Annex to the Action Plan for the EU Strategy for the Baltic Sea Region

Ongoing and completed flagships of the EUSBSR

November 2020

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Introduction

The European Union Strategy for the Baltic Sea Region (EUSBSR) is implemented, among others, by means of flagships – projects and processes. Flagships demonstrate the process and progress of the EUSBSR and may serve as pilot examples for desired change. A flagship is frequently the result of a policy discussion within a policy area or horizontal action. It fleshes out the ambition of a policy area or horizontal action in a specified field. It may, for example, develop key solutions, new methodologies, practices or a network looking for new forms of cooperation. Flagships may also concern key investments of regional importance.

A flagship is either:

- a single project;
- a set of projects (a group) contributing to the same action;
- a process (e.g. network, new cooperation platform, etc.).

The label of a flagship can be given to a project/process that fulfils the following criteria:

- it has a high macro-regional impact;
- it contributes to meeting the objectives, indicators and targets of the EUSBSR;
- it is related to the implementation of one or more actions of the policy area/horizontal action concerned.

In general, a flagship is also expected to:

- have a clear macro-regional dimension (cooperation between and/or impact on at least three Baltic Sea region states including at least two EU Baltic Sea region states if another Baltic Sea region state (Russia, Norway, Iceland, Belarus) is involved); in case a flagship is implemented by individual efforts (projects), coordination between these individual projects should be ensured. It should be clearly shown how these individual projects make an impact at macroregional level. Any flagship shall clearly contribute to the objectives, indicators and targets of the EUSBSR;[1]
- be mature for implementation:
    - can be implemented within a realistic timeframe;
    - has a clear financial and activity plan which e.g. encompass setting aside resources for attending relevant activities of the policy area/horizontal action and the EUSBSR
    - partnership is established and a flagship leader is identified.
    - be monitored and evaluated towards the objectives, indicators and targets of the EUSBSR and particular policy area/horizontal action.

[1] Under exceptional circumstances projects with less than three countries involved could be considered.

The presentation of flagships of the EUSBSR has been divided into two. The first half presents ongoing flagships of the EUSBSR. The second half presents completed flagships of the EUSBSR. The document will be updated regularly by including new flagships.

Ongoing flagships

Ongoing flagships are projects/processes which have been given a flagship status and are active.[2]

Policy Areas

PA BIOECONOMY

Sustainable forest management in the Baltic Sea region – EFINORD. This project acts as an umbrella for forestry related projects within the EUSBSR. EFINORD focuses on supporting the development of sustainable bioeconomy, including the implications, trade-offs and synergies related to intensifying forest management, increasing biomass production and ensuring the provision of ecosystem services. Lead partner: Nordic Council of Ministers (NCM)/Nordic Forest Research (SNS); Ministry of Agriculture and Forestry, Finland, North European Regional Office of the European Forest Institute (EFINORD). The EFINORD flagship offers an umbrella for forestry and sustainable forest management (SFM)-related activities in the EUSBSR. The following activities are under the EFINORD umbrella: forestry and water protection (Interreg Baltic Sea Region project Water Management in Baltic forests, WAMBAF) It involves partners from Estonia, Finland, Latvia, Lithuania, Poland, Sweden Russia as well as WWF (Russia). Lead partner: Swedish Forest Agency. Funding: EUR 2.9 million; attractive hardwoods, It involve partners from Lithuania, Poland and Sweden as well as Euroregion Baltic. Lead partner: Swedish Forest Agency. Deadline: TBD.; adaptive forest management and biomass production It involves partners from Estonia, Finland, Lithuania, Poland, Sweden and Russia as well as EFINORD and WWF(Russia) Lead partner: Swedish Forest Agency. Deadline: TBD. Link: http://www.efinord.efi.int/portal/baltic_sea_region_flagship/.

Strengthening the organic farming, agri-food production, control sector and developing interinstitutional cooperation in the Baltic Sea region – BalticEco. The project aims at promoting organic farming and enhancing cooperation among the institutions and other actors in the field of organic farming. The flagship involves partners from Estonia, Germany, Latvia and Lithuania. Lead partner: Ministry of Agriculture of the Republic Lithuania and Ministry of Agriculture, Environment and Consumer Protection of the Federal State of Mecklenburg-Vorpommern, Germany. Deadline: TBD.

[2] Flagships under certain policy areas/horizontal actions are still under development and will be included as soon as they are ready and approved by national coordinators of the EUSBSR.

FLOW Baltic acts as an umbrella for cooperation and research projects in the area of management of water flows in agricultural areas. The aim of the flagship is to find more effective and acceptable ways to combat nutrient inputs to the Baltic Sea from agriculture by testing integrated cooperative approaches in drainage management for nutrient retention and retrieval on the farm and landscape levels and facilitating multi-level cross-sector dialogue. FLOW Baltic consists of both transnational and national actions and projects in this field and features demonstration cases, investments and innovation incubation activities. FLOW Baltic builds on the results of the projects Baltic COMPASS and Baltic COMPACT. Lead partner: Swedish University of Agricultural Sciences. Deadline: TBD, planned period of implementation 2015-2020. NUTRINFLOW is a project under FLOW Baltic. NUTRINFLOW aims at reducing nutrient losses from agriculture to the immediate watershed and into the Baltic Sea. It involves partners from Finland, Latvia and Sweden. Lead partner: ProAgria Southern Finland. Funding: EUR 1.76 million Deadline: 2019. WATERDRIVE is a project under FLOW Baltic. The project aims at changing the way water and ecosystem services in intensive agricultural areas are managed to reduce eutrophication of the Baltic Sea. The project tackles the need to rethink diffuse source pollution mitigation strategies on the catchment level, integrated with agricultural productivity and management of adjacent landscapes and water ecosystems. The project involves partners from Finland, Lithuania, Poland and Sweden. Lead partner: Swedish University of Agricultural Sciences.
Funding: EUR 5.0 million. It is applying for funding from the Interreg Baltic Sea Region Programme.
Deadline: 3 years.

RETROUT - Development, promotion and sustainable management of the Baltic Sea Region as a coastal fishing tourism destination. The project aims to develop and promote sustainable coastal fishing tourism and to increase the potential of the ecosystem services on which it is based. It will address weak capacity of the fishing tourism sector and lack of resources to fully meet and exploit the demand and limited capacity of the Baltic Sea to provide productive ecosystems services. The project will address development and promotion of coastal tourism destinations, policy reform studies and dialogue and ecosystem services (river restoration). The project contributes to the objective "Save the Sea" and sub-objective "Rich and healthy wildlife". The project is relevant for the actions "Pursuing the bioeconomy actually and practically" and "Develop and improve coordination and cooperation among Member States and stakeholders on fisheries management in the Baltic Sea". The flagship involves partners from Estonia, Latvia, Lithuania, Poland and Sweden. Lead partner: The Stockholm County Administrative Board Funding: EUR 3.22 million of which EUR 2.62 million is ERDFfunding (Interreg Baltic Sea Region Programme). Deadline: 3 years.

Manure standards – Advanced manure standards for sustainable nutrient management and reduced emissions. The project aims at creating a tool for determining manure standards in an equal basis in the Baltic Sea Region member states and will serve for a common understanding of methodologies rather than establishing unified standard value. The tool is to be used by policy makers, authorities, farmers

and advisory services to improve practical manure management and policy instruments. Currently, different methodologies are used in the countries and agricultural practices remarkably differ (e.g. feeding, breeds, genetics, etc.). These parameters are to be taken into account when developing standard value. The common understanding of the above methodologies might improve manure use precision and, thus, enhance nutrient recycling and reduce the nutrient inflow into the Baltic Sea. The project contributes to the objective "Save the Sea" and the sub-objective "Clear water in the Sea". The project will contribute to the action "Recycling of nutrients from agriculture" under PA Bioeconomy. The flagship involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden as well as Baltic Marine Environment Protection Commission (HELCOM). Lead partner: Natural Resources Institute, Finland.. Funding: EUR 2.89 million of which EUR 1.93 million is ERDF-funding (Interreg Baltic Sea Region Programme). Deadline: 3 years.

Rural research, development and innovation milieus in transition towards smart bioeconomy clusters and innovation ecosystems (RDI2CluB). Bioeconomy means economic activities that utilize biological natural resources and turn them into food, energy and other products and services. The rural areas of the Baltic Sea region have a great potential for bioeconomy as they have abundant natural resources. The aim of the project is to help rural Baltic Sea region to reach their full potential in bioeconomy. The project's approach is to build capacity for innovation via smart specialization and transnational cooperation. RDI2CluB unites authorities, RDI institutes and business development in rural regions of the Baltic Sea region. Via transnational cooperation, the rural RDI2CluB partner regions can strengthen their regional innovation system and create a more dynamic innovation ecosystem for supporting bioeconomy business development and innovation.

The projects solution is to create an open transnational digital platform for innovation in bioeconomy. The digital platform will be a virtual working environment that enables joint development of new products, services and business opportunities. The platform enables matchmaking, collaboration and creative encounters between experts in different fields in regional and transnational context.
The flagship involves partners from Estonia, Finland, Latvia, Norway and Poland. Lead partner: JAMK University of Applied, Finland. Funding: EUR 2.7 million of which EUR 1.5 million is ERDF funding (Interreg Baltic Sea Region programme). Duration: October 2017 to September 2020. Link: www.rdi2club.eu.

SuMaNu "Sustainable Manure and Nutrient Management for Reduction of Nutrient Loss in the Baltic Sea Region"

SuMaNu is an Interreg Baltic Sea Region Agri Project Platform. The project will gather, analyse and synthesize the best practices and recommendations on sustainable nutrient management from the four participating projects in order to create more holistic and joint policy recommendations.

There are four projects combining SuMaNu:

- Manure Standards – Interreg Baltic Sea Region, https://www.luke.fi/manurestandards/
- Baltic Slurry Acidification – Interreg Baltic Sea Region, http://balticslurry.eu/
- GreenAgri – Central Baltic Sea Region, http://epkk.ee/en/green-agri/
- BONUS PROMISE – Bonus Programme, https://www.bonusportal.org/promise

Also, the results from previous agro-environmental projects, like Baltic Manure, Baltic Deal, Baltic Compass etc. will be used.

Participating countries/organisations: RISE – Research Institute of Sweden (WP2 Leader); HELCOM - Baltic Marine Environment Protection Commission – Helsinki Commission (WP3 Leader); BSAG – The Foundation for a Living Baltic Sea – Baltic Sea Action Group, Finland (WP4 Leader); ECRI – Estonian Crop Research Institute; ZSA – Union Farmers Parliament, Latvia; CDR – Agricultural Advisory Center in Brwinow, Poland; Organe Institute Aps, Denmark; JKI - Julius-Kühn-Institut, Federal Research Centre for Cultivated Plants, Germany.

Associated organisations: EUSBSR Policy Area Bioeconomy/ Ministry of Agriculture and forestry, Finland; EUSBSR Policy Area Nutri Coordinator/ Ministry of the Environment, Finland; CBSS - The Council of Baltic Sea States Secretariat; ESPP - The European Sustainable Phosphorus Platform; IEEP - Institute for Engineering and Environmental Problems in Agricultural Production – branch of Federal State Budgetary Scientific Institution "Federal Scientific Agroengineering Center VIM, Russia

Lead partner: LUKE - Natural Resources Institute Finland. Estimated duration and deadline: October 2018 – March 2021 (30 months). Amount of funding in total: 997,958.45 €.

PA CULTURE

Baltic Game Industry pursues an integrated approach that will result in an overall boost of the game industry in the Baltic Sea Region and establish it as a competitive global player. Baltic Game Industry puts its focus on four areas namely enhancing the framework conditions for game start-ups and SMEs; strengthening educational capacities in order to provide high-skilled workforce; empowering innovation and last but not least bring forward game-based approaches in nongame industries.

Baltic Game Industry will provide clear benchmarks as it strengthens the existing networks, introduces research with clear indicators, presents guidelines for start-up promotion, develops educational tools and concludes with recommendations for improvement.
The flagship involves eleven partners from Denmark, Estonia, Finland, Germany, Poland and Sweden. Lead partner: BGZ International Cooperation Agency GmbH, Germany and is funded by Interreg Baltic Sea Region Programme, total budget 3,5 million Deadline: 42 months from October 2017-March 2021, http://baltic-games.eu/171/

Baltic Sea History Project is the first effort to create digital tools for a shared view on history and culture in a European macro-region. The project partners aim to create new social strategies and concepts to have a framework for a future intercultural dialogue about regional and trans-regional history, culture and identity. With the help of new documentation technologies (like Wikis, blogs etc.) the project goes beyond the limits between traditional methods of documentation (like books) and new approaches.

The project intends to raise the awareness that there is not only one perspective on historical events, but multiple perspectives, which have to be exchanged on a basis of mutual understanding and respect. The Baltic Sea History Project wants to create new content for new technologies.

The flagship involves 12 partners from 8 Baltic Sea region countries. Lead partner: Academia Baltica, Oeversee, Germany. Funding: The project has received funding from the German Government and the EU Culture Programme for a first pilot project as well as Erasmus+ funding. The created documentation materials are used by the partner organisations for science and education purposes on an ongoing basis. www.balticseahistory.info

Creative Ports. An Initiative for Qualification and Internationalization of Creative Ecosystems and Entrepreneurship in the Baltic Sea Region aims at establishing the institutionalized macro-regional space for non-technological innovation in the entire Baltic Sea region, facilitated by increased business sophistication of the CCI actors and their interactions with the policy-making level. The change achieved by the project will benefit the region by increasing number of highly needed innovations making the region more competitive.

Creative Ports gathers an international, multiscale network of relevant cultural, political, academic and creative organizations whose interests intersect in cross-innovation, digital education and smart growth, with profound links to the challenges addressed. Having collaborated together on previous grant applications, spoken at partner events and participated together at several brainstorming workshops, this consortium has a track record of successful collaboration.

The flagship involves 15 partners from five countries. Lead partner: Goethe-Institut Funding: Project applied for funding from the Interreg Baltic Sea Region Programme 2014-2020. Total budget approximately EUR 3.0 million. Deadline: 3 years.

Culture and Sustainability Baltic Sea Region (Culturability BSR) aims at building knowledge and facilitating BSR actions on culture as a driver for sustainable development through showcasing good/best/next practices in this field. The focus of the project is to build cooperation between core stakeholders within the creative industries, urban development and social innovation on efforts, which

use culture to integrate the environmental, economic and the social dimension of sustainability. The project activities will support culture and creativity as a key element in the vision of creating a smart, inclusive and sustainable BSR, through:

- *supporting cultural and creative SME's* and other cultural actors with knowledge on sustainability and social innovation relevant to daily practices,
- foster *cross-sector cooperation* between cultural and non-cultural actors (research, digital/technological, urban development, environmental) on culture as a driver for social and sustainable innovation,
- *strengthen a BSR regional identity* connecting the diversity of *BSR cultural heritages* with contemporary cultural and creative approaches and expressions on the livability and vitality of the Baltic Sea, the land and peoples around it in the BSR. This will be done through a number of workshops and facilitated developments of projects.

The flagship involves nine partners from Denmark, Germany, Finland, Lithuania, Poland and Sweden. Lead partner: Nordic Council of Ministries (NCM). Funding: In Phase I and II the project received its core funding from NCM. For Phase III the project applied for BSR Interreg funding. Deadline: Phase I lasted from February 2013 till December 2014. Phase II started in January 2015 and will last till mid2017. In phase III the project is working under the name 'UrbCulturalPlanning' and is funded by Interreg Baltic Sea Region Programme. Deadline: 36 months from January 2019 until December 2021 https://urbcultural.eu/

Think Tank Transbaltic (TTT) will establish an interdisciplinary collaboration to generate urban and regional development approaches by combining hard and soft professions, disciplines and cultural methods. The project will develop new methods for community development with artistic practices as a base through creative Think Tanks in harbour cities e.g. joint international public productions of various sorts, experimental workshops and research.

TTT will be focused on the inclusion of migrants' experience and knowledge to a process of development of public space. It will be a research-driven project where participatory and interdisciplinary methods are used. Its driving force will be ideas of diversity as a resource. Think Tank Transbaltic will compare experiences of the Baltic Sea Region (BSR) with those from other coastal regions, the Mediterranean Sea and the Atlantic coast.

The project is designed to provide impulses for a sustainable urban development through new and innovative approaches. It will contribute to increase the attractiveness of BSR (harbour) cities for their inhabitants, for tourists and new citizens. Urban planning will benefit from sustainable project results,

e.g. capacity building in the fields of migration, education and urban planning. The research's results will lead to creating new knowledge on the public space and in consequence – to redefining it.

The flagship involves partners from Belarus, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden. TTT are discussing partnership with institutions in Greece, Italy, Portugal, Scotland and a few African countries. Lead partner: Blekinge Institute of Technology (BTH) or Kulturcentrum Ronneby, Sweden. Funding: around EUR 3.0 million. As Culture is inscribed in the EUSBSR Strategy but not in the Interreg programmes, TTT currently plan to apply to Horizon 2020, the calls for societal changes. The Swedish Institute and Nordic Culture Point finance a feasibility study. An application is planned for Horizon 2020 in February 2017. Deadline: Autumn 2017 – 2020.

Maritime Heritage Atlas of the Baltic Sea. The Baltic Sea Region has also in the past been strongly intertwined in terms of trade and cultural exchange. Maritime Heritage has been established in order to preserve and promote the maritime heritage of the Baltic Sea Region with modern means. It is planned to develop functional technological tools that increase the visibility of maritime heritage throughout the region.

With this initiative Maritime Heritage Atlas wants to increase the interest in the cultural roots and links in the region and thus strengthen the regional identity. The project is a follow up of the Maritime Atlas of South Baltic running under the South Baltic Programme 2008-2010.

The flagship involves partners from Finland, Lithuania, Poland and Sweden. Lead partner: National Maritime Museum in Gdańsk, Poland. Funding: About EUR 2.0 million. The project will apply for funding from the Interreg South Baltic Programme. So far the project had been granted with EUSBSR Seed Money. Deadline: 3 years.

PA EDUCATION

Baltic Sea Labour Forum – BSLF (network). BSLF is a cooperation body where representatives of trade unions, employer organisations, parliamentarians and governmental organisations work together to create sustainable regional labour markets within in the Baltic Sea region. At present, there are 28 member organisations from 8 countries, as well as the Baltic Sea Parliamentary Conference Secretariat (BSPC) and the Council of the Baltic Sea States (CBSS). The focus is on combatting youth unemployment and supporting labour mobility. Within this flagship a mobility initiative is under development, facilitating and encouraging labour mobility. This is done in three focus areas:

- identify and remove obstacles to the free movement;
- counter pay dumping; and

- provide apprentices and students of vocational high schools with internships in neighbouring countries.

The flagship involves partners from Estonia, Denmark, Finland, Germany, Latvia, Lithuania, Poland, Russia, as well as Baltic Sea Parliamentary Conference (BSPC). Lead partner: CBSS Secretariat. Funding: financed by membership fees and with the help of the Swedish Institute and the CBSS. Deadline: TBD.

Baltic Training Programme – BTP (network). In this flagship a method has been developed, 'HansaVET-model of Journeyman Travel', supporting internationalisation and entrepreneurship within Vocational Education and Training (VET). The flagship consists of a cluster of projects with different funding for the development of methods, dissemination of results or building structures. The overall aim is building a common area for VET within the Baltic Sea region. VET providers are gathered in the Baltic Network for Vocational Training (BNVT). The flagship involves partners from Estonia, Denmark, Finland, Germany, Latvia, Lithuania, Norway, Poland and Sweden. Lead partner: Swedish Council for Higher Education. Funding: About EUR 3.5 million. Deadline: TBD.

Baltic University Programme – BUP (network). The largest university network in the Baltic Sea region gathering 230 universities and university colleges. The focus is on sustainable regional development, through cooperation in education, research and applied projects. Ongoing activities are accompanied by PhD projects and by the development of new courses such as Maritime Spatial Planning. These actions are accompanied by competence development for academic teachers. The flagship involves partners from Belarus, Denmark Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russia and Sweden. Funding: Membership fees and additional support by Uppsala University and Swedish Institute (SI). Lead partner: University of Uppsala, Sweden. Deadline: TBD.

School to Work – S2W (network). The flagship is aiming at strengthening transnational cooperation between stakeholders in the Baltic Sea region in the field of preventing early school leaving and the so called NEETs (Not in Employment, Education or Training). The flagship will thus contribute to the achievement of the benchmark on early school leaving in EU 2020. Policy gaps and system flaws will be identified and cooperation models, once established, will be jointly worked through in order to develop new solutions, methods and models.

The project is divided into five focus areas:

- statistics and measures;
- guidance and counselling;
- preventive measures; • re-integrative measures;

- one stop shop.

In each focus area there are between 8-14 partners from all member states in the Baltic Sea region. The flagship involves partners from Estonia, Denmark, Finland, Germany, Latvia, Lithuania, Poland and Sweden, including Norden Assosiation, Nordic Centre for Welfare and Social Issues and CBSS. Lead partner: Swedish Association of Local Authorities and Regions (SALAR). Funding: The task forces in respective thematic area are initially financed with the help of the Swedish Institute (SI). Hence the activities presented above are mainly financed from SI. Starting from 2016 the flagship will be funded through its projects or with the help of Technical Assistance (TA)-funding from the European Social Fund (ESF). Deadline: TBD.

PA ENERGY

Baltflex - Development of flexibility services for energy market. The project's goal is to tackle the electricity flexibility market development issues regionally and to create an effectively operating energy market with flexibility services. Through creating a report with description of regional market design for flexibility services and implementing pilot projects on flexibility services used for constraint management project partners seek to:

- To build up institutionalized knowledge and competence of stakeholders and thus creating a basis' for development of appropriate regulatory framework for flexibility services
- To create a technical (IT) solution for flexibility services in Baltic-Nordic region and thus enable more efficient use of human and technical resources

The pilot projects will allow for the creation of effective usage of flexibility services for the energy market of the whole region. The pilot projects will be developed on (Baltic-Nordic) level. The project will contribute to the aim of PA Energy/BEMIP to increase Baltic-Nordic electricity market integration. The project involves partners from Estonia, Finland and Lithuania. Lead Partner: Elering AS, Estonia. Funding: EUR 3.6 million of which EUR 3.1 million is ERDF-funding. It is applying for funding from the Interreg Baltic Sea Programme. Deadline: 3 years.

CO-ENERGY - Establishment and operation of cooperatives to generate energy. Power in the BSR comes largely from a few major facilities operated in a centralized manner. An approach to raise the share of renewable energy and improving sustainability is by setting up power co-operatives. The cooperative form of coordinating regional power producers fits best in a decentralized power system managed by smaller entities and households. They operate wind, photovoltaic or bioenergy plants in their local or regional area. Power co-operatives exist mainly in Denmark, Finland and to some extent in Germany, but not in Poland or in the Baltic states. The project will contribute to bridging the gap between regional pioneers and other BSR countries. The project will make a contribution to the action "Renewable energy of PA Energy. The project involves partners Denmark, Finland, Germany, Latvia,

Lithuania and Poland. Lead partner: Hanseatic Parliament, Germany. Funding: EUR 2.343 million of which EUR 1.887 million is ERDF-funding. It is applying for funding from the Interreg Baltic Sea Region Programme. Deadline: 3 years.

Conceiving and Piloting Resources Efficiency Management Measures for carbonfree heating in rural BSR communities. The project promotes a more efficient use of climate-friendly resources by sharing best practices and testing adequate heating technologies. It focuses on administrative bodies of small rural municipalities which intend to develop emission neutral regions. At least 10 municipalities will develop adequate solutions for their heating demands. Feasibility studies will prepare the investments and organisation models. They will cooperate with local and international experts to overcome limited administrative capacities and gain knowledge in energy management. The project will make a contribution to the action "Energy efficiency" of PA Energy. The project involves partners from Denmark, Germany, Finland, Lithuania and Poland. Lead partner: Bollewick municipality, Germany. Funding: EUR 1.920 million. It is applying for funding from the Interreg Baltic Sea Programme. Deadline: 3 years.

EFFECT4building – Effective Financing Tools for Implementing Energy Efficiency in Buildings. The project aims at developing and improving institutional and financial measures, promoting energy efficient technological solutions to increase energy efficiency in buildings, as well as developing and implementing training schemes for professionals and anchoring them in the daily practice of the target group. Examples of what the project will develop are a BSR standard for standard financial summary in energy audit reports, Energy Performance Contracting models and methods and train target groups on calculation of investments. The project involves partners from Denmark, Estonia, Finland, Latvia, Norway and Poland. Lead partner: County board of Dalarna, Sweden. Funding: EUR 2.270 million. The project is applying for funding from the Interreg Baltic Sea Region Programme. Deadline: 3 years.

Urban Biogas Hubs: Enhancing the use of biogas for urban transport is a project which focuses on developing the security of fuel supply and regional substrates collection capacity: researching the relative economic and environmental performance of modern biogas buses as compared to traditional diesel and other fuel buses: as well as elaborating and implementing solution wide "holistic" business models that include an innovative approach to green public procurement and financial setup. The project will focus on both 1) evaluation and optimization of local biogas production and 2) joint fuel supply and transport analyses for cites that show strong potential for operating buses on biogas. The project aims to demonstrate for politicians and private sector directors that biogas is a competitive alternative from a financial, environment, climate and health point of view with the benefit of local/regional fuel production. The project contributes to the action of the EUSBSR/BEMIP Action Plan and in particular the objective "Promotion of the development of sustainable energy" and the subobjective "Share of renewable energy in transport sector". The project involves partners from Denmark, Estonia, Finland, Poland and Sweden. Lead partner: Skellefteå municipality, Sweden. Funding: About EUR 2.64 million

of which EUR 2.06 million is ERDF-funding. The project plans to apply for support from the Interreg Baltic Sea Region Programme. Deadline: 36 months.

