Priority Area on Maritime Safety and Security
EU Strategy for the Baltic Sea Region

To the members of the international Steering Committee
for Priority Area 13 of the EUSBSR

Copenhagen, 12 February 2012

Result of silent procedure on the approval of revised targets and accompanying indicators for
Priority Area 13

Dear Steering Committee member,

Referring to e-mail dated 6 February 2012 regarding a silent procedure on the Steering Committee´s
approval of revised targets and accompanying indicators for the Priority Area on Maritime Safety
and Security of the EUSBSR, the Priority Area Coordinators would like to inform you that the
silent procedure expiring on 10 February 2012 was not broken, and thus the revised targets and
accompanying indicators were approved.

The Priority Area Coordinators will submit the targets and indicators to the European Commission.
The Commission may possibly adjust the suggested targets or initiate a dialogue with the Priority
Area regarding our proposal.

On behalf of the Finnish and Danish Priority Area Coordinators,

Sincerely yours,

Bjarke Wiehe Bøtcher
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Priority Area on Maritime Safety & Security

EU Strategy for the Baltic Sea Region

PAC proposal for the European Commission

DRAFT, 6 February 2012

Targets and accompanying indicators for EUSBSR Priority Area 13

Priority Area 13 of the EU Strategy for the Baltic Sea Region focuses on maritime safety and security, and has as its overall, long term ambition to strive for the Baltic Sea Region "to become a leading region in maritime safety and security". In order to achieve this ambition, a number of strategic and cooperative actions are listed[1], and the overall ambition as well as the actions are all pursued:

a) At policy level, through an ongoing political dialogue in the Priority Area´s international Steering Committee and

b) At practical level, through a number of Flagship Projects focussing on particular important tasks regarding the improvement of maritime safety and security of the region.

In order to assess the progress of the Priority Area, it is suggested to introduce targets and accompanying indicators. These targets and indicators should allow the Priority Area to measure its progress regularly and to adjust the course, if needed, in order to ensure that all actions of the Priority Area are directed towards the overall, long-term ambition of becoming a leading region in maritime safety and security.

Suggested policy objective:

1) **Measurable reduction / decreasing trend in the number of maritime accidents**

Target:
A relevant medium term target for the long-term ambition to become a leading region in maritime safety and security is a measurable reduction in the number of maritime accidents (collisions, groundings, loss of human life and major oil spills resulting from maritime transport). Information on the amount and type of maritime incidents would also be useful, but at the moment reliable data in this field is not available. When assessing the number of maritime accidents, the expected growth in the tonnage as well as the number and size of vessels should be taken into consideration.

Indicator:
A relevant indicator to measure whether the above target is gradually being achieved, would be the statistics on maritime accidents collected annually by the Baltic Marine Environment Protection

Commission (HELCOM)[2]. It is important to underline, that it might be difficult to achieve a reduction of maritime accidents in absolute figures, as maritime transport may grow significantly in the years to come, for which reason a relative reduction in the number of accidents compared to the maritime traffic should also count.

Baseline year: 2009 (start of the EUSBSR); due to variation in the number of annual maritime accidents, it is proposed to use an average of the number of accidents in a period of 3-5 years.

Target year to be decided later (in line with other priority areas / whole EUSBSR), but could be 2020.

Suggested cooperative objective:

2) **Improved long-term planning: development and usage of joint, regional scenario for maritime safety and security**

Target:
The Priority Area is aiming at the development of a joint regional scenario for maritime safety and security in the Baltic Sea Region, in order to assess the impact of predictable factors such as increased traffic volumes and larger vessels etc. on the maritime safety and security situation. Input would i.a. be provided by the members of the Priority Area´s international Steering Committee and relevant Flagship Projects. The purpose is for the Baltic Sea States to share knowledge about the expected development at national level with the view to create a common regional understanding of the future requirements and to prepare the coastal states as well as possible, e.g. regarding planning of investments in maritime safety infrastructure.

Indicator:
The first indicator will be the preparation and publication of the joint scenario (in 2012/2013). Subsequently, relevant indicators would be the actual use of the scenario for the national and regional planning processes in as many countries of the region as possible, as well as regular updates of the scenario from 2013 onwards.

Baseline year: 2009 (start of EUSBSR) or 2011 (year of decision to undertake joint regional scenario).

Target year to be decided later (in line with other priority areas / whole EUSBSR), but could be 2020.

Suggested cooperative objective:

3) **Increased cross-border and cross-sector co-operation and information sharing among maritime authorities and other relevant stakeholders to improve maritime safety and security**

Target:

The Priority Area is, primarily via its Flagship Projects[3], contributing to developing information sharing among maritime authorities as well as developing e-Navigation[4] in several flagship projects. The aim is to increase cross-border and cross-sector information sharing among different maritime authorities and other relevant stakeholders in order to make operations more secure and navigation more efficient and safe. This includes the development of a prototype infrastructure and testing of services for e-Navigation as well as establishing a permanent cooperation framework for coastguard functions, which would contribute to the development of a Common Information Sharing Environment (CISE) at EU level.

