

Maritime safety and security & Post 2020 – Knowledge of the seas network meeting

21-22 November 2017

Porto, Portugal

Report

Author Philipp Schwartz, Interact

Summary

The Knowledge of the seas network met for its already fourth thematic network meeting. After dealing with Blue Growth (2015), Coastal and maritime tourism (2015) and Blue skills (2016), this year's topic was Maritime safety and security. This thematic focus was complemented by a discussion on the added value of maritime cooperation now and in the future – with the aim to formulate the Knowledge of the seas network's input to the ongoing post-2020 discussion. Combining these two aspects, the network actually lived up to its aims and objectives: to jointly RECEIVE knowledge of the seas and to jointly PRODUCE and PROMOTE knowledge of the seas, the added value of maritime cooperation.

Maritime safety and security (Day 1)

The meeting approached maritime safety and security from four different perspectives. Firstly, from the European and macro-regional/sea basin (=strategic) perspective. Secondly, from the thematic experts' and stakeholders' perspective. Thirdly, from the perspective of Interreg programmes supporting cooperation in the field of maritime safety and security. Fourthly from the perspective of concrete cooperation projects in the field of maritime safety and security supported by Interreg and other funding sources. This four-perspectives-approach was also reflected in the composition of participants. Interreg programmes with a maritime character or component and project representatives met with the strategic/policy level and relevant maritime safety and security actors and experts.

Bringing together representatives from these four levels was very much appreciated by the participants. But it also showed that there is a need for more such meetings going outside the 'Interreg box'. It became clear that a regional strategic framework for cooperation (e.g. a macro-regional or sea basin strategy) can help linking these four levels in joining forces and



creating synergies. This way both challenges and development opportunities going beyond the capacity of a single actor or programme can be tackled. A real regional approach of course also needs to find an answer on how to involve all concerned littoral countries, independent if they are EU members or not. In this context very important, as said above, is also the need for more such meetings bringing together the different levels – or, to put it differently, the need to better and more widely spread the results and awareness of Interreg cooperation outside the Interreg world. This would help putting cooperation supported by Interreg into the bigger picture (capitalisation and mainstreaming of ETC results).

From the thematic point of view, this one-day network meeting provided a first insight into some aspects of maritime safety and security. It can hence be seen only as an ‘appetizer’ not covering each and every aspect. When talking about the topic of maritime safety and security as a kind of ‘umbrella’, it might not be seen as very relevant. However, if it is understood as something everyone is affected by, hence responsible for, if the focus is rather on the different elements of maritime safety and security like ‘response’, ‘resilience’ or ‘migration’, then it becomes a very relevant topic. And as maritime safety and security is something affecting everyone, successful cooperation in the field of maritime safety and security is a good way to show the added value of cooperation, to show that Interreg actually can make a difference. Sadly enough, the interest in maritime safety and security always gets a boost once some major disaster happens (e.g. MS Estonia in 1994 or Costa Concordia in 2012).

The added value of maritime cooperation now and in the future (Day 2)

Different from the formulation in the agenda, this part of the discussion was not so much about maritime cooperation post-2020. It was rather about the added value of maritime cooperation. The aim is not to lobby for maritime cooperation in the meaning of defending one’s own “territory”. But to prove the added value of maritime cooperation and how it complements other ways of cooperation – at the end to achieve common objectives taking into account that many challenges cannot be clearly separated between sea and land.

The meeting started with the main conclusions from the informal exchange with the operational level (Managing Authority and Joint Secretariat representatives) of 11 maritime Interreg programmes¹ in August/September 2017. This presentation was complemented with reflections from two external actors (CPMR and Interreg Europe PASSAGE project) after which the Knowledge of the seas network intensively discussed and complemented on the three main questions: 1. *Why maritime cooperation? Do we need maritime cooperation (programmes) post 2020? What can be achieved only by combining (the framework of*

¹ All cross-border, transnational and interregional Interreg programmes belonging to the Knowledge of the seas network had been invited through the network’s online communication platform. Representatives of 11 programmes from all four European sea basins (Atlantic, Baltic, Mediterranean, North Sea) made use of the opportunity to share in an informal way their thoughts and ideas about the added value of maritime cooperation now and in the future.

Interreg with maritime cooperation?; 2. What is the unique selling point of maritime cooperation programmes and projects?; 3. What would make maritime cooperation more effective and easier in the future? Based on the discussion at the network meeting, the draft input paper will be revised and after a last consultation round with the whole network circulated to the relevant actors and stakeholders.

In 2018, the Knowledge of the seas network will look in addition at obstacles, challenges and potentials for maritime cooperation identified during the informal exchange with the programmes (and in light of the EC Final Report “Collecting solid evidence to assess the needs to be addressed by Interreg cross-border cooperation programmes”²). The aim is to identify concrete implemented Interreg projects, which can be seen as an answer to these obstacles, challenges and potential. This exercise could potentially also serve as basis for a joint workshop of the Knowledge of the seas network – respectively a joint exhibition stand – at the upcoming European Maritime Day 2018 in Burgas, Bulgaria (if approved).

Relevant references as well as all presentations can be found at the end of this meeting report.



Participants visiting the Leixões Cruise Terminal and getting a presentation of the project 'Cruise Atlantic Europe' co-financed by the Interreg Atlantic Area Programme (2007-2013)
(Picture: Mercedes Acitores, Interact)

² http://ec.europa.eu/regional_policy/en/information/publications/studies/2016/collecting-solid-evidence-to-assess-the-needs-to-be-addressed-by-interreg-cross-border-cooperation-programmes

Agenda

Day one Maritime Safety and Security

- 09.00 – 09.30 Registration and Welcome Coffee / Tea
- 09.30 – 10.00 Welcome, introduction and framework
Philipp Schwartz and Mercedes Acitores, Interact
- Short introduction and expectations of the participants
 - Knowledge of the seas network activities since the previous thematic meeting (Blue Skills, November 2016, Rostock)
- 10.00 – 10.30 Maritime Safety and Security – The European and macro-regional/sea basin strategy perspective
- Maritime safety and security – The different sea basin approaches
Dora Barreira Ramos, European Commission, DG Mare
- 10.30 – 11.00 Coffee break
- 11.00 – 12.30 Maritime Safety and Security – The stakeholders' and experts' perspective
- HELCOM Response Group
Alexander von Buxhoeveden, Swedish Coast Guard / HELCOM Response Group
 - Secretariat General for the Sea (France)
Ronan Chastanet, Coast guard function operational center – NCC EUROSUR
 - European Coast Guard Functions Forum (ECGFF)
Birgit Thärichen, Bundespolizeidirektion Bad Bramstedt, Direktionsbereich Bundespolizei See, Projektbüro ECGFF, Germany
- 12.30 – 13.30 Lunch break
- 13.30 – 15.00 Maritime Safety and Security – The programme perspective
- Atlantic Area Programme
Morgane Lesage, Joint Secretariat
 - Atlantic Action Plan, Priority 2: Protect, secure and develop the potential of the Atlantic marine and coastal environment – Specific objective "Improving maritime safety and security"
Jorge Graca, Atlantic Action Plan, Support Team, National Unit Portugal
 - Interreg Italy – France 'Maritime' Programme
Maria Dina Tozzi, Managing Authority
- 15.00 – 15.15 Coffee break

- 15.15 – 16.15 Maritime Safety and Security – The project perspective
- SEAHORSE Project – Safety Enhancements in transport by Achieving Human Oriented Resilient Shipping Environment
Osman Turan, Department of Naval Architecture, Ocean & Marine Engineering, University of Strathclyde (Glasgow)
 - MIRG Maritime Incident Response Groups
Nicolas Leclot, Pas-de-Calais Fire and Rescue Services
- 16.15 – 16.30 Summary and conclusions from Day 1
Philipp Schwartz and Mercedes Acitores, Interact
- 16.30 - ... Guided visit to Leixões Cruise Terminal & Networking Dinner
For details, please see 'Practicalities'
NB! We are leaving directly after the meeting.
- Day two [Maritime cooperation across borders post 2020](#)
- 09.00 – 09.30 Welcome & Interact's activities with regard to post 2020
Philipp Schwartz, Interact
- Update on Interreg post 2020 activities to date
 - Next steps and plans for 2018
- Objectives of the session: to provide the participants with an overview on the post 2020 related activities by Interact.
- 09.30 – 12.00 (incl. coffee break) Maritime cooperation across borders post 2020
- Presentation of main findings from informal exchange with programmes during autumn 2017
 - Reflections and findings from other processes/actors
Lucas Bosser, Conference of Peripheral Maritime Regions (CPMR)
Colette Marie, Passage Project/Département du Pas-de-Calais
 - Discussion of the main findings and identification of 3 key messages from the Knowledge of the seas network (group work)
 - Discussion if and how these findings and key messages can be fed into the post 2020 discussion process (group work)
- Objectives of the session: Discussion of the main findings from the informal exchange with Interreg programmes during autumn and how the key messages could be fed into the post 2020 discussions.
- 12.00 – 12.30 Summary and next steps regarding the post 2020 process as well as future 'Knowledge of the seas' network activities
Philipp Schwartz and Mercedes Acitores, Interact
- 12.30 – 13.30 Farewell lunch

Participant List

Last Name	First Name	Organisation	Email address
Acitores	Mercedes	Interact	mercedes.acitores@interact-eu.net
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Cakuls	Sandis	Interreg Latvia-Lithuania	sandis.cakuls@varam.gov.lv
Chastanet	Ronan	Secrétariat général de la mer (France)	ronan.chastanet@cofgc.gouv.fr
Cristo	Euridice	University of Algarve - CRIA	emcristo@ualg.pt
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Graca	Jorge	Support Team - Atlantic Action Plan	nationalunitportugal@atlanticstrategy.eu
Guimaraes	Carla	Interreg Atlantic Area	carla.guimaraes@atlanticarea.eu
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Tozzi	Maria Dina	Interreg Italy-France 'Maritime'	mariadina.tozzi@regione.toscana .it
Turan	Osman	University of Strathclyde	o.turan@strath.ac.uk
Vlahović	Tanja	Agency for Regional Development of the Republic of Croatia	tanja.vlahovic@arr.hr
Volt	Ivo	Interreg Central Baltic	ivo.volt@centralbaltic.eu

Literature and relevant links

Below you can find references to relevant literature and links related to the presentations and topics of maritime safety and security as well as maritime cooperation post 2020.

Maritime safety and security:

- **Maritime Security Strategy** (EC DG Mare): https://ec.europa.eu/maritimeaffairs/policy/maritime-security_en
- **Migration network** (Interact): http://www.interact-eu.net/contact?field_fields_of_expertise_tid=All&field_networks_tid=75
- **Sustainable blue economy call** (EASME): <https://ec.europa.eu/easme/en/information-day-blue-growth-calls-under-emff>
- **Towards an initiative for the sustainable development of the blue economy in the western Mediterranean – Goals and priorities** (Ecorys, June 2017): <http://www.westmed-initiative.eu/wp-content/uploads/2017/08/westmed-report5en-def-compressed.pdf>

Maritime cooperation post 2020:

- **Collecting solid evidence to assess the needs to be addressed by Interreg cross-border cooperation programmes** (EC, 2015CE160AT044): http://ec.europa.eu/regional_policy/en/information/publications/studies/2016/collecting-solid-evidence-to-assess-the-needs-to-be-addressed-by-interreg-cross-border-cooperation-programmes
- **Elements relating to the preparation of maritime policies post-2020** (CPMR Technical Paper June 2017): <http://cpmr.org/wpdm-package/elements-relating-to-the-preparation-of-maritime-policies-post-2020/>

Other links:

- **Baltic Funding Portal** (Interact, Swedish Institute): <http://www.balticsea-region.eu/about/funding-sources>
- **Keep.eu project database** (i.e. Coastal management and maritime issues): <https://www.keep.eu/keep/search/link/VAoavXAS00>
- **Leixões Cruise Terminal**: <http://www.apdl.pt/en/terminal-passageiros-sul>
- **Cruise Atlantic Europe** (project presented at Leixões Cruise Terminal): <https://www.keep.eu/keep/project-ext/683/Cruise%20Atlantic%20Europe>

Knowledge of the seas network meeting

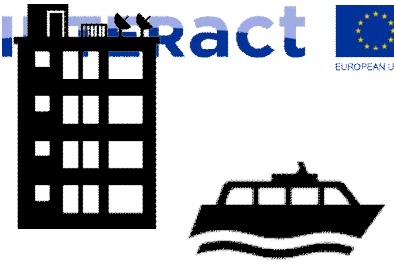
Maritime Safety and Security - Post 2020
21-22 November 2017 | Porto, Portugal

Philipp Schwartz, Interact



Interreg 
EUROPEAN UNION

Interact 
EUROPEAN UNION



maritime stakeholders

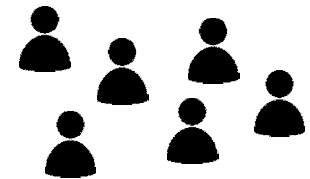
supports

Interreg 
EUROPEAN UNION

KNOWLEDGE OF THE SEAS NETWORK

facilitates

INTERact 
EUROPEAN UNION



thematic experts

The Knowledge of the seas network

Learning & promoting	Four perspectives
Learning	European & macroregional/sea basin
	Thematic stakeholders & experts
Promoting	Programmes
	Projects

The network in moving pictures



Participants

Participants

- 2 EU/MRS/SBS representatives
- 6 Experts/Stakeholders
- 8 Programmes with 14 persons (Atlantic, Baltic, Mediterranean)
- 3 Projects with 4 persons

Short introduction round



Participants' expectations

Day 1 (Maritime Safety & Security)

Good project examples

Interreg programmes's support to maritime safety & security

Concrete topics

- Marine pollution (prevention), oil spills
- Rescue services, response to massive incident at sea, volunteer organisations
- Cooperation between ports
- Standards of MSS, different national legislations, common action plan with regard to competences at national and local level

Day 2 (Post 2020)

Key issues/questions for discussion on maritime cooperation across borders post 2020:

- Maritime issues and borders
- Cooperation (projects)
- Concrete topics

Structure of the meeting – Day 1

Maritime safety and security from four perspectives:

1. **European and macro-regional/sea basin strategy perspective**
(European Commission, DG MARE)
2. **Thematic stakeholders' and experts' perspective**
(HELCOM Response Group, Secretariat General for the Sea, European Coast Guard Functions Forum)
3. **Programme perspective**
(Atlantic Area, Atlantic Action Plan, Italy-France 'Maritime')
4. **Project perspective**
(SEAHORSE, MIRG)



Structure of the meeting – Day 2

A. Maritime cooperation post 2020:

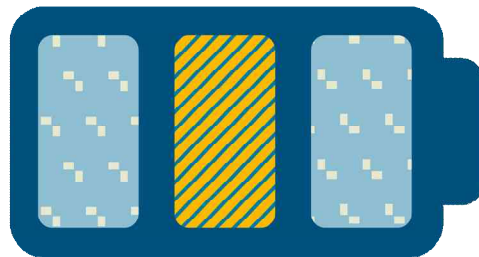
1. Interact's activities with regard to post 2020
2. Findings from interviews with 11 maritime Interreg programmes
3. Reflections from other processes/actors
(CPMR/Interreg Europe PASSAGE project)
4. Discussion of main findings and if and how to use them



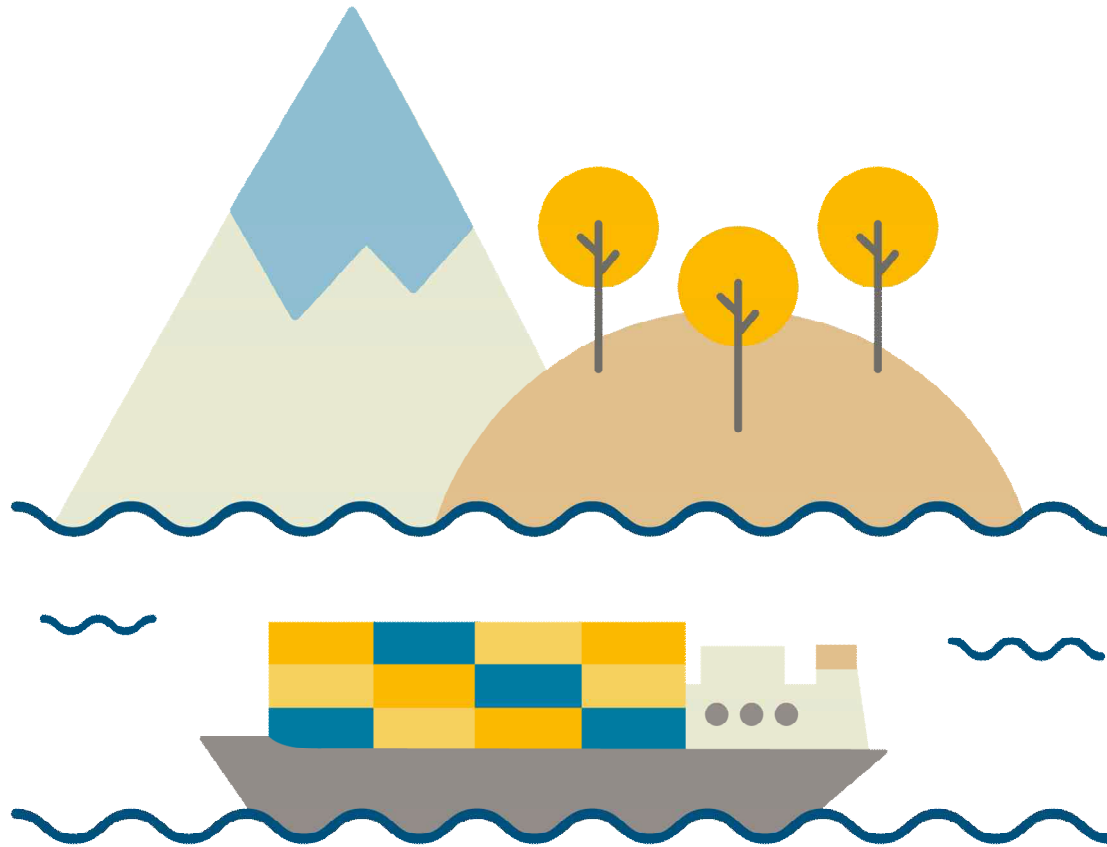
B. Activities of the Knowledge of the seas network in 2018

Maritime Safety and Security

Day 1 – Thematic focus and exchange



European and macro-regional/sea basin strategy perspective



Thematic Meeting of the Knowledge of the Seas Network

Maritime safety and security

Presentation by Dora Barreira Ramos, DG MARE, European Commission

Tuesday, 21 November, 2017
Porto, Portugal

Speaking Points

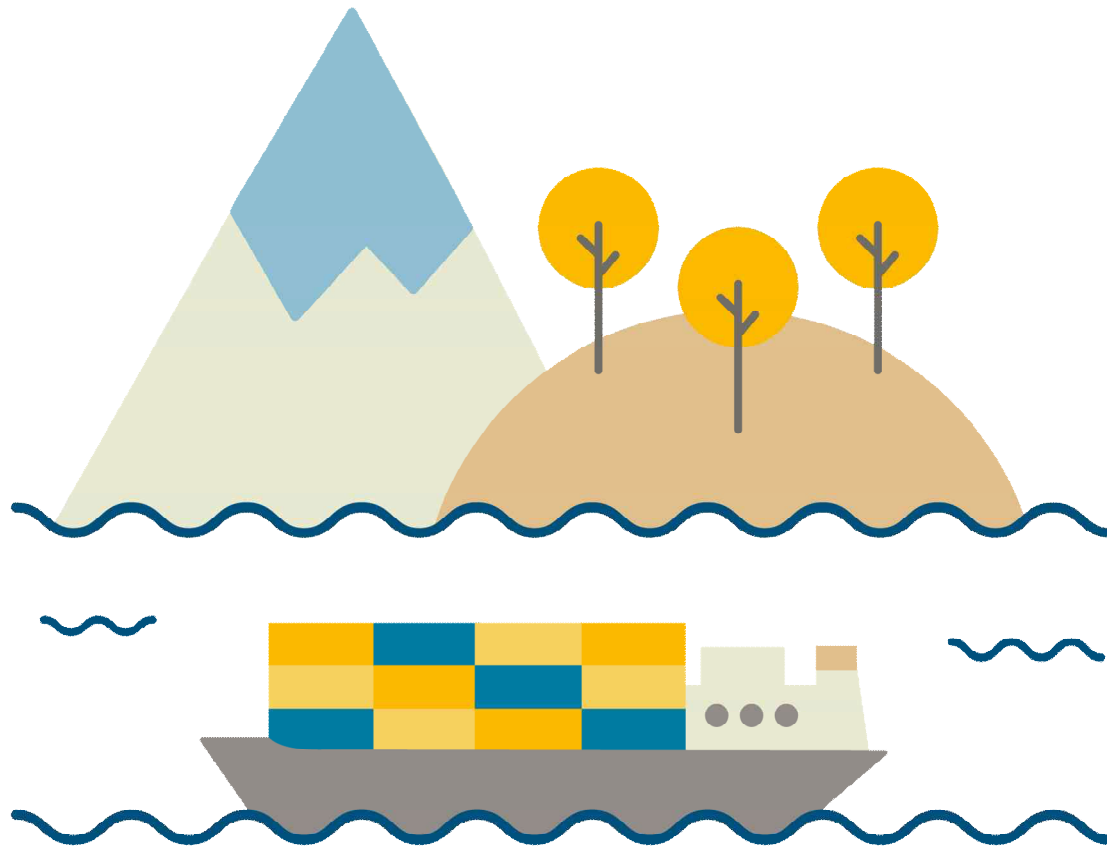
- First of all, I would like to thank The Knowledge of the Seas Network for the kind invitation to be here with you today. I will start by presenting an overview of the European Commission work on maritime security and will then provide you with a summary of the work developed at sea basin level.
- As you know, we depend on secure seas and oceans for maintaining and developing a sustainable blue economy. 90% of international trade is maritime. More than 70% of the external borders of the European Union are maritime. If maritime security is essential for Europe, it has potentially at this point in time an even more profound meaning in regions like the Mediterranean which has important challenges to face.
- The European Maritime Security Strategy (EUMSS) and its related Action Plan, adopted in 2014, was conceived precisely at the time of the escalating migration crisis in the Mediterranean, under the Greek and Italian presidencies of the Council of the European Union.
- The main purpose of this strategy is to increase cross border and cross sector co-operation and to create synergies between existing control activities.
- The legally established cooperation between three specialized EU agencies, the European Border and Coast Guard agency (FRONTEX), the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency (EMSA) regarding coast guard functions is one of the best examples of the progress achieved in this regard at EU level. The enhanced synergy between these agencies will enable them to support the activities of more than 300 civilian and military coastguard authorities in the Member States responsible for carrying out coastguard functions.
- This joint cooperation is already bringing concrete results in a wide range of areas such as maritime safety, security, search and rescue, border control, fisheries control, customs control, general law enforcement and environmental protection. In particular, concrete results include enhanced information exchange between agencies, but also the provision of a multipurpose drone capacity to EU agencies and Member States, as well as co-ordination and sharing of inspection and surveillance platforms during joint operational activities. Only last year, this co-operation led to an increase of more than 1000 sightings of potential Illegal, Unreported and Unregulated (IUU) fishing in the Mediterranean Sea.

- The European Maritime Security Strategy also attaches particular importance to the need for civil and military cooperation. EU Member States have been particularly active in this regard, with the promotion of joint exercises between navies and coast guard entities. At EU level, progress is visible for instances in terms of increased cooperation with NATO on a variety of topics such as cyber-security and the use of RPAS in the maritime domain.
- We also see the added value of civil military cooperation in terms of maritime security research, in particular in the areas of dual use technologies and capabilities. In this regard, we are cooperating with the European Defence Agency for the development of a joint cross-sectoral agenda for maritime security research. We have just recently (27 Sep 2017) held the second edition of a Workshop for the development of a Civil-Military Research Agenda for Maritime Security. This workshop was jointly organised by the EDA, EEAS and the Commission and the research agenda which resulted from the discussions is set to provide guidance to future research efforts and projects conception. It should be made available in the coming days.
- Promoting maritime multilateralism is a strategic priority for the EU, in line with the EU Global Strategy. Secured and protected seas and oceans can only be achieved through collaborative efforts. This is why the EU has decided to include maritime security – for the first time ever – in this year's (4th) edition of the Our Ocean Conference, which recently took place in Malta (5/6 October). Following the announcement in the Communication on International Ocean Governance, the European Commission is also working towards developing 'ocean partnerships' with other nations. These partnerships translate into strengthened cooperation in key governance areas, such as the implementation of ocean-relevant SDGs, promoting conservation and sustainable 'blue growth', maritime research, international fisheries management and, also, maritime security. A partnership agreement with China is now being negotiated and other should follow soon.
- Now that I have provided you with an overview of the work on safety and security we are developing at European level, let me give you a glimpse over our regional strategies approaches. It is indeed important to note that different maritime regions face sometimes different (maritime) security risks and threats. Thus, in our work, we also promote specific regional approaches. Take the Mediterranean Sea as an example. The recent Initiative for the sustainable development of the blue economy in the Western Mediterranean (WestMED) has included a dedicated strand on safety and security. This sub-regional maritime initiative brings together in a joint effort the 10 countries of the region and the Union for the Mediterranean. Naturally, a key objective of this framework is to promote further cooperation towards a safer and more secure maritime space. This includes in particular the aim to foster deeper cooperation between coast guards of these countries to respond to marine pollution, to increase maritime data sharing and to work together towards the reinforcement of border surveillance. The West Med initiative is also one of the recent policy developments informing the recently launched sustainable blue economy calls.
- The EU Strategy for the Adriatic and Ionian also addresses the governance and surveillance of the Adriatic and Ionian Seas. Following the Ioannina Declaration of May 2017, participating countries have agreed to "enhance cooperation and share experience on various issues related

to maritime safety, in order to reduce risks of maritime accidents, marine marine pollution from ships and the loss of human life at sea in the shared sea basin”.