Act Now: Action for Energy Efficiency in Baltic Cities is a project which will show how local "Sustainable Energy Action Plans (SEAPs)" can be turned into concrete measures reducing energy consumption in buildings. Knowing the local state of capacities and knowledge about energy efficiency is important for municipalities. A methodology for evaluation will be developed transnationally and applied in each municipality adapted to the local conditions. The methodology will enable the municipalities to identify their needs for capacity building. The collaboration will result in increased awareness on energy saving of the target group and stimulate additional activities for energy efficiency in buildings. This will contribute to better regional energy performance in the Baltic Sea region. The project contributes to the actions of the EUSBSR/BEMIP Action Plan in particular the objective "Promotion of energy efficiency". The project involves partners from Denmark, Estonia, Germany, Finland, Latvia, Lithuania, Poland and Sweden. Lead partner: Municipality of Bremerhaven Germany. Funding: About EUR 3.961 million. The project plans to apply for funding from the Interreg Baltic Sea Region Programme. Deadline: 36 months. Link:https://mkm.ee/en/objectivesactivities/information-society/information-society-services#diginno-digital-innovation-network2

PA HAZARDS

Pharmaceuticals in the environment (PIE) – a Baltic Sea Region cooperation platform. Pharmaceutical residues in the Baltic Sea environment are causing concern even though the full impact for the marine environment is still unknown. The flagship is designed as a platform to support knowledge exchange and implementation of projects and other activities aiming to reduce pharmaceuticals in the Baltic environment, as well as to support regional policy development and stakeholder cooperation. The platform aims to:

- Contribute to the identification, development and implementation of (transnational) projects and activities within the area of pharmaceuticals in the environment, as well as foster synergies between them
- Catalyse exchange of information and best practices in the region
- Promote stakeholder cooperation and awareness in the Baltic region
- Support the development of regional policy in the area of pharmaceuticals in the environment

Targets are:

- Implementation of measures resulting in reduced emissions of pharmaceuticals to the Baltic environment
- Development of regional policy, e.g. a regional strategy, guidelines or best practices
- Development of projects and activities tackling the problem throughout the pharmaceutical life-cycle

The flagship is targeting both human and veterinary medicines. Activities mainly focus on nonregulatory solutions. The following activities/projects are currently integrated in the flagship platform:

- **Regional status report on pharmaceuticals in the Baltic Sea Region**

  Information on production, consumption and waste management in the region, pathways, concentrations and effects in the Baltic environment and knowledge gaps providing a baseline for actions in the region. Lead: PA Hazards and Helcom working group Pressure. Deadline: 2015 - Background report on pharmaceutical concentrations and effects in the Baltic Sea; 2017 - Pharmaceuticals in the aquatic environment of the Baltic Sea region.

- **Regional stakeholder process on pharmaceuticals in the Baltic Sea environment**

  Lead: PAC Hazards with PA Hazards SG, in cooperation with HELCOM Correspondence Group Pharmaceuticals. Deadline: 2020.

- **Morpheus - Model Areas for Removal of Pharmaceutical Substances in the South Baltic**, project. Partner countries: Sweden, Poland, Germany and Lithuania. Lead: University of Kristianstad, Sweden. Deadline: 2019. Funding: EUR 1.6 million of which EUR 1.31 million ERDF-funding (Interreg South Baltic Programme).
- **CWPharma – Clear Water from Pharmaceuticals**, project. Partner countries: Denmark, Estonia, Finland, Germany, Latvia, Poland, Sweden. Lead: Finnish Environment Institute (SYKE), Finland. Deadline: 2020. Funding: EUR 3.71 million of which EUR 2.88 million is ERDF-funding (Interreg Baltic Sea Region Programme).
- **GrePPP - Green Public Procurement of Pharmaceuticals for the Baltic Sea Region**, project. Partner countries: Finland, Germany, Lithuania, Sweden. Lead: Stockholm International Water Institute (SIWI), Sweden. Deadline: 2018. Funding: EUR 50,000 ERDF-funding (Interreg Baltic Sea Region Programme Seed Money).
- **MicroWasteBaltic - Impact of micropollutants emitted from municipal wastewater treatment plants to the Baltic Sea and assessment of possible benefits of advanced treatment technologies in a regional perspective**, project. Partner countries: Finland, Poland, Sweden. Lead: Stockholm University, Sweden. Deadline: 2018. Funding: EUR 50,000 ERDF-funding (Interreg Baltic Sea Region Programme Seed Money).

Other relevant projects and activities may be added continuously after decision by PA Hazards steering group.

The flagship involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden as well as Helcom. Lead partner: Policy Area Coordinator Hazards, Swedish Environmental Protection Agency. Deadline: December 2020. Funding: The flagship is a platform for dialogue and knowledge exchange and requires in its current form limited resources. Platform activities are supported

by Interreg Baltic Sea Region Programme priority 4: Coordination of the EU Strategy for the Baltic Sea Region. Additional funding may be applied for. Website: www.swedishepa.se/hazards/pharmaceuticals

HAZBREF – Hazardous industrial chemicals in the EID BREFS. The latest HELCOM integrated assessment states that the Baltic Sea is an ultimate sink for hazardous substances released from industries through discharges to waters, emissions to air, wastes and from the use of products and articles. The industrial sources and process are not well known. HAZBREF responds to this problem by widening the knowledge base about sources as well as measures in the industrial sectors in order to decrease the use and emissions of hazardous chemicals. The main instrument on EU level to control industrial releases is the Industrial Emissions Directive (IED), particularly through the publication of Best Available Technique (BAT) reference documents (BREFs) for industrial sectors. The current BREFs regulate mainly some "traditional" hazardous substances, such as heavy metals and dioxins, but hazardous substances for example specified in EU chemical regulation REACH are not adequately addressed in the preparation and review of the BREFs.

HAZBREF aims to fill this gap of utilisation of existing information in these regulatory frameworks by developing a methodology and systematic approach for improved information flow and harmonization between the regulatory frameworks like REACH and main target groups like HELCOM. In order to ensure the sustainability of the results, the aim is to provide a systematic procedure, also as an electronic tool on how to select the relevant substances for the different industrial sectors also in the future.

The flagship involves partners from Estonia, Finland, Germany, Poland and Sweden. Lead partner: Finnish Environment Institute, Finland. Funding: Total EUR 1.990 million of which EUR 1.534 million is ERDF-funding (Interreg Baltic Sea Region Programme). Duration: 36 months, from October 2017 to September 2020. Link: www.syke.fi/projects/hazbref

Decision Aid for Marine Munitions (DAIMON).Chemical and conventional ammunition dumped in the Baltic Sea and the Skagerrak contains a wide range of hazardous substances. The likelihood of disturbing dumped containers with chemical warfare agents, causing direct emissions to the surrounding environment, is increasing with the growing use of the seabed for economic purposes. In addition the containers are deteriorating due to corrosion. DAIMON aims to increase the knowledge base of how to evaluate the risks and benefits of management solutions. DAIMON will develop techniques for the assessment of impacts of the dumped ammunition on the ecosystem, maritime activities and humans. It will build on results from previous projects. An intelligent decision-aid will be created for and in cooperation with the Baltic Sea Region maritime authorities. The tool will propose and describe the most feasible remediation strategy for a given case and framework conditions. The DAIMON project addresses the sub-objective "Rich and healthy wildlife" of the EUSBSR. It contributes to achieving the objectives of the action "Mitigate and remediate contamination" of PA Hazards. The flagship involves

partners from Germany, Finland, Lithuania, the Netherlands, Norway, Poland and Sweden. Lead partner: Institute of Oceanology, Polish Academy of Sciences. Funding: EUR 4.74 million of which EUR 3.53 million is ERDF co-financing (Interreg Baltic Sea Region Programme). Deadline: 2020.

NonHazCity ("Innovative management solutions for minimizing emissions of hazardous substances from urban areas in the Baltic Sea"). NonHazCity wants to demonstrate the possibilities municipalities and waste water treatment plants have to reduce emissions of priority hazardous substances and other pollutants from small scale emitters in urban areas. The substances of concern will be identified and prioritized, sources tracked and ranked, individual Hazardous Substances Source Maps and Chemicals Action Plans will be developed by each partner municipality. NonHazCity will result in emission reductions from the pilot actions, which can easily replicated and extrapolated to a larger scale. NonHazCity relates directly to the objective of the EUSBSR "Save the Sea". It will contribute to the sub-objective "Clear water in the sea" which aims at improving the water quality. The project is strongly related to Action 1 of PA Hazards – "Prevent pollution and reduce the use of hazardous substances". The flagship involves partners from Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden. Lead partner: Stockholm municipality, Sweden. Funding: EUR 3.5 million of which EUR 2.8 million is ERDF co-financing (Interreg Baltic Sea Region Programme).
Deadline: 2020.

PA HEALTH

BaltCityPrevention. The overall aim of BaltCityPrevention is to tackle lifestyle related disease through integrated and effective health promoting interventions. Lifestyle related non-communicable disease are one of the large societal challenges that the Baltic Sea Region faces and prevention and promotion of a healthy lifestyle are the most effective and cost-saving ways of tackling this challenge. BaltCityPrevention will develop and test a model which public health authorities can apply in prevention planning. It will support public health authorities to increase their capacity in implementing co-creation methods for targeting prevention interventions to specific user groups and fostering dialogue and cooperation between public health authorities, user groups and private companies to support local prevention approaches. The project aims at disseminating all activities and outcomes to public health authorities and clusters.

The flagship involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland as well as Baltic Region Healthy Cities Association. Lead partner: Flensburg University of Applied Sciences, Germany. Funding: EUR 2.704 million of which EUR 2.14 million is co-financed by ERDF, Interreg Baltic Sea Region Programme. Duration: October 2017 to September 2020. Link: www.baltcityprevention.eu

PA INNOVATION

BSR Stars is a programme for Research & Innovation (R&I), Clusters and SME networks in the Baltic Sea Region. The objective of BSR Stars is to create a number of world-leading innovation hubs in the Baltic Sea region by fostering R&I and business-driven transnational collaboration between companies, strong R&I milieus, clusters and SME networks, in order to strengthen economic growth in the whole Baltic Sea region. BSR Stars will mobilize transnational cooperation between competences and actors in the Baltic Sea region in order to successfully address some of the grand societal challenges with expected large global market potentials. BSR Stars will, together with other networks, develop platforms where students, universities and companies can develop new products and services together with companies. The platform is an enabler for novel cross-border universitybusiness cooperation to create real solutions to existing problems and challenges in the Baltic Sea region. BSR Stars focus on utilizing the regions smart specialization strategy combining research, innovation and cooperation, leading to capacity building, stronger international competitiveness, increase in foreign investments and world-class players in some strategic areas. The BSR Stars work to strengthen the co-operation in the region by development of methods for better exploiting the potential of innovative SMEs by connecting SME networks, mainly initiated at local/regional levels. BSR Stars will continue to mobilize actors via 'BSR Innovation Express' – a joint call to improve the internationalization of clusters and the SME network. This will enable cluster organizations and companies to access support for networking, business match-making and market research activities etc. The flagship involves partners from Estonia, Denmark, Finland, Germany, Iceland, Latvia, Lithuania, Norway, Poland and Sweden. Lead partner: Nordic Council of Ministers. Deadline: progress review 2018 and 2020. Link: http://www.bsrstars.se/.

ScanBalt Health Region (a set of projects). The promotion of public health on a high level and the exploitation of modern life sciences are prerequisites for the Baltic Sea region to become a globally competitive and prosperous macro-region. Furthermore the demographic challenges can only be met in an open innovation market across all sectors of science, technology and social wellbeing. The overall theme for ScanBalt Health Region 2015-2018 is to establish the Baltic Sea region as one test site for the development of health care products and services. This is a huge benefit for SMEs which faster and easier can bring their innovations to the market and it improves the health care offered to patients. For the regions it means more efficient use of existing research and innovation infrastructure and economic development. The basic financing for administration of ScanBalt Health Region is provided by ScanBalt® fmba via regional member fees to the association, while content related activities are mainly financed via regional liaison ScanBalt offices, the members of ScanBalt and external resources.

ScanBalt Health Region acts to 1) bundle regional competences within life sciences and health, 2) elaborate, align and integrate smart innovation and development strategies which meet the needs and demands of both metropolitan and rural regions, 3) enhance and promote coordination between Horizon 2020, structural funds and regional/national public-private financing, 4) promote a professional, trans-

regional, service based collaboration platform (ScanBalt Business Club) and shared use of existing cross-border infrastructures, 5) promote interaction and shared projects with other EU macro-regions towards common goals and 6) connect the interests for collaboration and interaction between policy areas in the EUSBSR Action Plan within PA Health, PA Innovation, PA Bioeconomy and PA Tourism. Finally, ScanBalt Health Region is a platform for enhancing the branding and visibility of the Baltic Sea region in order to attract and retain human, financial and industrial resources. ScanBalt Health Region is to be regarded as a model for a knowledge-based health and bioeconomy leading to high added-value jobs based on a shared and bottom-up developed strategy. ScanBalt Health Region is part of ScanBalt BioRegion existing since 2001 and refers to mission, vision and values of ScanBalt® fmba. The flagship involves partners from Germany, Lithuania and Sweden. Lead partner: BioCon Valley® GmbH Greifswald, Germany, Lithuanian Biotechnology Association and ScanBalt® fmba (acting as a secretariat). Deadline: TBD. Link: http://www.scanbalt.org/.

A Baltic Science Link (a set of projects). Research infrastructure is important for a region to be at the forefront of research and innovation. The Baltic Sea region has several important existing infrastructure installations (the high-energy PETRA-III storage ring at the German Synchrotron Research Centre in Hamburg, MAX Lab in Lund, Helmholtz-Zentrum Berlin and Helmholtz-Zentrum Geesthacht in Schleswig-Holstein) and is investing about EUR 3 billion in new research infrastructures (the European X-Ray Laser project XFEL in Hamburg and Schleswig-Holstein; the MAXIV and the European Spallation Source (ESS) in Lund and the synchrotron SOLARIS in Krakow). This infrastructure should be used to strengthen the scientific capability and competitiveness as well as the attractiveness of the region. Building a strong network between universities, research institutes and industries in the region is essential and i.e. the Baltic Science Link could facilitate this. Already strong research fields in the region, life sciences, material technologies, would form the core of these scientific clusters. Lead partner: Swedish Research Council. Deadline: TBD.

SUBMARINER Network (a set of projects). Actions and Initiatives for Sustainable and Innovative Uses of Baltic Marine Resources. The project is a transnational umbrella for innovative approaches to the sustainable use of marine resources. The SUBMARINER Network aims to increase the Baltic Sea region's global competitiveness by turning it into a model region for sustainable blue bio based innovations and smart combinations. Based on the SUBMARINER Compendium (published in autumn 2012), it promotes new uses and technologies that should be valued for their commercial appeal and for their potentially significant contribution to maintaining the Baltic Sea region's natural capital and mitigating climate change. SUBMARINER Network implementation is based on the SUBMARINER Roadmap (published in 2013), which recommends what needs to be done at the Baltic Sea region level in order to realise the Europe 2020 Strategy aims in general and its maritime pillar in particular. The SUBMARINER Network is institutionalised as a not-for-profit European Economic Interest Grouping (EEIG) founded in 2014 and open for new members; it is managed by a professional secretariat. Initiatives (e.g. projects) which originated from the Network activities and were supported by respective

EUSBSR policy area coordinators (PACs) are regarded as having the SUBMARINER Network flagship initiative status. Lead partner: Ministry of Economic Affairs, Employment, Transport and Technology Schleswig-Holstein, Germany; co-leaders: Swedish Agency for Marine and Water Management and the Maritime Institute in Gdansk, Poland. Deadline: 2020.

BSR Digi co-lab: Transnational Digital Collaboration in the Baltic Sea Region. The Digital Agenda for Europe (DAE) and the Single Market Act II (SMA II) have both defined as a key element the need to overcome barriers in the digital world and thus act as a driver for growth. It is not enough to have very good e-solutions developed within Member States if they are useful only for their own citizens. It can even be seen as discriminatory and contradicts with the logic of an increasingly mobile world. A fully functioning Digital Single Market will require that all persons (including legal persons) are able to operate in the digital space across borders. In order to address the challenges of the Digital Single Market, the European Commission has prepared the Digital Single Market Strategy. There is a need for bilateral discussion between neighbouring Member States to select policy areas where crossborder services give the most value, based on their current socio-economic situation and ongoing relations between countries in an interoperable way.

The goal of the flagship is to increase the innovation capacity in the digital policy area, by strengthening the knowledge base and supporting transnational collaboration between national decision makers, stakeholders and key actors of the innovation and entrepreneurship ecosystems in the Baltic Sea region countries.

To achieve the goal, the flagship will undertake numerous sub-projects and actions in the digitalisation area. Digitalisation is one of the cross-cutting themes and innovation enablers in the policy area 'Innovation', a crucial aspect of accelerating innovation. The flagship also aims at testing out EU digital initiatives at the Baltic Sea region level. It is easier to foster the introduction of new crossborder services with smaller group of countries first, by sharing experiences about solutions for crossborder services and expanding local solutions across borders.

Lead partner (of umbrella project): Ministry of Economic Affairs and Communication, Estonia.

Currently, there are two sub-projects under the digital flagship: *Internet of Business (project IoB)*, based on Real Time Economy concept. It aims to develop a secure and standardised network based on real-time economy concept, where all business transactions are in digital format, generated largely automatically and completed in real time. The flagship involves partners from Estonia, Finland and Latvia. Lead partner: MTÜ ITL Digital Lab. Estonia. Funding: The total budget is EUR 1 million of which about EUR 795 000 is co-financed by the CEF-programme. Duration: From June 2017 to May 2018. *Creating the Digital innovation network in the Baltic Sea region (the project DIGINNO).* It aims

to increase the capacity of policymakers, industry associations and industrial SMEs to enable faster and more efficient uptake of digital solutions both in public and private sector. The project involves partners from Denmark, Estonia, Finland, Latvia, Lithuania, Norway, Poland, Sweden as well as Baltic Development Forum. Lead Partner: Ministry of Economic Affairs and Communications, Estonia Funding: EUR 3.51 million of which EUR 2.81 is ERDF funding (Interreg Baltic Sea Region Programme).

ExTras – Entrepreneurship, Talents and Support for SMEs. ExTras will focus on nontechnological innovations for SMEs. At present innovation support mechanisms in the Baltic Sea Region mostly deal with technological innovation. The project will concentrate on the cross-cutting theme "Talent Management & Entrepreneurship" of Policy Area Innovation strategy guide.
Currently ExTras consists of two sub-projects SNOwMan and INBETS BSR. SNOwMan will establish a good communication between owner-managed SME's and business intermediaries, increasing the innovation capacities in companies and intermediaries. INBETS BSR will develop models and tools for facilitating business transfers i.e. when businesses are transferred from one owner to another.

SNOwMan involves partners from Denmark, Finland, Germany, Lithuania, and Poland. Lead partner: VIA University College, Denmark. Funding: EUR 2.09 million of which EUR 1.63 million is financed by ERDF, Interreg Baltic Sea Region Programme. Duration: October 2017 to September 2020.
INBETS involve partners from Denmark, Estonia, Latvia, Lithuania, Poland, Russia and Sweden. Lead partner: Baltic Sea Academy. Funding: EUR 2.46 million of which EUR 1.78 million is financed by ERDF. Duration: October 2017 to September 2020.

PA NUTRI

DESIRE - Development of Sustainable peatland management by Re-wetting and paludicultture for nutrient retention in the Neman river catchment. The project aims to increase efficiency of peatlands management in the Neman catchment to reduce nutrient release to the Baltic Sea. It will formulate peatland chapters in river basin management plans, provide guidelines for paludiculture for nutrient reduction, implement pilot sites, form a transnational platform for knowledge exchange and harmonise policies and coordinate joint implementation of sustainable river basin management. The project contributes to the "Save the Sea" objective and is "Clear water in the Sea" subobjective by aiming to reduce leakage of nutrients through pilot activities and providing further guidance, recommendations and feasibility studies for rewetting peatlands/wetlands and paludicluture.
The flagship involves partners from Belarus, Germany, Lithuania, Poland and Russia. Lead partner: Greifswald University, Germany. Funding: EUR 3.493 million of which EUR 2.42 million is financed by ERDF, if approved in the Interreg Baltic Sea Region Programme third call. Duration: January 2019 to June 2021.

BigRivers4Baltic - Enhancing water resources management in four river basins oriented on Baltic protection. The objective of the project is to enable a harmonised approach to nutrient loads assessment and reduction by Poland, Lithuania, Latvia, Belarus, Russia and Germany through the four biggest rivers flowing to the Baltic Sea. The project aims to support water management boards with calibrated models for simulating nutrient transport within river catchments and by building and analysing various related agricultural, environmental and social policy decisions, which are likely to be implemented in the participating countries. The project will build a harmonised decision support tool for water mangers based on SWAT-model, prepare a set of regional trajectories of decreasing load to the southern Baltic and finding the not-spots of sensitive areas i.e. those of most relevance to the overall nutrient load.

The project contributes to the "Save the Sea" objective and its "Clear water in the Sea" subobjective as it aims to prepare a harmonized decision support tool for water managers to support tool for water managers to support selecting and enhancing the most efficient measures to reduce nutrient inputs to the sea.

The flagship involves partners from Latvia, Lithuania, Poland, Russia and Sweden an associated partners from Belarus, Germany, Latvia, Lithuania and Poland. Lead partner: Warsaw University of Technology, Poland. Funding: EUR 2.0 million of which EUR 1.7 million is financed by ERDF, if approved in the Interreg Baltic Sea Region Programme third call. Duration: June 2019 to November 2021

PA SAFE

Speed up re-surveying of major shipping routes and ports – as agreed in HELCOM (Baltic Marine Environment Protection Commission), in order to ensure that the safety of navigation is not put at risk through outdated or inadequate source information. HELCOM Ministerial Meeting 2013 approved estimated time schedules for CAT I and II areas. Progress review will be done yearly. The flagship involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden and Russia. Lead partner: HELCOM in cooperation with the International Hydrographic Organisation via its Baltic Sea Hydrographic Commission. Deadline: For review 2020.

Finalising Surveys for the Baltic Motorways of the Sea – FAMOS. The FAMOS project aims at improving safety of navigation in the Baltic Sea by increasing hydrographic survey efficiency. This will enable the participating countries to map the remaining areas of interest for commercial shipping in the Baltic Sea according to the BSHC/HELCOM harmonized re-survey plan. Resurveying of the Baltic Sea with modern technology is expected to bring about a number of advantages for safer and more efficient shipping. In addition, the collected data will also be useful for other maritime applications, such as planning of wind energy or environmental protection. The FAMOS project would help to carry out in practise resurveying of a large share of the remaining areas where resurveying ought to be conducted.

The flagship involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania Poland and Sweden. Lead partner: Swedish Maritime Administration. Funding: Connecting Europe Facility (CEF) transport funding anticipated, CEF priority project 21, Motorways of the Sea. The total budget of the project is still unknown. Deadline: 2020.

R-Mode Baltic. The R-mode Baltic addresses the maritime user need for a backup system to Global Navigation Satellite Systems (GNSS) which is the primary mean for positioning and navigation of vessels at sea and in coastal areas and ports. It aims at the implementation of a transnational R(anging)-Mode testbed, which will serve as a backup system in the southern part of the Baltic Sea. The project will increase the reliability and robustness of navigation with installation of a testbed and the R-mode standardisation.

The project contributes to PA Safe's actions; Improve safety of navigation by means of e-Navigation and new technology, develop co-operation in maritime surveillance and information exchange, winter navigation and enhancing the safety of transport of oil, hazardous and noxious substances.

The flagship involves partners from Germany, Norway, Poland and Sweden. Lead partner: German Aerospace Centre (DLR), Germany. Funding: EUR 3.43 million of which EUR 2.37 million is financed by ERDF, Interreg Baltic Sea Region Programme. Duration: October 2017 to September 2020.

STM BALT SAFE (2019 – 2021)

The sensitive Baltic Sea region has one of the highest shipping intensities in the world. There are many tanker ships and crossing traffic of passenger ships and narrow passages. According to HELCOM, shipping accidents happen and may in the worst-case scenario have an extreme impact on the environment. Measures in the field of safety of navigation are needed to reduce accident risks. There is a need to improve the exchange of information between ships and between ships and shore for increased situational awareness and as a catalyst for improved safety of navigation, optimized capacity utilization and just-in-time operations.

