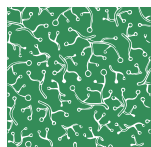


Tackle the challenges that matter most in your community

smart environmental solutions in

South Baltic



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Gdańsk 2014

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Gdańsk 2014

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Dear Readers and Friends,

After nearly 7 years of exciting and intensive collaboration, the first generation of South Baltic cross-border cooperation projects is coming to an end. Since 2008, more than 400 partners from Poland, Sweden, Mecklenburg-Vorpommern, Denmark and Lithuania have joined their forces under 69 projects, committed to boost regional development through cooperation. Altogether EUR 57 m of co-financing by the European Regional Development Fund (ERDF) have been invested by the Programme, enabling the supported partnerships to share their knowledge and experience, transfer good practices and to jointly develop innovative solutions for the economic and environmental challenges of the South Baltic area. Today, we are proud to share the results of their work with you.

Reaching from technologies to produce biogas from algae to publicity measures improving the image of Offshore Wind Energy among the general public, the publication you are holding in your hands presents 20 smart solutions for 7 key environmental challenges: eutrophication, the use of renewable energies, sulphur pollution, waste management, herbicide loads, traffic pollution and the low economic viability of broadleaf forests. Developed and tested by the project partners across borders, the methods, instruments, products, recommendations and guidelines presented on the following pages are now ready to also serve your community.

Hence, think twice before storing this publication in your archive. Regardless of whether you work in the public, private or non-governmental sector, whether your job is to fight eutrophication, to ensure state-of-the-art recycling systems or to turn new environmental standards into business op-

portunities, this toolbox may help you to find answers to the development challenges which you are facing at your doorstep. Each of the instruments has been concisely described on one single page. Comments from end-users give you a first impression about the usefulness of the presented solution in practice. If you would like to learn more about a certain tool, simply access its full version by using the direct access link. At the same time, in case you prefer to directly get in touch with the expert behind the developed solution, do not hesitate to use the contact details provided for the “Knowledge Agent” of the tool.

We hope that the following pages will not only showcase the valuable results achieved by our projects but will serve as a source of inspiration for all practitioners and decision-makers committed to work for a healthier environment, within and perhaps even beyond the South Baltic area.

We therefore would like to thank all projects for their valuable contributions to this compendium. In this spirit, the team of the Joint Technical Secretariat wish you an enjoyable and inspiring reading!



Thorsten Kohlisch



Thorsten Kohlisch

Head of the Joint Technical Secretariat
of the South Baltic Cross-border Co-operation
Programme 2007 – 2013

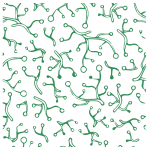


Eutrophication

The South Baltic area is under significant anthropogenic pressure, and eutrophication is one of the main environmental challenges. The leakage of nutrients has ramifications for the environmental integrity of the South Baltic water bodies.

Nutrients from agriculture stimulate an overproduction of undesirable macro algae that accumulate at the shore. It leads to massive, sometimes toxic, cyanobacteria blooms occurring during the tourist season. The South Baltic area has a strong tourism sector with high recreational values which are negatively affected by the accumulated algae. This is a serious threat to the coastal tourism.

Eutrophication has caused a shift in the ecosystem of the Baltic Sea, which has resulted in the loss of biodiversity and reduced the productivity of the ecosystem. The increased production of phytoplankton, cyanobacteria and lamentous algae also causes anoxia at the bottom of the Baltic Sea. When the algae die they sink to the sea bed and decompose, the process of which consumes all of the available oxygen in the lower waters. The preconditions of the Baltic Sea, with little inflow of salt water and strong striations between fresh, brackish and salt water result in the deep cavities rarely getting any fresh supply of oxygenated water. The anoxic sea bed escalates the problem and worsens the effects of eutrophication as Phosphorus in the sediments dissolves due to the absence of oxygen.



Background: Wetlands Algae Biogas (WAB) was a joint project of municipalities, river basin authorities and research facilities from Sweden and Poland. The model for reducing eutrophication, utilising the algae biomass, and returning phosphorus to the arable land was jointly elaborated and tested.

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Holistic model for reducing eutrophication and increasing biogas production

The model constitutes a cycle previously unseen in the Baltic Sea. It consists of 3 components: developed in close cooperation with farmers, the first step seeks to decrease nutrient leakage through wetlands restoration and creation (1). New techniques for collection of algae from the coastal zones improve the situation for the local tourism sector (2). The collected biomass is fermented into biogas, and then utilized for energy generation (3). After the biogas fermentation, the nutrients in the algae are re-used as fertilizers while at the same time pollutants absorbed by the biomass are removed from the system. The model transforms a problem into a resource, and offers a number of benefits: removing phosphorus and nitrogen from the Baltic Sea and returning it to arable land (phosphorus is a limited resource that needs to be conserved to secure future food production), reducing the nutrient leakage, securing the availability of coastal waters for juvenile fish and other important organisms, stimulating the biodiversity, improving coastal recreational values, and reducing greenhouse gas emissions from decomposing algae.

Jacek Karnowski
Mayor of Sopot

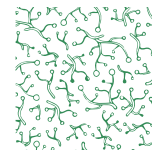


“ Thanks to the WAB model, we have encountered several more effective techniques for removing algae biomass from the coastline. After two seasons of jointly working with the problems, we have gained valuable experience. We would like to continue these activities in the future, because they give palpable results. The members of our cross-border community feel that there is a need for joint actions on the occurrence of excessive algal blooms in the entire Baltic Sea region. ”

Frans W. Langkilde
Landowner



“ Much of the meadows area of the Grönby Norregård farmland has been turned into wetfields with a total water area 8 ha. Thanks to the WAB project, I've come to realise that it is possible to benefit the environment without doing much harm to farming. Moreover, if sustainable farming is necessary to be able to do farming in the future, the wetlands are important means in this direction. The better control of the river flooding helps decreasing the release of nutrients to the Baltic Sea, but it is also of benefit to the farming along the river. ”



