

Guidance on the implementation of the Integrated Maritime Policy through ESI Funds 2014-2020

1. Aim of the note

This note aims at providing guidance to services in their work with national and regional authorities on the implementation of the Integrated Maritime Policy (IMP) of the European Union within the context of ESI Funds during the 2014-2020 period.

In order to support the work on draft Partnership Agreements and Operational Programmes, this note provides a general picture of the most important IMP areas that are open for European funding during the 2014-2020 period. It builds on the Commission Services' views reflected in the Common Position Papers on the main challenges and funding priorities on Blue Growth for maritime and marine activities. By giving examples of existing and future 'blue' projects and funding possibilities, this note aims at supporting the work of different services during the negotiations of Partnership Agreements and Operational Programmes.

2. What can be funded?

For the period 2014-2020 the Commission Cohesion Policy has identified 11 Thematic Objectives that are common for cohesion, rural development and the maritime and fisheries policies. These 11 thematic objectives ensure that interventions under these policies and supported by the CSF Funds are aligned towards the achievement of joint objectives, those of Europe 2020. They provide a menu of possible funding objectives for the whole of the EU.

The Commission services' view on priorities for CSF Funds for each Member State has been developed on the basis of these objectives and an in-depth country analysis¹. Main challenges and funding priorities on Blue Growth for maritime and marine activities have been reflected in the Common Position Papers. Member States have a broad choice and flexibility to define their own maritime priorities.

¹ http://ec.europa.eu/regional_policy/what/future/index_en.cfm

2.1. *Blue Growth and support to IMP implementation*

2.1.1. What is it?

The Integrated Maritime Policy (IMP) of the European Union seeks to provide a more coherent approach to maritime issues, with increased coordination between different policy areas. By doing so, the IMP contributes to the development of dynamic and innovative maritime sectors and to improve their sustainability, resource efficiency and synergies in order to deliver growth and jobs and reduce pressures on the marine and coastal environment.

The 2012 Blue Growth Communication highlighted the growth and jobs potential of five sectors (offshore renewable energy, maritime and coastal tourism, blue biotechnology, aquaculture and seabed mining).

Furthermore, the Commission is progressing on cross-sectorial initiatives. We have tabled a proposal on Maritime Spatial Planning and Integrated Coastal Management, and together with MS we are also in the process of creating a Common Information Sharing Environment – all this will require financial resources and has to be included in the PAs and OPs. Sharing of marine knowledge is also essential and should not be forgotten.

2.1.2. Why is it important?

The PA should identify the prospects offered by the maritime sectors identified in the Blue Growth Communication and the need for financial support.

Based on regional and local strengths, the PA should also identify other maritime and maritime sectors that are of relevance for the Member State, taking into account existing national strategies or Sea-Basin cooperation. These include for instance maritime transport development and clean shipping, transport inter-modality; certificates of excellence and maritime training; maritime clusters; heritage and cruise tourism (to note that tourism should not be a priority per se, but it has to involve sustainability, innovations, skills development).

To give priority to maritime funding can be justified from several perspectives:

- Blue growth sectors are still in a pre-commercial phase and need a boost to reach the critical size to attract private financing and become self-sustainable.
- These potentials often lie in remote/isolated regions with extra connectivity challenges.
- Common technological challenges and multiple benefits: synergies between sectors; knowledge sharing would bring considerable benefits. Deep-sea technologies, oceanographic data, shared surveillance systems can serve several purposes.
- Funding makes IMP implementation less costly and improves its efficiency.

Many national and regional operational programmes support actions falling within the IMP/Blue Growth already today and are likely to continue to do so during the 2014-2020 period.

Examples include the establishment of research facilities in marine science, development of SMEs in emerging maritime industrial sectors, support to marine-based renewable energy production, flood and coastal defences, , maritime tourism, port infrastructure/connections and implementation of Directives in the field of environment including the MFSD and NATURA 2000.

Technical Assistance projects are particularly relevant. Under IMP MED, projects have been submitted on Maritime information and knowledge management, implementation of Maritime Spatial Planning and ICZM and development of national MSP, Maritime legislation and regulation, and development of maritime surveillance.