STM BALT SAFE (2019-2021) will contribute to increased safety of navigation in the Baltic Sea by providing Sea Traffic Management (STM) enabled maritime services to the tanker traffic in the Baltic. The project will address the recently amended HELCOM recommendations 34 E/2 “Further testing and development of the concept of exchange of voyage plans as well as other e-navigation solutions to enhance safety of navigation and protection of the marine environment in the Baltic Sea region”. Tanker ships will be made safer by making them STM compatible hence given the ability to send and receive voyage plans with other ships and with public authorities in Baltic Sea countries. By the STM BALT SAFE project, the institutional capacity of the public sector on supporting and developing safety of navigation services and efficiency of sustainable transport will be enhanced.

The project will build on the methods, results and the maritime service infrastructure developed in previous projects like EfficienSea II, MONALISA 2.0 and Sea Traffic Management Validation project and will encompass exchange of voyage plans and integration of STM functionalities in VTS shore centres. Services for enhanced monitoring of maritime traffic, different automatic reporting services to Ship Reporting Systems e.g. GOFREP and SOUNDREP as well as automated reporting to Maritime Single Windows, will be developed and tested in the project. Different services that optimize the ship´s voyage and decrease the administrative burden will also be developed and tested within the STM BALT SAFE.

The standard clauses for shipping are currently being developed to be efficient when using Sea Traffic Management to optimize the sea traffic. These new clauses for Charter Party contracts to enable just-in-time shipping will also be tested and validated in practice within the STM BALT SAFE.

Participating countries/organisations:

- Partners: SE: SMA, RISE FI: VTS Finland EE:EMA NO: NCA, DNV GL,
- Associate Partners: Intertanko, CIRM, IALA Private: Kongsberg, Wärtsilä, Saab LV: Port of Riga PL: Maritime Office Szczecin DK: DMA. Co-operation: RU: Rosmoport, Krontech

Lead partner: Swedish Maritime Administration; Estimated duration and deadline: 30 months 1/2019-6/2021. Amount of funding in total and split by source: Total budget: 4 376 658 €, EC funding: 2 686 212 €, Co-funding: Norway 428 187 € and partners own co-funding 1 262 258 €.

Link to website (if available): http://www.stmbaltsafe.eu

PA SECURE

Baltic Leadership Programme in Civil Protection aims to strengthen international cooperation and increase the capacity of the implementing stakeholders by building a strong network of dynamic leaders in the Baltic Sea region. In its effort to connect decision makers who work in the area of civil security, the programme seeks to create elements of a common security culture, inter alia by establishing a transnational team of experts. Two Programmes have taken place so far, including, professionals working on the project-level on the one hand (BLP for Project Leaders, December 2012 in Stockholm and February 2013 in Brussels) and professionals in leading, strategic positions on the other (BLP for Future Decision makers, December 2014 in Tallinn).

The Main School of Fire Service in Warsaw, Poland together with the Swedish Civil Contingencies Agency, the Swedish Institute and the CBSS Secretariat cooperate on the Baltic Leadership Programme in 2015. The future of the programme will be discussed during the coming Directors General for Civil Protection authorities meeting to be organized by Poland in the spring of 2016. The proposal is to institutionalize the programme and it will be rotated between the member states and launched every other year. Lead partner: Swedish Institute. Funding: The Baltic Leadership Programme in Civil Protection is financed by the Swedish Institute. Depending on the target group and number of modules

the cost is between EUR 15 0000 and EUR 70 000. Deadline: The aim is to institutionalize a permanent Leadership Programme which will be rotated between the member states and launched every other year.

Comprehensive and sustainable child protection is a series of activities and actions lead by the Children's Unit at the Council of the Baltic Sea States (CBSS) Secretariat. Focus areas include: promoting child rights including child-friendly justice, early intervention and prevention, protecting children from sexual abuse and exploitation, protecting migrant children and child victims of trafficking, and ensuring the rights of children in alternative care. A multi-sectorial approach and cooperation among relevant authorities and other stakeholders both nationally and across borders is necessary to ensure the protection of people crossing borders. In cooperating transnationally to promote a multi-sectorial approach, these activities aim to prevent and respond to violence, abuse, neglect and exploitation of children. Training modules, guidelines, research, exchanging lessons learned and best practices are regularly produced which are frequently used and applied by stakeholders working in child protection in the region and well beyond to improve their understanding, capacity, processes and regulations.

It is steered and supported by the CBSS Expert Group for Cooperation on Children at Risk (EGCC). The Expert Group consists of senior officials from the line ministries dealing with children's issues or designated agencies in the Member States of the Council of the Baltic Sea States (CBSS). The Nordic Council of ministers offices in Estonia, Latvia and Lithuania also participate in the project. Lead partner: CBSS Secretariat with the EGCC. Funding: Annual contributions from EGCC member states and external funding for some of the projects. Deadline: Annual progress review in December (following the first EGCC meeting under the new CBSS presidency).

FIRE-IN – First Responders Research and Innovation Network. The main objective of FIRE-IN is to improve the national and European fire and rescue capability development process by fostering innovation in this domain and promoting cutting edge solutions to recognized operational needs. This is addressed through four main activities: (i) the identification and harmonisation of operational capability gaps based on the contribution provided by a network of practitioners, (ii) the scouting of promising solutions and the constant interaction of practitioners with research and industry representatives to address the aforementioned gaps, (iii) the definition of a Fire and Rescue Strategic Research and Standardisation Agenda (SRSA) as well as (iv) the development of a concept for more efficient use of test and demonstration and training facilities to support innovation and joint skill development. This may significantly reduce residual risks and raise security level of EU citizens. The project contributes to objective A in policy area Secure's Action Plan "Strengthening capacity to respond and recover from major emergencies and accidents: better risk assessment and crisis management. The flagship involves partners from the Czech Republic, Germany, Greece, France, Italy Poland, Spain, Sweden and the European Virtual Institute for Integrated Risk Management and CBSS. Lead partner: SAFE (Security

and Aerospace actors for the future of Earth), France. Funding: About EUR 3.5 million. The project is financed by Horizon 2020. Deadline: 5 years.

CASCADE

The climate is becoming increasingly unpredictable and extreme, requiring new innovative tactics to prevent disasters and address risks. The Sendai Framework for Disaster Risk Reduction endorsed by the UN General Assembly in 2015, marks the shift from managing disasters, to reducing risks. CASCADE targets this need to develop risk assessment methodologies focusing on climate change risks, tailor-made for the local level, and specifically for the Baltic Sea Region (BSR).

CASCADE will develop an online tool for integrated climate change and Disaster Risk Reduction (DRR) management in urban contexts in the BSR. It will prepare guidelines on operationalizing the proper risk treatment options. These activities are accompanied by training courses for the target groups. It will organize policy dialogues between local, national, macro-regional, and international actors, to develop recommendations to increase policy coherence in the BSR. The unique composition of the consortia is one of the real strengths of the initiative – in the CASCADE Project it is the first time where civil protection experts and climate change adaptation professionals are working together to solve the current and future security risks related to climate change. The networks of both PA Secure and HA Climate have been used as bases for initiating the discussions on the topic and to develop the CASCADE concept.

CASCADE will directly contribute to reaching the sub-objective "Climate Change Adaptation, risk prevention and management" of the EUSBSR, through combining the knowledge from the two sectors: climate change adaption experts and experts working with risk assessments, from the civil protection side. The unique feature is also that CASCADE will take on the task to put forward recommendations for risk treatment. The project will develop a risk assessment methodology focusing on climate change risks, tailored to the urban level, and specifically BSR.

The CASCADE project contributes to the objective of PA Secure of the EUSBSR: "build up resilience and prevention towards emergencies and threats at the local level".

The CASCADE project aims to develop an innovative macro-regional approach for climate change related risks, encompassing both risk assessment and treatment, of the BSR's specific conditions (e.g. climate, interconnected critical infrastructure across borders, local self-determination) tailorable to the needs and challenges of cities. The objective is to increase the local decision makers', spatial planners', developers', critical infrastructure operators', rescue services', etc. practical knowledge of climate change effects and how to manage them.

Participating countries/organisations: Finland: City of Turku (Southwest Finland Emergency Services and Union of the Baltic Cities, Sustainable Cities Commission) and Åbo Akademi/Baltic University Programme; Sweden: Swedish Civil Contingencies Agency (MSB); Latvia: Union of the Baltic Cities,

Safe Cities Commission; Germany: Hamburg Fire and Rescue Service; Poland: Main School of Fire Service, Warsaw; Estonia: Stockholm Environment Institute, Tallinn Centre (SEIT); Denmark: Frederiksborg Fire and Rescue Service; Council of the Baltic Sea States (Secretariat)

Lead partner: City of Turku (Southwest Finland Emergency Services); Estimated duration and deadline: 24 months 1/2019-12/2020. Amount of funding in total and split by source: Total budget: 824 559,15 €, EC funding: 618 419 €, Co-funding: 206 140 € http://www.bsr-secure.eu/cascade-project-information-brochure/

ResQU2

The aim of the ResQU2 Project Platform is to enhance the durability of the learning experiences gained in ChemSAR, DiveSMART Baltic, HAZARD, and MIRG-EX projects on guidelines, operational plans and procedures, and exercises related to incidents at sea and in ports. The objective is to disseminate the learning experiences to other interested rescue operators in different areas, and to professionals and decision makers on local, regional, transnational, and EU level. As the nature of incidents at the Baltic Sea often concern several countries and their rescue services and authorities, it is of utmost importance to plan and practice the procedures in advance in a transnational context. The platform as such complements the currently existing transnational cooperation in its field by disseminating its expertise gained on handling maritime incidents and insight for executing large scale international exercises.

The main results of the ResQU2 will be increased emergency preparedness, and enhanced knowledge and capacity of rescue authorities, actors and decision makers as well as stronger transnational and international cooperation. In practice: more safe and efficient rescue operations and more lives saved at our seas.

Participating countries/organisations: Estonia: Estonian Police and Border Guard Board; Finland: University of Turku: Centre for Maritime Studies & School of Economics, Finnish Border Guard and Southwest Finland Emergency Services; Germany: Hamburg Ministry of the Interior and Sports; Latvia: Latvian Maritime Academy; Lithuania: Fire and Rescue Department of Lithuania; Poland: Polish Naval Institute; Sweden: Swedish Coast Guard; The Netherlands: Safety Region Zeeland

Lead partner: Centre for Maritime Studies of the University of Turku. Estimated duration and deadline: October 2018 – September 2020 (24 months). Amount of funding in total and split by source: Total 988 607,59 €, of which Interreg BSR programme co-financing 763 999,97 € and own financing 244 607,62 € http://blogit.utu.fi/resqu2/

BALTPREP

The objective of the BALTPREP project is to enhance regional preparedness and response capacities in the Baltic Sea region in order to enable more effective and timely response to major accidents and

disasters in the region. The BALTPREP project improves and optimises the quality and interoperability of the Red Cross regional response capacity for major accidents and strengthens the collaboration between Red Cross National Societies and civil protection authorities within the Baltic Sea region. The project strengthens collaboration and regional preparedness in and between seven EU member states: Finland, Denmark, Germany, Estonia, Latvia, Lithuania and Poland.

The participating countries will benefit from a better understanding of existing response capacities and assets around the region, more trained staff and volunteers, and a solid sub-regional framework for preparedness by established working group and preparedness planning. The region benefits from improved coordination, quality and interoperability of existing response capacities and more efficient and standardized assistance in case of an emergency.

The BALTPREP Project is funded by European Commission Union Civil Protection Mechanism (DG ECHO- UCPM) under 2018 Prevention and Preparedness Call.

Lead partner: Finnish Red Cross (FRC), Consortium Lead

Participating countries/organisations:

In addition to Finnish Red Cross, the following partners are official Consortium members in the BALTPREP Project: Danish Red Cross (DRC), Estonian Red Cross (ERC), German Red Cross (GRC), Latvian Red Cross (LaRC), Lithuanian Red Cross (LiRC) and Polish Red Cross (PRC). In addition, Swedish and Russian Red Cross Societies participate in project activities, such as Disaster Management Technical Working Group (DM TWG) meetings and different training and communication activities.

Estimated duration and deadline: 1.1.2019 – 31.12.2020 (24 months)

Amount of funding in total and split by source

The total budget is €608.242,57 of which 75 % (i.e. €456.181,93) comes from DG ECHO/ UCPM. The remaining 25% is self-funded and split between the three Work Package Leads (Finnish Red Cross, German Red Cross and Danish Red Cross) as follows: FRC: €58.060,64, GRC: €52.000,00 and DRC: €42.000,00.

Link to website (if available): https://www.redcross.fi/baltprep

PA SHIP

ECOPRODIGI – Eco-efficiency to maritime industry processes in the Baltic Sea region through digitalisation. The ECOPRODIGI project aims at increasing eco-efficiency in the Baltic Sea region's maritime sector by creating and piloting digital solutions in close cooperation between industry endusers and research organisations. The Baltic Sea is one of the busiest and most vulnerable seas. The project provides needed information about key eco-inefficiencies of the industry and an outlook of the sectors digitalisation. The project will also develop a roadmap to support the future digitalisation of the industry and offer relevant training.

The project starts collaboration between industry and academia to reduce the ecological footprint of transport vessels during their lifecycles through digitalisation. Focus will be on roll-on/roll-off shipping. The project will address both the environmental and economic challenges of increasing ecoefficiency at all stages of the vessel lifecycle from design and building to the use, maintenance and stowage as well as conversion process.

The project contributes to Save the Sea sub-objective of "Clean and safe shipping". The project contributes to PA Ship's action 2 – To support measures to reducing emissions from ships and – To develop shore-side facilities to foster clean shipping measures.

The flagships involves partners from Denmark, Finland, Lithuania, Norway and Sweden and associated partners from Denmark, Estonia, Poland, Russia and Sweden. Lead partner: Univerity of Turku, Finland. Funding: EUR 4.24 million of which EUR 3.00 million is financed by ERDF, Interreg Baltic Sea Region Programme. Duration: October 2017 to September 2020. Link: http://ecoprodigi.eu

COMPLETE – Completing management options in the Baltic Sea Region to reduce risk of invasive species introduction by shipping. Shipping is the most important reason for the introduction of harmful aquatic organism and pathogens in the marine environment worldwide. They can have significant socioeconomic and ecological impacts when they spread to new sea areas. The Complete project addresses two major reasons for harmful introduction by shipping, ballast water and ship hulls. The project is tackling several gaps in current knowledge and management, the need to take into account rights and obligations of involved stakeholders such as ship-owners and port authorities, approaches for non-indigenous species monitoring and surveillance for the EU Marine Strategy Framework Directive and IMO Ballast Water Management Convention, risk assessments, legal aspects, regional cooperation and information exchange.
The project aims to minimize introduction of harmful aquatic organisms and pathogens by shipping through the development of a consistent and adaptive management system for the Baltic Sea region. The project will harmonize implementation of the International Maritime Organization's Ballast Water Management Convention and elaboration of the Baltic Sea region biofouling management strategy.

The flagship involves partners from Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden. Lead partner: Kotka Maritime Research Association, Finland. Funding: EUR 3.23 million of which EUR 2.51 million is financed by ERDF, Interreg Baltic Sea Region Programme. Duration: October 2017 – September 2020. Link: www.balticcomplete.com

EMERGE – Evaluation, control and Mitigation of Environmental impacts of shipping

Objectives

The aims of EMERGE are to 1) quantify and evaluate the effects of potential emission reduction solutions for shipping in Europe for several scenarios and 2) develop effective strategies and measures to reduce the environmental impacts of shipping. Specifically, the project will

a) Collect and synthesize experimental evidence on air emissions and waste streams of ships with potential emission control technologies,

b) Develop an integrated modelling framework to assess the combined impacts of shipping emission control options on the aquatic and atmospheric environments, including their suitability, efficacy, cost-effectiveness and the bioaccumulation of pollutants,

c) Deploy the developed modelling framework to assess the medium and long-term suitability, efficacy, cost-effectiveness and potential impacts of a variety of shipping emission control scenarios to the marine environment around the European coastline,

d) Provide recommendations and guidance for the stakeholders and decision-makers on the most suitable, effective and cost-beneficial options to significantly reduce marine pollution.

The EMERGE project includes extensive campaigns for water sampling both for scrubber effluents and marine background as well as ecotoxocological testing of several sensitive species in the marine food webs. These results will be used together with modeling tools to evaluate the adverse effects of open loop scrubbing to marine environment.

The EMERGE project aims to fill one of the gaps in scientific knowledge identified by the GESAMP report to the IMO PPR7 meeting (PPR7/INF.23). The scope of the project covers the Baltic Sea, North Sea and the Mediterrean Sea for pollutants transferring through air and water.

Duration of the project

EMERGE starting date is Feb 1st 2020 and the project ends Jan 31st 2024 (duration 48 months).

Funding

The total project budget is 7.49 million EUR, which is 100% covered by the European Union Horizon2020 programme.

PA TOURISM

Baltic Sea Tourism Center. The overall objective is to set up a self-sustaining governance structure called Baltic Sea Tourism Centre (BSTC) whose area of responsibility focusses on the implementation of strategic and operational activities under the EUSBSR for tourism. The BSTC will serve as a liaison office associating the key stakeholders for sustainable and responsible tourism development and cooperation in the Baltic Sea region. It will represent the common interests of business, academia and

politics. Major operational tasks are to develop and implement joint long-term tourism marketing strategies, promote the image and awareness of the Baltic Sea region as a coherent travel destination and to elaborate, support and cluster tourism projects and initiatives to strengthen the Baltic Sea region cooperation. The BSTC further aims to facilitate the conversion of projects, projects results and temporary networks into sustainable long-term processes.

Key tourism stakeholders as pillars of the BSTC are national and regional marketing and development organizations as interfaces between politics, economics/business and science; policy area Tourism under the EUSBSR; relevant enterprises from the sector. Associated and committed partners of the BSTC are national and regional ministries and authorities, institutions, organizations and enterprises of a macro-regional importance, which contribute to and represent the aims and objectives of the BSTC. The BSTC is seen as a long term process and should be established as a self-sustaining governance structure. The flagship involves partners from Denmark Germany, Latvia, Lithuania, Poland, Sweden as well as Euroregion Baltic. Lead partner: Mecklenburg-Vorpommern Tourist Board, Germany.
Funding: Start-up financing is estimated at around EUR 2.0 million. Deadline: TBD.

PA TRANSPORT

COMBINE

COMBINE aims at enhancing the share of combined transport (CT) in the BSR in order to make transport more efficient and environmentally friendly.

Combined Transport (in some regions intermodal or multimodal transport, in the following CT) contributes to efficient and environmentally friendly freight transport in large parts of Europe. As defined by the Combined Transport Directive (92/106/EEC), CT is "where the major part the journey is carried out by train, ships or barges and is served by a short road leg in the beginning and/or end of the journey. In combined transport the goods are loaded into intermodal loading units (e.g. containers) in the beginning of the journey and these loading units are moved from one type of transport to another without reloading the goods themselves (transhipped)."

The challenge of CT is the efficient and competitive combination of transport modes. This results in additional handling efforts that must be compensated by lower transport cost of the main leg and last mile of the transport chain. The longer the main leg and the shorter last mile, the more competitive CT is in general. In the BSR due to rural structures (spatially scattered transport volumes/long last mile), comparatively low transport volumes (especially CT-capable volumes) and a long tradition of pure road transport, CT can hardly compete with road transport & thus the share of CT is low. This results in inexperience & insufficient knowledge about CT amongst policy and industry & thus low exploitation of the CT potential.

COMBINE will overcome these challenges by identifying new technologies regarding terminal handlings, by assessing the main leg transport, by improving last mile road and rail operations and

transport organisation in the BSR. This requires policy level support for CT. Further, a better integration of innovative technologies such as long-haul trucks and platooning as well as new fuel technologies (LNG or electric) into last mile deliveries is essential to improve the overall performance of transport chains. The overall costs of a CT chain have to be brought to the same level as pure truck transportation. It is vital to use the benefits of each mode where appropriate. Based on given infrastructure conditions, the aim is to make the CT chain economically competitive to pure road transport.

COMBINE will introduce these technologies to the BSR, support relevant adoptions and the implementation of pilot solutions. It aims at efficiently using the existing CT infrastructure, give recommendations for future investments and developments, establishing suitable business models and improving the political framework conditions in BSR countries.

Participating countries/organisations: Denmark: Danish Road Directorate; Danish Transport, Construction and Housing Authority; Finland: Centre for Economic Development, Transport and for the Environment for Pirkanmaa; Germany: Hamburg Institute of International Economics; German Promotion Centre for intermodal transport; Latvia: Latvian Logistics Association; Lithuania: JSC Lithuanian Railways; Poland: Kujawsko-Pomorskie Voivodeship; City of Bydgoszcz; University of Gdansk; Sweden: Region of Örebro; CLOSER/ Lindholmen Science Park; Transnational organisations: International Union for Road-Rail Transport.

Lead partner: Port of Hamburg Marketing. Estimated duration and deadline: January 2019 – September 2021 (33 months). Total budget: 3.4 million. www.combine-project.com

Horizontal Actions

HA CLIMATE

Building regional nodes for increased engagement and provision of solutions on Energy Efficiency in buildings – BuildingEFFECT. The potential for increased energy efficiency in private and public buildings is great. Nearly 40% of the energy consumption appears in buildings and the uptake of energy efficiency solutions is low due to common challenges. BuildingEFFECT aims to address the challenges by a joint systematic approach. Regional BuildingEFFECT Nodes will be formed to create regional commitment and engagement. The Nodes will actively be supported in its construction by a transnational BuidlingEFFECT Forum to ensure functionality. The Nodes and the Forum consists of stakeholders from the whole building chain and require multilevel governing to reach results. Regional Action Plans will be developed, matched with best available solutions, continuously evaluated by the Forum and provided with action proposals and expert input by the Forum to ensure high quality impact. And so provide enhanced capacity in energy planning of private and public actors to ensure increased energy efficiency in buildings. The flagship involves partners from Estonia, Finland, Lithuania, Sweden and Norway. Lead partner: County Board of Dalarna, Sweden. Funding: EUR 2.4 million. Deadline: TBD.

BSR Climate Change Dialogue Platform. The platform is following-up the further implementation of the EUSBSR and its action plan to adaptation to climate change, as developed by the EUSBSR flagship

Baltadapt. Thereby, the process contributes to the implementation of EU climate policies, promotes cooperation in the area of climate change adaptation, informs about policy development, catalyses exchange of information and/ or best practices, fosters synergies among existing initiatives, explores further cooperation opportunities and contributes to the identification and development of concrete joint initiatives and/ or activities by:

- contributing to the implementation of the relevant EU, macro-regional strategies and the Council of the Baltic Sea States (CBSS) declarations and chairman's conclusions agreed by member states;
- providing a platform to stimulate exchange of experiences, best practices in climate change adaptation and harmonizing policies and measures, also considering relevant mitigation, low emission and energy efficiency instruments, where applicable;
- elaborating a shared understanding of common cross border challenges in climate change adaptation, in order to address international, national and sub-regional concerns;
- fostering the elaboration, implementation, monitoring and/ or revision of national and subregional adaptation plans;
- ensuring and facilitating cooperation between CBSS member states, the Baltic Sea sub-regions and the science in order to pool knowledge, experiences and resources in adapting to a changing climate for increased climate resilience;
- catalyzing the identification and development of concrete projects, initiatives and activities related to climate resilient development.

Participating organisations are relevant national ministries and agencies from Estonia, Denmark, Finland, Germany, Latvia, Poland, Sweden and Russia as well as EEA, EU Comm (Clima), UBC, BSSSC, BEAC, CPMR, Coastal Union Baltic (German Branch), VASAB, International Baltic Earth Secretariat, HELCOM and Baltic University Programme Secretariat. With regard to the European Environment Agency (EEA) good cooperation has been established mainly in relation to the update of the macro-regional section for the Baltic Sea region at the EU Climate-Adapt website and database. Lead partner: Horizontal action coordinator, CBSS-Baltic 21 in close cooperation with chairing country (Estonia in 2014-2015 and Poland in 2015-2016). Funding: TBD. Deadline: Process started as follow-up to the finalised flagship Baltadapt in December 2013 and intends to further support the implementation of the EUSBSR and action plan to adaptation to climate change. No concrete deadline set. Review in 2017; the process will be ongoing as long as members see the added value in transnational cooperation on the topic.

SUMBA – Sustainable urban mobility and commuting in Baltic cities. It is a project which works towards a more sustainable and environmentally friendly commuting system combing various transport modes, such as public transport, car sharing, walking and cycling. The project will help urban and

transport planners' asses, plan and integrate alternative mobility options into the transport plans and policies of their cities and municipalities. It is meant to improve planning procedures and consequently support cities and regions to design more climate and environmentally-friendly transport systems. Key activities include a benchmarking scheme, which will assess the cities' commuter transport system with respect to multimodality, develop guidelines for use in transport modelling and planning tools, develop a commuting master plan template and actively communicate the project results.