- In particular, this enhanced mandate of the Adriatic Ionian Strategy aims at increasing safety and security at sea by for instances monitoring maritime traffic through a single shared system (e.g. by upgrading ADRIREP).
- But when we are talking about regional approaches to maritime safety and security, the European Union Strategy for the Baltic Sea Region is paradigmatic.
- In a recent gathering of the Policy Area SAFE of the Baltic strategy, regional coordinators concluded that there is a sector that is needing further engagement in terms of project development, namely the training and education of seafarers. Deeply related, a thematic area which should be a priority for future work is autonomy and digitalisation in shipping. I couldn't agree more, these are indeed areas where we need to invest for the future of maritime safety and security.
- There are other sea basins which do not have a regional strategy per se, as for instances the North Sea, or the case of the Atlantic where we have an Action Plan which does not specifically focus *per se* on maritime security. These sea basins are nonetheless object of regional cooperation by countries in the area and are part of the overall effort at EU level on maritime security. This is the case for instances of initiatives of cooperation under the North Atlantic Coast Guard Forum (NACGF), or even of a cooperation agreement signed between the UK and France to enable information exchange through regular contacts between their maritime information centres. So we do see a number of initiatives also at these sea basins.
- There are also cases of specific challenges common to some sea basins but not to all. This is the case of sea dumped munitions. This is a serious issue in the Baltic Sea region, for instance, but also in the North Sea and the Adriatic and Ionian Sea. There are several projects developed in this regard, as CHEMSEA. In this regard, the Commission and the EEAS intend to organize a workshop in early next year precisely to encourage a common approach on ways to address sea dumped munitions and hazard substances from a security perspective.
- To take regional particularities into attention is something that enriches our European approach to maritime security. We are now starting a process of revision of the EUMSS Action Plan, which was designed to be a living document, to have it reflecting current challenges and priorities of the Union on maritime security. Ensuring that an appropriate regional perspective is well reflected in this revised version of a new Strategy for Maritime Security is, thus, a priority for us.
- Finally, I would like to conclude by saying that maritime security in Europe is only real to the extent that players in the field actually promote and even supplant the policy envisaged by policy makers. Cooperation projects are building stones of any strategy and I would like to thank all of you that contribute, through your projects and through your cooperation, to a safer and more secure Union.

Thematic stakeholders' and expert's perspective



Maritime safety and security Helcoms perspective

Alexander von Buxhoeveden

Helsinki Convention (1974) 1992

- “shall individually or jointly take all appropriate legislative, administrative or other relevant measures to prevent and eliminate pollution in order to promote ecological restoration of the Baltic Sea area and the preservation of its ecological balance.” (*Article 3, Fundamental principles and obligations*)”

HELCOM

www.helcom.fi

Members:

- Denmark
- Estonia
- European Union
- Finland
- Germany
- Poland
- Latvia
- Russia
- Sweden

HELCOM Secretariat



HELCOM

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Priority issues of concern

- eutrophication
- pollution by hazardous substances
- maritime activities
- loss of biological diversity, destruction of habitats



HELCOM

HELCOM was (is?)
also a peace project



HELCOM RESPONSE work

- HELCOM Response Manual (Vol. I, II & new III)
 - Baltic procedures for international response operations at sea and on the shore
- Exercises (e.g. HELCOM BALEX DELTA 1990-)
 - Annual practical test of regional response
- Joint surveillance (e.g. HELCOM CEPCOs)
- Dialogue and Recommendations
 - Exchange of experiences & regional needs
 - Publications like Annual reports of ill. oil spills (1989-) and accidents (2000-) in the Baltic

Ongoing

- Co-operation with other regions
- Work plan Helcom response

Helcom needs

- HNS-manual
- Tools and methodology - risk assessment
- Low sulphur oils
- Response at night
- Hazardous waste sites



Difficulties

- 1 out of 5 projects are approved
- Information of calls in one place
- Timing
- Secretariate can not be lead partner



11 coast guard functions



ECGFF – FRONTEX/EMSA/EFCA



Maritime assistance

Maritime safety and traffic

Search & rescue

Customs at sea



Security of Ships and ports

environment

Border control and surveillance

Fishery control



Maritime surveillance

Emergency response

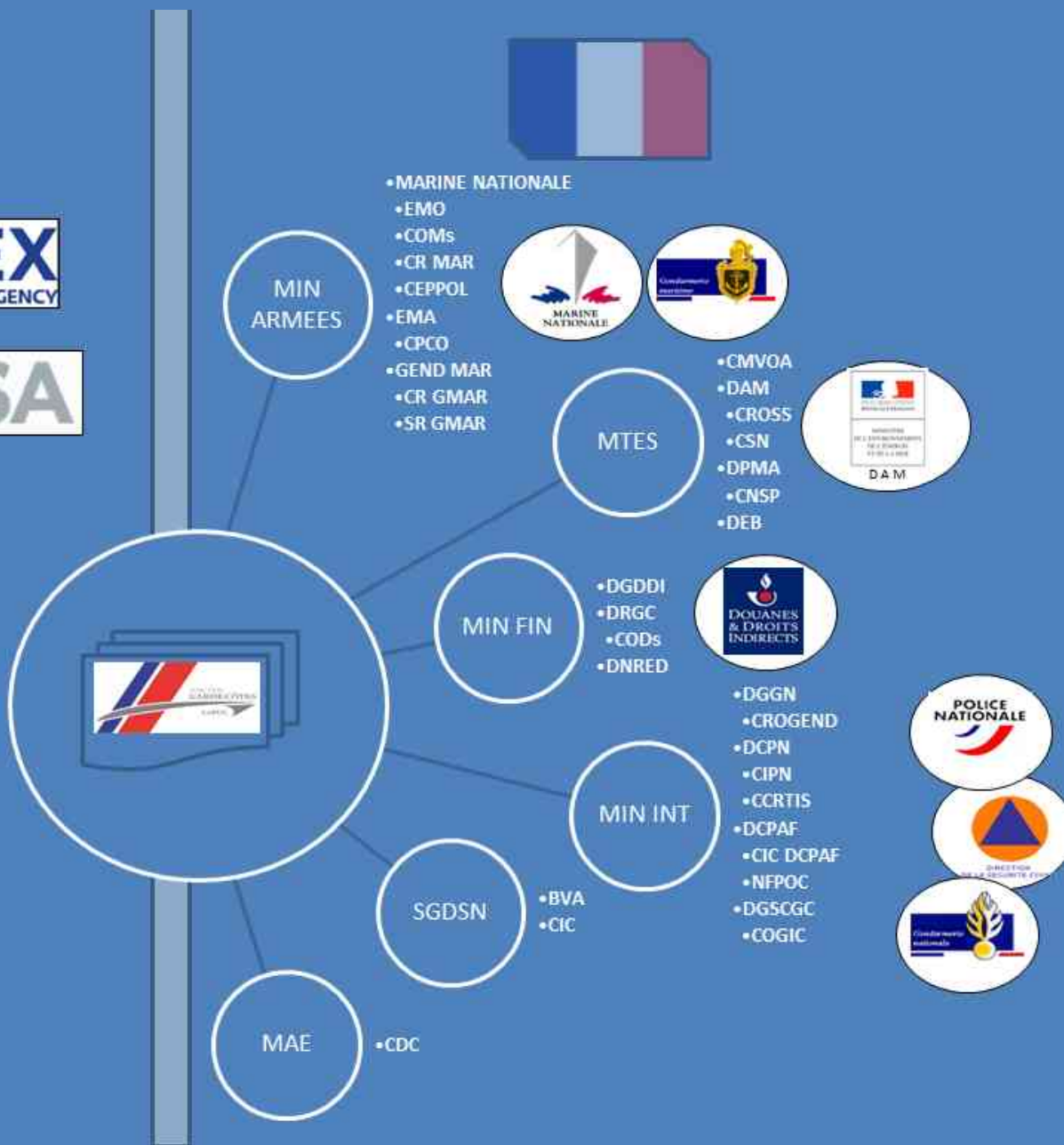
Law enforcement

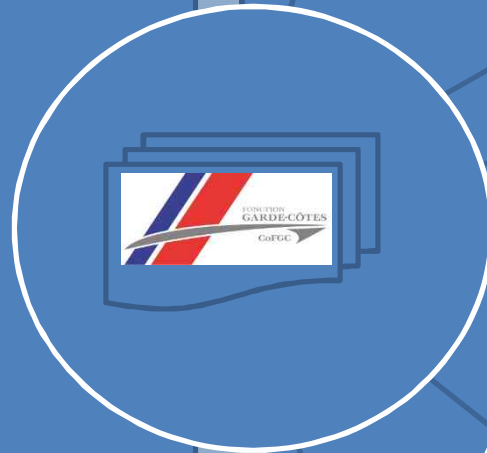


45 missions of State action at sea



Coast guard function





MIN ARMEES

- MARINE NATIONALE
- EMO
- COMs
- CR MAR
- CEPPOL
- EMA
- CPCO
- GEND MAR
- CR GMAR
- SR GMAR



MTES

- CMVOA
- DAM
- CROSS
- CSN
- DPMA
- CNSP
- DEB



MIN FIN

- DGDDI
- DRGC
- CODs
- DNRED



MIN INT

- DGGN
- CROGEND
- DCPN
- CIPN
- CCRTIS
- DCPAF
- CIC DCPAF
- NFPOC
- DGSCGC
- COGIC



SGDSN

- BVA
- CIC



MAE

- CDC



CISE

Common information sharing environment

Over 300 authorities across the EU deploy radars, satellites, ships, aircrafts and information systems and collect **large amounts of information**

in 7 maritime sectors:



- **Only 30% of the useful data is shared across sectors.**



REPORTING

VMS
VTS
SSAS
GMDSS
AIS
LRIT
Fax
Satellite
AIS
Radio



SENSORS

Visual
Radar
ELINT
FLIR
Acoustic
SONAR
SAR
ISAR
HF-
Radar



PLATFORMS

Coastal
Airborne
UAS
Ship-Borne
IV
Satellite



INTELLIGENCE

HUMINT
SIGINT
IMINT
COMINT



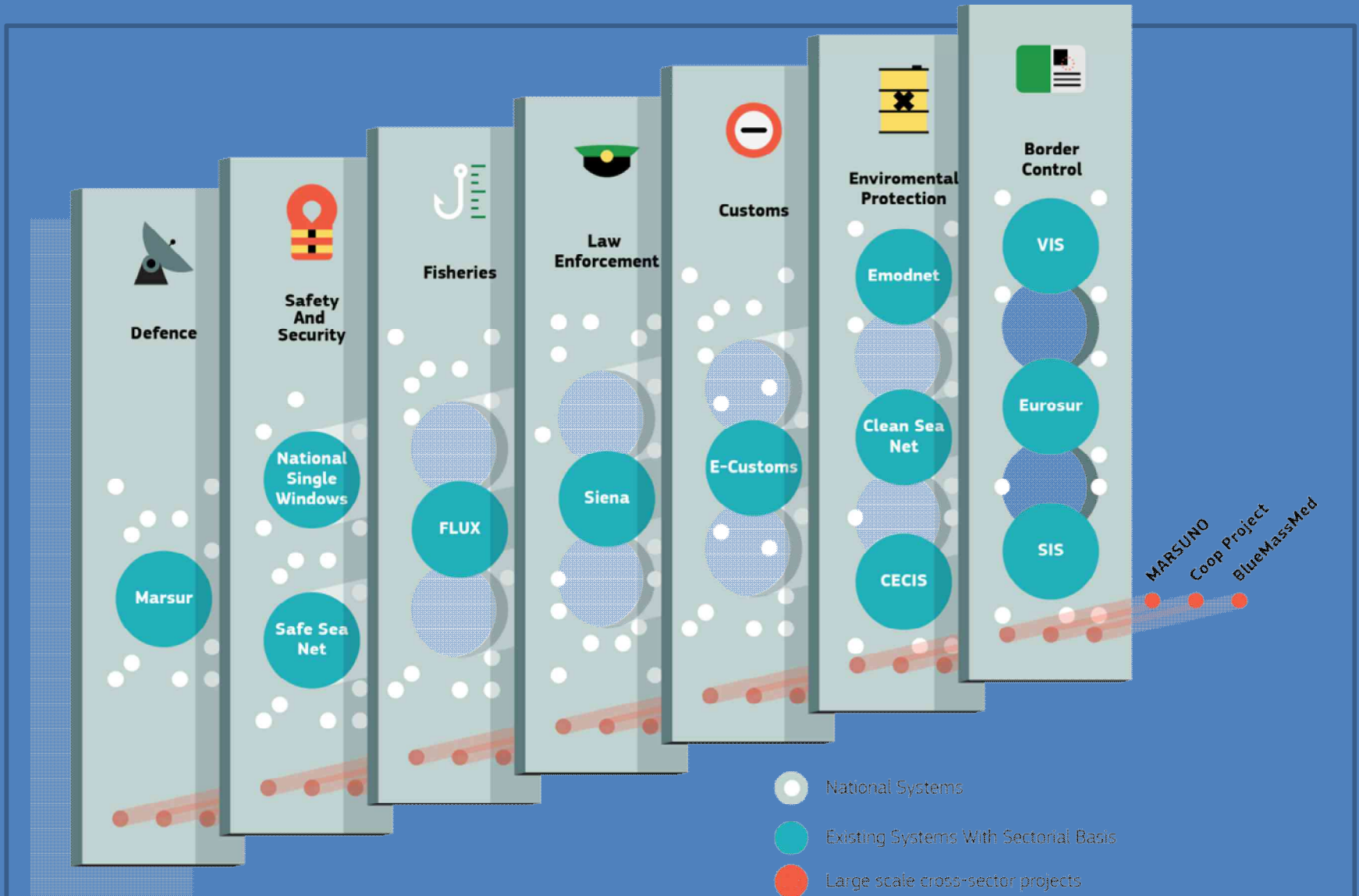
DATA BASES

Ship Registers
Ports Info
Fishing Licenses
Marine Data
Criminal Registers
European Atlas



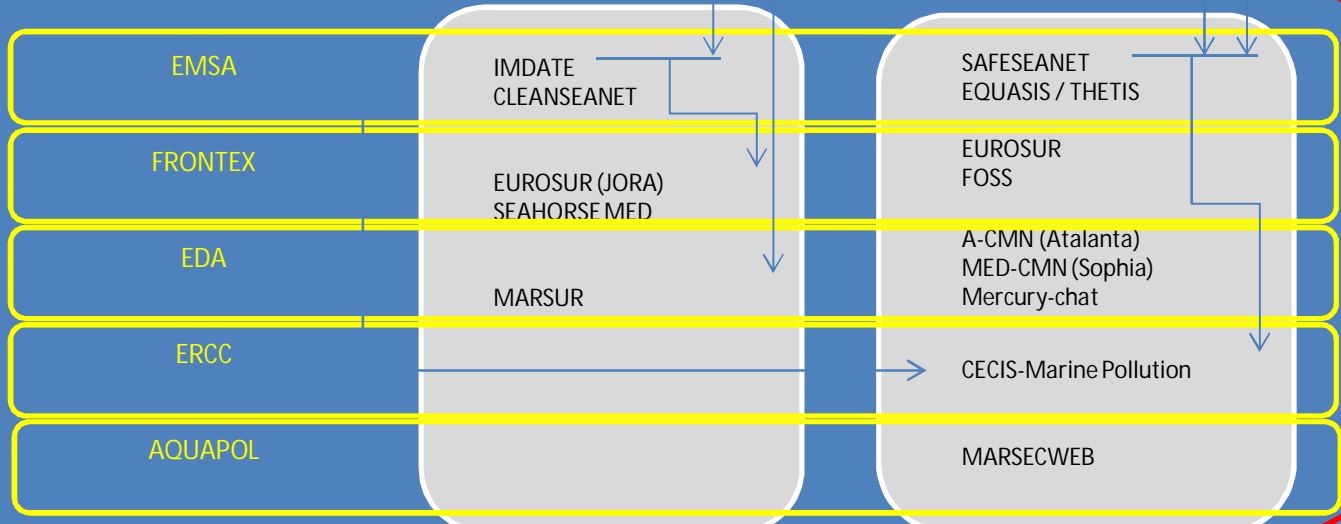
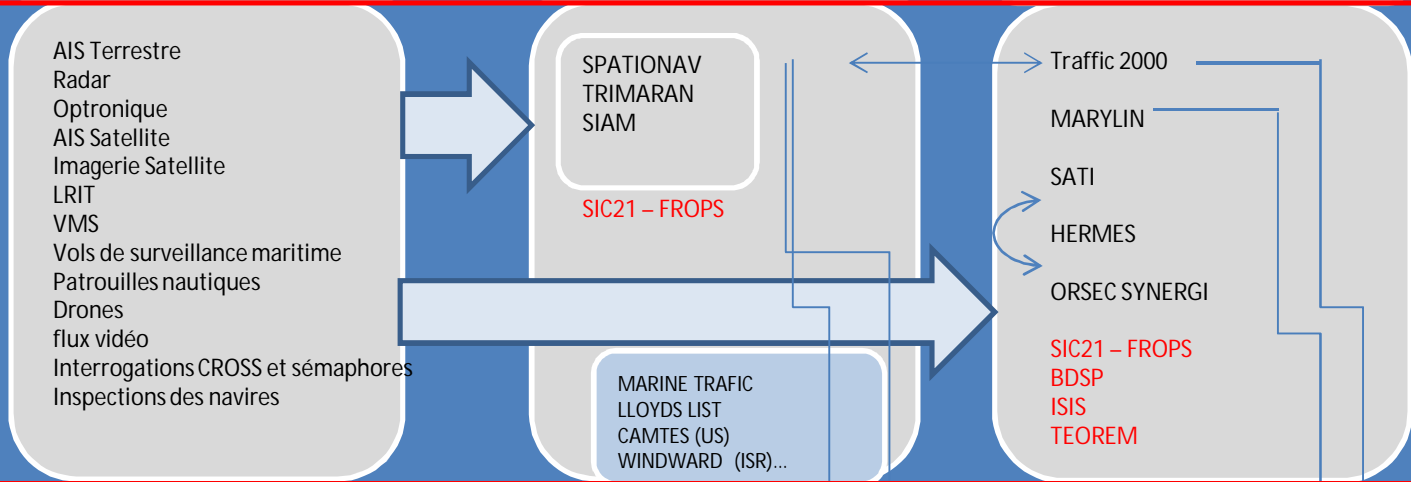
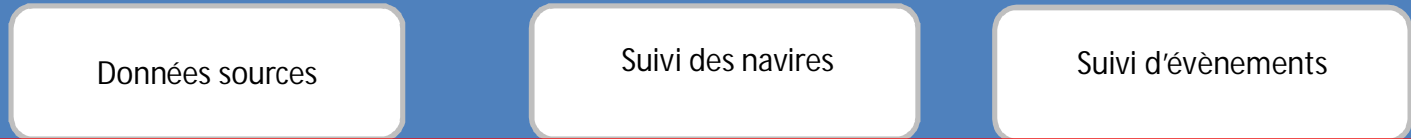
CISE

Common information sharing environment





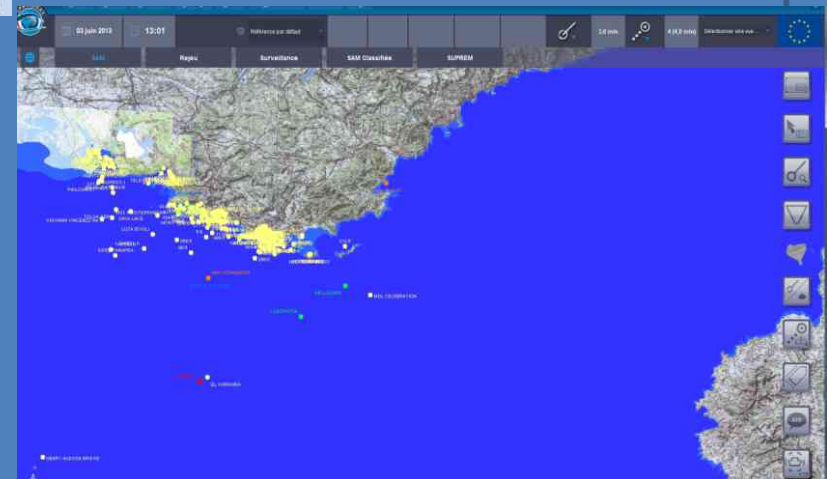
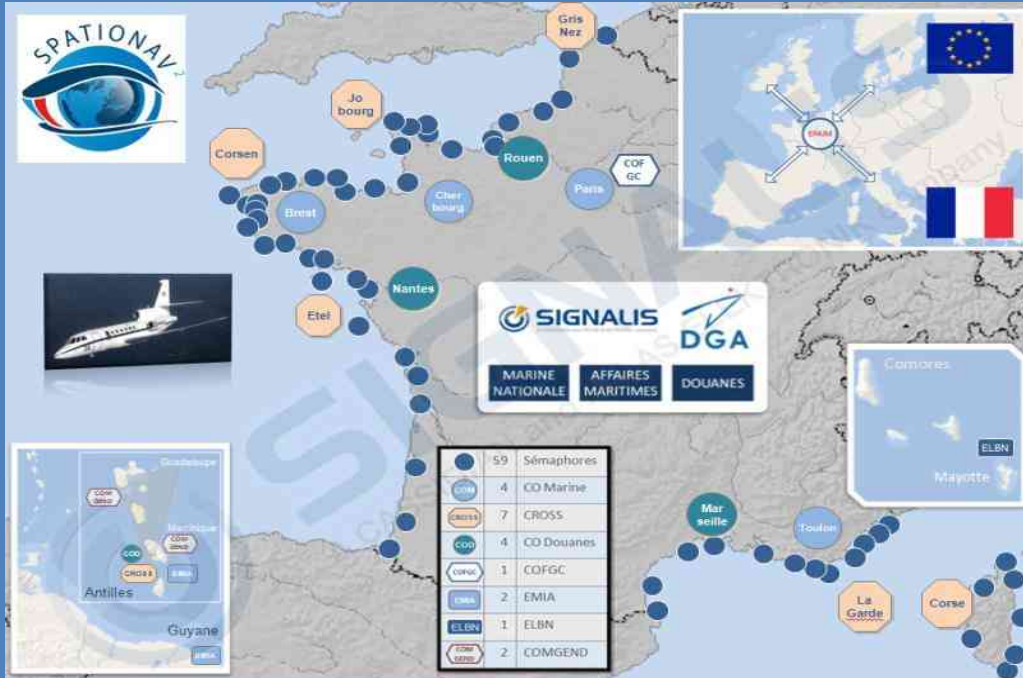
Coast guard function IT monitoring





SPATIONAV V2

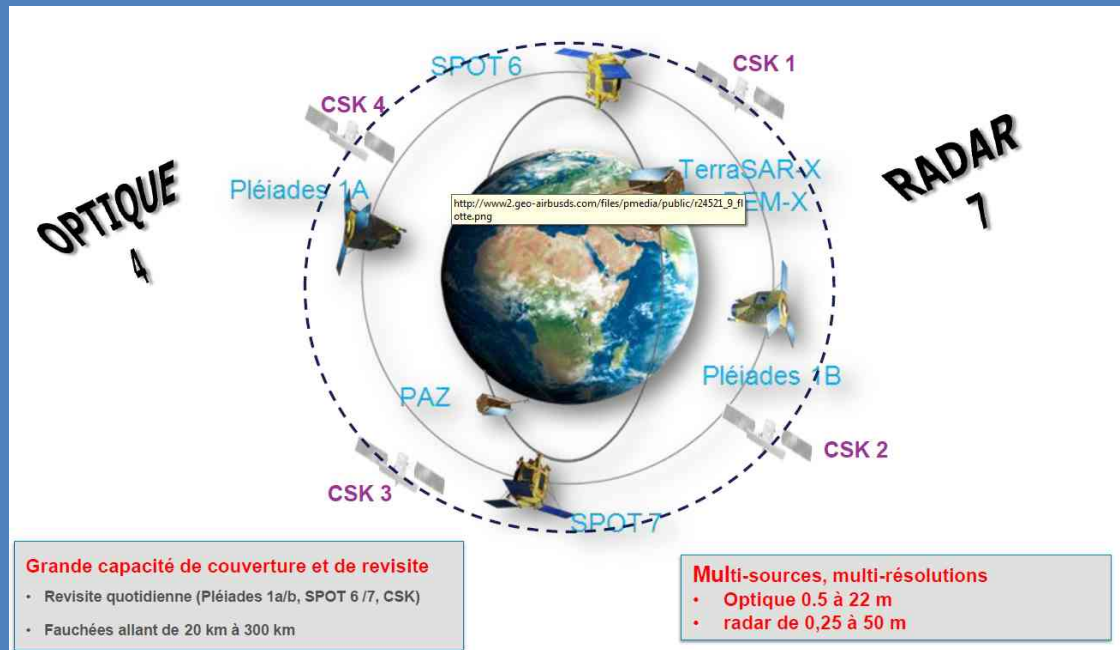
French Maritime surveillance system



New capacities

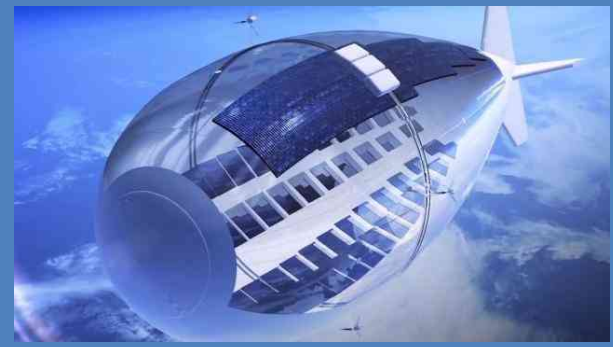
TRIMARAN
(Telspazio/Airbus)