Code of Conduct on cross-border management of transitional waters

Transitional waters are defined by the European Commission as “bodies of surface water in the vicinity of river mouths which are partially saline in character as a result of their proximity to coastal waters but which are substantially influenced by freshwater flows.” The anthropogenic pressure on transitional waters is growing due to their high recreational value. Moreover, eutrophication also affects the transitional waters with regular blooming of cyanobacteria every summer. The Code of Conduct provides guidelines for cross-border management of transitional waters. Based on local examples, it catalogues measures and recommendations which can be applied in similar contexts elsewhere in the European Union and world-wide. Lessons learnt, Integrated Coastal Zone Management tools as well as success and failure factors are listed in connection with case studies such as “Integrated strategies for the cross-border management of transitional waters on the Eastern border of the European Union:”; “Economic valuation of linear and areal riparian habitats of the Curonian Lagoon”; “Transboundary conservation of fish stocks in the Sound”; “NATURA 2000 management in and around the Odra Lagoon”; “Cross-border cooperation in addressing natural hazards and emergency relief in the Curonian Lagoon shared between Lithuania and Russia”; “Management of dredged material from the Odra Lagoon”; “The Wadden Sea Forum – a transitional water stakeholder body”; “Management of Ireland’s transboundary transitional water bodies”; “Long-lasting collaboration between the stakeholders of the river Roya basin – France, Italy and Monaco”; “Transboundary EIA in the construction of the fixed links across the Danish straits”, etc.

“The training course organised by the ARTWEI project has provided me and the entire staff of the national park administration with the skills needed to cooperate more closely with our partners across the border in the Russian part of the Curonian Spit (national park Kurshskaya kosa). We have already conducted several joint meetings, and the future cooperation based on the Code of Conduct enables us to jointly tackle the eutrophication problem and ensure the environmental integrity of the Curonian Spit.”

Background: the project Action of Reinforcement of the Transitional Waters’ Environmental Integrity (ARTWEI) was designed to develop methods for effective management of transitional waters in transboundary areas. Focus areas of the project were four different water bodies in the South Baltic Sea which are all located in transboundary areas: Curonian lagoon, Vistula lagoon, Odra lagoon and Öresund.

Access the smart solution at:
www.southbaltic.eu/smart/002

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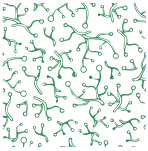
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Aušra Feser
Director of the Curonian spit
National park



Background: the project Modern Water Management (MOMENT) and its spin-off MOMENT UP defined and trialed a new stakeholder involvement model for river basin management. Water Users Partnerships (WUP) paved the way for local schemes in Sweden, Poland and Lithuania, and strengthened the relations with Russia.

Access the smart solution at:
www.southbaltic.eu/smart/003

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Water Users Partnerships

The HELCOM Baltic Sea Action Plan classifies eutrophication and the outlets of hazardous substances as key issues requiring action. To tackle these challenges, the role of local actors and citizens is crucial. The Water Users Partnership is a new stakeholder engagement model designed to decrease outlets of nutrients and hazardous substances from small and diffuse sources. The model has been successfully tested in pilot areas in Sweden, Poland, Lithuania and Russia (Kaliningrad Oblast). As a result, seven Water Users Partnerships have been established involving 350 active WUP members. The model can be applied in other regions following the successfully trialed actions in the following fields:

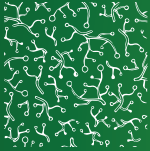
- land use, particularly the use of wetlands to reduce nutrient outlets, the management of water bodies within forest areas and water quality management in upstream parts of river catchment areas. A rough estimation in one of the pilot areas shows a reduction span from 4.5 to 40 kg phosphorous per year and from 0.5 to 2 tons nitrogen per year through the wetland;
- treatment of sewage, particularly solutions for treatment of waste water from single houses and biogas production using sludge from small-scale sewage plants;
- stormwater management, particularly stormwater management plans, ecologically adapted stormwater treatment, stormwater treatment in central urban areas and restoration of stormwater polluted recipients;
- information/communication, particularly GIS information system and information campaigns on phosphorus-free detergents.

Alexander Fomin

Resident of the Divnoe settlement (Kaliningradskaya Oblast), located in the basin of Primorskaya river



“ This very innovative approach for solving environmental problems inspired me to become a member of the Primorskaya river Water Users Partnership. For the first time, it became clear to us how to connect peoples’ needs with the local governance. As we have both scientists and local officials engaged in discussions within our Water Users Partnership, it became easy to find solutions for the problems that have been existing in this area for decades. I would be pleased to see more citizens and businesses joining us in this initiative. ”



Renewable energy

Over the last few years, South Baltic projects have been seeking to tap the potential of renewable energy sources. Wind energy, notably offshore wind energy (OWE), biomass, biogas, solar and hydro power have converged expertise and efforts from five South Baltic countries. The subjects of this chapter range from promoting, attracting and enabling renewable energy investments to tourism implications and the needs to raise public acceptance.



Background: the project RES-Chains bundles green energy expertise from all five South Baltic countries, and was designed to promote renewable energy source chains encouraging new investments in the South Baltic area.

Access the smart solution at:
www.southbaltic.eu/smart/034

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Guidebook for renewable energy investments

Based on good practices, the guidebook illustrates how the implementation of solar power, hydropower, biomass, biogas and wind energy investments can work well and provides guidance with related planning covering the following aspects

- Solar power: the aspects of choosing photovoltaic or solar thermal system, installation, orientation and tilt, shading and temperature, producers and warranties, etc.
- Wind power: life-cycle challenges, impact on environment and landscape, wind conditions, types of wind turbines, tower structure, operating conditions (onshore / offshore), etc.
- Hydro power: spatial planning, types of power plants, capacity and type of the turbine, measures to reduce carbon footprint, oxygen loss, sedimentation, the impact on fish populations, the impact of hazardous materials and waste, etc.
- Biomass: biomass origins, biomass supply compared to fossil fuel supply, harvesting, transport, drying, comminution, storage, homogenization, compaction, conveying, quality control, etc.
- Biogas: transport, storage, treatment, digestion, conversion pathways, the use by combined heat and power, feed-in into natural gas grid, the use as fuel for vehicles, the use for thermal energy production, etc.

