

1. Identification

Call

C1

Date of submission

26/04/2022

1.1. Full name of the project

A toolbox for assessing and managing maritime safety risks in the Baltic Sea region

83 / 250 characters

1.2. Short name of the project

OpenRisk II

11 / 20 characters

1.3. Programme priority

2. Water-smart societies

1.4. Programme objective

2.1 Sustainable waters

1.6. Project duration

Contracting start

22/09/2022

Contracting end

31/12/2022

Implementation start

01/01/2023

Implementation end

31/12/2025

Duration of implementation phase (months)

36

Closure start

01/01/2026

Closure end

31/03/2026

1.7. Project summary

OpenRisk- II will provide an integrated, novel, science-based and user-oriented toolkit for risk management of potential accidental oil and HNS spills in the Baltic Sea, focusing on prevention, preparedness and response (PPR). It is based on the existing Norwegian AISyRISK platform, which will be adapted to the Baltic Sea environment through further enhancements such as analysis of near misses, the impact of winter navigation on accidental oil pollution, or the impact of pollution on endangered species. The AISyRISK platform is among the leading ones in the world and the planned cooperation between the Baltic Sea countries and the Norwegian experts offers good opportunities for both sides.

The new integrated toolbox will provide end-users (maritime authorities from across the Baltic Sea region) with risk-related information that will support harmonized decision-making in the field of oil and HNS spill risk management, both at national and Baltic Sea level. The toolbox will support the standardization of risk assessment processes for PPR accidental oil and HNS spills based on the ISO 31000:2018 standard. The objective is to enable successful allocation of preventive measures, response resources and coordination activities between the relevant authorities of the Baltic Sea littoral states. It will be accessible and fully operational for maritime Baltic and HELCOM authorities and will enable harmonization of PPR deployment procedures for all Baltic Sea States.

1,482 / 1,500 characters

1.8. Summary of the partnership

The partnership includes relevant stakeholders to ensure successful completion of the planned work. The partners have successfully collaborated on several projects in the past that focused on research into prevention, preparedness, and response to marine oil spills. However, in order for the results of this research to be put into practise and used by the maritime authorities on a daily basis, an owner of the customised maritime risk analysis tool used by the maritime authority is involved.

By combining the scientific merits and experience in the specific areas of risk analysis related to modelling accident probabilities, near misses, accident consequences and environmental impacts with the ability to translate this knowledge into operational modules on a risk analysis platform, we aim to achieve a situation where all Baltic Sea states and Norwegian partners will have access to a novel, unified, integrated risk management toolbox validated by end-users and reflecting their actual requirements.

The consortium has expertise in the relevant areas and is able to perform three tasks envisaged in the project: 1) identify end-user requirements for a unified maritime risk analysis tool useful for the daily work of maritime authorities, based on input from relevant maritime authorities and the results of the previous Open Risk project; 2) enhance the existing, highly sophisticated Norwegian software tool with the new functionalities defined in Task 1; 3) validate the new tool with a larger group of potential end-users through the contact network of the partners involved.

1,590 / 3,000 characters

1.11. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	947,960.88
	Own contribution ERDF	0.00	236,990.22
	ERDF budget	0.00	1,184,951.10
NO	NO co-financing	0.00	117,000.00
	Own contribution NO	0.00	117,000.00
	NO budget	0.00	234,000.00
NDICI	NDICI co-financing	0.00	0.00
	Own contribution NDICI	0.00	0.00
	NDICI budget	0.00	0.00
RU	RU co-financing	0.00	0.00
	Own contribution RU	0.00	0.00
	RU budget	0.00	0.00
TOTAL	Total Programme co-financing	0.00	1,064,960.88
	Total own contribution	0.00	353,990.22
	Total budget	0.00	1,418,951.10

2. Partnership

2.1. Overview: Project Partnership

2.1.1 Project Partners

No.	LP/PP	Organisation (English)	Organisation (Original)	Country	Type of partner	Legal status	Partner budget in the project	Active/inactive	
								Status	from
1	LP	Gdańsk University of Technology	Politechnika Gdańska	PL	Higher education and research institution	a)	260,000.00 €	Active	22/09/2022
2	PP	Aalto University Foundation sr	Aalto-korkeakoulusäätiö sr	FI	Higher education and research institution	a)	267,100.60 €	Active	22/09/2022
3	PP	Finnish Transport and Communication Agency	Liikenne ja viestintävirasto Traficom	FI	National public authority	a)	208,000.00 €	Active	22/09/2022
4	PP	Helsinki University	Helsingin Yliopisto	FI	Higher education and research institution	a)	249,849.60 €	Active	22/09/2022
5	PP	University of Tartu	Tartu Ülikool	EE	Higher education and research institution	a)	200,000.90 €	Active	22/09/2022
6	PP	Norwegian Coastal Administration	Kystverket	NO	National public authority	a)	234,000.00 €	Active	22/09/2022

2.1.2 Associated Organisations

No.	Organisation (English)	Organisation (Original)	Country	Type of Partner
AO 1	Estonian Ministry of Environment	Eesti Keskkonnaministeerium	EE	National public authority
AO 2	Estonian Transport Administration	Eesti Transpordiamet	EE	National public authority
AO 3	Maritime Office in Gdynia	Urząd Morski w Gdyni	PL	National public authority
AO 4	Swedish Maritime Administration	Sjöfartsverket	SE	National public authority

2.2 Project Partner Details - Partner 1

LP/PP

Partner Status

Active from **Inactive from**

Partner name:

Organisation in original language 20 / 250 characters

Organisation in English 31 / 250 characters

Department in original language 47 / 250 characters

Department in English 53 / 250 characters

Partner location and website:

Address 17 / 250 characters **Country**

Postal Code	<input type="text" value="80-233"/> <small>6 / 250 characters</small>	NUTS1 code	<input type="text" value="Makroregion północny"/>
Town	<input type="text" value="Gdańsk"/> <small>6 / 250 characters</small>	NUTS2 code	<input type="text" value="Pomorskie"/>
Website	<input type="text" value="www.pg.edu.pl"/> <small>13 / 100 characters</small>	NUTS3 code	<input type="text" value="Gdański"/>

Partner ID:

Organisation ID type	<input type="text" value="Tax identification number (NIP)"/>
Organisation ID	<input type="text" value="5840203593"/>
VAT Number Format	<input type="text" value="PL + 10 digits"/>
VAT Number	<input type="checkbox" value="N/A"/> <input type="text" value="PL5840203593"/> <small>12 / 50 characters</small>
PIC	<input type="text" value="999588784"/> <small>9 / 9 characters</small>

Partner type:

Legal status	<input type="text" value="a) Public"/>	
Type of partner	<input type="text" value="Higher education and research instituti"/>	<input type="text" value="University faculty, college, research institution, RTD facility, research cluster, etc."/>
Sector (NACE)	<input type="text" value="85.42 - Tertiary education"/>	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?

