BSSSC
B7 Baltic Islands Network
Euroregion Baltic
Baltic Development Forum
CPMR - Baltic Sea Commission
UBC – Union of the Baltic Cities

December 1, 2008

Appendix – Flagship Projects

Proposals for flagship projects presented by the BSSSC, B7 Baltic Islands Network, Euroregion Baltic, Baltic Development Forum, CPMR - Baltic Sea Commission and UBC – Union of the Baltic Cities.

EU Strategy for the Baltic Cities Region
UBC proposals of flagship projects

In order to kick start the process and create true impact in the region we propose the following 4 flagship projects and high impact action plans.

1. TECHNOLOGY TRANSFER FOR THE CLEANTECH SECTOR.

Technology transfer is the major driving force for progress throughout history. In order to speed up the process of decreasing green house gases in the Baltic region, structured and validated information about different available technologies has to be well known throughout the region. Best practices and new innovative ideas are developed but still the knowledge is in many cases local and as best regional. The project fulfills a Pan-Baltic need to get a system for exchange and transfer of technology and knowledge across regions, countries and municipalities. In addition to that there is a strong market listening on the data that have a growing economy and interest to source new and relevant technologies for their rapid development.

2. ENERGY ABC – ENERGY ACTIONS FOR BALTIC COMPETITIVENESS

One of the priorities on the agenda in the European countries is to reduce the emissions of greenhouse gases, without decreasing the economical growth and development. Therefore it is essential to concentrate efforts for a more efficient use of energy.

Energy ABC is an educational project where the first step is to inform politicians, management and civil servants of energy efficiency potential. The second step is to educate the operating staff in charge of the energy systems in SME/industries and in large real estates, for instance public buildings. Concrete result of the project are regional energy tutors with a knowledge and competence in energy efficiency issues equipped with tool – the training in energy efficiency and the software ENSAM – that will help them to further disseminate their knowledge to other local energy guides. It is proven in 6 different Swedish municipalities that with the right measures taken a reduction of 40-60% of the energy consumption can be achieved without any reducing impact on production output. The result is confirmed by the Swedish Energy Agency and the method is developed by the University of Linkoping.

Main objective of the project is to strengthen the region by reinforcement of the economical development and growth, without increasing the negative impact of the environment, especially the climate change. An important objective is to make the topic of energy consumption important and a part of the every day agenda for the decision makers and in that

way to make sure that the effects of this project leaves a long-term footprint in all participating regions.

3. LED – LIGHT FOR URBAN AND RURAL AREAS

We are facing a paradigm shift in the field of public lightning. The global cost for public lightning is estimated to 230 billion US$ and it represents approximately 40% to 80% of the public spending on electrical energy pending on where on the globe you are located. The single most efficient way to reduce green house gases globally would be to replace kerosene lamps with solar and wind powered light. By lifting the European trade barriers on low-energy lamps and LED technology a huge market will potentially develop together with industrial knowledge and experience. A conversion to LED-lighting would result in a paradigmatic shift within the field of lighting and a reversal of the percentages.

In order to adapt the new technical lighting solution to municipal requirements we need to be able to answer certain questions. How will the city environment be affected? How will LED lighting affect cultural building? How will road safety factors be affected? What about the rural environment and sports facilities? We need to support and speed up this development in the Baltic region.

4. WASTE WATER TREATMENT

Treatment of municipal sewage is needed all over Europe. Today we struggle to meet the environmental targets regarding among other things Zero Eutrophication and A balanced marine environment. Biological treatment is probably the most important process, used all over Europe to treat municipal sewage. The proposed project will demonstrate new methods to improve the treatment efficiency while at the same time saving electrical energy.

The basic idea is to integrate several measures that can be used in new plants, but also implemented at existing plants, in order to achieve better treatment efficiency. The combination of different measures is the innovation of the suggested method. An important part is to use low temperature heat, e.g. from combined heat and power plants, in order to not only warm the incoming water, but also to stabilize the treatment temperature. Pre-studies and calculations indicate that a stabilized process at e.g. 20 °C will improve the treatment efficiency, especially for nitrogen (N), and possibly for other specific unwanted organic compounds. Other improvements are the possibility to use the excess heat for pre-warming sludge for anaerobic digestion, and possibly to increase the carbon dioxide content in the air which will stimulate the nitrification process.