Sven-Olof Petersson
Energy Strategist,
Karlskrona Municipality



“ Thanks to the expertise provided by RES-Chains, we will turn the old dump in Gullberna, which has been classified as one of the ten most contaminated in Sweden, into a photovoltaic park. The site is located in close proximity to the Amiralen shopping centre – a big consumer of electricity. RES-Chains made us understand that it will be a good long-term investment for shop owners. The owners shall replace a part of the electricity they buy from the grid with electricity from their own panels in the park. Shoppers could load their electrical car with energy from the park while shopping. It is a remarkable change from a contaminated land to a visionary emblem for Karlskrona. ”



Manual for offshore wind energy investors

This paper addresses the perspectives of Offshore Wind Energy (OWE) development in the South-East Baltic area, offering background information for new investments. It outlines potential locations in Poland and Lithuania as well as issues such as power grid integration, legislative framework and environmental impact. The paper provides insights into specific challenges for OWE investments identifying potential conflicting areas with the development of the wind farms such as shipping routes, underwater installations, military training areas, fishing activities, nature protection areas, cultural heritage, recreation, etc. The key conclusion is the urgent necessity of introducing elements of Integrated Maritime Spatial Planning to streamline the OWE development. A well-functioning legal basis and institutional mechanisms for Integrated Maritime Spatial Planning is recognised as one of the biggest challenges for OWE investments.

“At the launch of the SB OFF.E.R. project, offshore wind energy was not present in any significant public debate concerning Poland’s future energy mix. Besides few regional companies supplying North Sea offshore wind farms with their products, the local maritime industry was not aware of the potential. Business match-making and transfer of knowledge significantly reinforced the cross-border integration of the sector. Pressure upon the central government resulted in the amendment of maritime law, which paved the way for investors to apply for the first offshore wind farm location permits. At the end of 2013, the Maritime Offices in Gdynia, Słupsk and Szczecin embarked on Integrated Maritime Spatial Planning to further support spatial, environmental and economic optimisation of the offshore wind farms’ location. In the light of the recent debates across the EU concerning the enforcement of a common energy policy, the expertise generated within SB OFF.E.R. and accumulated in the manual for potential investors paves the way for a favourable investment climate on the cross-border offshore wind market. In Poland, we have already observed investments by the offshore wind market suppliers, such as Energomontaż-Północ Gdynia of 65 m PLN or Bilfinger Crist Offshore, implementing facilities for the fabrication of supporting structures in Szczecin amounting to 70 m EUR.”

Background: through reconciled cross-border actions, the project South Baltic Offshore Wind Energy Regions (SB OFF.E.R.) seeks to promote offshore wind energy in the South Baltic area, identified as one of the most suitable for this kind of renewable energy production.

Access the smart solution at:
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Marcin Włodarski
Vice president of the
Polish Offshore Wind Energy
Society



Background: through reconciled cross-border actions, the project South Baltic Offshore Wind Energy Regions (SB OFF.E.R.) seeks to promote offshore wind energy in the South Baltic area, identified as one of the most suitable for this kind of renewable energy production.

Access the smart solution at:
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Offshore wind resource atlas

Using the WRF (Weather Research and Forecasting) mesoscale model, a new Wind Atlas for the South Baltic Sea has been developed, verified by data from Danish and German stations. Six different boundary-layer parameter schemes were evaluated by comparing the WRF results with the observed wind profiles at the masts. The WRF modeling was done in a nested domain of high spatial resolution for four years. In the process, the long-term wind statistics using the continually updated gridded data set representing the state of the Earth's atmosphere (provided through NCAR-NCEP reanalysis data) were applied to provide basis for a long-term adjustment of the results. The final WRF results include a weighting for the long-term trends variability in the South Baltic Sea. With findings from earth observing satellites, the WRF model results near the surface were evaluated. The QuikSCAT and the WRF results resembled whereas the Envisat ASAR mean wind map showed some variation to the others. The long-term analysis revealed that the South Baltic Sea has had a spatially highly variable wind climate during the last 30 years.

Outlining these developments and potential, the wind atlas can serve as tool to draw the path for new South Baltic investments, share knowledge about techniques and requirements for wind farms, and identify promising regions for new Offshore Wind Energy (OWE) sites.

Charlotte Bay Hasager
Senior Scientist, Department
of Wind Energy, Technical
University of Denmark



“The nature of offshore wind farm investments is capital-intensive, and the new offshore wind atlas provides basis to take a decision on where to install wind turbines, to calculate their production, and eventually to justify the investment.”



Tourism potential of the offshore wind industry

This study examines and evaluates the challenges and opportunities of Offshore Wind Energy (OWE) for the tourism industry. It investigates how offshore wind farms can be integrated into regional tourism concepts by looking at good practice examples. The conclusions are based on extensive research: particularly in the coastal areas of Denmark, Sweden, Germany and Great Britain, offshore wind farms are already consciously being integrated into regional tourism offers.

The spectrum of potential offshore attractions is large: from offshore information centres, mobile exhibitions and observation platforms with telescopes to boat tours, helicopter flights around offshore wind farms and combined on- and offshore tours. Specially designated areas for divers and sailors in the vicinity of offshore wind farms, offshore restaurants and promotional products are further good practice examples.

“ We create a functional service port for the adjacent offshore wind farm in the North Sea. These are efforts to strengthen the economic position of Helgoland but at the beginning of the process (2012) severe doubts have been raised by the local tourism sector. We therefore decided to import good practice e.g. from the South Baltic area, and apply findings from the tourism study reconciling the offshore wind energy and the tourism prospects for Helgoland. Among other tools, this has been undoubtedly valuable for us in our efforts to become the first German island vastly profiting from the offshore wind industry, and legitimately brand ourselves as the renewable energy island. Helgoland integrated the offshore wind industry into its tourism offer by organising round trips by airplane as well as excursions with a high speed catamaran (in cooperation with our transport partners) to the offshore wind farms. ”

Background: through reconciled cross-border actions, the project South Baltic Offshore Wind Energy Regions (SB OFF.E.R.) seeks to promote offshore wind energy in the South Baltic area, identified as one of the most suitable for this kind of renewable energy production.

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Klaus Furtmeier
Tourism director,
Helgoland



Background: through reconciled cross-border actions, the project South Baltic Offshore Wind Energy Regions (SB OFF.E.R.) seeks to promote offshore wind energy in the South Baltic area, identified as one of the most suitable for this kind of renewable energy production.

Access the smart solution at:
www.southbaltic.eu/smart/009

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Exhibition for raising public acceptance of offshore wind energy

Branded “Fascination Offshore”, a unique initiative within the project SB OFF.E.R. was designed to raise public acceptance of Offshore Wind Energy farms. A touring exhibition was installed onboard the museum ship MS Greundiek. The space of 200 m² has been used to familiarise the visitors with the world of offshore wind energy by means of audiovisual presentations, maps, models of turbines and vessels, etc.