Role of the partner organisation in this project:

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

Yes No

State aid relevance

For the partner type selected, the Programme sees a medium to high risk for implementing State aid relevant activities. If the partner is of the opinion that its activities are not State aid relevant, it can ask the MAJS for a plausibility check on the State aid relevance. Does the partner want to do this?

Yes No

2.2 Project Partner Details - Partner 2

LP/PP	<input type="text" value="Project Partner"/>			
Partner Status	<input type="text" value="Active"/>			
	Active from	<input type="text" value="22/09/2022"/>	Inactive from	<input type="text"/>

Partner name:

Organisation in original language	Aalto-korkeakoulusäätiö sr	26 / 250 characters
Organisation in English	Aalto University Foundation sr	30 / 250 characters
Department in original language	Konetekniikan laitos	21 / 250 characters
Department in English	Department of Mechanical Engineering	36 / 250 characters

Partner location and website:

Address	Otakaari 4, 02150 Espoo / PL 14100	34 / 250 characters	Country	Finland
Postal Code	00076 AALTO	11 / 250 characters	NUTS1 code	Manner-Suomi
Town	Espoo	5 / 250 characters	NUTS2 code	Helsinki-Uusimaa
Website	https://www.aalto.fi/en/department-of-mechanical-engineering	60 / 100 characters	NUTS3 code	Helsinki-Uusimaa

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)		
Organisation ID	2228357-4		
VAT Number Format	FI + 8 digits		
VAT Number	N/A <input type="checkbox"/>	FI22283574	10 / 50 characters
PIC	991256096		
			9 / 9 characters

Partner type:

Legal status	a) Public	
Type of partner	Higher education and research instituti	University faculty, college, research institution, RTD facility, research cluster, etc.
Sector (NACE)	85.42 - Tertiary education	

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities? No

Role of the partner organisation in this project:

Aalto University will focus on the development of solutions for dynamic analysis of the risk of accidental spills in ice conditions, actively participating in WP1 and 2. The aim is to provide tools to estimate the response vessel operability and capability index in the context of oil spills in sea ice. This enables a concrete decision support alternative to manage the fleet strategy of the countries involved in the prevention and response of accidental oil spills in specific areas of the Baltic Sea.

504 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

Yes No

State aid relevance

For the partner type selected, the Programme sees a medium to high risk for implementing State aid relevant activities. If the partner is of the opinion that its activities are not State aid relevant, it can ask the MAJS for a plausibility check on the State aid relevance. Does the partner want to do this?

Yes No

2.2 Project Partner Details - Partner 3

LP/PP

Partner Status

Active from **Inactive from**

Partner name:

Organisation in original language 37 / 250 characters

Organisation in English 42 / 250 characters

Department in original language 27 / 250 characters

Department in English 24 / 250 characters

Partner location and website:

Address 13 / 250 characters **Country**

Postal Code 5 / 250 characters **NUTS1 code**

Town 8 / 250 characters **NUTS2 code**

Website 15 / 100 characters **NUTS3 code**

Partner ID:

Organisation ID type

Organisation ID

VAT Number Format

VAT Number N/A 10 / 50 characters

PIC 3 / 9 characters

Partner type:

Legal status

Type of partner

Sector (NACE)

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?

Role of the partner organisation in this project:

Finnish Transport and Communications Agency - partner, actively involved in all WPs (1-3). Their main area of work relate to:
 - execution of workshop and survey addressing the end-user needs for the integrated software-based risk assessment toolbox;
 - development of the risk maturity model for the maritime authorities;
 - development of the tool for evaluating risk assessment quality aspects;
 - end-user and validation of the tools provided by the project;
 - development of training concepts and materials.

508 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

Yes No

2.2 Project Partner Details - Partner 4

LP/PP
Partner Status
Active from **Inactive from**

Partner name:

Organisation in original language 19 / 250 characters
Organisation in English 19 / 250 characters
Department in original language 84 / 250 characters
Department in English 95 / 250 characters

Partner location and website:

Address 16 / 250 characters **Country**
Postal Code 5 / 250 characters **NUTS1 code**
Town 19 / 250 characters **NUTS2 code**
Website 15 / 100 characters **NUTS3 code**

Partner ID:

Organisation ID type	Business Identity Code (Y-tunnus)
Organisation ID	0313471-7
VAT Number Format	FI + 8 digits
VAT Number	<input type="checkbox"/> N/A <input type="checkbox"/> FI03134717 10 / 50 characters
PIC	n/a 3 / 9 characters

Partner type:

Legal status	a) Public
Type of partner	<input type="text" value="Higher education and research instituti"/> <input type="text" value="University faculty, college, research institution, RTD facility, research cluster, etc."/>
Sector (NACE)	85.42 - Tertiary education

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?

Role of the partner organisation in this project:

University of Helsinki - a partner, active participation in WP1 and 2. Responsible for the development of a module for the risk analysis of accidental HNS spill, focusing on the impact of the spill on the threatened species. 224 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

Yes No

State aid relevance

For the partner type selected, the Programme sees a medium to high risk for implementing State aid relevant activities. If the partner is of the opinion that its activities are not State aid relevant, it can ask the MA/JS for a plausibility check on the State aid relevance. Does the partner want to do this?

Yes No

2.2 Project Partner Details - Partner 5

LP/PP	Project Partner		
Partner Status	Active		
Active from	<input type="text" value="22/09/2022"/>	Inactive from	<input type="text"/>

Partner name:

Organisation in original language	Tartu Ülikool 13 / 250 characters
Organisation in English	University of Tartu 19 / 250 characters
Department in original language	Eesti Mereinstituut 19 / 250 characters
Department in English	Estonian Marine Institute 25 / 250 characters

Partner location and website:

Address	<input type="text" value="Ülikooli 18"/> <small>11 / 250 characters</small>	Country	<input type="text" value="Estonia"/>
Postal Code	<input type="text" value="50090"/> <small>5 / 250 characters</small>	NUTS1 code	<input type="text" value="Eesti"/>
Town	<input type="text" value="Tartu"/> <small>5 / 250 characters</small>	NUTS2 code	<input type="text" value="Eesti"/>
Website	<input type="text" value="www.ut.ee/en"/> <small>12 / 100 characters</small>	NUTS3 code	<input type="text" value="Lõuna-Eesti"/>

Partner ID:

Organisation ID type	<input type="text" value="Registration code (Registrikoode)"/>
Organisation ID	<input type="text" value="74001073"/>
VAT Number Format	<input type="text" value="EE + 9 digits"/>
VAT Number	<input type="checkbox" value="N/A"/> <input type="text" value="EE100030417"/> <small>11 / 50 characters</small>
PIC	<input type="text" value="999895013"/> <small>9 / 9 characters</small>

Partner type:

Legal status	<input type="text" value="a) Public"/>
Type of partner	<input type="text" value="Higher education and research instituti"/> <input type="text" value="University faculty, college, research institution, RTD facility, research cluster, etc."/>
Sector (NACE)	<input type="text" value="85.42 - Tertiary education"/>

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="Yes"/>
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Role of the partner organisation in this project:

<input type="text" value="The University of Tartu partner will focus on the development of framework for marine oil spill environmental consequence estimation. Active participation in WP1 - preparing the framework solution, WP2 - piloting and evaluating the framework solution (case of Estonia), and WP3 - transferring the framework solution."/>

318 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

Yes No

State aid relevance

For the partner type selected, the Programme sees a medium to high risk for implementing State aid relevant activities. If the partner is of the opinion that its activities are not State aid relevant, it can ask the MAJS for a plausibility check on the State aid relevance. Does the partner want to do this?