Indicators:

The use and implementation of the results and recommendations of the Flagship Projects "Baltic Sea Maritime Functionalities", "Maritime Surveillance North" and "Efficient, Safe and Sustainable Traffic at Sea", in particular as concerns:

- progress in the creation of a Common Information Sharing Environment (CISE) among maritime authorities and coast guard functions in the countries of the Baltic Sea Region.
- Progress as concerns the creation of a permanent regional cooperation framework for coastguard functions to build trust between regional actors, coordinating best practices and advising participating countries on possible new approaches.
- Progress as concerns the creation of a Baltic Sea Region e-Navigation Forum[5] of experts in the field which, i.a., can discuss a uniform approach of the region´s countries to maritime safety information.

Baseline year: situation in 2009, before the projects/EUSBSR started.

Target year to be decided later (in line with other priority areas / whole EUSBSR), but could be 2020.

NOTES

[1] Extract of the EUSBSR Action Plan for Priority Area 13 as of January 2012:

Strategic actions:

- *"Create a common maritime management system and monitoring, information and intelligence sharing environment for the Baltic Sea"*: While respecting relevant data protection provisions, creation of an integrated network of reporting and surveillance systems is needed for all maritime activities, such as maritime safety, maritime security, protection of the marine environment, fisheries control, customs, border control and law enforcement. In addition, identify possible gaps and inconsistencies in fields where cooperation between civil and military assets exists, or could be developed in the future. The network should build on existing and future initiatives and pilots to integrate systems.

- *"Improve the coordination of systems relating to ships' routing and monitoring of the vessel traffic and consider establishing new systems."* Further, improve the coordination and information sharing mechanisms between the existing systems to ensure their effective interoperability. Coastal states should jointly consider whether new measures (routing/traffic separation schemes/mandatory reporting systems) should be introduced. Decisions on these measures should be based on the analysis of the risks and effectiveness of the measures based on a formal safety assessment and research projects. Jointly utilise improved satellite navigation systems, such as Galileo, to support maritime positioning and navigation, especially for Automatic Identification Systems (AIS), Vessel Traffic Management Systems (VMS), hazardous-cargo monitoring, for port approaches, ports and restricted waters as well as for safety systems for Search and Rescue.

- *"Jointly apply surveillance tools"*, such as coastal radars, A*utomatic Identification System (*AIS), V*essel Monitoring System (*VMS), *Long Range Identification and Tracking of Ships* (LRIT), earth observation satellites and maritime patrol, in the Baltic Sea Region. The cooperation between Baltic Sea Region Member States and the European Maritime Safety Agency in tracing illegal discharges by ships will continue[1]. Further dialogue between relevant authorities, including the armed forces, to investigate the possibility of operating jointly national assets at regional level should take place.

- *"Winter navigation".* Improving the safety, efficiency and environmental sustainability of winter navigation by enhanced cooperation between relevant authorities, transport operators and research institutes. Examples of strategic areas of cooperation: development of methods for conducting Formal Safety Assessments, optimisation of the infrastructure for winter navigation incl. icebreaking resources, assuring the necessary icebreaking capacity and development of ITS-solutions for winter navigation.

Cooperative actions:

"Ensure that vessels, in particular those transporting energy products or other dangerous cargo, are up to the highest maritime safety standards" and that crews serving onboard are well trained, in the framework of EU efforts on quality shipping especially in the light of the third EU maritime safety package adopted in 2009.

[2] Maritime accident statistics is published at the website of HELCOM, http://www.helcom.fi/shipping/accidents/en_GB/accidents/

[3] Primarily via the Flagship Projects Baltic Sea Maritime Functionalities Project (BSMF), Maritime Surveillance North (Marsuno) and Efficient, Safe and Sustainable Traffic at Sea (EfficienSea).

[4] According to the IMO, e-navigation is defined as "the harmonized collection, integration, exchange, presentation and analyses of marine information onboard and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment".

[5] The proposed creation of a Baltic Sea Region e-Navigation Forum is among the results of the Flagship Project "Efficient, Safe and Sustainable Traffic at Sea" which was implemented in 2009-2012. Six Baltic Sea States have already indicated their interest to participate in this new Forum.
Attention is drawn to the fact that the Interreg IV B Project "ACCessibility for Shipping, Efficiency Advantages and Sustainability" (ACCSEAS), which i.a. aims at implementing an e-Navigation Test Bed for the North Sea, plans to establish a parallel North Sea Region e-Navigation Forum.