650 million reasons for STM BALT SAFE

The sensitive Baltic Sea Region has one of the highest shipping densities in the world. A large number of tankers encounter the intersecting traffic of passenger ships, sometimes in narrow passages. Shipping accidents can happen and — in a worst-case scenario — may have an extreme impact on the environment. A tanker accident can result in an oil spill of some 50 000 to 60 000 tonnes. The average response and clean-up costs from such an accident would be €650 million. Measures in the field of safety of navigation are of the highest priority for the tanker industry in its efforts to reduce accident risks. Many important actions have been taken, but still more can be done. One solution is to improve the exchange of information among ships and between ships and shore to gain greater situational awareness and act as a catalyst for improved navigational safety, optimized capacity utilization and just-in-time operations. The STM BALT SAFE project offers all these benefits.

STM BALT SAFE partners

- Swedish Maritime Administration
- Norwegian Coastal Administration
- Vessel Traffic Services Finland
- Estonian Maritime Administration
- RISE Research Institutes of Sweden
- DNV GL

STM BALT SAFE

Making the Baltic Sea even safer by improving the situational awareness on ships and shore, building tools that automate work and provide decision support to prevent risk situations and accidents.

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STM BALT SAFE facts

- Full project name: Safety of Navigation in the Baltic Sea by Sea Traffic Management
- Acronym: STM BALT SAFE
- Lead partner: Swedish Maritime Administration
- Partnership: Sweden, Norway, Finland, Estonia
- Total budget: €4,376,658.65
- European Commission contribution: 75-85% from Interreg Baltic Sea Programme, 50% for Norway
- Time frame: Jan 2019 – Jun 2021
- Associate partnership: Denmark, Latvia, Poland, Russia and international organizations

Increased safety in the Baltic Sea

STM BALT SAFE (2019-2021) will contribute to increased navigational safety in the Baltic Sea by providing Sea Traffic Management (STM)-enabled maritime services to tanker traffic in the Baltic. The project will address the recently amended HELCOM recommendation 34E/2. Tankers will be made safer by making them STM compatible, giving them the ability to send and receive voyage plans to and from other ships and public authorities in Baltic Sea countries.

Building on previous research and developing new services

The project builds on the methods, results and the maritime service infrastructure developed in previous projects like EfficienSea2, MONALISA 2.0 and STM Validation and will encompass the exchange of voyage plans and integration of STM functionalities in VTS centres. Services for enhanced monitoring of maritime traffic, different automatic reporting services to Ship Reporting Systems, e.g. GOFREP and SOUNDREP, as well as automated reporting to Maritime Single Windows, will be developed and tested in the project. Various services to optimize the ship’s voyage and decrease the administrative burden will also be developed and tested as part of STM BALT SAFE.

New STM clause enables just-in-time for charter parties

Standard contracts for shipping are currently being developed to ensure efficiency when using Sea Traffic Management to optimize sea traffic. This new clause in the Charter Parties facilitates just-in-time shipping, and will be tested and validated in practice within the project.

Project benefits

Supporting ship safety

Safety on ships will be supported by:
- Gaining insight into the intentions of other ships
- Predicting future traffic developments and potential risk situations
- Saving fuel through more efficient sailing in congested waters

Increase shore centre capabilities

Shore centres – such as VTS centres in the Baltic Sea Region – will gain greater capabilities during the project, allowing:
- Superior overview of traffic flows
- Prediction of future risk situations
- Increased support for ships by: cross-checking routes, identifying deviations from routes, sharing awareness of future risk situations, particularly with non-STM ships

Automated reporting

STM BALT SAFE enables automated reporting leading to:
- Reduced workload for officers on board
- Minimizing the number of errors in reporting
- Decreased costs for missed reports
- Earlier heads-up to reporting authorities along the route