Yes No

Justification why the partner's activities are not State aid relevant

<input type="text" value="Project activities of this partner are not part of the University's ordinary basic research and educational activities, usually funded with State Aid. Project activities mentioned would not be carried out without the project funding. Also, there will not be any development of business activities in the project that could be considered as developing services leading to profitable activities after the project. Results of the project are aimed to be freely accessed by the municipalities, citizens, businesses, and industries."/>
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527 / 3,000 characters

2.2 Project Partner Details - Partner 6

LP/PP	<input type="text" value="Project Partner"/>		
Partner Status	<input type="text" value="Active"/>		
	Active from	<input type="text" value="22/09/2022"/>	Inactive from
		<input type="text"/>	<input type="text"/>

Partner name:

Organisation in original language	<input type="text" value="Kystverket"/>	<small>10 / 250 characters</small>
Organisation in English	<input type="text" value="Norwegian Coastal Administration"/>	<small>32 / 250 characters</small>
Department in original language	<input type="text" value="Kystverket"/>	<small>10 / 250 characters</small>
Department in English	<input type="text" value="Norwegian Coastal administration"/>	<small>32 / 250 characters</small>

Partner location and website:

Address	<input type="text" value="N-6025"/>	<small>7 / 250 characters</small>	Country	<input type="text" value="Norway"/>
Postal Code	<input type="text" value="P.O. Box 1502"/>	<small>13 / 250 characters</small>	NUTS1 code	<input type="text" value="Norge"/>
Town	<input type="text" value="Ålesund"/>	<small>7 / 250 characters</small>	NUTS2 code	<input type="text" value="Oslo og Viken"/>
Website	<input type="text" value="https://www.kystverket.no/en/"/>	<small>29 / 100 characters</small>	NUTS3 code	<input type="text" value="Oslo"/>

Partner ID:

Organisation ID type	<input type="text" value="Organisation number (Organisasjonsnummer)"/>		
Organisation ID	<input type="text" value="874783242"/>		
VAT Number Format	<input type="text" value="NO + 9 digits + MVA"/>		
VAT Number	<input checked="" type="checkbox" value="N/A"/>	<input type="text"/>	
		<small>0 / 50 characters</small>	
PIC	<input type="text" value="N/A"/>		
	<small>3 / 9 characters</small>		

Partner type:

Legal status	<input type="text" value="a) Public"/>		
Type of partner	<input type="text" value="National public authority"/>	<input type="text" value="Ministry, etc."/>	
Sector (NACE)	<input type="text" value="84.11 - General public administration activities"/>		

Partner financial data:

Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>
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Role of the partner organisation in this project:

Norwegian Coastal Administration - partner, actively involved in all WPs (1-3). The main tasks cover the following:

- contribution to the definition of the end-users requirements;
- integration of new components into AISyRISK based software platform, such as oil spill in ice, near-miss assessment, the impact of oil spill on threatened species;
- an adaptation of the AISyRISK for the Baltic Sea area;
- development of training concepts and materials.

453 / 1,000 characters

Has this organisation ever been a partner in the project(s) implemented in the Interreg Baltic Sea Region Programme?

Yes No

2.3 Associated Organisation Details - AO 1

Associated organisation name and type:

Organisation in original language	Eesti Keskkonnaministeerium		27 / 250 characters
Organisation in English	Estonian Ministry of Environment		32 / 250 characters
Department in original language	Merekeskkonna osakond		21 / 250 characters
Department in English	Marine Environment Department		29 / 250 characters
Legal status	a) Public		
Type of associated organisation	National public authority	Ministry, etc.	

Associated organisation location and website:

Address	Paldiski road 96	19 / 250 characters	Country	Estonia
Postal Code	13522	5 / 250 characters		
Town	Tallinn	7 / 250 characters		
Website	https://envir.ee/en			19 / 100 characters

Role of the associated organisation in this project:

The Estonian Ministry of Environment (EME) is responsible for the management of sustainable use, protection, re-production and accounting for natural resources. The EME's participation as an associated partner is essential to ensure that the results of the project are tailored for the needs of the most important stakeholders and the results will be implemented in the actual environmental protection, resource management, and marine spatial planning processes.

EME's roles as associate partner are the following:

- execution of workshops and surveys addressing the end-user needs for the integrated OpenRisk II toolbox;
- validation of the OpenRisk II toolbox;
- active participation in communicating and transferring the developed solution to potential target groups, including the daily routine of EME itself.

815 / 1,000 characters

2.3 Associated Organisation Details - AO 2

Associated organisation name and type:

Organisation in original language	Eesti Transpordiamet		20 / 250 characters
Organisation in English	Estonian Transport Administration		34 / 250 characters
Department in original language	Liikluse juhtimise osakond		26 / 250 characters
Department in English	Traffic Management Department		29 / 250 characters
Legal status	a) Public		
Type of associated organisation	National public authority	Ministry, etc.	

Associated organisation location and website:

Address	Valge 4,	11 / 250 characters	Country	Estonia
Postal Code	11413	5 / 250 characters		
Town	Tallinn	7 / 250 characters		
Website	https://www.transpordiamet.ee/en			32 / 100 characters

Role of the associated organisation in this project:

The Estonian Transport Administration's (ETA) participation as an associated partner is essential to ensure that the results of the project are tailored for the needs of the most important stakeholders and the results are implemented in the actual maritime transportation safety management processes including deviations in the operation of aids to navigation, situations potentially hazardous to vessel traffic, or violations of maritime safety regulations, as well as pollution and security incidents.

ETA's roles as associated partner are the following:

- execution of workshops and surveys addressing the end-user needs for the integrated OpenRisk II toolbox;
- validation of the OpenRisk II toolbox;
- participation in the work leading to the development of a new module for near-miss detection and analysis;
- active participation in communicating and transferring the developed solution to potential target groups, including the daily routine of the ETA itself.

969 / 1,000 characters

2.3 Associated Organisation Details - AO 3

Associated organisation name and type:

Organisation in original language	Urząd Morski w Gdyni	20 / 250 characters
Organisation in English	Maritime Office in Gdynia	25 / 250 characters
Department in original language	Inspektorat Ochrony Środowiska Morskiego	40 / 250 characters
Department in English	Marine Environment Protection Inspectorate	42 / 250 characters
Legal status	a) Public	
Type of associated organisation	National public authority	Ministry, etc.