Blue growth and innovation in the ESIF – clusters, smart specialisation

Thematic concentration is one of the new features of ESIF funding during the 2014-2020 period. **Innovation and R&D** has been singled out as a key area in this respect. Thus, activities falling under the IMP/Blue Growth in the field of innovation and R&D will be particularly important.

Key actions identified by the Commission include the dissemination and adoption of new technologies, innovative solutions and research infrastructures and equipment and capacity building for Member States and regions for the swift economic exploitation of new ideas stemming from research and innovation.

More specifically, this includes support for clusters (for example maritime clusters), cooperative partnerships between research, education and innovation actors (for example between maritime research, maritime education and maritime stakeholders active in innovation), business R&I infrastructures, promotion of R&I business advisory services, cultural and creative industries , pilot and demonstration activities.

Research and innovation **strategies for smart specialisation** (RIS3) are a key element to ensure optimal innovation impact of future Cohesion Policy investments. These strategies are about better, stakeholder-driven and comprehensive policy-making to foster place-based knowledge-based economic transformation. The existence of smart specialisation strategies is a strategic condition, and legal pre-requisite, for investing Cohesion Policy funds in research, innovation and ICT development and take-up. Smart specialisation aims at concentrating resources on those fields in which a region has a comparative advantage in relation to other regions. Thus, the approach requires choices to be made to focus on fields with best perspectives for growth and global competitiveness. RIS3 pull together different actors and departments for more efficiency and ownership and use a broad understanding of innovation that is not limited to research and development.

2.2. *Sea Basin Strategies and regional cooperation*

2.2.1. What is it?

The maritime policy promotes growth and development strategies that exploit the strengths and address the weaknesses of each large sea region in the EU: from the Arctic's climate change to the Atlantic's renewable energy potential, to problems of sea and ocean pollution, to maritime safety.

The state of development of these strategies varies, from the well-established Baltic Sea Macro-Regional Strategy (MRS, that goes far beyond maritime policy) and the recently adopted Atlantic Action Plan to the first steps towards Adriatic and Ionian strategy and the cooperation in the Mediterranean where dialogue with neighbouring countries is essential.

2.2.2. Why is it important?

The draft Common Provision Regulation (Art 14) calls for SBS and MRS to be included in the Partnership Agreements.

SBS and MRS are key contributors to the successful implementation of the IMP. They provide a robust integrated framework for Member States to address issues which cannot be handled satisfactorily in an isolated way, but instead require transnational strategic approaches, projects and networking. Moreover, such strategies offer a platform for Member States to engage at an early stage in defining priorities. SBS are based on similar principles as MRS but are more specific in terms of scope, i.e. marine and maritime centred.

Cooperation across borders should support the following IMP/Blue Growth objectives:

- Improving the conditions for integrated governance at sea-basin level through data sharing;
- Supporting the blue economy through exchanges of best practices in business support, innovation and maintaining competitiveness;

2.2.3. How to do it?

It is important to bear in mind that SBS/MRS do not mean that any new EU funds will be made available. Thus, funding for the implementation of the strategies will have to come from **already existing sources** such as EU funds and other financial instruments and funds. ETC programmes play a key role, but national/regional programmes could also be used. There should be a link between the decisions taken under the Strategy and funding decisions. This link needs to be reliable: one needs to be reasonably certain that the important projects identified and promoted within the Strategy will be financed.

European Territorial Cooperation Programmes co-financed by all the ESIF should prioritise operations with a clear cross-border or macro-regional impact, such as those deriving from the Strategies. For Member States, this should be done by identifying those national priorities where there is a need to cooperate with other countries. During the drafting of the OPs it will

be important that activities falling under the IMP/Blue Growth objectives are included in the identification of common areas of interest between programmes and policies covering the geographical area of a SBS/MRS and that links are made to specific SBS/MRS Priority Areas which the programme aims to promote.

Identified priorities should include activities falling under the IMP/Blue Growth objectives, for example cooperation between research institutions in Blue Growth areas, strengthening of maritime clusters, maritime safety and security, integration of surveillance, clean shipping, tourism, maritime spatial planning, offshore wind farms and their connection to the grid.