The flagship involves partners from Estonia, Germany, Latvia, Lithuania and Poland. Lead partner: Free and Hanseatic City of Hamburg, Borough of Altona, Germany. Funding: EUR 3.13 million of which EUR 2.53 million is financed by ERDF, Interreg Baltic Sea Region Programme. Duration: October 2017 – September 2020. Link: www.sumba.eu

HA NEIGHBOURS

Creating jobs through regional cooperation: development of trans-border (PL-ROS-LT) natural area Vistynets Lake/Rominten Forest – ROMINT. The project addresses the issues of development of cross-border areas for sustainable tourism as well as fostering labour market related activities in the cross-border context in the EUSBSR. The Rominten Forest/Vistynets Lake area in the South-Eastern Baltic Area is the unique natural complex where the borders of three countries (Russia, Poland and Lithuania) meet. There are many challenging issues to be considered in this area: limited access due to the border, visa regime and communication infrastructure, unemployment and low living standards of local residents. All this leads to social-economic underdevelopment and abandonment. The project is aimed to develop a network of support for local communities which would help to increase employment in the rural areas connected with the nature reserves. The network works through resource centres on all three sides of the area based on an interdisciplinary approach. The network will be sustainable due to permanent interdisciplinary exchange and a flow of ideas and people. It will encourage local population to learn new skills and crafts, to keep alive old traditions of the area, to introduce new creative ideas and to attract visitors. The flagship involves partners from Lithuania, Poland and Russia. Lead partner: Romincka Forest Fund, Poland. Funding: EUR 1.5 million.
Deadline: TBD.

Baltic Sea Youth Dialogue. The project is addressing secondary high school young students from EU member states and neighbouring countries. It is looking at the Baltic Sea region and it neighbouring countries as a microcosm of European history from the times of the Hanseatic League to the 21st century and will analyse its historical and current settings linked to borders, identity, mobility, inclusion and dialogue. Innovative results from the region are presented to a broader public using the flagship character for participants and the project.

Pilot Project Baltic Sea Youth Dialogue

In September 2014 the Council of the Baltic Sea States secretariat and the Körber Foundation (Hamburg, Germany) on the background of the foundation's European history network EUSTORY organized the first Baltic Sea Youth Dialogue as a pilot project. The organizers invited 30 history interested secondary high school young students from EU member states and neighbouring countries. For a week where they brought EUSBSR to life by witnessing one river, two countries, two fortresses, one region on the external border of the European Union and one overarching dialogue for young people from the Baltic region.

Baltic Eye – Instagram exhibition demonstrating regional identity

As a result of the Youth Dialogue, the participants created media representations of their experiences in Narva/Ivangorod by photographs – made with smartphones. The pictures were made into an Instagram exhibition. Following the Dialogue, the participants will continue to be exponents of a Baltic identity, with greater awareness of both differences and commonalities. The exhibition of photographs, along with participants' thoughts on the theme of Baltic identity are visualising the initial Dialogue (http://balticeye.net/). The flagship involves partners from Estonia, Germany, Poland and Russia. Lead partner: Private Public Partnership with the Koerber Foundation, Germany. Funding:
TBD. Deadline: TBD.

HA SPATIAL PLANNING

MARA "Mobility and Accessibility in Rural Areas – New approaches for developing mobility concepts in remote areas"

In remote rural areas, the provision of satisfying mobility solutions is a major challenge that affects the development opportunities of a region. Due to larger distances and fewer customers than in urban areas, many rural public transport services have problems to be economically efficient. At the same time, it is an aim of many regions, especially in the Baltic Sea Region (BSR), to promote mobility solutions other than motorized private transport. This requires innovative ways of public transport solutions and non-motorized private transport.

There are many challenges to be met in order to achieve the goal of improved mobility services in remote areas. In many cases there isn't a good overview of the actual mobility demands of the local population. This is reinforced by the seasonal fluctuation of mobility demands, due to tourists or seasonal dwellers. Information about the actual demand for mobility is, however, important to offer customized services. Furthermore, many stakeholders at different levels of competence are organising and shaping public transport in rural areas.

The project MARA addresses exactly this area of conflict. It aims to improve the accessibility and mobility in touristic remote areas of the BSR by increasing the capacity of transport actors. MARA aims to crosscheck the actual mobility demand of residents and tourists with current mobility offers. A "Population Mobility Monitor" that based mainly on mobile phone data and will reveal seasonal and

daily mobility patterns is one means to do so. By improving existing services, developing and testing innovative sustainable mobility solutions for remote areas, the project aims to increase the capacity of regional and local transport actors to address the multifaceted mobility needs. This place-based approach is a core element of MARA and an important part of the EU2020 strategy.

Participating countries/organisations: Bialystok University of Technology, Poland (PP2); Vidzeme Planning Region, Latvia (PP3); Setesdal Regional Council, Norway (PP4); Vilnius Gediminas Technical University, EUSBSR PA Transport, Lithuania (PP5); Swedish Transport Administration, Sweden (PP6); Petrozavodsk City Administration, Russia (PP7); Hajnówka District, Poland (PP8); University of Dalarna, Sweden (PP9); Tourist Information Centre of the Republic of Karelia, Russia (PP10): Finnish Environment Institute, Finland (PP11); University of Tartu, Estonia (PP12)

Lead partner: Ministry of Energy, Infrastructure and Digitalization of Mecklenburg-Vorpommern. Estimated duration and deadline: January 2019 – June 2021. Amount of funding: Total budget = 2,366,651.90. https://projects.interreg-baltic.eu/projects/mara-182.html

Capacity4MSP – Strenghtening the capacity of MSP stakeholders and decision makers

Platform aims to strengthen the capacity of maritime spatial planning stakeholders, policy- and decision-makers through intensified dialogue activities and amplifying the gained knowledge in maritime spatial planning. Capacity4MSP builds on the results of the current and recently completed MSP projects and ongoing MSP processes in the Baltic Sea Region.

During the last decade significant progress has been achieved in building cooperation networks and creating a strong policy background for maritime spatial planning in the Baltic Sea Region. Nearly all Baltic Sea Region countries are engaged in MSP processes and are in various stages of preparation of their maritime plans, making our Region a front-runner in Europe and the world.

Capacity4MSP will create a practically oriented and interactive collaboration platform for knowledge exchange and intensified dialogue between MSP practitioners, policy- and decision-makers and other stakeholders. It will increase the visibility and impact of projects, build up potential synergies, deepen and widen gained know-how by synthesizing, amplifying and transferring the project outcomes to new practical solutions.

A regular dialogue with stakeholders is a crucial part of Capacity4MSP. By collecting and discussing lessons learned in previous MSP projects and national MSP processes, project will ensure efficient and value-added knowledge-transfer within and outside the Region and across various sectors and governance levels.

To reach these goals, the project will provide the following main outputs:

1. Synthesis report based on outcomes of relevant MSP-related projects in correlation with ongoing MSP processes and activities in the BSR countries
2. Identified support mechanisms for the implementation of the MSP including:

2.1. Report on identified support mechanisms for the implementation of MSP encompassing conclusions
2.2. User guide and visualization material of BASEMAPS available for MSP data providers
2.3. A proposal of an institutionalised process for a regular follow up of the regional MSP commitments in the BSR
2.4. MSP roadmap for Russia

3. Thematic multi-level and cross-sectoral workshops
4. Planners Forum meetings
5. Integrated report on MSP stakeholder involvement engagement
6. Final conference jointly organized with 4th Baltic MSP Forum

Lead partner: VASAB

Project Partners:

- Aalborg University (DK)
- Swedish Agency for Marine and Water Management (SE)
- HELCOM
- Ministry of Environment and Regional Development of Latvia (LV)
- Scientific and Research Institute of Maritime Spatial Planning Ermak NorthWest Limited liability company (RU)
- Submariner Network for Blue Growth (DE)
- Russian State Hydrometeorological University (RU)
- Gdynia Maritime University (PL)

Associated Organizations:

- Finnish Heritage Agency, The Baltic Region Heritage Committee (FI)
- Ministry of Economics of the Republic of Latvia (LV)
- Danish Maritime Authority (DK)
- Ministry of Justice, European Affairs, Consumer Protection and Equality (DE)
- HA Spatial Planning
- Maritime Office Gdynia (PL)
- Danish Maritime Authority (DK)
- Estonian Ministry of Finance (EE)
- Ministry of Maritime Economy and Inland Navigation (PL)
- Ministry of Energy, Infrastructure and Digitalization (DE)
- Leontief Centre (RU)
- University of Tartu (EE)
- Federal Public Service of Health, Food Chain Safety and Environment (BE)
- Finnish Ministry of the Environment (FI)
- Federal Maritime and Hydrographic Agency (DE)
- The Ministry of Environment of the Republic of Lithuania (LT)

Project's lifetime: 1 August 2019 – 30 September 2021

Total project budget: € 1,089,272.50

(ERDF: € 909,950.00; ENI and Russian Federation budget: € 179,322.50)

Link to website: http://capacity4msp.eu/

Completed flagships

Policy Areas

PA BIOECONOMY

Baltic Forum for Innovative Technologies for Sustainable Manure Management – BALTIC MANURE. BALTIC MANURE, is turning the perception of manure from an environmental problem into an opportunity for business innovation. The project developed and utilised the high potential and know-how on innovative solutions for manure management, such as the production of renewable energy and organic fertilisers. Lead partner: MTT Agrifood Research, Finland and Agro Business Park, Denmark. Funding: About EUR 3.72 million of which EUR 2.85 million was ERDF cofinancing. Deadline: December 2013. Link: http://www.balticmanure.eu/.

Aquabest. This project sought to find solutions for the development of sustainable aquaculture in the Baltic Sea region. The aim of the project was to demonstrate that aquaculture in the Baltic Sea region has the potential to become a nutrient-neutral food production system. Aquabest collaborated closely with the AQUAFIMA project, which dealt with integrated fisheries management and aquaculture. Lead partner: Finnish Game and Fisheries Research Institute. Funding: About EUR 3.74 million of which EUR 2.73 million was ERDF co-financing. Deadline: 2014. Link: http://www.aquabestproject.eu/.

Sustainable rural development through youth, innovation and entrepreneurship. The project drew on practical experience to identify models and methods to enhance youth involvement in community development and to create an innovation friendly environment in rural areas. Lead partner: Ministry of Agriculture and Rural Development, Poland and National Rural Network, Sweden. Deadline: August 2015.

BALTFISH. The project was initiated in 2009 as a flagship project within the EU Strategy for the Baltic Sea Region. The aim was to develop and improve coordination and cooperation among member states and stakeholders on fisheries management in the Baltic Sea. It has been successful in enhancing the regional collaboration cooperation on fisheries management. A Memorandum of Understanding was signed in December 2013 by the ministers in the eight member states in the Baltic Sea region, changing the status from a flagship project to permanent fisheries forum. The MoU states that the aims of BALTFISH are:

- To strengthen and improve the Members States coordination and cooperation in fisheries management in the Baltic Sea

- To develop cooperation with other key stakeholders relevant to the Baltic Sea Fisheries
- To constitute a forum for exchanging ideas, views and information to facilitate joint actions and various concrete projects aiming at achieving sustainable fisheries in the Baltic Sea Region
- To base its activities on the principles for regionalization as provided in the Basic Regulation of the EU Common Fisheries Policy and in particular Article 18

The flagship involves partners Estonia, Latvia, Lithuania, Poland, Germany, Denmark, Sweden and Finland. Lead partner : Ministry of Enterprise and Innovation, Sweden. Link: http://www.helcom.fi/action-areas/fisheries/management/baltfish/

Phosphorus recycling of mixed substances – PROMISE. Phosphorus (P) is essential for all living organisms. The global reserves are finite and expected to diminish severely in 50-100 years. Agriculture is the largest contributor to the non-point P load in the Baltic Sea region. Recycling of P from urban and agricultural organic wastes is the only way to conserve the resources and to prevent eutrophication. To produce safe recycled fertilizers, handling and treatment procedures need to be improved and implemented, since P-rich materials may contain significant amounts of organic contaminants, heavy metals and pathogens. PROMISE will convey backbone data on potentially hazardous contaminants in organic and recycled P fertilizers, assess strategies for P fertilization that fully acknowledge food safety and food security, and thus pave way for a fundamental adoption of advanced fertilizer practices in the Baltic Sea region. The flagship involves partners from Finland, Germany and Sweden. Lead partner: Natural Resources Institute, Finland. Deadline: June 2017.

Sustainable recovery and recycling of nutrients – safety and efficacy for clear Baltic waters – BALTIC PHOENIX. The project aims to effectively improve the nutrient recycling in the Baltic Sea region, enhance development and implementation of nutrient recycling technologies as well as establishing markets for recycled fertilizers. The project will emphasize cross-sectorial dialogue to realize sustainable use of urban and agricultural nutrient rich materials in the Baltic Sea region. As a consequence, excessive soil nutrient content will be mitigated, nutrient leaching reduced permanently and hence the quality of the Baltic Sea will be improved. The project is based on the results of the first generation flagship BALTIC MANURE. The flagship involves partners from Denmark, Estonia, Finland, Germany, Poland and Sweden. Lead partner: Natural Resources Institute, Finland. Deadline: 2018.

Baltic Slurry Acidification aims at promoting implementation of slurry acidification techniques throughout the Baltic Sea Region to reduce airborne eutrophication and create a more competitive and sustainable farming sector. The project includes several pilot installations and field trials and demonstrations in the subject, thus aiming at putting research results and new technology into practise. The expected outcome is to reduce the ammonia losses from livestock manure in livestock housing, manure storage and from the fields. The technique has earlier been widely tested and implemented only in Denmark. The project will contribute to the objective "Save the Sea" and the sub-objective "Clear

water in the Sea". The project will contribute to the action "Recycling of nutrients from agriculture" under PA Bioeconomy. The project involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden. Lead partner: Swedish Institute of Agricultural and Environmental Sciences. Funding: EUR 5.27 million of which EUR 4.15 million is ERDF-funding. (Interreg Baltic Sea Region Programme). Deadline: 3 years, 2015 – 2018.

BONUS BLUEWEBS sets out to understand the changes in the Baltic Sea food webs, and how the system should be managed in an uncertain future. In order to do this, the project will study the past changes of the system in terms of structure and function; predict how the food web dynamics are likely to change, and how they affect the ecosystem service provision. BONUS BLUEWEBS will build decision support systems for decision makers. This is done within the context the marine environment is increasingly an interest area for promoting economic growth and wellbeing for humans, as exemplified by FAO and Blue Growth initiatives. A better understanding of the food webs in the ecosystem and possible future impacts of the changing food webs is necessary for several of the sub-objectives of PA Bioeconomy, but particularly the sub-objective related to fisheries and aquaculture. The flagship involves partners from Finland, Germany, Latvia, Poland and Sweden. Lead partner: Finnish Environment Institute, Finland. Funding: EUR 2.8 million. The project is financed from the BONUS programme. Duration: April 2017 to March 2020. Link: www.syke.fi/bonusbluewebs

PA CULTURE

Art Line. This project touches the issue of art in public and digital space. The aim was to create a collaborative network between art institutions and academia in the region, to involve the public in the discourse regarding contemporary art, and to create a common South Baltic identity that was communicated to the public through the project and its resulting artefacts. It involved 14 partners from Sweden, Poland, Germany, Russia and Lithuania. 'Art Line' received financial support from the EU South Baltic Programme. Lead partner: Blekinge Museum in Karlskrona, Sweden. Funding: EUR 1.28 million of which EUR 1.01 million was ERDF co-financing. Deadline: March 2014. Link: http://artline-southbaltic.eu/.

Balticlab brings entrepreneurs and creatives in the Baltic Sea region together to prototype the future through joint initiatives. Balticlab consists of two curated and linked yearly events: the large-scale Balticlab Networking Weekend and the smaller project-building Balticlab Ideation.

The aim of the programme is to create a community of entrepreneurs and creatives, who through collaboration and strengthened connectedness empower the region to become more innovative, creative and prosperous.

Lead partners: Council of the Baltic Sea States Secretariat & Swedish Institute. Funding: Balticlab is fully funded by the Swedish Institute and the Council of the Baltic Sea States as a permanent leadership and talent programme. Link: www.balticlab-online.eu

Co2olBricks. The main goal of the project was to identify ways of reducing the energy consumption of historic buildings without damaging their cultural value. The cross-professional partnership of Co2olBricks developed new strategies for protecting the cultural heritage. The project was necessary as up to now most energy-saving technologies are not applicable to heritage buildings. As brick is a widespread building material in the Baltic Sea region, the techniques developed and demonstrated in pilot projects are transferable to the whole region in order to safeguard the unique historic architecture of the Baltic Sea region. Lead partner: Free and Hanseatic City of Hamburg, Germany. Funding: EUR 4.29 million of which EUR 3.24 million was ERDF co-financing. Deadline: December 2013. Link: http://www.co2olbricks.eu/.

Cross Motion promotes the convergence between digital audiovisual content production industries and the sectors of education, tourism and health. Through intersector cooperation it is planned to develop "crossinnovations', that help facilitate the emergence of new markets and enable growth for SMEs, start-ups etc. So far the Baltic Sea region lacks a framework for such intersector cooperation, thus Cross Motion will establish an intercluster network of partners.

Cross Motion will raise awareness among the region's relevant industries by organizing a series of high-visibility conferences, hackathons and networking events where we aim to showcase the best practices, success stories and promote cooperation across a variety of borders.

The flagship involves 9 partners from eight countries. Lead partner: Tallinn University, Baltic Film and Media School, Estonia. Funding: around EUR 3.0 million. Deadline: March 2019.

Baltic House wants to put the spotlight on contemporary art and gather artists, activists, researchers, entrepreneurs etc. in order to discuss and reflect topics of social and political relevance, that are addressed by the exhibited art. Moreover Baltic House functions as an incubator for new ideas and projects, which can benefit the region. The sustainable, interdisciplinary and participatory approach is crucial for Baltic House and forms the foundation for a promotion of Baltic Sea Region culture and a strengthening of civil society in the region.

The flagship involves seven partners from Denmark, Germany, Finland, Latvia, Lithuania, Poland and Sweden. Lead partner: Baltic Sea Cultural Centre in Gdansk, Poland. Funding: The project will apply for funding from the Creative Europe Program and local grant schemes. Deadline: April 2017 – December 2019, if the application for the Creative Europe Programme is successful.

Baltic Sea History Project is the first effort to create a shared view on history and culture in a European macro-region. The project partners aim to create new social strategies and concepts to have a framework for a future intercultural dialogue about regional and trans-regional history, culture and identity. With the help of new documentation technologies (like Wikis, blogs etc.) the project goes beyond the limits between traditional methods of documentation (like books) and new approaches.

The project intends to raise the awareness that there is not only one perspective on historical events, but multiple perspectives, which have to be exchanged on a basis of mutual understanding and respect. The Baltic Sea History Project wants to create new content for new technologies.

The flagship involves 12 partners from 8 Baltic Sea region countries. Lead partner: Academia Baltica, Oeversee, Germany. Funding: The project has received funding from the German Government and the EU Culture Programme for a first pilot project (2012-2014). It applied for Erasmus+ funding. Deadline: 36 month. Link: A pilot module was released at www.balticseahistory.info.

BSR Integrated Heritage Management project refers to the EU Directive for establishing a framework for maritime spatial planning (MSP) and the EU Integrated Coastal Zone Management (ICZM) Protocol 10 and wants to strengthen its status by integrating international cultural heritage concerns to MSP and ICZM policies in the Baltic Sea Region. In order to achieve this the project will develop best practices for shared information systems and focus on policies, management and decision-making processes regarding the integration of underwater and coastal cultural heritage.

Moreover the project will develop a knowledge base and recommendations for planners and investors. By strengthening the understanding of the BSR underwater heritage characteristics and integrating sustainable management to regional approaches, the project will make the maritime heritage of the BSR accessible for cultural and tourism businesses.

The flagship involves the CBSS Monitoring Group on Cultural Heritage in the Baltic Sea States, HELCOM and VASAB Joint Working Group on Maritime Spatial Planning, National Heritage Boards & Maritime Museums of the Baltic Sea States in charge of underwater heritage management in their territorial waters e.g. from Finland, Estonia and Sweden, University of Turku (FI), University of Tartu (EE). Lead partner: State Archaeological Department of Schleswig-Holstein, Germany. Funding: So far the project has received funding from the CBSS Project Support Facility and the Interreg Seed Money Facility. The project applied for funding from the Interreg Baltic Sea region programme. Deadline: Mid-2017 – end of 2019 if the application for the Interreg Baltic Sea region programme is successful.

PA EDUCATION

Education: BSR-Quick.[3] The project BSR-Quick aimed at qualification for owners, graduates and employees of small and medium sized enterprises. The project encompassed academic education (dual bachelor study courses) and vocational training. By creating a network of universities the missing link between SMEs and the academic area has been bridged. In addition to education and training the project delivered innovative solutions for individual companies. Lead partner: Hanse Parlament e.V. Hamburg, Germany, with 40 partners from all Baltic Sea region countries including business organisations, universities and polytechnics, public administrations. Deadline: December 2012. Funding: About EUR 3.69 million of which EUR 2.65 million was ERDF co-financing. Link: http://www.bsr-quick.eu.

Education: Identify barriers hampering mobility of researchers and students in the Baltic Sea region and enhance cooperation in the region in the area of mobility.[4] It has produced a report describing barriers of mobility. A conference in cooperation with the Baltic Development Forum and the Nordic Council of Ministers has been organised, with the delivery of recommendations. The topic of learning mobility is of major importance at European level, but it should be addressed within the future flagships as a tool for increasing cooperation and qualification. Lead partner: Denmark, Lithuania and Germany. Deadline: December 2010.

Baltic Science Network (BSN) provides a macro-regional framework for more efficient and strategic BSR science policy which will help increase the research and innovation performance in the region. BSN will establish a political coordination framework for joint BSR higher education and science and research policy with overall aim to support the realization of the European Research Area, increase the research and innovation performance of the BSR and strengthen the political ownership of the EUSBSR in the field of science policy. Objectives of the project are macro-regional science policies and strategies with "added value" and integration of macro-regional interests into regional, national and European policies. The project will make a contribution to Action 3 "International excellence in higher education and research" of PA Education. The project involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden as well as CBSSsecretariat, BONUS, STRING (political cross border partnership in Oresund-region), Baltic Sea Region University Programme (BUP) and Baltic Sea Region Network (BS-RUN). Lead partner: Free and Hanseatic City of Hamburg, Ministry of Science, Research and Equality, Germany. Funding: About EUR 2.994 million of which EUR 2.348 million is ERDF co-funding. (Interreg Baltic Sea Region Programme). Deadline: February 2019.

[3] In annexI of the EUSBSR Action Plan of February 2013 the project was named 12.2. Education BSR-Quick.

[4] In annexI of the EUSBSR Action Plan of February 2013 the project was named 12.3. Education: Identify barriers hampering mobility of researchers and students in the BSR and enhance cooperation in the region in the area of mobility.

PA ENERGY

Baltic InteGrid is aiming to contribute to sustainable local electricity generation, further integration of the regional electricity market and enhancing security of supply around the Baltic Sea. The Baltic InteGrid will provide a professional network for expertise exchange and a state-of-the-art interdisciplinary research on the optimization potential of offshore wind energy in the Baltic Sea region by applying the meshed grid approach. The project is a step towards the creation of a fully interconnected and integrated regional energy marked, the implementation of the Baltic Energy Market Interconnection Plan and the demonstration of coordinated offshore wind connection solutions. The Baltic InteGrid addresses the sub-objective "Reliable Energy Markets" of the EUSBSR objective "Connect the region". It also improves the security of supplies. The project involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden. It is also supported by associated partners. Lead partner: IKEM - Institute for Climate protection, Energy and Mobility, Germany. Funding: EUR 3.948 million of which EUR 3.041 million is ERDF-funding. The project is supported by the Interreg Baltic Sea region Programme. Deadline: 2019.

USE-LBM-BioPro - Use of liquefied biogas from waste (LBM) as gasoline substitute including side product utilization for Biopolymer production. The project aim is to use various types of bio-waste liquid (LBM) as fuel in private, public and professional transport. Using LBM will decrease the greenhouse gas emissions (especially from vehicles) and increase the use of renewable energy. The project is focused at improving the circular economy through reusing bio-waste as a basis for new products. Besides LMB side streams form the biogas process can be utilized in biopolymer production to obtain high-level chemical compounds. The geographical scope of the main embraces all EU-states around the Baltic Sea. The inclusion of different countries is necessary to ensure that the developed solution has the widest possible base.

The BEMIP Action plan of the EUSBSR sets the overall framework for the current action. The project will make a contribution to the action "Renewable energy" of PA Energy. It will also contribute towards HA Climate's aim of promoting a low-emission region. The project involves partners from Estonia, Finland and Germany. Lead partner: Estonian Regional and Local Development Agency .

Funding: EUR 45 900 of which EUR 39 015 is Seed Money Facility (Investitionsbank SchleswigHolstein). The budget for the main project is EUR 3.58 million of which EUR 3.28 million is ERDFfunding. The project plans to apply for funding from the Interreg Baltic Sea region Programme. Deadline: February 2016 – September 2016.

PA HAZARDS

Develop tools and indicators for the assessment of biological effects of anthropogenic chemical stress in the Baltic Sea (BEAST)[5] by investigating the causality between chemical pressure and biological effects at different levels of biological organisation. One outcome of the project was a set of recommendations for monitoring the effects of hazardous substances in the whole Baltic Sea area. The project contributed to capacity building and strengthening of network through workshops (BEAST project financed by the Bonus Joint Baltic Sea Research and Development Programme). Lead partner: Finnish Environment Institute. Deadline: December 2011.
Link: http://www.bonusportal.org/files/1438/BEAST_poster.pdf.