Associated organisation location and website:

Address	Chrzanowskiego 10	17 / 250 characters	Country	Poland
Postal Code	81-338	6 / 250 characters		
Town	Gdynia	6 / 250 characters		
Website	https://www.umgdy.gov.pl/	25 / 100 characters		

Role of the associated organisation in this project:

Maritime Office in Gdynia - associated partner. Their main tasks cover the following:

- execution of workshops and surveys addressing the end-user needs for the integrated OpenRisk II toolbox;
- validation of the OpenRisk II toolbox;
- participation in the work leading to the development of a new module for near-miss detection and analysis;
- active participation in communicating and transferring the developed solution to potential target groups, including the daily routine of the Maritime Office itself.

509 / 1,000 characters

2.3 Associated Organisation Details - AO 4

Associated organisation name and type:

Organisation in original language	<input type="text" value="Sjöfartsverket"/> <small>14 / 250 characters</small>
Organisation in English	<input type="text" value="Swedish Maritime Administration"/> <small>31 / 250 characters</small>
Department in original language	<input type="text" value="Forsknings- och Innovationsenheten"/> <small>34 / 250 characters</small>
Department in English	<input type="text" value="Research and Innovation unit"/> <small>28 / 250 characters</small>
Legal status	<input type="text" value="a) Public"/>
Type of associated organisation	<input type="text" value="National public authority"/> <input type="text" value="Ministry, etc."/>

Associated organisation location and website:

Address	<input type="text" value="Östra Promenaden 7"/> <small>18 / 250 characters</small>	Country	<input type="text" value="Sweden"/>
Postal Code	<input type="text" value="601 78"/> <small>6 / 250 characters</small>		
Town	<input type="text" value="Norrköping"/> <small>10 / 250 characters</small>		
Website	<input type="text" value="https://www.sjofartsverket.se/en/"/> <small>33 / 100 characters</small>		

Role of the associated organisation in this project:

Swedish Maritime Administration - associated partner. Their main tasks cover the following:

- participation in workshops and surveys addressing the end-user needs for the integrated OpenRisk II toolbox;
- participation in the work leading to the development of a new module for near-miss detection and analysis;
- active participation in communicating and transferring the developed solution to potential target groups, including the daily routine of the Maritime Administration itself.

486 / 1,000 characters

3. Relevance

3.1 Context and challenge

In 2017-18, a project called OpenRisk (funded by the European Civil Protection and Humanitarian Aid Operations DG ECHO) was conducted focusing on providing freely accessible risk management processes for European pollution preparedness and response authorities (PPR). It succeeded both scientifically and in terms of practical management. One of the key findings was the need for a fully functional, harmonised toolbox supporting relevant decision-makers, such as PPR authorities and maritime risk and safety authorities. Being also consistent with the objectives of the Maritime Safety and Security policy area (PA Safe) of the EU Strategy for the Baltic Sea Region, which is beneficial from a funding perspective.

OpenRisk has laid a solid foundation for OpenRisk II project, which aims to develop a harmonised, high-quality software platform suitable for comprehensive risk analysis and management, facilitating the prevention, preparedness and response of competent authorities to accidental pollution incidents in the Baltic Sea, which is missing at the moment.

The new OpenRisk II project focuses on developing a software platform for the competent authorities that can provide useful risk-related information to support their risk management activities at the national level, accounting for the individual needs of potential end-users.

The platform will support decisions on maritime accident prevention, allocation of response assets, and updating of operational procedures. It will be based on the existing platform called AISyRISK of the Norwegian Coastal Administration, with new functionalities reflecting the specificities of the Baltic Sea (e.g. winter navigation and high environmental sensitivity), and fully complement the SeaTrack Web application, the official HELCOM oil spill simulation model used by national authorities. The idea of OpenRisk II has also a full support of the PA SA Safe Steering Group.

1,926 / 2,000 characters

3.2 Transnational value of the project

The project aims to develop a maritime risk management toolbox suitable for the Baltic Sea and take into account its specificities (e.g. ice occurrence, fragile coastal ecosystem, heavy shipping traffic). To this end, the consortium will draw on the experience of the target groups involved in the project with respect to: 1) existing and operational risk analysis tools; 2) knowledge of hazards and processes that are critical to the Baltic Sea but not addressed by existing tools (e.g. ice shipping and associated hazards that require a different modelling approach than open water shipping); 3) knowledge of the relevant predefined functionalities that the risk management tool for the Baltic Sea should have, resulting from the previous OpenRisk project 4) the location of threatened species and nature conservation areas and the recovering potential of threatened species. The official partners will bring the practical understanding and challenges of decision making.

To develop a fully functional and tailored risk management toolbox for the Baltic Sea, cross-country and cross-sector collaboration is critical to ensure that relevant stakeholders are involved. We believe that the OpenRisk II project will generate interest among the relevant maritime authorities of the Baltic Sea countries to use the software in their daily activities related to oil and HNS accident prevention, preparedness and response. In addition, the software will be used as a teaching tool at the participating universities, which will provide a good basis for the long-term use and development of the software.

1,597 / 2,000 characters

3.3 Target groups

Target group	Sector and geographical coverage	Its role and needs
National public authority	Maritime spatial planning department, maritime safety department in a national maritime authority. The geographical coverage: the Baltic Sea countries plus Norway, which provides the existing software expertise to the project. 226 / 500 characters	The relevant maritime authorities are expected to: 1) provide end-user requirements and practical decision making views; 2) validate the developed risk management tool; 3) test and potentially implement the risk management tool to their national fleets 253 / 1,000 characters
Higher education and research instituti	Maritime risk analysis and management, maritime safety, accident probability and consequence modelling, near-miss modelling, environmental impact assessment (especially the risk for shallow water threatened species). The geographical coverage: the Baltic Sea region. 268 / 500 characters	The relevant higher education and research institutions are expected to: 1) provide an overall framework for the new risk management tool, based on input from the relevant maritime authorities and the results of the previous OpenRisk project; 2) provide building blocks for the new tool in the form of algorithms and models; 3) plan and conduct a validation exercise of the tool for the entire Baltic Sea; 4) disseminate the results obtained through existing communication channels 5) use the developed software tool in their teaching and further development of oil spill related science (using software to provide questions for science). The existing biological and environmental databases will be compiled so, that they can be used as input data to the developed software. Sensitivity tests will help to focus the future scientific activities to themes, which are most useful for practical management decision making. 920 / 1,000 characters

3.4 Project objective

Your project objective should contribute to:

Sustainable waters

OpenRisk II contributes to Objective 2.1 Sustainable waters by preventing & reducing water pollution originating from maritime accidents, especially those where ships carrying oil or hazardous and noxious substances are involved. This is achieved by the development of a unified, user-requirements-informed and science-driven operational risk management toolbox that can support maritime spatial planning, and maritime safety assuring through the risk-informed decision making processes.