The health of the Baltic Sea has been seriously damaged since the 1960s due to excessive pollution from the countries in its catchment area. The pollution, such as untreated human waste, toxic materials, and metal (e.g. lead), have resulted in stratification of the Baltic Sea. This process known as stratification has left certain layers of the Baltic mostly freshwater while rendering other layers saltwater. The Baltic Sea, when it is stable, is a mix of freshwater from the rivers of Europe, and saltwater from the North Sea which flows through the straits around Denmark. The source of much of the pollution was, and still is, from the countries of the former Soviet Union and East Block. This pollution, in turn, harms a variety of other industries, including fishing and tourism. But by far the most damage is caused by the

nitrification from the highly industrialized agriculture sector in Sweden, Denmark and Finland. These chemicals run off land and into the water supply, eventually ending up in the Baltic Sea.

According to the experts the Baltic Sea is one of the most polluted seas in the world. Along the Swedish/Danish/Finnish coast the water quality is mostly affected by eutrophication due to nutrient load from the drainage area. Other threats to the beautiful sea and the archipelagos that concern our city members are hazardous chemicals, the increased risk of oil spills, unsustainable fisheries and the decline of biodiversity.

A new program for the agriculture sector in the Baltic area has to be presented that work actively to improve the cooperation between research, environmental monitoring and community planning, at both Pan-Baltic, national and regional level. Sectors and corridors close to rivers that are in the drainage area of the Baltic Sea have to be protected from intensive industrial agriculture practices and fertilizers. Eco farming and low intensity methods must be tested and supported in these areas in order to reach the targets. Special incentives for eco farming shall be established in the Baltic Sea region.

Wetlands and nutrition traps have to be rebuilt or crated in order to minimize the drainage of this pollutants into the Baltic Sea. From an energy perspective we need to promote low energy intensity production methods in the agriculture sector from environmental reasons and from an energy perspective. Today we in average input 10 Kjoule of industrial energy in order to get 1 Kjoule of food energy. The Agriculture sector must be one of the next sectors for energy savings in the Baltic region.

Nordic countries have a very high-energy consumption per capita due to the energy intensive industry and cold winter climate. UBC is promoting higher energy efficiency in households and more investment into energy production based on renewable, e.g. biofuels, wind power and solar energy.

The Baltic countries leave a huge energy consumption in a global comparison. But if Sweden and Norway alone could save 40% of its present energy consumption and export this Hydro and nuclear power over the integrated grid to the other Baltic and northern European regions, the whole target of 20% CO2 reduction could be met for the entire European community.

Incorporating the external dimension of the Baltic Sea

The Baltic Sea Strategy of the European Union shall define the boarders of the Baltic Sea. This is a political choice that the strategy has to make. Should the strategy be seen strictly as an internal strategy of the European Union, as the mandate of 2007 implies, or should it be modified into a policy framework with a build-in mechanism of external dimension? And if, how far the external dimension reaches? These are questions that that strategy has to confront.

The aim of this flagship proposal is to cover the fringe areas of the impacts of the Baltic Sea Strategy of the European Union. Although the European Union has established policies concerning adjoining areas (Strategy to Russia and the PCA, Northern Dimension Action Plan, programs for the Arctic Region and the New Neighbourhood Policy), coordination activities and monitoring activities are needed to fully exploit the possibilities of incorporating the adjacent regions to the Baltic Sea Strategy.

Activities in the adjoining regions have an impact on the region and Baltic Sea activities cannot be fully be realised without coordination. Territory-based definitions of the scope of the Baltic Sea Region often refer to the drainage area of rivers falling to Baltic Sea. The external Eastern dimension of the Strategy should cover Russia, Ukraine and Belarus.

