

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

Ongoing and completed flagships of the EUSBSR



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Introduction

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

A flagship is either:

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

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

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

In general, a flagship is also expected to:

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

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

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

Ongoing flagships

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

Policy Areas

PA BIOECONOMY

Sustainable forest management in the Baltic Sea region – EFINORD. This project acts as an umbrella for forestry related projects within the EUSBSR. EFINORD focuses on supporting the development of sustainable bioeconomy, including the implications, trade-offs and synergies related to intensifying forest management, increasing biomass production and ensuring the provision of ecosystem services. (Lead partner: Nordic Council of Ministers (NCM)/Nordic Forest Research (SNS); Ministry of Agriculture and Forestry, Finland, EFINORD). The EFINORD flagship offers an umbrella for forestry and sustainable forest management (SFM)-related activities in the EUSBSR. The following activities are under the EFINORD umbrella: forestry and water protection (Lead partner: Swedish Forest Agency); management and conservation of forest tree genetic resources in the Baltic Sea region under changing climate conditions (Lead partner: Nordic Centre of Advanced Research in Forest Genetics and Tree Breeding (GeneCAR)); sub-project 2: cooperation in breeding of Norway spruce (Lead partner: NordGen Forest); dieback of spruce stands in the Baltic Sea region – evaluation of stress factors, resistance of stands and management alternatives (Lead partner: Latvian State Forest Research Institute (SILAVA); Deadline: 31 December 2014; no funding so far); nature hardwoods (Lead partner: Swedish Forest Agency; Deadline: to be determined (tbd)); adaptive forest management and biomass production (Lead partner: Swedish Forest Agency; Deadline: 31 December 2015). Link: http://www.efinord.efi.int/portal/baltic_sea_region_flagship/.

Sustainable rural development through youth, innovation and entrepreneurship. The project draws on practical experience to identify models and methods to enhance youth involvement in community development and to create an innovation friendly environment in rural areas. Lead partner: Ministry of Agriculture and Rural Development, Poland and National Rural Network, Sweden. Deadline: for progress review August 2015. A follow-up project ‘Young ambassadors of democracy’ based on results of the previous project is under development.

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

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

Develop and improve coordination and cooperation among member states and stakeholders on fisheries management in the Baltic Sea. The Baltic Sea fisheries forum BALTFISH has been successful in enhancing collaboration among Baltic Sea member states for the regionalisation of fisheries management. The forum will collaborate with relevant Baltic Sea organisations including the Baltic Sea Advisory Council (BSRAC), the International Council for the Exploration of the Sea (ICES) and HELCOM (Baltic Marine Environment Protection Commission) and other regional stakeholders in fisheries management. Lead partner: Ministry of Enterprise and Innovation, Sweden. Deadline: for progress review 30 June 2017. Link: <http://www.helcom.fi/action-areas/fisheries/management/baltfish/>.

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

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

FLOW Baltic acts as an umbrella for cooperation and research projects in the area of management of water flows in agricultural areas. The aim of the flagship is to find more effective and acceptable ways to combat nutrient inputs to the Baltic Sea from agriculture by testing integrated cooperative approaches in drainage management for nutrient retention and retrieval on the farm and landscape levels and facilitating multi-level cross-sector dialogue. FLOW Baltic consists of both transnational and national actions and projects in this field and features demonstration cases, investments and innovation incubation activities. FLOW Baltic builds on the results of the projects Baltic COMPASS and Baltic COMPACT. Lead partner: Swedish University of Agricultural Sciences. Deadline: tbd, planned period of implementation 2015-2020.

PA CULTURE

The Baltic Sea History Project is the first effort to create a shared view on history and culture in a European macro-region. The project partners aim to create new social strategies and concepts to have a framework for a future intercultural dialogue about regional and trans-regional history, culture and identity. With the help of new documentation technologies (like Wikis, blogs etc.) the project goes beyond the limits between traditional methods of documentation (like books) and new approaches. The project is intended to raise the awareness that there is not only one perspective on historical events, but multiple perspectives, which have to be exchanged on a basis of mutual understanding and respect. The Baltic Sea History Project wants to create new content for new technologies, a Baltic Sea history seen from a multiple of perspectives, for a wider audience, written by people from all over the Baltic rim. The flagship involves five different partners from Estonia, Poland, Germany and the Council of the Baltic Sea States (CBSS). Lead partner: Academia Baltica, Lübeck and Oeversee, Germany. Funding: the project has received funding from the German Government and the EU Culture Programme (2012-2014). Deadline: ongoing since 2012. Link: a pilot module was released at www.balticseahistory.info.

The Baltic House (BAH). The purpose of this interdisciplinary and participatory project is to create an opportunity to experience the diversity of contemporary art in the Baltic Sea region (BSR) countries. To make contemporary art more accessible to a wider public and to bring together artists, citizens, activists, researchers, academics, entrepreneurs, policy-makers and officials to reflect upon and debate topics of particular social or political importance for the respective regions. The core of the project is a continuous display of contemporary art from BSR countries touring the BSR which is to be combined at each location with cultural events triggering citizen participation around vital regional issues. The BAH responds to the need for creative and innovative solutions to foster sustainable growth and increasing competitive abilities by facilitating citizen participation and creating new social relationships or collaborations all over the BSR. The flagship involves seven partners from Denmark, Germany, Finland, Latvia, Lithuania, Poland and Sweden. Lead partner: Baltic Sea Cultural Centre in Gdansk (PL). Funding: about EUR 1.2 million. The project will apply for funding from the Creative

Europe Programme and local grant schemes. Duration: April 2017 – December 2019, if the application for the Creative Europe Programme is successful.

Culture and Sustainability Baltic Sea Region (Culturability BSR) aims at building knowledge and facilitating BSR actions on culture as a driver for sustainable development through showcasing good/best/next practices in this field. The focus of the project is to build cooperation between core stakeholders within the creative industries, urban development and social innovation on efforts, which use culture to integrate the environmental, economic and the social dimension of sustainability. The project activities will support culture and creativity as a key element in the vision of creating a smart, inclusive and sustainable BSR, through:

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

The flagship involves eight partners from Denmark, Germany, Lithuania, Poland and Sweden. Lead partner: Nordic Council of Ministries (NCM). Funding: In Phase I the project received its main funding from NCM. For Phase II the amount of funding is not yet finalized. NCM has expressed its intention (subject to final political approval) to contribute core-funding. The project will apply for BSR Interreg funding. Duration: Phase I lasted from February 2013 till December 2014. Phase II started in January 2015 and will last till mid-2016 with an option for an extension of three years, if the application to Interreg is successful.

Maritime Heritage Atlas of the Baltic Sea aims to promote the maritime heritage of the Baltic Sea region and strengthen regional identity and through numerous promotional and educational activities to raise awareness for Baltic Sea heritage preservation. The core component is the creation of a portfolio of the diverse and attractive Baltic heritage including historic sites and objects, constructions, museums, lighthouses, historical ships and warships, ports and shipyards, which belong to maritime heritage, cultural and tourist events. The project will serve as a tool for presenting and disseminating the cultural and maritime heritage in the region. Innovative information technology applications will be used to increase the presenting possibilities, to attract new users and to allow the creation of web- and mobile phone-based presentations as a user-friendly catalogue of cultural and maritime heritage to be regularly updated. The project will respond to the growing demand of modern high-quality

products in the field of culture, tourism and 'edutainment. The flagship involves eight partners from Finland, Lithuania, Poland and Sweden. Lead partner: National Maritime Museum in Gdańsk (PL). Funding: about EUR 5.0 million. The project will apply for funding from the Interreg South Baltic Programme or the 2nd call of the Interreg Baltic Sea Region Programme. So far the project had been granted with EUSBSR Seed Money. Duration: 36 months.

BSR Integrated Maritime Heritage Management. The EU Directive for establishing a framework for maritime spatial planning (MSP) (2014/89/EU) and the EU Integrated Coastal Zone Management (ICZM) Protocol 2010 underline the validity of a proactive stance towards the marine historic environment. Best practices for the implementation of the Maritime Spatial Planning (MSP) in the Baltic Sea region (BSR) are under development now by two regional stakeholders and their Joint Working Group on MSP, namely by HELCOM and the Vision and Strategies around the Baltic Sea (VASAB). So far, coastal and underwater heritage has been taken into account only on a country by country basis. The project aims at integrating cultural heritage concerns into MSP and ICZM policies in the Baltic Sea. The project will develop best practices on the regional level for shared information systems and on policies, management and decision-making processes regarding the integration of underwater and coastal cultural heritage with the topical implementation of MSP and ICZM in the BSR. It will elaborate a knowledge base and standardized recommendations for planners and investors in the field of protection of the marine and maritime heritage and at the same time working on raising awareness.

The flagship involves the following organizations: CBSS Monitoring Group on Cultural Heritage in the Baltic Sea States, HELCOM and VASAB Joint Working Group on Maritime Spatial Planning, National Heritage Boards & Maritime Museums of the Baltic Sea States in charge of underwater heritage management in their territorial waters, Polish Maritime Museum (PL), National Board of Antiquities (FI) and Estonian National Heritage Board (EE). The project is also in dialogue with other relevant stakeholders. Lead partner: State Archaeological Department of Schleswig-Holstein (DE). Funding: about EUR 3-4 million. The project will apply for funding from the 2nd call of the Interreg Baltic Sea Region Programme. So far the project has received funding from the CBSS Project Support Facility. Duration: November 2016 – October 2019 if the application for the Interreg Baltic Sea Region Programme is successful.

Think Tank Transbaltic (TTT) will establish an interdisciplinary collaboration to generate urban and regional development approaches by combining hard and soft professions, disciplines and cultural methods. The project will create mobile, productive and creative Think Tanks in Baltic Sea region (BSR) harbour cities to develop new approaches and capacities to community development through joint international productions, workshops, and research and knowledge exchange with artistic practices as a base. The project is designed to provide impulses for a sustainable urban development

through new and innovative approaches. It will contribute to increase the attractiveness of BSR (harbour) cities for their inhabitants, for tourists and potential new citizens. Urban planning will benefit from sustainable project results, e.g. capacity building in the fields of education and urban planning. The flagship involves 16 partners from Belarus, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden. Lead partner: Kulturcentrum Ronneby (SE). Funding: about EUR 3.0 million. TTT is applying for the EUSBSR Seed Money Facility and will then apply to the Baltic Sea Region Programme in February 2016. Duration: January 2017 – December 2019, if the application for the Baltic Sea Region Programme is successful.

Baltic Game Industry - Empowering a booster for regional development. The project ‘Baltic Game Industry’ (BGI) aims at boosting the game industry in the Baltic Sea region (BSR). BGI will tackle improvements in four strongly intertwined fields:

- enhancing framework conditions to successfully promote game start-ups & SMEs
- strengthening educational capacity to provide the urgently needed, highly skilled workforce for the game industry
- empowering innovation intermediaries to effectively support game start-ups and to foster the emergence of a powerful game business scene across the BSR
- bringing forward game-based approaches in nongame industries, thus boosting innovation beyond games

Its main envisaged result is a contribution to sustainable economic growth in the game industry through:

- strengthening the mutual understanding between innovation intermediaries and game companies
- strengthening capacities of business support for game start-ups, - in particular incubators, business promotion actors and coaching support
- improving education programmes in order to provide adequately skilled workforce
- strengthened mobility empowered innovation actors
- supportive framework conditions for game start-ups/SMEs

The flagship involves 11 partners from Denmark, Estonia, Finland, Germany, Poland and Sweden. Lead partner: BGZ Berlin International Cooperation Agency GmbH (DE). Funding: about EUR 3.36 million. Duration: 36 months.