Opinion polls indicate that the exhibition has significantly contributed to a more positive perception of Offshore Wind Energy. The hosting ship has reached more than 40 harbours in the North and Baltic Seas with almost 86 000 visitors between 2009 and 2011. The exhibition was also featured at a prominent public event conducted by the German Government in 2011 with over 16 000 guests. Among the merits of the exhibition was a series of South Baltic harbour events bringing together wind energy networks, local businesses and politicians. Following the success of the touring exhibition, a permanent one was installed onboard the maritime museum ship in Rostock in 2013.

Dr. Peter Danker-Carstensen
Director of the shipbuilding
and maritime museum in
Rostock



“Paradigm-shifting developments like the proliferation of offshore wind energy need the acceptance of the public. The efforts towards public acceptance need education. This is where we see our role as a museum. The permanent exhibition of the SB OFFER project has opened new perspectives for us with an innovative model which educates our museum visitors on the one hand, and diversifies our profile on the other hand. It is a win-win model that attracted more than 28 000 visitors since the inauguration in 2013.”



Study on the qualification requirements for the offshore wind industry

The paper reveals the growing importance of the Offshore Wind Energy (OWE) industry for the economy of the South Baltic area describing perspectives, obstacles and qualification needs. With the development of this sector, new jobs are being created requiring new types of qualification. This paper examines the impact of the offshore wind industry on jobs and economy in the South Baltic countries.

The focus on North Germany allows to draw valuable conclusions about the correlation between qualification offers and qualification needs in the offshore branch. The R&D intensive nature of this sector requires co-operation between the industry, research institutes and universities in the future which shall secure adequate qualification offer for well-functioning businesses.

“ Nearly none of the employees currently working in the offshore industry has completed a dedicated offshore wind technician programme. Some employees might have onshore wind experience that has been added to offshore skills adapted from the oil and gas business. I believe that the available work force has to be developed in steps. Starting with mechanical and electrical engineers without wind knowledge, the wind technician will be the next level. Onshore experience with added specific offshore training would qualify a person as an offshore wind technician. Just as other renewable energies, offshore wind is not that well known publicly. So, the possibility to make a career in the wind sector in general is more or less unknown. Promotion of the possible career paths within this business should be the first move to raise public interest, followed by the development of qualification programmes that fit the needs of the branch. And this is a challenge valid across borders. The qualification requirement study of SB OFF.E.R has valuable findings for the South Baltic area, which have already triggered more substantial discussions on the need to improve the qualification offer on decision-making level. ”

Background: through reconciled cross-border actions, the project South Baltic Offshore Wind Energy Regions (SB OFF.E.R.) seeks to promote offshore wind energy in the South Baltic area, identified as one of the most suitable for this kind of renewable energy.

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Dirk Carstensen
OffTEC Base GmbH & Co. KG



Background: through reconciled cross-border actions, the project South Baltic Offshore Wind Energy Regions (SB OFF.E.R.) seeks to promote offshore wind energy in the South Baltic area, identified as one of the most suitable for this kind of renewable energy production.

Access the smart solution at:
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Anders Nilsson
Blekinge Offshore

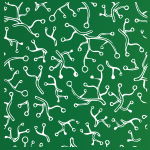


Interactive business cluster map for the offshore wind industry

This interactive tool has been designed to catalogue the companies active in the South Baltic offshore wind industry for a convenient overview and information as to where different parts of the supply chain could be sourced. The map provides detailed contact information and business description of the listed companies.

Built-in filters make it easy to find the relevant information, e.g. subject categories like “Local Authorities”, “Legislation and Regulations”, “Freight, Logistics & Transportation”, “Electrical Equipment, Materials & Services”, “Business Development”, “Welding”, etc. The tool streamlines investment efforts by securing an adequate regional supply chain with competencies and resources across the national borders.

“ We are planning for an offshore wind farm with an investment value of around 50 million Swedish kronor. A key success factor is to fully utilize the project’s scale, the capacity and the conditions. First of all we must adequately involve project stakeholders. Without a strong local and regional support, both public and private, there is a risk that the time to secure all necessary permits for an investment like this will be very long, which causes additional project costs. It is important to have an efficient network of suppliers, but also of organisations that support the project concept with reference to the regional development potential in terms of new businesses and new jobs. The cross-border cluster SB OFF.E.R. has contributed greatly to identify a cost-effective supply chain. The cluster map is a valuable tool for identifying potential suppliers here and across the border to smoothly attach all the necessary products and services ”



Sulphur pollution

Back in 1997, the regulations of the International Maritime Organisation (IMO) – a specialised agency of the United Nations – heralded a new bunker fuel era. The International Convention for the Prevention of Pollution from Ships, aka MARPOL, was complemented with a set of measures designed to address the growing concerns of the international community about the air pollution caused by the shipping industry. Annex VI Prevention of air pollution from ships has entered into force on 19 May 2005, and has been ratified by all Baltic Sea countries among altogether 72 IMO Member States, which represent 94,70 % of the world's gross tonnage. This annex defines a legal framework for minimising ship emissions, particularly sulphur oxide, nitrogen oxide, particulate matter, ozone depleting substances or volatile organic compounds. Following the ambitions of the European Community to further reduce emissions, the IMO amended Annex IV in October 2008, imposing further limits for the sulphur content of bunker fuels. The sulphur limit in the designated Emission Control Areas in Europe – the Baltic Sea, the North Sea and the English Channel – is today 1.00%, falling to 0.10% in 2015. The latest Sulphur Directive of the European Parliament and the Council defining these provisions enters into force as of 1 January 2015. The EU Member States have to bring their legislations in compliance until 18 June 2014.

With this paradigm shift in bunker fuel practice at our doorstep, the shipping industry has to adjust to the new circumstances inevitably. One of the solutions is the use of liquefied natural gas (LNG) as bunker fuel. Natural gas is the cleanest form of fossil fuels available, and LNG bunkering doesn't entail additional abatement measures to meet the requirements in North European Emission Control Area. According to UK's Lloyd's Register, LNG is expected to meet 24% of global bunker fuel supply by 2025. In the North European Emission Control Area alone, not only cargo vessels but also ferries, cruisers and tourist ships have to be modified, which shows the ramifications of this change in regulations for different business sectors.