In particular Russia, as the main "user" of the Baltic Sea, must be incorporated into the strategy. Russia - Baltic Sea region relationship is part of a wider EU-Russia connection. This in theory provides a structure for the relationship between Russia and the Baltic Sea region as well. However, the negotiations for a new treaty framework have been deadlocked for years. The political atmosphere for an advance of negotiations has been unfavourable. Under these conditions the Baltic Sea Region could serve as a pilot region for finding new forms of collaboration between the EU Member States and Russia at large.

The proposed flagship project shall focus on areas that are not directly covered by the existing policy instruments. The Baltic Sea Strategy is a holistic program and should be seen as an agenda of its own type.

There are concrete areas where the presence of Russia as well as Belorussia and Ukraine would help to address common Baltic Sea issues: maritime policy, environmental policy issues, and transport issues, energy and security and safety issues in particular.

Currently Russia is a full Member of the Council of the Baltic Sea States, Helcom and a few other intergovernmental bodies in the Region. However, the Baltic Sea Strategy as an internal strategy of the European Union cannot incorporate Russia or any other non Member Country directly. Special institutional arrangements are needed.

Institutional solutions must follow the logic of informal institutions. Informal institutions imply behavioural regularity which is based on shared rules that are created, "habits of thought", communicated and enforced by the partners and outside officially sanctioned and enforced institutions. They include mechanisms of obligations and are regarded legitimate by the partners. Informal institutionalisation rather than formal, if elaborated as an idea, could open the way locking Russia and other parttners into the Baltic Sea arrangements.

Cities as instruments of accommodation

Cities shall have particular roles and unexploited possibilities in the external dimension of the Baltic Sea Strategy. The Union of Baltic Cities already offers a link that crosses the external boarder of the European Union. *The UBC has seven Member Cities from Russia and two observer partners from Belorussia*. This network could be further exploited and expanded in the interests of incorporating the adjacent regions.

The region also hosts an intense network of twin cities, largely unexploited as a network crossing the border line to the adjacent area. City networks in many ways constitute a key structure in the Baltic Sea Region. Cities as autonomous actors offer a platform for linking the non-EU region to the area of the Baltic Sea Strategy. Cities provide help and exchange of experiences, often also best practices in how to adapt to economic integration.

The Baltic Sea Regions has seen the advance of *paradiplomacy*: foreign policy actions and capacities of sub-state entities, their participation to international relations independently from their state authorities and their will and ability to pursue their own interests. *Paradiplomacy* means that sub-state entities practice foreign relations independently of their metropolitan state in pursuit of their own specific interests. The flagship project of the external dimension of the Strategy

The flagship proposal aims at studying and debating issues that inevitably shall surface to the agenda of the implementing the Baltic Sea Strategy but which are not adequately included in to the strategy as it is emerging. We propose to use the experiences of cities and city networks in building the external dimension further.

We propose that the Union of Baltic Cities should take the responsibility of the project

First proposals of projects to be implemented within the EU Strategy for the Baltic Sea Region

Euroregion Baltic Council proposes Strategy projects within the five areas of activity defined in its earlier position:

1. Baltic Sea Region as an area of integration and open dialogue,
2. Baltic Sea Region as an environmentally sustainable place,
3. Baltic Sea Region as an economically prosperous place,
4. Baltic Sea Region as an accessible and attractive,
5. Baltic Sea Region as a safe and secure place.

1. In order to make the **Baltic Sea Region an area of integration and open dialogue**, the Strategy should propose actions facilitating extensive and intensive cooperation between societies and communities around the Baltic Sea Region.

   In particular, Euroregion Baltic recommends a project that will facilitate intercultural dialogue with particular focus on youth participation and mobility. The project would be oriented at activating youth in their participation in the revision of the EU Youth Policy and result in establishing of a Baltic Youth Parliament. Its mobility component would be implemented within the framework of the European Voluntary Service and produce the output of a Baltic EVS programme promoting youth exchange in and between the Baltic regions, and with a particular focus on improving the intercultural dialogue between young people and on active youth participation connected to the Baltic Youth Parliament and related activities on the sub-regional level.