Creative Ports. Europe’s cultural and creative industries are drivers of economic development and innovation whose potential should be tapped. Among the prominent factors inhibiting the growth and innovation of Europe’s cultural entrepreneurs, most of who are active as individual or micro-enterprises, are the lack of entrepreneurial knowledge and difficulties in accessing international markets. The overall goals of Creative Ports are to boost mobility, knowledge transfer, networking and internationalization of young cultural and creative professionals in the Baltic Sea region on one hand,

on the other the project will involve incubators, creative hubs, universities and city administrations and thus promote institutional networks and capacity building. External knowledge transfer plays an increasingly important role for individual and micro-enterprises in terms of growth and innovation in cultural and creative industries. While these industries significantly shape the aesthetics of lifestyle, they must also react quickly to dynamic changes. Important means for this knowledge transfer are networks – personal and local. Based on three pilot (workshops) a workshop model was developed that on one hand imparts entrepreneurial-artistic strategies and on the other hand facilitates learning from each other, the forging of personal contacts and international connections. This pilot model will be broadened by modules like a Massive Open Online Course (MOOC), Weekend Workshops, Creative Camps and Festival Cooperations.

The core partnership consists of furthermore of: Union of Baltic Cities (UBC), Swedish Institute, Helsinki Design Week Helsinki Design Week, CBSS and Starter Gdansk. Lead partner: Goethe-Institut (DE). Funding: about EUR 3.0 million. Applying for funding from the Interreg Baltic Sea Programme in 2016. Duration: January 2017 – December 2019. (Evaluation 31.03.2020)

Cross Fab - Facilitate multidisciplinary innovation processes in the Baltic Sea Region through cross-overs of creative industries to other sectors. The aim of the CROSS FAB project is to enhance development of new products, services and processes in the Baltic Sea region (BSR). The project will achieve this through multidisciplinary innovation processes that have competencies and know-how possessed by the creative sector (especially design tools) at the core. It will promote the wider use of these skills in other sectors and industries.

The focus of the project activities is the following:

- benchmarking, developing and comparing different methods and skills to produce intense innovation processes in creative industries and other industries through activities targeted at entrepreneurs, grass-root entrepreneurs and intermediaries based on the findings of best regional and also international practices and expertise and applying them into the specific conditions and challenges of the partner countries
- network based activities using existing practices such as start-up academies, co-creation initiatives, innovation camps, team labs or others and potential expansion of the initiatives to partner countries
- branding activities by bringing together different cases and players from our region (Baltic Sea innovation academy) in order to expand the export capability of SMEs
- picking a certain number of real industry cases to pilot in each of the partner countries (potentially doing this by transnational pilots) by multidisciplinary collaboration between SMEs from other industries and creative service providers

Main target groups of the project are entrepreneurs, grass-root entrepreneurs, intermediaries, such as business developers and business support agencies: It contributes to the objective of connecting people in the region, and to improved global competitiveness of the BSR. The flagship involves four partners from Estonia, Finland, Lithuania and Poland. Lead partner: National Association of Creative and Cultural Industries (LT). Funding: Detailed financial and activity plan is under development. Duration: 36 months starting from mid-2016.

Cross Motion. The project objective is to build on the advancements of digital technologies and related potential of convergence between digital audio-visual content production industries (film and videogames) and three other sectors (education, tourism, health) for which the cooperation with the former may be beneficial. The core rationale for such cooperation is that the techniques of audio-visual, interactive, participatory and multiplatform storytelling and forms of gamification could be used in service of these chosen sectors. The understanding is that there is a momentum for such intersector cooperation to open up rapidly evolving avenues for innovation a type of innovation known as ‘crossinnovation’. Such innovation processes are facilitating the emergence of new markets that could then enable scalable growth for innovating SMEs or convergent new start-ups, new revenue streams for digital audio-visual industries and new cost-effective and socially valuable solutions for health, education and tourism sectors. The flagship involves 10 partners from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland and Sweden. Lead partner: Tallinn University (EE). Funding: about EUR 3.0 million if funded by the Interreg Baltic Sea Region Programme.

Balticlab: Innovation programme for the Baltic Sea Region. Balticlab is an innovation programme, which brings entrepreneurs and creatives in the Baltic Sea region together to prototype the future through joint initiatives. The aim of the programme is to create a community of entrepreneurs and creatives, who through collaboration and strengthened connectedness empower the region to become more innovative, creative and prosperous. Balticlab consists of two curated and linked yearly events: the large-scale Balticlab Networking Weekend and the smaller project-building Balticlab Ideation. The participants of the programme are selected each year through a public open call. The current participating countries are Norway, Sweden, Finland, Russia, Estonia, Latvia, Lithuania, Belarus and Poland. Lead partner: the Council of the Baltic Sea States Secretariat and the Swedish Institute. Funding: it is fully funded by the Swedish Institute and the Council of the Baltic Sea States.

PA EDUCATION

Baltic Sea Labour Forum – BSLF. BSLF is a cooperation body where representatives of trade unions, employer organisations, parliamentarians and governmental organisations work together to create sustainable regional labour markets within in the Baltic Sea region. At present, there are 28 member organisations from 8 countries, as well as the Baltic Sea Parliamentary Conference Secretariat (BSPC) and the Council of the Baltic Sea States (CBSS). The focus is on combatting youth

unemployment and supporting labour mobility. Within this flagship a mobility initiative is under development, facilitating and encouraging labour mobility. This is done in three focus areas:

- identify and remove obstacles to the free movement;
- counter pay dumping; and
- provide apprentices and students of vocational high schools with internships in neighbouring countries.

Lead partner: CBSS Secretariat. Funding: financed by membership fees and with the help of the Swedish Institute and the CBSS. Deadline: 2020.

Baltic Training Programme – BTP. In this flagship a method has been developed, ‘HansaVET-model of Journeyman Travel’, supporting internationalisation and entrepreneurship within Vocational Education and Training (VET). The flagship consists of a cluster of projects with different funding for the development of methods, dissemination of results or building structures. The overall aim is building a common area for VET within the Baltic Sea region. VET providers are gathered in the Baltic Network for Vocational Training (BNVT). Lead partner: Swedish Council for Higher Education. Funding: around EUR 3.5 million. Deadline: 2020.

Baltic University Programme – BUP. The largest university network in the Baltic Sea region gathering 225 universities and university colleges. The focus is on sustainable regional development, through cooperation in education, research and applied projects. Ongoing activities are accompanied by PhD projects and by the development of new courses such as Maritime Spatial Planning. These actions are accompanied by competence development for academic teachers. Funding: membership fees and additional support by Uppsala University and the Swedish Institute. Lead partner: University of Uppsala, Sweden. Deadline: 2020.

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

- statistics and measures;
- guidance and counselling;
- preventive measures;
- re-integrative measures;
- one stop shop.

In each focus area there are between 8-14 partners from all member states in the Baltic Sea region. Lead partner: Swedish Association of Local Authorities and Regions (SALAR). Funding: the task

forces in respective thematic area are initially financed with the help of the Swedish Institute (SI). Hence the activities presented above are mainly financed from SI. Starting from 2016 the flagship will be funded through its projects or with the help of Technical Assistance (TA)-funding from the European Social Fund (ESF). Deadline: the preparation of the flagship started in 2012, and will continue to 2018.

PA HAZARDS

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

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

able to make suggestions of new instruments to fulfil the objectives of BSAP, MSFD and the WFD. It will produce new knowledge on the effect of contaminants, and mixtures thereof, on organisms and contribute to improved risk assessment as well as provide new information on the relative importance of the sources, i.e., soil, sediment, water in the coastal system, for the supply rate of antifouling compounds. The flagship involves seven different partners from Denmark, Germany, Finland and Sweden. Lead partner: SP Technical Research Institute of Sweden. Funding: about EUR 3.9 million. The project is funded by the Baltic Sea Research and Development Programme BONUS, together with the support of the EU under the call viable ecosystems 2012. Deadline: duration 2014-2017 (48 months).

PA HEALTH

Northern Dimension Antibiotic Resistance Study (NoDARS). The NoDARS project is designed to provide health-care professionals, authorities and policy makers with comparable data that accurately reflect antibiotic resistance levels and the penetration of antibiotic resistance in the healthy population. The project aims to investigate the levels of specified antimicrobial resistance (AMR) at the selected locations in Finland, Germany, Latvia, Norway Sweden, Poland and Russia. These results will help to evaluate and suggest improvements for existing national treatment recommendations and AMR strategies within the states of the participating partners. Through these actions unnecessary use of broad spectrum antibiotics, which is an important cause for the development and dissemination of antibiotic resistance, can be better contained. The project will therefore have a high impact on the health and well-being of the population in the macro-region. The flagship involves eight partners from Finland, Germany, Latvia, Norway, Poland, Russia and Sweden. Lead partner: Northern Dimension Partnership in Public Health and Social Well-being (NDPHS) Secretariat. Deadline: duration October 2014 – September 2017. Funding: EUR 430 000 (EUR 300 000 ENPI and EUR 130 000 co-financing from project partners).

Strengthening prevention and reduction of impacts of Tuberculosis (TB), Human Immunodeficiency Virus (HIV) and associated infections (AIs) and other sexually transmitted infections (STIs) in the Baltic Sea Region by joint international activities (TB/HIV/AI/STIs Project). The purpose of the project is an enhanced management of TB, HIV and associated infections and other STIs through improvement of preventive activities among key populations at risk through effective, innovative and evidence based methods. The overall objectives are to contribute to health and social equity in the Baltic Sea region, to increase social inclusion and health care among key populations and to improve health status of key populations. Expected outcomes are detailed analysis of particular key populations of partner countries and good practices concerning prevention based on evidence, building synergies between innovative methods of disease prevention in the countries through cooperation and sharing experience, improved national TB, HIV and AI and other STIs response strategies, as well as a set of country based and context sensitive possible advocacy and

preventive interventions. The project brings together stakeholders from Baltic Sea countries and welcomes cooperation with one EU neighbouring country – Russian Federation, to work together on common health-related challenges with regard to TB, HIV and AIs and other STIs. The implementation of the project requires active participation of all actors and stakeholders involved in the process not only at a national level but also at larger macro-regional level. The flagship involves nine partners from Estonia, Finland, Germany, Latvia, Lithuania, Poland and Russia. Lead partner: The National AIDS Centre, Poland. Deadline: duration 36 months. Funding: around EUR 1.9 million.

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

Research conducted within the project has shown that children and young people experimenting with drugs, migrant children and young people, as well as children and young people involved or at high risk of being involved into commercial sexual exploitation need effective prevention programs. Nevertheless, at the moment in the Baltic Sea region there are almost no prevention programs, which are evidence-based and are estimated in accordance with academic standards. Besides that most prevention programs targeted at children and young people at high risk of getting HIV and associated infections implemented in the region are small-scaled, project based, sporadic and not stable. The project creates a basis for the development and implementation in the Baltic Sea region of evidence-based prevention programs aimed at HIV and associated infections prevention among children and young people at high risk, which are developed, implemented and estimated in accordance with academic standards. The flagship involves six partners from Finland, Latvia, Poland and Russia. Lead partner: Northern Dimension Partnership in Public Health and Social Well-being (NDPHS) Secretariat. Deadline: the project is estimated to last from September 2013 to August 2015. Funding: around EUR 375 000.