Background: Marine Competence, Technology and Knowledge Transfer for LNG in the South Baltic Sea Region (MarTech LNG) is a project designed to establish a liquified natural gas cross-border supply chain. This project has proved to be an efficient instrument for streamlining LNG tendering activities in the area: it has been an indispensable partner for the LNG public tenders of the Municipality of Samsøe (DK) and the Lithuanian oil terminal Klaipėdos nafta.

Access the smart solution at:
www.southbaltic.eu/smart/012

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Artūras Razbadauskas
Head of the Strategic
Planning committee,
Klaipėda municipality



LNG knowledge and competence portfolio

This paper reveals the South Baltic potential to develop a cross-border LNG supply chain. It identifies the institutional portfolio with regard to research, education, training and consulting, and examines the levels of institutional and scientific specification as well as the institutional co-operation patterns. It furthermore outlines the current technological capacities, and catalogues the existing regional LNG stakeholders in the sectors bunkering, shipbuilding & repair, ports, shipping and end-user technologies. The paper outlines the infrastructure deficits in the cross-border region having currently only one LNG import terminal in Nynäshamn (SE), and highlights the potentials for infrastructure developments taking into account the initiatives to set up LNG terminals in Hirtshals (DK), Klaipėda (LT) and Swinoujście (PL). The scarce LNG infrastructure entails a scarce products and services portfolio, predominantly related to tank and bunkering system products, building LNG-fuelled vessels, unloading LNG from carriers and tankers, processing LNG storage and regasification, etc. These gaps, however, open market perspectives for new business models. These observations shall serve as a basis for increasing the business involvement in the LNG sector. The goal is to encourage both policy makers and businesses to embark on LNG activities in regions with currently moderate business involvement. The ultimate goal is to connect both the scientific knowledge and the commercial valorisation in a cross-border cluster with competitive services and products, serving e.g. big international tenders.

“ Since the Lithuanian government has decided to build a liquefied natural gas terminal in Klaipėda, we did face a challenge to understand the scope of the project in terms of safety, environmental impact and the effect on life quality of our citizens. The project MarTech LNG has been a big help for us providing all necessary information and explaining to local politicians and the media what the ramifications will be for our social life and economic performance. They made us realise that this terminal is no threat for our fellow-citizens. On the contrary, this opens perspectives for new business models. Thanks to MarTech LNG, we know now what we are lacking, how we can channel our businesses towards a new opportunity, and how they can gain access to knowledge from other South Baltic regions. Now it is all about gaining new competencies. ”



LNG business cooperation platform

The project MarTech LNG is the founder of a powerful business cooperation network golng.eu. This platform gathers businesses, consultancies, research facilities and regulative authorities relevant for the establishment of business partnerships and research projects as well as for the development of support schemes streamlining LNG-based business models, products and services. In particular, the platform provides the following services:

- B2B: with more than 300 registered LNG businesses, research and regulative institutions, the platform facilitates business alliances that shape a strong South Baltic LNG supply chain.
- Supply chain: this component helps monitoring the competence and capacity building of the regional LNG industry.
- Knowledge and partnership platform: this tool is designed to streamline partnerships for R&D projects. Businesses can also gain access to state-of-the-art LNG services and products.
- Competence building: this is a training and workshop service archiving training materials.

“The South Baltic region has little experience with LNG and therefore it makes total sense to collaborate with players who do have extensive experience in this specialised industry. The collaboration with MarTech LNG has allowed us to connect with other companies in the value chain and as a result this has created commercial opportunities as well as partnership discussions. MarTech LNG has done a great job in being the connective tissue between the different companies in the cross-border value chain.”

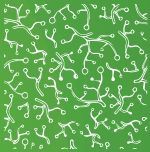
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Access the smart solution at:
www.southbaltic.eu/smart/011

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Frank van Dijk
Regional Marketing Director
of General Electrics Gas and
Oil Europe



Waste management

If sorted and treated in the right way, waste can be a resource used as materials for new products, fuels for energy production, vehicle fuels, fertilizers, etc. Sustainable waste management depends on well-functioning sorting at the source where the waste is generated. In order to achieve well-functioning sorting, practical sorting facilities, an effective communication and the creation of adequate framework conditions are necessary. Thanks to the exchange of knowledge and experiences, South Baltic communities observe a significant behavioural change by businesses, institutions and individuals.



Background: the project Household participation in Waste Management (HPWM) brought together authorities, municipal companies and universities from Sweden, Germany and Poland with the goal to reduce negligence in the waste generation patterns in South Baltic communities.

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Waste sorting equipment for apartment houses

The limited space in apartment houses is a well-known challenge for sorting waste. One of the modules within the project HPWM has focused on the development and trial of convenient sorting equipments for small kitchens. The sorting and storage system allows tenants to sort their waste and temporarily store it, despite the little space available. This method applies two cloth bags with three compartments in each where tenants can sort different types of inorganic waste, and one container for biological waste. The storage in bags is convenient as they can be used for carrying inorganic waste to the recycling areas. The well-sorted biodegradable materials become resources for biogas production with favourable implications for the local agriculture and energy supply. The use of the equipment in cupboards under the kitchen sink defines its form and design. Housing companies and individuals interested in the equipment may get in touch with the Knowledge Agent.

Anna Bernstad Saraiva Schott
MKB - municipal housing
company of Malmö



“ The HPWM project has developed specific tools that can be used by households in apartment houses, where the space for storing waste is relatively limited. This equipment, in combination with information material regarding waste separation, has been distributed in one of our housing areas. These tools are of great value to our company as they offer opportunities to further improve sorting practices. Now our goal is to use them in more than 21000 apartments owned by MKB ”

Tore Sigurdsson
Business Unit Manager at
Kristianstads Biogas AB



“ Here in Kristianstad, we have been making efforts to increase biogas production since we started in 1996. The environmental and economic implications have always been important arguments to convince more and more fellow citizens to improve their waste sorting behaviour. Certainly, every community applying this practice can benefit from clean energy and the valuable fertilizer. We welcome initiatives like HPWM, as we are willing to share our knowledge with other communities across borders. At the end of the day, there are no borders between our joint responsibility to shape a prosperous and sustainable region. ”



Ekoports

Ekoports is a recycling centre concept developed and trialled within the project Household participation in Waste Management (HPWM). It is based on the exchange between employees of the Szczecin Municipality and Swedish waste management companies. Two main factors determine the efficiency of Swedish recycling centres: the accessibility and convenience for citizens as well as a basis for efficient logistics streamlining the operations of waste management companies and their transport contractors.

