

Baltic Sea Region Addendum to MSUO Strategy August 2005

Section 1: Introduction

This document details how the Baltic Sea Region Interreg IIIB Neighbourhood Programme (BSR) projects will be incorporated into the Maritime Safety Umbrella Operation (MSUO). The following information is, therefore, an “addendum” to the MSUO Strategy agreed in June 2005. The addendum was developed following a meeting with representatives from the BSR Projects, Secretariat and MSUO representatives in Riga, 26th August 2005.

The meeting was held to determine the role of the BSR projects within the MSUO. These projects were not present at the Antwerp event (April 2005), so had previously not had an input to developing the MSUO Strategy. This addendum should therefore be read alongside the MSUO Strategy.

This Addendum has three Sections and two annexes, as follows:

Section 2: Inclusion of BSR Projects into the MSUO

Section 3: Helcom Involvement in the MSUO

Section 4: BSR Project Payment Procedure to the MSUO

Annex 1: BSR Programme Project Upgrade Procedures

Annex 2: Helcom Project Ideas



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Section 2: Inclusion of BSR Projects into the MSUO

The MSUO will undertake general and specific tasks for the participating BSR Projects. The specific tasks will link to or modify the Project to Project Cooperation (PPC) tasks, as set out in the MSUO Strategy:

General

The MSUO will:

- Disseminate project outcomes in line with the MSUO Communications Strategy at the international and European level, including providing a “gateway website” to the projects;
- Arrange passing of information between BSR Projects and other programme maritime safety projects;
- Arrange joint meeting between projects when required, note: cost for meetings between MSUO participating projects in different programme areas will be eligible expenditure, and;
- Incorporate project findings into the “Maritime Safety Project Handbook”.

Participation in the MSUO will entitle projects to:

- Free attendance at MSUO Seminars and Conferences;
- Presentation of project findings at the MSUO Conference, and;
- Advice and assistance as necessary from the MSUO Co-ordination Unit.

Project Specific

Coastman

- Incorporate risk assessment procedures from Coastman into PPC 1a “Risk Assessment & Acceptance”;
- Make detailed outcomes of PPC 1 a available to Coastman
- Undertake a seminar with Coastman, and other related projects concerning stakeholder involvement and conflict resolution (PPC 3a: Maritime Safety Seminars);
- Develop PPC 3c “Application of protection Measures for Motorways of the Sea” in collaboration with Coastman, and;



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- Assist the Coastman partners in developing a project proposal for 2007 to 2013 transnational period, possibly with the Cruise Baltic, Baltic Master and Balance Project partnerships.

Cruise Baltic

- Make detailed outcomes of PPC 1 a available to Cruise Baltic;
- Assist Cruise Baltic in incorporating the findings and recommendations of PPC 2c Passenger Vessel Safety into Cruise Baltic Work Package 1 Handbook;
- Incorporate Cruise Baltic Participation into PPC 2c Passenger Vessel Safety Seminar, and;
- Assist the Cruise Baltic partners in developing a project proposal for 2007 to 2013 transnational period, possibly with the Coastman, Baltic Master and Balance Project partnerships.

Baltic MaSTER

- Incorporate risk assessment procedures form Baltic MaSTER into PPC 1a “Risk Assessment & Acceptance”;
- Make detailed outcomes of PPC 1 a available to Baltic MaSTER;
- Undertake a seminar with Baltic MaSTER, and other related projects concerning Preparedness and Response (PPC 3a: Maritime Safety Seminars);
- Develop PPC 3c “Application of protection Measures for Motorways of the Sea” in collaboration with Baltic MaSTER;
- Assist the Baltic MaSTER partners in developing a project proposal for 2007 to 2013 transnational period, possibly with the Coastman, Cruise Baltic and Balance Project partnerships.

Balance

- Incorporate risk assessment procedures form Balance into PPC 1a “Risk Assessment & Acceptance”;
- Make detailed outcomes of PPC 1 a available to Balance;
- Develop a new PPC, with other MSUO Projects concerning the use of habitat mapping for sensitivity mapping of coastal resources
- Incorporate “Blue Corridors” concept into PPC 3c “Application of protection Measures for Motorways of the Sea”, and;
- Assist the Balance partners in developing a project proposal for 2007 to 2013 transnational period, possibly with the Coastman, Cruise Baltic and Baltic MaSTER Project partnerships.



