Baltic Master

Report of first results

October 2006

BalticMaster

maritime safety across borders

Project part-financed by the European Union.

www.balticmaster.org

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maritime safety across borders

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TOGETHER WE CAN MAKE IT HAPPEN

Baltic Master strives towards increased maritime safety in the Baltic Sea Region. We strongly believe that we can succeed in our mission by involving our local and regional levels to a higher extent than today - and developing our cooperation with national/ international bodies. If there is a major oil accident, we are the ones that are most likely to suffer the consequences.

Baltic Master, involving 40 partners in seven countries, started in July 2005 and will end in December 2007. We are now halfway through our dynamic work; more than 20 tasks and case studies are beginning to deliver results. These will serve as important inputs when we are drawing our main conclusions and summing up our efforts in the second half of the project.

The work within Baltic Master so far has taught us, among other things, that:

We need to be better prepared and coordinated in the event of a major oil spill. Today the biggest problem in response lies within the organization on land for combating oil – at the municipal, regional, and national levels.

We need to develop functional tools and methods in order to implement strategies for coastal management and marine spatial planning. No one seems to have an efficient solution on how to integrate existing EU recommendations and national strategies into our planning systems in local and regional authorities.

The PSSA classification: We need to make sure that our national authorities responsible for this task work in a more progressive way and in doing so take into account, for example, the numerous sensitive areas in the Baltic Sea, coordinated maritime traffic monitoring schemes and the management of ship generated wastes.

This First Results Report presents our first findings and the status of the work so far.

Daniel Sköld
Project Manager

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Chairman of the Steering Group

Summary

The conclusions from the work within Baltic Master so far show that there is need for:

- On-land response with clear purpose and responsibility for each organization.
- Functional tools and methods for coastal management and marine area spatial planning for municipalities and regional authorities.
- Clear and functional divisions of responsibility between authorities/stakeholders at the local, regional, national EU and international levels.
- Calculation of socioeconomic costs of an oil spill including the community's direct, indirect and passive costs. For example: How much does the loss of an ecosystem cost? What is the value of 10,000 seabirds killed by oil? What is the long term value for a community when tourism takes years to fully recover after an accident?
- More progressive work from the countries in the Baltic Sea Region with the UN classification of the Baltic Sea as a Particularly Sensitive Sea Area. More preventive measures have to be enforced.

BACKGROUND

The Baltic Sea is one of the world's most heavily trafficked waters and transport by sea is expected to increase dramatically in the next few years. This includes the export of oil which is often carried in older vessels where safety is inadequate.

There has not as yet been any major oil accident in the Baltic Sea, however, the oil tanker Prestige which sank off the coast of Galicia in the northwest of Spain in 2002 passed through the Baltic Sea on her way to Spain. She was carrying more than 60,000 tonnes of oil and the spill caused serious damage to marine life, fishing and tourism.

Nevertheless, the Baltic Sea has been the scene for a number of smaller accidents and incidents. One recent example is the Chinese cargo ship Fu Shan Hai which collided with another vessel off the Danish island of Bornholm in 2004. This time, the oil spill (1,200 tonnes) reached the southern part of Sweden where it polluted public beaches and resulted in cleaning costs. If safety is not improved, many people fear it is only a matter of time before a large accident takes place in the Baltic Sea.

In the event of an accident, it is the coastal regions and the local communities who will suffer most of the consequences. To a large extent, it will be their responsibility to deal with destroyed beaches, failing tourism and a collapsing fishing industry. At the same time politicians, governments and the public at the local and regional level have little influence over matters concerning maritime safety today. Most of the decisions are made at the national or international level.

Some facts about the Baltic Sea region:

- The Baltic Sea is one of the world's most heavily trafficked waters and transport by sea is expected to increase dramatically in the next few years.
- The export of oil is increasing. Oil is often carried in older vessels where safety is inadequate.
- Oil terminals in the Eastern Baltic are being expanded rapidly.
- On average the Baltic Sea is the scene of one major oil-related accident every year.
- This environment is fragile with a limited flow of water from the Atlantic. It takes 25-30 years to renew the water of the Baltic Sea.
- The use of the sea and coastal zones is increasing. Shipping, fishing, tourism, offshore wind power plants, oil drilling and other interests often operate in the same area.

- In the event of a major accident the coastal regions and municipalities will have to bear most of the consequences such as polluted beaches, a decline in tourism and the collapse of the fishing industry.
- Local and regional governments have a very little influence on matters concerning maritime safety.

PROJECT INFORMATION

Baltic Master aims to improve maritime safety by integrating and highlighting local and regional perspectives. This includes measures to improve prevention and preparedness for maritime accidents.

Maritime safety in a wider perspective, including regional development and spatial planning, will also be investigated further. For example there will be focus on conflict risks due to increased use of the sea and the coastal areas.

The project consists of four work packages. Each work package entails several activities and outcomes, for example scenarios, think-tanks, conferences, studies and reports. The titles of the four work packages are:

- Preparedness and Division of Responsibility
- Safe Transportation at Sea
- Sustainable Spatial and Regional Development
- Communication and Dissemination

The main objectives of the Baltic Master project are:

- To increase the influence of the regional governments and the local authorities on matters of maritime safety. The project defines their ability to participate more effectively.
- To develop transport and communications within a framework of maritime safety, taking into account the diversity of activities in the Baltic Sea.
- To increase preparedness for preventing and managing a catastrophe, through integrating local and regional zones in the planning and implementation processes.

The partnership is cross sector, including municipalities, regions, national authorities, and international organizations in order to facilitate cooperation between different levels of society.

Partnership: 40 partners from seven countries in the Baltic Sea Region. Region Blekinge from Sweden is lead partner (mainly responsible for the project)

More information about the partnership is available on page 40 and www.balticmaster.org

Duration: 1 July 2005 – 31 December 2007

Budget and funding: 3.6 million Euros, part-financed by the European Union (2.1 million Euros of the total budget), the Interreg IIIB neighbourhood programme

Terms of reference

INTERREG III is one of the four Community Initiatives. It aims to stimulate trans-European cooperation between 2000 and 2006. The INTERREG initiative is designed to strengthen the economic and social cohesion throughout the EU. INTERREG is divided into three strands:

- INTERREG III A Cross-border Cooperation
- INTERREG III B Trans-national Cooperation
- INTERREG III C Interregional Cooperation

Under strand B the EU territory, including the neighbouring regions, has been divided into 13 strategic areas. Each area forms an independent programme. One of the INTERREG III B programmes is the Baltic Sea Region (BSR) Neighbourhood Programme. Baltic Master is an initiative within the BSR INTERREG III B Neighbourhood Programme.

The BSR INTERREG III B Neighbourhood Programme is being implemented in line with the Northern Dimension Action Plan, the VASAB 2010 strategies, as well as the programmes of the Council of the Baltic Sea States (CBSS), HELCOM and Baltic 21.

The BSR INTERREG III B Neighbourhood Programme's specific feature is to promote joint solutions to joint problems by trans-national cooperation. Its strategic objective is to strengthen economic, social and spatial cohesion by focusing on disparities between different territories in order to reach an increased level of BSR integration and to form a sustainable part of Europe.

For further information visit www.spatial.baltic.net

Introduction to WORK PACKAGE 1

PREPAREDNESS AND DIVISION OF RESPONSIBILITY

An oil tanker and a vessel loaded with hazardous goods collide somewhere in the Baltic Sea. Who is responsible for doing what? Who will suffer the consequences?

As a first part, Baltic Master creates a worst-case scenario and determines who is responsible for the various aspects of managing the consequences of a major shipping accident involving more than one country. Excluding jurisdiction and the legal framework, the work will also focus on more informal aspects of decision-making, such as habits and routines. The responsibility studies will serve as input for guidelines on local and regional preparedness that will be presented in the project's final stage.

