EU);
5. Identify sources of information (e.g. UK ACOPS Reports), link should be made with Audit of Sources of Maritime Data (see above), and;
6. Ensure project is eligible for transnational funding criteria (to be published 2006).

### Outputs:

- Report documenting Tasks 1 to 5, to be transferred to;
- Completed application for transnational funding.

**Start Date:** 2005 3<sup>rd</sup> Qtr

**Finish Date:** 2006 1<sup>st</sup> Qtr

**Maximum Budget:** Euro 30,000



# Maritime Safety Umbrella Operation

## Project to Project Co-operation 2a

**Title:** Audit of Marine Data Sources

**Lead Person/ Organisation(s):** Maritime Safety Co-ordinator

**Summary:** Study of available maritime data within each of the participating Programme Areas that can be used to inform maritime safety projects.

### Objectives:

- Identify data sources within participating programme areas,
- Catalogue data source according to type (e.g. environmental/ water quality, habitat survey, economic resources, social resources, vessel traffic, incident occurrence/ type, cargo types, shipping movements/ type, etc)
- Classify data sources (e.g. quantitative, qualitative)
- Determine accessibility to data source
- Compile report and recommendations

### Tasks:

1. Commission Project (internal or external), preference should be given to partners from participating projects;
2. Agree catalogue and classification criteria, there will be a requirement to determine inclusion criteria to focus on maritime safety relevant data;
3. Design Questionnaire, Questionnaire should not only include information on data sources but access to this information;
4. Identify target groups, i.e.
  - Projects (which sources are they using)
  - OPRC National Competent Authorities about data sources
  - Regional Authorities (OSPAR/ Bonn, Helcom, et al.) about data sources
  - Other authorities at national and European level, e.g. national statutory wildlife/ conservation bodies, water regulators etc.
5. Circulate questionnaire and analyse results;
6. Assess information and compile desk study report. Scope of desk study should be to boundaries of programme areas, in order to assist existing and future projects.
7. Report should contain recommendations concerning access to information, how information can be used for risk assessment and system for sensitivity mapping, examples of each data source, location and contact information, etc, and;
8. Establish Gateway page on website, and inform via newsletter, for dataset locations.

### Outputs:

- Desk study and recommendations;
- Incorporation of data source information into Maritime Safety Guide (see below), and;
- Note Sensitivity Mapping System could be developed into a project proposal for the next Programme.

**Start Date:** 2005 3rd Qtr

**Finish Date:** 2006 1<sup>st</sup> Qtr

**Maximum Budget:** Euro 30,000



# Maritime Safety Umbrella Operation

## Project to Project Co-operation 2b

**Title:** Information Technology and Geographical Information Systems: Common Protocols and Procedures

**Lead Person/ Organisation(s):** EROCIPS

**Summary:** Develop common protocols to enable the passage of monitoring information and GIS layers between projects and other organisations. The goal being to aid dissemination of information.

**Objectives:**

- Develop common protocols for the movement of information generated by Maritime safety projects
- Disseminate protocols

**Tasks:**

1. produce a project by project inventory of electronic information each is producing (e.g. indicators, monitoring results, GIS layers, etc.);
2. determine and document methodologies being used by projects (e.g. monitoring procedures, GIS systems, etc.);
3. compare with a literature review of international best practice and provide recommendations to projects;
4. develop common protocols and procedures (verification, validation, quality assurance, etc.) to advise next programme for the passing of IT information (GIS layers, monitoring results, etc.) between projects and others;
5. Disseminate protocols and procedures as part of Maritime Safety Guide, and;
6. Undertake scoping study to determine potential for central online information repository for maritime safety information (2007 to 2013).

**Outputs:**

- Common IT Procedures for inclusion in Maritime Safety Guide or separate stand alone document;
- Report documenting tasks 1 to 5 to advise other programmes and operations (e.g. INSPIRE), and;
- Scoping Study to determine potential for project development 2007 to 2013.