PA INNOVATION

BSR Stars is a programme for Research & Innovation (R&I), Clusters and SME networks in the Baltic Sea Region. The objective of BSR Stars is to create a number of world-leading innovation hubs in the Baltic Sea region by fostering R&I and business-driven transnational collaboration between companies, strong R&I milieus, clusters and SME networks, in order to strengthen economic growth in the whole Baltic Sea region. BSR Stars will mobilize transnational cooperation between competences and actors in the Baltic Sea region in order to successfully address some of the grand societal challenges with expected large global market potentials. BSR Stars will, together with other networks, develop platforms where students, universities and companies can develop new products

and services together with companies. The platform is an enabler for novel cross-border university-business cooperation to create real solutions to existing problems and challenges in the Baltic Sea region. BSR Stars focus on utilizing the regions smart specialization strategy combining research, innovation and cooperation, leading to capacity building, stronger international competitiveness, increase in foreign investments and world-class players in some strategic areas. The BSR Stars work to strengthen the co-operation in the region by development of methods for better exploiting the potential of innovative SMEs by connecting SME networks, mainly initiated at local/regional levels. BSR Stars will continue to mobilize actors via ‘BSR Innovation Express’ – a joint call to improve the internationalization of clusters and the SME network. This will enable cluster organizations and companies to access support for networking, business match-making and market research activities etc. Lead partner: VINNOVA, Sweden and the Ministry of Economy of Lithuania until mid-2015 from then on the aim is that Nordic Council of Ministers will be the lead partner. Deadline: progress review 2018 and 2020. Link: <http://www.bsrstars.se/>.

BSRCity Innofund – Funding models and Systemic Innovation for Smart Sustainable Cities in the Baltic Sea Region. The purpose is to strengthen Baltic Sea region innovation capacity by developing financial concepts and systemic models that can use relevant EU programmes, such as Horizon 2020 and the Structural Funds, in a way that contributes to multi-level governance and aligning of funding. The aim is to promote transnational and trans-regional innovation and research as a way of increasing the international competitiveness of the Baltic Sea region and thereby achieving the necessary commitment to fund activities such as trans-regional collaboration on open innovation systems, clusters, and public procurement of innovation and SME networks. This will be achieved by creating an Innovation Platform with a bottom-up approach on financing issues and systemic innovation capacity where Baltic Sea region cities and their challenges are the starting-point. Creating funding models is one of the most crucial aspects to be able to work with a systemic approach on smart city innovation and research. With common triple helix knowledge and in-practice smart specialisation, friction between the demand and the supply sides can be reduced and result in smart growth. By connecting a systemic approach to the Smart Sustainable City context, innovative solutions can be reached resulting in increased sustainable growth and improved climate adaptation for the Baltic Sea region. Alongside the strategic alignment of relevant EU and national programs the aim is to develop financing tools from private and public sources and to enable participation of SMEs in systemic innovation processes. Focus on Smart Sustainable Cities will help create a knowledge-base on funding models and systemic innovation, which can later be disseminated and translated into other areas of innovation, research and trans-regional cooperation. The innovation platform will coordinate its work with other flagships in the policy area, the European Commission and relevant national stakeholders. Lead partner: Region Skåne, Sweden, co-lead Tampere region, Finland. Deadline: for progress review 2018.

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

ScanBalt Health Region acts to 1) bundle regional competences within life sciences and health, 2) elaborate, align and integrate smart innovation and development strategies which meet the needs and demands of both metropolitan and rural regions, 3) enhance and promote coordination between Horizon 2020, structural funds and regional/national public-private financing, 4) promote a professional, trans-regional, service based collaboration platform (ScanBalt Business Club) and shared use of existing cross-border infrastructures, 5) promote interaction and shared projects with other EU macro-regions towards common goals and 6) connect the interests for collaboration and interaction between policy areas in the EUSBSR Action Plan within PA Health, PA Innovation, PA Bioeconomy and PA Tourism. Finally, ScanBalt Health Region is a platform for enhancing the branding and visibility of the Baltic Sea region in order to attract and retain human, financial and industrial resources. ScanBalt Health Region is to be regarded as a model for a knowledge-based health and bioeconomy leading to high added-value jobs based on a shared and bottom-up developed strategy. ScanBalt Health Region is part of ScanBalt BioRegion existing since 2001 and refers to mission, vision and values of ScanBalt® fmba. Lead partner: BioCon Valley® GmbH Greifswald, Germany, Lithuanian Biotechnology Association and ScanBalt® fmba (acting as secretariat). Deadline: for progress review annually. Link: <http://www.scanbalt.org/>.

A Baltic Science Link. Research infrastructure is important for a region to be at the forefront of research and innovation. The Baltic Sea region has several important existing infrastructure installations (the high-energy PETRA-III storage ring at the German Synchrotron Research Centre in Hamburg, MAX Lab in Lund, Helmholtz-Zentrum Berlin and Helmholtz-Zentrum Geesthacht in Schleswig-Holstein) and is investing about EUR 3 billion in new research infrastructures (the European X-Ray Laser project XFEL in Hamburg and Schleswig-Holstein; the MAXIV and the European Spallation Source (ESS) in Lund and the synchrotron SOLARIS in Krakow). This infrastructure should be used to strengthen the scientific capability and competitiveness as well as the

attractiveness of the region. Building a strong network between universities, research institutes and industries in the region is essential and i.e. the Baltic Science Link could facilitate this. Already strong research fields in the region, life sciences, material technologies, would form the core of these scientific clusters. Lead partner: Swedish Research Council. Deadline: for progress review 2015.

SUBMARINER Network. Actions and Initiatives for Sustainable and Innovative Uses of Baltic Marine Resources. The project is a transnational umbrella for innovative approaches to the sustainable use of marine resources. The SUBMARINER Network aims to increase the Baltic Sea region's global competitiveness by turning it into a model region for sustainable blue bio based innovations and smart combinations. Based on the SUBMARINER Compendium (published in autumn 2012), it promotes new uses and technologies that should be valued for their commercial appeal and for their potentially significant contribution to maintaining the Baltic Sea region's natural capital and mitigating climate change. SUBMARINER Network implementation is based on the SUBMARINER Roadmap (published in 2013), which recommends what needs to be done at the Baltic Sea region level in order to realise the Europe 2020 Strategy aims in general and its maritime pillar in particular. The SUBMARINER Network is institutionalised as a not-for-profit European Economic Interest Grouping (EEIG) founded in 2014 and open for new members; it is managed by a professional secretariat. Initiatives (e.g. projects) which originated from the Network activities and were supported by respective EUSBSR policy area coordinators (PACs) are regarded as having the SUBMARINER Network flagship initiative status. Lead partner: Ministry of Economic Affairs, Employment, Transport and Technology Schleswig-Holstein, Germany; co-leaders: Swedish Agency for Marine and Water Management and the Maritime Institute in Gdansk, Poland. Deadline: 2020.

Cross-border e-services in the Baltic Sea region. The Digital Agenda for Europe (DAE) and the Single Market Act II (SMA II) have both defined as a key element the need to overcome barriers in the digital world and thus act as a driver for growth. It is not enough to have very good e-solutions developed within member states if they are useful only for their own citizens. It can even be seen as discriminatory and contradicts with the logic of an increasingly mobile world. A fully functioning Digital Single Market will require that all persons (including legal persons) are able to operate in the digital space across borders. In order to address the challenges of the Digital Single Market, the European Commission has prepared the Digital Single Market Strategy. There is a need for bilateral discussion between neighbouring member states to select policy areas where cross-border services give the most value, based on their current socio-economic situation and ongoing relations between countries in an interoperable way (by organizational needs and technical needs – European Interoperability Framework). The goal of the current flagship is to foster the introduction of new cross-border services in the Baltic Sea region. Tasks of the project are to facilitate discussions between member states in the Baltic Sea region to understand the needs for cross-border services from specific neighbouring member states points of view, analyse the possibilities to implement cross-border

services using existing infrastructure or by expanding local solutions across borders, sharing experiences about solutions for cross-border services and select areas where additional resources are required for overcoming existing barriers. Lead partner: Estonia. Deadline: for progress review December 2016.

PA NUTRI

Nutrient Trading Scheme – NutriTrade. NutriTrade develops new innovative policy instruments promoting cost-effective, cross-border, cross-sector nutrient reduction measures in the Baltic Sea basin. The project will pilot a platform for nutrient trading, nutrient offsets and joint implementation of nutrient reduction targets in Baltic Sea area. In the pilot scheme, several proven nutrient abatement measures will be implemented, resulting in phosphorus load reductions of up to 50 t/a. At the same time, the project will develop 1) credible nutrient offset verification mechanisms, and 2) assessment mechanisms to find and support innovative but proven and verifiable nutrient reduction methods which have not yet become market-driven or integrated into governmental policies. The lessons learned in the pilot scheme will be used for analysing nutrient trading as a water policy instrument on a national level, and also for the analysis of a Baltic Sea wide inter-governmental nutrient trading. Based on these, NutriTrade will produce policy recommendations for the Baltic Sea region. The flagship involves six partners from Belarus, Finland and Sweden. Lead partner: John Nurminen Foundation, Finland. Funding: EUR 2.25 million (total ERDF budget). Deadline: duration 2015-2018 if approved in the 1st call for applications in the Interreg Central Baltic Programme.

Baltic Blue Growth (BBG) – Initiation of full scale mussel farming in the Baltic Sea. The project with all its stakeholders will set up a successful mussel farming value chain, the aim is to develop an integrated territorial industrial production of blue mussels and establish commercially viable production of fodder. To achieve this, suitable farming techniques will be developed for the Baltic Sea region conditions and a mussel meal industry will be developed. All the above mentioned will take place in close cooperation with policy makers on regional and national level and in line with current legislation. The aim is to produce supportive policy instruments. The project will also investigate the use of combined mari-cultural systems, where mussels may mitigate negative nutrient effects of fish farming. A system for allowing payment for the service ‘nutrient uptake’ needs to be created, a task that the project will try to solve. The flagship involves 20 partners from Denmark, Estonia, Finland, Germany, Latvia and Sweden. Lead partner: Östergötland Country Council, Sweden. Funding: about EUR 5.97 million (total ERDF budget). Deadline: duration 2016-2018 (36 months) if approved by the 1st call for applications in the Interreg Baltic Sea Region Programme.

Sustainable communal waste-water management in the Baltic Sea Region – SUWMAB. The project addresses good practice for wastewater management at communal and individual level. Results of the project will be (i) awareness raising of the need and solutions in wastewater management in rural areas

(ii) wider use of cheap and easy to maintain constructed wetlands, and their better adaptation to meet the local needs/conditions. The flagship involves 11 partners from Denmark, Finland, Lithuania, Poland and Sweden. Lead partner: Gdansk University of Technology, Poland. Funding: EUR 2.58 million. Deadline: duration 2016-2018 (36 months) if approved by the 1st call for application in the Interreg Baltic Sea Region Programme.