   The project stakeholders should include youth organisations around the Baltic Sea Region (e.g. Euroregion Baltic Youth Board, BSSSC Youth Working Group, etc), national, regional and local authorities responsible for youth policies, NGOs, national contact points for the Active Youth programme 2007-2013, national contact points for the Nordic Council of Ministers programmes for youth and education. Financing could be sought through the EU (Active Youth programme 2007-2013), Nordic funding (NORDBUK under the Nordic Council of Ministers) and national funding (e.g. Swedish SIDA Baltic Sea Fund).

2. In order to make the **Baltic Sea Region environmentally sustainable**, the Strategy should propose actions protecting the extremely vulnerable marine environment of the Baltic Sea.

   In particular, Euroregion Baltic recommends a project that will facilitate improved management of water resources trough Water Users Partnership and local and regional preparedness for participation in the implementation of the EU Water Frame Directive, aiming at decreasing the pollution water within the Baltic Sea Region, as a prerequisite for a sustainable development of the region. The project would result in the development of methods for good,

effective and transparent river basin based water management, with a strong involvement from local and regional stakeholders and with the aim to reduce the outflow of nutrients and hazardous substances. Within selected pilot areas methods for effective river basin based water management and sustainable development would be designed, tested and evaluated, and pilot measures for decreased environmental load conducted.

The project stakeholders should include regional and local authorities, regional water authorities around the Baltic Sea Region, national, regional and local authorities responsible for water management, as well as relevant private and academic sectors to be involved in Water Users Partnership. Financing could be sought through the EU (e.g. LIFE+ or Baltic Sea Region Programme 2007-2013), Nordic funding (Nordic Environment Finance Cooperation) and national funding (e.g. Swedish Climate Investment Programmes).

3. In order to make the **Baltic Sea Region economically prosperous**, the Strategy should propose actions increasing the region's competitiveness through interregional cooperation.

   In particular, Euroregion Baltic recommends a project that will support cooperation between national, regional and local authorities, and economic and research entities in the testing and dissemination of best systematic and organisational models of the Triple Helix concept in order to promote such development of the R&D sector that will result in its more oriented approach to business communities and public needs. The project should thus promote the development of innovative small and medium enterprises, as well as knowledge transfer between research institutions, industry and the economy.

   The project stakeholders should include national, regional and local authorities, and economic and research entities to fully apply the Triple Helix concept. Financing could be sought through the EU (e.g. Seventh Research Framework Programme or Baltic Sea Region Programme 2007-2013).

4. In order to make the **Baltic Sea Region accessible and attractive**, the Strategy should propose actions

   In particular, Euroregion Baltic recommends a project that will facilitate cooperation aimed at protection of cultural heritage and thus contribute to increased regional attractiveness leading to a growth in tourism. The project should result in generating positive impact on the competitiveness of the local and regional markets. The project should also centre around promotional activities of common cultural and natural heritage, including e.g. joint history lessons.

   The project stakeholders should include national, regional and local authorities, cultural and educational institutions, tourism actors, including private firms, and media partners. Financing could be sought through the EU (e.g. Baltic Sea Region Programme 2007-2013).

5. In order to make the **Baltic Sea Region safe and secure**, the Strategy should propose actions benefiting security of the Baltic Sea Region inhabitants in terms of maritime safety, civil safety, human safety and energy security.

   In particular, Euroregion Baltic recommends a project that will implement the Baltic Master Project Action Plan calling for the initiation of a pro-active on-land contingency planning activities, development of coastal zone planning in the whole Baltic Sea area, including regional development and spatial planning, and improvement of monitoring ship movement in the Baltic Sea, including prevention and preparedness for ship accidents. This cooperation is based on integrated local and regional perspectives in the maritime safety work and establishes a new model for managing the marine environment with increased co-ordination between the concerned authorities.

   The project stakeholders should include stakeholders from all levels of society: national authorities, regional governments, municipalities, institutes of higher education, international organisations and private companies. Financing could be sought through the EU (Baltic Sea Region Programme 2007-2013) and national co-financing.