**Start Date:** 2005 4<sup>th</sup> Qtr

**Finish Date:** 2006 3<sup>rd</sup> Qtr

**Maximum Budget:** Euro 30, 000



# Maritime Safety Umbrella Operation

## Project to Project Co-operation 2c

**Title:** Passenger Vessel Safety

**Lead Person/ Organisation(s):** Safety at Sea (Northern Periphery), co. UK Maritime and Coastguard Agency

**Summary:** The Antwerp Regional Co-operation in Maritime Safety raised issues concerning the safety of passenger vessel operations in remote areas linked to Search and Rescue (SAR) capability. The SAMARCAM and Safety at Sea (Northern Periphery) projects identified a need to exchange information between projects, best practice and awareness raising. There may be scope to develop a transnational project (2007-2013) Progress in this project will require agreement of MAC Interreg IIIB Programme to become involved in the Maritime Safety Umbrella Operation

### Objectives:

- Exchange of information between projects and vessel operators
- Develop and implement exercise/ simulation best practice
- Raise awareness and promote participation of shipping industry

### Tasks:

1. Arrange meeting between projects, MAC Programme and Maritime Safety Umbrella Operation to discuss issue (funding, current activity, potential risks, SAR options, lessons learned, communications, etc.) and agree tasks;
2. Desk study of current best practice ( Arctic, Antarctic, Great Barrier Reef, US Coastguard, etc) and determine potential for project development (2007 to 2013);
3. Develop guidelines for exercise simulation;
4. Hold seminar and associated exercise (responsibility of national bodies) to implement and test guidelines (involve passenger vessel operators), and;
5. Publish and disseminate leaflet/webpage of potential risks and best practice to operators.

### Outputs:

- Desk study of best practice and potential for new project;
- Project meeting between SAMARCAM and [S@S](#) (NP);
- Seminar and associated exercise;
- Leaflet and webpage

**Start Date:** 2005 4<sup>th</sup> Qtr

**Finish Date:** 2006 3<sup>rd</sup> Qtr

**Maximum Budget:** Euro 30,000

# Maritime Safety Umbrella Operation

## Project to Project Co-operation 2d

**Title:** Training and Maritime Safety Expertise

**Lead Person/ Organisation(s):** KIMO, Assisted by EROCIPS & SUMMARI

**Summary:** Interreg Projects require trained and experienced staff to undertake work. In some cases, e.g. EROCIPS, the provision of training material to help responders forms an element of current projects. The purpose of this PPC is to identify gaps in current expertise and marry this with available sources of training and potential means for gaining experience.

### Objectives:

- Identify gaps in current projects training requirements
- Establish eligibility criteria for training within Interreg Maritime Safety Projects
- Determine sources of training and disseminate to current and proposed Interreg projects
- Identify means of exchanging expertise between projects

### Tasks:

1. Produce and disseminate questionnaire for training requirements;
2. Identify available sources of training and include on Gateway Website;
3. Determine methods for exchanging experience (e.g. joint meetings between projects, staff exchange, etc.);
4. Establish guidelines for ensuring eligibility of training for Maritime Safety Projects to advise future Programme, and;
5. Produce report and summary for inclusion in Maritime Safety Guide, see Communications Strategy.

### Outputs:

- Training Report disseminated to Projects and summary for Maritime Safety Guide;
- Training links on MSUO Gateway Website, with regular updates to Projects, and;
- Joint meetings, etc. between Projects.

**Start Date:** 2006 1<sup>st</sup> Qtr

**Finish Date:** 2006 3<sup>rd</sup> Qtr

**Maximum Budget:** Euro 30, 000



# Maritime Safety Umbrella Operation

## Project to Project Co-operation 3a

**Title:** Maritime Safety Seminars

**Lead Person/ Organisation(s):** Maritime Safety Co-ordinator

**Summary:** The purpose of this PPC is to promote dialogue between projects by a series of themed seminars to promote best practice and agree common methodologies.

**Objectives:**

- Provide a series of maritime safety seminars for Interreg projects and others
- Develop seminar themes from topics identified at the Regional Co-operation in Maritime Safety Seminar and Workshop, Antwerpen 26/27 April 2005
- Seminars should be linked to project conferences or similar events

**Tasks:**

1. Prioritise maritime safety topics for seminars;
2. Link to MSUO Communication Strategy;
3. Determine seminar location;
4. Advertise, issue invitations and administer seminars;
5. Note and publish seminar outcomes, and;
6. Ensure relevant outcomes are incorporated into other PPCs.