Major activities and outcomes:

- Worst case scenario of an oil accident in the Baltic Sea
- Study and report on responsibility in the event of a major oil accident in the Baltic Sea involving more than one country. This work includes four work-shops with staffs from the rescue services and a mapping/matrix of the legal framework.
- Guidelines for local and regional preparedness
- Case studies of the Baltic Carrier and Fu Shan Hai accidents in the Baltic Sea

DIVISION OF RESPONSIBILITY

Study in WP1, January 06 – September 06

Responsible partner: Region Skåne, Sweden

Co-partner: University of Lund, Sweden

Main target groups

Baltic Master Project partners, politicians and decision-makers, authorities, rescue staffs at various levels

Introduction

A major ship accident somewhere in the Baltic Sea, including the spill of several thousands tonnes of crude oil, could affect more than one country. This study looks further into the preparedness of and the response from different Baltic Sea countries in the event of such an accident. Rescue staff and other professionals from Denmark, Germany, Poland and Sweden were confronted with an accident scenario during a workshop session. The actions proposed by the participants have been analyzed by an expert at the University of Lund. Not only the role of existing rules and regulations are of interest in the study, but also more informal responses, relying on praxis and habits. A matrix of laws and regulations within the field of responsibility complements the results from the workshops.

Main objectives

- Describe the formal preparedness in a simple matrix
- Describe the actual preparedness
- Analyse the conditions for the actual preparedness

Status/results

There are differences in the four countries in question when it comes to national, regional and local organization (e.g. Germany is a federation), when it comes to geographic structure (e.g. Sweden has long coastline) or when it comes to where to local political responsibility for the preparedness (e.g. ministry of defence or ministry of infrastructure). Thus, the preparedness is organized in quite different ways from a formal point of view.

Marine pollution can be treated as one branch (e.g. Sweden) or treated together with salvage operations (e.g. Poland). The chain of command can be organized functionally (e.g. Sweden) or hierarchically (e.g. Denmark). Location of administration, number of contact points, location of headquarters, location of response vessels, cooperation with fire brigade or police, contracts with private entrepreneurs etc. also differ between the countries. Many factors influence the organization of the preparedness: available organization and resources, obstacles for effective operations etc. The German Federation is one of the reasons for the German Havarikommando, a special organization that takes precedence over the Bundesländer, being set up to focus on major and complicated accidents and which is operative only under certain conditions.

At sea there seems to be an established system of actors. The kind of organization differs greatly between countries but there is a clear understanding of who is responsible for certain actions. When it comes to the coast, there seems to be uncertainty about who is responsible - either according to a formal set of rules or according to the norms (who will actually do what). This is also the situation on land. This means that if communication has to go from sea, via the coast to the land there is a risk that some sort of communication disorder will arise.

The field of oil response is contingent on the accident. There are several dynamic processes involved when oil mixes with water and the result depends on many factors. Similar problems can be identified when the oil hits the coast. The complex problem is more complicated when the discharge is very big. There appears to be difficulty in laying down clear cut rules on how to cope with these problems. Instead it seems to be know-how based on experience that is important. A significant difference could be seen between the participants

in this respect. Furthermore, it appears to be complex when it comes to other noxious substances as this kind of experience seems to be very rare. Finally, there appears to be little structured knowledge about the environmental consequences of the oil (or noxious substances).

It is important to act quickly when an accident occurs. Many effects are strongly connected to dynamic processes that are irreversible and that cause severe damages. Many of the actions taken at a later stage are more complicated and need more resources. The outcomes of several accidents were such that there would have been a chance of reducing the oil spill substantially if actions had been taken earlier. Shifting the ballast, beaching the ship or moving it to a place of refuge could have reduced the consequences. One problem here is that it appears to be difficult to get the right persons together quickly in order to make such decisions - with the consent of the master of the ship. When the oil spill is a fact, the time before an operation can start depends on how quickly an emergency operation can be set up. How many people are on duty, and the stand by time for vessels and their deployment is of importance. The number of vessels is also of importance. The preparedness seems to be reactive rather than proactive.

The analysis suggests that the goals of the organizations might be different, either manifest or latent. Life and security at sea are examples of interests that might conflict with environmental concerns. Furthermore, the knowledge about the very complex and dynamic processes a big accident poses seems to be difficult to handle. The knowledge concerning the technical aspects of collecting the oil, the environmental consequences and the socioeconomic consequences is to a high degree depending on the few accidents that occur. Information technology is of importance for gathering and presenting information about ships, their cargo, weather conditions, cooperative functions etc.

There is also a problem in learning from and disseminating the knowledge from so few major accidents. The training aspect appears to be very important. When it comes to resources, it is obvious that each Baltic country does not have the necessary resources in terms of vessels, aircrafts, equipment etc. Some sort of common pool of these services with similar technical functions would be desirable. Consequently, this calls for a new type of administrative function.

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WORST CASE SCENARIO

Task in WP1, November 05 - July 06.

Responsible partner: Region Skåne, Sweden.

Co-partner: Swedish Rescue Services Agency, Sweden

As a part of a study of the division of responsibility in case of a major oil accident, Baltic Master has created a worst-case scenario. The scenario is presented as a five minute animated film, visualizing the collision between a medium-sized oil tanker and a vessel loaded with hazardous goods somewhere in the Baltic Sea.

Except for being used in connection with the study mentioned above, the animated film is intended to be used when addressing maritime safety issues on various occasions, inside as well outside the project.

A low resolution, downloadable version of the film will be put on the Baltic Master website during the autumn 2006, www.balticmaster.org

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BALTIC CARRIER – ENVIRONMENTAL IMPACT

Case study in WP1, July 05 – November 06

Responsible partner: Storstrøms Region, Denmark.

Main target groups

Baltic Master Project partners, and local and regional authorities (mainly environmental) in the Baltic Sea region.

Introduction

Storstrøms Region has been in charge of monitoring and following up the environmental impact caused by the Baltic Carrier accident in 2001.This means that this Region possesses a lot of valuable knowledge from the biggest oil spill in the Southern Baltic Sea region so far. The Baltic Carrier case study includes an investigation of reports and other material compiled by a number of authorities – published as well as unpublished – after the accident. Contingency plans on oil accidents and monitoring programmes on environmental impact are of special interest. It is also part of the case study to perform a new follow-up investigation of environmental effects in the area.

Main objectives

- Summarize lessons learned from Baltic Carrier oil spill.
- Recommend monitoring programmes and methods for environmental assessment after an oil spill.
- Investigate and report the environmental effects five years after an oil spill accident.

Status/results

Storstrøms Region has carried out the initial monitoring and environmental assessments after the Baltic Carrier oil spill, which was reported in 2002. The monitoring programmes include determination of oil contents in water, sediment (seabed) and biota (e.g. fish, mussels and worms), and assessment of potential toxic effects from the oil spill.

Afterwards monitoring programmes were carried out in 2003, 2004 and 2006 (as part of the Baltic Master Project). Surveys of birds and vegetation in the affected areas have also been carried out. The latest surveys will take place in 2006.

Storstrøms Region will present five years results from the monitoring programmes and environmental assessment, and show the decrease of oil content in the water and sediment, and the biota. Also the effects on birds and vegetation will be presented. The Region will also give recommendations for the prioritization of the clean-up operations regarding the sensitivity of different shore types, e.g. sandy beaches or wetlands.

Many organizations were involved during the clean-up operations, just after the oil spill in 2001, such as local municipalities, the Region, the Danish Emergency Management Agency and the Admiral Danish Fleet. Afterwards, each organization has carried out evaluations of their contribution to the clean up operations. Storstrøms Region is carrying out a literature study and to summarize all conclusions and recommendations that have been made after the Baltic Carrier oil spill.

→

Cleaning the Danish coastline after the Baltic Carrier accident in 2001.

The results from the monitoring programme and the literature study will be presented in a report at the end of 2006.

The Storstrøms Region has reported the initial environmental assessment carried out in 2001 and 2002. Please visit www.stam.dk and search for ”Baltic Carrier”.

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FU SHAN HAI

Case study in WP1, September 06 – January 07

Responsible partner: Region Skåne, Sweden.