IMP/Blue Growth and the European Union Strategy for the Baltic Sea Region (EUSBSR)

Macro-regional strategies focus on a set of common challenges, the Priority Areas (PAs). The EUSBSR Action Plan includes 17 PAs, of which some are of particular interest in the context of implementing IMP/Blue Growth objectives:

- PA Energy: energy efficiency, renewable energy, offshore wind farms including their connection to the grid
- PA Innovation: sustainable and innovative use of marine mineral resources, blue biotechnology
- PA Reduction of nutrient inputs: implementation of the Marine Strategy Framework Directive
- PA Maritime safety and security: increased cross-border and cross-sector cooperation and information sharing among maritime authorities and other relevant stakeholders to improve maritime safety and security should be supported
- PA Clean shipping: reduce emissions from the shipping in the Baltic Sea, and to establish upgraded reception facilities for sewage in passenger ports of the Baltic Sea
- PA SME: develop deeper cooperation on environmental technology to create new business opportunities. Strengthen SMEs in the environmental technology sector more critical mass in knowledge and technology needs to be created, involving both RTD (research) and enterprises
- PA Tourism: mobilise the full potential for sustainable tourism of the Baltic Sea region. Facilitate sustainable land excursions of cruise ship operators in the Baltic Sea
- PA Transport: smarter transport solutions

Examples of current flagship projects falling within IMP/Blue Growth identified within the framework of the EUSBSR are provided in the annex 4.

ATLANTIC ACTION PLAN Priorities and objectives	
PRIORITY 1	Promote entrepreneurship and innovation
Objective 1	Sharing knowledge between higher education organisations, companies and research centres
Objective 2	Enhancement of competitiveness and innovation capacities in the maritime economy of the Atlantic area
Objective 3	Fostering adaptation and diversification of economic activities by promoting the potential of the Atlantic area
PRIORITY 2	Protect, secure and develop the potential of the Atlantic marine and coastal environment
Objective 1	Improving maritime safety and security
Objective 2	Exploring and protecting marine waters and coastal zones
Objective 3	Sustainable management of marine resources
Objective 4	Exploitation of the renewable energy potential of the Atlantic area's marine and coastal environment
PRIORITY 3	Improve accessibility and connectivity
Objective 1	Promoting cooperation between ports
PRIORITY 4	Create a socially inclusive and sustainable model of regional development
Objective 1	Fostering better knowledge of social challenges in the Atlantic area
Objective 2	Preserving and promoting the Atlantic's cultural heritage

3. Available options

Given its cross-cutting nature, it is expected that the IMP actions will be funded through all ESIF, but also through other funding instruments. For the first time, the EMFF will include a significant allocation for the support of the development of Europe's Maritime economy, mainly through direct management. It should be noted that according to the partial general approach, 20% of the IMP budget under direct management will be moved to shared management.

Programmes under the European Territorial Cooperation (ETC) will also be of great interest for the implementation of the IMP.

The PA should identify the most relevant EU funds to support each of the objectives and the possibilities to combine them with other sources of financing such as Horizon2020, the Connecting Europe facility as well as EIB and private funding.

3.1. ESIF

ERDF

The ERDF can provide direct aid to investment in SMEs, in educational infrastructure, support small-scale infrastructure and equipment for regional and local development. Investment in infrastructure (energy, transport and ICT) is available only for less developed regions (convergence).

The list of priorities (see below) opens many possibilities for maritime funding.

ERDF investment priorities:

- research, technological development and innovation
- ICT
- competitiveness of SMEs
- shift towards a low-carbon economy
- climate change adaptation, risk prevention and management
- environment protection and resource efficiency
- sustainable transport and network infrastructures
- employment and labour mobility
- social inclusion and combating poverty
- education, skills and lifelong learning
- institutional capacity and efficient public administration

Projects could include for instance support to research and development in Blue Growth sectors, development of SMEs in emerging areas. Governance and systems for data sharing (maritime surveillance). Investment in flood and coastal defences, measures to increase ecosystems resilience. Support the use of integrated maritime policy tools for sustainable growth and competitiveness as well as the sustainable exploration and exploitation of seabed resources.

The **Cohesion Fund** could also support some of these projects.

ESF

The European Social Fund can support in particular actions related to the qualification and attractiveness of maritime careers, for instance by supporting training and certification, and through enhancement of labour mobility across sea-related sectors as well as between land-based and sea-based jobs.

EMFF

The future European Maritime and Fisheries Fund is still under discussion in the Council and European Parliament.