Swedish recycling centres are designed to receive a large number of visitors during peak hours allowing them to conveniently unload various fractions at designated sites. Large containers for bulky waste streamline the loading for transport companies. The experiences from Sweden have been applied in Poland, and taking into consideration both aspects, a network of user-friendly recycling centres operating under the brand “Ekoport” has been designed.

To apply the Ekoports concept in your community, get in touch with the Knowledge Agents.

“ Thanks to the HPWM project, Szczecin was able to modernise and extend its network of recycling centers using best practices from Sweden. The results of the Ekoports are impressive. Already in 2013, we observed a sixfold increase of Ekoport users and a fourfold increase of the waste collected (waste measured in kg). I expect the concept to grow in popularity in the months and years ahead. ”

Background: the project Household participation in Waste Management (HPWM) brought together authorities, municipal companies and universities from Sweden, Germany and Poland with the goal to reduce negligence in the waste generation patterns in South Baltic communities.

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Sabina von Kulesa
Ekoport Knowledge Agent



Background: the project Household participation in Waste Management (HPWM) brought together authorities, municipal companies and universities from Sweden, Germany and Poland with the goal to reduce negligence in the waste generation patterns in South Baltic communities.

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Improving waste sorting by SMEs

Unnecessary waste generation through commercial operations has been recognised as a preventable challenge in all South Baltic regions. The cross-border project team of HPWM has jointly developed an instrument in order to improve the sorting practice of SMEs. The aim is twofold, to reduce the generation of waste, and to utilise the sorted waste as a resource.

The instrument was tested in Helsingborg in a process of cooperation between the municipal company Northwest Scania Recycling Company and 15 private businesses. It consists of an analytic method for categorisation of waste, sample analyses, a guide on the improvement of tools for sorting, and communication with employees and managers in order to identify ways to improve sorting routines.

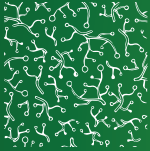
The trial led to the reduction of the amount of waste going to incineration by 7% and doubled the volumes of recyclable waste. It also showed that such type of improvement work needs to be an ongoing process.

The Knowledge Agents invite recycling companies and private businesses to test and introduce this practice.

Jacob Olsson
CEO, JE Beslag



“ We reduced the production of residual waste by 77% through the project HPWM. We receive laminated pallets delivered from Germany. We didn't think about it before but the plastic material filled up our container for combustible very quickly. Today we have a separate container for plastics with a compactor, reducing the volume significantly. It doesn't take more time for us. On the contrary, we save both time and money. We get paid for the recycling materials today. It's also a good feeling, knowing that our business recycles its own waste. ”



Herbicide loads

The farming efforts to control undesirable vegetation in order to maximize crop productivity entail in many cases the excessive use of herbicides. This practice has negative ramifications for the environmental balance and biodiversity, particularly affecting bird populations. With so-called decision support systems, farmers can reduce the use of herbicides without affecting the crop productivity.



Background: DSS Herbicide adapted a Danish web-based Decision Support System (DSS) for farmers in Poland and Germany in order to optimize and reduce their use of herbicides.

Access the smart solution at:
www.southbaltic.eu/smart/018

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David Sefzat

Farmer from Mecklenburg-Vorpommern

Herbicide online decision support systems

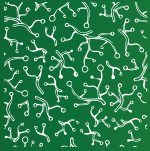
The DSS Herbicide online decision support systems (DSS) optimise the use of herbicides in winter wheat in Northern Germany and Poland. DSS can be used as a part of an Integrated Weed Management (IPM) farming practice or a standalone tool to reduce the herbicide use.

DSS is based on the concept of a Danish decision support system: the Crop Protection Online (CPO). The CPO identifies the ideal combination of herbicide and doses. The required level of weed control in the CPO is based on the experts' evaluations and the herbicide dose model. The dose-response curves of this model are parameterised with experimental data from many years of herbicide testing and some data from chemical companies. The CPO can support farmers in decisions with regard to the need for weed control as well as the optimal herbicide combination and dose. It has been tested in all major crops in Denmark, being now commercialised and applied by farmers, advisors as well as for training purposes at agricultural schools.

The herbicide reductions achieved are based on reduced herbicide rates for specified weed communities combined with a lower level of control for less competitive weed species than usually required while maintaining high control levels for highly competitive weed species. The programme calculates herbicide solutions based on parameters stored in databases. This means that DSS for new countries can be developed provided that there is sufficient data on herbicide efficacy in a country/region.

This web-based support system is beneficial for both the agriculture and its ecological performance.

“ DSSHerbicide helps me to make decisions for herbicide application in winter wheat. It is easy to use, and judging by the lessons learnt in Denmark, it will help us to significantly reduce costs and herbicide amounts in several crops here in northern Germany as well. ”



Traffic pollution

Congestion, growing fuel prices, administrative deterrent measures and charging schemes as well as increasing environmental consciousness have led to alternative mobility patterns.

“Curbing mobility is not an option.” In keeping with this principle of the European Commission’s Roadmap to a Single European Transport Area, a number of South Baltic projects seek to establish functional sustainable mobility models, particularly in the fields of e-mobility, cycling and carpooling.



Background: the abc.multimodal project brought together local authorities and NGOs from Germany, Sweden and Poland with the goal to raise the significance of cycling as a transport mode in cities through the integration into a multimodal transport system and mobility culture.

Access the smart solution at:
www.southbaltic.eu/smart/019

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Manual for a cycling master plan

The manual for a cycling master plan outlines a cross-border vision of a cycling-friendly city and helps to attract public, political and administrative support for the integration of cycling into a multimodal transport system.

The manual defines 5 modules for the development of a master plan:

- systematic approach (planning for a bicycle friendly city should be seen as part of the city's mobility planning processes)
- priority (what needs to be done in order to give priority to cyclists and pedestrians as well as to stimulate multi-modality?)
- safety (working on solutions to increased safety for cyclists)
- comfort (how to make cycling a realistic alternative to the private car?)
- attractivity (how to increase the number of cyclists, and encourage participation?)