Co-partner: Rescue Services of Southeast Skåne (SÖRF)

Main target groups

Local and regional authorities, Baltic Master project partners

Introduction

On 31 May 2003 two vessels, Fu Shan Hai and Gdynia, collided off the Danish island of Bornholm. Approximately 2,000 tons of bunker oil, 110 tons of diesel and 35 tons of lubricating oil leaked out into the sea. Swedish and Danish oil combating ships managed to recover 70 percent of the oil at sea, the remainder floated towards land. Oil slicks reached the shore during an extended period of time. Between the Swedish municipalities of Ystad and Simrishamn, a total of 36 kilometres was cleaned from oil. The accident occurred at 12.30 a.m. and the local Rescue Services responsible for clean-up operations on land, received the information 30 hours later.

One of the municipalities that was most affected by the Fu Shan Hai accident was Ystad. As part of Baltic Master, it will summarize its own as well as other actors' experiences in a handbook.

Main objective

The purpose of the handbook is to form the basis for local and regional oil spill contingency plans.

Status/results

The work with the handbook started in September 2006 under the supervision of the deputy Chief Fire Officer at the Rescue Services Southeast Skåne (SÖRF). The handbook will be compiled in cooperation with a co-ordination group. The group consists of participants from Sweden and Denmark, environmental consultant company IVL, the Swedish Rescue Services Agency and municipalities involved in the Fu Shan Hai accident. The handbook will contain, for example, routines in case of an accident, definition of phases, division of responsibility, summary of regulations and local, regional and international cooperation.

The Danish Emergency Management Agency on Bornholm will carry out a similar study on the Fu Shan Hai accident emphasizing the Danish experiences. The results of the Danish and Swedish studies will be combined and serve as a basis for future Baltic Master work with Guidelines for Local and Regional Preparedness.

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Scene from the Fu Shan Hai accident outside the Danish island of Bornholm in 2003.

LOCAL CONTINGENCY PLANNING

Task in WP1, September 05 – December 07

Responsible partner: Region Halland, Sweden

Main target groups

Local and regional authorities, project partners

Introduction

Halland is a region situated on the west coast of Sweden, and it has a long, beautiful coast which attracts large numbers of tourists. The regional development strategy of Halland – 'Where you live the good life', emphasizes the coast as a very important asset. The consequences in the event of an oil disaster, both economically and ecologically, are the reasons why the political leadership of Region Halland decided to join the Baltic Master project.

Within WP1 on preparedness, Region Halland saw the possibility of working for increased preparedness in cooperation with the County Administrative Board and the municipalities in the region. The municipalities along the coast are according to Swedish law responsible for cleaning up oil if it reaches the shore, while out at sea it is the responsibility of the Swedish coastguard.

The work towards a higher level of preparedness benefits from close cooperation between the municipalities. Firstly, it is easier to produce a joint plan for preparedness in consultation with all the actors affected. Secondly, it is beneficial for the municipalities to get to know each other's organizations since a major accident is likely to affect more than one municipality.

Main objective

- Increased local and regional preparedness for a major oil accident affecting Halland.

Status/results

In February 2006 Region Halland brought together the County Administrative Board of Halland and the municipalities for a first meeting to discuss preparedness for a possible oil disaster. The response was very positive and as a result the municipalities committed themselves to work towards improved preparedness with support from Region Halland and the County Administrative Board. The County Administrative Board is also responsible for creating the necessary priorities of resources in case of a larger oil disaster. To be able to do this the County Board, in consultation with each municipality, has to assess the most valuable natural features of the coastal zone. This work will be preformed during the autumn of 2006.

In order to test preparedness, Region Halland, the County Administrative Board of Halland and the municipalities have also agreed to arrange a worst-case scenario exercise in March 2007. This scenario will be produced within the Baltic Master project. The scenario has several purposes:

- to test how well the plans are working.
- to facilitate the collaboration between the different parties involved.
- to educate the participants.
- to get input to the Baltic Master project about obstacles prohibiting better preparedness.

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RESEARCH BRIEF – INTERNATIONAL STANDARDS SETTING THROUGH THE IMO

Task in WP1, July 05 – June 06

Responsible partner: World Maritime University, international (located in Sweden).

Main target groups

Decision makers, politicians, professionals, Baltic Master Project partners

Introduction

Baltic Master needs to increase knowledge within the project and be aware of the latest research and development within certain topics.

The World Maritime University provides a research platform which will result in six 'research briefs' on selected topics. The briefs will serve as decision support and capacity building within the project work and are written and aimed at regional and local government audiences.

The topic of this brief is the fact that International standards setting through the IMO (the UN's International Maritime Organization) are due to key decisions on safety of navigation in all maritime regions, including the Baltic, being taken through the IMO by member states. These decisions have the effect of setting standards for safety and marine environment protection from vessel source pollution on a global basis. How does this decision-making process work and what are the opportunities for influencing decision taken?

Main Objectives

- The identification and research of key current end emerging issues in the international regulation of maritime safety, and marine environmental protection. The latter aspect is narrowed to vessel-source pollution of direct concern to Baltic regional governments.
- The development of an in-depth understanding of current and emerging maritime issues. The focus is on making it possible for Baltic regional and local governments to explore options on how to participate in and better influence decision making in the domestic and international maritime field.

Status/results

A draft of the research brief was completed in August 2006. After being circulated and approved it will be printed/distributed to a wider audience.

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Introduction to WORK PACKAGE 2

SAFE TRANSPORTATION AT SEA

What measures must be undertaken to protect the Baltic Sea from shipping accidents and pollution? How do we ensure local and regional input in these matters?

The Baltic Sea was recently classified as a Particularly Sensitive Sea Area (PSSA) which means that additional steps can be taken in order to protect the marine environment. Baltic Master brings forward local and regional priorities and a vision of the PSSA framework for the Baltic Sea in 2020.

The vision is preceded by the collection and analysis of statistics and data, including topics such as future traffic, ice navigation, hazardous goods, accident and pollution risk. Furthermore, traffic monitoring and the use of Automatic Identification Systems (AIS) in the Baltic Sea will be the subject of three workshops.

An action plan for the Baltic Sea region will complete this part of the project.

Major activities and outcomes:

- Report on local and regional priorities in the PSSA process
- Vision of PSSA in the Baltic Sea in 2020
- Report on use of Automatic Identification Systems (AIS)
- Workshops on maritime traffic monitoring
- Seminars
- Proposal for comprehensive action plan for the Baltic Sea Region based on the work within WP1, WP2 and WP3

PSSA VISION FOR THE BALTIC SEA REGION

Task in WP2, January 2006-December 2007

Responsible partner: Maritime Institute in Gdansk, Poland

Co-partners: Region Blekinge, Region Skåne, Region Halland, Kalmar County, Karlskrona Municipality , Pomeranian Region, State of Schleswig Holstein, City of Kotka, Port of Karlshamn, Swedish Maritime Administration, Maritime Office in Gdynia, Maritime Office in Szczecin, World Maritime University, Kalmar Maritime Academy, Naval University in Gdynia, Maritime University in Szczecin, Elektronik Centrum i Svängsta AB

Main target groups

Baltic Master project partners, European Union representatives and decision makers, national ministries, regions and governmental bodies in partners' countries, environmental protection organizations, maritime schools and universities, ports

Introduction

The Baltic Sea was classified as a Particularly Sensitive Sea Area (PSSA) by the UN's International Maritime Organization (IMO) in 2005. This means that certain measures could be taken in order to protect the environment and avoid accidents. The content of the PSSA classification is agreed upon in a process which involves the countries around the Baltic Sea (except Russia, which is not part of the agreement) and the IMO.

Baltic Master aims to bring forward local and regional priorities that could be part of the PSSA framework and thereby create a vision of the PSSA framework for the Baltic Sea by 2020.

This effort includes several sub-tasks, in order to collect data (e.g. on oil spills, traffic intensity forecast and requirements on vessels) which after analyzing could support the work on the vision and proposals for measures within the PSSA framework.