For the first time, the EMFF will include a significant allocation for the further development of the IMP. Aquaculture but also diversification of activities and careers/training, MSP, regional cooperation

EAFRD

3.2. Complementarity, integration and coordination

Integrated approach: ITI

ITI is a new type of tool that can be used for supporting integrated investments on a specific territory from several ESI Funds under more than one priority axis of one or more operational programmes. ITIs are set up at national or regional level without any assessment or approval by the Commission. An ITI could thus combine funds from the ERDF, CF, ESF, EAFRD and EMFF.

The ITI concept could be of interest for targeted development of From an IMP/Blue Growth objectives in a specific territory. An example could be actions in a city/agglomeration with a strong maritime cluster (industry, research, education facilities). Another example could be actions in the field of tourism, SMEs/entrepreneurship and innovation in an archipelago.

European Territorial Cooperation

By their very nature (cross-border, inter-regional, transnational), European Territorial Cooperation (ETC) programmes provide a financial instrument for engaging in marine and maritime cooperation across borders. In addition, there is a considerable potential contribution of ETC programmes to the implementation of Sea Basin Strategies (SBS) and Macro-Regional Strategies (MRS) and already during the 2007-2013 period such programmes provided considerable funding for the implementation of activities under strategies such as the European Strategy for the Baltic Sea Region (EUSBSR).

Examples of projects contributing to territorial cooperation on IMP-related matters also exist under current ETC programmes in those regions that are not supported by sea-basin or macro-regional strategies.

Project example: Maritime Regions Cooperation for the Mediterranean (MAREMED)

MAREMED project has been put forward by 14 regions from 5 different Mediterranean countries under the MED Transnational cooperation programme for 2007-2013. The project is dealing with the following themes: Maritime policy governance, the integrated management of coastal and maritime areas, fisheries, adaptation to climate change in coastal areas, efforts to reduce pollution and data management.

These themes fulfil the strategic and political objectives of:

- the European Union and its Blue Book on European Maritime Policy, as well as the ICZM Recommendation, the Water Framework Directive, Marine Strategy, the Communication on Best Practice in Integrated Maritime Governance, the strategy for the planning of maritime activities, fisheries regulations (EFF Regulation 1967/2006), the REACH Directive, the INSPIRE Directive and the European Marine Observation and Data Network (EMODNET);
- the Mediterranean Action Plan, which was signed by all Mediterranean governments 30 years ago, and the regional activity centres such as REMPEC, the Plan Bleu, PAP/RAC, etc.;
- the Barcelona Process: Union for the Mediterranean, for which the depollution of the Mediterranean is a priority; this can only be achieved through the development of an overall strategy on coastal issues at transnational level and the introduction of innovative governance methods.

The objective of the project is to develop tools for enhancing and coordinating regional, European and Mediterranean policies on these six thematic strategies.

Possible ETC project examples in the field of integrated maritime surveillance could include:

- Supporting initiatives undertaken by Member States, including risk assessments, exchange of best practice on cooperation, training, asset sharing, coordinated response mechanisms and investments in state-of-the-art equipment that contribute appropriately to enhancing coordinated preparedness and responses to marine threats, natural disasters, marine accidents, spills of oil and hazardous material or trafficking;
- Helping to deliver regional sea-basin-related information services within the Common Information Sharing Environment (CISE), based on agreed EU-wide standards and experience gained by Member States in pilot projects

Projects can also support the implementation of Maritime Spatial Planning and the Marine Strategy Framework Directive.

Project example in the field of biotechnology, one of the emerging sectors with potential for development identified in the Blue Growth Communication:

Project example: **Biotecmar**

Programme: ETC – Atlantic Transnational Programme 2007-2013

Partners: FR (5), IE (2), PT (2), ES (2)

Total (euro): 2,314,438.85 (65% ERDF)

The Biotecmar project supports the development of a chain for the production of valuable

ingredients using underexploited marine products.

Main objectives are:

- Analyzing the current blocking points for by-products use and studying the possible exploitation by value chains (by species, and by-product).
- Establishing an Atlantic network with connections between scientists, marine resources providers, manufacturers and users.
- Disseminating information among SMEs on the marine resource potential, processing methods, biological activities, traceability, regulation and market trends via the organization of seminars, workshops, training sessions, conferences, individual meetings, etc.
- Supporting the industries/SMEs from Atlantic area to develop these biotechnologies.