25 November 2008

BSSSC proposal for a flagship project within the framework of the EU Commission's initiative for an EU Baltic Sea Strategy

Five-Point Action Plan ‚Clean Baltic Shipping'

Political framework

The European Maritime Policy determined in EU Commission's Blue Paper and Action Plan is based on an integrated approach which corresponds substantially with the four objectives which the Commission determined for the Baltic Sea Strategy. As the implementation of the European Maritime Policy requires a regional focus its implementation should be an essential component of the Baltic Sea Strategy.

An important goal of the Baltic Sea Strategy should be to develop the Baltic Sea Region into Europe's maritime best practice region by 2015 as demanded by the BSR Conference on Maritime Policy 2006 in Kiel and affirmed by the Baltic Sea Parliamentary Conference in 2007.

The Baltic Sea is an essential foundation for life and prosperity in the Baltic Sea region. One of the greatest challenges to be tackled by the region is the sustainable restoration of a good ecological state of the Baltic Sea. An important contradicting factor is the increase of maritime activities in the region, in particular the constantly increasing maritime transport.

Project idea

The notion is to draw up an action plan in coordination with representatives of the relevant organizations for shipping, ship owners, port management, environmental and marine protection and other relevant stakeholders in order to foster sustainable shipping. A timetable for an implementation in the foreseeable future has to be part of it.

Key components:

1. Establishment of standardized facilities for **shore-side electricity supply for ships** at berth in preferably all relevant ports of the Baltic Sea region by 2015
2. Introduction of **environmentally differentiated fairway and/or port dues** in all relevant ports of the Baltic Sea region in order to set incentives for a Baltic Sea shipping with low emissions, sustainable waste water and ballast water management, usage of environmentally friendly technologies and propulsion systems with e.g. improved energy efficiency, high safety standards etc. (basis: development of harmonized criteria for clean shipping)
3. Voluntary agreements with cruise ship companies and port organizations in the BSR in order to achieve a **voluntary ban of waste-water discharges** and the granting of sufficient port reception facilities (Clean Cruising)
4. **Awarding best practice prices** for exemplary clean shipping projects and trend-setting port performances in terms of environment
5. Introduction of **Labels** for **Clean Baltic Shipping** and **Sustainable Port Management**.

Objectives and expectable results

The proposed measures aim at conducting maritime traffic activities in the Baltic Sea region in a sustainable and environmentally compatible way. If successful, this can serve as a role model for other European regions. The package of measures is suitable to substantially contribute to the objective to develop the Baltic Sea region into Europe's maritime best practice region by 2015. In such a way the Baltic Sea region could become a forerunner leading the way to raise international standards concerning clean shipping and sustainable port organization.

The outcome should be:

- Substantial reduction of nitrogen, sulphur and greenhouse gas emissions in the port cities of the Baltic Sea region through usage of shore-side power supply for ships.
- Minimum sewage pollution from ships
- Improvement of air-quality in port cities
- Protection of the Baltic Sea against nutrients from cruise ship sewages in order to contribute to reduced eutrophication
- Image benefits for the tourism industry through clean cruise shipping activities and cleaner air in port cities due to shore-to-ship power supply
- Fresh impetus for R&D with regard to clean ship and clean port technologies and conceptions

- Branding the Baltic Sea region as a pilot region for prosperity and sustainable development

Experts/Possible partners

Apart of the relevant stakeholders from politics and business (organizations for ship owners, shipping, port management etc.) there are already experts whose preliminary work and cooperation efforts have to be valued and involved, e.g.:

- Baltic Ports Organization
- HELCOM
- GAUSS mbH - Environmental Protection and Safety in Shipping (R&D projects and consulting services in terms of Quality Shipping)
- Swedish Maritime Administration (environmentally differentiated fairway dues in Swedish ports)
- Public utility company Lübeck (lead partner of INTERREG III B project "NEW HANSA of sustainable ports and cities")
- Union of the Baltic Cities (lead partner of INTERREG IV B project proposal "SPICES - Supporting port innovations and cities enhancing sustainability")

Rationale

According to the Baltic Maritime Outlook 2006 maritime transport operations measured in ton kilometres will double within 20 years from 2003.
Maritime transport is one of the most environmentally compatible transport modes.

