

Focus on the Baltic Sea

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

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Now we are halfway!

We started in January 2009 and have now worked for three milestones of the total six. We hope you have had as much fun as we have in the project secretariat!

All the components of the project have now been started and the first results are expected to be finished this autumn. Among other things, we look forward to a research brief, Assessment of Maritime Conventions, for which the World Maritime University is responsible. Two case studies, Blekinge and Skåne North West, are also finalizing their oil contingency plans and this autumn is the time to test and evaluate them. The importance of having well-anchored oil contingency plans and to practice these have become particularly topical this spring with the accident in the Gulf of Mexico in mind.

You can read more about the upcoming results and all the work going on in the project in the Baltic Master II Progress Report and documentation from the Midway Conference. I would also like to take this opportunity to wish you a wonderful and relaxing summer. Make sure to enjoy all that the Baltic Sea has to offer in terms of swimming, sailing, fishing, hiking, etc.

Happy summer!

Therese



Therese Nilsson, Project Manager

A suggestion on uniform sludge and waste handling in the Baltic Sea Area

In 2009 Baltic Master II invited students from Kalmar Maritime Academy (part of the Linneus University in Kalmar) to write a diploma thesis on port waste management. Students Per Eklund and Stefan Dahlberg took on the assignment and wrote "A suggestion on uniform sludge and waste handling in the Baltic Sea Area."

The main finding is that there are no uniform routines for the interaction between the vessels and the ports when it comes to waste management. The conclusion was that the best way to improve the present situation is to implement uniform routines. "To make the routines effective they should be developed and agreed upon by the parties involved taking into consideration present day international legislation," Eklund and Dahlberg state in their thesis. Accordingly they present a proposal for such a routine. (Their thesis is available at www.balticmaster.org.)

The existing legislation is good and there is great determination to have a system that works for all. The problem is that the tools for implementation are missing. There are no common ways of handling the waste and therefore there is a risk that nothing is done. "It would appear that projects like Baltic Master are the solution. The sea sector requires that we work together and look over our border so to speak. Spontaneously my feeling is that there are many good organizations but they only work within their own small area of expertise and geographical area," Per Eklund explains.

Why did you decide to write about waste management?

"I immediately felt that I would like to take on the assignment since I am interested in the environment. It is exciting to write about something that would be of real use and not just a bunch of papers in a drawer," Per Eklund says.



The two authors, Stefan Dahlberg and Per Eklund, were awarded a premium from Linneus University for a well done assignment.

Per thinks it was a good experience to work with an external organization to write something based on an idea someone else came up with.

"The contact with Anders Sjöblom and Henrik Nilsson from the Baltic Master II project has been very valuable," Per Eklund says.

For the newly baked captains, the world is the working place. Stefan Dahlberg has already signed on a ship, two days after graduation to work on the gas pipe project North Stream. Per will move back to the Stockholm archipelago for the summer and find a job as mate on an oil tanker.

Baltic Master II is a flagship project in the EU Strategy for the Baltic Sea region that brings together countries from around the whole Baltic Rim. Its aim is to improve maritime safety by integrating local and regional perspectives with cross-border cooperation. This involves increasing the land-based capacity to respond to maritime oil spills and working to prevent pollution from maritime transport. The project runs from January 2009 to January 2012.



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(European Regional Development Fund)


BalticMasterII
maritime safety across borders

The Baltic Sea is changing – are the decision makers keeping up?

During Almedalsveckan* Baltic Master II together with World Maritime University, Sida and IUCN arranged a seminar on the subject The Baltic Sea is changing – are the decision makers keeping up?

The seminar started with presentations on the themes climate change in a wide perspective and discharge from maritime transport. Among the speakers were Henrik Nilsson from the Baltic Master II secretariat, Professor Olof Lindén World Maritime University and Anders Sjöblom, Port of Oskarshamn.

Olof Lindén talked about maritime transport and the increase of oil transportation in the Baltic Sea. In ten years the maritime traffic has increased by 36% worldwide. There are almost 100,000 vessels passing through the Baltic Sea every year and 30% of the cargo transported is oil. Prof. Lindén also stated that more analysis is needed in order to see how the threat is changing.

Henrik Nilsson talked about Baltic Master II being a flagship project in EU's Baltic Sea strategy and he also stressed the importance of cooperation across borders.

Anders Sjöblom emphasized the need for common routines on waste management in ports. "We have all the regulations needed. We do not need any more, or more papers or protocols to fill in, what we need is 'common routines', " Anders Sjöblom stated.