Integrated satellite services



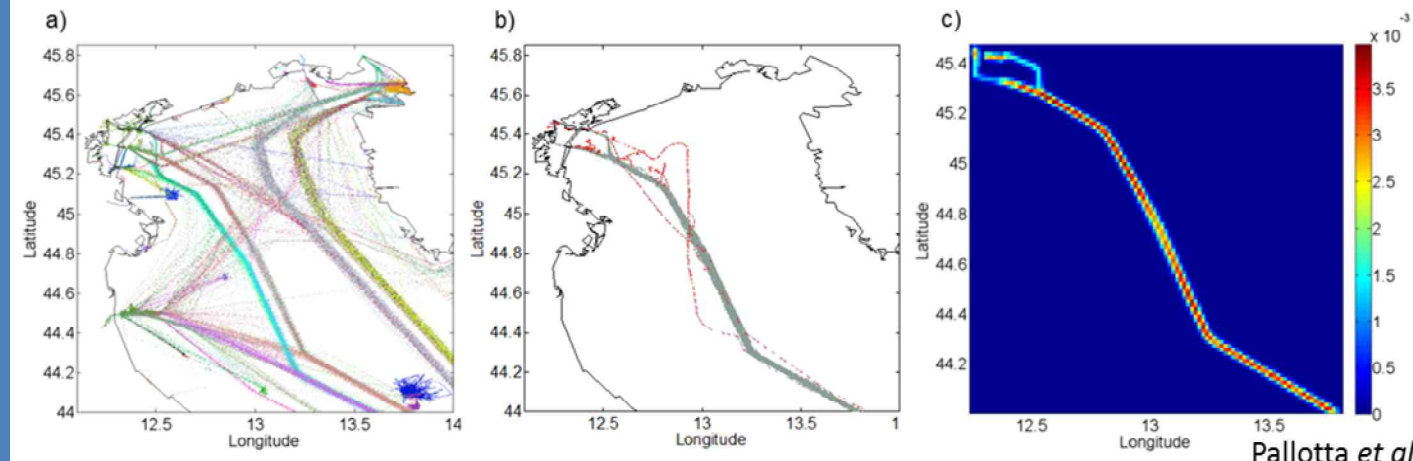
Hight altitude
pseudo-satellite

(ZEPHYR and STRATOBUS)

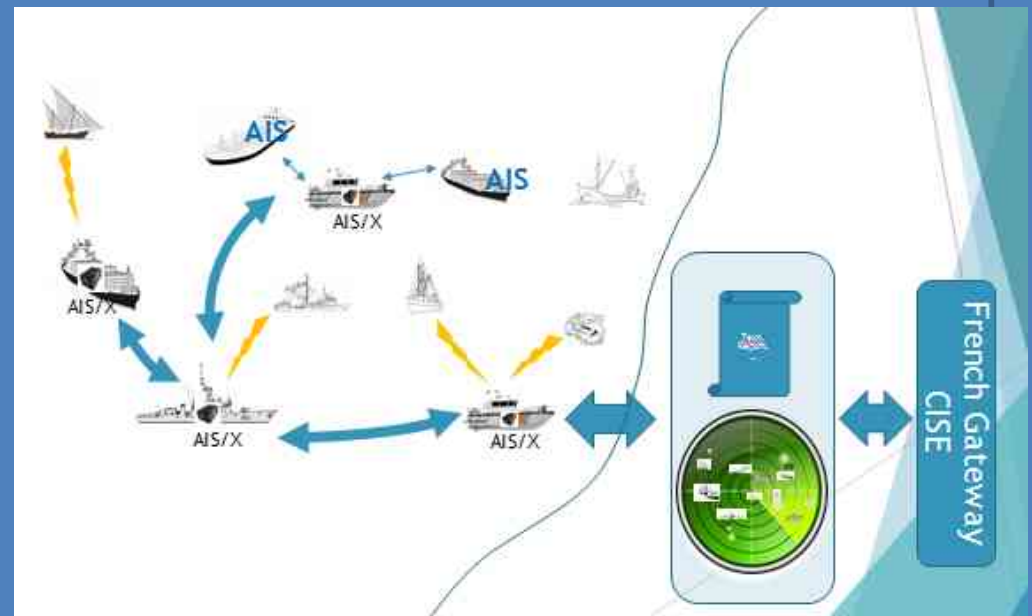


New projects

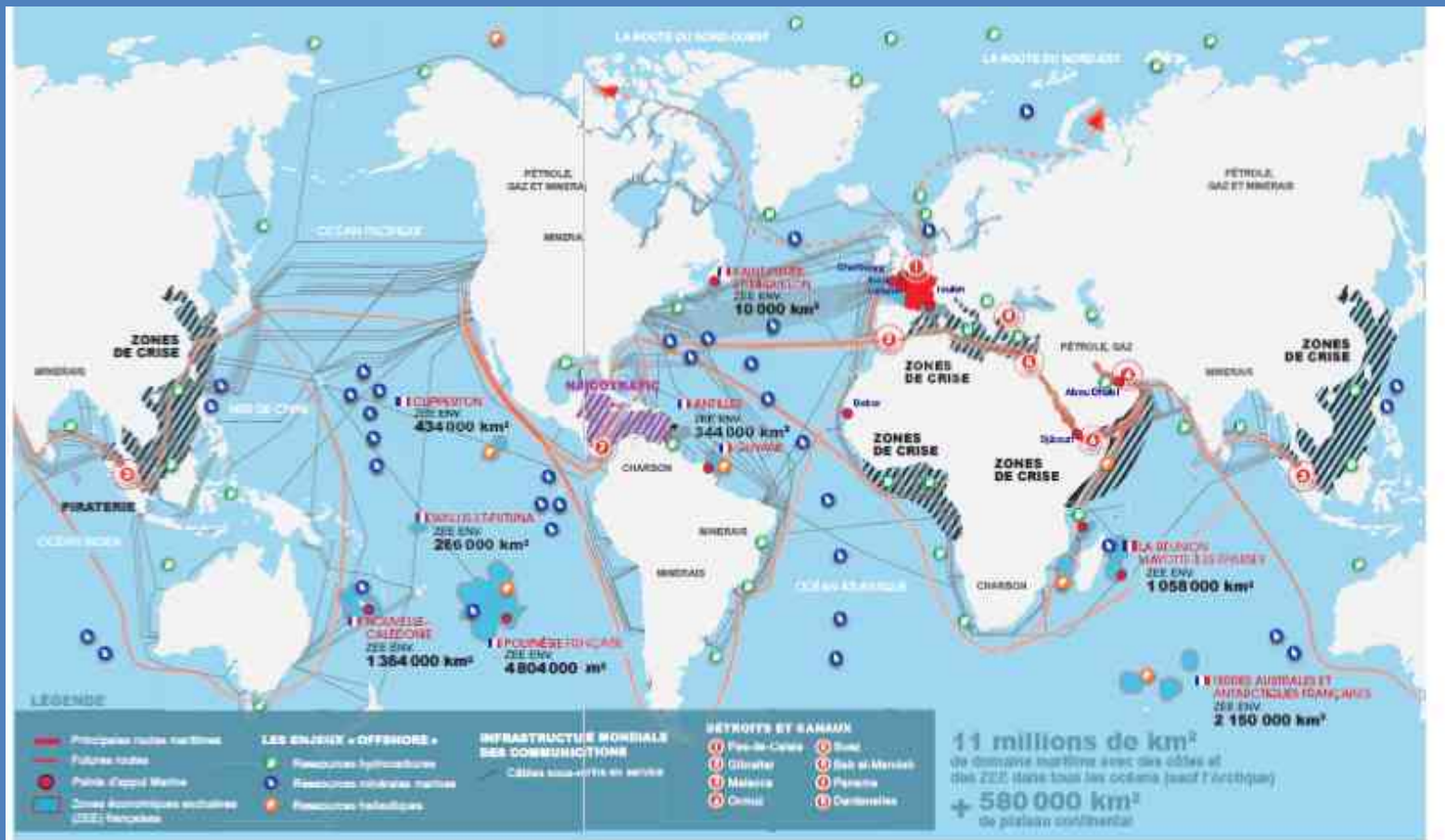
Data Mining
Advanced services



Integrated maritime
picture



Thank you for your attention



Chiffres clés



39 000

MARINS MOBILISÉS EN MER, À TERRE OU DANS LES AIRS AU SERVICE DE LA FRANCE



70%

DE LA PLANIÈRE EST OCCUPÉE PAR LES ESPACES MARITIMES



80%

DE LA POPULATION MONDIALE VIT À MOINS DE 100 KM DES CÔTES



90%

DU COMMERCE MONDIAL EMPLOIE LA VOIE MARITIME



95%

DES TÉLÉCOMMUNICATIONS TRANSFERT PAR DES CÂBLES SOUS-MARINS

INTERact – Maritime Safety and Security & Post 2020

21-22 November 2017 in Porto / Portugal

European Coast Guard Functions Forum



 EUROPEAN
COAST GUARD
FUNCTIONS
FORUM

**German Chairmanship
2017/2018**

 **BUNDESPOLIZEI**

 **ZOLL**



BUNDESPOLIZEI

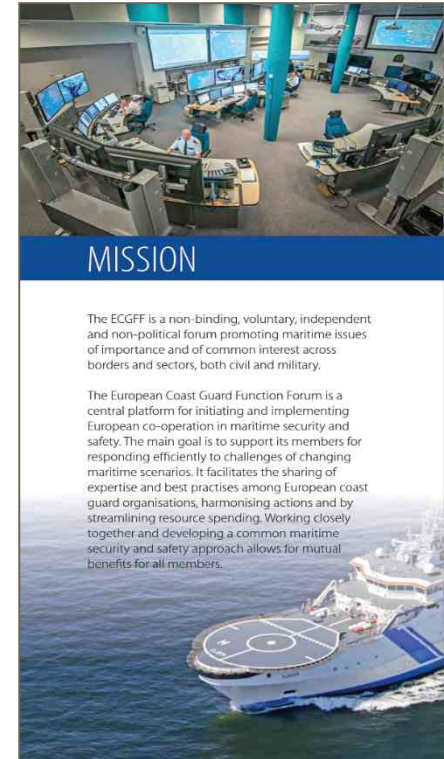


The European Coast Guard Functions Forum (ECGFF)

ECGFF is a self-governing, non-binding, voluntary independent and non-political forum

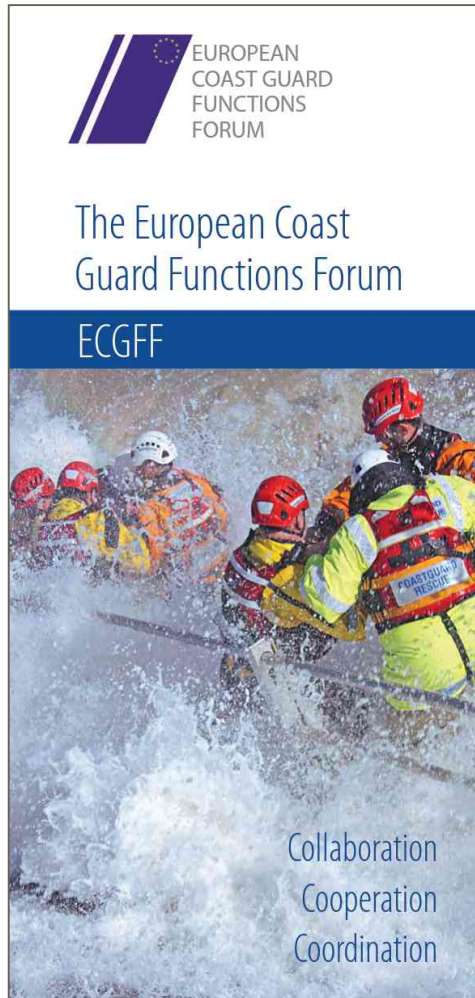
The main goals are:

- Support its members for responding efficiently to challenges of changing maritime scenarios
- Sharing of expertise and best practice among coast guard organisations
- Harmonizing actions and sharing resources
- Working closely together and developing a common approach for maritime security and safety
- Mutual benefits for all members





Historie ECGFF



- Founded 2009
- Funding first by FRONTEX
- 2010 Spain
- 2011 Sweden
- 2012 Ireland
- 2013 Greece
- 2014 Italy
- 2015 Finland
- 2016 Great Britain
- 2017 Portugal
- 2018 Germany



Collaboration, Cooperation, Coordination

- To build and maintain a network of Heads of national authorities for Coast Guard Functions and designated Officers from EU Institutions, Agencies and Directorates with related competencies in CGFs
- Development of common operational procedures and standards in line with described international norms, reinforce synergies and improved operational preparedness
- Cooperation and response across borders and sectors to consider the possibilities of promoting trust, burden sharing, asset sharing and enhanced regional cooperation
- To establish a standing forum promoting the exchange of information, expertise, technical assistance, best practice, training, exercises and education




COAST GUARD FUNCTIONS

1. Maritime safety, including vessel traffic management
2. Maritime ship and port security
3. Maritime customs activities
4. The prevention and suppression of trafficking and smuggling and connected maritime law enforcement
5. Maritime border control
6. Maritime monitoring and surveillance
7. Maritime environmental protection and response
8. Maritime search and rescue
9. Ship casualty and maritime assistance service
10. Accident and disaster response
11. Fisheries inspection and control





Previous results ECGFF

- Working in fixed structures
 - Plenary Meeting
 - Secretary meetings
 - Working groups
 - Terms of references
 - Homepage in 2013
 - Feasibility study in 2014
 - Academy Network in 2015
 - ECGFF AKA NET
 - Training Portal
 - Student Exchange
 - Exercise Coastex17
 - Different workshops in sharing best practises
- 



Bundespolizei

German Chairmanship ECGFF Projects 2017 - 2018

Cyber Attack
Prevention

Mobile
Training
Concept
Boarding

Network Coast
Guard Centers
/ Project MSSC

Multinational
and cross
functional
crews in Coast
Guard
Operations

Plenary 2018

12/2017

03/2018

05/2018


06/2018

09/2018





Project Cyber Attack Prevention

- Cyber technologies have become essential to the operation and management of numerous systems critical to the safety and security of shipping and protection of the marine environment
 - The vulnerabilities created by accessing, interconnecting or networking these systems can lead to respective cyber risks
(e. g. manipulation of steering systems, ECDIS, access control systems) which have to be addressed accordingly.
- 




Objectives

Cyber Attack Prevention

- Analyse potential cyber risks for operational assets of the European Coast Guard services and commercial shipping
- Raise awareness of Cyber Risk Threats to Coast Guard vessels
- Identify protective measures for operational assets and the shipping industry in general
- Create a "market of opportunities" for the users in order to present preexisting solutions to these problems.
- Increase technical maritime Cyber Defence in cooperation with governmental and civil partners (EMSA, Federal Office for Information Security (BSI), German Aerospace Centre (DLR), German Maritime and Hydrographic Agency (BSH) and ECGFF Member States




Project Mobile Training Concept Boarding

- Boarding is daily necessary in every Coast Guard Function
 - Trainings are normally being conducted in national training centers with the respective equipment of the host organization.
 - In order to provide **possible joint boarding teams** with an ideal tailored training for an **International Maritime Operation** the training should be organized in the operational area with the respective weather conditions and the equipment which will be used during the foreseen operation
 - A mobile training concept **based on common standards** would present a good solution to this situation
- 



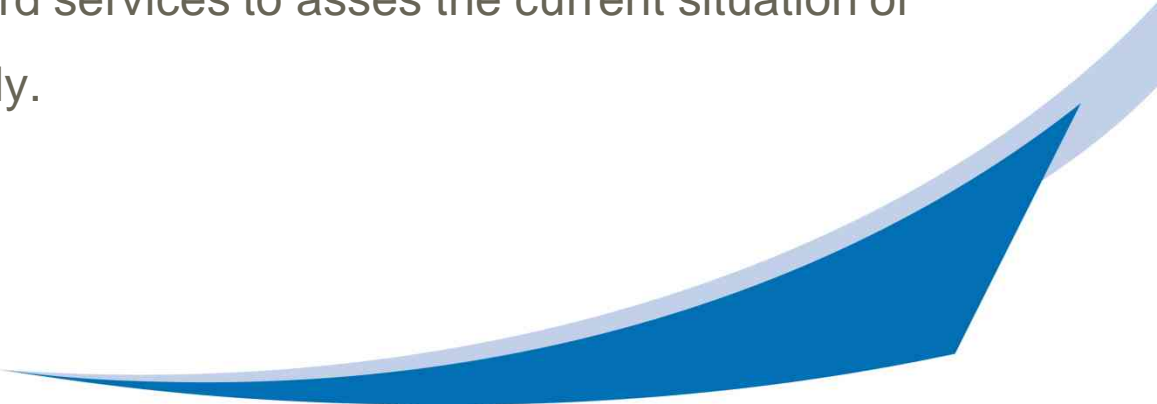
Objectives

Mobile Training Concept Boarding

- Communication on required content in the area of "boarding".
 - Develop consistent training procedures and standards regarding boarding techniques and define common standards for a mobile trainer team
 - Initiate a process to create common standards for boarding procedures under the ECGFF Member States
 - Construct training courses concerning common boarding techniques as a follow up project
 - To establish a trainer pool certified by ECGFF / EBCG (FRONTEX) / EFCA as a follow up project.
 - Creation of various courses (modules) in follow-up projects.
- 



Project Network Coast Guard Centers / Project MSSC

- 2/3 of the volume of cargo worldwide is currently transported by sea, which underlines the importance of maritime trade.
 - In this context one of the main tasks of coast guard functions is to minimize or reduce risks in the maritime domain.
 - This task requires the availability of concrete and detailed information in order to enable coast guard services to assess the current situation or possible incidents correctly.
- 




Network Coast Guard Centers / Project MSSC

- A major goal of the workshop is to enhance the collaboration and cooperation between the different ECGFF-members, respectively the Coast Guard Centres (CGC) in Europe.
 - In this context, maritime security as well as safety topics will represent the main aspects, which concern EBCG (FRONTEX), EMSA and EFCA.
 - In the future, a joint maritime picture should be established in Europe, its contents should be determined in this workshop.
 - A long-term objective of this project should be adaptation of technical infrastructure at the CGC's in Europe.
 - Following projects should be initiated
- 




Multinational and cross functional Crews in Coast Guard Operations

- There are currently a number of **multinational** and **cross functional** activities in the Member States.
 - There are multinational crews as well as national cross functional crews, which are already sharing capacities and using one asset for different tasks.
 - Problems are arising as a result of differing training levels, approaches to issues, tactics and practices, working time regulations, technology, legality, and the inability to compare / verify foreign qualification documents in the maritime domain.
- 



Multinational and cross functional Crews in Coast Guard Operations

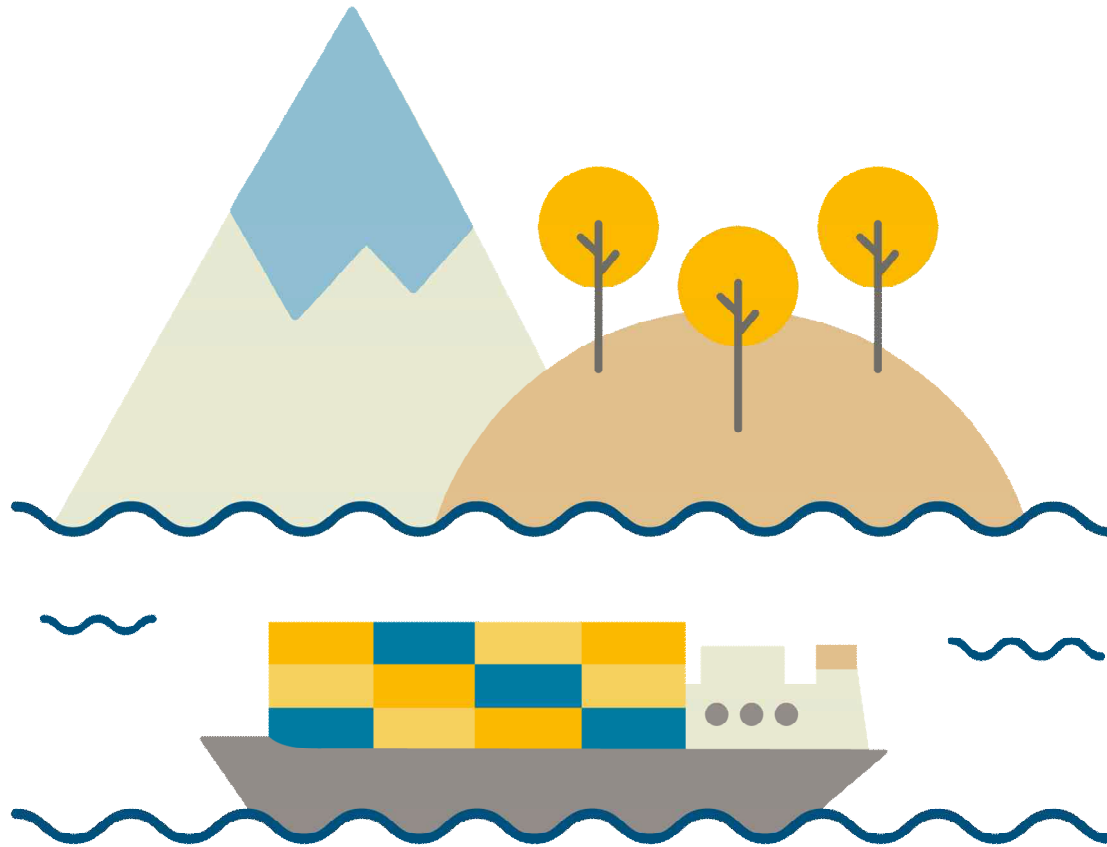
- To determine the problems and find practical solutions with the participants of the Workshop
 - To develop a common concept
 - Joint operations with mixed international cross functional crews could consolidate human and material resources
 - To create a groundwork for a collective legal framework and to develop Standard Operating Procedures (SOP)
 - The results will be supplied to the agencies to initiated following projects / working groups
- 

A sunset over the ocean with a bird in flight. The sun is low on the horizon, casting a warm orange glow across the sky. The ocean is dark blue, and the foreground shows dark, silhouetted rocks. A bird is flying in the upper left corner of the sky.

Thank you for your
Attention.

Birgit Thärichen
German Project Office ECGFF
Phone: +49 4561 4071 – 127
E-Mail: ecgff-germany@polizei.bund.de

Programme perspective



New Interreg Atlantic Area Programme

A first call for projects tailored for results

Knowledge of the Seas
Network
21.11.2017, Porto

Morgane Lesage
Joint Secretariat Director
INTERREG Atlantic Area



INTERREG Atlantic Area aims to achieve significant and tangible progress towards cohesive, sustainable and balanced territorial development of the Atlantic regions and their maritime heritage, promoting solutions to respond to challenges of the actors involved in innovation and competitiveness, resource efficiency, environment and cultural assets, reducing the existing regional disparities.



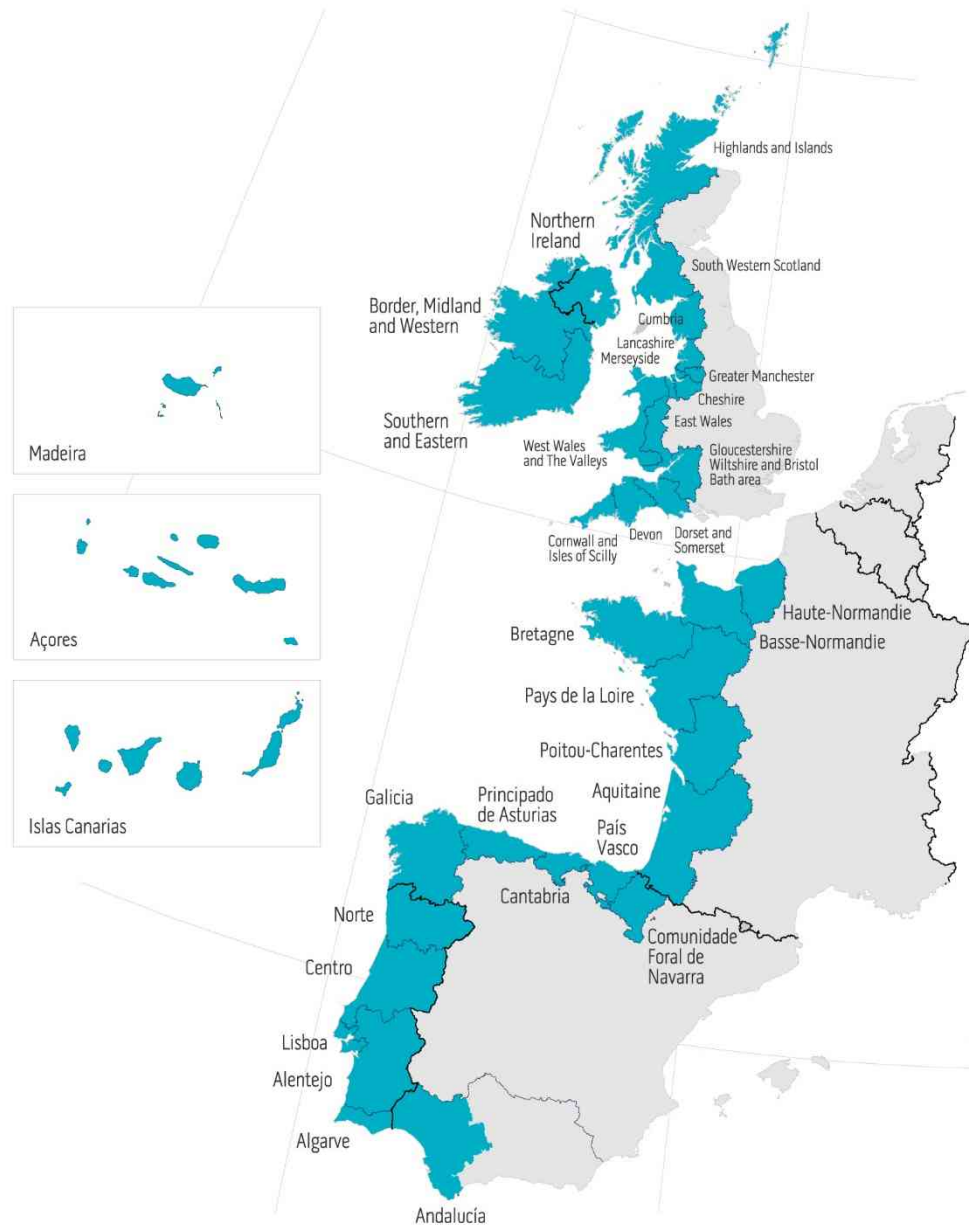
What is INTERREG Atlantic Area ?