**Outputs:**

Seminar Title	Description	Participating projects	Lead Person/ Organisation(s)
Outreach to Stakeholders	Consultation and involvement methodologies	All	EROCIPS
Local and Regional Contingency Plans	Organisation and application of contingency plans at local to regional level	Safety at Sea (North Sea), Safety at Sea (Northern Periphery), Baltic Master, EROCIPS and Eurobaltic	EROCIPS
Refuge Areas	Exchange of information and involvement of stakeholders.  Link to CPMR Proposal and Safety at Sea (NS) Report	Safety at Sea (North Sea), Safety at Sea (Northern Periphery), Baltic Master, EROCIPS and EMDI	Safety at Sea (Northern Periphery)
Others	Seminars based in other programme areas may develop as funding becomes available	Baltic MaSTER, Eurobaltic II	Awaiting funding approval

**Start Date:** 2005 4<sup>th</sup> Qtr

**Finish Date:** 2006 4<sup>th</sup> Qtr

**Maximum Budget:** Euro 25,000

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## Project to Project Co-operation 3b

**Title:** Creating Synergies: the development of European Advanced Information Systems

**Lead Person/ Organisation(s):** to be agreed

**Summary:** Advanced Information Systems (AIS) links tracking of vessels with ship information. The overall purpose of AIS is to identify vessels, assist in target tracking, provide information to assist in collision avoidance and to compile the traffic image of an area. The goal of this PPC is to disseminate best practice from the Safety at Sea (North Sea) project and determine the potential for project development to assist the expansion of AIS to other EU sea areas.

### Objectives:

- Determine roles and responsibilities between EMSA, Safety at Sea (North Sea) and MSUO;
- Agree AIS Model of project procedures and technical standards;
- Develop joint seminars and meetings between Safety at Sea Project (North Sea), EMSA and MSUO;
- Identify potential for future project development for 2007 to 2013 (note project proposals should provide additional "added value" to the Traffic Monitoring Directive (2002/59/EC) requirements)

### Tasks:

1. Joint meeting between EMSA, Safety at Sea (North Sea) and MSUO to agree roles, responsibilities, funding and project area;
2. Use Safety at Sea (North Sea) project outcomes to develop model for expanding AIS system to other EU Sea Areas. Model should include project procedures and technical standards:
  - Gathering AIS data and organising database system
  - Establishing a presentation system for AIS results
  - Formulating and guiding a statistical treatment package identifying and organising AtoN, Nav.Warn, etc.
  - Potential for joint use of fishing and general shipping AIS systems
  - Other relevant procedures and standards
3. Seminar to discuss best practice from Safety at Sea project and the expansion of AIS to other EU Sea Areas. Seminar should determine the potential for AIS expansion under transnational funding.

### Outputs:

- AIS Model developed from Safety at Sea best practice for dissemination by MSUO and EMSA;
- Seminar and associated report, and;
- Potential project development for 2007 to 2013.

**Start Date:** 2005 4<sup>th</sup> Qtr

**Finish Date:** 2006 3<sup>rd</sup> Qtr

**Maximum Budget:** Euro 30,000



# Maritime Safety Umbrella Operation

## Project to Project Co-operation 3c

**Title:** Application of Protection Measures to Motorways of the Sea

**Lead Person/ Organisation(s):** Maritime Safety Co-ordinator

**Summary:** In its Transport White Paper of September 2001, the Commission proposed the development of "Motorways of the Sea" as a "real competitive alternative to land transport." The "Motorways of the Sea" concept aims at introducing new intermodal maritime-based logistics chains in Europe, which should bring about a structural change in transport organisation within the next years to come. The location of Motorways of the Sea routes is likely to form part of wider spatial planning of maritime areas.

The PPC will examine existing schemes of governance within EU Sea Areas as these apply to Motorways of the Sea. It will also determine possible prevention measures to alleviate risks and the potential to develop transnational projects to examine the application of such measures to Motorways of the Sea.

### Objectives:

- Identify governance structure of EU Sea Areas with potential for Motorways of the Sea routes;
- Identify potential protection measures to minimise risk and ensure sustainability of Motorways of the Sea routes, and;
- Provide report to advice the development of Maritime Safety transnational projects linked of Motorways of the Sea.

### Tasks:

1. Identify potential Motorways of the Sea Routes from EU Commission publications;
2. Determine possible hazards and risks;
3. Identify systems of governance along motorways of the sea (interim report of tasks 1-3);
4. Identify potential protection measures to reduce risks and ensure sustainability of routes, and;
5. Final report.