The toolbox will serve its purpose in at least three NOVEL ways. First, by assisting maritime authorities in PREVENTING the accidents at sea from happening, by indicating the accident-prone locations, based on the complexity of the encounters, so the precaution measure can be taken in proper locations. Second, by assisting in the PREPAREDNESS for oil and HNS spills by combating resources and their location by applying risk-based methodology with the focus on the long term impact of the spill on the marine environment, accounting for the ice conditions. Third, facilitating RESPONSE to the spill accidents, by informing relevant authorities about the potential fate of the spill.

The OpenRisk II will provide an integrated and software-based risk assessment toolbox for the Baltic Sea maritime authorities. The project will contribute particularly to the work of PA Safe and its Action item 4: Ensure accurate preparedness and response for maritime accidents and security issues. By using the same sophisticated risk assessment tools, the competent authorities will have a good and common understating about the maritime accident risks in the Baltic Sea region. This enables efficient risk communication, sharing of resources, development of operational procedures and risk-informed decision-making at both national and international levels. As such, the Steering Group of this policy area has expressed its strong support for this project.

1,939 / 2,000 characters

3.5 Project's contribution to the EU Strategy for the Baltic Sea Region

Please indicate whether your project contributes to the implementation of the Action Plan of the EU Strategy for the Baltic Sea Region (EUSBSR).

Yes No

Please select which Policy Area of the EUSBSR your project contributes to most.

PA Safe

Please list the action of this Policy Area that your project contributes to and explain how.

Action 4. Ensure accurate preparedness and response for maritime accidents and security issues.

The project will provide dynamic and state-of-the-art risk assessment tools. These can produce useful risk-related information to support the activities and decision-making processes of both maritime response and safety authorities. Based on discussions with the competent authorities, such tools are needed in this field across the Baltic Sea region.

Action 3. To be a forerunner in digitalisation and automation

The set of new risk assessment tools will also be useful for the development of Maritime Autonomous Surface Ships (MASS). For example, in the future, the safety and security of new automated ship's components will be verified by using risk assessments. Consequently, there will be a need for new tools for this purpose, including those focused on the risk assessments quality aspects and risk management maturity of the maritime authorities. Both scientific and practical experience obtained in the project can be used in the following projects to develop the approach.

1,082 / 1,500 characters

If applicable, please describe which other Policy Areas of the EUSBSR your project contributes to and how.

The outcomes of the project could also benefit the PA Spatial Planning. That is, when making maritime spatial planning it is utmost important to be aware about the maritime accidental hot-spot areas and traffic flows in general. The sensitivity of the coastal species, as well as the cost of cleaning the ecosystem after a spill are important aspects in planning the management and governance activities. A very important aspect, having a major impact on economic risks of oil spills, is the question "how clean is clean", i.e. how long the cleaning of the shoreline should continue after a spill. This biological knowledge will determine the economic risk faced by shipping and insurance companies. The developed software will be important tool in such a calculus. These risk estimates must be available before accidents take place, i.e. to help understanding what biological and economic impacts could be, supporting to use state-of.-the-art methodology and practices on ships. The risk-related information can also be used e.g. when planning new windmill farms in the Baltic Sea area.

1,089 / 1,500 characters

3.6 Other political and strategic background of the project

Strategic documents

The project is also in line with the objectives of the HELCOM Baltic Sea Action Plan 2021 focusing particularly on its Action: Sea-based activities segment. Additionally, it could provide valuable support for the risk assessment tasks of the Arctic Council's EPPR Group that is one of the reasons why the Norwegian Coastal Administration is involved in the project proposal.

376 / 500 characters

3.7 Seed money support

Please indicate whether your project is based on a seed money project implemented in the Interreg Baltic Sea Region Programme 2014-2020.

Yes No

3.8 Other projects: use of results and planned cooperation

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
<p>Open-Source Tools for Regional Risk Assessments to Improve European Preparedness and Response at Sea - OpenRisk</p> <p>112 / 200 characters</p>	<p>EU – Civil Protection Financial Instrument</p> <p>42 / 200 characters</p>	<p>OpenRisk project (coordinated by HELCOM) took the first steps in developing a joint and fully open method toolbox for risk assessments of spills resulting from maritime accidents.</p> <p>Knowledge gained in the course of this project will help to develop an overall functional design of the OpenRisk II toolbox.</p> <p>305 / 1,000 characters</p>
<p>Review, Evaluation and Future of Baltic Maritime Risk Management - BALTIMARI.</p> <p>77 / 200 characters</p>	<p>BONUS</p> <p>5 / 200 characters</p>	<p>The components to be developed in the course of Open Risk II will be based on the findings of the project BALTIMARI (coordinated by Aalto University), where most of the actual partners have been involved. The outcome of BALTIMARI provides an in-depth insight into the available solutions for strategic risk assessment including the knowledge gaps.</p> <p>Knowledge gained in the course of this project will help to develop an overall functional design of the OpenRisk II toolbox.</p> <p>473 / 1,000 characters</p>
<p>Integrated Bayesian RA of ecosystem mgmnt (IBAM)</p> <p>Integrated governance of Baltic herring&salmon stocks (GOHERR)</p> <p>Improving fisheries assmnt mthds by integrating new sources of biol. knowl. (ECOKNOWS)</p> <p>200 / 200 characters</p>	<p>BONUS, BONUS, EU FP7</p> <p>20 / 200 characters</p>	<p>IBAM - the risk analysis (RA) methodology developed in IBAM (coordinated by the University of Helsinki) is highly relevant for this proposal, as many of the methodological solutions were based on Bayesian calculus, which has also been applied later on to oil risk modelling.</p> <p>GOHERR - As the prevention of oil spills requires sophisticated governance solutions accounting for the stakeholders needs, with the science playing a major role, the risk governance methods of GOHERR (coordinated by the University of Helsinki) will be very important for this OpenRisk-2 proposal.</p> <p>ECOKNOWS project (coordinated by the University of Helsinki) developed the methodological bases of the risk analysis with a focus on the environmental losses.</p> <p>Knowledge gained in the course of those projects will help to develop a module for the environmental impact of NHS spills in the OpenRisk II toolbox.</p> <p>886 / 1,000 characters</p>
<p>FLooding Accident REsponse - FLARE</p> <p>Collision Avoidance Domain-Method Used by Ships and aShore (CADMUSS)</p> <p>104 / 200 characters</p>	<p>HORIZON 2020 (Flare), MarTERA (Cadmuss)</p> <p>39 / 200 characters</p>	<p>Within the context of FAROS project, a methodology evaluating the accident potential based on the traffic, waterways- and environmental complexity has been developed and applied through numerous case studies. Within the context of CADMUSS project a safety criterion is developed for safe passage in ship-ship encounters in high seas and coastal areas.</p> <p>Those two projects will serve as a basis for the development of a method suitable for near-miss analysis in the OpenRisk II toolbox, meeting the requirements of the strategic risk assessment.</p> <p>546 / 1,000 characters</p>