However, with the growing number and size of ships the pollution load from maritime transports becomes increasingly problematic to the environment. The reduction of pollutant and climate-relevant emissions from shipping and in general the protection of the environment from maritime transport activities is a strict necessity, acknowledged as such also by shipping and port organizations.

With regard to the specific vulnerability of the Baltic Sea adoption and implementation of international agreements generally come too late and are insufficient to strongly protect the Baltic Sea in the necessary way. Voluntary initiatives which exceed the established laws can be capable of dealing with the specific requirements of the region. To ensure adequate acceptance measures proposed should be shaped - jointly with the project partners - in such a way that competitive disadvantages may be excluded.

TransBaltic- Towards an integrated transport system in the Baltic Sea Region

The observed transport development trends pose a challenge for the sustainable development of the Baltic Sea region, especially in the context of a fast growing trade exchange of the European Union with the Russian Federation, the Far East countries and – in the near future – with India. Fast growing volumes of containerised cargo put a pressure on the road network and call for well-thought actions to shift the long-haul traffic to rail and sea. These, in turn, require innovative measures to optimise the route planning and to increase infrastructural and human capacity in port and rail freight operations.

At the same time specific geographical features of the BSR (e.g. long vertical elongation of the area, diversified climate conditions, the Baltic Sea as a physical barrier to trade exchange and cooperation) together with constraints in the regulatory framework (e.g. different transport management patterns and decision-making procedures in the BSR countries) contribute to low compatibility of national transport networks and logistic solutions. These deficiencies have been addressed by several enterprises and transport operators as a barrier to economic prosperity and growth in the Baltic Sea Region.

Background TransBaltic
To achieve an integrated transport system in the BSR the work would have to be in line with the EU transport and cohesion policies and be adjusted to the recently proposed COM actions (e.g. TEN-T revision guidelines, EU freight transport agenda, integrated approaches to development as postulated by the Fourth Cohesion Report) and of course also to specific BSR conditions. In this process it is also important to integrate the priorities of Norway, NW Russia and Belarus in the joint transport system in the area, as well as the regional development needs. This includes intensive dialogue with state ministries and private stakeholders in order to adjust the project to needs and expectations of transport decision-makers and operators.

Objective and ambitions
The overall project objective should be to help integrate Baltic Sea routes with inland road and rail links into a coherent system through joint strategic actions and jointly implemented business concepts. The project aims to contribute to and support the implementation of the planned Baltic Sea Strategy and Action Plan.

Examples of specific aims could be:

- to prepare large investments aimed at resolving the most burning interconnectivity and interoperability problems in the pan-Baltic perspective,
- to contribute to the implementation of EU transport and cohesion policies by BSR-adjusted solutions,
- to streamline pan-Baltic, national and regional transport perspectives in the strategic thinking of the BSR as a gateway area serving global flows,

- to harmonise transport and regional development actions of the pan-Baltic organisations in effort to consolidate the position of the BSR as a global player,
- to bridge over incompatibilities in national plans and methodologies through stakeholders' debates,
- to provide visible synergies between individual transnational transport projects in the BSR,
- to test and demonstrate public-public-private alliances (national authorities - regional authorities - transport operators - manufacturers) for speeding up necessary investments and amendments in legislation and administrative procedures of the BSR countries.