Baltic Rural Wastewater – BaRuWa. The BaRuWa project addresses challenges related to a lack of appropriate wastewater treatment (WWT) in rural areas in the Baltic Sea region, insufficient know-how of available technologies, public perception, and barriers for market development. For improved surface water quality, there is need for implementation of state-of-the-art WWT technologies, adapted to the diverse socio-economic conditions in rural areas of Baltic Sea region. The activities are grouped in work packages: Regional Status Mapping, Technology Evaluation, Public Perception Improvement, and Market Capacity. Most activities address the issues on the Baltic Sea region level (transnationally). The results enhance the institutional capacity of the potential customers (e.g. farmers, households, and municipalities), service providers in the value chain, and local authorities. The flagship involves eight partners from Denmark, Estonia, Finland, Germany, Poland and Sweden. Lead partner: POMInnO Sp.zo.o, Poland. Funding: around EUR 3-4 million. Deadline: duration 36 months (estimated).

Enhancing efficiency of small wastewater treatment plants – SmallWWTPs. Small municipal waste water treatment plants possess a large and fairly easily achievable nutrient reduction potential. The main focus of this initiative is to enhance the capacity of public authorities and practitioners to target investments on improving wastewater management by providing information on the most cost efficient technologies for nutrient removal in small wastewater treatment plants (300 – 3000 persons). Three pilot investments will be realized and promoted. The flagship involves six partners from Finland, Latvia, Lithuania and Poland. Lead partner: Turku University of Applied Sciences, Finland. Funding: around EUR 2.0 million. Deadline: duration 2016-2018 (36 months) if approved in the 1st call for applications in Interreg Baltic Sea Region Programme.

Better efficiency for waste water treatment – Project Best. Project Best tackles eutrophication by preventing the phosphorus discharges through concrete pilot investments, training and transferring best practises. The project also aims at better control of industrial discharges by jointly developing sustainable cooperation and optimal treatment for industrial discharges with municipal authorities, water utilities and industrial companies and cut down the load of nutrients and hazardous substances to the Baltic Sea.

Furthermore, the project promotes the exchange of good practices. The project stresses the importance of transnational cooperation and supports wastewater treatment plants (WWTPs) in the Baltic Sea

region to further improve their WWTP performance and reach the HELCOM (Baltic Marine Environment Protection Commission) standards in outgoing wastewaters (0,5 mg P/l). The pilot actions and investments will be applicable in all WWTPs to solve similar challenges focused in the project, thus benefitting the whole Baltic Sea region. The flagship involves eight partners from Estonia, Finland, Germany, Latvia and Poland. Lead partner: City of Helsinki, Environment Centre, Finland. Funding: about EUR 4.3 million. Deadline: duration 2016-2018 (36 months) if approved by the 1st call for applications in the Interreg Baltic Sea Region Programme.

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

The flagship includes 17 partners from Estonia, Finland, Germany, Latvia, Lithuania Poland and Sweden. The project also has associated partners including partners from Belarus and Russia. Lead partner: Union of the Baltic Cities, Sustainable Cities Commission c/o City of Turku (FI). Funding: about EUR 4.6 million. Duration: Mars 2016 – February 2019 (36 months) if approved in the 1st call for applications the Interreg Baltic Sea Region Programme.

PA SAFE

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

Winter Navigation Motorways of the Sea (WINMOS) – ensure Safe and Efficient Winter Navigation in the Baltic Sea region. The project aims to improve the efficiency, safety and environmental performance of winter navigation in the Baltic Sea. It aims to meet current and future challenges by ensuring appropriate icebreaking resources for the Baltic Sea region and developing cooperative

actions to improve the functionality of the winter navigation system. The action will develop and adapt the winter navigation system for the benefit of all stakeholders involved in trade and maritime transport in the Baltic Sea area. It includes further cooperation between ice breaking authorities, resource planning, as well as upgrading and renewal of the necessary icebreaking resources. Lead partner: Swedish Maritime Administration. Deadline: 31 December 2015.

MONALISA 2.0. The aim of MONALISA 2.0 is to contribute to the continuous improvement and development of efficient, safe and environmentally friendly maritime transport through a series of measures in accordance with the EU's transport policies. MONALISA 2.0 is a concrete step in the further development of the Motorways of the Sea concept. Through concrete pilot projects and studies, the deployment of new maritime services and processes will be promoted. Lead partner: Swedish Maritime Administration. Funding: EUR 24.0 million. Deadline: duration 2012-2015.

Enhanced Situational Awareness to Improve Maritime Safety in the Baltic – ESABALT. The primary goal of the ESABALT project is to study the feasibility of implementing a software platform for maritime information crowdsourcing in order to enable cross-border cross-sector cooperation and therefore enhanced maritime safety, security, environmental monitoring and emergency response in the entire Baltic Sea region. ESABALT aims to integrate latest technological advances in sensing, positioning, e-Navigation, Earth observation systems and multi-channel cooperative communications. The project involves four partners from Finland, Poland and Sweden. Lead partner: Finnish Geospatial Research Institute. Funding: BONUS about EUR 374 500. Deadline: spring 2016. Link: <http://www.fgi.fi/esabalt/>.

Efficient, Safe and Sustainable Traffic at Sea II – EfficienSea 2.0. The aim of EfficienSea 2 project is to improve navigational safety and efficiency as well as emergency response, to decrease administrative burdens and improve environmental monitoring and enforcement. The development of a Maritime Cloud – a communication framework for both e-Navigation and e-maritime – is central, as is the maturing of emerging communication technologies improving ships connectivity. The project will showcase e-navigation services in the Baltic and in the Arctic while contributing to upgrade of international maritime safety regimes. The project has 32 partners from twelve countries including eight Baltic Sea region countries. Lead partner: Danish Maritime Authority. Funding: total project budget is EUR 11.5 million of which EUR 9.8 million is EU funding (Horizon 2020). Deadline: April 2018.

Vessel Triage. The project aims at developing a categorisation and risk identification system for vessels in ship accidents. A uniform international categorisation system describing the safety status of a vessel is necessary in order to assess the seriousness of the vessel's situation and to facilitate decision-making regarding search and rescue. Categorisation enables rapid identification of the key

operational risks and a commensurable vessel status in order to guarantee appropriate search and rescue (SAR) and further operations. The goal of the system is to facilitate the maintenance of situational awareness between the authorities and the distress vessel and enhance the communications between them. Categorisation would make the cooperation between SAR services and various actors significantly more effective – both nationally and internationally. The flagship involves seven partners from Denmark, Estonia, Finland, Germany, Latvia, Poland and Sweden. Lead Partner: Finnish Border Guard. Funding: Ministry for Foreign Affairs of Finland. Deadline: the implementation phase is July 2014 to 30 June 2015. After the implementation phase the project will continue as a ‘process’. Link: <http://www.raja.fi/vesseltriage>.

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

Prior to the project there was little contact among the national diving capacities (totalling 631 persons in Sweden). Today one is currently looking into the possibility of a common national diving and training centre, for all divers employed in the public sector, which is a win-win situation no one could have anticipated two years ago. The DiveSmart Baltic addresses the similar situation around the Baltic Sea. Today, there is little cooperation, documented and available information on capacities and resources, very little knowledge of each other’s – or jointly developed – mobilization-strategies, and no regular and recurring meetings/table tops or exercises. As an accident in the open part of the Baltic Sea would demand the response capacities of several countries, and as in the case of accidents the possibilities of rescuing people in water or trapped underwater depends on careful planning and training, a coordination of the above would benefit the crisis preparedness by reducing the response time due to familiarity with equipment, routines and mobilization, and thus raise the safety and security level in the Baltic Sea region.

A Draft Concept Note has been sent to the first call of the Interreg Baltic Sea Region Programme. The core partnership consists of Swedish, Finnish, Polish and Danish partners; both from the public and private sector and covers approximately 2000 professional divers around the Baltic. Lead partner: Swedish Coast Guard. Funding: about EUR 3.2 million. Deadline: the project, if successful in the application process, will start in January 2016 and is scheduled to be completed in December 2018.

Finalising Surveys for the Baltic Motorways of the Sea – FAMOS. The FAMOS project aims at improving safety of navigation in the Baltic Sea by increasing hydrographic survey efficiency. This will enable the participating countries to map the remaining areas of interest for commercial shipping in the Baltic Sea according to the BSHC/HELCOM harmonized re-survey plan. Resurveying of the Baltic Sea with modern technology is expected to bring about a number of advantages for safer and more efficient shipping. In addition, the collected data will also be useful for other maritime applications, such as planning of wind energy or environmental protection. The FAMOS project would help to carry out in practise resurveying of a large share of the remaining areas where resurveying ought to be conducted. The Hydrographic Offices of the following countries participate in FAMOS: Sweden, Finland, Estonia, Latvia, Germany and Denmark (tbc). Lead partner: Swedish Maritime Application. Funding: Connecting Europe Facility (CEF) transport funding anticipated, CEF priority project 21, Motorways of the Sea. The total budget of the project is still unknown. Deadline: the FAMOS project covers the time period 2014 to 2020.

Sea Traffic Management Validation. Sea Traffic Management (STM) aims to form a common standardized information sharing environment for actors in the maritime domain. Built on these standards, the concepts of Voyage Management, Flow Management, Port Collaborative Decision Making (CDM) and SeaSWIM have been identified. Under Voyage Management, a multitude of services are envisaged improving support to individual ships in both the planning and executional phases of a voyage. Flow Management concerns services supporting both land organizations and ships in optimizing the overall traffic flow through areas of dense traffic or particular navigational challenges. Port CDM aims at increasing the ability to determine the accuracy of port approaches by and for involved actors by improved sharing of information and collaborative decision making in the process of port calls and departures. SeaSWIM ensures an efficient exchange of information between the actors in the maritime domain. STM services have a great potential in overcoming many of the challenges of communication and information sharing between actors at sea and on land. The flagship involves 11 partners from Denmark, Finland, Italy, Norway, Spain, Sweden and United Kingdom. Lead partner: Swedish Maritime Administration. Funding: INEA CEF (Ten-T MOS). Project budget: approximately EUR 43.0 million; 50% co-financing from the EU (CEF Call for Proposals, which was closed in February 2015). Deadline: 2018.

PA SECURE

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

HAZARD enables better preparedness, coordination and communication, and more efficient actions to reduce damages and loss of life in emergencies and handling of post-emergency situations by improving: 1) harmonization and implementation of safety and security codes, standards and regulations; 2) interoperability of resources through joint exercises; 3) communication between key actors and towards the public; 4) use of risk analysis methods; and 5) adoption of new technologies. The flagship involves six partners from Denmark, Finland, Germany and Sweden. Lead partner: University of Turku, Finland. Funding: about EUR 5.0 million. Deadline: duration 2016-2018 (3 year project period).

From GAPS to CAPS – Risk Management Capability on GAPS Identification in the Baltic Sea Region (BSR). The project From Gaps to Caps “Risk Management Capability Based on Gaps Identification in the BSR (From Gaps to Caps)” will contribute to the implementation of a macro-regional civil protection strategy and a joint macro-regional prevention and preparedness approach towards major hazards and emergencies as set forth under the Priority Area Secure in the Action Plan for the European Union Strategy for the Baltic Sea Region (EUSBSR). It will build on the results of the project EUSBSR 14.3 on Macro-regional Risk Scenarios and Gaps Identification – implemented during 2012–2013. The project includes the formulation of a methodology for risk management capability assessment for the BSR. The flagship involves 11 partners from Denmark, Estonia, Finland, Germany, Iceland, Latvia, Lithuania, Norway Poland, and Sweden. Lead partner: Fire and rescue Department, Ministry of the Interior of Lithuania. Funding: about EUR 632 000 of which EUR 474 000 or 75 pct. was co-financed by DG ECHO. Duration: 24 months (January 2015 – December 2016).