- ✓ Financing of international cooperation projects;
- ✓ Contribution for economic, social and territorial cohesion;
- ✓ A direct answer to regional challenges in the field of:
 - Innovation and competitiveness
 - Resource efficiency
 - Natural and cultural heritage
 - Support to regional and sustainable development



Cooperation area

- ✓ 37 regions
- ✓ An expanded area compared to the previous programme due to the inclusion of new regions such as Canary Islands (Spain), the autonomous regions of the Azores and Madeira (Portugal)



Priorities and Objectives



1. Stimulating innovation and competitiveness to accelerate intelligent growth
 - 1.1 Enhancing innovation capacity through cooperation to foster competitiveness
 - 1.2 Strengthening the transfer of innovation results to facilitate the emergence of new products services and processes



2. Fostering resource efficiency promoting renewable energies and energy efficiency models
 - 2.1 Fostering of renewable energies and energy efficiency
 - 2.2 Fostering Green growth, eco-innovation and environmental efficiency

Priorities and Objectives



3. Strengthening the territory's resilience to risk of natural, climate and human origins
- 3.1 Strengthening risks management systems



4. Enhancing biodiversity and the natural and cultural assets of the Atlantic Area
- 4.1 Improving the protection of biodiversity and ecosystems' services
- 4.2 Enhancing natural and cultural assets to stimulate economic development

Breakdown per priority axis

Priority	ERDF	Total	Co-financing rate
Priority 1 – Innovation and competitiveness	47 117 240	62 822 988	75%
Priority 2 - Resource efficiency	29 744 404	39 659 206	75%
Priority 3 - Territorial risks	15 267 039	20 356 053	75%
Priority 4 - Biodiversity, natural and cultural assets	39 483 720	52 644 961	75%
Technical assistance	8 400 791	9 883 284	85%
Total	140 013 194	185 366 492	76%

Expected results

- ✓ Measurable results;
- ✓ Tangible results;
- ✓ Sustainable after the end of the project duration;
- ✓ Projects with territorial impact;
- ✓ Long term capitalisation.



Type of results

Five types of project results :

- ✓ Case studies, technical and scientific publications;
- ✓ Politics, strategies;
- ✓ Operational tools;
- ✓ Actions for the dissemination and capitalisation of results.



Cooperation criteria

- ✓ Joint development : the project idea and scope are jointly developed by the partners;
- ✓ Joint execution : the activities, outputs and results are jointly realised by the partners;
- ✓ Joint staffing: all partners have equal responsibility for joint staffing roles and their application within the project;
- ✓ Joint financing: all partners contribute financially to the project resources.



Partnership

- ✓ Mobilisation of key actors;
- ✓ Profile and number;
- ✓ At least three financing partners from at least 3 different Members states from the Atlantic Area;
- ✓ Demonstrate complementary expertise;
- ✓ Balanced relevant representation;
- ✓ The project leader has to be a public or private organisation but not-for-profit.



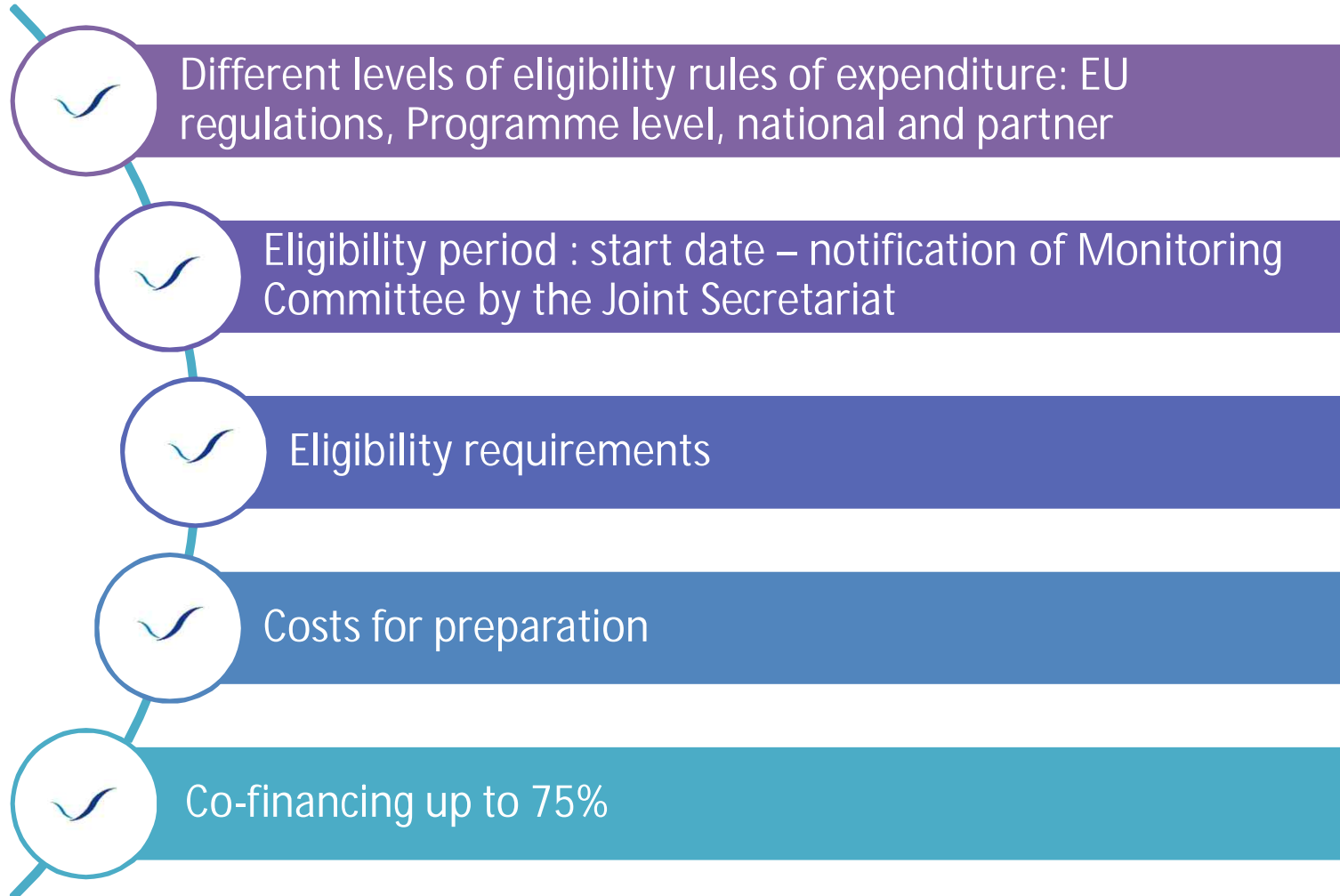
Budget

No lower or upper limit to project budgets

Commensurate with the activities and the number of partners, while showing value for money



General eligibility rules



Budget lines

1

Staff costs

2

Office and administrative expenditure

3

Travel accommodation

4

External expertise and services

5

Equipment (including laboratory goods,
consumables etc.)

6

Small infrastructures and goods

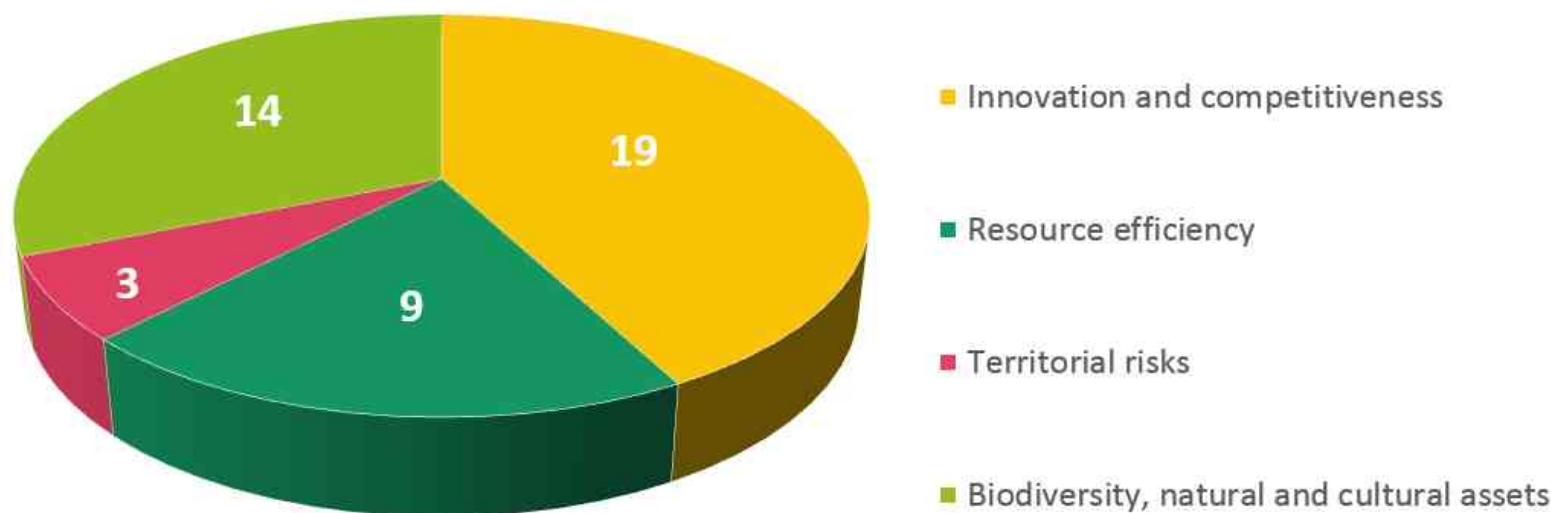
Calendar and latest developments :

- ✓ The kick-off event was organised in Porto on 24 May 2016, with more than 300 participants from the five Member States: official launch and further information about the thematic investment priorities and the first call for projects.
- ✓ First call published in April 2016, in two steps, and was open to all priorities of the programme.
- ✓ The first step ran from 26 April to 31 May 2016: applicants presented an Expression of Interest (EOI). The Joint Secretariat received 425 EOI, from which the Monitoring Committee (MC) selected 102 proposals to present a full project application on a second stage, from 31 October 2016 to 11 January 2017.
- ✓ The MC meeting in Porto, on 4-5 May 2017: decision on the first call with 45 approved projects.
- ✓ Contractualisation process



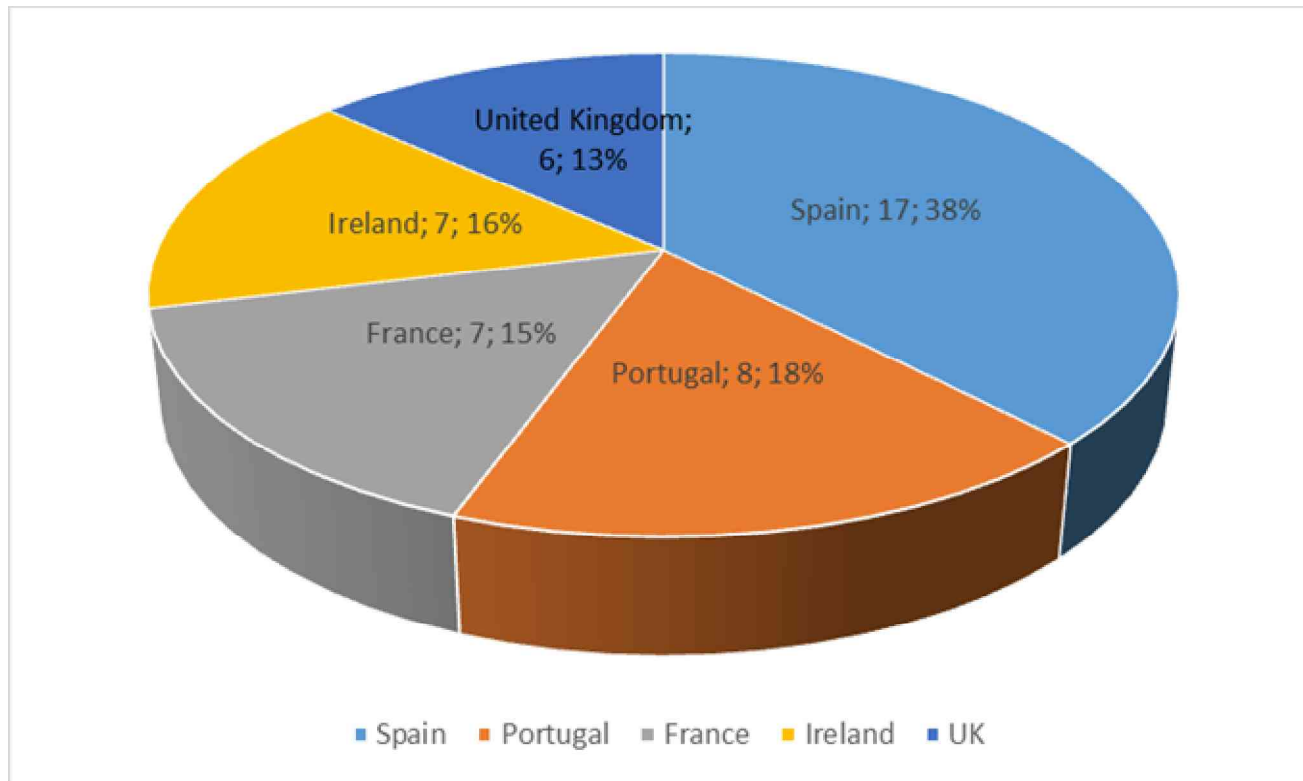
CALL FOR PROPOSALS

43 projects approved in the first call



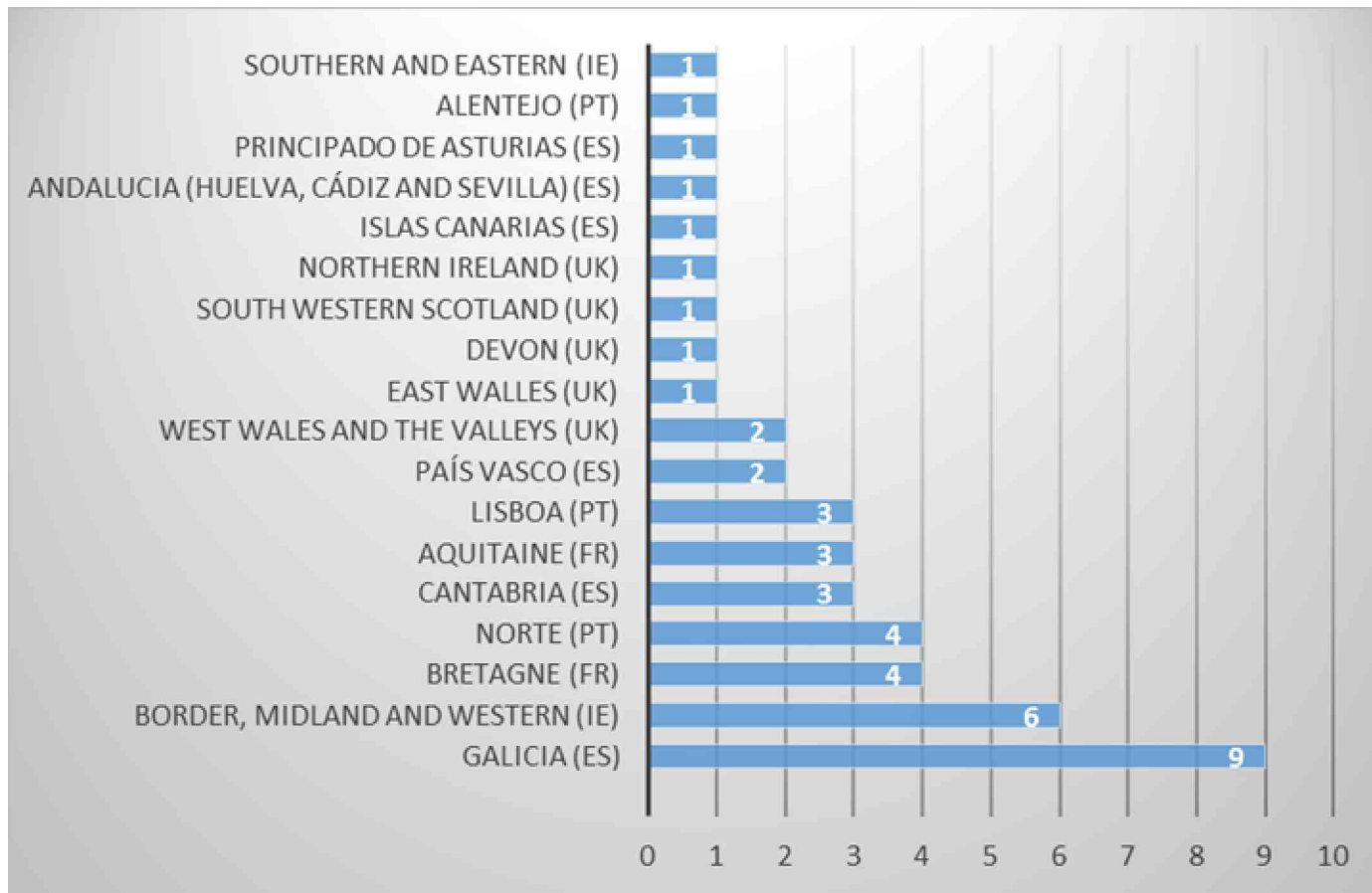


43 projects approved in the first call - Lead Partner by country





43 projects approved in the first call - Lead Partner by region



Example : Mycoast project

- ✓ MyCoast aims at deploying and capitalizing innovative and standardized tools in the risk management systems applied mainly to extreme weather events leading to flooding, maritime safety and coastal pollution.
- ✓ Development of coastal observing systems : The project will also set up common methodologies for validation and inter-comparison, that will improve the quality of the numerical modelling results for providing an effective response to coastal risks (coastal flooding, eutrophication, oil spills, coastal erosion, bathing water quality and microplastics).
- ✓ Development of coastal risks tools : added value applications derived from coastal observatories utilizing observations and models. The tools will be co-developed by the partners and will be open source and based on free software, which will ensure sustainability and continuity of application and development of the tools after the end of the project.
- ✓ Pilot implementations of coastal risk tools : demonstrations and case studies that will result in recommendations for the improvement of tools and for the design of policies and risk management and prevention systems.

Example : @BluePorts

- ✓ @BluePorts aims at mobilising the maritime community to jointly design attractive port based reception/treatment services for polluted water, starting from oil and ballast water.
- ✓ The main goal is to create awareness and motivation to stop discharge at sea using the Atlantic Area as a support platform to prototype, test, demonstrate and communicate via pilot sites and workshops.
- ✓ Several innovations Technology :
 - An Innovative process to enable integrated treatment of various oiled effluents and optimise costs/time for ships and ports, increase reception capacities, facilitate valorisation of oil residues and avoid long distance transport to treatment plants
 - A user friendly on line location, booking and reporting Service
- ✓ New economy models : Innovative business models (with value. chains), incentives and financial facilities to reduce costs and favour investments in PRFs.
- ✓ New concept : the “One Stop Shop” port reception/ treatment service for ships polluted waters (especially for hydrocarbons and BW) as an added value to ports operation and maintenance portfolio.

Thank you !

Morgane Lesage

morgane.lesage@atlanticarea.eu

www.atlanticarea.eu



SUPPORT TEAM for the
ATLANTIC ACTION PLAN

Atlantic Action Plan

Priorities and the role of the Support Team

Jorge Graça
National Unit Portugal

Maritime Safety and Security & Post 2020
Interact
Porto, 21.11.2017

Agenda

- A few notes on:
 - The Atlantic Action Plan
 - The role of the support team
 - Link with Maritime Safety and Security
 - Link with PT strategies

The Atlantic Action Plan

COM(2013)279

- Identifies **key investment and research priorities along the EU's Atlantic seaboard**, promoting the development of mature and emerging sectors in the marine and maritime economy.
- **Four Priorities**
 1. Promote entrepreneurship and innovation
 2. Protect, secure and develop the potential of the Atlantic marine and coastal environment
 3. Protect, secure and develop the potential of the Atlantic marine and coastal environment
 4. Improve accessibility and connectivity

The Atlantic Action Plan

Priority 1 - Promote entrepreneurship and innovation

- **Sharing knowledge** between higher education organisations, companies and research centres
- Enhancement of **competitiveness** and **innovation capacities** in the maritime economy of the Atlantic area
- Fostering **adaptation** and **diversification of economic activities** by promoting the potential of the Atlantic

The Atlantic Action Plan

Priority 3 - Improve accessibility and connectivity

- Promoting **cooperation between ports**

The Atlantic Action Plan

Priority 4 - Create a socially inclusive and sustainable model of regional development

- Fostering better knowledge of **social challenges** in the Atlantic area
- Preserving and promoting the Atlantic's **cultural heritage**

The Atlantic Action Plan

Priority 2 - Protect, secure and develop the potential of the Atlantic marine and coastal environment

- Improving maritime safety and security
 - Reinforcing the **safety and security** of seafarers, coastal populations, property and ecosystems
- **Exploring** and **protecting** marine waters and coastal zones
- **Sustainable management** of marine resources
- Exploitation of the **renewable energy** potential of the Atlantic area's marine and coastal environment

The Atlantic Action Plan

The Support Team

- Central Team (Bxl)
- 5 National Units
- France
- Ireland
- Portugal
- Spain
- United kingdom



The Support Team for the AAP

Our mission

- Guidance towards relevant **research** and **investment** priorities
- Advice on available financial instruments (regional, national, EU,...)
- Match-making platform to find potential project partners
- Highlights on latest relevant policy developments, and relevant events

The Support Team for the AAP

Contributions to the topic of Maritime Safety and Security

- 2nd Atlantic Stakeholder Platform Conference
Brest, France, 29 October 2015
- Eight workshops focused on topics related to Priority 2 of the AAP, including maritime safety and security



The Support Team for the AAP

Contributions to the topic of Maritime Safety and Security

- A few project ideas on www.atlanticstrategy.eu



Português

EQUIPA DE APOIO do
PLANO DE ACÇÃO PARA
O ATLÂNTICO

PROMOVENDO UM CRESCIMENTO INTELIGENTE,
SUSTENTÁVEL E INCLUSIVO NA REGIÃO ATLÂNTICA

Página Principal Sobre Nós Obter Financiamento Parceiros Temas Notícias & Eventos Recursos Links Contacte-nos

A Equipa de Apoio do Plano de Acção para o Atlântico

Fornecemos orientação e apoio proactivo a organizações públicas e privadas, instituições de investigação e universidades, e investidores institucionais e privados da Região Atlântica que que pretendam envolver-se na implementação do Plano de Acção para o Atlântico.

A Equipa de Apoio consiste numa rede de "[Unidades Nacionais](#)" que operam em Portugal, França, Irlanda, Espanha e Reino Unido, coordenadas por uma [equipa central](#) baseada em Bruxelas.



EVENTOS

26/04/2016 – 28/04/2016

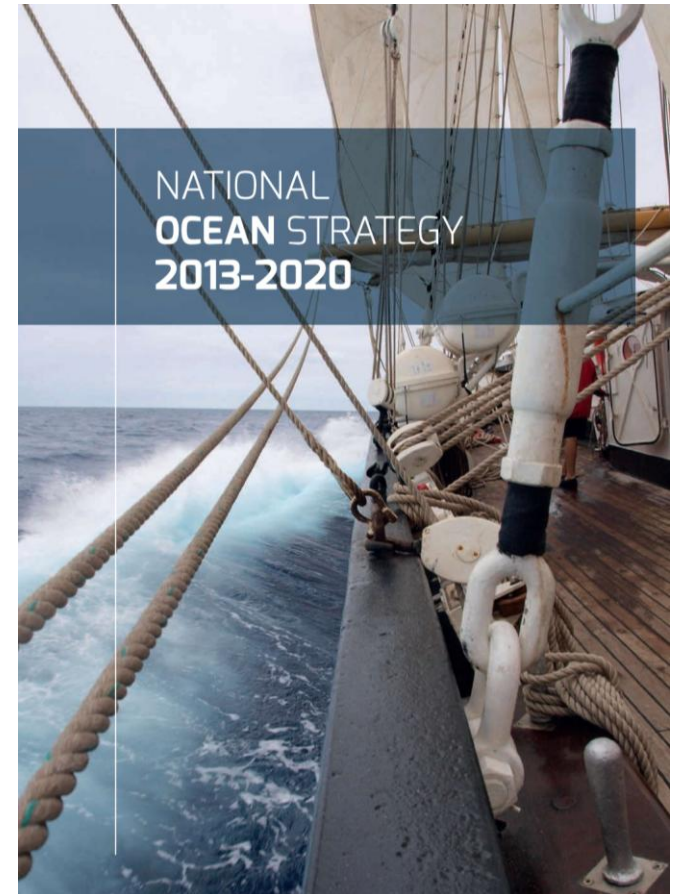
Next Generation Marine Power & Propulsion conference

Brief notes on Portugal (1)

National Ocean Strategy 2013-2020

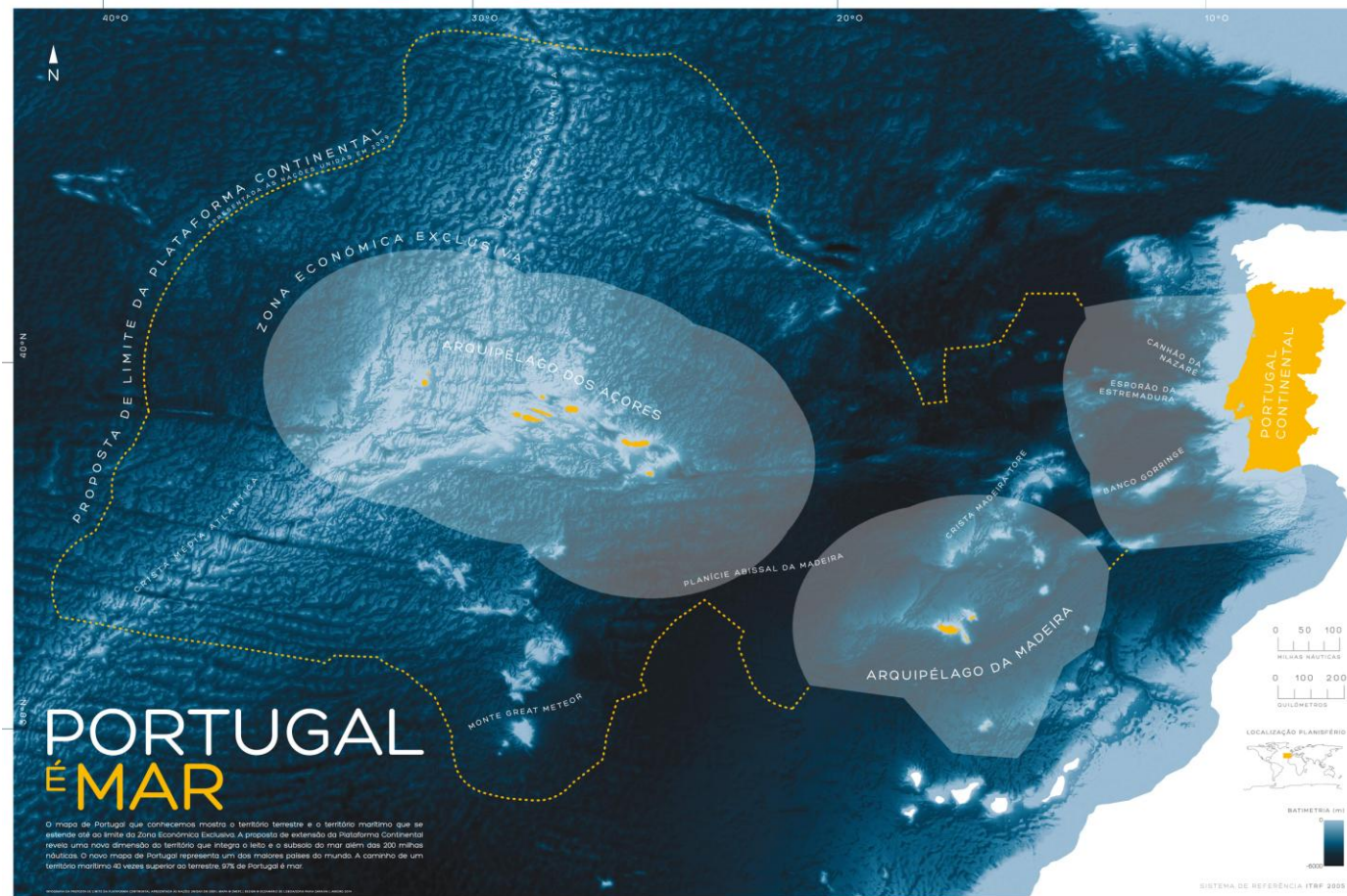
Challenges

- Administration
- Culture and Communication
- Education, science and technology
- Assertion and international cooperation
 - Community of Portuguese Speaking Countries
 - Protecting the marine environment
 - Protection and safeguarding



Brief notes on Portugal (2)

Extension of the Continental Platform



PORTUGAL É MAR

O mapa de Portugal que conhecemos mostra o território terrestre e o território marítimo que se estende até ao limite da Zona Económica Exclusiva. A proposta de extensão da Plataforma Continental revela uma nova dimensão do território que integra o leito e o subsolo do mar além dos 200 milhas náuticas. O novo mapa de Portugal representa um dos maiores países do mundo. A caminho de um território marítimo de valores superiores ao terrestre. OIS de Portugal é mar.