Main objectives

- Vision of PSSA 2020 including report on regional priorities in PSSA.
- Action Plan for the Baltic Sea Region.
- Action list for the regions.

Status/results

During first stages of the Baltic Master, Work Package 2 partners have focused on several tasks concerning PSSA and its content, Associated Protective Measures. This has included modelling oil spill risk assessment, traffic monitoring, places of refuge, requirements on vessels and other crucial activities related to safe transportation at sea:

- The PSSA and existing/planned Associated Protective Measures status including its objectives in the Baltic Sea Region and IMO regulations were analyzed. The results of this work will be presented in a report on regional priorities in PSSA. (Spring 2007).
- Work on oil spills risk assessment model was started. The model will cover hydro-meteorological aspects, traffic intensity, analysis of existing/planned routes on Southern Baltic and evaluation of the risk of contamination of Baltic coasts with oil from accidental oil spills. The final results will be an important part of the upcoming Vision of PSSA 2020 and an action plan for the Baltic Sea Region. (Autumn 2007).
- A report on requirements on vessels is under development. This element concentrates on maritime crew training regulations, winter navigation and creation of new vessels' equipment standards and will result in a list of recommendations to EU representatives. (Autumn 2007).
- A report on Places of Refuge. The report, containing detailed analysis and interviews with local bodies responsible for the Places of Refuge procedures, was completed by Kalmar Maritime Academy (see page 19 for further information).

The work and the results have been presented during several workshops and conferences. All events have been open for public.

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PLACES OF REFUGE IN THE BALTIC SEA REGION

Case study in WP2, February 06 – Sept 06

Responsible partner: Kalmar Maritime Academy, Sweden.

Co-partner: World Maritime University

Main target groups

Baltic Master Project partners, as well as any other interested parties.

Introduction

The term place of refuge relates to any designated area be it a 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 in order for assistance to be provided to it.

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. The various national interpretations of these regulations however differ from state to state.

The case study involves a programme of interviews with government personnel in all nine of the states bordering the Baltic Sea. This study was carried out as part of the Baltic Master project and the results also contributed to the finalization of an M.Sc. thesis, the details of which are provided below.

Main objective

To clarify the national allocation of Places of Refuge in all states bordering the Baltic Sea.

Status/results

This study comprises a research project undertaken to determine the present status of national legislation with regards to places of refuge in the Baltic Sea region. To this end, contacts for the maritime administrations in the nine states were approached by the author requesting the possibility of interviews.

In total eleven interviews with seventeen officials were carried out in the nine states. It should be pointed at this stage that states have different structures in place regarding regional authorities and the right to designate places of refuge. Poland and the Russian Federation are particularly important in this respect.

Three categories are used for the presentation of the results to this study. They are the following: the chain of command, cooperation with neighbouring states and financial warranties and compensation procedures.

Part of the first category in the study involved the actual national designation of places of refuge and whether information regarding these areas was in the national public domain of the state concerned. In four of the nine cases it was found that this was the case, while in the other five, although places of refuge had been designated, this was regarded as confidential state information.

The study of cooperation with neighbouring states highlighted the important role of Helcom in the Baltic area as a framework for development. Financial warranties and compensation procedures centred mainly on a study of the IMO conventions and protocols to which the states were party.

A PowerPoint presentation providing a short summary of the data collection process and summarised results can be accessed on the Baltic Master web site, www.balticmaster.org

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SLUDGE AND PORT WASTE MANAGEMENT

Case study in WP2, March 06 – October 06

Responsible partner: The port of Kalmar

Co-partner: The port of Karlshamn

Main target groups

Baltic Master Project partners and midsize ports in and around the Baltic Sea

Introduction

Today the ports use various equipment and standards for the handling of waste from ships. This makes it difficult to achieve efficient waste management. Major problems are different types of hose couplings in use for emptying ships of sludge (polluted cleaning water from oil tanks) and different systems for waste recycling from ships.

Standard regulations and solutions on problems like these are already in use in other parts of the world, for example the USA via regulation OPA 90.

Main objectives

- To ensure vessels really empty sludge tanks, waste etc. at special depots while in port.
- To standardize sludge and waste handling in the ports.
- To give an excellent, professional service to the customers/vessels.

Status/results

Port of Kalmar will construct a trailer for sludge handling in the port. The trailer will be equipped with a standard hose fitted with various couplings for use between ship and shore/sludge truck.

The trailer was completed and tested for operation in August/September 2006.

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Sludge handling in the port of Kalmar, Sweden.

MARITIME TRAFFIC MONITORING WORKSHOPS

Workshop series in WP2, July 2005 – December 2007.

Responsible partner: Maritime Office in Gdynia, Poland

Main target groups

Parties involved in crisis management at sea and at shoreline:

- Region Blekinge (Sweden), City of Kotka (Finland), Maritime Office in Szczecin (Poland), Maritime Office in Gdynia (Poland), Maritime Institute in Gdansk (Poland) and other Baltic Master participants.
- Other authorities and organizations in Poland: SAR Service, Polish Navy, Coast Guard, Hydrographic Office of the Navy, Martitme Academy in Szczecin, Maritime Academy in Gdynia, Maritime Office in Slupsk, Gdansk Harbour Authority, Naval Academy, Custom Office Gdynia, Infoport S.A, Sprint Ltd.

Introduction

The workshops on Maritime Traffic Monitoring aim to coordinate and develop initiatives and proposals for increased maritime safety through the use of devices such as Automatic Identification System (AIS), SafeSeaNet exchange of information and long-range tracking. The first workshop was held on 11-12 May 2006 in Gdynia, Poland.

Main objectives

- Review and assess possible future traffic monitoring means for the Baltic Sea – e.g. application of the AIS onboard small vessels (yachts, pleasure boats) to increase safety and security.
- Develop basic guidelines (software, hardware and organization) for Information Exchange System at the national level – based on the proposed amendments for the Directive 2002/59/EC.
- Introduce research on the routing measures for the Polish Sea Areas in the Southern Baltic.

Status/results

- Written analysis of the designation of the routing measures for the Southern Baltic.
- Report on the planned routing measures for the Polish Sea Areas in the Southern Baltic.
- Presentations for the 1st Traffic Monitoring Workshop, available on the Baltic Master website, www.balticmaster.org
- Vision of the Future Traffic monitoring centres based on the idea of the Polish Maritime Safety Information Exchange System.
- Presentation of the V-Max technology and its possible application at sea.
- The role of AIS for small ships monitoring.
- Concepts of the new routing system for the Southern part of the Baltic Sea.
- Report with conclusions from the workshop on the crisis management at sea organization and proposed development of the Maritime Safety Information Exchange System.
- Information about workshop on Maritime Office Gdynia website, www.umgdy.gov.pl
- Draft guidelines for the national information exchange systems.
- Report from the first Traffic Monitoring workshop .

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RESEARCH BRIEF – COMPARATIVE PSSA EXPERIENCES

Task in WP 2, July 05 – June 06

Responsible partner: World Maritime University, international (located in Sweden).

Main target groups

Local and regional governments in the Baltic Sea region and the Baltic Sea community at large.

Introduction

Baltic Master will contribute to increasing the awareness among local governments and the communities around the Baltic Sea. The purpose is to provide information about the results of the latest research and developments within relevant topics of common concern. The World Maritime University provides Baltic Master with a research platform which will produce six Research Briefs on selected topics among other products. The Briefs will serve as information and decision support and contribute to capacity-building within the project as well as to regional and local government and the interested populations in the Baltic area at large. The first Research Brief addresses the topic of the Baltic as a PSSA, and the possibilities and limitations that this designation may have. Experiences from the establishment of PSSA's in other seas and coastal regions are being analyzed in this research brief. The purpose is to draw lessons for the Baltic PSSA initiative, and current or future proposals for appropriate protective measures.

Main Objectives

The development of an in-depth understanding of current and emerging maritime issues. This has the aim of enabling Baltic regional and local governments to explore options on how to participate in and better influence decision-making in the domestic and international maritime field.

