

Focus on the Baltic Sea



News from the Baltic Master project for partners, observers and other interested parties.

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The Baltic Master partnership

Green Paper will be released in June

Dear partners and friends, as we are about to complete our first year of the project we are also starting to produce results and interesting conclusions. By the end of the summer several reports will be presented and it will be time for us to start working strategically in order to spread and anchor the conclusions.

On the 7th of June the EU Commission will release the Green Paper on a European Maritime Policy. In September the Green Paper will be consulted at the BSSSC conference in Kiel. Baltic Master has been invited to participate and present results at this conference.

We urge all project participants to study the Green Paper during the summer and give input to our preparations for the conference in Kiel.

Have a nice summer!

Daniel Sköld
Project Manager

BALTIC MASTER is an international project. It aims to improve maritime safety by integrating local and regional perspectives. The focus is on the Baltic Sea Region and issues concerning preparedness, prevention and marine spatial planning. The project runs from July 2005 to December 2007.

Baltic Master mid-term conference

A date for the Baltic Master midterm conference has been fixed, 19-20 October, 2006. Further details on agenda, target groups, registration etc will be published in the calendar on www.balticmaster.org during the spring and summer.

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photo: Swedish Navy

Latest project updates

WP 1 Preparedness and Division of

Responsibility: The workshops on division of responsibility in case of a major ship accident is about to be completed, the last one will take place in Germany later this spring. A final seminar on this matter are planned for after the summer holidays. The worst case scenario being used during the workshops will be further developed and adapted for multimedia presentation.

An ongoing case study on the environmental consequences of the Baltic Carrier ship accident will be completed in early autumn.

WP 2 Safe Transportation at Sea:

The first workshop on maritime traffic monitoring was held in Gdynia 11-12 May. A working group to study the PSSA process has been organized and tasks providing the PSSA vision for 2020 with input will start during spring.

Case studies on sludge/port waste management and places of refuge are begun (Kalmar Maritime Academy, Sweden, is task leader). A number of interviews with port staff are being carried out during the spring as part of the places of refuge case study.

WP 3 Sustainable Spatial and Regional Development:

A draft manual on a marine spatial planning tool will be presented at the WP 3

meeting 20-21 June in Bremen, Germany. A survey on existing tools and planning instruments is carried out during the spring, together with a questionnaire and a definition of a structure for the tool. A case study on the impact of maritime transport on the municipality of Trelleborg, Sweden, has begun.

WP 4 Communication and Dissemination:

The Baltic Master communications plan was approved at the steering group meeting in March. The plan is being communicated within the project during the spring and summer.

The World Maritime University will arrange a professional development course on coastal and ocean management in 29-30 May (see calendar).

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Myths about tankers

The Swedish Coast Guard, partner of Baltic Master, has looked further into the tanker traffic in the Baltic Sea and the destinations of large single hull oil tankers. And if you believe that they were bound for Russia, you are wrong...

The paper is translated into English, e-mail bjorn.martinsson@skane.se to get a copy.

Report on first results

The first findings of Baltic Master will be compiled in a report, summarizing the first year (milestone 1-2) of the project and the status of the work so far. The report will be released in the beginning of the autumn 2006.

If you have comments, ideas etc or are interested in further information, please contact Björn Martinsson, bjorn.martinsson@skane.se



photo: Swedish Navy

Baltic Master in the limelight

An article about Baltic Master and the need for cross-border co-operation was published in this year's first issue of the respected Polish maritime magazine Czas Morza. The article was written by Urszula Kowalczyk and Jakub Piotrowicz, Maritime Institute in Gdansk and work package leaders in Baltic Master.

Also in Sweden there has been publicity recently. Three regional/local newspapers have published an opinion editorial in the beginning of May. The opinion editorial, signed by the chairman of the Baltic Master political committee Mr Uno Aldegren, stressed the need of engaged regions and communities in maritime safety issues.

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North Sea ministers demand cleaner shipping

A top meeting gathering ministers from the countries of the North Sea Area was held in Gothenburg 4-5 May 2006. On the agenda, among other things, was negotiations about how to reduce emissions from the ship traffic in the North Sea.

The ministers' declaration from the meeting stipulates a reduction of nitrogen oxide discharges by 40 percent and new, harder restrictions on sulphur as well.

Other measures in the declaration include a Clean Ship-standard for vessels and improved air quality in port cities (for example by the use of land-based power supply for ships on shore).

Source: Swedish Ministry of Sustainable Development

Setting Regions in Motion

Baltic Master was one of a smaller number of selected projects which were highlighted during the international conference Setting Regions in Motion. The project was presented at a workshop on Challenges and Risks and in an exhibition. The event took place in Malmö, Sweden, 16-17 May and was arranged by the EU's Interreg III B Neighbourhood programme and Region Skåne. All in all, the conference brought together and presented results from 120 Interreg-funded projects in the Baltic Sea Region.