PARA APRENDER MAIS SOBRE O MAR PORTUGUÊS, CONSULTA
MIT DO MAR www.mitdo-mar.pt
OCEANÁRIO DE LISBOA www.oceanariolisboa.pt

Brief notes on Portugal (2)

Extension of the Continental Platform

- Discussion of the proposal (submitted in 2009) started in September at the UN - Commission on the Limits of the Continental Shelf
- Extension grants jurisdiction over the seabed and maritime subsoil (i.e. mineral resources)
- Beyond the Exclusive Economic Zone (EEZ)

Notes for Reflection

- Policy coordination/alignment between EU, national and regional strategies
- New maritime activities = new challenges for safety and security?

Obrigado!

Jorge Graça

931676971

nationalunitportugal@atlanticstrategy.eu

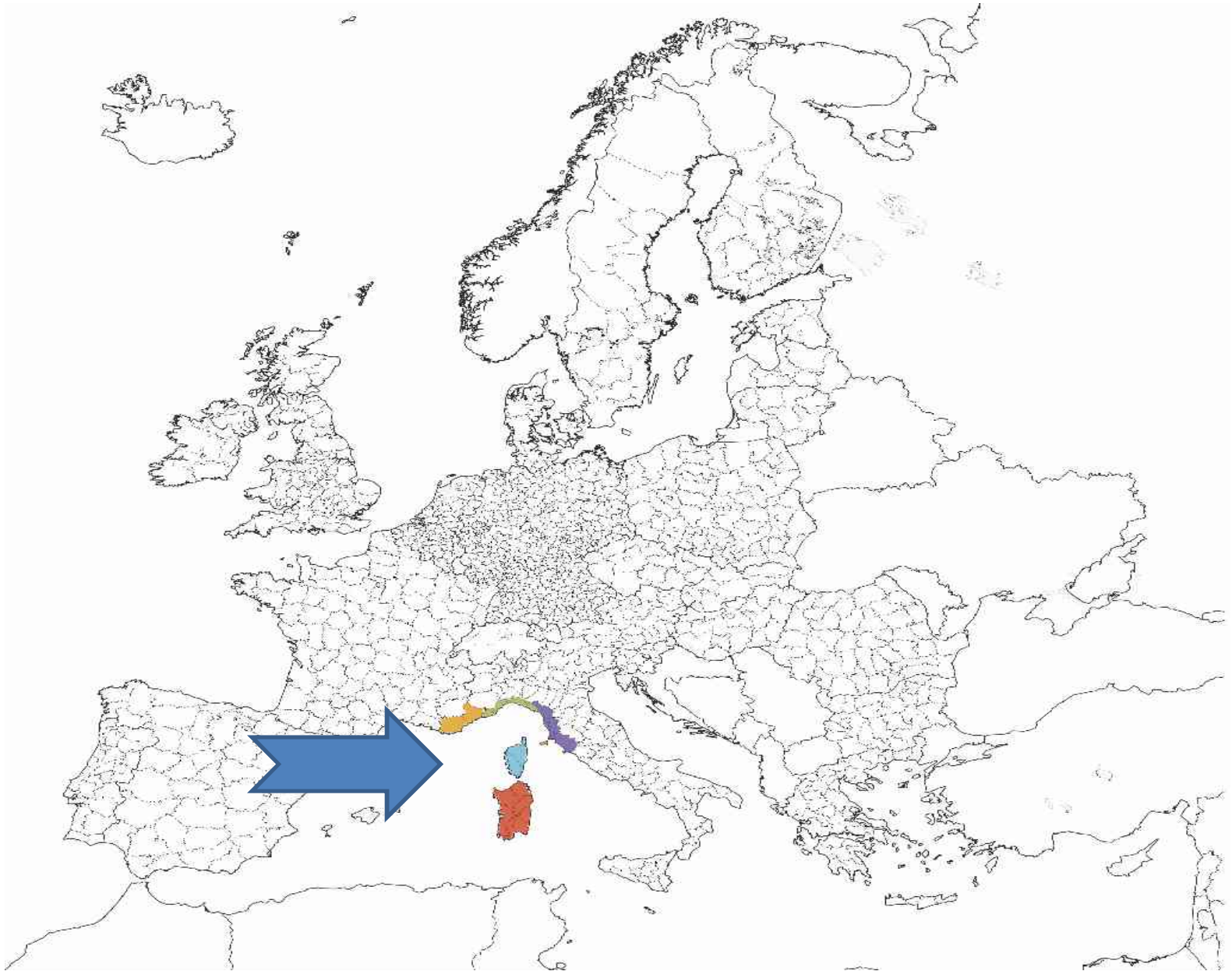
www.atlanticstrategy.eu

Cooperation Programme Italy - France Maritime 2014 - 2020

MARITIME SAFETY AND SECURITY & POST 2020

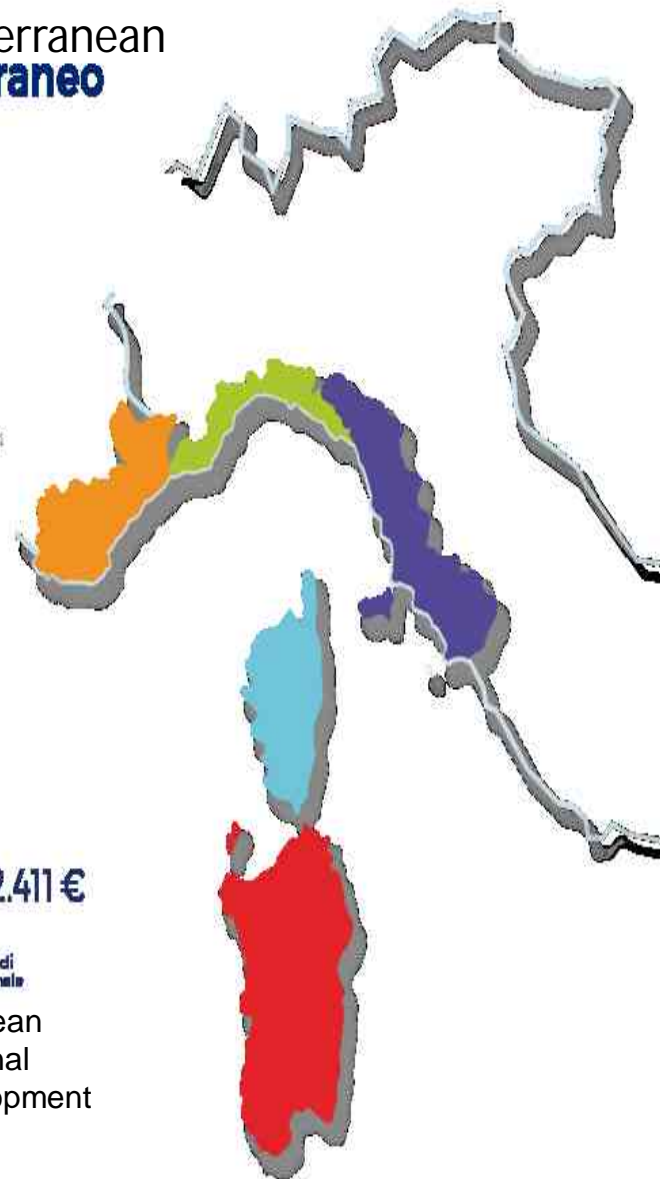
Maria Dina Tozzi – Interreg VA Italy-France Maritime 2014-2020

PORTO, 21-22 November 2017



The Programme area

Cooperation at the heart of the Mediterranean
La cooperazione al cuore del Mediterraneo



 **6,5 MLN**
Abitanti
Inhabitants

 **199.649.898 €**
Finanziamento
Funding

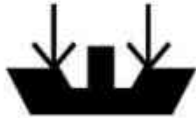
 **169.702.411 €**
FESR
Fondo Europeo di Sviluppo Regionale
European Regional Development Fund

2007-2013 : First steps to enhance sea monitoring in a highly fragile environment

- *Safe transport of goods and passengers*
- *Prevention of maritime risks and protection of fragile maritime area (International Pelagos Sanctuary)*



Best practices 1

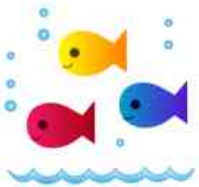


Projects and actions referring to mobility networks and port, airport and inter-port logistics, information systems on intermodal mobility (info-mobility), and the safety of transport means and passengers.



- 1) Security of fragile and disabled maritime passengers (project SIC)
- 2) Risks for maritime transportation related to winds (project WIND AND HARBOURS)

Best practices (2)



Ecological and environmental protection projects and networks related to monitoring and prevention of maritime risks



- 1) GECT of International sea park of Bonifacio Mouths (project GECT PMIBB)
- 2) Integrated maritime monitoring system (MOMAR/SICOMAR)

The turning point in awareness raising about maritime safety : the Costa Concordia Shipwreck (January 2012)



2014-2020 : A more targeted approach towards maritime safety and security : WHY

- To implement the complex regulatory framework for the protection of the marine environment starting from Directive 2008/56/CE, which establishes a reference framework for EU action in the field of policies on the marine environment and recognises monitoring as an important tool for environmental protection, through the definition of shared policies and an integrated control system for the cross-border maritime area;
- To adopt a comprehensive approach towards the themes of maritime safety, developing territorial and multisector cooperation in order to improve coverage of the control and surveillance systems for the transport of goods and passengers in the area of cooperation, in compliance with the provisions of the European Maritime Safety Agency (EMSA), of the EU Erika package (dir.2002/59/EC) and the “EU Maritime Security Strategy” (11205/14 of 25/6/2014)

2014-2020 : A more effective approach towards maritime safety and security :HOW

Favour investments to increase the coverage of ICT navigation safety systems, for the creation of a joint monitoring centre for the transport of dangerous goods and for the creation of joint training laboratories for maritime workers.

- Development and application of forecasting and detection systems and risk monitoring methods, in particular on potential navigation security hazards, including through investments for the acquisition of instruments such as radars, drones, and / or satellite data, goods tracking;
- Development of geolocalisation and remote sensing systems for the monitoring and management of maritime traffic in the partnership zone
- Development of forecasting models to monitor the propagation of waste, wastewater and hazardous substances dumped into the sea
- Design, implementation and sustainability of a Joint Centre for monitoring the transport of dangerous goods
- Creation of joint laboratories to improve workers' skills for safe navigation in emergency management (ensure passenger safety, avoid spills at sea).

1 STRATEGIC PROJECT
PROJECT (IMPACT)



SICOMAR PLUS (approved 2017) + 1 SIMPLE
PROJECT (IMPACT)

SICOMAR *plus*

- Sharing and interoperability of data according to the standards currently used in Europe (INSIPRE Directive)
- Ship detection (redundant and multifunction systems)
- Services for navigation safety for large ships
- Applications and services for safety throughout navigation (including leisure)
- Weather routing services aimed at the safety of certain categories of ships

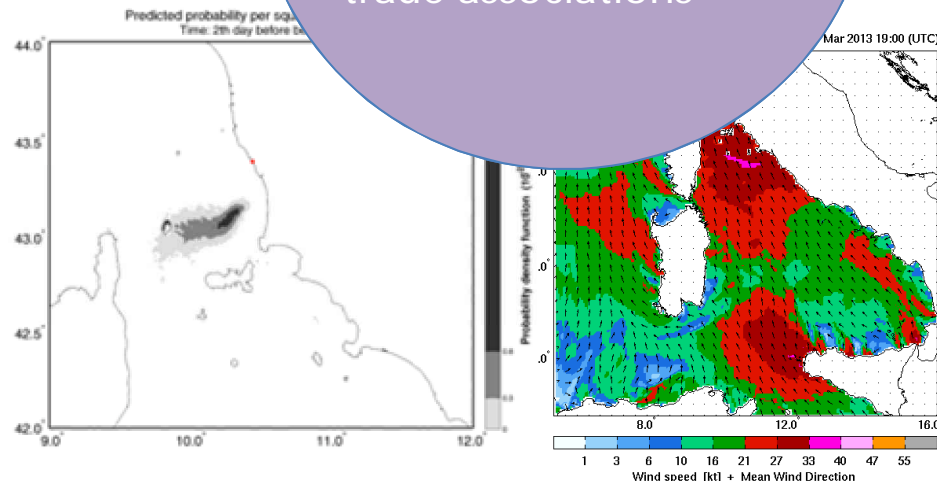
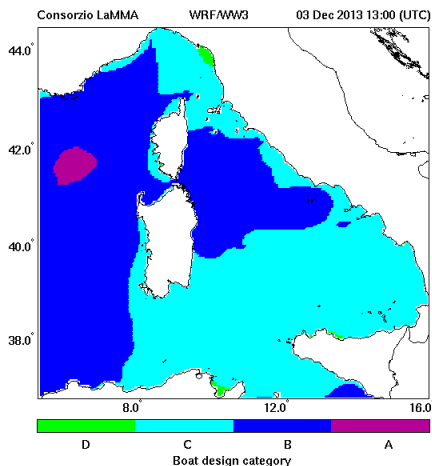
New services for safety at sea



Regional Agencies,
Coast Guard,
Universities



Active involvement of users such as:
shipping companies,
commercial ferries,
port authorities,
trade associations



SICOMAR *plus*



Governance

- Cross-border strategy for risk reduction

- Integration of jurisdiction and networks

- Mapping of high risk areas

- Definition/implementation of the framework of information necessary for the execution of management plans

Technology and networks for safety at sea

- Radars and their integration
- Drones/AMV
- Systems for monitoring from ships
- In-situ sensing systems
- Satellite data

Systems for forecasting navigation risks

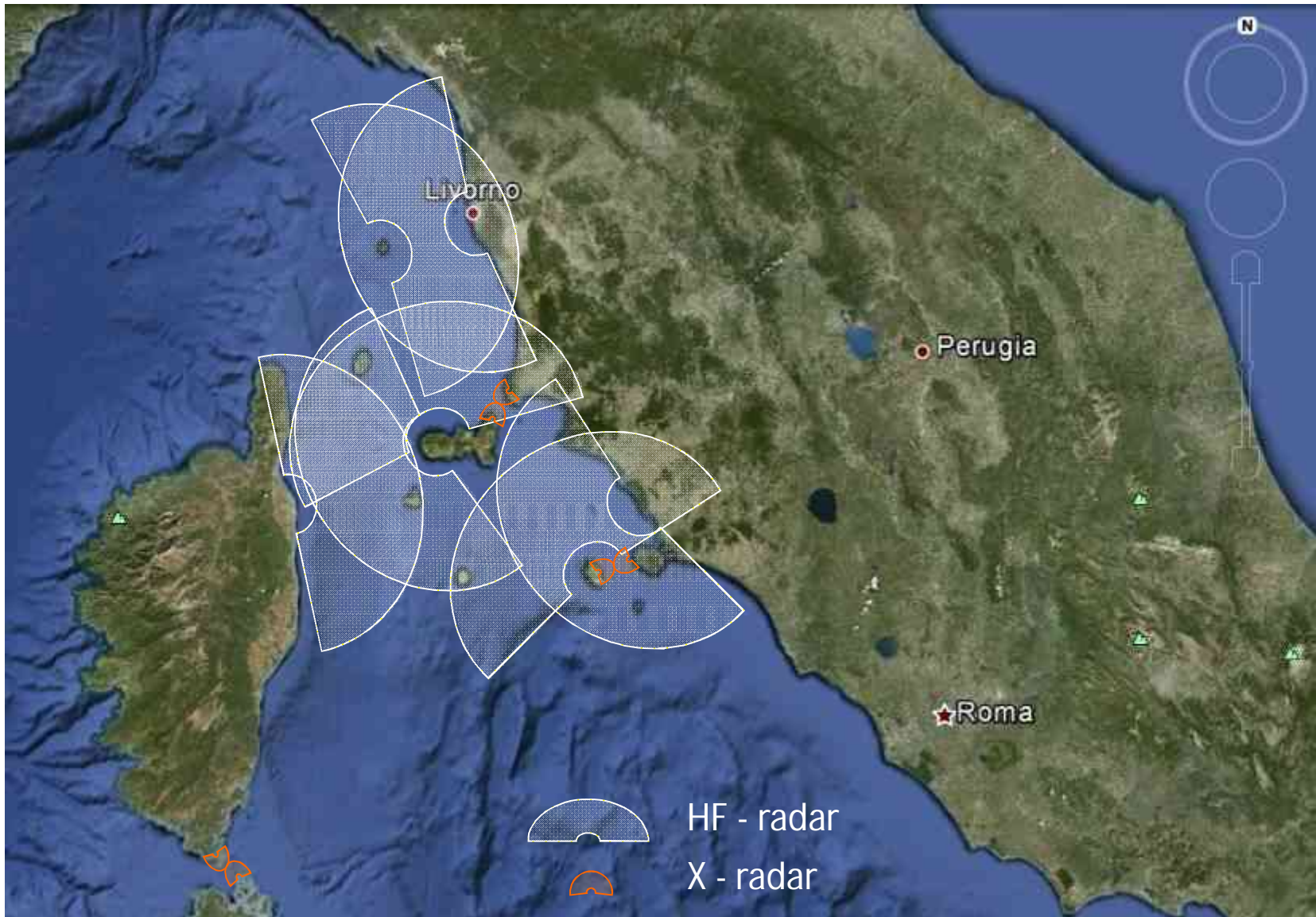
- Low-uncertainty forecasts
- Automatic systems for search and rescue and tracking
- Rapid environmental assessment systems for managing emergencies

Services for safety at sea

- Sharing and interoperability of data
- Ship detection systems
- Applications and services for navigation safety
- Meteorological services for port safety
- Planning of safe routes



From a radar system to monitor a limited sea pilot area



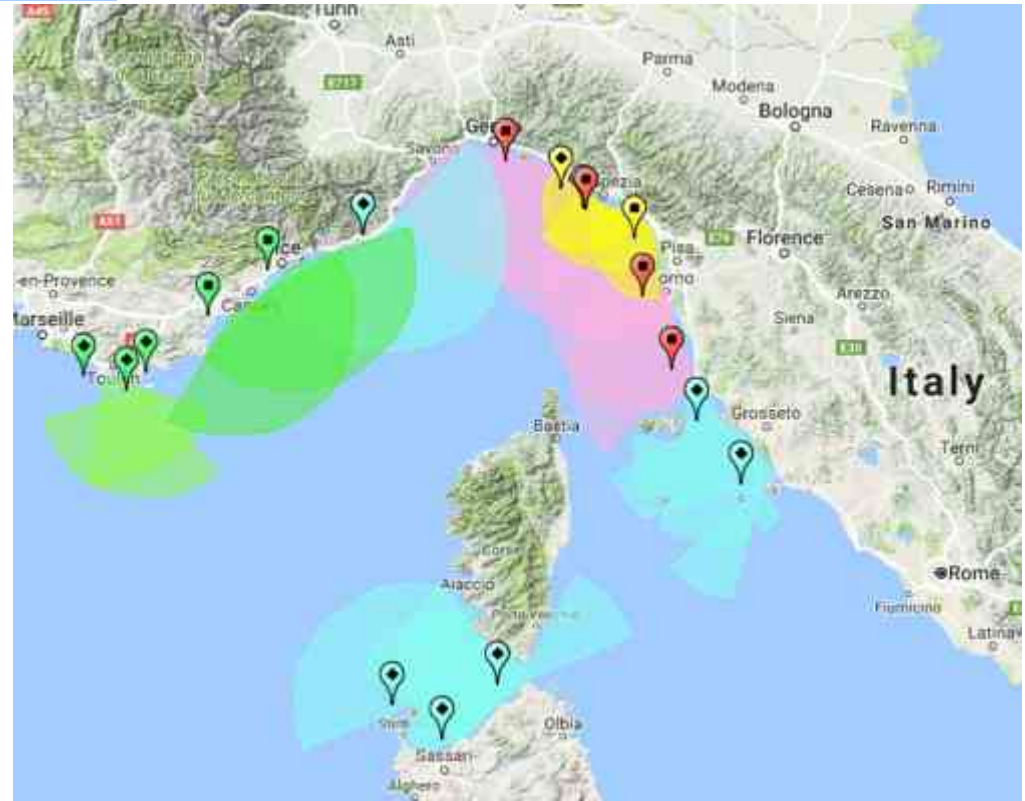


IMPACT

Il piano Portuale su area marina protetta
Azioni Cooperative Transfrontaliere

Increasing Radar coverage with IMPACT

....Further steps in safety and security



UNIVERSITÉ DE TOULON



2014-2020 : but also an extended approach
towards maritime safety and security

*Increase sustainability of ports (LNG , reduction of
noise, air and water quality) .*



2014-2020 : A more comprehensive approach towards maritime safety and security .Investing in the sustainability of ports

- 4 Projects for the development of a multimodal transport system linked to the ports included in the TEN-T : (CIRCUMVECTIO, GEECCTT-Iles, GO SMartT Med, NECTEMUS);
- 8 Projects setting up joint action plans and pilot actions to wastewater disposal in the port areas: (GEREMIA, GRRinPORT, IMPATTI-NO, MATRAC ACP, PRISMA MED, PORT 5R, QUALIPORTI, SPLASH!);
- 2 projects for investments in infrastructures and services of ports included in the TEN-T network (ICT platforms integrated with smart services): (EASYLOG, MOBIMART);
- 5 projects for defining models of traffic regulation and noise reduction in port areas: (LIST PORT, MON ACUMEN, REPORT, RUMBLE, TRIPLO);
- 4 projects for feasibility studies on use of less polluting fuels and the investments about LNG in commercial ports :(GNL FACILE, PROMO GNL, SIGNAL, TDI RETE-GNL).