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Interbaltic

- Make detailed outcomes of PPC 1 a available to Interbaltic;
- Assist Interbaltic incorporate PPC 3c “Application of protection Measures for Motorways of the Sea” into their concept of Intermobility within the Baltic Ring;
- Undertake joint seminar with CPMR Committees for Atlantic, Baltic, Mediterranean, etc. linked to PPC 3 c and;
- Develop possible new joint PPC with Astra and other MSUO Projects to examine implications of climate change upon shipping.

Astra

- Develop joint work with ASTRA to incorporate Climate Change issue into PPC 1a. Note any work should take forward the previous ESPON “the spatial effects and management of natural and technological hazards in Europe”;
- Develop a new PPC to examine the link between Climate Change and shipping activity (e.g. risk implications of changes in storm activity and wave direction, impact of changing sedimentation patterns upon port activities, impact of sea level rise on port infrastructure, etc.). PPC should link ASTRA with a pilot study site rather than strategic overview.

(note ASTRA was not present at the Riga meeting, further work could be incorporated as the project requires)

Eurobaltic II

- Incorporate civil protection requirements from Eurobaltic II into PPC1a, and;
- Arrange joint meetings/ seminars with to examine Civil Protection as part of preparedness and response and/or motorways of the sea (PPC 3c).

(note Eurobaltic II was not present at the Riga meeting, further work could be incorporated as the project requires)



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Section 3: Helcom Involvement in the MSUO

In August 2005, the MSUO was contacted by the Helsinki Commission (Helcom) with a potential transnational project proposal. The proposal was divided into two phases. Phase 1 detailed project ideas that could be undertaken in the final Interreg III B period (2006-2008), whilst phase two identified work for the next possible transnational programme period (2007-2013)

During discussions with the BSR Projects and Secretariat representatives, it was determined that Helcom was already involved with current and proposed projects as a non-funding/ associate partner.

Given the constraints of the deadline for BSR project applications (23rd September 2005), the BSR Programme Secretariat is discussing a proposed application with Helcom, which is complimentary to the themes of Balance and Baltic MaSTER.



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Section 4: BSR Project Payment Procedure to the MSUO

Discussions at the 26th August 2005 BSR Projects meeting set out payment procedures to the MSUO by participating projects.

The formal agreement of projects to participate within the MSUO is provided by individual project agreements between the BSR Programme and Projects, together with the agreement between the BSR Programme and the North Sea Interreg III B Programme (the MSUO parent body).

The project payment procedure to the MSUO will be as follows:

Following the commencement of projects, the MSUO will invoice the project every 6 months. Each invoice will contain two quarterly payment dates. This is to enable the integration of the BSR quarterly reporting system with the MSUO 6 month reporting procedure to the funding programmes.



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Annex 1

7.6 Upgrading of ongoing projects (III B) for participation in the Maritime Safety Umbrella Operation

7.6.1 Background

The Maritime Safety Umbrella Operation - MSUO is an initiative across the INTERREG programmes launched in the beginning of 2005 (www.maritime-safety.org). The aim of the MSUO is to create a synergy between INTERREG projects from different programmes in order to identify similar maritime safety issues, problems in approach and gaps in the knowledge base as well as to stimulate future programme development.

BSR INTERREG III B NP participates in the MSUO via its projects. New projects can apply for participation in the MSUO following the standard procedures of the main call for proposals. In addition, also ongoing projects can participate through application for a special project upgrade procedure. The procedure is implemented parallel to the main call for proposal. The application for upgrade of the ongoing projects should be result of a dialogue between project partners and the programme steering level. Project leaders receive specific recommendations, which will include: e.g. specific thematic areas or topics to be covered by the MSUO activities, to strive for synergy with other projects participating in the MSUO. Further information on specific conditions of each application round will be published on the BSR INTERREG III B NP homepage in connection with the call to be opened.

Every project fulfilling the eligibility criteria as defined in the Programme may apply for participation in the MSUO. In addition to that, the specific criteria set out in chapter 7.6.2 apply for the upgrading of INTERREG III B projects.

The duration of upgraded projects shall not exceed 31 December 2007.