Status/results

The Research Brief will:

1. Identify and describe the particular vulnerability of the Baltic Sea environment to current and emerging environmental stressors
2. Present the legal framework of the PSSA designation and describe how this relates to regional, national and other international legislation
3. Provide a description of the criteria for PSSA designation and the process of designation of PSSAs and Associated Protective Measures (APMs)
4. Describe existing measures in place to protect the Baltic environment from oil pollution
5. Discuss the additional areas that may be addressed by APMs and finally
6. Discuss whether the PSSA designation will actually make the Baltic Sea safer from vessel-source pollution. Finally, the Research Brief describes some of the lessons from the first PSSA in the world, the Great Barrier Reef, Australia.

A draft of the research brief was completed in August 2006. It will be printed/distributed to a wider audience in September 2006.

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Introduction to WORK PACKAGE 3

SUSTAINABLE SPATIAL AND REGIONAL DEVELOPMENT

Transport, infrastructure, tourism and fishing, are examples of important issues for the coastal regions around the Baltic Sea. They are, among other things, considered to have a positive influence on growth and development.

But what happens when they start to compete for a place in an already crowded Baltic Sea?

Baltic Master will develop a management tool for planners and guidelines on how to involve maritime safety in the spatial planning of marine areas. It will be complemented by case studies.

Major activities and outcomes:

- A manual and management tool for spatial planning at sea (marine area spatial planning)
- Guidelines and instructions for implementing maritime safety in marine area spatial planning - proposal
- Analyses of the impact and consequences for the local and regional levels of society in the event of accidents at sea involving hazardous goods
- Conference on the needs and challenges of spatial planning at sea
- Case studies: Integrated coastal zone planning on local level in municipality of Trelleborg (Sweden), offshore wind power plants at Kriegers Flak (Germany) and Socioeconomic Impact Assessment (Lithuania)
- Seminars

MARINE SPATIAL PLANNING MANUAL

Task in WP3, Duration (July 05 – December 07)

Responsible partner: Maritime Institute Bremen, Germany

Co-partners: Region Blekinge, Region Skåne, Regional Council of Kalmar County, Region Halland, Port of Karlshamn, Karlskrona City and Port, Trelleborg Municipality, Helsingborg Municipality, Swedish Rescue Services Agency, Municipality of Gotland, World Maritime University, Ministry of Economy, Employment and Transport of Schleswig-Holstein, Senator of Construction, Environment and Transport of Bremen, Maritime Institute Bremen, Maritime Office Gdynia, Maritime Institute Gdansk

External expertise: GAUSS, Bremen, Germany

Main target groups

Baltic Master Project partners, authorities presently involved in MASP (Marine Area Spatial Planning) or intending to establish MASP procedures in future, maritime administrations of the Baltic Sea Coastal States, regional planners carrying out projects relevant for maritime safety and NGOs.

Introduction

Due to the rising interest in using sea territory for various activities, the spatial planning process in the future must include the sea and the coastline to a far higher extent than today. The use of the Baltic Sea for transportation, recreation as well as economic and energy purposes creates conflicts, which should be managed jointly through spatial planning.

The manual developed in this task should be treated like a catalogue. As a general guide it can be applied to most planning situations. The manual provides the user with a general background on for example interactions of maritime transportation with regional and spatial development, environmental and economical issues and legal frameworks. Conclusions from a number of case studies within WP3 and a final chapter with recommendations will complete the manual and make it a useful tool for planners and other professionals. A quick scan/inventory adds specific information for each country participating in Baltic Master, in order to give a complete picture.

Main objectives

- Raise acceptance for integration of subjects, formerly treated only sectorally, here: Maritime Safety and Spatial Planning.
- Discussion of given practises among actors.
- Communication of practises and involved actors to the public and raising public interest in participation.

Status/results

According to the strategic focus of WP 3, regional development and spatial planning issues shall be connected to maritime safety as part of larger marine area spatial development.

Three categories of maritime safety relevant issues have been identified:

1. Increasing maritime transportation and the increasing expansion of offshore wind energy and other marine resources are issues of regional development.
2. Some remote spatial planning issues such as port development and offshore installation projects and infrastructure measures of major importance.
3. A number of concepts of International Scale, here the IMO's designation of the Particular Sensitive Sea Areas PSSA, the issues connected with Places of Refuge and EU concepts such as Motorways of the Sea.

While category 1 is best described in terms of prognoses, category 2 is best tackled as case studies, and category 3 has already been described in a draft manual with regard to maritime safety relevance.

The objectives mentioned above are to be addressed simultaneously even though logical succession seems to appear in the order of objectives.

Concerning the objective 1, the sectoral administration of both spatial planning and maritime safety in all the coastal states has been investigated. Questionnaires were sent to project partners and partly answered. They reflected the various degrees of starting MASP in the coastal states and different allocation of planning authorities within the cascade of responsibility in different countries.

When contacting decision makers of the disciplines mentioned, we realized that in most of the cases an integrated view was rejected and the given practices of both spatial planning onshore and maritime safety planning (routeing) were regarded as appropriate to requirements.

Discussion of the present practises was first achieved at a conference held in Bremen in June 06.

Communication of practises aiming to raise interest and participation was begun with the spreading the draft manual Maritime Safety and Sustainable Spatial and Regional Development.

A prognosis for maritime transport will be elaborated as soon the work packages in Baltic Master have agreed on the prognosis' focus (autumn 2006). Development status and trends in coastal tourism are being elaborated. For further information about the case studies, please see page 27-29.

The draft manual will be published on www.balticmaster.org during the autumn 2006.

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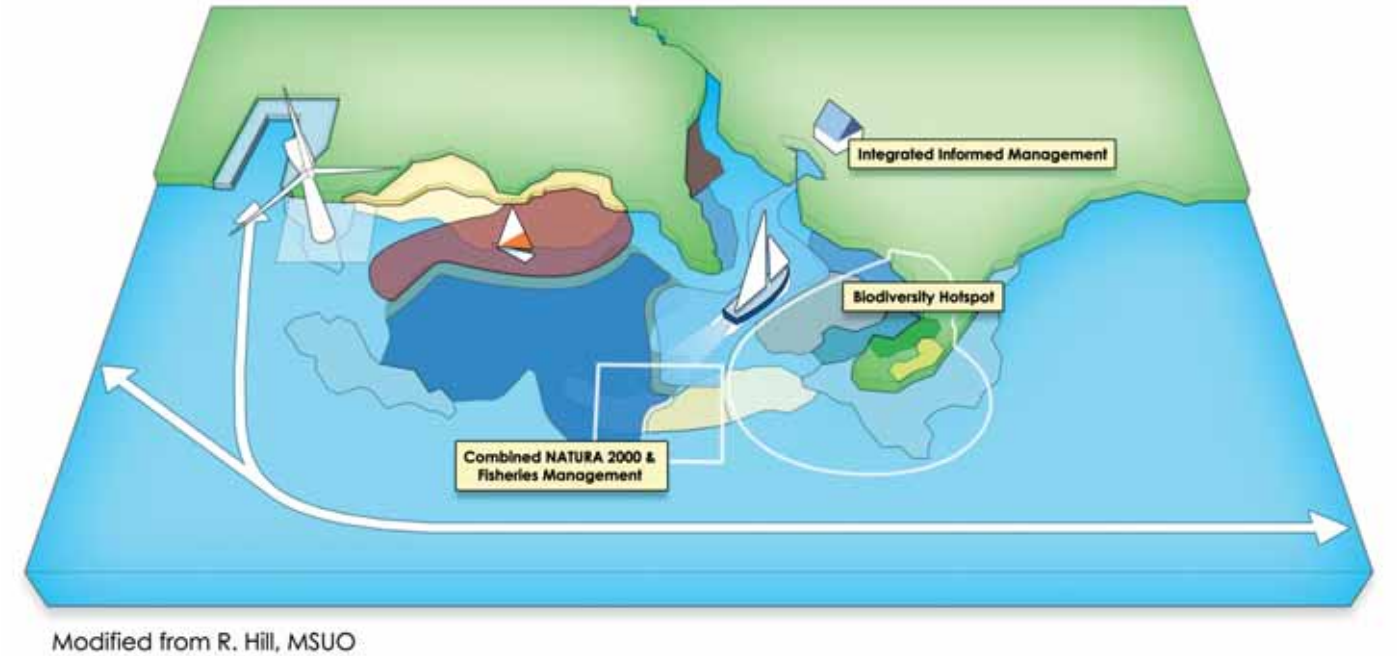

The increasing use of coastal areas creates conflicts between different interests.