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Rostock develops Galileo

Galileo, the European programme for radio navigation and positioning, will be tested and further developed in Rostock, Germany. The port of Rostock will be rebuilt in order to serve this purpose. This according to a statement from Otto Ebneth, Minister of Economics of the Land Mecklenburg-Vorpommern, in April.

Galileo is based on a constellation of 30 satellites and ground stations providing information concerning the positioning of users in many sectors. Within the field of transport it will for example be possible to follow individual ship transports and cargos.



photo: Birger Lallo

Recommended downloads

■ **Baltic Maritime Outlook 2006** This brand new 112 pages report describes socio-economics of the Baltic Sea Region, foreign and intra-regional trade, transport flow patterns and also contains a general description of the BSR transport system. Language: English
A printed report can be ordered without cost from info@sjofartsverket.se
A web version can be downloaded at: www.sjofartsverket.se

■ **Survey on the transport infrastructure planning in the Baltic Sea Region** A new overview of transport activities from the Baltic Sea States Subregional Co-operation (BSSSC) Language: English. Visit www.bsssc.com to download

■ **The Sea Transport Infrastructure** A report compiled within the Interreg III B-project Baltic Gateway with a lot of basic facts on ships, cargos, ports etc in the Baltic Sea. Language: English Download at: www.balticgateway.se

CALENDAR

29-30 May, Coastal and Ocean management, first Professional Development Course of Baltic Master.

1-2 June InterBaltic/CPMR-conference in Karlskrona, Sweden

13-14 June Safe Transportation as Sea/Baltic Master work package 2 meeting in Kalmar, Sweden

20-21 June Baltic Master work package 3 meeting in Bremen, Germany

Varying approaches to Places of Refuge

Work Package 2 of Baltic Master has its focus on Safe Transportation at Sea. The tasks of this WP include the carrying out of a case study on Places of Refuge in the Baltic Sea area.

The respective national situations in all of the nine Baltic Sea countries are being examined. John Ohlson, Lecturer at Kalmar Maritime Academy presently also completing the Master of Science programme in Maritime Administration at World Maritime University in Malmö, has taken on this task.

“The allocation and use of Places of Refuge are regulated in guidelines from the UN’s International Maritime Organization (IMO) as well as in European Union legislation, but the various national interpretations of these regulations differ from state to state,” says Ohlson adding that Helcom also plays a central role in policy-making in the Baltic.

Personal interviews

These differing perspectives exist due to a number of reasons. To begin with the IMO Guidelines are just that, guidelines, and were created to be applicable to IMO member states worldwide, another is that the EU legislation is open to wider interpretation.

“The case study involves carrying out personal interviews with government personnel in the different Baltic Sea countries and finding out how these states are at present tackling the issue of places of refuge and interpreting the frameworks provided” adds Ohlson, “it’s a complicated matter, bearing in mind the different governmental structures of all nine states, as well as the influence of the three main international actors – the IMO, the EU and Helcom. But it is very interesting to be able to work with such a contemporary

issue. The result will hopefully go some way towards providing a clearer picture of the current situation in the Baltic area,” he states.

Part of Ohlson’s interview approach involves the discussion of a scenario within which the Mary Ann, a Suez Max Crude carrier (130,000 dead weight tonnes) recently collided with a chemical tanker. No crewmembers were injured on either vessel but the Mary Ann was leaking oil and the chemical tanker appeared damaged. The incident occurred within the exclusive economic zone (EEZ) and thereby within the jurisdiction of the host state. The questions posed centre around the steps that would be taken by that state in this situation, which opens the doors to discussions on hierarchy, responsibility, legal framework, the Master’s perspective and compensation matters to name but a few. Each interview is scheduled for a little over forty-five minutes and so far discussions in Germany, Denmark, Sweden, Latvia and Poland have kept to around that limit.

Summery this summer

Of course, to have a Place of Refuge allocated to your municipality, with the scenario of both damaged oil and chemical tankers anchoring off your coast, is maybe not what most communities would wish for. Therefore, the results of the case study could in the future conceivably serve the general interest of establishing models for the allocation of Places of Refuge taking the interests of the local communities into account.

John Ohlson will present a brief summary of his work to date in June this year. The interviews also form the framework for his M.Sc. thesis, “Places of Refuge in the Baltic Sea region. The State of Play as regards National Implementation Measures,” due for submission at the IMO’s World Maritime University in August.

FACTS

Place of Refuge

The term Place of Refuge has emerged in recent years within maritime vocabulary from a combination of its predecessors safe haven and port of refuge and relates to any designated area, be it port, roadstead, bay or otherwise that is allocated to a ship in distress or in need of assistance. It is the area to which a vessel is directed or moved following an incident at sea likely to influence the environment negatively, and where it is to wait for its future destiny.



John Ohlson is looking further into Places of Refuge in a Baltic Master case study.

Do not hesitate sending us suggestions for coming issues.

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BalticMaster
maritime safety across borders