Full name of the project	Funding Source	Use of the project outcomes and/or planned cooperation
<p>Winter navigation risks and oil contingency plan - WINOIL</p> <p>Strategic and operational risk management for wintertime maritime transportation system - STORMWINDS</p> <p style="text-align: right; font-size: small;">159 / 200 characters</p>	<p>Southeastern Finland–Russia ENPI (Winoil), BONUS (Stormwinds)</p> <p style="text-align: right; font-size: small;">61 / 200 characters</p>	<p>The WINOIL (Winter navigation risks and oil contingency plan) project sought to improve maritime safety by developing a reliable ice navigation simulation and enhancing oil spill control capabilities in ice conditions. The project developed recommendations regarding cost-effective risk management measures designed to reduce the environmental, human and financial risks in the Gulf of Finland's winter conditions. In addition, a numerical model of how vessels behave in ice conditions was developed.</p> <p>STORMWINDS contributed to the operational and strategic management of ecological risks to the Northern Baltic Sea, emerging from maritime transportation incidents and accidents. The focus was on wintertime conditions as most accidents in the area occur in the ice season.</p> <p>Knowledge gained in the course of those projects will help to develop a module for risk analysis of winter navigation and related oil spills in the OpenRisk II toolbox.</p> <p style="text-align: right; font-size: small;">944 / 1,000 characters</p>

3.10 Horizontal principles

Horizontal principles	Projects's direct impact
Sustainable development	positive
Non-discrimination including accessibility	neutral
Equality between men and women	positive

4. Management

Allocated budget

5%

4.1 Project management

- Please confirm that the lead partner and all project partners will comply with the rules for the project management as described in the Programme Manual.

If relevant, please indicate any other important aspects of the project management, e.g. external entity supporting the lead partner in the management of the project, advisory board, steering committee, any other relevant working groups, etc.

The project will have two advisory boards: one for operational decision making (=end user view point), and one for the scientific development of the tools (to ensure that all relevant knowledge is utilised). Two board partners (one scientific, one end user) will be in both boards to ensure communication between boards. Coordinator will act as secretary in these boards.

372 / 500 characters

4.2 Project financial management

- Please confirm that the lead partner and all project partners will comply with the rules for the financial management and control as described in the Programme Manual.

If relevant, please indicate any other important aspects of the financial management, e.g. external entity supporting the lead partner, positions planned for financial management, involvement of special financial experts (e.g. for public procurement), etc.

The coordinating University has a extensive knowledge about the financial management of EU funded projects. Also the other partners have significant experiences about EU projects.

180 / 500 characters

4.3 Input to Programme communication

- Please confirm that you are aware of the obligatory inputs to Programme communication that must be submitted along the pre-defined progress reports, as described in the Programme Manual.

If relevant, please describe other important aspects of project communication that you plan to introduce, e.g. a communication plan, opening and closing events, social media channel(s) etc.

0 / 500 characters

4.4 Cooperation criteria

Please select the cooperation criteria that apply to your project. In your project you need to apply at least three cooperation criteria. Joint development and joint implementation are the obligatory ones you need to fulfill in your project.

Cooperation criteria

Joint Development

Joint Implementation

Joint Staffing

Joint Financing

5. Work Plan

Number	Work Package Name												
1	WP1 Preparing solutions												
	<table border="1"> <thead> <tr> <th>Number</th> <th>Group of Activity Name</th> </tr> </thead> <tbody> <tr> <td>1.1</td> <td>Identification of users needs and functional structure of OpenRisk II toolbox</td> </tr> <tr> <td>1.2</td> <td>Development of validation and maturity assessment framework for the OpenRisk II toolbox</td> </tr> <tr> <td>1.3</td> <td>Development of an operational module for risk analysis of shipping in ice-covered waters</td> </tr> <tr> <td>1.4</td> <td>Development of an operational module for near-miss analysis</td> </tr> <tr> <td>1.5</td> <td>Development of an operational module for risk analysis for hazardous and noxious substances</td> </tr> </tbody> </table>	Number	Group of Activity Name	1.1	Identification of users needs and functional structure of OpenRisk II toolbox	1.2	Development of validation and maturity assessment framework for the OpenRisk II toolbox	1.3	Development of an operational module for risk analysis of shipping in ice-covered waters	1.4	Development of an operational module for near-miss analysis	1.5	Development of an operational module for risk analysis for hazardous and noxious substances
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1.5	Development of an operational module for risk analysis for hazardous and noxious substances												
2	WP2 Piloting and evaluating solutions												
	<table border="1"> <thead> <tr> <th>Number</th> <th>Group of Activity Name</th> </tr> </thead> <tbody> <tr> <td>2.1</td> <td>Piloting the OpenRisk II toolbox</td> </tr> <tr> <td>2.2</td> <td>Adjusting the OpenRisk toolbox</td> </tr> <tr> <td>2.3</td> <td>Integration of the new components into a OpenRisk II risk management platform</td> </tr> </tbody> </table>	Number	Group of Activity Name	2.1	Piloting the OpenRisk II toolbox	2.2	Adjusting the OpenRisk toolbox	2.3	Integration of the new components into a OpenRisk II risk management platform				
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2.2	Adjusting the OpenRisk toolbox												
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3	WP3 Transferring solutions												
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3.2	Development of user training concept and materials for the risk maturity model												

Work plan overview

	Period: 1	2	3	4	5	6	Leader
WP.1: WP1 Preparing solutions							PP3
A.1.1: Identification of users needs and functional structure of OpenRisk II toolbox							PP3
D.1.1: User needs identification and functional design of the toolbox		D					PP3
A.1.2: Development of validation and maturity assessment framework for the OpenRisk II toolbox							PP2
D.1.2: Validation and maturity (V&M) framework			D				PP2
A.1.3: Development of an operational module for risk analysis of shipping in ice-covered waters							PP2
D.1.3: Component tool to address the risks and response capability to accidental spills in ice conditions				D			PP1
A.1.4: Development of an operational module for near-miss analysis							PP1
D.1.4: A method for near-miss analysis suitable for accident prevention				D			PP1
A.1.5: Development of an operational module for risk analysis for hazardous and noxious substances							PP4
D.1.5: A method for risk analysis of hazardous and noxious substances				D			PP4
WP.2: WP2 Piloting and evaluating solutions							PP6
A.2.1: Piloting the OpenRisk II toolbox							PP6
A.2.2: Adjusting the OpenRisk toolbox							PP5
O.2.2: OpenRisk II toolbox					O		PP5
A.2.3: Integration of the new components into a OpenRisk II risk management platform							PP6
WP.3: WP3 Transferring solutions							PP3
A.3.1: Development of user training concept and materials for the integrated software platform							PP6
D.3.1: OpenRisk II toolbox manual					D		PP6
A.3.2: Development of user training concept and materials for the risk maturity model							PP3
D.3.2: Training module for risk maturity model						D	PP3