QUICK SCAN/INVENTORY ON SPATIAL PLANNING AT SEA

Task in WP3, July 05 – December 07

Responsible partner: Maritime Institute in Bremen, Germany

Co-partners: Region Blekinge, Region Skane, Regional Council of Kalmar County, Region Halland, Port of Karlshamn, Karlskrona City and Port, Trelleborg Municipality, Region Klaipeda, Helsingborg Municipality, Swedish Rescue Services Agency, Municipality of Gotland, World Maritime University, Ministry of Economy, Employment and Transport of Schleswig-Holstein, Senator of Construction, Environment and Transport of Bremen, Maritime Institute Bremen, Maritime Office Gdynia, Maritime Institute Gdansk.

Main target groups

Baltic Master Project partners, authorities presently involved in MASP (Marine Area Spatial Planning) or intending to establish MASP procedures in future, maritime administrations of the Baltic Sea Coastal States, regional planners carrying out projects relevant for maritime safety and NGOs.

Introduction

As part of developing a marine spatial planning manual (see page 24), the present situation of spatial planning at sea and related topics in the countries participating in Baltic Master has been investigated.

The quick scan/inventory will complement the marine spatial planning manual with information and facts on country level, but it could also be used independently. Among other topics it covers: national goals, spatial planning practice, environmental information, integrated coastal zone management (ICZM), transport policies, tourism, aquaculture and offshore wind power. The use of a questionnaire has added extra input to the quick scan.

Main objectives

- Raise acceptance for integration of subjects, formerly treated only sectorally, here: Maritime Safety and Spatial Planning.
- Discussion of given practices among actors.
- Communication of practices and involved actors to the public and raising interest in participation there.

Status/results

When describing the status of spatial planning in offshore areas, a differentiation is required:

- Territorial Sea *(12-sm zone = national territory)* and
- Exclusive economic zone *(EEZ =international territory with national research and exploitation rights).*

The regulatory framework for spatial planning in the Territorial Sea is advanced compared to the one in the EEZ. The situation is different in all countries.

In Sweden, Finland, Poland and Germany there are regulatory frameworks for comprehensive spatial planning. No regulatory framework for comprehensive spatial planning exists in the other countries bordering the Baltic Sea. For further details on the regulations in the countries mentioned above, please read the quick scans/inventories.

They can be ordered from the contact person below.

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SPATIAL PLANNING IN MUNICIPALITY OF TRELLEBORG

Case study within WP3,
duration January 06 – December 07.

Responsible partner: The Municipality of Trelleborg, Sweden.

Main target groups

Baltic Master Project partners, decision makers in the municipality of Trelleborg, other municipalities around the Baltic Rim, stakeholders around Baltic Sea working with integrated coastal zone management and spatial planning in the coastal zone.

Introduction

The municipality of Trelleborg is a community of 40,000 inhabitants situated on the south coast of Sweden. The port is the second largest in Sweden, with intensive RoRo-traffic to Travemünde, Rostock and Sassnitz in Germany.

The case study identifies areas of conflict between different user interests in the coastal zone and territorial water. It also addresses the risks of negative influence on the environment from sea transports.

Furthermore, the case study deals with how the Municipality of Trelleborg, as a model to other local communities in the Baltic Sea Region, can solve problems caused by conflicting use of coastal zone areas, increasing sea traffic and other threats to local values.

Main objectives

- Mapping of the coastal and marine areas focusing on usage of natural resources, environment and ecology.
- Identifying problems and conflicts regarding integrated coastal zone management at the local level.
- Analyzing the problems with an integrated perspective and propose weighted solutions.

Status/results

The case study's activity plan is divided into three chronological sections:

1. A description of present state and needs *(Milestone 1-3)*
2. An analysis of problems and conflicts *(Milestone 3-4)*
3. Definitions of solutions and alternatives to conflicts and problems *(Milestone 4-5)*

The aim of the first segment is to incorporate the coastal zone and the territorial waters into the planning overview of the Municipality of Trelleborg. A mapping of the coastal and marine areas focusing on usage, environment and ecology to build a knowledge base is the first step. It will be completed by the end of 2006.

The second phase builds on the description of the present state in order to define conflicts and problems in connection with the use of coastal zones and marine areas. A scenario produced as a part of Baltic Master WP1 by the Swedish Rescue Services Agency will be applied to Trelleborg together with other possible developments and prognoses. The analysis will also include cost calculations and prognoses of the consequences to the local community of environmental catastrophes (such as those connected to oil accidents).

In the third and final phase, concrete strategies for environmental protection and maritime safety will be produced together with suggestions on possible investments that will contribute to increased safety and prevent environmental degradation. Methods for improved local planning and international cooperation within the field of maritime safety will form an input to the overall work and the aims of WP 3.

When ready, the report presenting The Present State in Planning and of Coastal and Marine Areas in the Community will be downloadable from www.balticmaster.org

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KRIEGERS FLAK

Case study in WP3, Duration July 05 – December 07

Responsible partner: Maritime Institute Bremen, Germany

Co-partner: Region Blekinge, Region Skåne, Regional Council of Kalmar County, Region Halland, Port of Karlshamn, Karlskrona City and Port, Trelleborg Municipality, Helsingborg Municipality, Swedish Rescue Services Agency, Municipality of Gotland, World Maritime University, Ministry of Economy, Employment and Transport of Schleswig-Holstein, Senator of Construction, Environment and Transport of Bremen, Maritime Institute Bremen, Maritime Office Gdynia, Maritime Institute Gdansk

External experts: GAUSS, Bremen, Germany

Main target groups

Baltic Master Project partners, planning Institutions and Authorities involved in Marine Area Spatial Planning (MASP) or intending to establish MASP procedures in future, Maritime Administrations of the Baltic Sea Coastal States, Regional Planners carrying out projects relevant for maritime safety and NGOs.

Introduction

This case study takes on issues of maritime safety and the conflicts arising from the development of offshore wind farms. The wind farms Kriegers Flak I and II, and in part the planned Danish park Kriegers Flak III are the subjects of the case study.

The designated area of the coming offshore wind parks Kriegers Flak I and II and possibly III is situated on the borderline of the exclusive economic zones of Sweden, Denmark and Germany. The Kadetrinne shipping lane with high traffic density lies to the south of the project area.

If the Danish side of Kriegers Flak is also to be used for wind power, the total complex could be the largest offshore wind farm in the world with up to 299 turbines and an output of up to 1,5 GW.

Within this case study the effectiveness of measures to minimize the collision risks and the consequences of the wind parks for the three countries mentioned above are being analyzed. Day and night marking to warn vessels, automatic identification system (AIS), mandatory pilotage in the Kadetrinne and a protection and safety plan with compulsory updating are examples of measures.

Objectives:

- To provide an insight into national *(policy)* developments of offshore wind energy
- To report on the different planning processes and the existing trans-national cooperation for offshore wind farm planning
- To report the best practises deriving from the case study.

Status/results

As Kriegers Flak lies on the borderline of three countries within the South Baltic Sea Region, the case is highly suitable for investigating at a trans-national level all relevant safety aspects concerning the conflicting demands resulting from the use of the sea for maritime transport and renewable energy. The challenge is how to integrate the safety aspect into a marine area spatial planning and how to adopt a common and integrated approach to this issue by this means.