One example on marine renewables and clusters:

Project example: Atlantic Power Clusters

Programme: ETC – Atlantic Transnational Programme 2007-2013

Partners: ES (5), FR (6), IE (2), PT (2), UK (2)

Total (euro): 2,923,705.00 (65% ERDF)

The project seeks to develop cooperation and joint approaches to facilitate the identification of new market niches in the renewable energy sector and the redefinition of educational and training programs as per the needs of the offshore and marine energy sector in the AA. The project is likewise expected to contribute to a "greener" model of energy development, while enhancing the competitiveness and innovation capacities in the Atlantic regions.

Main objectives are:

- Building a transnational marine energy strategy in the Atlantic Area
- Creating an adequate political and social environment for the marine energies
- Enhancing the competitiveness and innovation capacities of the industrial community in the Atlantic regions

Other financing instruments

When planning funding priorities, it is important to seek synergies between sectors, but also complementarity and synergies with other EU instruments and funding through the European Investment Bank.

- **EU instruments:**
 - Horizon 2020
 - LIFE
 - Connecting Europe Facility

- **EIB:**
 - Technical assistance
 - FEMIP

4. Challenges and success factors

Focus and develop synergies

Focus on priority sectors and initiatives. Don't be over-ambitious.

Governance and coordination

A good coordination between ministries and managing authorities at national and regional level is essential. One of the challenges for a successful IMP implementation is the good coordination between the different or/and same levels of governance in Member States and between Member States at SB level. Member States don't share the same administrative structure and this might be a weakness to support the IMP implementation. In this context, the IMP initiatives seek to provide a more coherent approach to maritime issues, with increased coordination between different policy areas.

In the context of Sea-Basin work, MS should talk to their neighbours, organise meetings, take the initiative in sectors where they have the lead.

Stakeholders involvement

A key task to increase the visibility of investments in the context of IMP/Blue Growth is to ensure that all maritime stakeholders are properly informed and involved in the development of the investments and that synergies are sought within the maritime sectors. This means that all maritime stakeholders at national/regional level should be properly involved in the drafting of PAs and OPs as well as in the subsequent implementation of programmes.

Example: Atlantic Action Plan Assistance Mechanism

The Action Plan for a Maritime Strategy in the Atlantic² - adopted on 13th May 2013 – foresees the establishment of an assistance mechanism that will enhance the engagement of national, regional and local actors, including the private sector, and enable progress to be monitored.

The assistance mechanism will serve to:

- raise awareness of the Action Plan and its objectives;
- enable cooperation across the Atlantic area;
- give guidance to stakeholders and potential project promoters;
- liaise with managing authorities of EU funding programmes;
- identify potential funding sources for projects at both EU and national level.
- bring together possible project partners to develop activities that would respond.
- provide an evaluation and assessment of progress.
- organise workshops and the Annual stakeholder conference.

² COM/2013/0279 final, Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions 'Action Plan for a Maritime Strategy in the Atlantic area Delivering smart, sustainable and inclusive growth'

ANNEXES

ANNEX 1 :

CSF Thematic Objectives

Thematic Objective 1: Research, technological development and innovation

Thematic Objective 2: Information and communication technologies

Thematic Objective 3: Competitiveness of SMEs

Thematic Objective 4: Low-carbon economy

Thematic Objective 5: Climate change adaptation and risk prevention

Thematic Objective 7: Sustainable transport

Thematic Objective 6: Environment and resource efficiency

Thematic Objective 8: Employment and labour mobility

Thematic Objective 10: Education, skills and lifelong learning

Thematic Objective 11: Institutional capacity and efficient public administration

ANNEX 2: examples of themes to address under investment priorities

- **Modern infrastructure for growth and jobs:**
 - Transmission networks for marine renewable energy
 - Improvement of intermodality infrastructures in ports
- **Innovation-friendly business environment:**
 - Academia-industry cooperation for marine biotechnology,
 - Development of offshore spatial planning models and business models for multi-use offshore platforms,
 - Bio refineries for algae products (cosmetics, food, third-generation biofuels),
 - Development of deep-sea technologies for new services at sea (harvesting marine renewable energy, producing fresh water, fish farming and algae growing, seabed mining, etc.)
 - Observation systems