Post 2020: acknowledge the new Mediterranean framework

The WestMed Initiative, launched by the EC with the "Actions for the sustainable development of the blue economy in the Western Mediterranean" approved on 19.4.2017 (COM (2017) 183 final) is closely linked to the PC Maritime Italy France 2014 - 2020 with particular emphasis on:

- the promotion of a safer and more secure maritime space, which is the aim of PC's Goal 2;
- better governance of the sea, also pursued by means of PC's Goal 2



WestMED Initiative

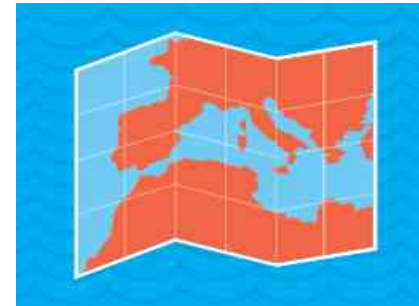


3 GOALS

A safer and more secure maritime space

A smart and resilient blue economy by 2022

Better governance of the sea



10 Countries
Algeria, France, Italy,
Libya, Malta, Mauritania,
Morocco, Portugal,
Spain and Tunisia

WestMED Initiative



A safer and more secure maritime space



A smart and resilient blue economy by 2022



Better governance of the sea

- Cooperation between Coast Guards
- Maritime Safety and response to Marine Pollution
- Maritime monitoring data

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- Strategic research and innovation
- Maritime cluster development
- Skills development and circulation
- Sustainable consumption and production



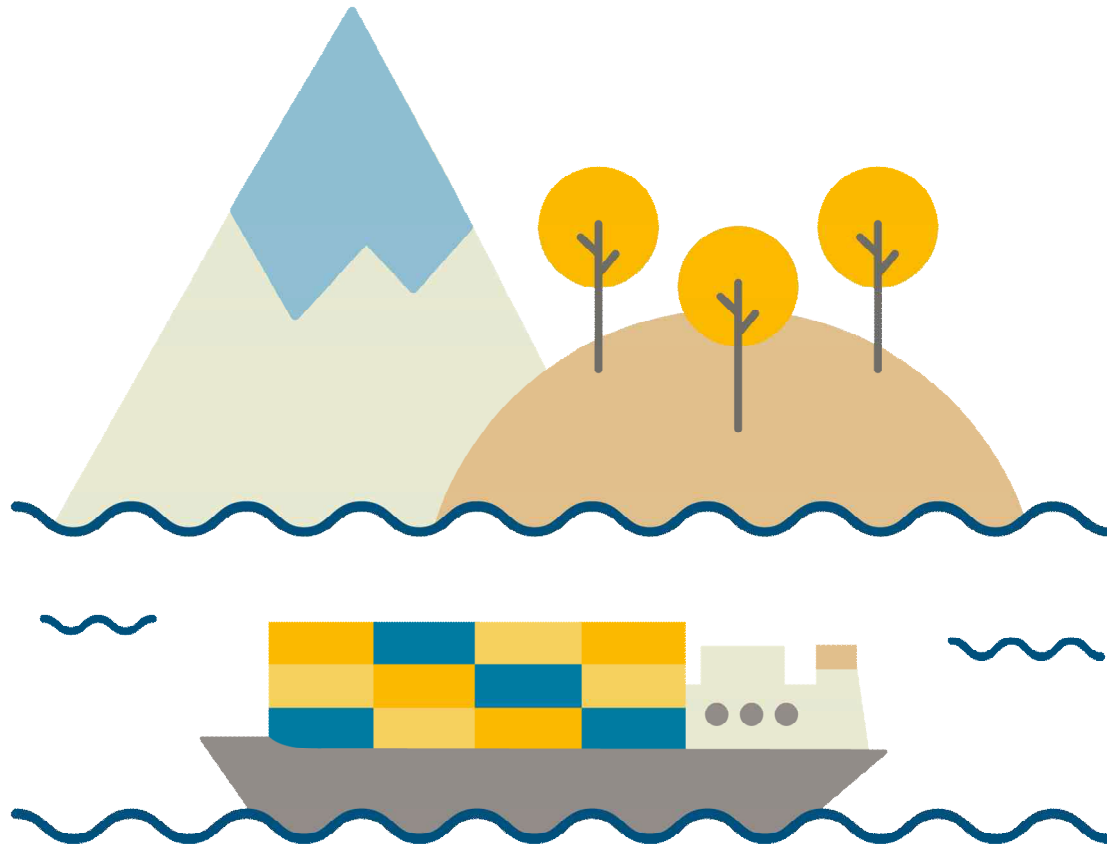
- Maritime Spatial planning and coastal management
- Marine and maritime knowledge
- Biodiversity and habitat conservation
- Sustainable fisheries

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POST 2020: Start an early capitalisation strongly aligned with the Westmed initiative

Macro cluster	Thematic cluster	Objectives of West Med Initiative	Projects
<p>Safe maritime environment (5a, 5b, 6c2, 7c)</p>	<p>Sustainable ports and safety at sea</p>	<p>Goal 3 — Better governance of the sea</p>	<p>DECIBEL</p> <p>GEREMIA</p> <p>GRAMAS</p> <p>GRRinPORT</p> <p>L.I.S.T. Port</p> <p>MATRAC - ACP</p> <p>MON ACUMEN</p> <p>QUALIPORTI</p> <p>REPORT</p> <p>RUMBLE</p> <p>SE.D.RI.PORT</p> <p>SEDITERRA</p> <p>SPIasH!</p> <p>TRIPLO</p>

Project perspective





University of
Strathclyde
Glasgow

Safety Enhancement in transport by Achieving Human
Orientated Resilient Shipping Environment

By

Prof Osman Turan
Project Co-ordinator

FP7 Project Under Technology Transfer
Duration: November 2013- October 2016

Maritime Safety and Security Workshop
PORTO, 21-November-2017



Safety issues in the Maritime Industry

Despite advances in design, on-board navigational and communicational aids, and training facilities, accidents occur regularly causing safety problems for people on board, ships, cargo and environment

FACTS:

- *More than 100,000 vessels registered worldwide*
- *Around 600 major accidents a year*
- *Over 100 vessels lost a year*
- *Over 80% of the accidents are attributed to Human and organisational factors*

CURRENT APPROACH:

- *Mainly focusing on Technical solutions*
- *Solutions proposed after the occurrence of accidents*
- *Human Factors are not taken into account properly*

CRITICISM :

- *Reactive? Overregulated?*
- *Too Much Reliance on Rules?*
- *Blame Culture?*



EAHORSE

MOTIVATION

- Physical capabilities and the limitations of human overlooked in maritime as the human is not evolving in the same way that technology is evolving.
- The air transport sector, which is in many ways similar to the marine sector have been facing similar human and organisational factors that affect operational safety.
- However the airline industry has been managing these issues by approaching the same problem systematically and developing much more advanced methodologies and techniques that can be adapted to the marine industry while benefiting from the experience of air transport.



SEAHORSE Project

The SEAHORSE project aims to achieve meaningful improvements in shipping safety by addressing human and organisational factors towards achieving resilient shipping operations through

- transferring the well proven practices and methodologies from **AVIATION** to **MARITIME SECTOR** in an effective, collaborative and innovative manner.
- Implementing **MULTILEVEL RESILIENCE ENGINEERING PRINCIPLES** to Shipping
- Developing a methodology to manage non-standard practices
- Implement the developed solutions and validate them for specific scenarios



RESILIENCE

***Resilience** is the intrinsic ability of a system to adjust its functioning prior to, during, or following changes and disturbances, so that it can sustain required operations even after a major mishap (or in the presence of continuous stress).*

***SEAHORSE FOCUSES** on the ability of individuals, groups, and organizations to anticipate the changing shape of risk before damage occurs (**EXPECT THE UNEXPECTED**)*

***SEAHORSE** develop resilience resources to prevent a decrease in system performance, allowing the system to return to baseline performance much more quickly and display greater resilient behavior.*



SEAHORSE

How?

1. Identify how errors and non-standard practices were managed successfully in air transport
2. Check the feasibility of applying best practices and resilience concepts to improve human/organisational errors and safety in shipping
3. Develop the Technology Transfer Framework from air to marine for successful implementation



From Aviation

SEAHORSE
Outputs



Safety Enhancement in transport
by Achieving Human Orientated
Resilient Shipping Environment

Technology
Transfer

To Maritime

SEAHORSE Consortium

STRATHCLYDE UNIVERSITY (MARINE)

TNO (AIR-MARINE)

DEEPBLUE (AIR)

LLOYD'S REGISTER EMEA (AIR-MARINE)

SATAKUNTA UNIVERSITY OF

APPLIED SCIENCES (MARINE)

CALMAC FERRIES LTD (MARINE)

DANAOS SHIPPING (MARINE)

JUMBO SHIPPING (MARINE)

TRINITY COLLEGE DUBLIN (AIR)

ESM (AIR-MARINE)

AP&A Ltd (MARINE)

KRATIS TRAINING AND CONSULTING LTD (AIR)

ISTANBUL TECHNICAL UNIVERSITY (MARINE)

UK

NL

IT

UK

FI

UK

CY

NL

IRL

ES

GR/UK

Roma CY

TR



SEAHORSE Advisory Board

AIRBUS (AIR)

UK MARITIME COASTGUARD AGENCY (MARINE)

LOGAN AIR (AIR)

ZODIAC SHIPPING (MARINE)

CYPRUS AIRWAYS (AIR)

SENER PETROL (MARINE)

SWEDISH CLUB (P&I)

FINNISH TRANSPORT SAFETY AGENCY (MARINE)

K LINE LNG (MARINE)

TEEKAY (MARINE)

GASLOG (MARINE)

EASYJET(AIR)

STASA (AIR)

AENA (AIRPORT-OPERATOR)

SASEMAR (MARINE)

HILL ROBINSON INTERNATIONAL INC (MARINE)

A.E. NOMIKOS SHIPPING (MARINE)

MISC BERHAD SHIPPING (MARINE)

HELLENIC TANKERS (MARINE)

ABS (MARINE)

KEY OUTCOMES

- The maritime sector, in the category of secondary users, contrasts strongly with the aviation sector.
- The maritime sector has a much more broad and varied category of secondary users. stakeholders such as agents, towage companies, pilot companies, stevedoring, ship owners, etc. all of whom have inputs to the safety and reliability of the operation. Safety and efficiency are often opposing forces and compromises often have to be made.
- The aviation sector has ATM, maintenance and airport services to manage in terms of secondary stakeholders



EAHORSE

KEY OUTCOMES

- The aviation sector can be broadly said to have better systems and procedures in place to oversee, assess and ensure the currency of personnel training. One particular example is Human Factor (HF) training, which in the maritime sector is only mandated for certain grades of staff.
- The fact that only certain grades in maritime receive the training means that its potential impact on the system functioning is decreased.
- The aviation sector is assisted in managing training by regulations which state the AMC (Acceptable Means of Compliance) whereby the regulators state what they view as an acceptable means of implementing the regulations and rules.



KEY OUTCOMES

- Both the maritime and aviation sectors are highly regulated but it is clear that oversight and the interpretation and implementation of regulations are an area where the maritime sector could learn from the aviation sector.
- The lack of a mandatory quality approval system for Flag States is creating a big safety discrepancy between the potential and actual safety of the maritime system.
- While the maritime sector seems to tolerate this systemic safety 'workaround' the aviation system is far less tolerant of safety 'fudges'.
- the EU and US aviation safety regulators have the power to ban airlines that fail to meet their safety requirement from entering European airspace.



EAHORSE

KEY OUTCOMES

- For both sectors paperwork and task loads are very important challenges for their operations.
- In the aviation sector workload has sometimes been decreased due to automation on the flight deck, whereas in the maritime sector the paperwork on the bridge is reported to increase the workload.
- One issue in maritime sector is the compartmentalisation of safety where it is viewed as separate from the operation and not related to everyday work. This leads to the notion that safety is somebody else's problem and results in a diffusion of responsibility for safety



EAHORSE

Aviation has a standardised mandatory occurrence reporting system as International Civil Aviation Authority, ICAO Annex 13 (Chapter 8) requires States to establish mandatory incident reporting systems to gather information on actual or potential safety deficiencies. ICAO further require aviation companies to have in place formal processes to collect, analyse and act upon feedback on hazards and risks as part of mandated safety management systems

The maritime sector has not reached the maturity level of aviation despite the efforts within the IMO, and different authorities use different taxonomies to guide the collection of data. Additionally there are significant variations in the standards of reporting. This creates a significant problem with regards to the creation of a single maritime occurrence reporting taxonomy as well as a centralised database.



SEAHORSE

SEAHORSE Transfer Methodology

Identification

Adaptation

STEP 1

Maritime and Aviation industry comparison

Database of Aviation Resilience Resources

WP2

WP3

STEP 2

Maritime user needs and gap analysis

Resilience resources evaluation & selection

STEP 3

Scenarios production

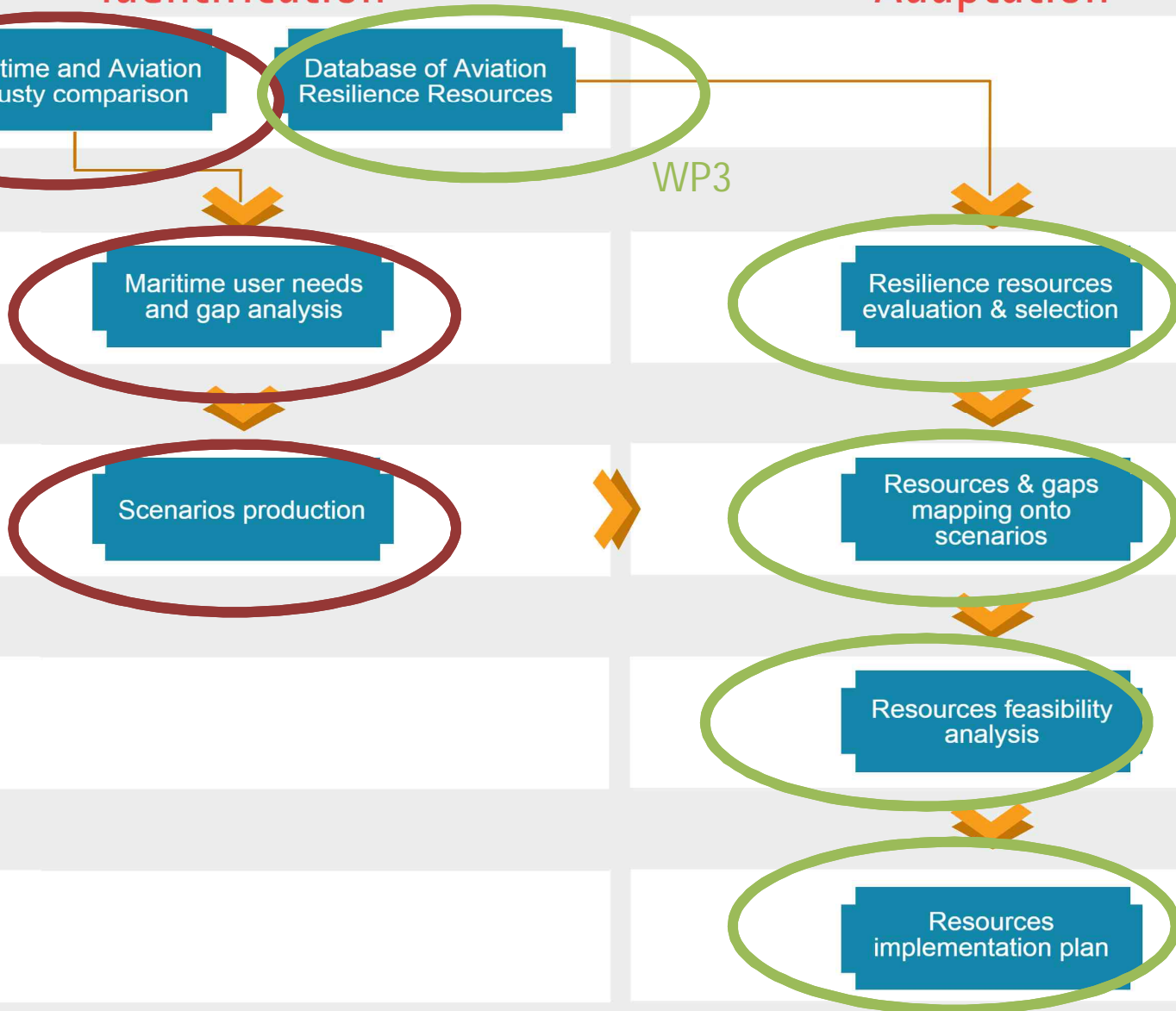
Resources & gaps mapping onto scenarios

STEP 4

Resources feasibility analysis

STEP 5

Resources implementation plan



ACHIEVEMENTS (1)

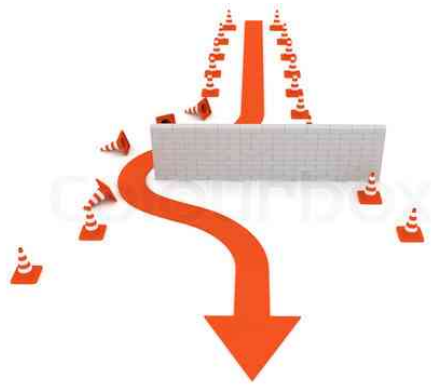
46 GAPS between Aviation and Maritime were identified under different headings

Gap area	NO	Examples
stakeholders	9	VTS authority, transitional Regulations
Functional Demands	7	Human-Machine Interface, procedures
Training	5	Reluctance to report, HF training
Regulations	7	Flag of Convenience, Scope of Personal Licensing
Current Challenges	4	Paperwork, Multicultural crew, fatigue
Human and Organisational Factors	1	Human and Organisational issues
Operational Demands	5	Standardisation, Reporting
Socio-Economic Issues	6	Lack of proper rest hours, length of time at work



Scenario Production – 3 SEAHORSE SCENARIOS

1. Paperwork and workload
2. Industry-wide standard for analysing incidents/accidents
3. Workarounds / Non-adherence to company procedures



Step 1 – Database of Resilience Resources

OBJECTIVE

Identify & compile a database of successfully implemented resilience resources (solutions) in air transport



APPROACH

Stakeholders and safety experts interviews
Literature analysis
Research review



OUTCOME

Database with 166 solutions

N	Safety Solution	Area of resilience improvement	Resilience level	Ability
1	Pilot flying and Pilot Not Flying: When two pilots fly a fixed-wing aeroplane which requires a two-person flight crew, the aircraft commander, who hold the rank of Captain, occupies the left hand seat and the First Officer or Co-Pilot occupies the right hand seat.	Facilitate efficient team work in order to ensure robust performance	Organization	Monitor React
2	Regulation by Manufacturer: The manufacturer usually provides the following information: system's limitation; check list for normal, abnormal and emergency situations; conditional procedures (a non-routine, but non-dangerous procedures); special operation...	Facilitate safe and effective performance and cooperation	Individual Organization	Monitor React
N	Implemented Solution	Area of resilience improvement	Resilience Level	Ability
4	Safety bulletins: Periodical bulletins containing the compilation and analysis of thousands of ATM occurrence reports. EUROCONTROL safety bulletins are the output of EVAIR, but single organizations and ANSP can release their periodical bulletins on their safety occurrence and voluntary reporting	Coordinate safety initiatives	Organization Multi-Party	Monitor



Step 2 – Resources evaluation & selection

OBJECTIVE

Evaluate the potential impact of solution implementation into maritime domain



APPROACH

Definition of evaluation criteria
Resources evaluation by end-users



OUTCOME

Resources selected and ranked

Most promising solutions

- most promising to be transferred to the maritime domain in our experts' opinion
- highly beneficial for maritime safety

Promising solutions

- promising for transferability
- not considered as the top priority for safety improvements for our experts;
- however, the solutions in this category were rated as highly beneficial for maritime safety.

Promising solutions to be further investigated

- promising for transferability
- not considered as the top priority for safety improvements for our experts;
- Mixed data collected on the availability in the maritime sector.

"Nice to have" solutions

- promising for transferability
- Rated as "nice to have" even if without a major impact on safety;
- unclear data on availability in maritime sector.

9 solutions

6 solutions

10 solutions

48 solutions



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Step 4 – Feasibility Analysis

OBJECTIVE Pre-flight checklist

APPROACH

OUTCOME

Application example

- Standard checklists covering all aspects of ship operation, focussing on pre-arrival, pre-departure and contingencies. The standard should not only cover the essential checks, but also be of a format that does not allow violations.

Feasibility of transfer and expected improvement areas

Legal/Regulatory implications

- The maritime equivalence is the Ship Operating Manual. Depending on the task, there may be requirements in regulations. A lot of the material giving checklist guidance is non-regulatory and provided by industry

Expected time required for implementation and adoption

- Short term (<1 year)

Expected benefits

- Short term (up to 3 years)
- Standard checklists when designed correctly, will immediately improve resilience during routine departure and arrival operations. They will also significantly change outcomes when appropriately implemented during emergencies.



ACHIEVEMENTS (2)

- Transfer of Best Practice from aviation to maritime is feasible with potential positive high impact
- Solutions available in aviation need to be adapted to maritime and therefore adaptation procedure is essential.
- SEAHORSE developed a transfer methodology which can be implemented to transfer of best practices from one sector to another



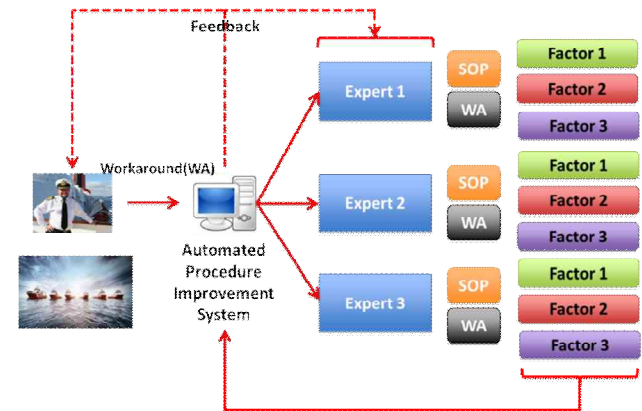
ACHIEVEMENTS (3)

- SEAHORSE captured first time in maritime sector the alternative approaches observed in practice (109)



- SEAHORSE developed a novel methodology and tool to manage non-standard practices and procedure improvements. **BEING IMPLEMENTED**

Management Methodology and tool for the workaround and SOP



PROCEDURE IMPROVEMENT SYSTEM

A screenshot of the SEAHORSE website. The header features the SEAHORSE logo and navigation links: Home, Suggest a Procedure Improvement, View Suggestions, SOPs, Search SOPs, Admin. The main content area has a blue geometric background and contains the following text:

A LEAP FORWARD TOWARDS SHIPPING SAFETY

New and innovative workunits methodology for the identification and assessment of the negative/positive outcomes of the practice of crew/obscure workunits.

Three main navigation buttons are visible:

- Suggest a Procedure Improvement**: Suggest a Procedure Improvement you think will improve a company SOP.
- View All Suggestions**: View all suggestions submitted for improvement.
- View All Company SOPs**: View all company Standard Operating Procedures.

Below these buttons, there are sections for:

- What is a Standard Operating Procedure (SOP)?**: A standard operating procedure (SOP) is a documented, measurable and reviewed set of instructions which are followed to carry out a task. The primary aim of a SOP is safety and the relevant SOP should not need to be changed in any way in which this safety risk is not addressed by the document in the SOP. A standard operating procedure is developed to increase the safety and reliability of a task.
- What is a Procedure Improvement?**: Usually, the SOPs are not always followed and instead a task is performed in an alternative way. These 'ay's' are usually for improvement in efficiency but it should not end unless instructions have been in the way in which this safety risk is not addressed by the document in the SOP. A procedure improvement is any alternative deviation from the set procedure/procedure/procedure/procedure of a procedure.



SEAHORSE ONLINE VIRTUAL PLATFORM



The Virtual Platform Tools

<p>Resilience Assessment Tool</p> <p>1yr</p>	<p>Impact Assessment Tool</p> <p>1yr</p>	<p>Seahorse PIS</p> <p>1yr</p>	<p>Metrics and Thresholds</p> <p>1yr</p>
<p>Crew database generation tool</p> <p>Getting Soon</p>	<p>Individual crew quality audit tool</p> <p>1yr</p>	<p>Crew Reliability Tool</p> <p>Getting Soon</p>	



ACHIEVEMENTS (5)

Best Practices- Maritime Checklists by CALMAC Ferries

Based on Airbus Checklist format

Airbus support

Involved Crew fully during the development

A5 presentation

One word check items

Only safety critical items

Check and Verify (eliminate SPF)

Follows voyage phases

Dry wipe pen – reusable/ tablet

Account and verify all actions via VDR

Verbally verify all actions to VDR between checker & verifier

C	CONDITIONS	HARBOUR DEPARTURE - PILOTAGE		Check & Verify		C	V
	HARBOUR SWELL						
A	APPROACH	Visor	Clear of linkspan, bow closed & secure				
		SOLAS Panel	Openings secure, switch to sea				
		Centre console	ME & Pitch - transfer & verify control to centre				
L	LIMITATIONS		Thruster - transfer & verify control to centre				
			Steering - transfer & verify control to centre				
		Wing console	Wing pitch & thruster set to zero				
M	MOORING	Thrusters	Off				
		Hand Steering	Standby motors remain on				
A	ABORT	Car deck	Secure, fans on, fire detection on				
		Access	Passenger doors and lifts secure				
		Stabilisers	Extended & operating				
C	COMMENT	Fo'c'sle	Anchors secure, winches off				
		Status	AMBER or RED for Pilotage				
		Verified	Pilotage checks complete - record in log book				

PILOTAGE ZONE - Outward complete		Check & Verify		C	V
Status	AMBER ZONE - Pilotage				
Hand Steering	Standby motors off				
Autopilot	Engaged & BNWAS on				
Fo'c'sle	Thrusters off				
FAOP	FAOP rung (sea mode)				
Status	GREEN, AMBER or RED for voyage				
Verified	Pilotage zone complete - record in log book				

For long pilotage zones – such as West Loch Tarbert and Ullapool

CalMac Ferries Limited

Jan 2016

V.P1



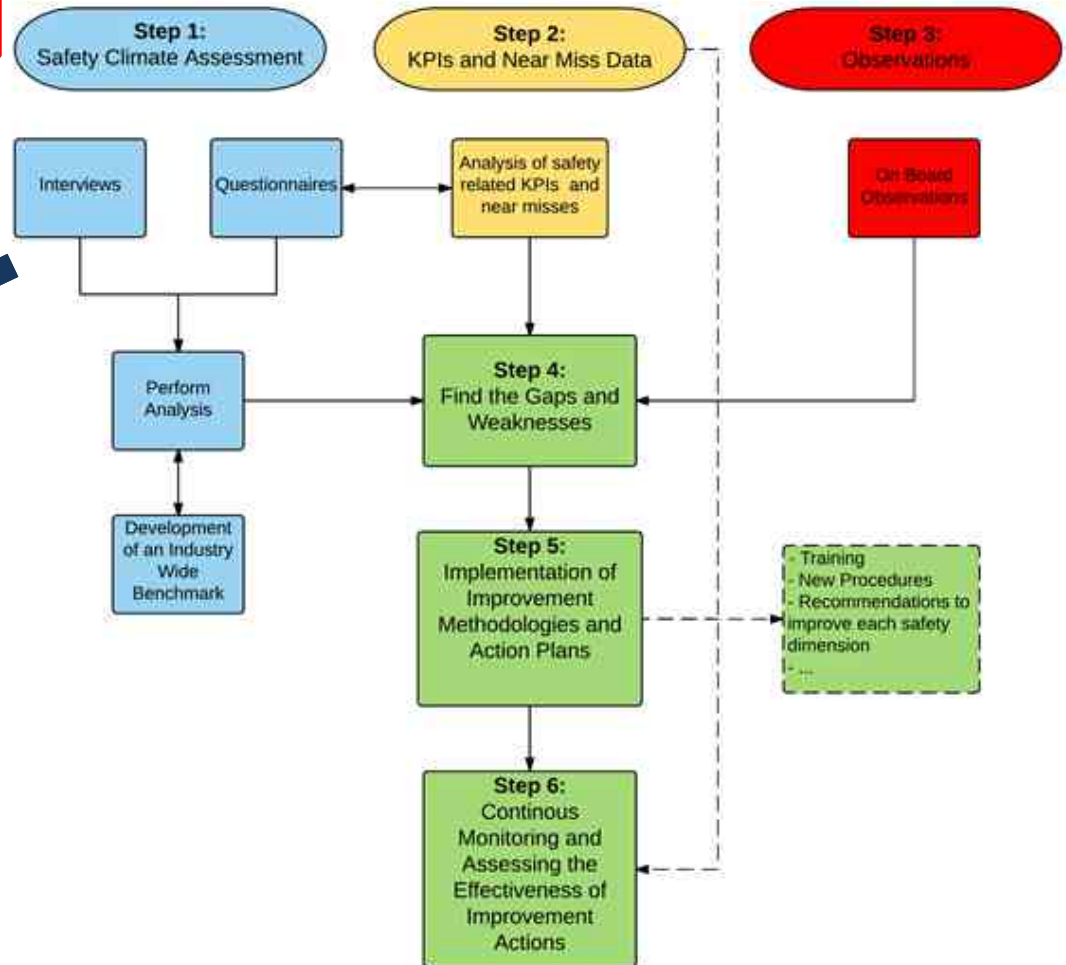
ACHIEVEMENTS (5)

SAFETY CULTURE FRAMEWORK

SAFETY CULTURE:

How an organisation behaves when no one is watching

Being implemented on more than 110 deep sea ships.