The grand finale of the seminar was the political debate on the subjects of maritime transport, eutrophication and fishery. The debate was moderated by the former Swedish member of the EU Parliament, Anders Wikman; Swedish politicians from the seven leading parties participated in the debate.

One matter on which there was political consensus was the need for more traffic separation schemes within the Baltic Sea. Cross-border cooperation was also frequently mentioned. As Jan-Olof Larsson member of the Swedish Parliament stated: "What we have discussed earlier is to fill the PSSA framework with content and adjust the routes so that they get away from the banks. We will work together with the other countries around the Baltic Sea so that there is a change," Jan-Olof Larsson promised.

In a final remark about whether the decision makers were keeping up or not Prof. Lindén said: "Most of it sounds very good but it is a long way from words to action. We cannot do anything by ourselves to solve the transportation issues, cooperation is needed and there I totally agree."

**Almedalsveckan is an annual event held in Visby, Gotland. With a wide range of activities, it is an important forum in Swedish politics.*



Anders Sjöblom emphasized the importance of common routines for waste management in ports.



Olof Lindén presented a brand new Helcom report on maritime activities in the Baltic Sea.

The politicians on the panel



Göran Håden (Mp)

Jan-Olof Larsson (S)

Lars Tysklind (Fp)

Irene Oskarsson (Kd)

Staffan Danielsson (C)

Bengt Anders Johansson (M)

Vilmer Andersen (V)

Establish the priorities before the oil hits

- Indexing coastal zones gives a valuable tool for planning and decision making

In the beginning of June, the World Maritime University hosted a seminar about Environmental Atlases and the Sensitivity Index. Participants from Baltic Master II as well as other parties met to discuss and present different angles on the subject.

When the oil spill is a fact it is too late to start planning how to act – it has to be done earlier. One input to the planning process is to know the characteristics of the coastline and the wildlife in the area, and other factors such as economic interests etc. When a major oil spill hits there will not be enough resources to take care of everything at the same time and the priorities on what to save first have to be established in advance. Environmental Atlases and sensitivity indices are used to prioritize the different areas and to map information so that it is easily accessed.

An Environmental Atlas is a map where the information is structured in layers so that you can choose what parameters to see depending on the purpose. In the planning process you need lots of details while in the emergency situation it is important that the information used

for decision making is very clear with only the most central information visible.

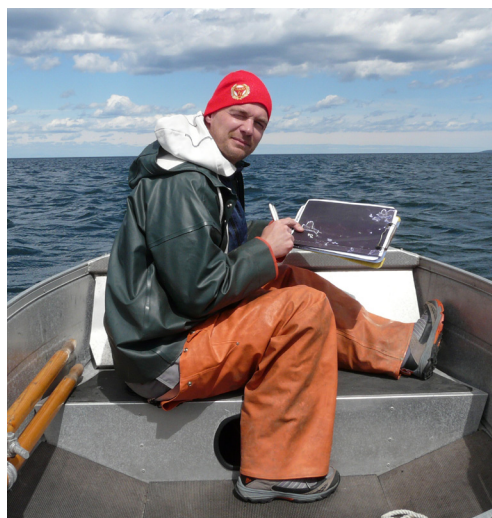
Prioritize in advance

Within the project Baltic Master II the County Administrative Boards in Sweden are improving their Environmental Atlases and the Maritime Institute in Gdansk is developing a Polish coastal management tool. Work being carried out at present for example is an inventory of the whole coastline by the County of Kalmar. In Skåne a lot of effort has been put into creating priorities. A group of experts gathered with the task of evaluating the different parameters and drawing up a priority list that was narrowed down to four prioritized areas.

Co-operation

Since oil spills vary in size and location, the priority list has different levels in order to be useful in different situations. There is also need for cooperation between the different organizations. Within the Oil Contingency Planning Case Study of North-West Skåne the coastline was divided into zones in order to facilitate cleanup operations.

"There were a few factors that had to be met. Each zone must have at least one suitable area for locating material containers etc. Each zone needed to use as few cleanup methods as possible. Protected areas were also documented within the zone. In close cooperation with the County Administrative Board of Skåne, the zone information is linked with the Environmental Atlas so that it is easily accessed from the same place but the information can be edited from the municipality," says Maja Svenbro, Municipality of Helsingborg.