Sustainable management of contaminated sediments – SMOCS[6] addressed the problem of sustainable management of contaminated sediments. The aim of the project was to provide support for dredging actions all around the Baltic Sea through the development of guidelines for management of contaminated sediments, including sustainability assessment practices and decision support regarding the handling alternatives as well as treatment technologies. A guideline and a toolbox for treatment technologies, an assessment and decision support system were developed and field tests to validate and demonstrate treatment methods under various conditions were performed. A durable network was created through interaction with key target groups and a participatory approach to all work packages (SMOCS project financed by the Baltic Sea Region Programme). Lead partner: Swedish Geotechnical Institute. Funding: EUR 3.66 million of which EUR 2.84 million was ERDF co-financing. Deadline: December 2012. Link: http://smocs.eu/.

Control of Hazardous Substances in the Baltic Sea Region – COHIBA.[7] The project studied the sources and inputs of the 11 hazardous substances or substance groups of the HELCOM (Baltic Marine Environment Protection Commission) Baltic Sea Action Plan (BSAP) and developed recommendations for measures to reduce these substances. The overall objective of COHIBA was to support the implementation of the BSAP with regard to hazardous substances by developing joint actions to reach the goal. The project was co-financed by the EU Baltic Sea Region Programme 20072013. Lead partner: Finnish Environment Institute (SYKE). Funding: About EUR 4.93 million of which EUR 3.84 million was ERDF co-financing. Deadline: 2012. Link: http://www.cohibaproject.net/.

More information regarding the three abovementioned projects:
http://www.swedishepa.se/Environmental-objectives-and-cooperation/Cooperation-internationallyand-

[5] In annexI of the EUSBSR Action Plan of February 2013 the project was named 3.1. Develop tools and indicators for the assessment of biological effects of anthropogenic chemical stress in the Baltic Sea (BEAST).

[6] In annexI of the EUSBSR Action Plan of February 2013 the project was named 3.3. Sustainable management of contaminated sediments (SMOCS).

[7] In annexI of the EUSBSR Action Plan of February 2013 the project was named 3.5. Control of Hazardous Substances in the Baltic Sea Region (COHIBA).

in-the-EU/International-cooperation/Multilateral-cooperation/Baltic-Sea-RegionEUSBSR/Priority-Area-Hazards/.

Reduce the use of Substances of Very High Concern (SVHC) in the Baltic Sea region. The project aimed at bringing forward substances relevant for the environment in the Baltic Sea region, such as the recommendations on hazardous substances made through the HELCOM Baltic Sea Action Plan (BSAP) to the REACH candidate list. Selected substances were assessed to see if they fulfilled the REACH SVHC criteria, i.e. chemicals whose use would most likely be severely restricted in the future. The SIN-List is a database of 356 chemicals and chemical groups that fulfil the REACH SVHC criteria. Lead partner: The International Chemical Secretariat. Funding: Seed money from the Swedish Environmental Protection Agency. Deadline: 2012.

Make the Baltic Sea region a lead in sustainable management for pharmaceuticals. The project aimed at increasing knowledge among Baltic Sea states about good practices concerning the use and management of medicinal products by establishing a network with the focus on sustainable development. Good practices and experience were exchanged between people with knowledge of medical products, health and environmental aspects within the region. Focal points should be established in all Baltic Sea region member states in order to increase knowledge and to provide a platform for further discussions towards the goal of sustainable development. Lead partner: Swedish Medical Products Agency. Funding: Seed money from the Swedish Institute. Deadline: 2014.

Assess the need to clean up chemical weapons. Assess the need to clean up contaminated wrecks and chemical weapons where it is required to protect sensitive marine ecosystems, taking into account completed and ongoing work carried out by HELCOM. Since November 2011 an 'HELCOM-Muni' expert group has been updating the report on chemical munitions dumped in the Baltic Sea. Activities encompass identification of the current priority threats and establishment of the costs and benefits of any possible action under agreed research programmes. This should build on existing knowledge and mapping in the Baltic Sea. The development of major offshore infrastructure projects should also take into account the location of underwater chemical weapon dumping sites. Lead partner: Chief Inspectorate of Environmental Protection, Poland, with the involvement of all nine contracting HELCOM partners. Funding: HELCOM. Deadline: 2014.

Chemical Munitions Search & Assessment – *CHEMSEA* (sub-project to 'Asses the need to clean up chemical weapons'). The aim of this project was to assess the environmental risk related to dumped chemical munitions, by updating the maps of Gotland Deep Dumping ground and the munitions dispersed on the Baltic Seafloor, assessing the risk for benthic biota and fish and modelling the dispersion of contaminated sediments. Another major task was to create administrative tools to manage the dump sites, and to update and merge national guidelines and regulations on dumped munitions. Lead

partner: Institute of Oceanology PAS, Sopot, Poland, with the involvement of 10 institutions from Finland, Germany, Lithuania, Poland and Sweden. Funding: About EUR 4.59 million of which EUR 3.62 million was ERDF co-financing. Deadline: June 2014. Link: http://chemsea.eu.

Development of Baltic Marine Environment Protection Commission (HELCOM) core set indicators. Indicators for hazardous substances and biodiversity were developed to support regular assessments of whether HELCOMs strategic goals and ecological objectives have been reached, and whether implementation of the HELCOM Baltic Sea Action Plan has been successful. The indicators are in line with good ecological status (GES) as defined in the EU Marine Strategy Framework Directive and the ensuing guidelines or criteria. The project ensured the necessary cooperation and coordination, and the marine region-wide harmonisation needed to set Baltic Sea-specific targets for GES related to hazardous substances and biodiversity. Lead partner: HELCOM Secretariat. Deadline: 30 June 2013. However, the HELCOM work on core indicators, particularly on shared/common databases, coordinated monitoring programmes and web-based delivery of indicators and assessment products continued after 2013. Especially the needs to set monitoring and assess the state of pharmaceuticals before 2020 were among the priorities.

Changing antifouling practices for leisure boats in the Baltic Sea – CHANGE. The coastal environment of the Baltic Sea receives a substantial supply of toxic compounds e.g. copper, zinc and tributyltin (TBT) from new and old paints used to deter fouling of marine benthic organisms on leisure boats. Ecoinnovations available on the market have reached little acceptance among consumers. CHANGE focusses on minimizing supplies of toxic antifoulants from leisure boats in the Baltic Sea by adapting boat owners' behaviours to sustainable practices. The integrative approach in CHANGE between business administration, environmental law and natural sciences, supported by a modern approach to communicate and collaborate with end-users through an internal expert group in communication, will form a new model for how new know-how can support long-term solutions to complex environmental problems. The results obtained in CHANGE support knowledge-based governance and provide new and powerful instruments for use in the policies in the region, i.e. HELCOM (Baltic Marine Environment Protection Commission) Baltic Sea Action Plan (BSAP), Marine Strategy Framework Directive (MSFD), Water Framework Directive (WFD). There is a strong regional aspect since similar studies and collaborative processes are proposed in Sweden, Finland, and Germany. Also, end-users, i.e., representatives from competent authorities from these countries have been attracted to the Advisory Board of CHANGE. The expected outcome is a deep understanding of how the linkages between individual attitudes, behaviour, market actors and the legal framework shape the environmental policy performance in the field of toxins from antifouling paints. It will be able to make suggestions of new instruments to fulfil the objectives of BSAP, MSFD and the WFD. It will produce new knowledge on the effect of contaminants, and mixtures thereof, on organisms and contribute to improved risk assessment as well as provide new information on the relative importance of the sources, i.e., soil,

sediment, water in the coastal system, for the supply rate of antifouling compounds. The flagship involves partners from Denmark, Germany, Finland and Sweden. Lead partner: SP Technical Research Institute of Sweden. Funding: About EUR 3.9 million. The project is funded by the Baltic Sea Research and Development Programme BONUS, together with the support of the EU under the call viable ecosystems 2012. Deadline: 2017.

BLASTICS – Plastics waste pathways into the sea. The BLASTIC project aims at reducing plastic waste and thereby hazardous substances inflow into the Baltic Sea by mapping potential litter sources in urban areas and monitoring litter levels in the aquatic environment. The objective is to demonstrate how plastic waste in urban areas finds its ways to the Baltic Sea and becomes marine litter. The main outputs of the project will be:

- A new methodology/approach of mapping potential sources and pathways of marine litter
- A list of identified and prioritized measures to reduce litter streams from land to sea
- Knowledge bank and increased awareness on marine litter environmental impact and socioeconomic impact

The flagship involves partners from Estonia, Finland, Latvia and Sweden. Lead partner: Keep Sweden Tidy Foundation. Funding: EUR 1.0 million. Deadline: 2018.

PA HEALTH

Health: Improvement of public health[8] – by promotion of equitably distributed high quality primary health care systems – a project aimed at helping increase cost-efficiency of the public health system and more efficiently counteracting communicable diseases as well as health problems related to social factors. Lead partner: Blekinge Centre of Competence, Blekinge County Council, Sweden. Funding: About EUR 2.67 million of which EUR 1.96 million was ERDF co-financing. Deadline: December 2012. Link: www.ltblekinge.se/imprim.

Health: ICT for Health.[9] Strengthening social capacities for the utilisation of eHealth technologies in the framework of the ageing population. The Interreg IV B project 'ICT for Health' has been managed within the eHealth for Regions network and aimed at contributing to a better deployment of eHealth technologies through enhancing the social capacity, acceptance and knowledge of citizens and medical professionals. It addressed some of the key challenges of the Baltic Sea region, namely demographic changes and the large differences with regard to access to, and quality of, health services. Lead partner: University of Applied Sciences, Flensburg, Germany. Funding: About EUR 3.65 million of which EUR

[8] In annexI of the EUSBSR Action Plan of February 2013 the project was named 12.12. Health: Improvement of public health.

[9] In annexI of the EUSBSR Action Plan of February 2013 the project was named 12.13. Health: ICT for Health.

2.61 was ERDF co-financing. Deadline: December 2012. Link: www.ictforhealth.net or www.ehealthacceptance2012.net.

Alcohol and drug prevention among youth – ADPY. The aim of the project was to reduce hazardous and harmful alcohol use and substance use in general among young people in municipalities around the Baltic Sea region through local empowerment and capacity building. There were eight partners in the project from five countries. Lead partner: Northern Dimension Partnership in Public Health and Social Well-being (NDPHS) Secretariat. Funding: About EUR 404 000 Deadline: December 2013. Link: http://www.ndphs.org/?database,view,project,1447.

Counteracting brain drain and professional isolation of health professionals in remote primary health care through tele consulting and tele mentoring to strengthen social conditions in remote Baltic Sea regions – PrimCareIT. The aim of the project was to raise the attractiveness of remote primary health care. Opportunities for professional networking and continuing medical education as well as career development in remote areas are several issues which could be efficiently managed by means of tele-consultation and tele-mentoring, including social media. There were 16 partners in the project from seven countries. Lead partner: South Ostrobothnia Health Care District, Finland. Funding: About EUR 2.56 million of which EUR 1.82 million was ERDF co-financing. Deadline: March 2014. Link: http://www.primcareit.net/.

Building capacity in prevention of HIV and associated infections among youth at high risk. This project addressed the area of HIV prevention among youth at high risk of getting HIV and associated infections. Project activities included assessment of needs of young people at risk in prevention programs, mapping best practices, training professionals, disseminating best practices and development of guidelines for stakeholders.

Research conducted within the project showed that children and young people experimenting with drugs, migrant children and young people, as well as children and young people involved or at high risk of being involved into commercial sexual exploitation need effective prevention programs. Most prevention programs targeted at children and young people at high risk of getting HIV and associated infections implemented in the region were small-scaled, project based, sporadic and not stable. The project created a basis for the development and implementation in the Baltic Sea region of evidencebased prevention programs aimed at HIV and associated infections prevention among children and young people at high risk, which were developed, implemented and estimated in accordance with academic standards. The flagship involved six partners from Finland, Latvia, Poland and Russia. Lead partner: Northern Dimension Partnership in Public Health and Social Well-being (NDPHS) Secretariat. Deadline: August 2015. Funding: About EUR 375 000.

Northern Dimension Antibiotic Resistance Study (NoDARS). The primary aim of the "NoDARS" project was to gain new knowledge regarding antibiotic resistance (AMR) levels in urinary tract infections (UTI) that normally are not subjected to microbiological analysis. To look for specific determinates in the normal flora of healthy individuals and use these results and improve existing guidelines for antibiotic treatment of uncomplicated UTIs as well as to evaluate existing antimicrobial resistance strategies in the countries that participated in the study. Altogether the result of the study will be informing the empirical treatment of common urinary tract infections. It will also bring important information on the penetration of resistance in the population. Different AMR-strategies applied in the participating countries were evaluated in the context of evidence informed policy making. The project involved partners from Finland, Germany, Latvia, Poland, Russia and Sweden. Lead partner: Northern Dimension Partnership in Public Health and Social Well-being (NDPHS) Secretariat. Funding: EUR 430 000 of EUR 300 000 is ERDF- funding (ENPI) and EUR 130 000 is co-financing from project partners). Deadline: 2017. Link: http://www.ndphs.org/?database,view,project,1468

PA INNOVATION

Sustainable Production through Innovation in Small and Medium sized Enterprises – SPIN.[10] The project was completed in April 2012. SPIN was a project supported by the Baltic Sea Region Programme 2007-2013 of the European Union. SPIN brought together some of the most important institutions for eco-innovations in the Baltic Sea region and was supported by numerous national governments, sector associations, research bodies and transnational NGOs. Funding: About EUR 2.94 million of which EUR 2.14 million was ERDF co-financing. Deadline: April 2012. Link: http://www.spin-project.eu/.

PA NUTRI

Removing phosphates in detergents.[11] The aim of the project was to give support to the Baltic Sea states to implement the HELCOM recommendation 28E/7, i.e. national legislative action to limit the use of phosphates in laundry detergents and automatic dishwasher detergents. This was accomplished by producing information leaflets (in English and Russian) to give support to decision makers. The English document was published on various websites: HELCOM, EUSBSR PA Nutri and Swedish Chemicals Agency. The project was presented and dialogue was carried out at the EUSBSR Annual Forum in Tallinn in October 2011. On the 4th of November 2010 a draft proposal for a harmonized regulation regarding the use of phosphates and other phosphorous compounds in household laundry detergents was presented by the European Commission. An EU-wide ban on phosphates in laundry detergents was adopted in 2011. Lead partner: Swedish Chemicals Agency. Funding: by the project leader. Deadline: 2011. Link: Final report.

BALTIC DEAL - Putting best agricultural practices into work – This project gathers farmers and farmers' advisory organizations around the Baltic Sea in a unique effort to raise the competence concerning agri-environmental practices and measures. Project was based on promoting best agrienvironmental practices to reduce nutrient losses from agriculture, with maintained production and competiveness. The project web site was created with the aim of being a tool box for advisors and farmers and a source for knowledge. A network of 118 demonstration farms was created and more than 90 study tours and workshops have been performed on the demonstration farms, with over 2000 participants. The project has organised conferences and participated actively in different forums around the Baltic Sea and Brussels. Lead partner: Latvian Rural Advisory and Training Centre and Federation of Swedish Farmers. Funding: About EUR 3.79 million of which EUR 2.97 million was ERDF co-financing. Deadline: September 2013. Link: http://www.balticdeal.eu/.

[10] In annex I of the EUSBSR Action Plan of February 2013 the project was named 8.3. Sustainable Production through Innovation in Small and Medium sized Enterprises.

[11] In annex I of the EUSBSR Action Plan of February 2013 the project was named 1.1. Removing phosphates in detergents.

Assessment of regional nutrient pollution load and identification of priority projects to reduce nutrient inputs from Belarus to the Baltic Sea. The aim of the project was to identify priority investments and build local capacity in the reduction of nutrient inputs to the Baltic Sea in the context of the Northern Dimension Environmental Partnership, with particular focus on municipal wastewater, industry and agriculture. The project has identified cost efficient ways to reduce Belarusian discharges of nutrients to the Baltic Sea. Lead partner: Nordic Environment Finance Corporation (NEFCO). Funding: Baltic Sea Action Plan (BSAP) Fund EUR 250 000. Deadline: December 2013.
Link: Fact sheet and Final Report and Action Plan.

PRESTO - Project on Reduction of the Eutrophication of the Baltic Sea Today. The aim of the project was to improve water quality along River Daugava and River Neman and the Baltic Sea by improving municipal wastewater treatment with technical studies and concrete investments as well as by increasing human competence. This was reached by implementing low-cost, high-impact pilot investments on nutrient removal in three municipal wastewater treatment plants (WWTPs) in Belarus (Grodno, Molodezhno, Vitebsk) and by further developing the process in Latvian (Daugavpils) and Lithuanian (Kaunas) WWTPs. The project developed educational course and materials for three Belarusian technical universities and workshops for operative, administrative and educational experts on modern waste water treatment technologies. Also forums were organized aiming at exchange of information between authorities, decision makers and other relevant actors about the tools and legislation needed to improve water quality in the Baltic Sea region. The project promoted good practices in nutrient removal and sustainable sludge handling. Lead partner: Union of the Baltic Cities, Environmental and Sustainable Development Secretariat, City of Turku, Finland. Funding: About EUR 4.56 million of which 1.11 million was ERDF co-financing. Deadline: March 2014. Link: http://www.prestobalticsea.eu/.

NutriTrade - Nutrient Offsetting for the Baltic Sea. NutriTrade develops new innovative policy instruments promoting cost-effective, cross-border, cross-sector nutrient reduction measures in the Baltic Sea basin. The project will pilot a platform for nutrient trading, nutrient offsets and joint implementation of nutrient reduction targets in Baltic Sea area. In the pilot scheme, several proven nutrient abatement measures will be implemented, resulting in phosphorus load reductions of up to 50 t/a. At the same time, the project will develop 1) credible nutrient offset verification mechanisms, and 2) assessment mechanisms to find and support innovative but proven and verifiable nutrient reduction methods which have not yet become market-driven or integrated into governmental policies. The lessons learned in the pilot scheme will be used for analysing nutrient trading as a water policy instrument on a national level, and also for the analysis of a Baltic Sea wide inter-governmental nutrient trading. Based on these, NutriTrade will produce policy recommendations for the Baltic Sea region. The flagship involves partners from Finland and Sweden. Lead partner: John Nurminen Foundation, Finland. Funding: EUR 2.1 million (total ERDF budget). Deadline: 2019 Link: http://nutritradebaltic.eu

Baltic Blue Growth – Initiation of full scale mussel farming in the Baltic Sea. The project with all its stakeholders will set up a successful mussel farming value chain, the aim is to develop an integrated territorial industrial production of blue mussels and establish commercially viable production of fodder. To achieve this, suitable farming techniques will be developed for the Baltic Sea region conditions and a mussel meal industry will be developed. All the above mentioned will take place in close cooperation with policy makers on regional and national level and in line with current legislation. The aim is to produce supportive policy instruments. The project will also investigate the use of combined mari-cultural systems, where mussels may mitigate negative nutrient effects of fish farming. A system for allowing payment for the service 'nutrient uptake' needs to be created, a task that the project will try to solve. The flagship involves partners from Canada, Denmark, Estonia, Finland, Germany, Latvia Poland Sweden as well as The SUBMARINER Network for Blue Growth EEIG also participates. Lead partner: Östergötland Country Council, Sweden. Funding: About EUR
4.6 million (total ERDF budget). Deadline: 2019. Link: http://www.balticbluegrowth.eu

BEST - Better efficiency for Industrial Sewage treatment. Project BEST tackles both eutrophication and risks of hazardous substances to the Baltic Sea through concrete demonstration and pilot investments, training and transferring best practises. The project aims at better control of industrial discharges by jointly developing sustainable cooperation and optimal treatment for industrial discharges with municipal authorities, water utilities and industrial companies and cut down the load of nutrients and hazardous substances to the Baltic Sea. Furthermore, the project promotes the exchange of good practices. The project stresses the importance of transnational cooperation and supports wastewater treatment plants (WWTPs) in the Baltic Sea region to further improve their WWTP performance and reach the HELCOM (Baltic Marine Environment Protection Commission) standards in outgoing wastewaters (0,5 mg P/l). The pilot actions and investments will be applicable in all WWTPs to solve similar challenges focused in the project, thus benefitting the whole Baltic Sea region. The flagship involves partners from Estonia, Finland, Latvia, Poland and Russian Federation. Lead partner: City of Helsinki, Environmental Services, Finland. Funding: About EUR 3.6 million.
Deadline: August 2020.

IWAMA – Interactive water management aims to improve the resource efficiency in wastewater management in the Baltic Sea region (BSR) by developing the capacity of wastewater treatment (WWT) operators and implementing pilot investments which will result in reduced nutrient inflows into the Baltic Sea. The actions will focus on three main areas of the municipal WWT sector: capacity development, energy management and sludge management. The project will contribute to achieving the 'Clear Water in the Sea' sub-objective of the EUSBSR by assisting the water sector to follow the current HELCOM action plan, as well as the forthcoming recommendation on sludge handling (still on the draft stage, latest available version of May 2014). The project helps to implement the PA NUTRI Actions

'improving wastewater treatment', 'investigate cost-efficient nutrient reduction mechanisms' and 'cooperate with non-EU Member States'. This is done by promoting energy-efficient nutrient removal and smart sludge handling in municipal WWTPs of different scales.

The flagship includes partners from Belarus, Denmark, Estonia, Finland, Germany, Latvia, Lithuania Poland, Russia and Sweden. Lead partner: Union of the Baltic Cities, Sustainable Cities Commission c/o City of Turku, Finland. Funding: About EUR 4.6 million. Deadline: 2019. Link: http://www.iwama.eu

CONSUME – consumer guide for sustainably produced meat. The project aims to help facilitate the transformation to more sustainable meat production and consumption in the Baltic Sea region with the view of decreasing the environmental footprint from the food system. This will be carried out by developing consumer meat guides, providing guidelines for consumers, retailers and producers, in order to increase awareness and change consumption and production patterns. The project builds on the work already done in Sweden and Germany aiming to develop the meat guides further to include criterion for eutrophication and to introduce them to newly targeted countries.The project contributes towards the objective "Save the Sea and sub-objective "Clear water in the sea". The project will contribute to the actions "Facilitate cross-sectorial policy-oriented dialogue and "Managing nutrients more efficiently". The project involves partners from Estonia, Finland, Germany, Latvia, Lithuania and Sweden. Lead partner: WWF Baltic Ecoregion Programme. Funding: Main project budget is estimated at EUR 1.7 million. Deadline: Seed funding to the 2nd quarter of 2017 with the view of producing a full project proposal for submission.

PA SAFE

Baltic Sea Maritime Functionalities.[12] The project involved national 'coast guard-like' services in EU member states and third countries, in the context of maritime safety, maritime security, and pollution prevention and response in the Baltic Sea. Lead partner: Finnish Border Guard. Deadline: 31 December 2011. Link: http://www.cbss.org/strategies/13-1-baltic-sea-maritime-functionalities-bsmf/.

Become a pilot region for the integration of maritime surveillance systems.[13] Maritime Surveillance North (MARSUNO).The overall objective of this Maritime Policy pilot project and preparatory action was to develop and test mechanisms for improving maritime awareness by sharing operational information between government departments and agencies responsible for monitoring activities at sea of all Baltic Sea countries. One specific goal was the development of technical interfaces that securely

[12] In annex I of the EUSBSR Action Plan of February 2013 the project was named 13.1 Baltic Sea Maritime Functionalities.

[13] In annexI of the EUSBSR Action Plan of February 2013 the project was named 13.2 Become a pilot region for the integration of maritime surveillance systems.

allow for all countries to join in a common situational image containing restricted law enforcement and other information. Lead partner: Swedish Coast Guard. Funding: Co-funded by Directorate General for Maritime Affairs and Fishery of the European Commission. Deadline: 31 December 2011. Link: http://ec.europa.eu/newsroom/mare/itemdetail.cfm?subweb=342&lang= en&item_id=8669.

Become a pilot region for e-Navigation.[14] Efficient, Safe and Sustainable Traffic at Sea (EfficienSea). The aim of this project was to establish one or more e-Navigation trial zones, in view of the gradual achievement of an integrated network of e-Navigation systems for European coastal waters and the high seas. Lead partner: Danish Maritime Authority. Funding: About EUR 7.69 million of which EUR 5.28 million was ERDF co-financing. Deadline: January 2012. Link: www.efficiensea.org.

Development of shipping routes and e-Navigation in the Baltic Sea. Motorways and electronic navigation by intelligence at sea 'MONALISA'. The project aimed to make a concrete contribution to efficient, safe and environmentally friendly maritime transport. This was done through the development, demonstration and dissemination of innovative e-Navigational services to the shipping industry, which laid the groundwork for future international deployment. Another main activity under this flagship was to undertake a quality assurance of hydrographic data for the major navigational areas in the Swedish and Finnish waters of the Baltic Sea, which, together with other pilot actions, helped enhance the safety of navigation and optimisation of shipping routes. Lead partner: Swedish Maritime Administration. Funding: EUR 22.4 million and it was 50% co-financed by the Trans-European Transport Network (TEN-T) programme. Deadline: 31 December 2013. Link: http://monalisaproject.eu/category/archive-monalisa-1-0/.