Outputs and deliverables overview

Code	Title	Description	Contribution to the output	Output/ deliverable contains an investment
D 1.1	User needs identification and functional design of the toolbox	The document consists of two parts. The first part presents a set of anticipated end-user needs, along with a detailed description of the methods and processes that will be used to achieve the goal. By identifying the needs of the users, we can provide a tool that is better suited to the operational profile of the organizations (national maritime administrations in the Baltic Sea Region) that are expected to use the tool. The second part of the deliverable comprises a functional design of the toolbox. It is intended to serve as a guide for the work to be carried out in WP2 leading to the development of the OpenRisk II Toolbox and to define the boundary conditions for the Toolbox, including the scope of the development work in WP2, and to monitor the progress of the work.	O.2.2: OpenRisk II toolbox	
D 1.2	Validation and maturity (V&M) framework	The deliverable contains a detailed description of the V&M framework and provides step-by-step instructions for the qualitative assessment of the OpenRisk II toolbox.	O.2.2: OpenRisk II toolbox	
D 1.3	Component tool to address the risks and response capability to accidental spills in ice conditions	Deliverable will describe the scientific background of the models for analysing the probability of oil spills derived from collisions and groundings involving oil tankers and other large vessels and capable to determine the capability of the planned response fleet navigating in the Northern Baltic during wintertime (sea ice) navigation. It also provides the models' connection to the functional requirements presented in D.1.1, and the technical requirements for the models to be integrated with the AISyRISK platform to develop the OpenRisk II risk management toolbox.	O.2.2: OpenRisk II toolbox	
D 1.4	A method for near-miss analysis suitable for accident prevention	Deliverable will describe the scientific background of the models for analysing maritime near-misses for accident prevention and appropriate proactive risk mitigation measure. It also provides models' connection to the functional requirements presented in D.1.1, and the technical requirements for the models to be integrated with the AISyRISK platform to develop the OpenRisk II risk management toolbox.	O.2.2: OpenRisk II toolbox	
D 1.5	A method for risk analysis of hazardous and noxious substances	Deliverable will describe the scientific background of the models, their connection to the functional requirements presented in D.1.1, and the technical requirements for the models to be integrated with the AISyRISK platform to develop the OpenRisk II risk management toolbox.	O.2.2: OpenRisk II toolbox	
O 2.2	OpenRisk II toolbox	The operational toolbox called OpenRisk II is developed and ready for use in the daily routine of maritime authorities. The tool meets the requirements defined in WP1 and is supported by the results of the validation during the pilot projects in WP2.		
D 3.1	OpenRisk II toolbox manual	The OpenRisk II manual contains user guidance, explains the functionalities of the software, and comprises exemplary training scenarios. It will be developed with consultation with the anticipated end-users to ensure that all the organizational requirements with respect to maritime transportation risk analysis and management are met.	O.2.2: OpenRisk II toolbox	
D 3.2	Training module for risk maturity model	Concept for the 1-day training session, presentation materials and hands-on exercises.	O.2.2: OpenRisk II toolbox	

Work package 1

5.1 WP1 Preparing solutions

5.2 Aim of the work package

The aim of this work package is to prepare solutions to help address the identified challenge. You can either develop entirely new solutions or adapt existing solutions to the needs of your target groups. Prepare your solutions in a way that you can pilot them in Work Package 2. Consider how you involve your target groups in preparation of the solutions.
 Organise your activities in up to five groups of activities to present the actions you plan to implement. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1 PP 3 - Finnish Transport and Communication Agency

Work package leader 2 PP 6 - Norwegian Coastal Administration

5.4 Work package budget

Work package budget 40%

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	<p>National public authority</p> <p>Maritime spatial planning department, maritime safety department in a national maritime authority. The geographical coverage: the Baltic Sea countries plus Norway, which provides the existing software expertise to the project.</p> <p style="text-align: right;"><small>226 / 500 characters</small></p>	<p>The national maritime authorities will be reached in two ways: first, through the direct participation of those involved in the project, as project partners and associated partners; second, through the existing communication channels (e.g., the Danish authorities will be reached by their Finnish and Swedish counterparts). The same adopted principle applies to the other EU Baltic States, which will be reached through the Estonian and Polish authorities involved in the project. Additionally, the PA Safe network will be utilized for this purpose, as the public authority partner from Finland is also the coordinator of this policy area together with Sweden.</p> <p style="text-align: right;"><small>664 / 1,000 characters</small></p>
2	<p>Higher education and research institution</p> <p>Maritime risk analysis and management, maritime safety, accident probability and consequence modelling, near-miss modelling, environmental impact assessment (especially the risk for shallow water threatened species). The geographical coverage: the Baltic Sea region.</p> <p style="text-align: right;"><small>268 / 500 characters</small></p>	<p>The relevant research institutes, which have extensive experience in the field of risk analysis and risk management in maritime transport, are already involved in the project as partners.</p> <p style="text-align: right;"><small>188 / 1,000 characters</small></p>

5.6 Activities, deliverables, outputs and timeline

No.	Name
1.1	Identification of users needs and functional structure of OpenRisk II toolbox
1.2	Development of validation and maturity assessment framework for the OpenRisk II toolbox
1.3	Development of an operational module for risk analysis of shipping in ice-covered waters
1.4	Development of an operational module for near-miss analysis
1.5	Development of an operational module for risk analysis for hazardous and noxious substances

WP 1 Group of activities 1.1

5.6.1 Group of activities leader

Group of activities leader PP 3 - Finnish Transport and Communication Agency

A 1.1

5.6.2 Title of the group of activities

Identification of users needs and functional structure of OpenRisk II toolbox

77 / 100 characters

5.6.3 Description of the group of activities

The User Needs Study will be conducted to assess the requirements of the potential end-users of the to-be-developed here OpenRisk II toolbox. The focus is on identifying gaps - what information and functionalities should be further developed to provide the most benefit in the area of risk analysis and management of maritime traffic in the Baltic Sea from the users' perspective.

This is a highly iterative process - the research part will investigate the possibilities and limitations of the technological elements, and the users will evaluate the results from their operational perspective. In this process, demonstrators and pilot systems are important facilitators for dialogue.

User needs will be identified by interviewing relevant stakeholders during special international workshops and through individual meetings with stakeholder representatives at the national level.

The information obtained will be used to produce a deliverable on User needs identification.

Also the functional structure of the OpenRisk II toolbox will be developed at this stage, allowing definition of the main functions to be performed by the new toolbox, together with a detailed description of the processes/methods/tools to be applied to achieve the function. To this end the results of user needs study are utilized along with the output of the earlier OpenRisk project.