BaltPrevResilience – Baltic Everyday Accidents, Disaster Prevention and Resilience. BaltPrevResilience is created as a response to the multiple everyday accidents that occur in the Baltic Sea region. The project aims to prevent such accidents and reduce their impacts by improving the prerequisites for collection and analysis of impact and response data at the local level. The project aims to establish a network/forum for joint analysis of statistic data within the field of fire prevention through expansion of the existing Nordstat cooperation and to find best practices in capturing evidence based data and dissemination of resulting accident profiles. The flagship involves seven partners from Denmark, Estonia, Finland, Latvia, Poland, and Sweden. Lead partner: Swedish Civil Contingencies Agency (SE). Funding: about EUR 564 000 of which 75 pct. or EUR 423 000 is co-financed by DG ECHO. Duration: February 2014 – January 2016.

TRACE – Trafficking as a Criminal Enterprise is a transnational project which creates a conceptual map of the human trafficking industry to develop a preliminary understanding of the way in which human trafficking has been defined and framed in Europe. The project seeks to understand the relationship between the human trafficking business and the broader organized crime trade. It looks at the geographical and modus operandi trends within the industry and examines the specific

characteristics of individuals involved in the trafficking industry. To complete the analysis TRACE looks at the factors that have influenced the operation of the trafficking industry. TRACE is unique in that it also explores the role of technology in the modus operandi used by traffickers within the European context. The project results are policy recommendations for combating human trafficking, stakeholders' engagement workshops and a handbook "Trafficking in human beings: analysis of criminal networks for more effective counter-trafficking".

The activities of the project are implemented in the three Baltic Sea region states of Latvia, Poland and Sweden complemented by Bulgaria, Romania (both in EU Strategy for the Danube Region), and Cyprus, the Netherlands, and United Kingdom. The flagship involves nine partners from Latvia, Poland and Sweden. Lead partner: Trilateral Research & Consulting (UK). Funding: The project has received funding of about EUR 1.0 million from the European Union's 7th Framework Programme for research and technological development. Duration: TRACE is a 2-year project; it will run to April 2016.

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

The Main School of Fire Service in Warsaw, Poland (SGSP) together with the Swedish Civil Contingencies Agency (MSB), the Swedish Institute and the CBSS Secretariat cooperate on the Baltic Leadership Programme in 2015. The future of the programme will be discussed during the coming Directors General for Civil Protection authorities meeting to be organized by Poland in the spring of 2016. The proposal is to institutionalize the programme and it will be rotated between the member states and launched every other year. Lead partner: Swedish Institute. Funding: The Baltic Leadership Programme in Civil Protection is financed by the Swedish Institute. Depending on the target group and number of modules the cost is between EUR 15 000 and EUR 70 000. Duration: The aim is to institutionalize a permanent Leadership Programme which will be rotated between the member states and launched every other year.

Comprehensive and sustainable child protection is a series of activities and actions lead by the Children's Unit at the Council of the Baltic Sea States (CBSS) Secretariat. Focus areas include: promoting child rights including child-friendly justice, early intervention and prevention, protecting children from sexual abuse and exploitation, protecting migrant children and child victims of

trafficking, and ensuring the rights of children in alternative care. A multi-sectorial approach and cooperation among relevant authorities and other stakeholders both nationally and across borders is necessary to ensure the protection of people crossing borders. In cooperating transnationally to promote a multi-sectorial approach, these activities aim to prevent and respond to violence, abuse, neglect and exploitation of children. Training modules, guidelines, research, exchanging lessons learned and best practices are regularly produced which are frequently used and applied by stakeholders working in child protection in the region and well beyond to improve their understanding, capacity, processes and regulations.

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

Turnstone – Northern European Project Against Cross Border Crime in the Baltic Sea Region.

Project Turnstone aims at enhancing law enforcement cooperation between border agencies (Police, Border Police, Border Guard and Coast Guard organisations in Sweden, Estonia, Finland, Latvia, Lithuania and Poland) in the Northern Baltic Sea region. The project focuses on the major transport hubs in the region, thus having contact points in Stockholm, Helsinki, Riga, Tallinn, Klaipeda and Gdansk. The enlargement of the Schengen area in 2007/2008 resulted in many changes in the structures of international cooperation both in the old and new Schengen states and created a need for the border agencies to initiate compensatory measures and new models of cooperation. Today there is a need for regional approaches and new platforms of cooperation, especially in border regions, in order to combat the criminality and organised criminal groups attracted to the region. Project Turnstone addresses these issues by aiming to increase mutual trust and understanding between the border agencies and their officials at all levels, streamline operative day to day cross border cooperation between border agencies, increase interaction between law enforcement agencies and the academic community, create effective and adaptable work methods while safeguarding the right to freedom of movement and improve social and cultural knowledge between and within the border agencies. The flagship involves 10 partners from Estonia, Finland, Latvia, Lithuania, Poland and Sweden. Lead partner: The Swedish Police Authority (SE). Funding: about EUR 498 000 (incl. contribution from co-beneficiaries and prevention and fight against crime (ISEC)). Duration: January 2014 – December 2015.

MOCG – Strengthening the fight against Mobile Organized Crime Groups from the Baltic Sea Region. The project is to tackle mobile organized criminal groups. Expected results of the project

include 20 operational and several smaller meetings directly linked to ongoing judicial investigations, better cooperation (increased trust) between involved member states, the development of innovative investigation techniques and the setting up of several joint investigation teams. The outcome of project will strengthen the overall security in the Baltic Sea region (BSR) and in particular the protection of citizens' property. This will improve the sense of security amongst citizens and businesses. The project will contribute to dismantling organized crime groups and enhancing public safety in the BSR.

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

STROM and STROM II – Strengthening the Role of Municipalities in the Work against Trafficking in Human Beings in the Baltic Sea Region

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

trafficking as well as to raise awareness of local stakeholders and to foster better cooperation between municipalities in the BSR. The flagship involves seven partners from Estonia, Latvia, Lithuania, Norway, Poland, and Sweden. Lead partner: The project is coordinated jointly by the Ministry of the Interior (LV) and the CBSS (SE) secretariat Funding: about EUR 105 000. The project is funded by the CBSS Project Support Facility, Swedish Institute and the Ministry of Interior (LV). Duration: November 2014 – October 2015.

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

The project will substantially improve strategies used by the municipalities to fight human trafficking and provide assistance to victims of trafficking as well as to raise awareness of local stakeholders and to foster better cooperation between municipalities in the BSR. The flagship involves 11 partners from Estonia, Latvia, Lithuania, Russia and Sweden. Lead partner: The CBSS Task Force against Trafficking in Human Beings and Nordic Council of Ministers. Funding: about EUR 300 000. Duration: The project is expected to commence in 2016 and the duration of the project is 16 months.

PA SHIP

Build competences on Liquefied Natural Gas (LNG) installations in the region (MarTech LNG – Marine Competence, Technology and Knowledge Transfer for LNG in the South Baltic Sea region). The project aims to ensure that knowledge of LNG technology is transferred to the countries in the region that are currently building LNG terminals. It is important to ensure capacity building and to transfer knowledge on the topic to companies in the region, in order to ensure that future operation and maintenance can be done locally. The project addresses the potential supply chain of small-and medium-sized enterprises in the region that have an opportunity to gain competence in LNG technology during the construction of LNG terminals, as well as scientific institutions. The anticipated result is a regional cluster with competence on LNG that can utilize business opportunities offered in the emerging LNG market. Lead partner: Klaipeda Science and Technology Park, Lithuania. Deadline: June 2015. Link: www.golng.eu.

Indexing the environmental impact of vessels. Market actors, such as cargo owners and banks, increasingly influence the logistic chains. The drivers are efficiency and costs, but also reliability and sustainability. In the Clean Shipping Index database ships and ship owners are ranked in accordance to their environmental performance. In order to minimize their corporate environmental footprints, cargo owners use the information from the Clean Shipping Index during the procurement of sea transport. Good environmental performance may become a requirement when providing loans for new ships by banks. Especially in the Baltic Sea region there is a need for banks and investors to address environmental performance when financing new ships, in light of the new tighter rules for ship emissions. The project has already close to 50 shipping companies involved and nearly 2000 vessels are indexed. The intention is to expand the cargo owner network, to include an environmental assessment in the loan approval process of banks when financing new ships, attract more shipping companies and simultaneously extend the concept to other parts of the world with a view to becoming a self-sustaining organisation in 3-5 years. Lead partner: Clean Shipping Network Association. Deadline: May 2016.

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

Environmental Impact of Low Emission Shipping: Measurements and Modelling Strategies – EnviSuM. EnviSuM aims to bridge knowledge gaps related to technical efficiency and socio-economic impacts of the different clean shipping solutions and of their capacity for complying with the environmental regulations. EnviSuM addresses measurement and modelling strategies to assess present and future cost, health and environmental effects of ship emissions in view of the IMO emission regulations. The societal impact of emission reductions will be investigated both on the city and the regional scale. Available measures, (i.e. fuels and abatement techniques) to meet the emission reduction targets will be considered and their performance and compliance assessed. The flagship involves 11 partners from Denmark, Finland, Germany, Norway, Poland, Russia and Sweden. Lead Partner: University of Turku, Finland. Funding: about EUR 3.5 million incl. Russian partners’ own

funding. Deadline: duration 36 months (2016-2018 if approved by the 1st call for applications in the Interreg Baltic Sea Region Programme).

Compliance monitoring for Marpol Annex VI – CompMon. CompMon aims to pilot a new paradigm in the enforcement of International Maritime Organization (IMO) regulations, i.e. the remote monitoring of compliance with MARPOL Annex VI regulations in support of control authorities, and produce actionable information (e.g. risk ratings, alerts), which can be used by national control authorities to target on-board inspections cost-efficiently to those ships that most likely are non-compliant with IMO MARPOL Annex VI regulations. CompMon will achieve this by the use of remote sensing and sampling methods to determine the compliance of individual vessels, in particular the sulphur content in fuel. While it is expected that the CompMon information would be complemented with other evidence for legal proceedings, CompMon information would have an auditable trail to the degree determined by the authorities. The flagship involves 11 partners from Finland, Sweden, Denmark and Germany from the Baltic Sea region, as well as Belgium and the Netherlands from the North Sea Region. Lead partner: Finnish Transport Safety Agency. Funding: estimated combined national funding by 2016 is over EUR 4.0 million. EU co-financing sought through e.g. the Connecting Europe Facility. Deadline: December 2016 (first phase).

Managing the invasive alien species risks at the Baltic Sea: Novel tools to support the ratification of the Ballast Water Management Convention – BallastRISK. BallastRISK will improve the methods for assessing the risks related to invasive alien species that have not yet established their populations in the Baltic Sea area. A decision support tool will be developed for the search of most cost-effective ballast water treatment method given the characteristics of a ship. Also, the risk assessment tool of HELCOM (Baltic Marine Environment Protection Commission) and Convention for the Protection of the marine Environment of the North-East Atlantic (OSPAR), used by the authorities e.g. for the evaluation of the exemptions, will be further developed, and current invasive alien species management practices will be evaluated. The project will develop practical tools to support informed and transparent decision making of both ship owners and authorities when the Ballast Water Management Convention enters into force. The flagship involves seven partners from Finland, Sweden, Latvia and Lithuania. Lead Partner: Kotka Maritime Research Association, Finland. Funding: about EUR 2.6 million. Deadline: 36 months (2016-2018 if approved by the 1st call for applications in the Interreg Baltic Sea Region Programme 2014-2020).