Expected results

The outcome of such an extensive project should be:

- vision and strategy for the integrated transport system in the Baltic Sea region endorsed by the project partnership and the associated pan-Baltic organisations;
- BSR Transport Action Plan (a package of prioritised and transnationally relevant transport investments selected through jointly agreed criteria) endorsed by the project partnership and the associated pan-Baltic organisations, and acknowledged by the national transport ministries
- business concepts in the field of: modal interoperability, transport capacity, traffic reduction, competence raising and e-business applications in optimising supply chains - carried out in designated sites, evaluated from the transnational perspective and included as blueprints in the BSR Transport Action Plan;
- policy response given to the new EU transport policy initiatives (e.g. revision of the TEN-T Guidelines, concept of green corridors, EU Freight Agenda, Northern Axis, Northern Dimension Transport and Logistics Partnership) – and complemented by concrete proposals adjusted to the specificity of the Baltic Sea region;
- recommendations on the optimum selection of financing instruments for transnationally prepared transport infrastructure investments, based on a dialogue between public, private and finance sectors;
- compiled and capitalised at the pan-Baltic level the transport-related solutions developed by the completed and ongoing transnational projects in the Baltic Sea region;
- on-the ground solutions to make transport standards and administrative procedures more user friendly and efficient;
- platform in a pan-Baltic triple-helix structure for discussion, dialogue, exchange of views and co-ordination actions in transport planning and regional development

TransBaltic- A short update

The TransBaltic project, as described above, applied for funding from the Baltic Sea Programme during 2008. Unfortunately funding for the project was not approved at this stage, but work is in progress at Region Skåne, lead partner in the project, to examine the opportunities of a possible renewed application with the Baltic Sea Programme. Any questions regarding TransBaltic should be directed to Mats Petersson, Region Skåne, mats.petersson@skane.se

B7 Baltic Islands Network
B7 Facilitator
Regional Municipality of Bornholm
DK 3700 Rønne
Denmark
Tel. +45 5692 1304
Mobile: +45 2422 0251
E-mail:David.Hunt@brk.dk
www.b7.org

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!8 November 2008.

Dear BSO partners,

B7 NOTES ON FLAGSHIP PROJECTS
for the EU Strategy for the Baltic Sea Region

The B7 wants an EU strategy for the Baltic Sea Region to complement and support the strategies and projects that are currently approved and being developed by the islands of the B7.

The B7 is working with the following projects and project ideas

• Energy effectiveness	TRANSPLAN project
• Maritime safety and security	BALTIC MASTER I & II
• Tourism development	application in progress
• inter-cultural dialogue & youth	application in progress
• Accessibility	no current project

The B7 wants to first to maintain focus on the above projects. New projects would have to complement the individual islands strategies. Therefore the B7 would want the EU strategy for the Baltic Sea Region to enable the above projects to be supported, extended or broadened, if required, in order that they could take on other partners or workpackage themes.

The B7 has the following flagship project proposals:

FLAGSHIP PROJECT ONE: Maritime Safety & Security

Baltic Master I, an Interreg III maritime safety and security project is completed and Baltic Master II will shortly begin.

The B7 propose that this project be evaluated after one year and the Baltic Sea Strategy permits the project to be extended in scope and partners according to the recommendations of the evaluation.

FLAGSHIP PROJECT TWO: Energy Efficiency

Based on Transplan project and the idea of islands as "experimentaria".

Transplan project monitors the sources and uses of energy and has drawn up strategies for the partner islands to be close to CO_2 neutral by 2025.

The project is looking to implement actions outlined I the strategy (only a few can be developed in the current project) promoting energy efficiency and learning from other regions.

Islands of the B7 Baltic Islands Network: Bornholm (Denmark), Gotland (Sweden), Hiiumaa (Estonia), Rügen (Germany), Saaremaa (Estonia), Åland (Finland) and Öland (Sweden)

FLAGSHIP PROJECT THREE: Tourism

This project is under development but covers 3 topics that the islands consider an essential part of their development.
The tourism project application work packages will focus on:

- Open all year
- Branding Baltic Island and the Baltic Sea Region in the world
- Congress Islands

The B7 wants these issues to be covered by a Baltic Sea Strategy.

FLAGSHIP PROJECT FOUR: Intercultural dialogue

The B7 acknowledges the important role of intercultural dialogue in developing co-operation and supporting the process of membership to the EU of Estonia, Latvia, Lithuania and Poland.

The B7 wants to see intercultural dialogue continued with the new EU neighbours.