SEAHORSE

CONCLUDING REMARKS AND FUTURE

- SEAHORSE project clearly demonstrate that different transport modes can and should work together to share the best practices with practical impact on safety.
- SEAHORSE created significant awareness within maritime community that, safety can be enhanced beyond compliance of rules and regulation through human and organisational factors and through **THE NEW SAFETY APPROACH**.
- While SEAHORSE developed novel, practical methodologies and tools to enhance maritime safety through transfer of best practices in human/organisational factors, in order to create industry wide take up and impact, it is necessary to have a continuation to turn these methodologies and tools to industry standards.
- In order to achieve this industry-wide take up, a large group of complimentary stakeholders should work together in an implementation project.



SEAHORSE



Lloyd's
Register



THE ROYAL INSTITUTION
OF NAVAL ARCHITECTS

THE 2016 MARITIME SAFETY AWARD

is presented to the

SEAHORSE Project Consortium

in recognition of its contribution to the
improvement of maritime safety

The SEAHORSE Project was the first project in the world seeking to enhance safety by transferring best practices in one mode of transport to another mode of transport. It has clearly demonstrated that different transport modes can and should work together to share the best practices with potential impact on maritime safety. In doing so, the Project has made a significant contribution to the improvement of maritime safety.

Chief Executive
Royal Institution of Naval Architects



SEAHORSE



THANK YOU

<http://www.seahorseproject.eu/>

Co-ordinator: Osman Turan

o.turan@strath.ac.uk

ADVISORY BOARD
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SWEDISH CLUB (P&I)
FINNISH TRANSPORT SAFETY
AGENCY (MARINE)
K LINE LNG (MARINE)
TEEKAY (MARINE)
GASLOG (MARINE)
EASYJET(AIR)
AENA (AIRPORT-OPERATOR)
SASEMAR (MARINE)
STASA (AIR)
HILL ROBINSON INTERNATIONAL INC
(MARINE)
HELLENIC TANKERS (MARINE)
ABS (MARINEMARINE)



MIRG EU

Interreg IVA 2 Seas project



MIRG EU

Interreg IVA 2 Seas project

Background

The Channel, the North Sea and the River Scheldt are maritime busy areas.

- 400 vessels per day
- A quarter of the world's maritime traffic
- 276 million tons of hazmats
- Huge cross-Channel traffic : Calais is the largest passenger port in EU



MIRG EU

Interreg IVA 2 Seas project

Accidents at sea

The traffic is dealed safely by MRCCs

But recent accidents show that things can go wrong with huge consequences

Predictable impacts are huge : human, environmental and economical

In most countries fire fighters are trained to deal with fire on board of vessels on ports



MIRG EU

Interreg IVA 2 Seas project

From the sea to the land

A vessel with an incident on board will have to reach a port

In ports, the fire services will have to handover with maritime and port authorities

Anticipation is a main topic and firefighters need to be trained to assess the situations and have a first response



MIRG EU

Interreg IVA 2 Seas project

Collaboration in a common project

MIRG EU is an Interreg IVA 2 seas Project led by the Safety Region of Zeeland in Netherlands

Four partners collaborate in the project :

- *Province of Zeeland (NL)*
- *Fire Brigades of Antwerp, Beveren and Ghent (BE)*
- *Kent Fire and Rescue Service (UK)*
- *Pas de Calais Fire and Rescue Service (FR)*



MIRG EU

Interreg IVA 2 Seas project

Different areas for a common project

- *Maritime safety on the Westerscheldt for the Province of Zeeland*
- *International ports for Belgium partners*
- *Huge traffic in the Channel for UK and FR*



MIRG EU

Interreg IVA 2 Seas project

Three steps

- 1st : risk analysis of the maritime region
- 2nd : Work together :
 - Writing of an Operations Manual
 - Writing of a Training manual
 - Training of Fire fighters
- 3rd : Performing a maritime common exercise



RISK ANALYSIS

Two-Sea Area

August 2013

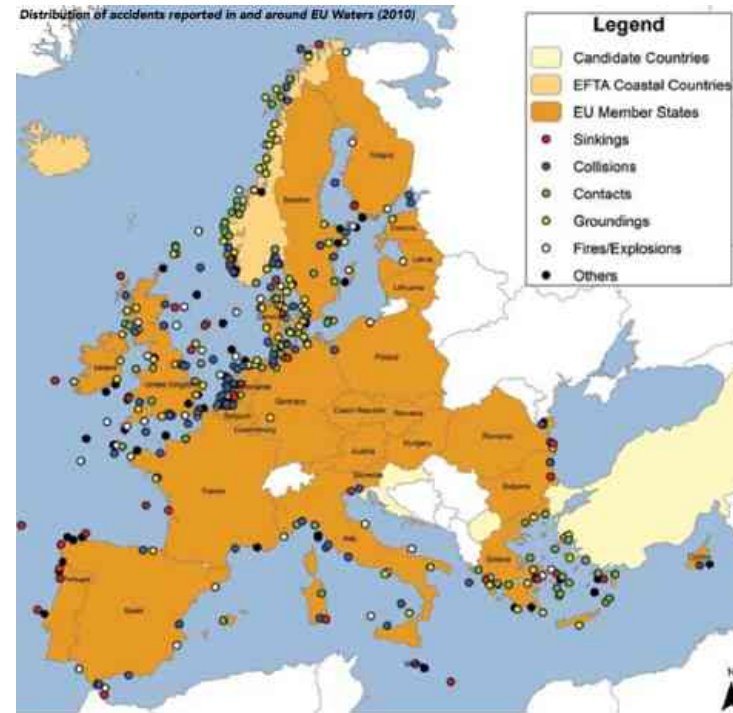


MIRG EU

Interreg IVA 2 Seas project

2012 – 2014

- 2012 : risk analysis, numerous topics and maritime issues raised
 - Type and size of the ships
 - Cargo and hazmats leakages
 - Number of passengers
 - Kind of damage
 - Weather
 - ...



Source: Maritime Accident Review 2010



MIRG EU

Interreg IVA 2 Seas project

2012 - 2014

- 2013 :
 - *Operations Manual*
 - *Training Manual*
 - *Team building*
 - *Definition of shared specifications to buy common equipment*



MIRG EU

Interreg IVA 2 Seas project

2012 - 2014

- 2013 – Operations Manual
 - Shared procedures compatible with national regulations
 - 6 SOPs :
 - **SOP1** : Tasking to Incidents at Sea
 - **SOP2** : Role of the Fire Liaison Officer
 - **SOP3** : Deployment and Transportation
 - **SOP4** : Nominal Roll Procedures
 - **SOP5** : Communications
 - **SOP6** : Incident Command System



July 2013



MIRG EU

Interreg IVA 2 Seas project

2012 - 2014

- 2013 – Team building and practical training
 - More than 150 firefighters trained
 - Train the trainers
 - Firefighting on board of vessels
 - Sea survival
 - Helicopter operations
 - ...



MIRG EU

Interreg IVA 2 Seas project

2012 - 2014

- 2014 : 18 June : Large Scale Exercise
 - Exercise scenario :
 - Fire on board of a passengers vessel off Ijmuiden (NL)
 - Common response from the partners



MIRG EU

Interreg IVA 2 Seas project

2012 - 2014

- 2014 : Final Conference

During the Final Conference held in Vlissingen in Sept 2014 a summary of a 3 years cooperation was done.

Results was very positive

The MIRG EU partners expressed to continue the work and to see if a registration could be possible within the EU Civil Mechanism



MIRG EU

Interreg IVA 2 Seas project

Post MIRG EU Project

- 2015 : MIRG EX

Within a funding of the EU Civil Protection Mechanism, a new project is launched

Additional partners join this new project :

- Federal Organisation of Public Assistance of West-Flanders (BE)
- Zeebrugge Port Authority



MIRG EU

Interreg IVA 2 Seas project

Post MIRG EU : MIRG EX

- Aim of MIRG EX

Three exercises was done during the new project :

- Cooperation and communication lines between the EU, national and regional authorities
- Command post exercise : an international table top exercise to prepare the Full Scale Exercise
- Full Scale Exercise with the involvment of 4 countries to deal with a huge incident at sea in front of the Port of Zeebrugge



MIRG EU

Interreg IVA 2 Seas project

MIRG EX : Full Scale Exercise

- 2016, 11 October

A fire is discovered on board a cruise ferry navigating the North Sea close to the BE coast

Passengers are evacuated to a safe part and MIRG BE is called in for assistance

MIRG teams from NL, UK and FR are appointed to support and help the BE team



MIRG EU

Interreg IVA 2 Seas project

MIRG EX : Full Scale Exercise

- 2016, 11 October

The incident is first dealt in the vessel anchored in front of Zeebrugge

After a first response at sea, handover is done with port authority and then with the local response services



MIRG EU

Interreg IVA 2 Seas project

2012 to 2016 : MIRG EU to EX : feedback

- *Maritime incidents are often difficult to deal with by the competent authorities alone : a shared response is often necessary*
- *Even if specialized companies are appointed in a maritime incident, the vessel must reach a port: the handover is necessary with fire and rescue services*
- *The preparation of services is necessary and major issues was raised during the 2 projects : projection, deployment, interaction, handover*
- *International agreements exist on the area : national teams may have to work with teams from other countries : planification and preparation is necessary*



MIRG EU

Interreg IVA 2 Seas project

2012 to 2016 : MIRG EU to EX : feedback

- The work carried out has similarities with other initiatives in Europe : MIRG Baltic for example
- The work done has also been beneficial at national level : the elaborated procedures have influenced national developments
- A EU expert network in maritime incidents exist now by the two projects. In the event of a major incident this network would be able to provide advice



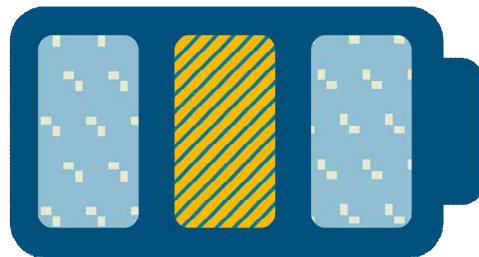
MIRG EU

Interreg IVA 2 Seas project



Maritime cooperation post 2020

Day 2 – Input by the Knowledge of the
seas network to the discussions



Structure of Day 2

A. Maritime cooperation post 2020:

1. Interact's activities with regard to post 2020
2. Findings from interviews with 11 maritime Interreg programmes
3. Reflections from other processes/actors
(CPMR/Interreg Europe PASSAGE project)
4. Discussion of main findings and if and how to use them



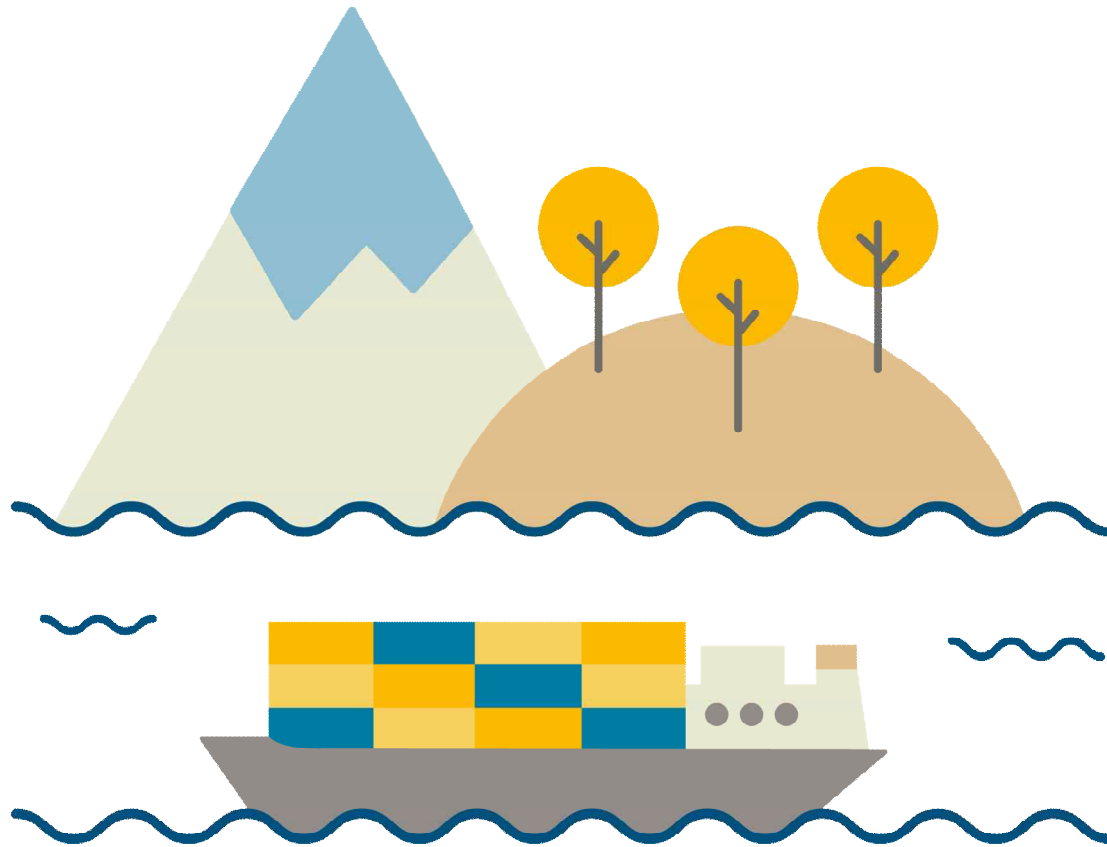
B. Activities of the Knowledge of the seas network in 2018

Your key issues for discussion (expectations)

- **Maritime issues and borders:**
What specific approach? What type of funding? How addressed and included in EU policies/priorities post 2020 and the role of the regions; Relation between SBS and Interreg programmes
- **Cooperation (projects):**
Best practices? Cost of no cooperation (relevance of maritime cooperation in Interreg); Opportunity to build cross-border cooperation projects and find funding; Optimal number of project partners?
- **Topics:**
Maritime tourism to boost the regional economic activity; Climate change mitigation and impacts of climate change; EU policy relating to maritime transport; cooperation between small ports; How to balance MSS, economical and environmental interests of different stakeholders; Marine environment; LNG; wind energy

~~Maritime cooperation post 2020~~

The added value of maritime cooperation



Interact's activities related to post 2020

So far... and upcoming for cross-border cooperation

- In 2016-2017, 4x zone CBC network meetings with session on post 2020 and EC presenting Cross Border Review resulting in a (summarised and edited) **short input non paper presenting outcomes of the discussions to EC (May 2017)**
- In 2017-2018, set up of a CBC Task Force on post 2020 issues with Member States and EC ... meetings planned between TF and CBC programmes **leading to paper on implementation settings post 2020**

Interact's activities related to post 2020

So far... and upcoming for transnational cooperation

- In 2016-2017, set up of a TN Working Group on post 2020 issues with Member States and EC and 4x meetings of TN programmes and Member States resulting in a **long and a short version of an input paper presenting outcomes of the discussions to EC** (April 2017)
- In 2017-2018, 3 informal meetings with Programme Heads on post 2020 issues and event planned with relevant stakeholders/partners to communicate added value of TN cooperation ... leading to **paper on implementation settings post 2020**

Interact's activities related to post 2020

So far... and upcoming for [interregional cooperation](#)

- In 2016-2017, 4x meetings between interregional programmes resulting in leaflet/documents informing policy makers at EU level about benefits and added value of interregional programmes in 2014-2020
- In 2017-2018, meetings between interregional programmes discussing i.a. their added value post 2020 and promotional event planned with relevant stakeholders/partners (2018)

→ Documents available at [Interact online library](#)

www.interact-eu.net/library?field_fields_of_expertise_tid=78

... and for maritime cooperation

Informal exchange with maritime Interreg programmes

- Collecting experiences, thoughts and ideas from the the operational level (MA/JS) during August- September 2017
- = Talking to 11 Interreg programmes from four sea basins (Atlantic, Baltic, Mediterranean, North Sea)
- 5 leading questions:
 - Why maritime cooperation (programmes)?
 - Unique selling point?
 - Added value of combining Interreg and maritime cooperation?
 - How to make maritime cooperation more effective and easier?
 - Best practices examples/projects?

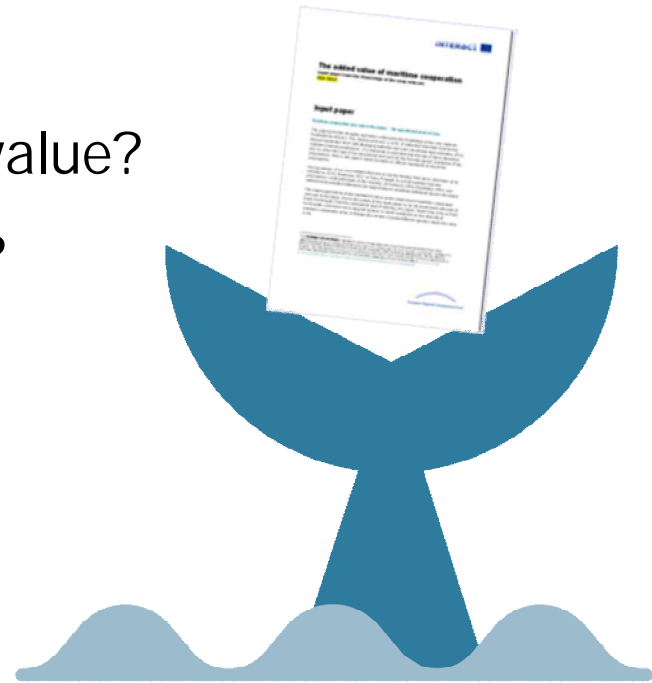


... maritime cooperation brings added value and should definitely have a future post 2020!

Main findings from informal exchange

Three main aspects

- Why maritime cooperation? Added value?
- Specificity of maritime cooperation?
- Improvements for post 2020?
- And ... best practice projects



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PASSAGE

project inputs

Why PASSAGE project?

Straits

Passage points

Concentration of flows and activities

Maritime border

Important carbon pressure

Obstacle for efficient and
integrated approaches

Need for efficient public action

Why PASSAGE project?

Objective

Increase consideration for low-carbon transition challenge within 5 maritime border regions

- Enhance capacity of local authorities to tackle this challenge at cross-border level
- Enhance capacity of Interreg A programmes to support this transition

Why PASSAGE project?

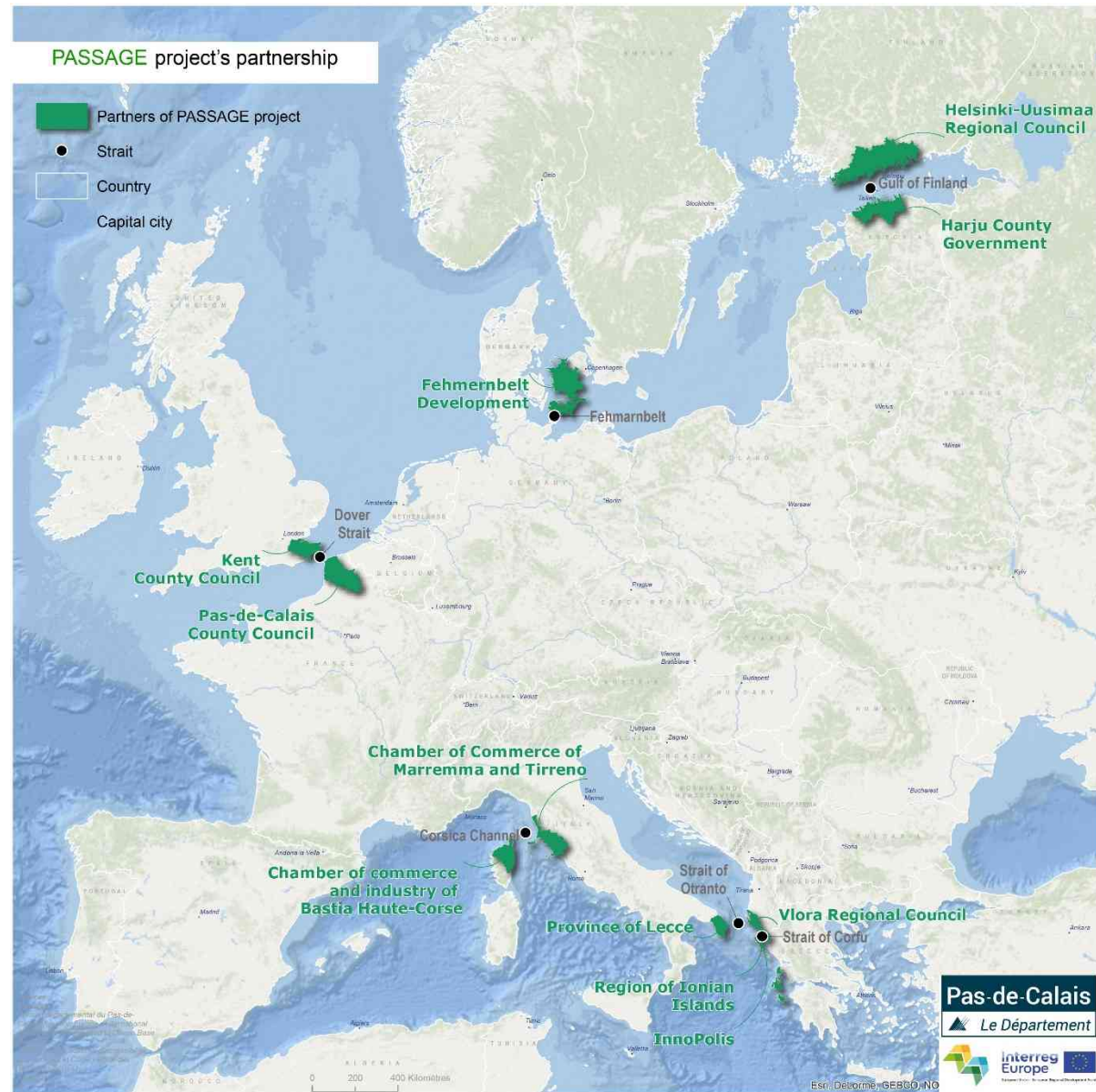
2016-2020

- 11 partners
- 5 maritime borders

Stakeholders involved on all borders

- Universities
- Public authorities
- Private entities

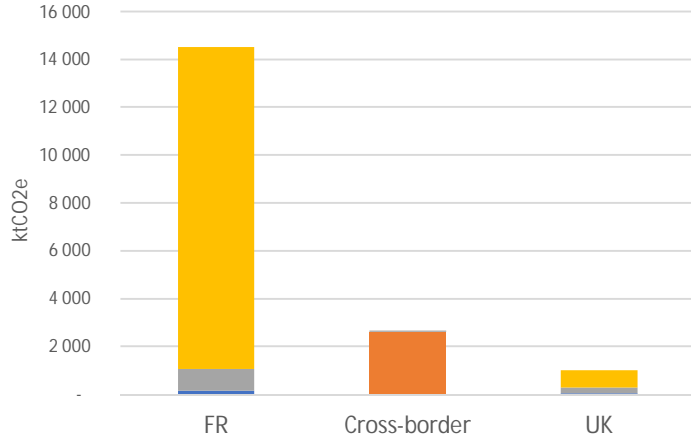
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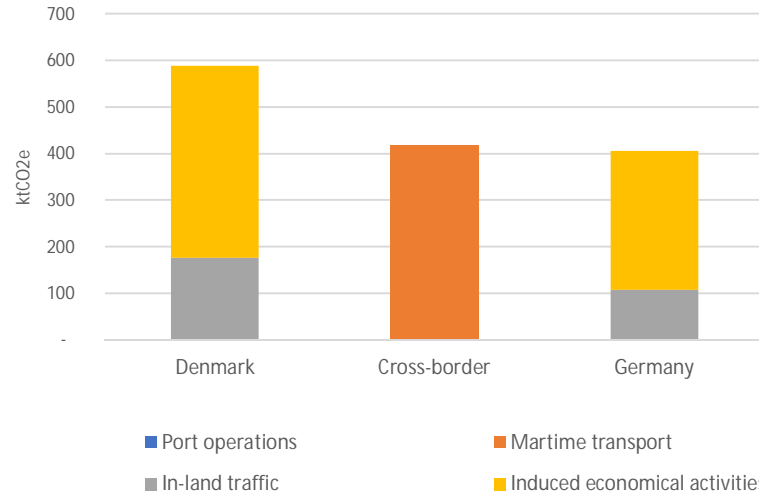
PASSAGE project

Figures not definitive (study in progress)

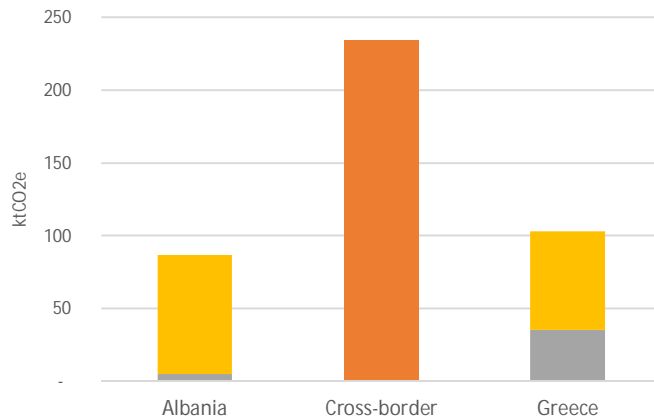
Emissions of Dover Strait



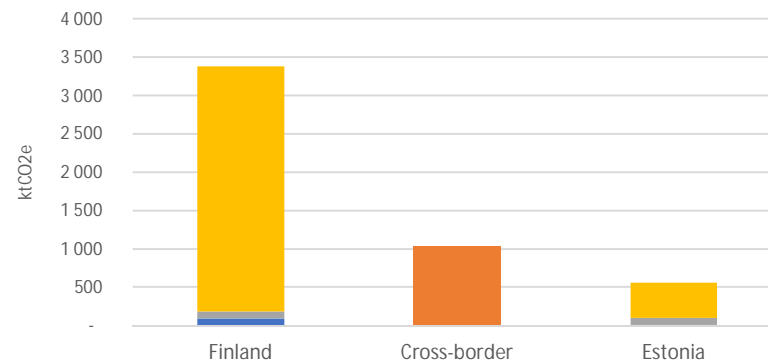
Emissions of Fehmarn Belt



Emissions of Strait of Corfu



Emissions of Gulf of Finland



Concrete example as proof for the added-value of maritime cooperation within Interreg!