Minimising the risk of transportation of dangerous goods by sea (international project 'Minimising risks of maritime oil transport by holistic safety strategies – MIMIC'). Oil transportation in the Baltic Sea poses a transnational risk to the marine environment. Maritime oil transportation is also vulnerable to security threats. In order to effectively compare different management options for safety systems, a detailed assessment of the current state of the system was needed. In addition, risk assessments based on realistic traffic growth scenarios, accident probabilities and their likely consequences are essential to evaluate the options. Lead partner: Kotka Maritime Research Centre, Finland. Funding: EUR 2.1 million; co-financed by the Central Baltic Programme Interreg IV A 2007-2013. Deadline: December 2013. Link: http://www.merikotka.fi/mimic/.

Develop a plan to reduce the number of accidents in fisheries. This was achieved by improving the way information on accidents is gathered and analysed, by assessing training and by sharing of best practices to increase the safety of fishermen. Lead partner: Baltic Sea Regional Advisory Council.

[14] In annexI of the EUSBSR Action Plan of February 2013 the project was named 13.4 Become a pilot region for e-Navigation.

Funding: Swedish Institute and EUSBSR policy area Safe. Deadline: Summer 2014. Link: http://www.bsrac.org/ooizzCMS/DA/bsracflagshipproject.

To create a centre for knowledge and innovation in the field of maritime safety and security. The project aimed to increase knowledge transfer between different groups of stakeholders in the field of maritime safety and security. The ambition was to make better use of the results and recommendations of completed, ongoing and upcoming projects in the field, and thereby stimulate innovation and entrepreneurship, and to create new ideas and products in the Baltic Sea region. This was done by facilitating long-term cooperation between different groups of stakeholders and projects in the field of maritime safety and security. Lead partner: Region Blekinge, Sweden. Funding: Swedish Institute. Deadline: 31 December 2014. Link: http://www.regionblekinge.se/english/bmsp/.

MONALISA 2.0. The aim of MONALISA 2.0 was to contribute to the continuous improvement and development of efficient, safe and environmentally friendly maritime transport through a series of measures in accordance with the EU's transport policies. Through concrete pilot projects and studies, the deployment of new maritime services and processes was promoted. In MONALISA 2.0 the Sea Traffic Management (STM) concept was defined, focusing on maritime information sharing. Two concrete STM-results were the new Route Exchange standard, part of the ECDIS standard defined by IEC 61174 ed.4, and the establishment of the European Maritime Simulator Network. The whole STM concept defined in MONALISA 2.0 is currently (2015-2018) being validated by the STM Validation project involving 300 ships, 13 ports and 5 service centres. The Safety part of the MONALISA 2.0 project delivered studies and prototypes, one which have led to an order from the Italian Navy of an Indoor Positioning System. A very large SAR exercise was held in Valencia, Spain, where new safety procedures, technology was tested on-board and on shore. The safety training program has been presented to IMO. The Safety parts of MONLISA 2.0 has led to a proposal of a new Safety project named Picasso. The decision on Picasso project funding will be given by the EU in June 2016. All MONALISA 2.0-deliverables are available at www.monlisaproject.eu. Lead partner: Swedish Maritime Administration. Funding: EUR 24.0 million. Deadline: 2015.

Winter Navigation Motorways of the Sea (WINMOS). The main objective of WINMOS was to ensure sustainable efficient maritime transport all-the-year-round and to diminish the barrier effect caused by the sea ice in the European Union's northernmost fairways. Several studies were carried out and models were developed in order to provide tools to be used to define future demand for icebreaking capacity when marine traffic and volumes are changing e.g. due to increasing environmental standards, and to define future options of different concepts regarding types of icebreakers needed, their ownership options and operating arrangements. During the project a Common Rail fuel injection system was developed for icebreakers which can save fuel and therefore reduce emissions. A pilot version of next generation, browser based icebreaking management system (IBNext) was established, which will be

further developed into a production version. The project resulted a training programme based on enhanced simulator training in winter conditions focused for merchant vessel crew and.

Four Swedish icebreakers were upgraded in order to provide more operational years to the icebreakers. The world's most environmentally friendly icebreaker Polaris was built. Lead partner: Swedish Maritime Administration. Deadline: 31 December 2015.

Project BONUS ESABALT (Enhanced Situational Awareness to Improve Maritime Safety in the Baltic) was a two year (2014-2016) research project to study the feasibility of implementing a crowd sharing platform for stakeholders in the Baltic Sea Region. Data produced by sensors onboard vessels of all categories are beneficial to maintain local situational awareness and hence safety of the crew and cargo of the vessel. If part of this data can be shared with other vessels in the area, it can lead to collaborative situational awareness over a wider spatial and temporal zone. Investigation of the possible benefits of such architecture, potential end-users, and its associated investments was the objective of this project. During the project, the end-users and their requirements were identified, the functions and the architecture of the system was described and the proof-of-concept demonstrator using simulated real-life scenarios was implemented. The system achieved Technology Readiness Level 4 (technology demonstrated in laboratory environment). The project involved partners from Finland, Poland and Sweden. Lead partner: Finnish Geospatial Research Institute. Funding: BONUS about EUR 374 500. Deadline: 2016. Link: http://www.fgi.fi/esabalt/

Baltic Sea maritime Incident Response Group (Baltic Sea MIRG). The main objective of the Baltic Sea MIRG project was to develop joint coordination models and operational guidelines that aim at harmonizing the general principles of MIRG (Maritime Incident Response Group) operations, enhancing safety and ensuring efficient coordination and cooperation between different countries in international ship fire operations. These models and guidelines not only enhance the cooperation between different countries' MIRG team but also the cooperation between maritime SAR authorities, emergency fire and rescue services and the crew of the distress vessel. In addition, the project supported the harmonization of MIRG services and training in Europe.

Although the focus of the project was on the Baltic Sea, it is considered that the models and guidelines are applicable worldwide. For example the results can be utilized by introducing the guidelines into national operating instructions or by adopting them straight to national use. Thus, the results should be disseminated as openly and widely as possible to all parties that may need or benefit from them. Also, it should be mentioned that in the course of the project a Europe-wide MIRG expert network was formed, which represents a promising step for the future development of MIRG services. The flagship involved partners from Estonia, Finland, Germany, Italy, Lithuania, Netherlands, Poland and United Kingdom. Lead partner: Finnish Border Guard. Funding: About EUR 540 000. Deadline: 2016

Efficient, Safe and Sustainable Traffic at Sea II – EfficienSea 2.0. The aim of EfficienSea 2 project is to improve navigational safety and efficiency as well as emergency response, to decrease administrative burdens and improve environmental monitoring and enforcement. The development of a Maritime Cloud – a communication framework for both e-Navigation and e-maritime – is central, as is the maturing of emerging communication technologies improving ships connectivity. The project will showcase e-navigation services in the Baltic and in the Arctic while contributing to upgrade of international maritime safety regimes. The project involves partners from Austria, Denmark, Estonia, Finland, France, Germany, Ireland, Latvia, Norway, Poland, Sweden, UK as well as BIMCO, Comite International Radio-Maritime and IALA. Lead partner: Danish Maritime Authority. Funding: Total project budget is EUR 11.5 million of which EUR 9.8 million is EU funding (Horizon 2020).
Deadline: 2018.

Vessel Triage. The project aims at developing a categorisation and risk identification system for vessels in ship accidents. A uniform international categorisation system describing the safety status of a vessel is necessary in order to assess the seriousness of the vessel's situation and to facilitate decision-making regarding search and rescue. Categorisation enables rapid identification of the key operational risks and a commensurable vessel status in order to guarantee appropriate search and rescue (SAR) and further operations. The goal of the system is to facilitate the maintenance of situational awareness between the authorities and the distress vessel and enhance the communications between them. Categorisation would make the cooperation between SAR services and various actors significantly more effective – both nationally and internationally. The flagship involves partners from Denmark, Estonia, Finland, Germany, Latvia, Poland and Sweden. Lead Partner: Finnish Border Guard. Funding: Ministry for Foreign Affairs of Finland. Deadline: 2017. Link: http://www.raja.fi/vesseltriage.

Diving with State Maritime Resources Together in the Baltic – DiveSmart Baltic. The project DiveSmart Baltic is an enlargement and extension of a current national Swedish project entitled DiveSmart. The national project has, following the lessons learned of the Costa Concordia accident, successfully raised the national emergency preparedness within the diving sector. This has been done by mapping and listing competences and technical resources in a database, developing mobilizations strategies for competences and resources, developing standard operational procedures for operations, and modules for quick transport and rescue and designing table tops and exercises with accelerating complexity.

Prior to the project there was little contact among the national diving capacities (totalling 671 persons in Sweden). Today one is currently looking into the possibility of a common national diving and training centre, for all divers employed in the public sector, which is a win-win situation no one could have anticipated two years ago. The DiveSmart Baltic addresses the similar situation around the Baltic Sea. Today, there is little cooperation, documented and available information on capacities and resources,

very little knowledge of each other's – or jointly developed – mobilization-strategies, and no regular and recurring meetings/table tops or exercises. As an accident in the open part of the Baltic Sea would demand the response capacities of several countries, and as in the case of accidents the possibilities of rescuing people in water or trapped underwater depends on careful planning and training, a coordination of the above would benefit the crisis preparedness by reducing the response time due to familiarity with equipment, routines and mobilization, and thus raise the safety and security level in the Baltic Sea region. The project focuses on three work packages:

- Mapping competences and technical resources in a database and creation mobilization strategies. The mapping will also show gaps and possible overlaps that will be communicated to policy and decision makers.
- Common exercises, and the production of a common SOP/guidelines on how to approach and work together during a large incident.
- Research and development into penetration techniques, evacuation equipment and stability.

The core partnership consists of Danish, Finnish, German Polish, and Swedish partners; both from the public and private sector and cover approximately 2000 professional divers around the Baltic Sea. Lead partner: Swedish Coast Guard. Funding: EUR 2.25 million of which EUR 1.72 is ERDF-funding (Interreg Baltic Sea Region Programme). Deadline: 2019.

Sea Traffic Management Validation. Sea Traffic Management (STM) aims to form a common standardized information sharing environment for actors in the maritime domain. Built on these standards, the concepts of Voyage Management, Flow Management, Port Collaborative Decision Making (CDM) and SeaSWIM have been identified. Under Voyage Management, a multitude of services are envisaged improving support to individual ships in both the planning and executional phases of a voyage. Flow Management concerns services supporting both land organizations and ships in optimizing the overall traffic flow through areas of dense traffic or particular navigational challenges. Port CDM aims at increasing the ability to determine the accuracy of port approaches by and for involved actors by improved sharing of information and collaborative decision making in the process of port calls and departures. SeaSWIM ensures an efficient exchange of information between the actors in the maritime domain. STM services have a great potential in overcoming many of the challenges of communication and information sharing between actors at sea and on land. The flagship involves partners from Austria, Cyprus, Denmark, Finland, Germany, Ireland, Italy, Netherlands, Norway, Portugal, Spain, Sweden, United Kingdom as well as Baltic and International Maritime Council (BIMCO) also participate in the project. Lead partner: Swedish Maritime Administration. Funding: INEA CEF (Ten-T MOS). Project budget: approximately EUR 43.0 million; 50% cofinancing from the EU (CEF Call for Proposals, which was closed in February 2015). Deadline: 2018.

CHEMSAR – Operational plans and procedures for maritime search and rescue in hazardous and noxious substances (HNS) incidents. The main objective of the ChemSAR project is to create uniform

operational plans and standard operational procedures to save human lives in maritime HNS incident areas and to ensure safe operation also for rescue crews. Effective rescue operations involving HNS will minimize the impact on the environment. Although general guidelines regarding this area exist at the global and European level, currently there are no common operational plans and Standard Operational Procedures (SOP) for Search and Rescue (SAR) operations application to cases of HNS incidents. By creating these operational plans and SOPs for rescue operations, the project will tackle the above mentioned lack of operational procedures by developing and testing procedures within the Baltic Sea Region. It will also contribute to enhance cross border co-operation and coordination of resources and to improve competence and harmonize level of know-how between different actors and countries. Enhancing the safety of transportation of oil, hazardous and noxious substances and develop preparedness for emergency situations. The project involves partners from Estonia, Finland, Germany and Lithuania. Lead partner: Centre for Maritime Studies of the Brahea Centre at the University of Turku, Finland. Funding: EUR 2.48 million of which EUR 1.89 million is ERDF-funding (Interreg Baltic Sea Region Programme). Deadline: 28.02.2019.

STORMWINDS – Strategic and Operational Risk Management for Wintertime Maritime Transportation System addresses the risks of winter navigation in the Northern Baltic, and provides analyses and technologies aimed at accident prevention and response. The project will provide recommendations to enhance cross border, cross-sector vessel traffic control and emergency response, propose a safety management model for Vessel Traffic Services, develop novel and improved operational situational awareness tools, develop a risk-informed pollution response fleet management model for wintertime conditions and develop methods for ship routing in ice and enhanced situational awareness in ice navigation. The project contributes towards the objective of reducing the number of maritime accidents and particularly the action 'Winter Navigation' of PA SAFE. It contributes to other actions like developing co-operation in maritime surveillance and information exchange and improve safety of navigation by means of e-Navigation. The project involves partners from Estonia, Finland, Russia and Sweden. Lead partner: Aalto University, Finland. Funding: EUR 1.8 million. Deadline: 31.03.2018.

WINMOS II (Winter Navigation Motorways of the Sea). The project aims to improve the efficiency, safety and environmental performance of winter navigation in the Baltic Sea. The main objectives of the project are to further develop and enhance the maritime winter navigation system and its safety. This shall be done through enhanced cooperation among Baltic Sea states and safeguarding required icebreaking resources for the future, by developing new options as well as improving the old capacity to modern environmental standards. WINMOS II is linked to the objective "Save the Sea" and the subobjective "Clean and safe shipping". The project addresses the policy area "Maritime Safety and Security" and the actions "Winter navigation" and "Ensure that crews serving on board vessels are well trained". The flagship involves partners from Estonia, Finland, and Sweden. Lead partner:

Finnish Transport Agency (FI). Funding: About EUR 18.9 million of which about EUR 6.6 million is funded by CEF (Connecting Europe Facility). Deadline: February 2016 to October 2019.

PA SECURE

Map existing marine pollution response capacities and make sub-regional plans for cross-border response cooperation,[15] based on assessment of the integrated risk of shipping accidents (BRISK project, financed by the Baltic Sea Region programme). The overall aim of the three year project was to increase the preparedness of all Baltic Sea countries to respond to major spills of oil and hazardous substances from shipping and enhance sub-regional cooperation. The project resulted in a risk assessment of shipping accidents, mapping environmental sensitivity to pollution and new bi- and multilateral agreements on response to pollution at sea. The project was implemented under the HELCOM (Baltic Marine Environment Protection Commission) Response Group and in cooperation with the Nordic Council of Ministers (information office in Kaliningrad). Lead partner: Admiral Danish Fleet HQ. Deadline: April 2012. Link: http://www.brisk.helcom.fi/ and Final report.

Macro-Regional Risks Scenarios and Gaps Identification. The project, also known as 14.3, aimed to develop scenarios and identify gaps for all main hazards and the potential of such hazards in the Baltic Sea Region, in order to anticipate disasters, thus enabling a rapid and effective EU response through the Community Civil Protection Mechanism. The results of the analysis have been compiled in eight notebooks dedicated to the identified risks and culminated in a project book. Lead partner: CBSS Secretariat. Funding: About EUR 660 000 of which EUR 495 000 was Directorate General for Humanitarian aid and Civil Protection Financial Instrument co-financing. Deadline: June 2013. Link: http://www.14point3.eu/.

Baltic Leadership Programme for Project Leaders. Form a network of key civil protection actors in the Baltic Sea region through the project and equip them with the tools and information needed to manage cross-border collaboration and projects between diverse organisations in an intercultural context. Lead partner: Swedish Institute. Funding: EUR 70 000. Deadline: 2013.

Conduct a threat assessment for the Baltic Sea Region[16], in line with the Organised Crime Threat Assessment methodology, concerning organised crime and border security, and longer term threat assessment of critical infrastructure. Lead partner: Europol in cooperation with the Baltic Sea Task Force, Baltic Sea Regional Border Control Cooperation and FRONTEX (European Agency for the Management of Operational Cooperation at the External Borders of the member states of the EU) as concerns external borders (coordinated by Finland). Deadline: December 2010.

[15] In annex I of the EUSBSR Action Plan of February 2013 the project was named 14.2. Map existing marine pollution response capacities and make sub-regional plans for cross-border response cooperation.

[16] In annex I of the EUSBSR Action Plan of February 2013 the project was named 15.1. Conduct a threat assessment for the Baltic Sea Region.

Create a single national coordination centre[17] in each member state, which coordinates 24/7 the activities of all national authorities carrying out external border control tasks (detection, identification, tracking and interception) and which is able to exchange information with the centres in other member states and with FRONTEX. Create one single national border surveillance system, which integrates surveillance and enables the dissemination of information 24/7 between all authorities involved in external border control activities at all or – based on risk analysis – selected parts of the external border. (EUROSUR (European Border Surveillance System) phase 1). This flagship was linked and has already ended with priority area 13 ('To become a leading region in maritime safety and in security') and especially in its Maritime surveillance and Law Enforcement Flagship Projects 13.1. 'Baltic Sea Maritime Functionalities Project – BSMF' and 13.2 'Become a pilot region for the integration of maritime surveillance systems – MARSUNO'. Lead partner: Finland. Deadline:
December 2012.

Pool resources for the posting of liaison officers to third countries and international organisations[18] in order to fight serious forms of cross border crime, such as drugs trafficking, inter-alia by considering to develop further the existing Council Decision on the common use of liaison officers posted abroad by the law enforcement agencies of the member states within the Baltic Sea region.
Lead partner: Finland. Deadline: December 2010.

Turnstone – Northern European Project Against Cross Border Crime in the Baltic Sea Region. Project Turnstone aimed at enhancing law enforcement cooperation between border agencies (Police, Border Police, Border Guard and Coast Guard organisations in Sweden, Estonia, Finland, Latvia, Lithuania and Poland) in the Northern Baltic Sea region. The project focused on the major transport hubs in the region, thus having contact points in Stockholm, Helsinki, Riga, Tallinn, Klaipeda and Gdansk. The enlargement of the Schengen area in 2007/2008 resulted in many changes in the structures of international cooperation both in the old and new Schengen states and created a need for the border agencies to initiate compensatory measures and new models of cooperation. Today there is a need for regional approaches and new platforms of cooperation, especially in border regions, in order to combat the criminality and organised criminal groups attracted to the region. Project Turnstone addressed these issues by aiming to increase mutual trust and understanding between the border agencies and their officials at all levels, streamline operative day to day cross border cooperation between border agencies, increase interaction between law enforcement agencies and the academic community, create effective and adaptable work methods while safeguarding the right to freedom of movement and improve social and cultural

[17] In annex I of the EUSBSR Action Plan of February 2013 the project was named 15.2. Create a single national coordination centre.

[18] In annex I of the EUSBSR Action Plan of February 2013 the project was named 15.4. Pool resources for the posting of liaison officers to third countries and international organisations.

knowledge between and within the border agencies. The flagship involved 10 partners from Estonia, Finland, Latvia, Lithuania, Poland and. Sweden. Lead partner: The Swedish Police Authority. Funding: About EUR 498 000 (incl. contribution from co-beneficiaries and prevention and fight against crime (ISEC)).Deadline: January 2014 – December 2015.

MOCG – Strengthening the fight against Mobile Organized Crime Groups from the Baltic Sea Region. The project tackled mobile organized criminal groups. Expected results of the project included 20 operational and several smaller meetings directly linked to ongoing judicial investigations, better cooperation (increased trust) between involved member states, the development of innovative investigation techniques and the setting up of several joint investigation teams. The outcome of project strengthened the overall security in the Baltic Sea region (BSR) and in particular the protection of citizens' property. This will improve the sense of security amongst citizens and businesses. The project contributed to dismantling organized crime groups and enhancing public safety in the BSR.

Participating organizations were law enforcement agencies from Estonia, Germany, Latvia, Lithuania, Poland, Sweden, Austria, France and Romania. Lead partner: Bundeskriminalamt, Internationale Kraftzeugverschiebung, Germany. Funding: EUR 590 000 in funding from prevention and fight against crime (ISEC).Deadline: 24 months (January 2014 – December 2015) a prolongation until May 2016 is proposed but not approved yet.

STROM. The STROM project was a transnational project that aimed to strengthen the capacity and role of municipalities in the chain of assistance to victims of human trafficking in the Baltic Sea region (BSR). In order to assess the current role and responsibilities of municipalities in the chain of assistance to victims of all forms of human trafficking and develop effective anti-trafficking policies at the local level, a baseline assessment was carried out in the BSR. Experts from the municipalities in the BSR meet at the regional group meeting to share and analyse the local mechanisms in place to deal with cases of human trafficking. The culmination of the project was specific guidelines for the municipalities providing local stakeholders with expert knowledge and tools needed to deal efficiently with human trafficking cases at the local level. The project contributed to the development of a wider follow-up project. The project STROM enhanced cooperation and coordination among the municipalities of the BSR states to prevent trafficking in human beings in all its forms and strengthen efforts to protect victims of human trafficking. It also facilitates development of a multi-disciplinary, coherent policy against trafficking in human beings (THB) which requires the involvement of a more diverse group of actors than before in policy-making. The STROM project was implemented in Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, the Russian Federation and Sweden. As the project partner countries represent both destination and source countries with diverse perceptions and actions towards the challenges that surround human trafficking, the project covered a large spectrum of the municipal responses to the problem of THB. This will ultimately allow for a project with local focus to give a

broader picture of which the challenges and best practices awaits institutions when working towards the prevention of THB. The project aimed improving strategies used by the municipalities to fight human trafficking and provide assistance to victims of trafficking as well as to raise awareness of local stakeholders and to foster better cooperation between municipalities in the BSR. The flagship involves seven partners from Estonia, Latvia, Lithuania, Norway, Poland, and Sweden. Lead partner: The project is coordinated jointly by the Ministry of the Interior, Latvia and the CBSS secretariat Funding: About EUR 105 000. The project is funded by the CBSS Project Support Facility, Swedish Institute and the Ministry of Interior, Latvia. Deadline: November 2014 – October 2015.

BaltPrevResilience – Baltic Everyday Accidents, Disaster Prevention and Resilience. BaltPrevResilience was created as a response to the multiple everyday accidents that occur in the Baltic Sea region. The project aimed to prevent such accidents and reduce their impacts by improving the prerequisites for collection and analysis of impact and response data at the local level. The project aimed to establish a network/forum for joint analysis of statistic data within the field of fire prevention through expansion of the existing Nordstat cooperation and to find best practices in capturing evidence based data and dissemination of resulting accident profiles. The flagship involved partners from Denmark, Estonia, Finland, Latvia, Poland, and Sweden. Lead partner: Swedish Civil Contingencies Agency. Funding: About EUR 564 000 of which 75 pct. or EUR 423 000 is co-financed by DG ECHO. Deadline: 2016.

Mitigating emergencies and accidents in Trans-European Transport Network (TEN-T) seaports in the Baltic Sea Region – HAZARD. HAZARD aims to contribute to better use of risk analysis and assessment by responsible actors and will improve the communication and operational capability in emergencies between the actors. Best practices and experiences in the Baltic Sea region will be shared and evaluated.

HAZARD enables better preparedness, coordination and communication, and more efficient actions to reduce damages and loss of life in emergencies and handling of post-emergency situations by improving: 1) harmonization and implementation of safety and security codes, standards and regulations; 2) interoperability of resources through joint exercises; 3) communication between key actors and towards the public; 4) use of risk analysis methods; and 5) adoption of new technologies. The flagship involves partners from Denmark, Finland, Germany and Sweden. Lead partner:
University of Turku, Finland. Funding: About EUR 5.0 million. Deadline: 2018.

From GAPS to CAPS – Risk Management Capability on GAPS Identification in the Baltic Sea Region (BSR). The project From Gaps to Caps "Risk Management Capability Based on Gaps Identification in the BSR (From Gaps to Caps)" will contribute to the implementation of a macroregional civil protection strategy and a joint macro-regional prevention and preparedness approach towards major hazards and emergencies as set forth under the Priority Area Secure in the Action Plan for the European Union

Strategy for the Baltic Sea Region (EUSBSR). It will build on the results of the project EUSBSR 14.3 on Macro-regional Risk Scenarios and Gaps Identification – implemented during 2012–2013. The project includes the formulation of a methodology for risk management capability assessment for the BSR. The flagship involves partners from Denmark, Estonia, Finland, Germany, Iceland, Latvia, Lithuania, Norway Poland, and Sweden. Lead partner: Fire and rescue Department, Ministry of the Interior of Lithuania. Funding: About EUR 632 000 of which EUR 474 000 or 75 pct. was co-financed by DG ECHO. Deadline: 2016.

TRACE – Trafficking as a Criminal Enterprise is a transnational project which creates a conceptual map of the human trafficking industry to develop a preliminary understanding of the way in which human trafficking has been defined and framed in Europe. The project seeks to understand the relationship between the human trafficking business and the broader organized crime trade. It looks at the geographical and modus operandi trends within the industry and examines the specific characteristics of individuals involved in the trafficking industry. To complete the analysis TRACE looks at the factors that have influenced the operation of the trafficking industry. TRACE is unique in that it also explores the role of technology in the modus operandi used by traffickers within the European context. The project results are policy recommendations for combating human trafficking, stakeholders' engagement workshops and a handbook "Trafficking in human beings: analysis of criminal networks for more effective counter-trafficking".