### Outputs:

- Interim report: Governance in EU Sea Areas- to advice final report;
- Final report, and;
- Seminar/ Conference (mid 2006).

**Start Date:** 2006 2<sup>nd</sup> Qtr

**Finish Date:** 2006 4<sup>th</sup> Qtr

**Maximum Budget:** Euro 30,000



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## Linkage to Communications Strategy

In February 2005, the MSUO Management group agreed the Umbrella Operations Communications Strategy. This document set out the means for communicating information to be undertaken by the operation. Eight components to the Strategy were identified. These have now been costed as follows:

Identity	Euro 2000
Gateway Website	Euro 29000
Umbrella Operation Brochure	Euro 6200
Newsletter	Euro 7000
Conferences and Seminars	Euro 56500
Maritime Safety Guide	Euro 10000
Communications between Programmes and Projects	Euro 10000
Maritime Safety Project Assistance Team	Euro 6000

For further information, refer to Maritime Safety Umbrella Operation Communications Strategy

The Antwerp Seminar and Workshops identified a number of topics that will require to be addressed by the Communications Strategy. These were:

Topic	Description
Communication of information	Project Maritime Safety Directory and map (Handbook & Website) Inventory of outcomes and deliverables, including Gateway website to all Projects Framework of project summaries, outcomes and role and responsibilities of partners. Training events.
Decision Maker engagement	Presentation of technical details of projects to decision makers at European and International level, speaking with a co-ordinated voice
Public Awareness	Publicising positive aspects and identifying success stories of shipping activity and preparedness of responders
Information	Involving and informing other EU initiatives, i.e. IIIA, Marco Polo, Marnis, etc.

It is the intention to deal with these issues under the existing funding for the Communications Strategy.

## Additional Project Development

During the Antwerp Event and the production of the PPC Proposals potential areas for possible project development for the 2007 to 2013 period have been identified. These have been included within the PPC details (above).

In 2004 the European Parliament Temporary Safety at Sea Committee published: *Motion for a European Parliament resolution on improving safety at*

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sea in response to the *Prestige* accident (2003/2066(INI)). This document contains a number of recommendations to the Parliament for improving maritime safety. However, a number of these recommendations could also be used as a basis to developing transnational projects. The document is appended to this proposal at Annex 2.

In addition the Atlantic Area commissioned the CPMR, in 2004, to produce a report on Transnational Co-operation on Maritime Safety. The report identified eleven potential future project areas. Although it may not be possible to implement some of these under current international conventions, some could be taken forward under the next Programme. The eleven proposals were:

1. Improve authorities powers to impose technical requirements and routes to passing vessels in areas at risk;
2. Identification, assessment and planning of possible refuge areas for potentially polluting ships in distress;
3. Needs for tug escort and supply of emergency towing capacity
4. Improve response ways, tools, and awareness at different levels
5. Training of local staff and fishermen in pollution response;
6. Monitoring and operational oceanography services to predict drifting at sea and assess pollution importance
7. Exchange of experience and advisory network on pollution response, communication and compensation
8. Sharing experience and best practice for waste management in ports
9. Methodologies and best practice for impact assessment and changes monitoring
10. Beach cleaning and management of debris, and;
11. Tools and programme to assess economic activity influence on the sea environment, with special emphasis on the role of ports

Therefore the MSUO has set aside a contingency of 54, 000 Euros to assist Project development in the PPC, Safety at Sea Committee Recommendations, Atlantic Area Report or other Maritime Safety areas.

## Operation Indicators

At the February 2005 meeting of the Management Group it was agreed that a set of indicators would be produced to review the progress of the MSUO. Following the development of the PPC proposals the following indicators have been identified:

Desk Studies and Reports:	7
Questionnaires:	2
Guide	1
Project scoping & development:	4*
Seminars(1 Day) Specific Issue:	6*
Conferences (MSUO Outcomes):	3

\* may increase during life of Operation

## Further Information

The Coordinator for the operation is based at the North Sea Programme Secretariat in Viborg, Denmark. For further information please contact:

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# Maritime Safety Umbrella Operation



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# Maritime Safety Umbrella Operation

## Annex 1: Operation Budget and Work Plan



# Maritime Safety Umbrella Operation

Annex 2: Motion for a European Parliament resolution on improving safety at sea in response to the Prestige accident (2003/2066(INI))