PA TOURISM

Intermodal Tourism Mobility in Rural Areas affected by Demographic Change fostering Capacity Building for Sustainable Transport and Tourism Stakeholders – MIRA. The supply of public transport services in rural areas of the Baltic Sea region is negatively affected by demographic change,

also resulting in a lack of tourism mobility to and within these regions. To overcome the shortcoming for rural tourism in the Baltic Sea region the project will:

- establish a transnational dialogue on transferable pilot solutions, peer-reviewing and capacity building among town and regional and transport planners, transport providers, tourism stakeholders and NGOs;
- pool resources of tourism and transport stakeholders, foster cooperation and bundle information on public and private transport alternatives to get a smarter and more attractive transport situation to the benefit of all;
- establish cooperation among urban and rural areas for access to rural tourism destinations from urban tourism hotspots;
- build capacities of tourism businesses to develop products that combine tourism offers with sustainable transport modes in rural tourism regions;
- develop smart solutions to improve tourism and everyday cycling to and within rural areas.

The project involves 20 partners from eight countries of the Baltic Sea region and develops tools and solutions that are relevant for even more rural areas beyond the partnership. The partnership will organise know-how-exchange conferences, peer-review visits and joint study trips. Furthermore comparable analyses will be carried out as well as joint benchmark studies, joint planning of test pilots and joint evaluations of the lessons learned. Lead partner: City of Västerås, Sweden. Funding: about EUR 4.2 million. Deadline: duration 36 months.

Baltic Sea Tourism Center. The overall objective is to set up a self-sustaining governance structure called Baltic Sea Tourism Center (BSTC) whose area of responsibility focusses on the implementation of strategic and operational activities under the EUSBSR for tourism. The BSTC will serve as a liaison office associating the key stakeholders for sustainable and responsible tourism development and cooperation in the Baltic Sea region. It will represent the common interests of business, academia and politics. Major operational tasks are to develop and implement joint long-term tourism marketing strategies, promote the image and awareness of the Baltic Sea region as a coherent travel destination and to elaborate, support and cluster tourism projects and initiatives to strengthen the Baltic Sea region cooperation. The BSTC further aims to facilitate the conversion of projects, projects results and temporary networks into sustainable long-term processes.

Key tourism stakeholders as pillars of the BSTC are national and regional marketing and development organizations as interfaces between politics, economics/business and science; policy area Tourism under the EUSBSR; relevant enterprises from the sector. Associated and committed partners of the BSTC are national and regional ministries and authorities, institutions, organizations and enterprises of a macro-regional importance, which contribute to and represent the aims and objectives of the BSTC. The BSTC is seen as a long term process and should be established as a self-sustaining governance structure. The project involves partners from Germany, Denmark, Sweden and Poland. Lead partner:

Mecklenburg-Vorpommern Tourist Board, Germany. Funding: start-up financing is estimated at around EUR 2.0 million. Deadline: tbd.

PA TRANSPORT

Continuous implementation of Core Network Corridors:

- Baltic-Adriatic;
- North Sea-Baltic;
- Orient/East-Med;
- Scandinavian-Mediterranean.

Completion of major infrastructure projects along the Corridors, including:

Scandinavian-Mediterranean:

- upgrading of road, rail and maritime infrastructure in Sweden and Finland across borders on the multimodal corridor;
- Fehmarnbelt Fixed Link between Denmark and Germany with the improved rail/road access to from Copenhagen and Hannover/Bremen via Hamburg (a part of Green STRING Corridor);
- railway axis Stockholm-Malmö-Copenhagen-Hamburg-Innsbruck-Verona-Palermo (Rail freight corridor No 3).

North Sea-Baltic:

- Rail Baltica linking Poland, Lithuania, Latvia and Estonia (as well as Finland through a rail-ferry service);
- Via Baltica highway (Poland, Lithuania, Latvia and Estonia);
- Actual activities (to specify) along the Rail freight Corridor No 8;
- Railway line Riga to Ventspils;
- Railway line Klaipėda-Kaunas-Vilnius.

Baltic-Adriatic:

- Railway axis Gdańsk-Warsaw-Brno/Bratislava-Vienna (Rail freight Corridor No 5);
Motorway axis Gdańsk-Brno/Bratislava-Vienna;
Expressway axis Świnoujście Szczecin-Wrocław-Brno/Bratislava-Vienna.
- Railway axis Świnoujście/Szczecin-Wrocław-Brno/Bratislava-Vienna.

Projects and issues on the comprehensive networks of cross-border dimension

Lead partner: respective member states. Deadline: for progress review 2018.

Using cooperation with the Northern Dimension Partnership on Transport and Logistics (NDPTL).

The Steering Committee will engage with Ministries and NDPTL's Secretariat with the aim to review

and identify appropriate priorities in terms of projects in areas of infrastructure, interoperability and border crossing facilitation that could strengthen the transport system, primarily in the Baltic Sea area. The list of projects will be elaborated and annexed to the Action plan formally at the earliest revision occasion. Lead partner: NDPTL secretariat. Deadline: for review 2016.

Development of green corridors network implies an effective implementation of EU regulations, restrictions and incentives. The main aim is to make the transport system efficient and effective thus reducing the external effects, emissions, noise, accidents and congestion (several green corridor projects and initiatives as e.g.: COINCO North II, GreCor, the cluster of transport projects on sustainable, multimodal and green transport corridors). Lead partner: member states and project leaders. Deadline: 2020.

Development of alternative fuels infrastructure is a multilevel process, through requirements and targets to be set on the member state level, and reinforced through private investments and research projects at regional and local level.

Baltic Motorways of the Seas network links the Baltic Sea member states with member states in Central and Western Europe through sustainable transport links, including the route through the North Sea, Kiel Canal and Danish straits. Essential elements in the Motorways of the Sea projects are, inter alia, improved road and rail infrastructure that links the port with the hinterland, improved infrastructure within a port, ITS solutions, environmental measures and activities related to winter navigation. Several Motorways of the Sea projects are currently running (in particular Karlshamm – Klaipeda link, as well as the Karlskrona-Gdynia links). Lead partner: Baltic Motorways of the Sea Task Force. Deadline: for progress review 2018.

Easy Way programme (use of intelligent transport systems for more efficient transport operations, e.g. deployment of ITS Services on Trans-European Transport Network (TEN-T) in the Baltic Sea region in order to facilitate passenger and freight transport). Lead partner: Baltic Easy Way Partners Steering Group. Deadline: tbd.

Horizontal actions

HA CLIMATE

BSR Dialogue Forum on Energy and Resource Efficiency – EFFECT. EFFECT's main aim is to map, foster and communicate good practice solutions that attract and enable cities, villages and Baltic Sea region sub-regions as well as other relevant actors from the local, regional, national and pan-Baltic level to jointly develop and implement policies and concrete actions on becoming more energy and resource efficient, sustainable and resilient, while stimulating a greener economy. In the long term these activities will contribute to the promotion of the whole Baltic Sea region as a 'Green Region'

and to promote energy efficient housing. The project contributes in particular to exchanging knowledge and good practices on environmentally friendly city management practices and maps successful solutions in implementing intelligent local sustainable energy policies that create stable local jobs and increase citizen's quality of life and address crucial social issues. Lead partner: Council of the Baltic Sea States Secretariat – Baltic 21 Unit. Deadline: August 2015.

Baltic Sea Region Urban Forum for Smart Cities – BUF. The objective of BUF project is to strengthen the innovation capacities of Baltic Sea region local authorities and related innovation actors for the implementation of sustainable urban development by providing the model and tools for smart city profiling and early dialogue throughout the Baltic Sea region. The underlying rationale for this project is that cities and towns are increasingly becoming focal points for development and application of new technologies and innovations and it is particularly important to support cities and towns in pursuing innovations that enable green growth and sustainable development. The project helps to identify, adapt and multiply good practices in order to build capacity and exchange knowledge, thus enabling the cities to become truly smart. This will happen by facilitation of dialogue, experience sharing and joint action on identification and application of existing and new green technologies and/or social innovations in urban areas. Lead partner: Smart City Lab. Funding: EUR 3.4 million. Deadline: 36 months 2016 to 2018 (if approved in the first call for proposals for Interreg Baltic Sea Region Programme). Link: <http://smartcitylab.eu/buf/>.

Building regional nodes for increased engagement and provision of solutions on Energy Efficiency in buildings – BuildingEFFECT. The potential for increased energy efficiency in private and public buildings is great. Nearly 40% of the energy consumption appears in buildings and the uptake of energy efficiency solutions is low due to common challenges. BuildingEFFECT aims to address the challenges by a joint systematic approach. Regional BuildingEFFECT Nodes will be formed to create regional commitment and engagement. The Nodes will actively be supported in its construction by a transnational BuildingEFFECT Forum to ensure functionality. The Nodes and the Forum consists of stakeholders from the whole building chain and require multilevel governing to reach results. Regional Action Plans will be developed, matched with best available solutions, continuously evaluated by the Forum and provided with action proposals and expert input by the Forum to ensure high quality impact. And so provide enhanced capacity in energy planning of private and public actors to ensure increased energy efficiency in buildings. Lead partner: County Board of Dalarna, Sweden. Funding: EUR 2.4 million. Deadline: 36 months (if approved in the first call for proposals for Interreg Baltic Sea Region Programme).

Urban bio-waste to renewable energy through regional cooperation RECO Waste to Biogas – W2B. The long term vision is to reduce the considerable dependency on fossil fuels for heating processes and transport in the Baltic Sea region. This project will focus on the economic presumptions for the

biogas sector. The aim is to increase the amount of bio-waste under municipal responsibility sent to biogas treatment. The reason for focusing on the economic part is that earlier results show that in many cases the insecure profitability is the largest barrier to overcome. There is a need to find the proper economic incentives as well as designing Baltic Sea region common policies in this area. The project aims to encourage individuals, communities and businesses to engage in biogas generating at all scales. Lead partner: IVL Swedish Environmental Research Institute. Funding: EUR 3.0 million. Deadline: duration 36 months.

Urban flood management to decrease discharge of hazardous substances into the Baltic Sea – ClimUrban. The ClimUrban project enhances the capacity of cities and municipalities to decrease the discharge of hazardous substances from urban areas to the Baltic Sea. Floods affect sources of hazardous substances such as man-made fillings and contaminated soils and lead to their discharge. Large cities in the Baltic Sea region are growing both in size and density. The combination of increasing precipitation, due to climate change, and additional artificial and sealed surfaces increases flash floods in urban areas. Measures in urban areas to reduce urban flood hazards have so far focused on water amounts but disregard hazardous substances. The flagship involves nine partners from Denmark, Finland, Germany, Latvia, Lithuania, Poland and Sweden.

The ClimUrban project develops innovative measures to mitigate this problem. The methodology is developed on a transnational basis, pilot areas serve as best practice examples and test studies are envisaged. The transnational methodology is reviewed in an external project circle. Guidelines ensure the applicability of the methodology in the Baltic Sea region and the EU. Lead partner: Geological Survey of Finland. Funding: about EUR 4.21 million. Deadline: duration 36 months.