The manual includes a comparative analysis between the three abc.multimodal pilot cities Rostock, Gdansk and Kalmar, and lists 10 common visions for a bicycle friendly city.

Jakub Opoczyński
Civil engineering student
from Gdansk



“ When thinking of cycling in Gdansk, we have to give credit to international partnership projects such as abc.multimodal. The traffic reorganisation here made the bicycle commuting much easier, faster and safer. Before these changes, it was very inconvenient, and I felt very unsafe sharing the lane with cars. Thanks to the innovative and inspiring ideas, Gdansk has now the first cycling-friendly street in Poland which grows in popularity by leaps and bounds. I have seen before similar solutions in Scandinavian and German cities, and I am glad that abc.multimodal makes us follow in their footsteps. ”



Carpooling best practice report

Accessibility demands exceed the public transportation supply in many South Baltic rural areas. As a result, commuters and occasional travellers adapt themselves to forge ahead towards boundless mobility. This entails individualised self-supply and rather unsustainable patterns. The pursuit of independent mobility leads to car dependency, evitable environmental stress caused by an increasing number of poorly exploited cars and difficulties to be mobile for youngsters and people without own vehicles.

This paper analyses existing carpooling systems and provides guidance to individuals, local communities and transport operators in finding ways to reconcile their needs and resources. Despite the existence of a number of systems, the utilization rate in the South Baltic area is rather low. One of the common problems recognised so far is the low level of registered car-sharing scheme members making the concept not viable. Other attempts have failed because of insufficient systems or too short trial periods. The paper outlines the success factors for popular carpooling models in Germany, Sweden and Norway. The applicability of a concept which is well-known in the inter-city travelling contexts is trialled in rural areas. Based on the carpooling best practice report, three rural South Baltic communities trial ridesharing models, designed to serve specific local needs. Kröpelin, Bützow (Mecklenburg-Vorpommern, Germany) and Tingsryd (Kronoberg County, Sweden) operate three different ridesharing platforms which attract a growing number of new users. The platforms have been developed in a close cross-border intercommunal co-operation, and seek a vast rollout for other rural communities after trial.

“ As a user of our new ride-sharing system in Urshult, I have the benefit of both saving money and doing something good for the environment. Ride-sharing gives me also the opportunity to meet new people which occurs to me more meaningful than sitting alone in my car. ”

Background: the project Mobile together converges expertise from Sweden and Germany to jointly design, trial and introduce alternative, durable and sustainable mobility models in South Baltic rural areas.

Access the smart solution at:
www.southbaltic.eu/smart/020

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Tim Lux
Sustainability manager,
Tingsryds municipality



Background: with expertise from Sweden, Germany and Poland, the project ELMOS seeks to introduce new patterns of electric mobility in small and medium-sized South Baltic communities, particularly assimilating e-mobility models into the existing urban transport networks.

Access the smart solution at:
www.southbaltic.eu/smart/033

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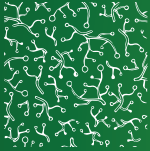
Lars-Åke Hultman
Citizen of Växjö



Compilation of best practices for e-mobility in cities

This compilation consists of two parts, and has been elaborated by and in exchange with experienced and independent electric mobility experts. It is designed to facilitate the process of finding appropriate solutions for local circumstances. By screening existing pedelec renting systems, the first part is dedicated to general recommendations and specific advice from ELMOS partners referring to suitable pedelec models, booking and ticketing systems, location and design of charging and renting systems as well as operating and maintenance models. The second part of the compilation provides further input for the development of local electric mobility strategies addressing general aspects like “potential target groups for electric mobility” or “the state-of-the-art of municipal electric mobility strategies in Europe” as well as more specific fields such as “electric cars”, “bicycle highways” or “city centre cargo logistics”.

“ ELMOS opened our eyes for an excellent commuting alternative. Pedelects are ideal for medium distances, around 5 – 10 km. That is a distance where I otherwise would have used my car. I am very grateful that Växjö has installed a pedelec garage accessible with a public transport travel card, where I can leave my bike for loading while I am at work. ”



Low economic viability of broadleaf forests

Many forest owners prefer conifer forests because of the commercial value of the soft wood. Experts in the South Baltic area recognise a common challenge: it is not profitable to invest resources and work in growing, tending and managing high quality broadleaf forests. This has negative effects for both the biodiversity and the natural heritage in the South Baltic area. The hardwood market can become more profitable by facilitating cross-border trade. Bringing together the stakeholders, and unifying the different wood classification systems are successfully trialled cross-border means to boost the economic viability of the broadleaf forests.



Background: the project “Hardwoods are good” was designed to enhance the cross-border relations between hardwood chain entrepreneurs in the South Baltic area.

Access the smart solution at:
www.southbaltic.eu/smart/022

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www.skogsstyrelsen.se/Projektwebbar/Hardwoods-are-good

COOPFOR network

Forest agencies, forest owners, timber industry associations as well as forestry businesses from Sweden, Lithuania, Germany and Poland which have been co-operating within the project “Hardwoods are good” have initiated the co-operation forest network COOPFOR. The initial aim of the network was to focus on entrepreneurs in the hardwood forestry chain with the following six priority areas: small assortments, non-wooden products, increased involvement of entrepreneurs in the Rural Development Programme, increased women representation, hardwood markets and the future co-operation between hardwood entrepreneurs. The context of the network has been extended to cover also forestry, environmental protection and the timber industry. The aim of the network is to preserve the environmental integrity and ensure a sustainable development of the South Baltic forest areas, to raise the level of competence of both private and public forest stakeholders and to increase the competitiveness of the cross-border timber industry. The COOPFOR agreement can be complemented by new interested institutions, businesses or other organisations. To join the COOPFOR network, get in touch with the Knowledge Agent.