- Support to innovative SMEs, energy efficiency and sustainability of aquaculture farms, sustainable and innovative maritime tourism.
- Clustering/technology transfer – incubation
- **Increasing labour market participation through improved employment, social inclusion and education policies:**
 - Excellence in maritime training and certification programmes, development of skills that meet the market needs;
 - Cooperation programmes between schools, universities and industry (shipyards, offshore renewable energy supply chain)
- **Climate change and environment/resource efficiency:**
 - Support to industrial development of marine energy technologies
 - Energy efficiency in aquaculture farms
 - Climate change adaptation measures in coastal zones: spatial planning, flood prevention infrastructure
 - Support to low-emission, climate-proof touristic infrastructure
 - Cross-sectoral projects: Maritime Spatial Planning, Integrated surveillance and marine knowledge.

ANNEX 2: Examples of projects funded from national and regional programmes:

Marine Biology Laboratory at Tjärnö

Off the western coast of Sweden, the island of Tjärnö is the most westerly outpost of the University of Gothenburg and the domain of biologists specialising in oceanographic research. ERDF support of EUR 2.5 million was received to establish a regional centre of excellence, which offers a platform for networking and technology transfer. The objective was to integrate academic research, applied research and the response to the needs of end users both in public-sector administrations and NGOs and private-sector businesses.

With the arrival of new researchers who are attracted to the project, the TMBL's workforce has more than doubled and now has over 75 members of staff including 50 researchers and – as a result of an equal opportunities policy - 45% women. The researchers take part in a number of interdisciplinary and inter-sectoral programmes and each year, the TMBL welcomes 500 students. To date, the TMBL has cooperated with around twenty businesses operating in various sectors: the food and pharmaceutical industry, biotechnology, tourism,

transport and maritime techniques. Six patents have been registered, six new companies have been launched and more than a hundred jobs have been created.

Marine Valley – for development of Marine science, studies and business

Located in the city of Klaipeda the Marine Valley is one of five Lithuanian integrated research, study and business centres (valleys) for which ERDF funding was received. The Marine Valley aims at promoting globally competitive fundamental and applied research and at training highly qualified professionals to meet the needs of Lithuania's maritime sector.

Main objectives of the Marine Valley are to create a modern research infrastructure for the general needs of Lithuania's maritime research, academic studies and technological development, and for the implementation of the EU maritime policy; to strengthen the interaction between science, academic studies and business activities with a view to better quality of studies; to create conditions for cooperation between maritime businesses and research/academic institutions, and for increasing global competitiveness of the maritime businesses.

Main outcomes to be achieved by 2015 include 5 scientific open-access laboratories established; new building for scientific laboratories built (up to 5200 m²), 2 vessels built for research and environmental monitoring with modern marine and coastal zone research expedition equipment, 12 study laboratories upgraded in 4 faculties, at least 60 new jobs created for scientists and researchers, 15 international R&D projects running, two new doctorate study programmes created and technology business incubator built (up to 2000 m²).

Maritime Cluster Bulgaria

Under the National Strategic Reference Framework for 2007-2013, and Operational Programme "Development of the Competitiveness of the Bulgarian Economy" for 2007-2013, the project entitled "Sustainable development and creation of a favourable business environment for effective functioning of the Maritime Cluster Bulgaria" is being implemented. This project is co-financed by the ERDF. The Maritime Cluster Bulgaria was founded in August 2007 in Varna as an organisation of companies and NGO's working in the maritime industry.

Through assistance from this project, the cluster has obtained support for taking its objectives forward, in particular the creation of conditions for further sustainable development of the maritime industry in Bulgaria, improvement of competitiveness by uniting the efforts of its members, promotion of the industry on a national and international level and support to the members in their activities. The cluster is currently composed of 20 members. Since 2009, it has also become a member of the European Network of Maritime Clusters.

Port to gain competitive edge

Under the ERDF for the 2007 to 2013 programming period for Poitiers Region (FR), this project involved major works designed to extend and modernise the Port of La Rochelle with a view to increasing the traffic capacities of the port from 7 million tons in 2010 to 10 million tons by 2015.