BSR Climate Change Dialogue Platform. The platform is following-up the further implementation of the EUSBSR and its action plan to adaptation to climate change, as developed by the EUSBSR flagship Baltadapt. Thereby, the process contributes to the implementation of EU climate policies, promotes cooperation in the area of climate change adaptation, informs about policy development, catalyzes exchange of information and/ or best practices, fosters synergies among existing initiatives, explores further cooperation opportunities and contributes to the identification and development of concrete joint initiatives and/ or activities by:

- contributing to the implementation of the relevant EU, macro-regional strategies and the Council of the Baltic Sea States (CBSS) declarations and chairman's conclusions agreed by member states;
- providing a platform to stimulate exchange of experiences, best practices in climate change adaptation and harmonizing policies and measures, also considering relevant mitigation, low emission and energy efficiency instruments, where applicable;

- elaborating a shared understanding of common cross border challenges in climate change adaptation, in order to address international, national and sub-regional concerns;
- fostering the elaboration, implementation, monitoring and/ or revision of national and sub-regional adaptation plans;
- ensuring and facilitating cooperation between CBSS member states, the Baltic Sea sub-regions and the science in order to pool knowledge, experiences and resources in adapting to a changing climate for increased climate resilience;
- catalyzing the identification and development of concrete projects, initiatives and activities related to climate resilient development.

Participating organisations are relevant national ministries from Estonia, Finland, Germany, Latvia, Lithuania Norway, Poland, Sweden, Poland and Russia as well as representatives of the regions of Mecklenburg-Western-Pomerania and Schleswig Holstein in Germany. Relevant pan-Baltic organisations like VASAB (Visions and Strategies around the Baltic Sea), Union of Baltic Cities (UBC), Baltic Sea States Sub-regional Cooperation (BSSSC), Barents Euro-Arctic Council (BEAC), Baltic Sea Parliamentary Conference (BSPC), Conference of Peripheral Maritime Regions of Europe (CPMR) and Nordic Council of Ministers (NCM; Tallinn Office) also participate. It further involves on a more flexible and topic related basis relevant national authorities like Swedish National Civil Contingency Agency and scientific organizations like the Coastal Union Baltic, Swedish Agricultural University, Earth Programme/Helmholtz Foundation, Baltic Sea region national geological surveys and others. Good cooperation has been established with the European Environment Agency (EEA) mainly in relation to the update of the macro-regional section for the Baltic Sea region at the EU Climate-Adapt website and database. Lead partner: horizontal action coordinator, CBSS-Baltic 21 in close cooperation with chairing country (Estonia in 2014-2015 and Poland in 2015-2016). Funding: tbd. Deadline: process started as follow-up to the finalised flagship Baltadapt in December 2013 and intends to further support the implementation of the EUSBSR and action plan to adaptation to climate change. No concrete deadline set. Review in 2017; the process will be ongoing as long as members see the added value in transnational cooperation on the topic.

HA NEIGHBOURS

Creating jobs through regional cooperation: development of trans-border (PL-ROS-LT) natural area Vistynets Lake/Rominten Forest – ROMINT. The project addresses the issues of development of cross-border areas for sustainable tourism as well as fostering labour market related activities in the cross-border context in the EUSBSR. The Rominten Forest/Vistynets Lake area in the South-Eastern Baltic Area is the unique natural complex where the borders of three countries (Russia, Poland and Lithuania) meet. There are many challenging issues to be considered in this area: limited access due to the border, visa regime and communication infrastructure, unemployment and low living standards of local residents. All this leads to social-economic underdevelopment and abandonment. The project is aimed to develop a network of support for local communities which would help to increase

employment in the rural areas connected with the nature reserves. The network works through resource centres on all three sides of the area based on an interdisciplinary approach. The network will be sustainable due to permanent interdisciplinary exchange and a flow of ideas and people. It will encourage local population to learn new skills and crafts, to keep alive old traditions of the area, to introduce new creative ideas and to attract visitors. The flagship involves three partners from Lithuania, Poland and Russia. Lead partner: Romincka Forest Fund, Poland. Funding: EUR 1.5 million. Deadline: duration December 2015 – December 2018 (36 months).

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

Pilot Project Baltic Sea Youth Dialogue

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

Baltic Eye – Instagram exhibition demonstrating regional identity

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

EUROFACULTY PSKOV. The EuroFaculty Pskov is an educational development project launched in 2009 in the Region of Pskov in Western Russia, close to the border of Estonia and Latvia. The aim of the project is to upgrade university education in business economics/business administration at the recently created Pskov State University (PskovSU) which is a result of the merger of five educational

institutions in Pskov. Following the success of the first phase of the project and based on a favourable assessment of the work carried out, the Council of the Baltic Sea States member states agreed to continue to support the project. Thus the second three-year (2012-2015) phase of the project was launched in September 2012 with revised objectives and an even greater university base around the Baltic Sea area. Lead partner: Sweden and the International Expert Group for the EuroFaculty project in Pskov. Deadline: 2015.

HA SPATIAL PLANNING

Towards coherence and cross-border solutions in Baltic Maritime Spatial Plans – Baltic Scope. The Baltic Scope project, led by the Swedish Agency for Marine and Water Management, will focus on cross-border consultations and are comprised of two case studies that build upon maritime spatial planning (MSP) processes that have already begun. MSP cases: i) South-West Baltic, Sweden bordering Denmark, Germany and Poland, and ii) the Latvian sea, border between Latvia, Sweden and Estonia. A series of meetings will be organised among planners and relevant institutional stakeholders to work on pertinent transboundary topics in a systematic step-by-step approach. All EU Baltic Sea region countries are represented in the partnership with MSP authorities as well as relevant Regional Organisations in the Baltic Sea region. This enables the project to provide real planning solutions for real transboundary issues. It will equip planners from the participating countries to take on board transnational considerations when developing their national MSPs. This means that national maritime spatial plans can be prepared based on in-depth information provided by neighbouring countries and common solutions found in joint discussions, leading to greater alignment of national plans. Up and above the solutions developed for the case study areas, the project will deliver a set of generic good practices, methods and results which will be filtered into the Baltic MSP process fostered by the HELCOM (Baltic Marine Environment Protection Commission) – Visions and Strategies around the Baltic Sea (VASB) MSP Working Group. Lead partner: Swedish Agency for Marine and Water Management. Funding: EUR 2.6 million. Deadline: duration March 2015 – February 2017.

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

conditions for Blue Growth activities for the coming 10-15 years. Lead partner: German Federal Maritime and Hydrographic Agency. Funding: about EUR 3.0 million. Deadline: 36 months (if approved in the first call for applications in the Interreg Baltic Sea Region Programme 2014-2020).

Completed flagships

Policy Areas

PA BIOECONOMY

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

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

PA CULTURE

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

Co2olBricks. The main goal of the project was to identify ways of reducing the energy consumption of historic buildings without damaging their cultural value. The cross-professional partnership of Co2olBricks developed new strategies for protecting the cultural heritage. The project was necessary as up to now most energy-saving technologies are not applicable to heritage buildings. As brick is a widespread building material in the Baltic Sea region, the techniques developed and demonstrated in

pilot projects are transferable to the whole region in order to safeguard the unique historic architecture of the Baltic Sea region. Lead partner: Free and Hanseatic City of Hamburg, Germany. Funding: EUR 4.29 million of which EUR 3.24 million was ERDF co-financing. Deadline: December 2013. Link: <http://www.co2olbricks.eu/>.

PA EDUCATION

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

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

PA HAZARDS

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

³ In annex I of the EUSBSR Action Plan of February 2013 the project was named 12.2. Education BSR-Quick.

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

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

Sustainable management of contaminated sediments – SMOCS⁶ addressed the problem of sustainable management of contaminated sediments. The aim of the project was to provide support for dredging actions all around the Baltic Sea through the development of guidelines for management of contaminated sediments, including sustainability assessment practices and decision support regarding the handling alternatives as well as treatment technologies. A guideline and a toolbox for treatment technologies, an assessment and decision support system were developed and field tests to validate and demonstrate treatment methods under various conditions were performed. A durable network was created through interaction with key target groups and a participatory approach to all work packages (SMOCS project financed by the Baltic Sea Region Programme). Lead partner: Swedish Geotechnical Institute. Funding: EUR 3.66 million of which EUR 2.84 million was ERDF co-financing. Deadline: December 2012. Link: <http://smocs.eu/>.

Control of Hazardous Substances in the Baltic Sea Region – COHIBA.⁷ The project studied the sources and inputs of the 11 hazardous substances or substance groups of the HELCOM (Baltic Marine Environment Protection Commission) Baltic Sea Action Plan (BSAP) and developed recommendations for measures to reduce these substances. The overall objective of COHIBA was to support the implementation of the BSAP with regard to hazardous substances by developing joint actions to reach the goal. The project was co-financed by the EU Baltic Sea Region Programme 2007-2013. Lead partner: Finnish Environment Institute (SYKE). Funding: about EUR 4.93 million of which EUR 3.84 million was ERDF co-financing. Deadline: 2012. Link: <http://www.cohiba-project.net/>.

More information regarding the three abovementioned projects:

<http://www.swedishepa.se/Environmental-objectives-and-cooperation/Cooperation-internationally-and-in-the-EU/International-cooperation/Multilateral-cooperation/Baltic-Sea-Region-EUSBSR/Priority-Area-Hazards/>.

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

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

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

criteria. Lead partner: the International Chemical Secretariat. Funding: seed money from the Swedish Environmental Protection Agency. Deadline: 2012.

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

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

Chemical Munitions Search & Assessment – CHEMSEA (sub-project to ‘Asses the need to clean up chemical weapons’). The aim of this project was to assess the environmental risk related to dumped chemical munitions, by updating the maps of Gotland Deep Dumping ground and the munitions dispersed on the Baltic Seafloor, assessing the risk for benthic biota and fish and modelling the dispersion of contaminated sediments. Another major task was to create administrative tools to manage the dump sites, and to update and merge national guidelines and regulations on dumped munitions. Lead partner: Institute of Oceanology PAS, Sopot, Poland, with the involvement of 10 institutions from Finland, Germany, Lithuania, Poland and Sweden. Funding: about EUR 4.59 million of which EUR 3.62 million was ERDF co-financing. Deadline: June 2014. Link: <http://chemsea.eu>.

PA HEALTH

Health: Improvement of public health⁸ – by promotion of equitably distributed high quality primary health care systems – a project aimed at helping increase cost-efficiency of the public health system

⁸ In annex I of the EUSBSR Action Plan of February 2013 the project was named 12.12. Health: Improvement of public health.

and more efficiently counteracting communicable diseases as well as health problems related to social factors. Lead partner: Blekinge Centre of Competence, Blekinge County Council, Sweden. Funding: about EUR 2.67 million of which EUR 1.96 million was ERDF co-financing. Deadline: December 2012. Link: www.ltblekinge.se/imprim.

Health: ICT for Health.⁹ Strengthening social capacities for the utilisation of eHealth technologies in the framework of the ageing population. The Interreg IV B project ‘ICT for Health’ has been managed within the eHealth for Regions network and aimed at contributing to a better deployment of eHealth technologies through enhancing the social capacity, acceptance and knowledge of citizens and medical professionals. It addressed some of the key challenges of the Baltic Sea region, namely demographic changes and the large differences with regard to access to, and quality of, health services. Lead partner: University of Applied Sciences, Flensburg, Germany. Funding: about EUR 3.65 million of which EUR 2.61 was ERDF co-financing. Deadline: December 2012. Link: www.ictforhealth.net or www.ehealthacceptance2012.net.