Photographer: Mattias Persson

Mattias Persson and Tobias Borger, County Administrative Board of Kalmar carried out an inventory of the whole coast of the County of Kalmar.



Photographer: Dr Kaarel Orviku

Since the environment changes in storms and water levels differ – the zone index that is on the map might not always be accurate especially if the classification was made a long time ago. Beneath the artificial shore there might be a small strip of a more sensitive class than that given.

Use of ESI in Estonia

Dr. Robert Aps from the University of Tartu participates in the INTERREG VIA OILRISK project that is developing a web application for oil-spill related environmental risk assessment and management explained how the Environmental Sensitivity Index (ESI) is used in Estonia. ESI maps serve as quick references for oil and chemical spill responders comprising three general types of information:

(1) Shoreline Classification: ranked according to a scale relating to sensitivity, natural persistence of oil, and ease of cleanup; (2) Biological Resources: including oil-sensitive animals and rare plants, and habitats, which are used by oil-sensitive species or are themselves sensitive to oil spills; (3) Human-Use Resources: specific areas that have added sensitivity and value because of their use.

There is a lot of work going on in this field in other related projects partly financed by the EU such as BRISK and Oil Risk. More information about related projects can be found at:

www.balticmaster.org



Maja Svenbro and Robert Aps were two of the speakers.

EU Maritime Day in Gijon, Spain

On May 18 – 21 the EU Maritime Day was arranged in Gijon – Spain. The conference, now in its third year, was arranged by the European Commission, the Spanish Presidency of the European Union and the government of the Principality of Asturias. It attracted more than 1000 stakeholders from around Europe in order to discuss maritime issues.

The EU Maritime Day was originally set up as a central event of the EU's Integrated Maritime Policy, launched in 2007. It aims to contribute to a new culture of cross-sectoral and cross-policy dialogue through strengthened stakeholder involvement, networking and exchange of best practices.



The agenda included political sessions and more than 50 workshops focusing on the six main directions of the Integrated Maritime Policy. Baltic Master II was invited to participate in one of the workshops on the theme Projects in the Baltic Sea Strategy. Baltic Master II has been named as a flagship project in the Strategy due to its work on Port Waste Management.

Next year, under the Polish presidency of the European Union, the Maritime Day will be held in Gdansk, Poland. Previously the conference has been arranged in Brussels 2008 and Rome 2009.

Peter Jeppsson - new Chairman of the Baltic Master II Political Committee

As an officer in the Swedish Navy, Peter Jeppsson is very enthusiastic about the subjects Baltic Master II addresses. The last four years he has been on leave to be a member of the Swedish Parliament and sit on the Defence Committee.

"I feel very honoured to have been given this assignment. I first became aware of the Baltic Master project as a member of parliament and have since kept myself informed about the project. It is particularly pleasing that the first project was so successful that it is being followed up," Peter Jeppsson says.

Peter Jeppsson's vision is to become a true ambassador for Baltic Master II.

"I hope to be able to function as a door opener. And also establish new relations both with parties that already are familiar with the project as well as break new ground", he explains.

The issues dealt with by the Defence Committee are very much about safety and security and are well in line with the Baltic Master II field of interest.

"The assignment as chairman of the political committee is a very exciting and

important challenge – I didn't have to think very long before I accepted. However, before I said yes I had to be sure I knew what it was all about so that I could feel that I was the right man for the job and that I had something to contribute. I am really looking forward to spreading goodwill about something I really believe in," Peter Jeppsson concludes.



Coming up!

25-26 August, Visby, Sweden. Oil contingency plan meeting (in Swedish) (WP3)

26 August, Visby, Sweden. Meeting with Scenario Exercise working group (in Swedish) (WP3)

20-21 September, Bornholm, Denmark, Steering Group meeting (WP1)



14-15 October, Tallinn, Estonia. Annual Forum on the EU Strategy for the Baltic Sea Region

13-14 October, Tallinn, Estonia. BSSSC Annual Conference

Information about reporting MS3

- MS3 ends 31 July
- Progress report will be sent out to all partners at the beginning of August
- You have approximately one month to complete your partner report, the exact deadline will be sent out together with the Progress Report.
- When filling in the documents, please use the checklist that will be available on the intranet
- Please remember that you can prepare some of the documents in advance, such as time reports, copies of invoices etc. Most of the reporting documents can be downloaded from Baltic Master II intranet, sorted under Administration.

Do not hesitate sending us suggestions for coming issues.

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