7.6.2 Specific eligibility and selection criteria for upgrading of projects participating in the Maritime Safety Umbrella Operation

Type	Definition	Kinds of criteria
Project theme:	Thematic scope of the ongoing project has to lay within the scope of maritime safety or has to relate to it	Eligibility criteria
	Project upgrade scope, main topic as well as project activities are connected to/lies within the scope of maritime safety issues	Eligibility criteria
Partnership:	Partners indicated by LP as benefiting from the project upgrading must originate from ones already involved in the project	Eligibility criteria



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	Partners indicated as benefiting from the project upgrading are essential for the project upgrade theme and have expertise in the field of maritime safety	Eligibility criteria
Financial:	Recommended ERDF co-financing may amount to maximum EUR 50.000. The co-financing rate follows the rules stated in chapter 7.2 of the PC.	Eligibility criteria

7.6.3 Application and Management procedures

In order to apply for upgrading the project must submit to the Joint Secretariat a revised application form with inclusion of new activities and upgraded budget that are related to the participation in the Maritime Safety Umbrella Operation.

The Steering Committee decision on approval of the project upgrade will be taken by a separate written procedure to be launched immediately after the upgraded application has been submitted to and verified by the Joint Secretariat, or during the meetings of the Steering Committee.

All other management procedures of the project upgrading for the Maritime Safety Umbrella Operation follow the same application, reporting and monitoring procedures that apply for ordinary project applications.

The legal basis for the upgrading of the ongoing projects for participation of the Maritime Safety Umbrella Operation is an addendum to the original project subsidy contract.



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Annex 2

Ideas for INTERREG project

HELCOM has for more than 30 years worked to protect the marine environment of the Baltic Sea from all sources of pollution. Significant results have been achieved in reducing the anthropogenic pressure on the Baltic and a number of positive changes have been monitored in the Baltic marine environment.

The latest assessments still indicate a clear need for further actions. Following the 2003 HELCOM OSPAR ministerial meeting the holistic ecosystem approach will form the ground for further HELCOM actions. A set of ecological objectives reflecting the health of the entire ecosystem are under development and will form a backbone of the Baltic Sea Action Plan which will be elaborated with a strong stakeholder involvement and will strongly take into account the European marine strategy and WFD. A number of indicators and target values will be monitored in order to follow the progress and assess the health of the Baltic.

Both **development of** effective environmental **measures** and **assessment of** their causative chain of **effects** require a large amount of environmental data. New technologies and tools allow presentation and careful and complex analysis of environmental data in a manner that facilitates these processes as well as is crucial for reflecting the environmental needs during spatial planning. Modern tools e.g. MARIS (Maritime Accident Response Information System), Baltic GIS (loads of nutrient and hazardous substances to the Baltic) and SeaTrackWeb (forecasting of oil drift) have been already tested by HELCOM and proved to be of great importance and support for international environmental actions (www.helcom.fi).

The main objective of this project support will be to develop an environmental data collection and management system which by e.g. using GIS incorporated with modelling tools would:

- Support the implementation of holistic ecosystem approach
- Facilitate the implementation of ICZM in the Baltic Sea area
- Facilitate implementation of European Marine Strategy in the Baltic
- Support the environmental decision making on both international and national level
- Allow monitoring the progress and effect of the environmental actions undertaken
- Support the spatial planning process by linking environmental aspects and human activities in a GIS based manner
- Ensure access to the environmental information for all the stakeholders (national/international decision makers, general public, industry etc).



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The project/system would build on the existing HELCOM experience and tools as well as would gather a number of dispersed data and databases developed throughout the Baltic Sea region and in that way ensure efficient and continuous flow and sharing of environmental data on international level.

All project components would include Russia as a partner and project component I (Eutrophication and hazardous substances) would also include the Czech Republic (Odra river Commission) Byelorussia and Ukraine which means that TACIS funding should be considered for the project.

The system would cover all four major environmental concerns of the Baltic Sea:

- Eutrophication
- Hazardous substances
- Habitats and biodiversity
- Environmental impacts of shipping.

Taking into account the similarity of some types and layers of data, the eutrophication and hazardous substances could be addressed within one project component.

The initial structure of the system is indicated in the annexes to this paper.

It is proposed that the project will be carried out in two phases.

Ist phase (current application period)

Component III (Shipping)

- implemented fully as described in Annex II

Components I and II – kind of feasibility study which would include:

- Screening of available data sources, databases in the regions;
- Development of technical design specification of the system;
- Managing/improving/adjusting data flows from the HELCOM Contracting Parties; and Byelorussia to be used as an input to the system and avoid duplication of the reporting.

