

NEWSLETTER 2

- July 2005 -

Partner Search for Potential New Projects

A number of new maritime safety project ideas are being brought forward by potential partners in European maritime areas. The projects are briefly described below. Project proposals could either be submitted for funding under the Interreg III B calls this autumn (see links below for more information) or funded by the next programme period (2007–2013), if applications are successful.

This special newsletter provides descriptions of possible project ideas. If your organisation is interested in participating in these or if you have your own project ideas, please contact the MSUO at the address below.



At the *Regional Cooperation in Maritime Safety seminar* in Antwerp last April, DG Regio (the European Commission Directorate General for Regional Policy) identified maritime safety as a likely priority for transnational funding for the next programme period (2007–2013). Organisations with an interest in maritime safety were invited to identify strategic projects concerning water/ coastal management and risk prevention linked to maritime safety. Encouragement was given to develop EU funded multinational co-operation partnerships to undertake projects within the EU and adjacent partner regions. (see Lloyds List 12/5/05)

Project Ideas

1. VFHO and REBCO Risk Assessment

There is a noted increase in Very Heavy Fuel Oil (VHFO) and Russian Export Blend Crude Oil (REBCO) cargo originating from the Baltic, Black Sea and other areas. Several Member States have already commissioned risk assessments on these cargoes linked to maritime shipment.

This is very much a transnational issue and as such could be better approached on a transnational basis. The risk assessments can identify the present and future risks linked to the present and future trends of such export trade.

Studies can then go on to identify risks/threats in relation to accidents particularly with regards to marine pollution and the risks/threat to both the seas and the coastal zones of member states.

Prevention measures and future resource requirements can then be identified to attempt to reduce or remove the threat of marine pollution.

2. Ship to Ship Transfers

Transfer activities are anticipated to increase with the increase of VHFO and REBCO cargo shipments. Controls are possible on a unilateral basis in a Member State, for example prohibiting such transfers in Territorial Seas.

Such control may then displace the trade to other Member State or adjacent countries waters. As such a transnational approach could be considered, for example on a regional basis.

Best practices of Ship-to-Ship (STS) operations have yet to be identified and captured. Indeed, the majority of member States have quite differing approaches to such operations. Again best practices could be established to the benefit of all. There are no internationally agreed



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standards to such STS activities, only industry best practices. These practices could be developed for the future.

3. Aerial and Satellite Surveillance

Aerial surveillance and satellite surveillance is standard practice in some member states. Through regional agreements, for example HELCOM and Bonn Agreements. There is much understanding and co-operation between Member States. However, on occasions there is a duplication of resources, time and effort.

A transnational approach would provide added value and ensure a better targeting of limited resources. It would also produce better results in the identification of marine polluters.

Member States and partners with no existing monitoring programmes could be identified and offered the expertise in developing new system on a transnational basis.

4. Wreck Databases

Wrecks can be a potential source of pollution and other hazards. Member States and partners have a variety of sources to obtain wreck information. On occasions this is in no particular format with a lack of standardisation. It is rare to find databases that are shared between Member States.

Other systems need reviewing to establish best practise. In particular work in the USA. Databases could be developed to identify not just the physical locations of wrecks but the degree of risk posed by them.

Already there are examples of deteriorating wrecks, for example the HMS Royal Oak in Scotland.

Any work could also explore the latest technologies in dealing with such wrecks. Any databases should be on an acceptable platform for example a standardised GIS system and be capable of being used across Member States and surrounding areas. This would need a high level of security.



5. Places of Refuge Databases

Places of refuge provide safety to ships in distress. Existing databases of locations should be reviewed across Europe with the view of identifying best practice.

Parameters for selection based on standard criteria could be developed.

Suitable GIS systems could be developed to allow multiple layers of information to assist Member States in reaching decisions into providing places of Refuge.

The project will need to acknowledge the political sensitivities of this issue.

6. Risk Assessment and Baseline Monitoring

Develop a system of control monitoring sites to establish marine/coastal environmental quality in areas at potential risk from pollution following maritime incidents. Monitoring data from the sites would be used to assess the impact of pollution from maritime incidents. Monitoring sites could be developed from existing networks or at new locations. The project aims to develop Europe wide protocols and procedures for sampling, analysis and presentation of results.

7. Risk Prevention and Motorways of the Sea



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The project aims to establish sustainable sea transport corridors that provide social and economic benefit. It will examine the link between *motorways of the sea* and the use of marine & coastal zone management to reduce and prevent maritime risks. Project elements could include the application of AIS, VTMS, protected areas, ICZM Plans etc.

8. Contingency Planning

Projects developed under Interreg IIB have provided information to assist the development of contingency plans in the event of pollution from maritime incidents, such as the Prestige. These contingency plans ensure the ability of coastal authorities to respond to pollution (protection, clean-up, waste storage, etc.). Successful maritime contingency projects could be further developed to cover new programme areas that are at risk from maritime pollution.



Any organisation that is interested in these maritime safety project ideas, or

which have ideas of their own that require funding, should contact the MSUO Coordination Unit. The Unit will put potential project partners in contact with each other.

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Links:

For information about the next funding calls:

Interreg IIB North West Europe:

www.nweurope.org

Interreg IIB Northern Periphery (in June newsletter):

www.northernperiphery.net

Interreg IIB Baltic Sea:

www.spatial.baltic.net

Interreg IIB North Sea (under project section):

www.interregnorthsea.org

For calls in other Interreg Programme areas (e.g. Mediterranean, Caribbean, etc.) contact crbrh@vibamt.dk

EU information on Interreg and regional development:

http://europa.eu.int/comm/regional_policy/interreg3/index_en.htm

InfoRegio

http://europa.eu.int/comm/regional_policy/index_en.htm



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