Emissions from maritime transport don't "belong" to anyone but are a significant contribution to the carbon footprint of maritime border regions

- ✓ No direct possibility of action for local authorities on international flows passing in-between the two shores
 - ✓ Contradiction between need to increase transport connection between the two shores (territorial continuity) and need to reduce emissions linked to transport
-
- **National/local funding targeted on territorial emissions**
 - **Without cooperation supported by Interreg and, more globally, by the EU, no concrete action will happen!**

5 questions

- Why maritime cooperation?
Do we need maritime programmes post-2020?
- Unique selling points of maritime cooperation programmes and projects?
- What can be achieved only by combining Interreg and maritime cooperation?
- Concrete examples and best practices as proofs for the added-value of maritime cooperation within Interreg?
- How to make maritime cooperation more effective and easier?

Inputs from PASSAGE partnership

Why maritime cooperation?

Do we need maritime programmes post-2020?

- **Maritime borders are borders!** The need for cooperation across borders has been many times demonstrated and is no longer questioned: why should it be questioned for maritime borders specifically?
- **Maritime borders combine the obstacles of border regions and the opportunities of maritime regions.** They have a specific potential for development (blue growth) that shouldn't be prevented because of border obstacles.
- **Maritime borders face a very important mental obstacle due to the « distance » of the sea.** If a specific support is needed somewhere in Europe to make sure cooperation happens, it should definitely be on maritime borders!

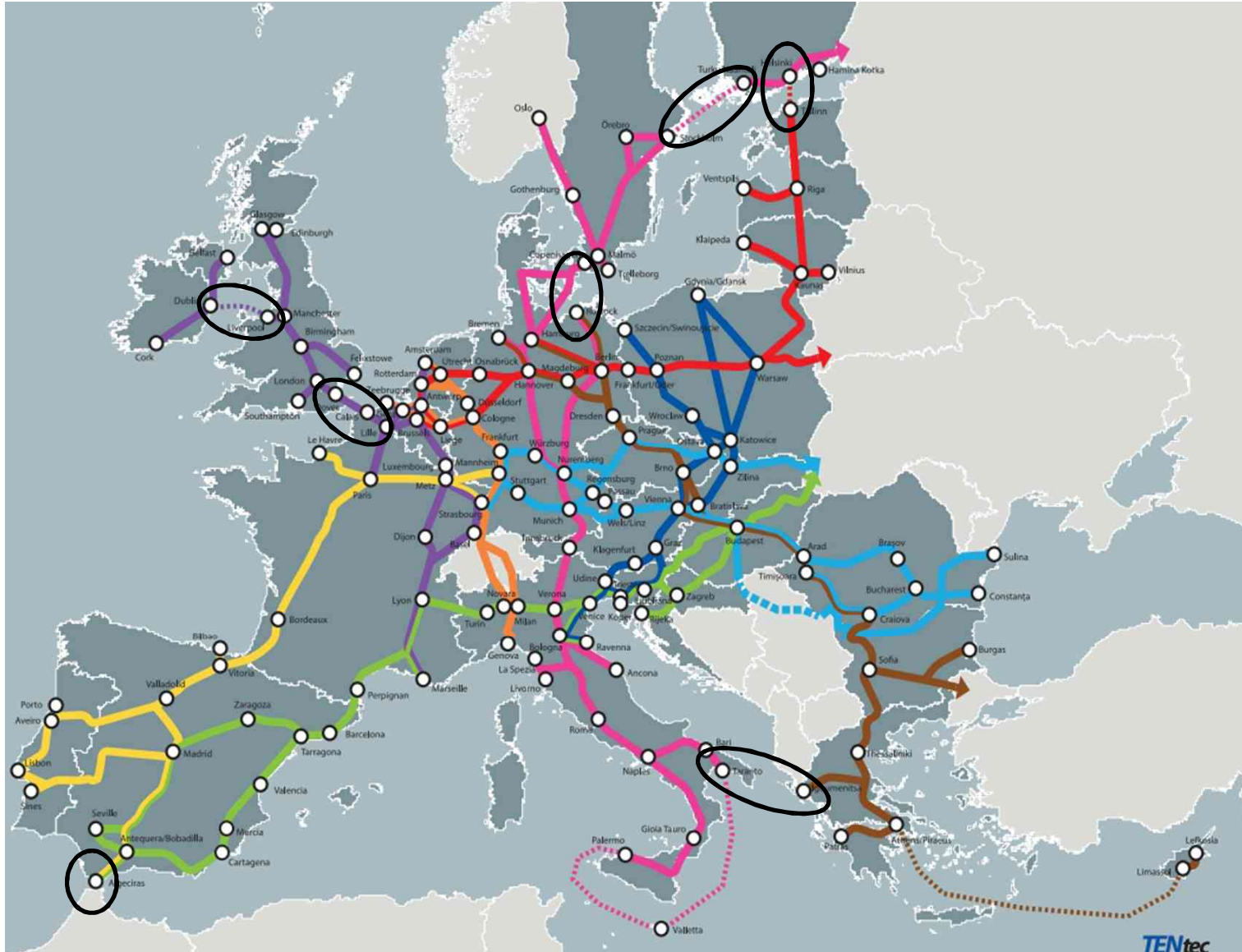
Unique selling points of maritime cooperation programmes and projects?

- **Crossing a maritime border remains a challenge that is specific to maritime borders**
 - No territorial continuity
 - Crossing mainly relies on private operators (ferry companies, Eurotunnel...)
 - Crossing is subject to availability of the market (ex: seasonality between Corsica and Italy)
 - Crossing the border is never free: you have to pay to meet people across the border and to work together.

What is the public approach to the border?

What support from the EU to territorial continuity?

Unique selling points of maritime cooperation programmes and projects?



What can be achieved only by combining Interreg and maritime cooperation?

- **Maritime cooperation would exist without Interreg** because it is a territorial need. There was cooperation before Interreg and there would still be if it were to disappear...
- **Interreg is not the Holy Grail** of cooperation in maritime border regions, it needs to be combined with other tools (for e.g. political structuration, cooperation agreements...).

But...

What can be achieved only by combining Interreg and maritime cooperation?

- **There would not be the same level of cooperation on maritime borders without Interreg support** (tight public budgets: cooperation is not seen as a priority)

- **Issues where cooperation is absolutely required:**
 - Maritime safety
 - Transport connection
 - Ports (“coopetition”)
 - Environmental issues such as pollution of water, air, risk management...
 - Management of resources
 - ...

How to make maritime cooperation more effective and easier?

- **Increase support for participation of civil society in cooperation:**
 - Bottom-up integration of maritime border regions
 - Possibility for public-private-people partnerships and small-scale projects involving inhabitants (people-to-people projects)
 - (Maritime) borders as laboratories for the construction of a European citizenship
 - Come back to the initial definition of territorial cohesion: a mutual understanding of people in their diversity and a mitigation of spatial and social disparities.

How to make maritime cooperation more effective and easier?

- **Develop a territorial approach, not a technical approach:**
 - Territorial initiatives with a leverage effect
 - Impact all public policies
 - Enable to link funding priorities within cooperation programmes to enhance transversal dimension of projects

- **Reaffirm subsidiarity principle:**
 - Local, intermediate and regional authorities are well aware of the specific issues faced by their territory
 - Reinforce trust between the EU and local, intermediate and regional authorities in the management of Interreg programmes

How to make maritime cooperation more effective and easier?

- **Develop an approach to cooperation specific to maritime border regions:**
 - Land and maritime regions do not share all the same issues
 - Tend to the development of a “European maritime cooperation” model in parallel to the “European territorial cooperation” model?
 - The geography of the support schemes/programmes should be based on the relevance of cross-border maritime basins, not necessarily on irrelevant territorial divisions.

How to make maritime cooperation more effective and easier?

- **Enable cooperation with third countries:**
 - All countries sharing the same sea basin are jointly responsible for many issues
 - Any dedicated EU funding to cooperation should include the possibility for stakeholders from these countries to take part to cooperation.
 - Non-EU countries such as Russia, candidate countries such as Albania, countries that may leave the EU such as the UK

- **Do not limit cooperation in maritime border regions to maritime-related topics only**

How to make maritime cooperation more effective and easier?

- **Develop the transfer of knowledge between regions facing similar issues:**
 - Save time and money
 - Examples: PASSAGE project, NOSTRA (Network Of STRAits) project

PASSAGE demonstrates the need for maritime cooperation across Europe (not only cross-border) because issues are similar in the different maritime border regions despite local specificities



PASSAGE

Interreg Europe

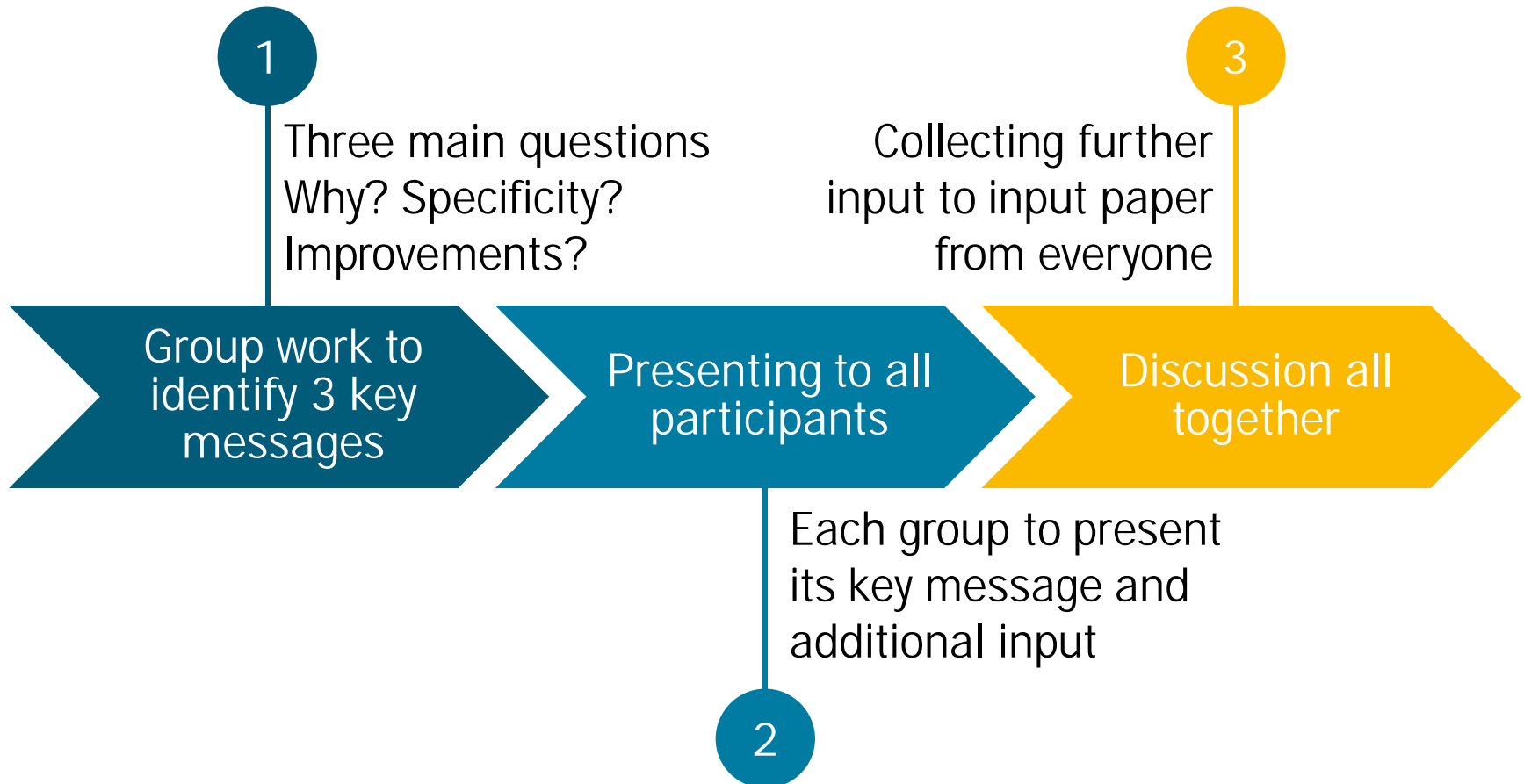


European Union
European Regional
Development Fund

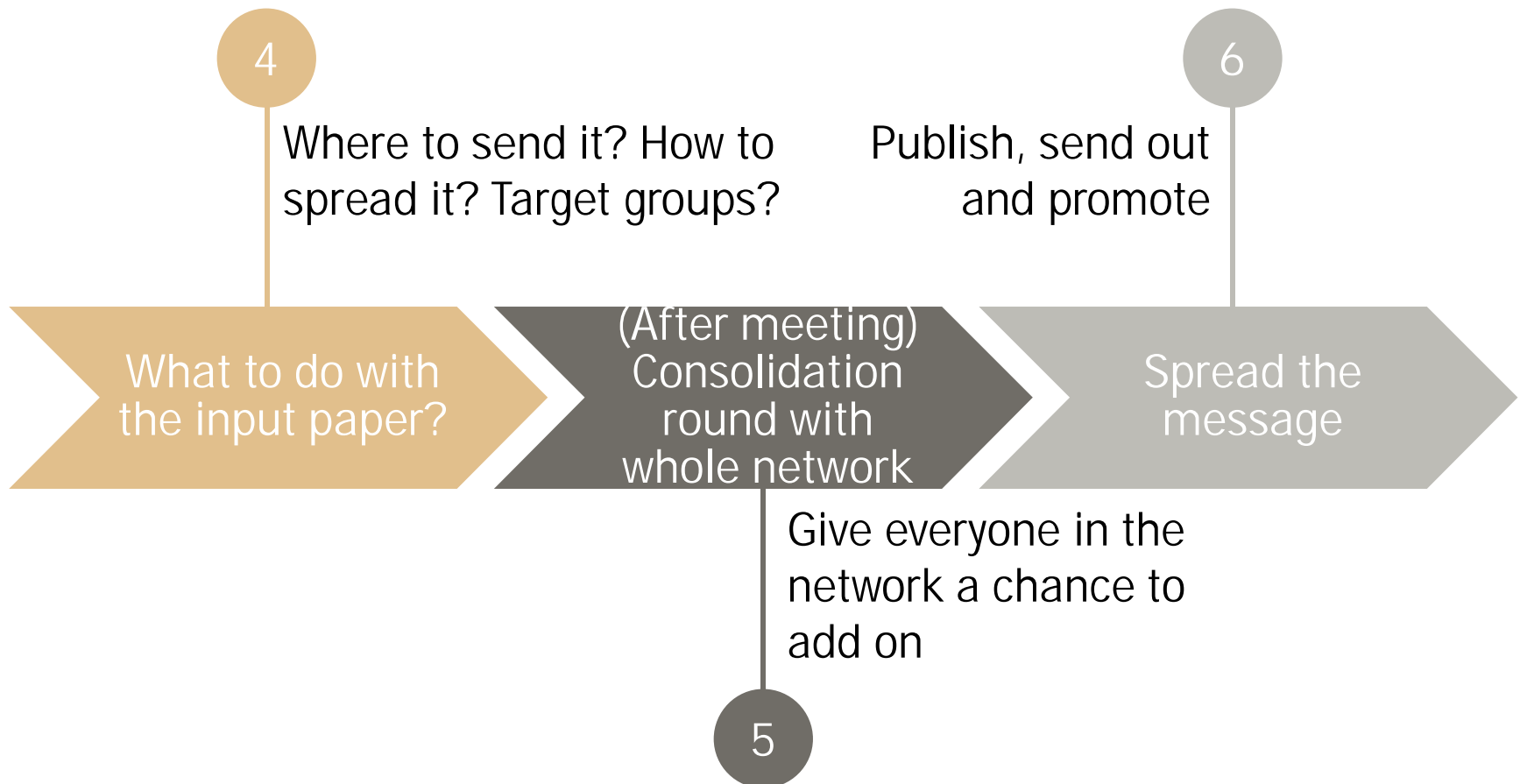
Thank you!

www.interregeurope.eu/passage

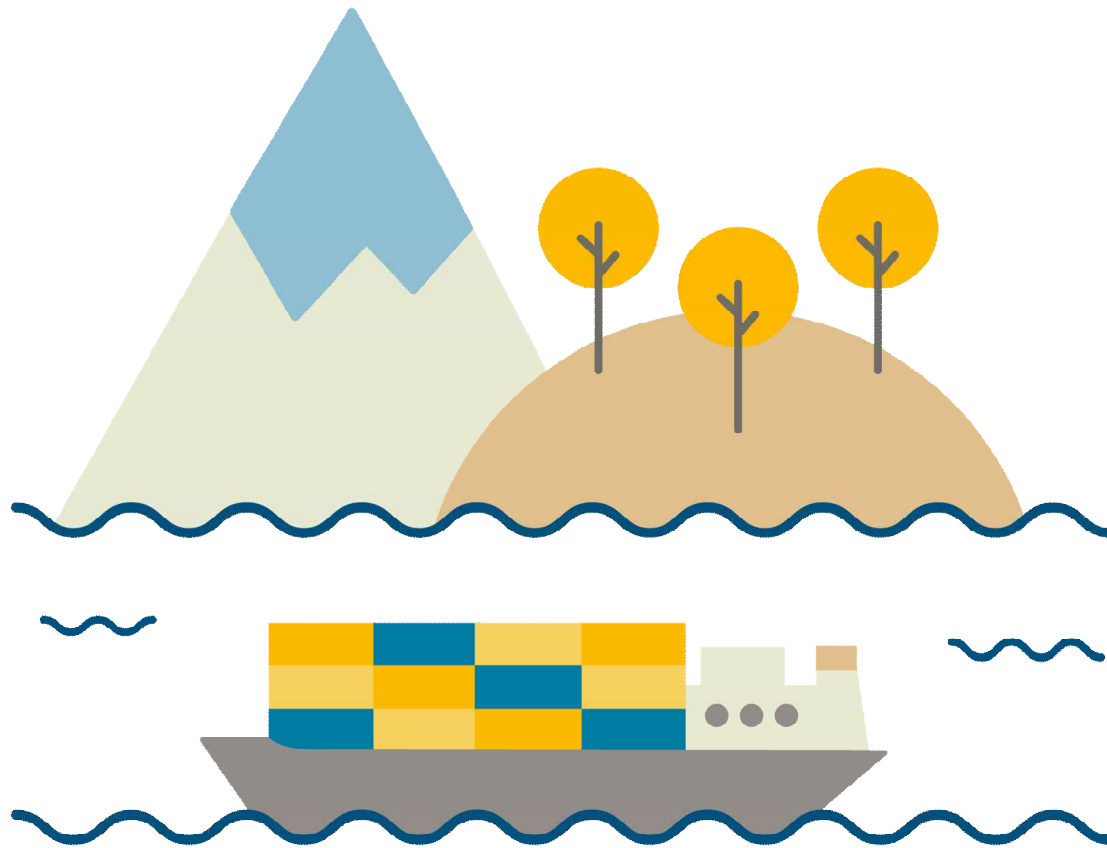
Discussion of main findings (steps 1-3)



Discussion of main findings (steps 4-6)



Network activities in 2018



Promotion activities in 2018



European Maritime Day 2018

Joint stand and/or Workshop
(deadline 30 Nov, first idea sent
14 Nov)

Other event

E.g. EWRC, or...?

Learning activities in 2018

Thematic event

Which topic would you be interested in? Possible cross-network meeting (e.g. with transport)

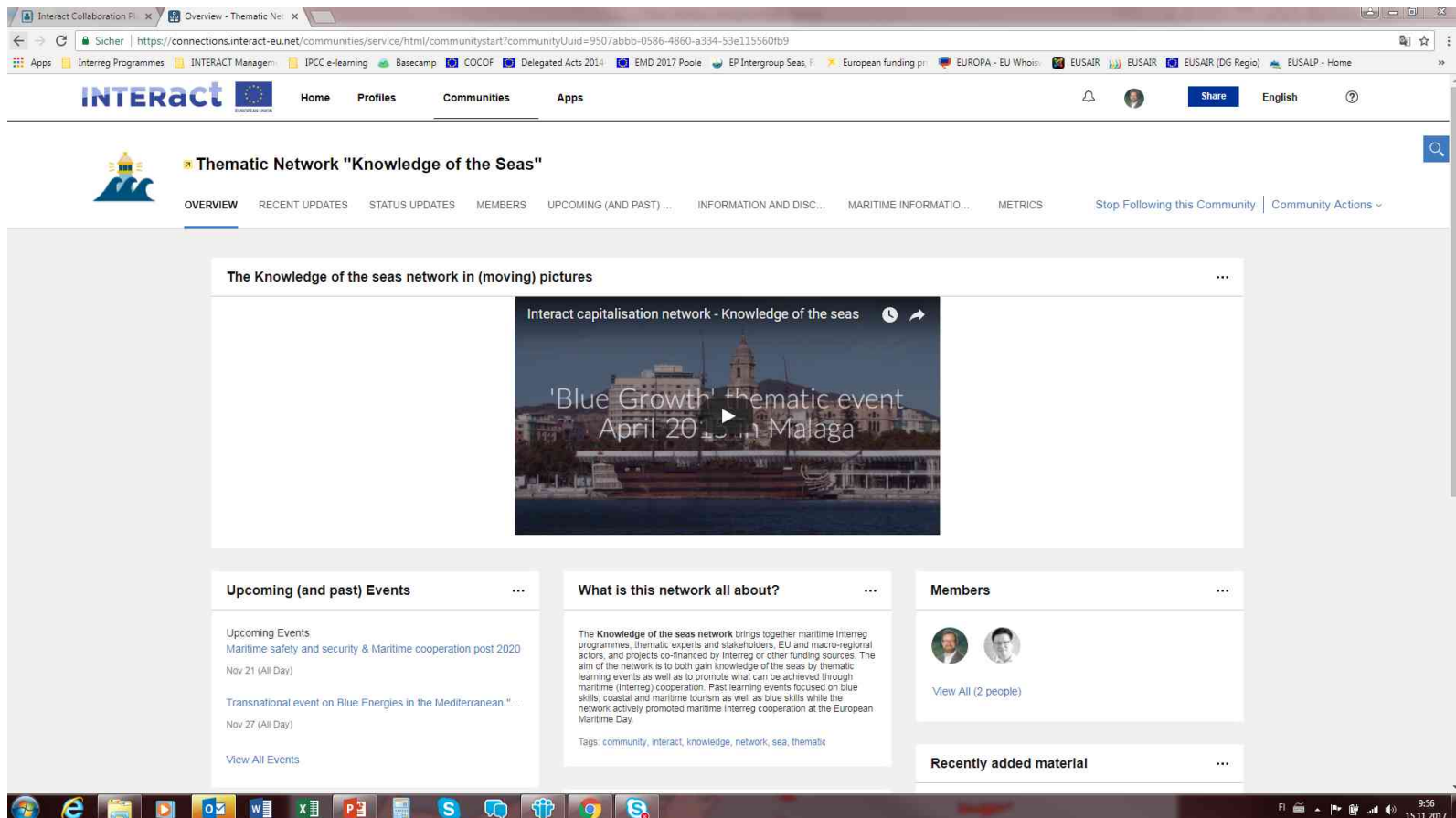
Learning and promoting

Promotional paper, study etc. – collect first ideas



New online platform – Please register:

<https://apps.interact-eu.net/interact/main.nsf/registration.xsp>



The screenshot shows a web browser displaying the INTERACT platform. The page title is "Thematic Network 'Knowledge of the Seas'". The navigation menu includes "OVERVIEW", "RECENT UPDATES", "STATUS UPDATES", "MEMBERS", "UPCOMING (AND PAST) ...", "INFORMATION AND DISC...", "MARITIME INFORMATIO...", and "METRICS".

The main content area features a video player with the title "The Knowledge of the seas network in (moving) pictures". The video thumbnail shows a coastal scene with a building and a boat, with text overlay: "Interact capitalisation network - Knowledge of the seas", "'Blue Growth' thematic event April 20 15 Malaga".

Below the video, there are three columns of content:

- Upcoming (and past) Events**: Lists "Maritime safety and security & Maritime cooperation post 2020" (Nov 21) and "Transnational event on Blue Energies in the Mediterranean ..." (Nov 27).
- What is this network all about?**: Describes the network's purpose: "The Knowledge of the seas network brings together maritime Interreg programmes, thematic experts and stakeholders, EU and macro-regional actors, and projects co-financed by Interreg or other funding sources. The aim of the network is to both gain knowledge of the seas by thematic learning events as well as to promote what can be achieved through maritime (Interreg) cooperation. Past learning events focused on blue skills, coastal and maritime tourism as well as blue skills while the network actively promoted maritime Interreg cooperation at the European Maritime Day." It also includes tags: "community, interact, knowledge, network, sea, thematic".
- Members**: Shows two profile pictures and a link to "View All (2 people)".

At the bottom, there is a "Recently added material" section. The browser's taskbar at the bottom shows various application icons and the system clock indicating 9:56 on 15.11.2017.

Cooperation works

All materials will be available on:

www.interact-eu.net