The projects BEN (Baltic EuroRegion Networks) supported this process and a similar project could continue to support the process of bringing people and youth together to promote cultural

FLAGSHIP PROJECT FIVE: Transport access

The B7 has no specific transport project at the moment but is continually monitoring developments and changes in regulations because of the important role of transport access to the development of islands.

Yours sincerely

David Hunt
B7 Facilitator
B7 Baltic Islands Network

EU strategy for the Baltic Sea Region
Input from the Joint Platform on Energy and Climate

The future EU Strategy for the Baltic Sea Region provides a unique opportunity to promote partnerships between key stakeholders in order to find innovative solutions to the challenges in the field of energy.
For the inspiration of the European Commission in developing the EU strategy, the Joint Platform on Energy and Climate of the Baltic Sea Region would like to draw attention to different projects, which aim at having a coherent regional energy and climate policy.

Project A: Analysis on enhanced energy cooperation in the Baltic Sea Region.

There is an urgent need for regional studies and concrete actions to be taken in order to enhance the regional cooperation.
The project aims at providing and strengthening a common understanding of energy-related issues and at enhancing closer regional cooperation by identifying specific cooperation opportunities and projects within the energy and climate sector in the Baltic Sea Region.
An open process, based on reliable and transparent data, multi stakeholders' involvement and scenario-modelling, is chosen for promoting enhanced regional energy cooperation in the Baltic Sea Region. It is perceived as a good way of creating convergence of views and a greater common understanding of existing challenges. This could gradually create the basis for shared views and hopefully in the end a common list of priority energy projects in the region. The project will consist of four work packages and a number of milestones where the results will be disseminated, discussed and challenged by different stakeholders in the BSR.
The target group of the analysis is politicians, businesses, regional organizations and energy producing companies. The scenarios for future energy systems should serve as helpful tool for governments by identifying the added value from enhanced regional cooperation. Further, the analysis will prioritize regional projects that should be implemented and outline concrete possibilities for the industry to be frontrunner in development of new energy technologies. These findings can be used by businesses within the energy sector as well as downstream industries.
Key areas for demonstration: for decision makers, the project will clarify the consequences of political and strategic decisions by politicians, energy actors and the public to make better and more well-balanced decision between competing ends possible. The analysis has a cross-sector approach and looks at sectors such as energy, climate, transport, forestry and agriculture. Further, the analysis will cover areas such as research & development and demonstration
The Baltic Sea Region has a significant potential for further developing regional projects, which could benefit the region as a showcase for sustainable energy development and contribute at becoming frontrunners in innovative solutions through regional cooperation.

Project B: Combination of different project, developed by municipalities

1. **Technology transfer portal for the Baltic Cleantech sector**

Technology transfer is the major driving force for progress throughout history, in particular to help regional administrations and municipalities. In order to speed up the process of

decreasing green house gases and improve energy efficiency in the Baltic region, structured and validated information about different available technologies has to be well known throughout the region. The project fulfils a Pan-Baltic need to get a system for exchange and transfer of technology and knowledge across regions, countries and municipalities. In additions to that there is a strong market listening in on the data that have a growing economy and interest to source new and relevant technologies for their rapid development.

2. Energy ABC – Energy actions for Baltic Competitiveness

Energy ABC is an educational project where the first step is to inform politicians, management and civil servants in energy efficiency issues. The second step to educate the operating staff in charge of the energy systems in SME/industries and in large real estates, for instance public buildings. Concrete result of the project are regional energy tutors with a knowledge and competence in energy efficiency issues equipped with tool – the training in energy efficiency and the software ENSAM– that will help them to further disseminate their knowledge to other local energy guides. Main objective of the project is to strengthen the region by reinforce the economical development and growth, without increasing the negative impact of the environment, especially the climate change.

3. LED- Light for Urban and rural areas

We are facing a paradigm shift in the field of public lightning. The single most efficient way to reduce green house gases globally would be to replace kerosene lamps with solar and wind powered light. A conversion to LED-lighting would result in a paradigmatic shift within the field of lighting and a reversal of the percentages. This technology is here.