Mieczyslaw Struk
Marshal of Pomorskie
Voivodeship



Jan Kubiak
President of the Polish
Association of Forest
Entrepreneurs



“ Cross-border co-operation offers new perspectives for Pomorskie Voivodeship. The project Hardwoods are good managed to create an effective tool in the form of an institutional network operating in the forestry sector. This new cross-border community is a win-win situation on all levels – a sustainable use of our forestry resources as well as a culture of competitiveness, internationalisation and high-quality-service for our forestry businesses. ”

“ The project Hardwoods are good made us realise that there is an essential gap within the wood value chain in Poland. While in Sweden and Germany, forest contactors must possess a certificate authorising them to work in the forest, our Polish forest contactors don't have any relevant certificates. We decided to follow the example of our colleagues abroad, and to introduce a new standard which will raise competitiveness within the forest sector, improve the quality of the forest services, and set a framework for a better environmental interaction. ”



From present to future

Getting ready for the South Baltic Programme 2014 – 2020

Dear South Baltic Friends,

In the light of our Programme motto “Going local - Meeting your needs – Connecting people and ideas”, I hope that the preceding pages have allowed you to catch a glimpse of the cooperation spirit burning in the South Baltic. Maybe you got some new ideas how to tackle your development challenges through cooperation. The feedback given by end-users and the “Knowledge Agents” may have helped you to assess the relevance of the presented solutions for your work in practice. Maybe this publication has even created an appetite to get active in cross-border cooperation yourselves. We can indeed be proud of the results achieved by the presented projects and thus would like to thank all partnerships for their commitment and dedication!

Despite the achievements made, however, further work needs to be done to fully exploit the potential of cross-border cooperation between the regions surrounding the South Baltic. Being committed to cooperation in the Baltic Sea Region, Poland thus feels honoured to lead the preparatory works for the second edition of the South Baltic Programme, designed for the EU’s financial perspective 2014 – 2020. As decided by our Programme partners on 18 March 2014 in Palanga, the strategic objective of blue and green growth shall guide future cooperation across the shores of the South Baltic. Under the umbrella of the area’s blue and green economy, collaborative approaches to SME internationalisation and innovation transfer, sustainable tourism development, the uptake of green technologies as well as improved connectivity and skills development will be at the heart of the future Programme. By giving emphasis to the joint development, testing and transfer of innovative solutions, the Programme thus aims at unlocking untapped development potential for the benefit of sectors which are

key for the future of the South Baltic, e.g. renewable energies, sustainable tourism and the maritime industries. At the same time, measures strengthening the cooperation capacity of institutions shall make it easier for newcomers and local actors to benefit from the opportunities to work across borders.

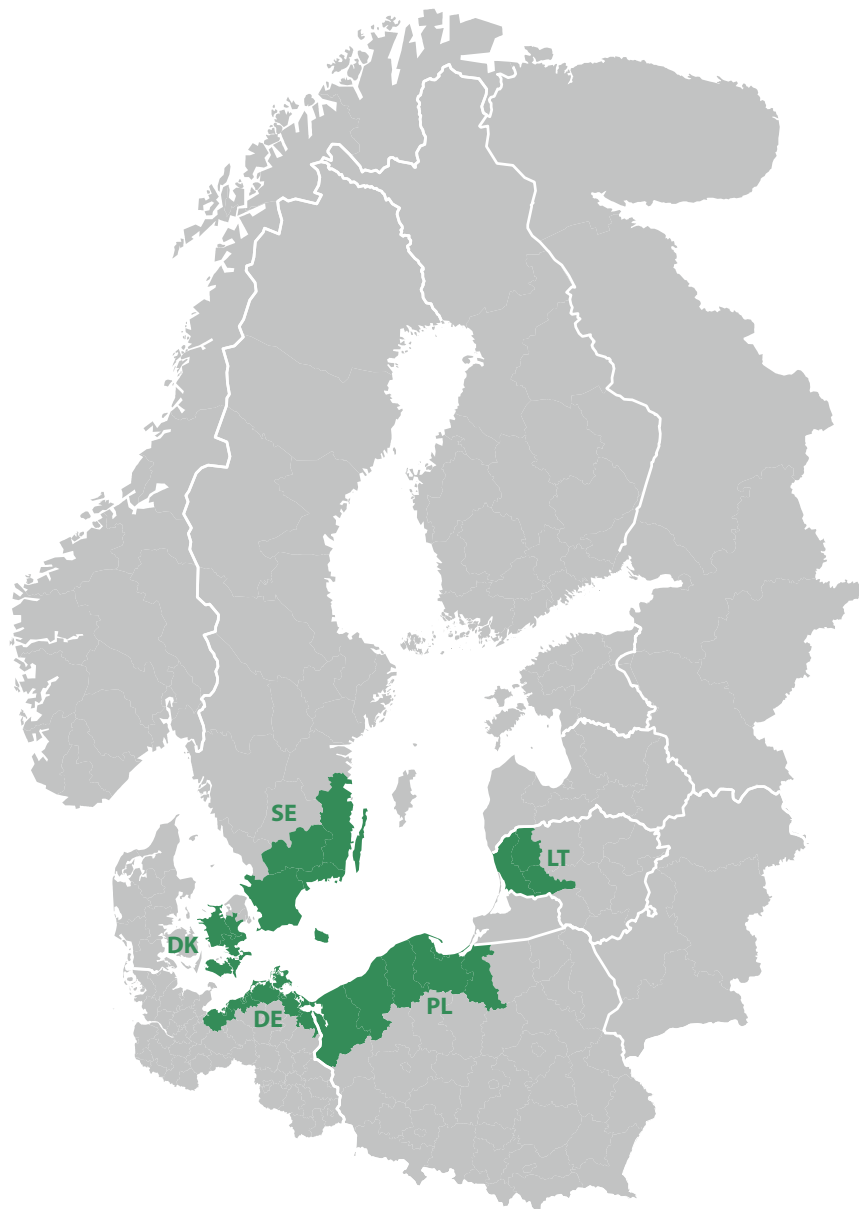
Representing the Managing Authority of the Programme, Poland is thus pleased to announce that the financial allocation for the South Baltic Programme 2014 – 2020 will be one third higher than under the current financial framework. Altogether, approximately EUR 80 m will be made available for the next generation of South Baltic cross-border cooperation initiatives. Building on the success of our current projects, friendship, mutual trust, commitment and the readiness to compromise shall remain the guiding principles for all of us. Indeed, using our different backgrounds, experiences and strengths as an opportunity, I am convinced that we share the same goal and thought – to build a cross-border community which will enable development and prosperity of all regions around the South Baltic.

Anita Ryng



Anita Ryng

Acting Director of the Territorial Cooperation Department, Polish Ministry of Infrastructure and Development



South Baltic Cross-border Co-operation Programme 2007 – 2013

www.southbaltic.eu/knowledgebank

Joint Technical Secretariat of the South Baltic Cross-border Co-operation Programme 2007 – 2013

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