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

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

PA INNOVATION

Sustainable Production through Innovation in Small and Medium sized Enterprises – SPIN.¹⁰ The project was completed in April 2012. SPIN was a project supported by the Baltic Sea Region

⁹ In annex I of the EUSBSR Action Plan of February 2013 the project was named 12.13. Health: ICT for Health.

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

Programme 2007-2013 of the European Union. SPIN brought together some of the most important institutions for eco-innovations in the Baltic Sea region and was supported by numerous national governments, sector associations, research bodies and transnational NGOs. Funding: about EUR 2.94 million of which EUR 2.14 million was ERDF co-financing. Deadline: April 2012. Link: <http://www.spin-project.eu/>.

PA NUTRI

Removing phosphates in detergents.¹¹ The aim of the project was to give support to the Baltic Sea states to implement the [HELCOM recommendation 28E/7](#), i.e. national legislative action to limit the use of phosphates in laundry detergents and automatic dishwasher detergents. This was accomplished by producing information leaflets (in [English](#) and [Russian](#)) for decision makers. An EU-wide ban on phosphates in laundry detergents was adopted in 2011. Funding: by project leader. Deadline: 2011. Link: [Final report](#).

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

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

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

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

PA SAFE

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

Become a pilot region for the integration of maritime surveillance systems.¹³ Maritime Surveillance North (MARSUNO). The overall objective of this Maritime Policy pilot project and preparatory action was to develop and test mechanisms for improving maritime awareness by sharing operational information between government departments and agencies responsible for monitoring activities at sea of all Baltic Sea countries. One specific goal was the development of technical interfaces that securely allow for all countries to join in a common situational image containing restricted law enforcement and other information. Lead partner: Swedish Coast Guard. Funding: co-funded by Directorate General for Maritime Affairs and Fishery of the European Commission. Deadline: 31 December 2011. Link: http://ec.europa.eu/newsroom/mare/itemdetail.cfm?subweb=342&lang=en&item_id=8669.

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

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

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

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

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

Develop a plan to reduce the number of accidents in fisheries. This was achieved by improving the way information on accidents is gathered and analysed, by assessing training and by sharing of best practices to increase the safety of fishermen. Lead partner: Baltic Sea Regional Advisory Council. Funding: the Swedish Institute and EUSBSR policy area Safe. Deadline: summer 2014. Link: <http://www.bsrac.org/ooizzCMS/DA/bsracflagshipproject>.

To create a centre for knowledge and innovation in the field of maritime safety and security. The project aimed to increase knowledge transfer between different groups of stakeholders in the field of

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

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

PA SECURE

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

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

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

Conduct a threat assessment for the Baltic Sea Region¹⁶, in line with the Organised Crime Threat Assessment methodology, concerning organised crime and border security, and longer term threat

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

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

assessment of critical infrastructure. Lead partner: Europol in cooperation with the Baltic Sea Task Force, Baltic Sea Regional Border Control Cooperation and FRONTEX (European Agency for the Management of Operational Cooperation at the External Borders of the member states of the EU) as concerns external borders (coordinated by Finland). Deadline: December 2010.

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

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

PA SHIP

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

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

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

million of which EUR 2.12 million was ERDF co-financing. Deadline: 31 December 2013. Link: <http://www.clean-baltic-sea-shipping.com/>.

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

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

Improve the waste handling on board and in ports²⁰ within the framework of the Baltic Master II project through better involvement of different actors, i.e. coastal municipalities and ports together with national authorities, research institutes, universities and pan-Baltic organisations and finding

¹⁹ In annex I of the EUSBSR Action Plan of February 2013 the project was named 4.4 Eliminate the discharges of sewage from ships.

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

practical solutions to improve waste handling. The Baltic Master II project initiated in January 2009 addressed issues from the local and regional perspective using cross-border and cross-sectorial collaboration in order to find viable solutions to global problems. The project brought together actors from a wide range of levels ranging from local, regional and national authorities to universities and pan-Baltic organisations. Providing a link between the local/regional level and the national level was an important element of the project in order to combine hands-on knowledge with strategic work. Lead partner: Region Blekinge, Sweden. Funding: EUR 3.90 million of which 3.00 million was ERDF co-financing. Deadline: January 2012. Link: [Final report](#).

Conduct a feasibility study on LNG infrastructure for short sea shipping.²¹ Short Sea Shipping needs to be developed as a sustainable transport alternative encompassing intermodal transport as well as transport of bulk cargo. With the coming cuts in the allowed sulphur content in bunker fuel and limitations on emissions of nitrogen oxides, the competitiveness of short sea shipping is put under great stress and new technologies must be considered. Engine manufacturers have started to offer liquefied natural gas (LNG) as an alternative to oil, but this alternative demands an infrastructure of LNG filling stations. LNG is a climate- and environmentally friendly fuel that is to be made competitive through an effective infrastructure and good framework conditions. This has been the aim of a major project in which, inter alia, the Scandinavian countries and several large energy companies participate. The Danish Maritime Authority was the coordinating partner of the project. The purpose of the project was to develop recommendations for how to establish an infrastructure facilitating the use of LNG as a ships' fuel. However, other important areas have also been identified. The project's recommendations concentrate on five main areas: Bunkering of ships with LNG, Economic and financial conditions, Safety, Technical and operational conditions and finally Permits for an infrastructure ashore. Lead partner: Danish Maritime Authority. Deadline: June 2012. Link: [Final report](#).

Promote measures to collect ship-generated waste (enhanced application of HELCOM's "no-special-fee" system for port reception facilities especially for oily waste from machinery spaces, sewage and rubbish) focused on upgrading port reception facilities (PRF) for sewage in passenger ports in the Baltic Sea to make them ready for the new regulations under International Convention for the Prevention of Pollution from Ships (MARPOL) Annex IV (the Baltic Sea as a 'special area' in 2011). A dialogue between ports, shipping industry and administrations on technical aspects of sewage delivery and reception at ports has been carried out within the HELCOM PRF Coordination Platform and Maritime Group to solve any open issues. Substantial progress has been achieved since 2010 when the Roadmap for upgrading port reception facilities for sewage in passenger ports of the Baltic Sea was adopted. All Baltic Sea countries have informed in HELCOM that their reception facilities for

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

sewage from passenger ships are adequate. In few ports, the work is ongoing or planned to make further improvements. The 2014 HELCOM report on sewage PRFs (published in 2015) provides a detailed overview of cruise ships in the Baltic Sea as well as their visits to ports with sewage reception facilities. The flagship can be reported as accomplished, and while PRF for sewage will remain on HELCOM agenda it will be from now on in a form of an open-ended process. Lead partner: HELCOM. Deadline: March 2015. Link: <http://helcom.fi/Lists/Publications/Baltic%20Sea%20Sewage%20Port%20Reception%20Facilities.%20HELCOM%20overview%202014.pdf>.

To facilitate LNG (liquefied natural gas) infrastructure in Baltic Sea Ports (LNG in Baltic Sea Ports) project was the first of a series of projects investigating the possibilities for creating a small scale liquefied natural gas (LNG) infrastructure in selected Baltic Sea ports. The project was initiated by the Baltic Ports Organization as a response to the International Maritime Organization's impending regulation on sulphur content in ships' fuel (as of January 2015). This and other regulations regarding e.g. SOx and NOx emissions, exert pressure on the maritime sector to look for an alternative to the heavy bunker oil used today. The main aim of the project was to foster a harmonised approach towards LNG bunker filling infrastructure in the Baltic Sea area. Each of the seven project partner ports was investigating the development of port infrastructure in order to offer LNG as an alternative fuel for ships in the future. Project partners successfully completed studies such as environmental impact assessments, feasibility analyses for LNG terminals or bunkering vessels, project designs, regional market studies and safety manuals, etc. In addition, as a final result the project compiled the lessons learned from the seven ports' pilot studies into an LNG Handbook listing a number of recommendations regarding technical aspects of LNG bunkering in ports. Moreover, the project led to a sequel – LNG in Baltic Sea Ports II – which focuses on more concrete studies and results and is to lead to the next step in the investment process at 5 project partnering ports. The project comprises an added value activity including – harmonisation and know-how transfer seminars and LNG bunkering training for port communities. Lead partner: Port of Helsingborg, Sweden. Deadline: 31 December 2014. Link: [LNG Handbook](#).

PA TRANSPORT

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

²² In annex I of the EUSBSR Action Plan of February 2013 the project was named 11.1. Shorter Plane Routes.

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

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

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

Horizontal Actions

HA CLIMATE

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

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

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

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

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

HA NEIGHBOURS

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

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

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

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

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

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

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

Council of the Baltic Sea States (CBSS) summer youth camp. The project built on existing youth exchanges in the South Eastern Baltic Area and on experiences in international non-formal education exchange programmes between EU member states and Russia. Young people from the EUSBSR countries and from Russia were invited to meet at a summer session to discuss and share views on issues of regional relevance including the environment, sustainability, cultural heritage, and regional cultural mapping. A pilot project took place in Kaliningrad in August 2012. Lead partner: CBSS Secretariat. Deadline: 2014.

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

HA PROMO

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

The project brought out the best that the region has to offer for international investors, talents, tourists and locals alike. Thus, the project worked on the marketing of the Baltic Sea region both outside and inside the region. The objectives of the project were to market the whole region and its different parts by developing joint promotional services and to test them in practice; to make positive publicity of the Baltic Sea region lifestyles and to encourage the ‘we-feeling’ of the Baltic Sea region.

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

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

HA SPATIAL PLANNING

Multi-level Governance in Maritime Spatial Planning (MSP) throughout the Baltic Sea region – PartiSEApate. The project’s main goal was to develop a pan-Baltic approach to marine topics that have a spatial dimension that go beyond the national borders (i.e. nature protection areas, grid connections, shipping lanes) and thus to create a transnational framework for multi-level governance in MSP. Partners developed a concept for an institutional framework for MSP and governance model for coherent planning of cross-border issues (including transnational consultation, MSP data exchange network), which provided input to policy decisions taken at the ministerial level in the Baltic Sea region countries. The project built on the results of existing network, the HELCOM (Baltic Marine Environment Protection Commission) – VASAB (Visions and Strategies around the Baltic Sea) MSP Working Group, and the completed Baltic projects: PlanBothnia, BaltSeaPlan, PlanCoast, East-WestWindow and BaltCoast. The project was designed in line with their findings to promote and improve the quality and performance of result-oriented transnational efforts in maritime spatial

planning. The project was composed of two pillars. The first one aimed at practical testing of the existing in the Baltic Sea region documents, guidelines and principles related to the cross-border MSP. The second pillar was devoted to strengthening transnational stakeholder involvement in the Baltic Sea region in MSP. The project was initiated by the authorities responsible for MSP in the Baltic Sea region, the research community and non-governmental organisations. Altogether 11 partners from almost all Baltic Sea region countries joined the project. The HELCOM-VASAB MSP Working Group has assumed the role of project Advisory Group. The project received co-financing from the EU Baltic Sea Region Programme 2007–2013 Lead partner: Maritime Institute in Gdansk, Poland. Funding: about EUR 1.04 million of which EUR 0.74 million ERDF co-financing. Deadline: September 2014. Link: <http://www.partiseapate.eu/>.