For the region, this promises to bring economic gains in terms of jobs created and increased business activity. Environmental concerns have not been left out of the equation either, with a series of mitigation measures integrated into an environmental action plan.

Total Investment: EUR 67 659 000

EU Investment: EUR 7 091 600

Tank makes waves in Cantabria

Projects such as Great Tank of Maritime and Coastal Engineering are helping the EU to become a smart, sustainable and inclusive economy by 2020, as set out in the EU 2020 growth strategy. The EU is facing some tough challenges, including an ageing population, an insufficiently qualified workforce, the need for greater innovation, striking a balance between economic growth and environmental degradation, and ensuring secure, clean energy supplies. Regional policy projects across the EU are playing an active role in dealing with these and many other challenges, by undertaking projects designed to generate employment, raise educational achievement, develop renewable energy sources, boost productivity and give all citizens access to opportunities. The projects and the regions play a pivotal role in this, as they generate real results that contribute to achieving the strategy's key goals.

Designed to simulate wave conditions using any type of stream or wind, including at different depths, the Tank is on its way to becoming a reference centre for maritime and coastal engineering and a source of vital research results of environmental and socio-economic interest.

This project was funded under the ERDF for the 2007 to 2013 programming period for Cantabria Region (ES).

Total Investment: EUR 27 000 000

EU Investment: EUR 2 500 000

ANNEX 4: Examples of current flagship projects falling within IMP/Blue Growth identified within the framework of the EUSBSR

Energy:

Demonstration of coordinated offshore wind farm connection solutions, e.g. at Krieger's Flak (Denmark, Germany).

The Krieger's Flak Combined Grid Solution project is a joint Danish-German project managed by the two Transmission System Operators 50Hertz Transmission, Germany and Energinet.dk, Denmark. Lead: Denmark.

Innovation/R&D:

SUBMARINER Network – Actions and Initiatives for Sustainable and Innovative Uses of Baltic Marine Resources.

The project is a transnational umbrella for activities focusing on sustainable and innovative uses of Baltic marine resources. 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 solving environmental problems. SUBMARINER Network implementation is based on the roadmap (to be published in 2013), which recommends what needs to be done at the BSR level in order to realise the Europe 2020 Strategy aims in general and its maritime pillar in particular. The project is funded by the Baltic Sea Region Programme 2007-2013. It has a total budget of EUR 3.6 million, of which EUR 2.8 million are ERDF co-finance and EUR 0.8 million are partners' contributions. It runs from October 2010 to December 2013.

Lead: Ministry of Economic Affairs of the Land Schleswig-Holstein/Germany; Co-leaders: Swedish Agency for Marine and Water Management and the Maritime Institute in Gdańsk/Poland.

Maritime Safety and Security:

Development of shipping routes and e-Navigation in the Baltic Sea.

The project aims to make a concrete contribution to efficient, safe and environmentally friendly maritime transport. This will be done through the development, demonstration and dissemination of innovative e-Navigational services to the shipping industry, which can lay the groundwork for future international deployment. Another main activity under this flagship project will be 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, will help enhance the safety of navigation and optimisation of shipping routes. (Motorways and electronic navigation by intelligence at sea (MONALISA) project,

which has a budget of 22.4 million EUR and is 50% co-financed by the Trans-European Transport Network (TEN-T) programme. Lead: Swedish Maritime Administration.

Clean Shipping:

Clean Baltic Sea Shipping – CLEANSHIP.

The Cleanship project aims to identify solutions to reduce ship emissions in order to achieve a sustainable shipping industry and land transportation links as required by the new IMO regulations. To this end, the project seeks to facilitate the implementation of the HELCOM Baltic Sea Action Plan and is planning to develop a general clean shipping strategy through six pilot projects. A key element in the project is 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 will be implemented in cooperation with the private sector on a voluntary basis. Lead: Port of Trelleborg.

Tourism:

Facilitate sustainable land excursions of cruise ship operators in the Baltic Sea by developing pilot actions in order to elaborate guidelines for the application of sustainability criteria for the product format ‘land excursions’. After the implementation and the evaluation of the pilot actions, it is intended to offer a standardised process for this product in order to promote the dissemination of the results within the cruise ship sector. Lead: AIDA Cruises, Germany.

Transport:

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