The activities of the project are implemented in the three Baltic Sea region states of Latvia, Poland and Sweden complemented by Belgium, Bulgaria, Romania (both in EU Strategy for the Danube Region), and Cyprus, the Netherlands, and United Kingdom. CBSS and The International La Strada Association also participate. Lead partner: Trilateral Research & Consulting, United Kingdom. Funding: The project has received funding of about EUR 1.0 million from the European Union's 7th Framework Programme for research and technological development. Deadline: 2016.

STROM II is a follow-up initiative of the STROM project. It will be a transnational project that aims to strengthen the capacity and role of municipalities in the chain of assistance to victims of human trafficking. The overall goal of the project is to combat trafficking by strengthening municipalities' preventive and protective work to combat trafficking in human beings in the BSR. The project STROM II will develop specific and sustainable implementation models in the participating municipalities that will also be relevant to the further dissemination among other municipalities in the BSR. It will also create a platform for networking of experts at the local, national, and also regional level, who are engaged in combating trafficking in human beings. In this way the project will contribute to providing information and know-how of different actors and their roles, responsibilities, capacities and abilities to identify and deal with cases of trafficking in human beings in the municipalities of the BSR.

The project will substantially improve strategies used by the municipalities to fight human trafficking and provide assistance to victims of trafficking as well as to raise awareness of local stakeholders and to foster better cooperation between municipalities in the BSR. The flagship involves partners from Estonia, Latvia, Lithuania, Russia and Sweden. Lead partner: The CBSS Task Force against Trafficking in Human Beings and Nordic Council of Ministers. Funding: About EUR 300 000.
Deadline: The project is expected to commence in 2016 and the duration of the project is 16 months.

EVAPREM (Developing an evaluation model to assess prevention measures). The aim of EVAPREM is to assessment of the effectiveness and efficiency of prevention measures, like for example campaigns, implemented by rescue services. This will be done through developing a comprehensive and universal model for evaluation of prevention (measures). The sub-objectives of the project are:

- To develop an overall index for assessment of prevention measures
- To enable international comparison as the index allows for comparison between countries
- To enable assessment of current trends and specific prevention activities • To provide an implementation model for prevention measures

Evidence and analysis will support policy-makers in understanding the impact of prevention and assist their work through providing cost-effective evaluation tools. The flagships involve partners from Denmark, Estonia, Finland, Latvia and Lithuania. Lead partner: Estonian Rescue Board (EE). Funding: About EUR 531 000 of which about EUR 398 000 is from the European Commission (DG Echo). Deadline: January 2017 – December 2018.

ECoHuCy – Enablement besides Constraints: Human Security and a Cyber Multi-Disciplinary Framework in the European High North. Research is needed to further the understanding of new and evolving phenomenon such as cybersecurity and particularly its relationship to human security. The EcoHuCy project seeks to depict both positive (enabling) and negative (threatening) potentials residing in regional digital development. It focuses on finding ways to reinforce the positive potentials while diluting the negative ones. The research project focuses on a cross border area of Finland, Norway and Sweden, called the "High North". The research will be conducted with the UK as a case for comparison. The research is focusing on the specific conditions in the High North, although the results will be beneficial for the macro-region in general and will be applicable to the whole BSR. The project contributes to objective B of policy area Secure's Action Plan "Build up resilience and prevention towards emergencies and threats at local level"

The flagship involves partners from Finland, Norway, United Kingdom and Sweden. Lead partner: Northern Institute of Environmental and Minority Law, Arctic Centre, University of Lapland, Finland. Funding: EUR 820 538 from NordForsk. Deadline: December 2019.

BALEX DELTA 2018. In the field of civil protection exercises are equally important as other forms of projects. The aim of the BALEX DELTA 2018 exercise is to test and improve procedures and methods for combating oil and chemical spills at sea and on shore, in a multilateral context, using the HELCOM framework and the EU and national host nation support guidelines. The exercise's main expected result is to improve the response capacity for incidents with hazardous and noxious substances (HNS), on all levels, and to improve collaboration and cooperation between actors, at sea and on the shore. The project helps implements action 1 "Develop a joint macro-regional prevention and preparedness approach towards major hazards and emergencies" and action 2 "Foster dialogue and common approaches to civil protection in the Baltic Sea region" of objective A of policy area Secure's Action Plan.

The flagship involves partners from Finland, Poland, Sweden and HELCOM. Lead partner: Swedish Coast Guard. Funding: EUR 950 000 of which 85 % or EUR 807 500 is co-financed by DG ECHO. Deadline: 24 months.

PA SHIP

Clean Baltic Sea Shipping – CLEANSHIP. The project aimed to identify solutions to reduce ship emissions in order to achieve a sustainable shipping industry and land transportation links as required by the International Maritime Organization regulations. To this end, the project sought to facilitate the implementation of the HELCOM (Baltic Marine Environment Protection Commission) Baltic Sea Action Plan and to develop a general clean shipping strategy through six pilot projects. A key element in the project was the coordinated implementation of the Baltic Sea Action Plan and joint efforts to develop environmentally friendly infrastructure, such as shore-side electricity, LNG capabilities and waste-water reception facilities in ports. The project was implemented in cooperation with the private sector on a voluntary basis. Lead partner: Port of Trelleborg, Sweden. Funding: About EUR 2.88 million of which EUR 2.12 million was ERDF co-financing. Deadline: 31 December 2013. Link: http://www.clean-baltic-sea-shipping.com/.

Baltic Sea cooperation for reducing ship and port emissions through knowledge & innovationbased competitiveness – INNOSHIP. The project promoted an innovative transnational approach to mitigating the different needs and interests of the maritime sector and ensuring a level playing field for more sustainable and economically viable management of Baltic Sea resources. The project provided the needed knowledge and best practices to policy and decision makers in the development and joint implementation of national and transnational policies, strategies and concrete measures to implement the international low emission requirements. Practical models and tools were designed to estimate the economic implications of the required emission reductions targets and to encourage voluntary measures and economic incentives for low emission solutions at local, national and the Baltic Sea level. Lead partner: Baltic Institute of Finland. Funding: EUR 3.62 million of which EUR 2.56 million ERDF co-financing. Deadline: December 2013. Link: http://www.baltic.org/projects/bsr_innoship.

Eliminate the discharges of sewage from ships, [19] especially from passenger ships, by following-up the proposal by HELCOM to the International Maritime Organization (IMO) to designate the Baltic Sea as a control area for sewage discharges from passenger ships, whereby cruise and passenger ships will be required to treat their sewage to remove nutrients or deliver it to port reception facilities. The HELCOM member countries led by Finland initiated a process in the IMO that led to the final adoption at the organization's Marine Environment Protection Committee (MEPC) 62nd Meeting in July 2011 of the Baltic Sea as the first sea in the world designated by IMO as a Special Area for sewage under International Convention for the Prevention of Pollution from Ships (MARPOL) Annex IV. All passenger ships operating within the Baltic Sea Special Area will be required to treat sewage on board, to remove nutrients prior to the discharge into the sea, or to deliver it to a port reception facility (PRF). It will be mandatory for new and existing passenger ships to comply with the antidischarge regulations by 2016 and 2018 respectively. The Special Area status will be enforced when the HELCOM countries notify the IMO that adequate reception facilities for sewage are available in their passenger ports. Lead partner: HELCOM. Deadline: Project can be considered completed at project level while the formal notification of the adequate reception facilities for sewage is awaited.
Link: http://www.helcom.fi/shipping/waste/en_GB/waste/.

Improve the waste handling on board and in ports [20] within the framework of the Baltic Master II project through better involvement of different actors, i.e. coastal municipalities and ports together with national authorities, research institutes, universities and pan-Baltic organisations and finding practical solutions to improve waste handling. The Baltic Master II project initiated in January 2009 addressed issues from the local and regional perspective using cross-border and cross-sectorial collaboration in order to find viable solutions to global problems. The project brought together actors from a wide range of levels ranging from local, regional and national authorities to universities and pan-Baltic organisations. Providing a link between the local/regional level and the national level was an important element of the project in order to combine hands-on knowledge with strategic work. Lead partner: Region Blekinge, Sweden. Funding: EUR 3.90 million of which 3.00 million was ERDF cofinancing. Deadline: January 2012. Link: Final report.

Conduct a feasibility study on LNG infrastructure for short sea shipping. [21] Short Sea Shipping needs to be developed as a sustainable transport alternative encompassing intermodal transport as well as transport of bulk cargo. With the coming cuts in the allowed sulphur content in bunker fuel and

[19] In annexI of the EUSBSR Action Plan of February 2013 the project was named 4.4 Eliminate the discharges of sewage from ships.

[20] In annexI of the EUSBSR Action Plan of February 2013 the project was named 4.5 Improve the waste handling on board and in ports.

[21] In annexI of the EUSBSR Action Plan of February 2013 the project was named 4.6 Conduct a feasibility study on LNG infrastructure for short sea shipping.

limitations on emissions of nitrogen oxides, the competitiveness of short sea shipping is put under great stress and new technologies must be considered. Engine manufacturers have started to offer liquefied natural gas (LNG) as an alternative to oil, but this alternative demands an infrastructure of LNG filling stations. LNG is a climate- and environmentally friendly fuel that is to be made competitive through an effective infrastructure and good framework conditions. This has been the aim of a major project in which, inter alia, the Scandinavian countries and several large energy companies participate. The Danish Maritime Authority was the coordinating partner of the project. The purpose of the project was to develop recommendations for how to establish an infrastructure facilitating the use of LNG as a ships' fuel. However, other important areas have also been identified. The project's recommendations concentrate on five main areas: Bunkering of ships with LNG, Economic and financial conditions, Safety, Technical and operational conditions and finally Permits for an infrastructure ashore. Lead partner: Danish Maritime Authority. Deadline: June 2012. Link: Final report.

Promote measures to collect ship-generated waste (enhanced application of HELCOM's "nospecial-fee" system for port reception facilities especially for oily waste from machinery spaces, sewage and rubbish) focused on upgrading port reception facilities (PRF) for sewage in passenger ports in the Baltic Sea to make them ready for the new regulations under International Convention for the Prevention of Pollution from Ships (MARPOL) Annex IV (the Baltic Sea as a 'special area' in 2011). A dialogue between ports, shipping industry and administrations on technical aspects of sewage delivery and reception at ports has been carried out within the HELCOM PRF Coordination Platform and Maritime Group to solve any open issues. Substantial progress has been achieved since 2010 when the Roadmap for upgrading port reception facilities for sewage in passenger ports of the Baltic Sea was adopted. All Baltic Sea countries have informed in HELCOM that their reception facilities for sewage from passenger ships are adequate. In few ports, the work is ongoing or planned to make further improvements. The 2014 HELCOM report on sewage PRFs (published in 2015) provides a detailed overview of cruise ships in the Baltic Sea as well as their visits to ports with sewage reception facilities. The flagship can be reported as accomplished, and while PRF for sewage will remain on HELCOM agenda it will be from now on in a form of an open-ended process. Lead partner:
HELCOM. Deadline: March 2015.
Link:http://helcom.fi/Lists/Publications/Baltic%20Sea%20Sewage%20Port%20Reception%20Facilities.%20HELCOM%20overview%202014.pdf.

To facilitate LNG (liquefied natural gas) infrastructure in Baltic Sea Ports (LNG in Baltic Sea Ports) project was the first of a series of projects investigating the possibilities for creating a small scale liquefied natural gas (LNG) infrastructure in selected Baltic Sea ports. The project was initiated by the Baltic Ports Organization as a response to the International Maritime Organization's impending regulation on sulphur content in ships' fuel (as of January 2015). This and other regulations regarding e.g. SOx and NOx emissions, exert pressure on the maritime sector to look for an alternative to the heavy

bunker oil used today. The main aim of the project was to foster a harmonised approach towards LNG bunker filling infrastructure in the Baltic Sea area. Each of the seven project partner ports was investigating the development of port infrastructure in order to offer LNG as an alternative fuel for ships in the future. Project partners successfully completed studies such as environmental impact assessments, feasibility analyses for LNG terminals or bunkering vessels, project designs, regional market studies and safety manuals, etc. In addition, as a final result the project compiled the lessons learned from the seven ports' pilot studies into an LNG Handbook listing a number of recommendations regarding technical aspects of LNG bunkering in ports. Moreover, the project led to a sequel – LNG in Baltic Sea Ports II – which focuses on more concrete studies and results and is to lead to the next step in the investment process at 5 project partnering ports. The project comprises an added value activity including – harmonisation and know-how transfer seminars and LNG bunkering training for port communities. Lead partner: Port of Helsingborg, Sweden. Deadline: 31 December 2014. Link: LNG Handbook.

To facilitate liquefied natural gas (LNG) infrastructure in Baltic Sea Ports II. The 'LNG in Baltic Sea Ports II' project was investigating the possibilities for developing LNG infrastructure in Baltic Sea ports. The project built on the results of the flagship 'LNG in Baltic Sea Ports'. Both projects were initiated by the Baltic Ports Organization as a response to the International Maritime Organization's impending regulation on sulphur content in ships' fuel (as of January 2015). This and other regulations regarding e.g. SOx and NOx emissions, exert pressure on the maritime sector to look for an alternative to the bunker oil used today. The main aim of the project was to foster a harmonised approach towards LNG bunker filling infrastructure in the Baltic Sea area. Each of the project partners is planning the development of port infra-structure in order to offer LNG bunker options to ships in the future. Lead partner: Port of Helsingborg, Sweden. Deadline: 31 December 2015.

Build competences on Liquefied Natural Gas (LNG) installations in the region (MarTech LNG – Marine Competence, Technology and Knowledge Transfer for LNG in the South Baltic Sea region). The project focused on the creation of an LNG value chain to utilize business opportunities enabled by regional investments in energy independence and introduction of regulations of sulphur emissions from ships in the Baltic Sea. In order to establish the LNG value chain, the project implemented a research program with three main outcomes: 1) a comprehensive study of the region's LNG competence and capacity; 2) an LNG competence map; 3) a consolidated manual for LNG bunkering practitioners. The project has also been focusing on building a critical mass of LNG competences in the region by creating basic LNG training and implementing 15 training courses for more than 200 experts as well as established an LNG expertise network. In order to foster LNG business models in the region, the project has been working on creating LNG business partnerships which would enable regional industries to better access LNG expertise, financing and markets. Furthermore an LNG business network of 300 companies has been created. Business-to-Business activities have initiated 6 spin-off business projects

at the value of approx.€ 46 million with a potential to create 200 jobs in 2 years perspective and to contribute to establishing LNG bunkering and shipping infrastructure in BSR.
Link: www.golng.eu.

Indexing the environmental impact of vessels. Market actors, such as cargo owners and banks, increasingly influence the logistic chains. The drivers are efficiency and costs, but also reliability and sustainability. In the Clean Shipping Index database ships and ship owners are ranked in accordance to their environmental performance. In order to minimize their corporate environmental footprints, cargo owners use the information from the Clean Shipping Index during the procurement of sea transport. Good environmental performance may become a requirement when providing loans for new ships by banks. Especially in the Baltic Sea region there is a need for banks and investors to address environmental performance when financing new ships, in light of the new tighter rules for ship emissions. When the project ended, the Clean Shipping Index had close to 50 shipping companies involved and nearly 2000 vessels are indexed. Furthermore, a few banks have started to use the index to make an environmental assessment in the loan approval process of banks when financing new ships.
Lead partner: Clean Shipping Network Association. Deadline: 2016.
Link: http://www.cleanshippingindex.com/

Compliance monitoring for Marpol Annex VI – CompMon. The main objective of the CompMon project was to pilot new technologies in the enforcement of International Maritime Organization (IMO) MARPOL Annex VI sulphur regulations to support national inspection authorities. This was achieved by using of remote sensing and advanced sampling methods to determine the compliance of individual vessels. During the project over 40 000 remote sensing observations were made from fixed and mobile platforms and this data was used by national authorities for targeting ships for onboard inspections. Portable XRF-scanners were used by inspectors for quick analysis of sulphur content of the bunker used by the vessel targeted for an inspection. The project also produced reports focusing e.g. on best practices of airborne monitoring and legal aspects of compliance monitoring and enforcement. The flagship involved partners from Finland and Sweden with co-operation partners from Denmark and Germany from the Baltic Sea region, as well as Belgium and the Netherlands from the North Sea region. Lead partner: Finnish Transport Safety Agency. Funding: About 4 million € of which 50% was Connecting Europe Facility (CEF) co-financing. Deadline: 31st December 2016.

Environmental Impact of Low Emission Shipping: Measurements and Modelling Strategies – EnviSuM. Limited information is available on the technical efficiency and socioeconomic impact of the different clean shipping solutions. Decision makers at the national, pan-Baltic and EU level are faced with a lack of information on the effectiveness of environmental regulation. The shipping sector needs accurate information in order to make knowledge-based investment decisions. The information gaps are further specified together with thematic experts, decision makers and other target groups. EnviSuM answers questions on the shipping industry's compliance with the sulphur regulations, the efficiency of

different techniques for removing air pollution and their cost-effectiveness. The adverse health effects on the citizens and the acidification and eutrophication of both land and water due to shipping air emissions in the Baltic Sea region will be quantified and monetarized before and after the implementation of the SECA regulations. The urban areas of important port cities: St. Petersburg, Gothenburg and Gdansk-Gdynia will be studied more closely in a transnational context. Based on the results, the project consortium will be able to make recommendations that benefit both the environment and general health, while still supporting the maritime industry and promoting economic growth. The flagship involves partners from Denmark, Estonia, Finland, Germany, Norway, Poland, Russia, Sweden as well as HELCOM. Lead Partner: University of Turku, Finland. Funding: About EUR 3.5 million incl. Russian partners' own funding. Deadline: 2018.

BONUS Sustainable Shipping and Environment of the Baltic Sea region (BONUS SHEBA). SHEBA will provide a holistic assessment of the impact of operational shipping on the environment of the Baltic Sea region. Through analyses of the drivers for shipping and their impact on future ship traffic volumes and emission factors, current and scenario emissions to water, to air, and of underwater noise will be calculated using and extending the currently most advanced emission model based on AIS ship movement data and state-of-the-art and new emission factors. Atmospheric, oceanic and noise propagation models in combination with ecotoxicology studies will then be used to assess the spatio-temporal distributions, fates and effects of these stressors in the Baltic Sea region. The project will assess the impact of different pollutants on the water quality indicators of the Marine Strategy Framework Directive (MSFD) and Water Framework Directive (WFD) and on air quality indicators. Further, the project will provide an integrated assessment of policy options to mitigate pressures linked to shipping, quantifying as far as possible anticipated changes in ecosystem services compared to an established baseline. This will include an analysis of trade-offs between options as well as synergies, and the marginal changes in costs and benefits of options to reduce environmental pressures from shipping and support the achievement of Good Environmental Status as prescribed by the MSFD. SHEBA is supported by a wide group of stakeholders, including ports, the shipping industry and authorities, who will be consulted about the input of data, feedback and results of the project at a series of stakeholder meetings. The flagship involves partners from Denmark, Estonia, Finland, France, Germany, Poland and Sweden. Lead partner: Swedish Environmental Research Institute.

Funding: EUR 2.9 million. Deadline: 2018.

PA TOURISM

Facilitate sustainable shore excursions of cruise ship operators in the Baltic Sea. AIDA Cruises is one of the cruise industry's pioneers in "sustainable shore excursions". The project's main objective was to develop standardized criteria for sustainable shore excursions. Preconditions were to create a transparent basis for comparing the sustainability of the individual shore excursion options and to base

their assessment on measurable and scientific criteria. In 2014, the Baltic Sea Region was assessed as a model region based on the newly developed catalogue of criteria. By the end of 2014, the assessment model was expanded to all AIDA excursions. Sustainability is defined according to social, ecological, and cultural criteria. Sustainable excursions are marked with a tree symbol. During the implementation process the project partners consulted with stakeholders from around the Baltic Sea. A future objective is to internationalize the format and to make it available to other businesses in the cruise sector. Destinations are also to be involved more strongly in the development of sustainable shore excursions. Lead partner: AIDA Cruises. Deadline: 06/2012 – 03/2014, Funding: about EUR 48,000, AIDA Cruises, and State Chancellery Mecklenburg-Vorpommern. Link: http://www.aida.de/en/aidacruises/responsibility/aida-cares-2014/guests/smart-travel.27319.html

Routes to the Baltic Maritime Heritage – Increasing visibility and accessibility (VIABAL). The project addresses the opportunities of the Baltic Maritime Heritage for business development, job creation and growth in rural coastal areas. It aims at building and testing an information system, Baltic Gates Systems. Baltic Gates System makes the same information and knowledge about all the connected rural coastal sites available. The project will integrate and connect as many sites as possible during the project and afterwards. It will increase/build the capacity of business operators within tourism/visitors sector to develop and run joint Baltic Maritime Heritage related products and services, contribute to joint development of Baltic Maritime Heritage issues, increase the level of transnational cooperation between rural coastal sites and operators, and make more visible the perceived attractiveness of the Baltic Sea region, especially of rural coastal regions. The flagship involves partners from Estonia, Germany, Lithuania, Poland and Sweden. Lead partner: Municipality of Nynashamn, Sweden. Funding: EUR 2.0 – 2.5 million. The project will apply for support from the Interreg Baltic Sea Region Programme. Deadline: 2018.

PA TRANSPORT

Shorter Plane Routes[22] were implemented through the establishment of 'Functional Airspace Blocks' (FAB) in the Baltic Sea region (the North European FAB, Danish-Swedish FAB and the Baltic FAB (joint initiative between Poland and Lithuania)). Lead partner: Lithuania. Deadline: December 2012. Danish-Swedish FAB has been declared established and notified to the European Commission in 2009. North European FAB (NEFAB) includes Estonia, Finland, Latvia and Norway. The agreements have been signed and ratified by the states and documentation are registered at the depository. This means that NEFAB was established in accordance with the requirements in December 2012.

[22] In annexI of the EUSBSR Action Plan of February 2013 the project was named 11.1. Shorter Plane Routes.

Development of green corridors network[23] implied an effective implementation of EU regulations, restrictions and incentives which are designed to tackle so called transport externalities, i. e. emissions, pollution, noise, accidents and congestion. Projects emphasized the network of green corridors – Transbaltic, Scandria and EWTC II were finished on September and December 2012. **Transbaltic** was a transnational project which has been granted a strategic status by the authorities of the EU Baltic Sea Region Programme 2007-2013. The overall objective of TransBaltic was to provide regional level incentives for the creation of a comprehensive multimodal transport system in the Baltic Sea region. This was achieved by means of joint transport development measures and jointly implemented business concepts. Lead partner: Region Skåne, Sweden. Funding: About EUR 5.49 million of which EUR 4.04 million was ERDF co-financing. Deadline: September 2012. Link: Final report.

Scandria project has been performed as a cooperation of 19 partners from Germany and Scandinavia, willing to assume a future role in developing a green and innovative transport corridor between the Baltic and the Adriatic Sea, as well as to promote a new European economic core area. The project has been organized in three thematic pillars: Transport infrastructure, Innovative logics, Development of a strategic corridor. The project arranged its Final Conference in June 2012. Lead partner: Joint State Planning department, the capital region Berlin-Brandenburg, Germany. Funding: About EUR 3.78 million of which EUR 2.80 million was ERDF co-financing. Deadline: September 2012. Link: Final report.

EWTC II. Through international cooperation, the aim of the project was to develop and work for efficient, safe and environmentally friendly handling of the increasing amount of goods going eastwest in the south Baltic region. The project aimed to prepare stakeholders in the region to enhance sustainable transport planning and smart IT solutions in the field of transport. This in combination with business development in the transport sector has to stimulate the economic growth in the entire East West TC. Lead partner: Region Blekinge. Funding: About EUR 5.83 million of which EUR 4.52 million was ERDF co-financing. Deadline: September 2012. Link: Final report.

EMMA - Enhancing freight Mobility and logistics in the Baltic Sea Region (BSR) by strengthening inland waterway and river sea transport and proMoting new internAtional shipping services. Inland Waterway and River-Sea Shipping (IWT) has the potential to become an interesting complement to more established modes of transport in the BSR. The status quo analysis elaborated during the EMMA seed money project has shown that inland and river sea shipping (IWT) in the BSR is relevant or has potential in Germany, Sweden, Poland, Lithuania & Finland. Today, IWT plays a different role in these countries, due to different preconditions like natural river characteristics and due to varying political support. However, also in the BSR an economical IWT is possible.

[23] In annex I of the EUSBSR Action Plan of February 2013 the project was named 11.2. Development of green corridors network.

Focus in EMMA is on measures, where inland navigation is a realistic alternative with moderate infrastructure improvements in transport chains. EMMA will show how the modal share of IWT can be increased in the Baltic Sea Region countries. The implementation of pilot activities (feasibility test of IWT services, analysis of innovative technical solutions), their promotion for wider acceptance and information that addresses the specific target groups is required and in the focus of the EMMA project. EMMA will:

- Tackle the challenges and opportunities focusing on inland- and river-sea shipping.
- Increase the modal share of inland- and river-sea shipping to, from and between BSR countries.
- Foster a better integration of inland- and river-sea shipping in the BSR transport chains and EU Strategy for the BSR.
- Give IWT a stronger voice by improving lobby structures and awareness in policy and society

By improving IWT regions in the BSR will improve their competitiveness compared to other regions, as they can offer their industry cheaper transport options. This strengthens competitiveness of companies in the BSR on the one hand and increases intra BSR trade on the other hand. The latter means a stronger cooperation of regions/countries in the BSR.
Beneficiaries are mainly remote areas, which are not located centrally (where transport conditions are generally better). Transnational cooperation is needed to lift potentials and better integrate IWT in international transport chains. This includes lifting of administrative and infrastructural barriers as well as getting this transport solution as real option in the minds of logistic people. The EMMA project addresses the sub-objective "Good Transport Conditions". It contributes to achieving the objectives of the actions "Implementation/Monitoring of the TEN-T network", "Innovation and sustainable transport solutions" and "Enhancement of cooperation between the Member States".