A detailed description of the case study's relevance to the aims of the Work Package and project as a whole was included in a case study report completed in June 2006. The case study has since been deepened and a report focussing on the maritime safety relevant issues arising from the project has been drafted. The work now continues with an evaluation of the application documents of Kriegers Flak I, II and III and the arrangement of a seminar. All results from the case study will be implemented in the Marine Spatial Planning Manual (see page 24) and published during the autumn 2007.

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THE WORLD HERITAGE SITE OF CURONIAN SPIT IN LITHUANIA

Case study in WP3, July 2006-January 2007

Responsible partner: Klaipeda County Governor's Administration, Lithuania.

Co-partner: Maritime Institute Bremen and GAUSS mbH, Bremen

Main target groups

Baltic Master Project partners, Municipality of Neringa in Lithuania, Authority of the Curonian Spit National Park (under discussion) in Lithuania

Introduction

The case study will focus on the socioeconomic consequences for the local and regional levels in the event of accidents at sea involving hazardous goods. The aim of the study is to assess the ecological and socioeconomic impact on Neringa Municipality, which is located on the Curonian Spit – a World Heritage site, in the event of a potential oil spill from offshore oil platform D-6 and to prepare an effective strategy for prevention and/or elimination of oil spill consequences.

The analyses will be compared with existing analyses (by the Swedish Rescue Services Agency as well as by other actors around the Baltic Sea Region) and will then be implemented in cooperation with other Baltic Master project partners.

Main objectives

- Localization of the most sensitive parts of the coastal areas in the event of an oil spill; environmental evaluation of oil spill migration routes, speed, degree.
- Assessment of threats and prevention of main summer resorts beaches; the changes of living quality and socioeconomic aspects of the local community living in the coastal zone.
- Evaluation of the economic consequences of potential pollution of the resorts.
- Oil spill prevention; optimization of the elimination of oil spill consequences prognosis.

Status/results

The study has started with an investigation and analysis of available data in several different fields of interest, resulting in:

- A study summarizing the environmental conditions of the research area:
- Evaluation of socioeconomic indicators and degree of social cohesion in the coastal zone;
- Evaluation of the sensitivity of the coastal areas and the marine environment in the location adjacent to the oil platform.
- Investigations of the socioeconomic balance of the coastal zone in relation with potential oil spill hazards.

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Introduction to WORK PACKAGE 4

COMMUNICATION AND DISSEMINATION

How do we inform decision-makers and experts about our findings?

Work package 4 deals with internal and external communication. The different levels of society playing a role in maritime safety issues – from the local to the international – will be informed about the outcome and results of the project.

Capacity-building within the project is also part of this work package. The UN's World Maritime University organizes a number of think-tanks and training courses directed at politicians, decision-makers and professionals.

Major activities and outcomes:

- Communication strategy
- Network of regional communication advisors
- Joint action plan on dissemination
- Final draft project report
- Web site and information material
- Think-tanks and professional development training courses

COMMUNICATION AND DISSEMINATION

July 05 – December 07

Responsible partner: Region Blekinge

Co-partner: Region Skåne

Main target groups

- Baltic Master Project partners
- Decision-makers, politicians and professionals at various levels; local, regional, national, international and the EU level
- Media and general public
- Private stakeholders

Introduction

Efficient communication is a key issue in order to be successful.

Baltic Master consists of a large partnership (40 organizations from seven countries) and the project also endeavours to address a wide range of target groups with its results. This requires well-planned communication, internally as well externally.

The target groups are also part of various structures, systems and organizations depending on which country they work in. These are all challenges that have to be met.

Main objectives

- Internal information should encourage participation and engagement in the work of the Baltic Master.
- To ensure regional political commitment in the Southern Baltic Sea region.
- To get across to other targeted groups mentioned above.

Status/results

A communications plan with strategy was adopted by the project's steering group in the beginning of 2006 and then implemented during three Work Package meetings the same year.

A project web site and basic printed information material were developed and implemented during the autumn 2005.

It is also the task of WP 4 to arrange a number of meetings throughout the Baltic Master's running time. The major events include a kick-off conference (held in Gdansk, Poland, in November 2005), a midterm conference (held in Snekkersten, Denmark, in October 2006) and a final conference (to be held autumn 2007).

A newsletter for project partners and other interested parties was established in 2005 and so far five issues have been published.

While the communication work in the first half of the project merely have focused on planning and establishing a number of channels for information and dialogue, the second half will be more about disseminating the results that are produced within the project. A joint action plan on this work will take shape.

WP 4 is also dealing with press and media issues at the project management level, and supporting other work packages in this work. So far the media coverage consists of 33 articles/news items in the printed media or radio/TV, and 12 opinion editorials/ letters to the editor published in Sweden, Denmark, Poland or Germany.

For more information visit www.balticmaster.org

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DECISION SUPPORT AND CAPACITY-BUILDING

Task in WP4, January 06 – December 07

Responsible partner: World Maritime University, Sweden

Main target groups

Decision-makers, politicians, professionals, Baltic Master Project partners.

Introduction

As part of Baltic Master's research and capacity-building platform, a number of think-tanks and Professional Development Courses are being held during the project period.

The main purpose of the think-tanks is to discuss ways and options of how regional and local governments could exert influence on decisions in an operational environment where decision-making is normally undertaken at national and international levels. The think-tanks target decision-makers and senior experts from local governments in the countries around the Baltic.

The Professional Development Courses (PDC's) are capacity-building activities directed towards regional and local government officials, including Baltic Master participants and technical staff. The PDCs offer the participants an opportunity to improve their knowledge within a certain topic during two-day courses.

Main objectives

- The identification and research of key current end emerging issues in the international regulation of maritime safety and marine environmental protection. The latter aspect is narrowed to vessel-source pollution of direct concern to Baltic regional governments.
- The development of an in-depth understanding of current and emerging maritime issues. The focus is on making it possible for Baltic regional and local governments to explore options of how to participate in and better influence decision-making in the domestic and international maritime field.

Status/results

A think-tank entitled The Baltic Sea as a PSSA: Opportunities and Limitations was held in February 2006. About 25 participants took part in the Think-Tank and 10 experts gave brief presentations to stimulate the discussion among the participants.

The first PDC on the topic, Integrated Coastal Zone Management, was organized in May 2006. About 25 participants listened to a number of presentations by experts and were able to ask questions and discuss the subject.

A second PDC to be held in Poland is planned for November 2006 in collaboration with the Maritime Institute in Gdansk. The topic for this PDC is also Integrated Coastal Zone Management in the Baltic Sea.

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At the Professional Development Course in Malmö, May 2005, arranged by the World Maritime University.

THE MARITIME SAFETY UMBRELLA OPERATION

The Maritime Safety Umbrella Operation is a body that aims to create a synergy effect between maritime safety and related projects within the different EU Interreg IIIB Programmes. Baltic Master is part of the Umbrella Operation which, among other things, allows:

- Capacity building by regional and local organizations 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.
- Enlargement of a joint knowledge base to close information gaps in individual projects.
- Provision of a network of professional maritime safety contacts.
- Assistance in the development of future funding opportunities.
- Promotion of a single pragmatic voice to speak at the European and International levels on maritime safety issues.
- Guidance for future programme development with respect to maritime issues.

Baltic Master takes part in the Umbrella Operation's seminars and studies/reports based on three general themes:

- Preparedness & Response
- Risk Management & Prevention
- Integration with the wider topics of coastal zone management, sea area spatial planning and ocean policy

The Umbrella Operation is run from the Interreg IIIB North Sea Programme in Viborg, Denmark. For further information about the Maritime Safety Umbrella Operation, visit www.maritime-safety.org

Regions in Motion

Baltic Master was highlighted during the international conference Setting Regions in Motion in Malmö, Sweden, 16-17 May 2006. Baltic Master was presented at a workshop on Challenges and Risks and in a project exhibition. During the two-day conference about 400 participants from the whole Baltic Sea Region got the opportunity to learn more about and discuss the future EU programme for the Baltic Sea area.