IInd phase (2007)



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Development of the full system for components I and II according to the results of phase I

Partners project

- HELCOM Secretariat (co-financing, in-kind)
- ICES
- Relevant institutions of Denmark, Germany and Sweden (co-financing)
- Relevant institutions of all HELCOM states (Germany, Denmark, Sweden, Finland, Russia, Estonia, Latvia, Lithuania and Poland) - in kind.
- Byelorussia, the Czech Republic (Odra river Commission), Ukraine

Budget

The total budget of the project could be ~ 1.1 mio EUR with the INTERREG/TACIS contribution of 550 thousand EUR.



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Annex I

Project Component I Eutrophication and Hazardous substances

- Spatial database of ecological indicators data to reflect the progress. Should contain data on:
 - inputs
 - concentrations
 - blooms
 - distribution of plants and animals
 - health effects
- Facilitation/capacity building in the HELCOM Contracting Parties to facilitate/ensure input of required quality data (PLC 4 etc), including data from Russia and Byelorussia
- System for effective data collection/sharing avoiding duplication of reporting in different international organisations
- Improved GIS data base on pressures (based on HELCOM data sources and compilation of WFD article 5 “analysis of pressures” from all the Baltic Sea countries)
 - Riverine loads of nutrients and hazardous substances
 - Direct point and diffuse source loads (municipalities, industries, other)
- General data on catchments (land use, population density...)

Project Component II Habitats and biodiversity

- Development of a GIS based information system dealing with the major planning and management issues for human activities/BSPAs especially in offshore areas
- “General” information on the use of marine areas (natural resources, use of land and water area)
- Marine and coastal biodiversity (distribution of habitats and species, including distribution of endangered species and habitats)
- BSPAs (geographical information, implementation status, etc...)



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Annex II

Project Component III Shipping

As a result of the HELCOM Copenhagen declaration and extensive cooperation of the Baltic Sea States, as of 1st July 2005 the entire Baltic is covered by the AIS network, and relevant information from the whole sea is being stored on the dedicated server. The HELCOM AIS not only is for the first time providing the exact numbers on the shipping in the Baltic but is also providing unique opportunities to follow the spatial patterns of the Baltic Sea shipping and use the available data to the wide range assessments/models to address the environmental risks and impacts of shipping.

HELCOM has for more than 30 years worked to ensure environmentally sound shipping (maritime safety, response to pollution incidents, ship generated wastes, air pollution from ships, etc) and new electronic tools will constitute a major step forward towards better analysis and management of information for decision support as well as presentation to the public and other stakeholders.

Being a leading international environmental organization in the Baltic HELCOM will also ensure that firm links are established from the national initiatives to the regional (HELCOM) and European wide processes.

Main ideas/component of the project component III

Goals:

1. To use new technical possibilities for development of tools for better management of international shipping in the Baltic with a view to reduce its environmental impact
2. To reduce risks related to transportation of heavy oils in the Baltic.

Task 1: making use of newly developed HELCOM AIS network and existing HELCOM and other databases in the regions to develop operational tools to:

- Generate a present shipping statistics for decision makers and general public
- Assess navigational risks/generate proposals for further maritime safety measures
- Assess accident risks and identify needed allocation of response/emergency resources
- Assess risk areas and probable drift of oil against especially valuable environmental areas with a view to identify routing measures (areas to be avoided) to reduce related risks
- Evaluate air pollution from ships (using AIS/ship type/average fuel consumption and emissions) and its local environmental effects as well as asses possible effects of possible economical incentives on HELCOM/EU/IMO scales



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- Monitor and evaluate movements of ballast water and invasive species in the Baltic
- Support designation/choosing best places of refuge (might be too sensitive)
- Present a comprehensive picture on movement of dangerous cargo in the Baltic
- Develop an advanced IT version of the Baltic Transit Guide (single source of navigational information for masters planning their route through the Baltic).

and in that way improve the coastal/marine spatial planning in the whole Baltic including planning managing protected areas.

Task 2. Collection of information on oil transported in the Baltic and its behaviour in the Baltic conditions:

- Collection of information on oil transported in the Baltic (especially Russian oils)
- Behaviour of heavy oils in cold and brackish water
- Effectiveness of dispersants on heavy oils in cold and brackish water of oils
- Development of a decision support tool and/or guidelines for dispersant application in the Baltic.



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