The project involves partners from Finland, Germany, Lithuania, Poland and Sweden. Several important market players are involved as associated partners. Lead partner: Port of Hamburg Marketing, Germany Funding: EUR 4.42 million of which EUR 3.45 is ERDF-funding (Interreg Baltic Sea Region programme). Deadline: February 2019.

TENTacle - Capitalise on the core network corridors implementation for the prosperity, sustainable growth and territorial cohesion in the BSR. The TEN-T core network corridors (CNC) is an instrument of the EU transport policy, aimed to improve mobility, intermodality and interoperability on the major transport axes across Europe. The Baltic Sea Region (BSR) is intersected by three core network corridors: Scan-Med, North Sea-Baltic and Baltic-Adriatic. A broad range of stakeholders are expected to be involved in a joint action to remove physical, technical, operational and administrative bottlenecks along these corridors by the year 2030.

Implementation of the three core network corridors has a large but untapped potential to stimulate positive effects in the BSR beyond the pure transport sector and beyond the immediate geographical areas they cross. Opening it up for a broader group of stakeholders and a wider geographical area requires that specific capacity challenges be tackled. These are, for example, related with a low awareness and deficient understanding of how the CNC implementation can help improve accessibility and connectivity challenges in different territories.

TENTacle aims to improve stakeholder capacity to reap benefits of the core network corridor implementation for the prosperity, sustainable growth and territorial cohesion in the BSR.

The project will organise a joint response to identified capacity challenges and will assist public and market players around the Baltic Sea with solutions enhancing their ability to capitalise on the CNCs, irrespective of the geographical location. These solutions will be worked out at two levels:

- regional - to encourage place-based measures allowing for better connection of stakeholders in different BSR areas to the core network corridors;
- macro-regional - to make the strategic cooperation in transport at the BSR level more effective through better synergies between the core network corridors implementation and the EUSBSR. In that regard, the project will establish a platform for cooperation and systematic information exchange between European CNC Coordinators and EUSBSR Policy Area Coordinators to boost the mobility, improve access to the TEN-T and promote cooperation with the third countries.

The project involves partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland and Sweden. It is also supported by associated organisations including national ministries. Lead partner: Region Blekinge, Sweden Funding: EUR 3.75 million of which EUR 2.76 is ERDFfunding (Interreg Baltic Sea Region Programme). Deadline: Project duration is 36 months and the implementation will end in early 2019.

North Sea Baltic Connector of Regions (NSB CoRe). NSB CoRe is a joint project of cities, regions and expert organisations in the Eastern Baltic Sea Region along the North Sea Baltic Core Network Corridor. NSB CoRe aims to improve the accessibility of the Eastern Baltic Sea Region using an intensive work plan between public, private and research sectors in freight and passenger transport. NSB CoRe contributes to the development of transport services by focusing on removing bottlenecks and initiating new services, e.g. ITS, in passenger and logistics services. The work towards improved accessibility is based on intensifying the connections of the North Sea – Baltic Core Network Corridor (TEN-T) to its wider catchment area. In spatial planning, NSB CoRe invites spatial planners and developers of freight

and passenger transport to collaborate on a transnational level. NSB CoRe strives to initiate a transnational vision into spatial and transport planning and build bridge between regional planning authorities in different countries.

NSB CoRe operates as an intensive communication and cooperation platform in a multi-level governance structure between the local, national and EU-level decision-makers and stakeholders. The results of the project in passenger and freight transport development and the feedback received from the stakeholder environment will be highlighted in the final publication of the project – NSB CoRe Growth Strategy.

NSB CoRe can contribute in the implementation of various actions in the transport policy area. This includes the further realisation of the TEN-T-policy within the North Sea Baltic Core Network Corridor in context of bottlenecks, the interconnectivity in the Eastern Baltic Sea Region and the deployment of new technologies, for instance through Mobility as a Service concept development. The project refers also to innovative transport solutions, like promoting intermodal connections and the establishment of cross-border public transport services.

NSB CoRe addresses objectives of the EUSBSR Action Plan to "CONNECT THE REGION". The project will contribute to Action No. 3 "The further development of a sustainable and efficient transport system in the macro region" as one of the key objectives of the strategy. The multilevel governance approach contributes to the horizontal action mentioned in the EUSBSR Action Plan. NSB CoRe will also contribute to Action No. 1 "Capitalise on the TEN-T core network corridors for better connectivity, accessibility and cohesion".

The project involves partners from Estonia, Finland, Germany, Latvia, Lithuania, and Poland as well as associated organisations from various fields. Lead partner: Helsinki-Uusimaa Regional Council, Finland. Funding: The total project budget is EUR 3 307 648, of which the amount of ERDF funding is EUR 2 602 097 (Interreg Baltic Sea Region Programme) and partners own contribution is EUR 705 550. Deadline: April 2019.

Scandria®2Act. Scandria®2Act is a joint project of regions along the Baltic Sea Region stretch of the Scandinavian-Mediterranean Core Network Corridor. The project contributes to the main regional development challenges in context of future transport. Its major objective is to foster clean fuel deployment and multimodal transport through the corridor regions to increase connectivity and competitiveness while minimising negative environmental impact induced by transport activities. Moreover the establishment of a multilevel governance mechanism based on a mutual dialogue between decision makers at regional, national and European level is intended. The main outputs will be a clean fuel deployment strategy and road show, the development of a multimodal service offer, the improvement of international public transport information services as well as a strategic corridor-node

dialogue. Using this, relevant strategic findings will be transferred to the appropriate decision makers contributing a regional development perspective to policy making at European and national level. Scandria®2Act addresses objectives of the EUSBSR Action Plan to "CONNECT THE REGION". The project will contribute to "The further development of a sustainable and efficient transport system in the macro region" as one of the key objectives of the strategy. The project setup of Scandria®2Act refers to these issues such as coordinating infrastructure development. Furthermore the multilevel governance approach contributes to the horizontal action mentioned in the EUSBSR Action Plan. Scandria®2Act will also contribute to Action No. 1 "Capitalise on the TEN-T core network corridors for better connectivity, accessibility and cohesion".

The project involves partners from Denmark, Finland, Germany Norway and Sweden as well as associated partners. Lead-Partner: Joint Spatial Planning Department Berlin-Brandenburg, Germany.. Funding: EUR 3 622 496 of which EUR 2 399 297 are co-financed by ERDF (Interreg Baltic Sea Region Programme) and EUR 211 716 by Norwegian national funding. Deadline: April 2019.

INTERCONNECT - Better public transport services for regional and cross-border travels in the South Baltic area addresses the challenge of curbing the car-reliant mobility in the South Baltic area through user-adjusted and more sustainable public transport services for regional and cross-border travels. The current public transport offer do not meet customer expectations for easiness and attractive regional and cross-border journeys with scarce range of integrated ticket options for multimodal rides or difficult access to one-spot passenger information. To enhance car-independent mobility in the South Baltic area the partners of the project will carry out joint capacity-building, pilot demonstration and advocacy actions. The project will tackle three dimensions of public transport in serving the regional and cross-border travels - the demand, the supply and the governance. This will be through three thematic work packages on (1) evidence, knowledge and experience, (2) steering tools and business models and (3) future governance and institutionalisation.

The flagship involves partners from Estonia, Denmark, Germany, Lithuania, Poland, Sweden as well as Euroregion Baltic. Lead partner: Region Blekinge, Sweden. Funding: About EUR 3.5 million of which about EUR 2.8 million is ERDF-funding (Interreg South Baltic Programme). Duration: June 2017 – May 2020. Link: https://southbaltic.eu/interconnect

Horizontal Actions

HA CLIMATE

Baltic Green Public Procurement (GPP) in cooperation with PA SME. Public procurement constitutes 16-20% of GDP in Europe. This enormous amount of public sector money can through informed decisions move the market into a more sustainable direction. Sustainable procurement can stimulate innovation and turn the public sector into a driving force in developing a green economy. Baltic GPP established a wide capacity building programme on Green Public Procurement (GPP) within Core

Procurement Institutions (CPIs) across the Baltic Sea region, based on commonly applied training materials and purchasing actions of major Public Procurement across the Baltic Sea region. Buying innovative, eco-efficient products and services will significantly reduce environmental pollution and build up necessary know-how and capacities. Lead partner: Swedish Environmental Management Council. Deadline: 31 December 2013.

Ecovillages. The project aimed at fostering Ecovillages development as more sustainable way of living in rural areas of the Baltic Sea region. Lead partner: Lithuania. Deadline: December 2013. Link: http://www.balticecovillages.eu/.

BALTADAPT. Baltadapt developed a transnational climate change adaptation strategy for the Baltic Sea Region, which focuses on the sea and the coastline. The project facilitated a knowledge-brokerage process on climate change adaptation between research and policy, thus contributing to improved institutional capacity. This will help decision makers in the Baltic Sea Region to tackle the consequences of climate change. The Baltadapt Action Plan promotes the implementation of the Baltadapt Strategy and specifies priority activities for climate change adaptation in the Baltic Sea Region. Lead partner: Denmark. Funding: About EUR 2.86 million of which EUR 2.12 million was ERDF co-financing. Deadline: 2013. Link: http://www.baltadapt.eu/.

BSR Dialogue Forum on Energy and Resource Efficiency – EFFECT. EFFECT's main aim was to map, foster and communicate good practice solutions that attract and enable cities, villages and Baltic Sea region sub-regions as well as other relevant actors from the local, regional, national and pan-Baltic level to jointly develop and implement policies and concrete actions on becoming more energy and resource efficient, sustainable and resilient, while stimulating a greener economy. In the long term these activities will contribute to the promotion of the whole Baltic Sea region as a 'Green Region' and to promote energy efficient housing. The project contributed in particular to exchanging knowledge and good practices on environmentally friendly city management practices and maps successful solutions in implementing intelligent local sustainable energy policies that create stable local jobs and increase citizen's quality of life and address crucial social issues. Lead partner: CBSS Secretariat – Baltic 21 Unit. Deadline: August 2015

iWATER – Improving urban planning by developing integrated and multifunctional storm water management in the Central Baltic Cities. Negative effects of storm water are becoming an increasing problem in the BSR and adaption to climate change has therefore become an important task for all countries and related stakeholders. The negative effects are seen on the local level and therefore the work of climate change adaption and management of storm waters is a key for local authorities.

Planners and storm water specialists have to develop strategies dealing with greater volume and velocity of storm water. At the same time urban areas are becoming denser and land is more covered with sealed surfaces. The Baltic Sea region is excepted to face more frequent and heavier rainfalls, furthermore the current planning and management practices have proven to be weak in meeting these challenges. The

project idea is to create higher quality, cleaner and safer urban environment and increase urban sustainability. The project will develop guidelines and tools for Integrated Storm Water Management (ISWM) and introduce good storm water management practices into urban planning process. The project will contribute to achieving objective "Increase prosperity" and the sub-objective "Climate change adaption, risk prevention and management" The flagship involves partners from Estonia, Finland, Latvia, Sweden as well as the Union of Baltic Cities. Lead partner: City Development Department, City of Riga, Latvia. Funding: About EUR 2.35 million of which EUR 1.83 million is ERDF funding (Interreg Central Baltic Programme). Deadline: December 2015 to August 2018.

Bioeconomy in the South Baltic Area: Biomass-based Innovation and Green Growth (BioBIGG) is a project which aims at unlocking the innovation potentials related to unused biological resources, especially residuals and by-products found in the agro-industrial chains, such as grain production, sugar production, vegetable production or in the wood-industrial and forestry value chains. These biomass materials found along the bio-industrial value chain can be converted into variety of innovative food and feed products, goods, bioenergy and bio-fertilizers.

The BioBIGG project will demonstrate attractive business opportunities for SME's concerning production of innovative food products, non-food products and bioenergy based on regionally available resources. Strengthening the innovation capacity of SME will be carried out by means of cross-border knowledge transfer, advisory and innovation activities for preparation of investments.

The project contributes to the implementation of the of HA Climate's actions: 1.1.2 promote climateresilient and resource efficient solutions through exchanging best available data, approaches and measures in low-carbon development and 1.1.3 accelerate the transition to a circular economy by facilitating policy-science-business dialogues and dissemination of knowledge and deployment of best available technologies on green and low carbon technologies. The flagship involves partners from Denmark, Germany, Poland and Sweden. Lead partner: Roskilde University, Denmark. Funding: EUR 1.90 million of which 1.53 million is financed by ERDF (Interreg South Baltic Programme). Duration: July 2017 to July 2020. Link: https://biobigg.ruc.dk/

HA NEIGHBOURS

Vistytis/Rominten forest (Vistynets lake/Krasnolesye) natural park and tourist cluster. The objective of this project was to develop a transnational cross-border natural park through the networking model establishing links between the municipalities, regional and national authorities, private businesses, ecologists, NGOs and the creative sector in Russia (Kaliningrad region), Lithuania and Poland. The project was carried out within 2 years (2013-2014). Within the framework of this project, cooperation

with the Nordic Council of Ministers (NCM) project on the development of the creative industries in the Kaliningrad region was foreseen. The main activities included:

- exploring and mapping the park's potential through a series of interdisciplinary expeditions of researchers and artists. The main aim was to creatively re-think the natural area in its unity and complexity, to develop links with local municipalities, authorities and population and to produce an innovative multi-media publication as a result;
- developing a network of cross-border actors (municipalities, regional and national authorities, private businesses, ecologists, NGOs and the creative sector);
- developing and implementing a model of sustainable tourism in the natural park by actively involving the local population and by attracting a specific target tourist audience: ecologicallyminded youth, creative sector etc.

Lead partner: Nordic Council of Ministers office in Kaliningrad. Deadline: 2014.

Economically and Environmentally Sustainable Lake Peipsi Area. The objective of this project was to improve the environmental situation of the Lake Peipsi basin by establishing and renovating wastewater treatment facilities in Pskov Oblast and by developing modern infrastructure in small harbours on the Estonian side of Lake Peipsi. The project was to be carried out within three years and the planned activities on the Russian side were:

- inspection of the waste-water treatment facilities in 16 areas in the Lake Peipsi basin;
- construction and reconstruction of waste-water treatment facilities in Pskov City and in the Gdovsky, Pskovsky, Pechorsky and Palkinsky areas.

On the Estonian side modern infrastructure that meets environmental requirements was established in three harbours: Tartu, Mustvee and Räpina. In Kallaste harbour, a dock which is needed for ship reparation and maintenance will be constructed. The project involved 11 partners from Estonia and Russia. Lead partner: Estonian Ministry of Interior. Deadline: December 2014.

SEBA cultural and creative industries network. The project aimed to connect regional actors interested in developing activities through cooperation models in creative industries. It provided both a forum to gather and exchange experiences collection and the knowledge necessary to develop a successful creative sector and event management practices in the region. The network was based on the existing partnership between Kaliningrad and the Nordic countries developed in the framework of the Nordic Council of Ministers supported project led by the Tranzit Agency. Lead partner: Nordic Council of Ministers office in Kaliningrad. Deadline: 2013.

Council of the Baltic Sea States (CBSS) summer youth camp. The project built on existing youth exchanges in the South Eastern Baltic Area and on experiences in international non-formal education

exchange programmes between EU member states and Russia. Young people from the EUSBSR countries and from Russia were invited to meet at a summer session to discuss and share views on issues of regional relevance including the environment, sustainability, cultural heritage, and regional cultural mapping. A pilot project took place in Kaliningrad in August 2012. Lead partner: CBSS Secretariat. Deadline: 2014.

Council of the Baltic Sea States (CBSS) Summer University. This flagship was established as a summer seminar for higher education students in order to create an appropriate platform for discussing issues that are considered of high relevance to the region, including that of cross-border cooperation initiatives between the EU member states and Russia. This seminar served as an indicator for regional concerns that young future professionals and academics may have about the future of the Baltic Sea region. It also brought together interested higher education institutions in the region in a dialogue that may lead to closer collaboration on practices to further academic inquiry into the issue of macroregional cooperation in the Baltic Sea region (including formalised joint courses/programmes on subjects tailored to regional needs). Lead partner: CBSS Secretariat. Deadline: 2014.

EUROFACULTY PSKOV. The EuroFaculty Pskov was an educational development project launched in 2009 in the Region of Pskov in Western Russia, close to the border of Estonia and Latvia. The aim of the project was to upgrade university education in business economics/business administration at the recently created Pskov State University (PskovSU) which is a result of the merger of five educational institutions in Pskov. Following the success of the first phase of the project and based on a favourable assessment of the work carried out, the Council of the Baltic Sea States member states agreed to continue to support the project. Thus the second three-year (2012-2015) phase of the project was launched in September 2012 with revised objectives and an even greater university base around the Baltic Sea area. Lead partner: Sweden and the International Expert Group for the EuroFaculty project in Pskov. Deadline: 2015.

HA PROMO

ONE BSR. The main aim of the 'ONE BSR' Project was to increase the competitiveness of the Baltic Sea Region by marketing it as one unity. ONE BSR functioned as an umbrella project and called together actors, who market themselves as part of the Baltic Sea region. In the absence of a strong common brand, the project aimed to search for common commercial and cultural characteristics with a concrete 'hands-on' approach, pointing out these characteristics as the elements of the Baltic Sea region brand.

The project brought out the best that the region has to offer for international investors, talents, tourists and locals alike. Thus, the project worked on the marketing of the Baltic Sea region both outside and inside the region. The objectives of the project were to market the whole region and its different parts

by developing joint promotional services and to test them in practice; to make positive publicity of the Baltic Sea region lifestyles and to encourage the 'we-feeling' of the Baltic Sea region.

ONE BSR project was implemented by 17 partners from around the entire Baltic Sea region. The partnership of the project was built on organizations that have cutting-edge expertise and/or represent the Baltic Sea region widely. The partnership consists of metropolises, national and regional development agencies, universities and Baltic Sea region networks. ONE BSR accelerates Baltic Sea region promotion by building on the existing structures and networks and enhancing multilevel (national, regional, local) as well as triple-helix cooperation.

Lead partner: City of Helsinki, Finland. Funding: About EUR 3.0 million. Deadline: September 2014. Link: http://onebsr.eu/ and http://onebsr.eu/reports/.

HA SPATIAL PLANNING

Multi-level Governance in Maritime Spatial Planning (MSP) throughout the Baltic Sea region – PartiSEApate. The project's main goal was to develop a pan-Baltic approach to marine topics that have a spatial dimension that go beyond the national borders (i.e. nature protection areas, grid connections, shipping lanes) and thus to create a transnational framework for multi-level governance in MSP. Partners developed a concept for an institutional framework for MSP and governance model for coherent planning of cross-border issues (including transnational consultation, MSP data exchange network), which provided input to policy decisions taken at the ministerial level in the Baltic Sea region countries. The project built on the results of existing network, the HELCOM (Baltic Marine Environment Protection Commission) – VASAB (Visions and Strategies around the Baltic Sea) MSP Working Group, and the completed Baltic projects: PlanBothnia, BaltSeaPlan, PlanCoast, EastWestWindow and BaltCoast. The project was designed in line with their findings to promote and improve the quality and performance of result-oriented transnational efforts in maritime spatial planning. The project was composed of two pillars. The first one aimed at practical testing of the existing in the Baltic Sea region documents, guidelines and principles related to the cross-border MSP. The second pillar was devoted to strengthening transnational stakeholder involvement in the Baltic Sea region in MSP. The project was initiated by the authorities responsible for MSP in the Baltic Sea region, the research community and non-governmental organisations. Altogether 11 partners from almost all Baltic Sea region countries joined the project. The HELCOM-VASAB MSP Working Group has assumed the role of project Advisory Group. The project received co-financing from the EU Baltic Sea Region Programme 2007–2013 Lead partner: Maritime Institute in Gdansk, Poland. Funding: About EUR 1.04 million of which EUR 0.74 million ERDF co-financing. Deadline: September 2014. Link: http://www.partiseapate.eu/.

Baltic Scope – Towards coherence and cross-border solutions in Baltic Maritime Spatial Plans A key aim of the EU Maritime Spatial Planning (MSP) Directive adopted in 2014 is to promote consistency and coherence of maritime spatial plans across marine regions. This requires ongoing cooperation across borders and mechanisms that facilitates the exchange of best practices. The project was designed to increase collaboration between national authorities and other key stakeholders, in order to develop common approaches to transboundary issues and enhance the alignment of national maritime spatial plans in the Baltic Sea region. It included cross-border consultations for two case areas (i) South-West Baltic, Sweden bordering Denmark, Germany and Poland and (ii) the Latvian Sea, border between Latvia, Sweden and Estonia.

The two-year project covered fours sectors of maritime activities, fishery, shipping, environment and energy. The project reached its aim and increased the collaboration between the countries involved.

The project involved partners from Denmark, Estonia, Finland, Germany, Latvia, Poland, Sweden and VASAB, Nordregio and HELCOM. Lead partner: Swedish Agency for Marine and Water Management, Sweden. Funding: EUR 2.6 million form EMFF. Deadline: March 2015 – March 2017.

Coherent Linear Infrastructures in Baltic Maritime Spatial Plans – Baltic LINes. Baltic LINes seeks to come to joint, pan-Baltic planning solutions for shipping routes and energy transmission corridors in the Baltic Sea, which may later on be integrated into national Maritime Spatial Plans (MSPs). Thereby, cross-border mismatches and resulting forgone Blue Growth gains shall be prevented. The German Federal Maritime and Hydrographic Agency as a lead partner together with other national authorities in charge of MSP implementation will work in close cooperation with dedicated transnational fora (e.g. HELCOM Maritime) including relevant authorities and industry representatives. Baltic LINes will set new standards for stakeholder involvement in MSP. In order to develop the planning solutions, a spatial data interface collating relevant data, a thorough analysis of future scenarios for sector development (involving stakeholders) and a clear coordination process will be set up. MSP authorities will thereby be enabled to develop the most appropriate framework conditions for Blue Growth activities for the coming 10-15 years. Lead partner: German Federal Maritime and Hydrographic Agency. Funding: Total budget of EUR 3,38 million of which EUR 2.63 million is ERDF-funding (Interreg Baltic Sea Region Programme). Deadline: 2019.

Baltic Energy Areas – A Planning Perspective (BEA-APP). The "Baltic Energy Areas – A Planning Perspective" BEA-APP project aims to improve the capacity of regional and renewable energy planning actors by developing, testing and implementing new spatially compatible planning solutions, innovative ways of public participation as well as place-based renewable energy concepts throughout the BSR. The main outputs of BEA-APP include a commonly agreed set of spatial planning criteria for furthering sustainable growth of renewable energy, revised and new renewable energy concepts in all the participating regions.

The project addresses the common planning challenges related to the transition towards a higher share of renewable energy throughout the Baltic Sea Region (BSR). The project activities will be applied in the participating focus regions. Transnational cooperation will help find solutions to planning challenges by involving practitioners in an exchange of experience, know-how, best practices and methods and by jointly developing planning criteria and schemes. The project contributes to the objectives "Connect the region" as well as "Increased prosperity". It will contribute to the subobjective "Reliable energy markets" through the promotion of clean and renewable energy in the participating regions and the sub-objective "Contributing to the implementation of Europe 2020 Strategy" by developing joint planning perspectives for increasing the share of sustainable renewable energy in the regions participating in the project. The project supports the aims of HA "Spatial Planning" by applying place-based approaches and the functional areas' concept in renewable energy planning. The project involves partners from Denmark Estonia, Finland, Latvia, Lithuania, Poland and Sweden. Lead partner: Ministry of Energy, Infrastructure and State Development, Mecklenburg-West Pomerania, Germany. Funding: EUR 2.69 million of which EUR 2.11 million is ERDF co-financing (Interreg Baltic Sea Region Programme). Deadline: 2019.

Pan Baltic Scope. The project aims to achieve coherent national maritime spatial planning in the Baltic Sea region and to build lasting macro-regional mechanisms for cross-border MSP cooperation. A number of cross border activities are planned within the project at different geographical levels to help national planning authorities comply with goals set in the MSP directive. The project will focus on:

- Cross-border collaboration and consultation to support national maritime spatial planning processes,
- Advancing the implementation of the ecosystem-based approach and data sharing • Integrating land-sea interactions into maritime spatial planning

The project will develop and test tolls and methods for the practical implementation of an ecosystembased approach in MSP relating to:

- Implementation of an ecosystem-based approach
- Cumulative impacts
- Green infrastructure
- Socio-economic analyses

The project involves partners from Denmark, Estonia, Finland, Latvia, Poland, Sweden as well as VASAB, HELCOM and Nordregio. Lead partner: Swedish Agency of Marine and Water Management (SwAM), Sweden. Funding: EUR 3.315 million of which 2.652 is financed by EMFF. Duration: January 2018 – December 2019. Link: www.panbalticscope.eu