MORE TASKS TO BE PERFORMED

WP1

- Guidelines for local and regional preparedness

WP2

- Report on local and regional priorities in the PSSA process
- Report on use of Automatic Identification Systems (AIS)
- Proposal for comprehensive action plan for the Baltic Sea Region based on the work within WP1, WP2 and WP3
- Case study on port waste management in the port of Kalmar, Sweden

WP3

- Guidelines and instructions for implementing maritime safety in marine area spatial planning - proposal
- Analyses of socioeconomic consequences for local and regional levels in case of accidents at sea including hazardous goods
- Case study of Fehmarn Belt fixed link
- Conference on the needs and challenges of spatial planning at sea

WP4

- Joint action plan on dissemination
- Final draft project report

GREEN PAPER ON A FUTURE MARITIME POLICY FOR THE EU

Green Papers are discussion documents published by the EU Commission on a specific policy area. Primarily they are addressed to interested parties – organizations and individuals – who are invited to participate in a process of consultation and debate.

In other words, a green paper does not contain finalized proposals or decisions on actions to be taken within the given policy area. This could follow later on, in other types of documents and forums.

The Green Paper on a future maritime policy is entitled Towards a Future Maritime Policy for the Union: A European Vision for the Oceans and Seas. It is the result of more than a year of consultation with stakeholders. This includes the ambition to identify gaps between sea-related sectoral policy areas, an attempt to adopt best practice and learn from obstacles and challenges. The mandate has been to examine all economic activities of Europeans that are linked to or have an impact on the oceans and seas, as well as all the policies dealing with them aimed at finding the best way to extract more benefits from the oceans in a sustainable manner.

The Green Paper was released in June 2006 and is now being followed by a consultation process that will end on 30 June 2007. By the end of 2007, the Commission will address a Communication to the Council and Parliament, summarizing the results of the consultation process and proposing the way forward.

On 20-21 September 2006 there was a hearing on the Green Paper covering the Baltic Sea area in Kiel, Germany. The event was hosted by the Government of Land Schleswig-Holstein, BSSSC (Baltic Sea States Sub-Regional Cooperation) and the State Government of Hamburg, with support from Baltic Master and the European Union.

Before the end of the consultation process, Baltic Master will develop the project participant's point of view on maritime safety-related issues, and forward it to the European Commission.

To find out more about the Green Paper consultation process, the EU recommends you to visit: http://ec.europa.eu/maritimeaffairs

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STATISTICS ON ACCIDENTS AND SEA TRAFFIC

No major accident in the Baltic – so far

There has not as yet been any major oil accident in the Baltic Sea. But the rapid increase in the number of oil transports through the Baltic Sea in combination with a fragile environment makes it more important than ever to work with maritime safety measures. Moreover, a number of incidents have shown that even fairly small oil spills can cause a lot of damage.

Major oil incidents in the Baltic Sea 1988 - 2003 resulting in an outflow of more than 100 tonnes of oil

Year	Name of ship	Oil spilled	Location
2003	Fu Shan Hai	1,200 tonnes	Bornholm, Denmark/Sweden
2001	Baltic Carrier	2,700 tonnes	Kadetrenden, Denmark
1998	Nunki	100 m3	Kalundborg Fjord, Denmark
1995	Hual Trooper	180 tonnes	The Sound, Sweden
1990	Volgoneft	1,000 tonnes	Karlskrona, Sweden

Source: Helcom

Major oil spills in European waters since 1967

Year	Name of ship	Oil spilled	Location
2002	Prestige	63,000 tonnes	Off Galicia, Spain
1999	Erika	20,000 tonnes	Bay of Biscay, France
1996	Sea Empress	72,000 tonnes	Milford Haven, UK
1993	Braer	85,000 tonnes	Shetland Islands, UK
1992	Aegean Sea	74,000 tonnes	La Coruna, Spain
1991	Haven	144,000 tonnes	Genoa, Italy
1980	Irenes Serenade	100,000 tonnes	Navarino Bay, Greece
1978	Amoco Cadiz	223,000 tonnes	Off Brittany, France
1976	Urquiola	100,000 tonnes	La Coruna, Spain
1975	Jakob Maersk	88,000 tonnes	Oporto, Portugal
1967	Torrey Canyon	119,000 tonnes	Scilly Isles, UK

Source: ITOPF (International Tanker Owners Pollution Federation)

Russian boom in oil export

The export of oil from Russia is increasing, and this means that the Gulf of Finland will be an important transport route now and for the coming decades. Big port investments in Primorsk and other port facilities will make it possible to more than triple the amount of oil exported via the Gulf of Finland within just a few years.

Annual Russian oil shipment via Gulf of Finland *(Millions of tonnes)*

Port	2003	2004	2010-2012 prognosis
Saint Petersburg	11	13	15
Primorsk	18	45	80
Vysostsk	-	2	12
Total	29	60	107

Source: CNIIMF (Central Marine Research and Design Institute)
and Baltic Maritime Outlook report 2006

Almost one illegal oil discharge every day

Illegal discharges of oil polluting the water of the Baltic Sea have been a problem for a long time. Over time, the number of observed illegal oil discharges has decreased. Improved air surveillance has probably contributed to his. Nevertheless, there is still almost one illegal oil discharge observed every day somewhere in the Baltic Sea.

Compiled data on observed illegal oil discharges in the Baltic Sea by country 2000-2004

Country	2000	2001	2002	2003	2004
Denmark	68	93	54	37	30
Estonia	38	11	8	4	19
Finland	89	107	75	54	36
Germany	51	51	44	60	42
Lithuania		0			0
Latvia	17	6	21	14	13
Poland	51	24	25	39	10
Russia					
Sweden	158	98	117	84	143
Total	472	390	344	292	293

Source: Helcom

Increasing ship traffic in the Baltic Sea

The Baltic Sea has some of the busiest shipping routes in the world, and a dramatic increase is expected in the next few years. According to Helcom figures, there are about 1,800 ships in the Baltic marine area at any given moment.

Ship traffic *(more than 300 gross tonnes)*
in the Baltic Sea between 15 July and 14 July 2006

Geographical position	Number of ships passed
The Skaw	51,647
The Great Belt East Bridge	15,704
Öresund Drogden	37,477
Kadet Fairway	65,957
North of Bornholm	55,465
South of Bornholm	14,175
West of Gotland	21,412
East of Gotland	29,529
Gulf of Finland	37,342

Source: Helcom

BALTIC MASTER PARTNERSHIP

Lead partner

- Region Blekinge (Sweden)

Denmark

- Danish Emergency Management Agency, Bornholm
- Municipality of Bornholm
- Storstrøms County

Finland

- City of Kotka

Germany

- City of Bremen, The Senator for Construction, Environment and Transport
- Maritime Institute in Bremen
- State of Schleswig Holstein – Ministry of Economics, Employment, Transport

Lithuania

- Klaipeda County

Poland

- Maritime Institute Gdansk
- Maritime Office Gdynia
- Maritime Office Szczecin
- Maritime University Szczecin
- Naval Academy Gdynia
- Pomorskie Voivodeship

Russia/Kaliningrad

- Baltic Sea Fishing Fleet Academy
- Institute of Oceanology of Russian Academy of Sciences
- Kaliningrad City Municipal Institution Environmental Centre ECAT

Sweden

- County Administrative Board of Blekinge
- County Administrative Board of Gotland
- County Administrative Board of Skåne
- ElektronikCentrum Blekinge
- Kalmar Maritime Academy
- Municipality of Helsingborg
- Municipality of Karlskrona
- Municipality of Trelleborg
- Port of Karlshamn
- The Regional Council in Kalmar County
- Region Blekinge
- Region Halland
- Region Skåne
- SRSA – Swedish Rescue Services Agency
- Swedish Coast Guard
- Swedish Maritime Administration
- SydSam (South Sweden)
- University of Lund

International partners

- Baltic Sea Seven Islands (via Municipality of Gotland)
- CPMR/Baltic Sea Commission
- EuroRegion Baltic
- Helcom
- WMU – World Maritime University (part of IMO, the UN's International Maritime Organization)