1,361 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

D 1.1

Title of the deliverable

User needs identification and functional design of the toolbox

62 / 100 characters

Description of the deliverable

The document consists of two parts. The first part presents a set of anticipated end-user needs, along with a detailed description of the methods and processes that will be used to achieve the goal. By identifying the needs of the users, we can provide a tool that is better suited to the operational profile of the organizations (national maritime administrations in the Baltic Sea Region) that are expected to use the tool.

The second part of the deliverable comprises a functional design of the toolbox. It is intended to serve as a guide for the work to be carried out in WP2 leading to the development of the OpenRisk II Toolbox and to define the boundary conditions for the Toolbox, including the scope of the development work in WP2, and to monitor the progress of the work.

782 / 2,000 characters

Which output does this deliverable contribute to?

O.2.2: OpenRisk II toolbox

26 / 100 characters

5.6.6 Timeline

Period: 1 2 3 4 5 6

WP.1: WP1 Preparing solutions

A.1.1: Identification of users needs and functional structure of OpenRisk II toolbox

D.1.1: User needs identification and functional design of the toolbox

5.6.7 This deliverable/output contains productive or infrastructure investment

WP 1 Group of activities 1.2

5.6.1 Group of activities leader

Group of activities leader

A 1.2

5.6.2 Title of the group of activities

87 / 100 characters

5.6.3 Description of the group of activities

Within this GA, a framework is developed to enable: 1) validation process of the developed risk management tool; 2) maturity assessment of the organizational risk management activities. The former indicates whether the developed tool measures that the risk is accurately and comprehensively described what it is intended to measure, the latter assesses how well the organization integrate risk management in its operations. The framework combines knowledge from existing guidelines, scientific articles in the field of risk analysis, and the expertise of consortium members. The framework is a key requirement for end-users to continuously improve their risk management and related resources allocation. Additionally the test-scenarios are prepared for the purpose of new features piloting to be carried out in WP2.

815 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

D 1.2

Title of the deliverable

39 / 100 characters

Description of the deliverable

166 / 2,000 characters

Which output does this deliverable contribute to?

26 / 100 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.2: Development of validation and maturity assessment framework for the OpenRisk II toolbox						
D.1.2: Validation and maturity (V&M) framework						

5.6.7 This deliverable/output contains productive or infrastructure investment

WP 1 Group of activities 1.3

5.6.1 Group of activities leader

Group of activities leader PP 2 - Aalto University Foundation sr

A 1.3

5.6.2 Title of the group of activities

Development of an operational module for risk analysis of shipping in ice-covered waters

88 / 100 characters

5.6.3 Description of the group of activities

State-of-the-art models exist for assessing the risk of oil spills and oil spill response and recovery effectiveness in ice conditions of the Northern Baltic. The assessment of risks of oil spills indicates that existing prevention measures need updates to estimate the new risks emerging by the changes in the collaboration among countries in the Northern Baltic. In addition, the increment of new ship concepts with advanced ship operational technologies for ship manoeuvring with incremented automation, demand for updates in the analysis of these emergent risks. On the other hand, the estimated prevention and response effectiveness to accidental oil spills in sea ice conditions is considered low according to the most recent produced models. These models indicate that the fleet responding to accidental oil spills in ice conditions needs to consider the new changes in maritime traffic operations, and particularly, to estimate the vessel response capability in different types of sea ice and weather conditions including the efficiency of the coordination with other stakeholders (e.g., icebreakers supporting navigation operation during wintertime). Therefore, OpenRisk II integrated platform will include an operational module composed of a model capable to analyze the probability of oil spills derived from collisions and groundings involving oil tankers and other large vessels navigating in ice-covered waters of the Northern Baltic. This model provides a dynamic characteristic to integrate risk control options and test their effectiveness while considering different operational scenarios. The model will also include the analysis of the response vessel operability by considering diverse ice and weather conditions and creating the representation of indexes to inform decision-makers about the response alternative with the highest efficiency represented probabilistically. This model will be delivered as part of the integrated platform for PPR risk management of OpenRisk II with the focus on supporting plans and practical guidance to prevent and respond to accidental oil spills in sea ice conditions.

2,125 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable



D 1.3

Title of the deliverable

Component tool to address the risks and response capability to accidental spills in ice conditions

98 / 100 characters

Description of the deliverable

Deliverable will describe the scientific background of the models for analysing the probability of oil spills derived from collisions and groundings involving oil tankers and other large vessels and capable to determine the capability of the planned response fleet navigating in the Northern Baltic during wintertime (sea ice) navigation. It also provides the models' connection to the functional requirements presented in D.1.1, and the technical requirements for the models to be integrated with the AISyRISK platform to develop the OpenRisk II risk management toolbox.

574 / 2,000 characters

Which output does this deliverable contribute to?

O.2.2: OpenRisk II toolbox

26 / 100 characters

5.6.6 Timeline

Period: 1 2 3 4 5 6

WP.1: WP1 Preparing solutions

A.1.3: Development of an operational module for risk analysis of shipping in ice-covered waters

D.1.3: Component tool to address the risks and response capability to accidental spills in ice conditions

5.6.7 This deliverable/output contains productive or infrastructure investment



WP 1 Group of activities 1.4

5.6.1 Group of activities leader

Group of activities leader

A 1.4

5.6.2 Title of the group of activities

59 / 100 characters

5.6.3 Description of the group of activities

Current methods for strategic maritime risk assessment lack up-to-date and robust quantification algorithms that take into account the relevant, measurable risk-related factors. The latter can be broadly defined as the factors that make ship-to-ship encounters difficult for navigators to manage. Such a paradigm is lacking in the maritime transportation safety research field, while it has been adopted in the aviation safety field and successfully used in transportation safety assessment, monitoring, and management systems. Therefore, by combining the existing background knowledge from the aviation sector with the findings from interviewing maritime experts and analyzing Big Data in maritime transportation, we attempt to fill the knowledge gap in the maritime sector. The first step is to determine the factors that determine the performance of ship navigators: Traffic Complexity, Waterway Complexity, and Environmental Complexity. Second, the factors are quantified and combined into a complexity index that describes a specific situation around a ship (Montewka et al., 2022). This can be used to assess how difficult it is for a navigator to manage the situation and how vulnerable the vessel is to an accident given the environmental conditions. This, in turn, can help define traffic situations and thus the sea area where the implementation of remedial measures would be required to ensure the safe operation of the vessel. To develop an operational near-miss analysis module suitable for the OpenRisk II toolbox, we will use the experience gained in the previous projects FAROS, funded by Horizon2020, and ASTRA, funded by MarTERA EraNet, where the general theoretical framework for the near-miss evaluation was developed.

1,738 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

D 1.4

Title of the deliverable

64 / 100 characters

Description of the deliverable

Deliverable will describe the scientific background of the models for analysing maritime near-misses for accident prevention and appropriate proactive risk mitigation measure. It also provides models' connection to the functional requirements presented in D.1.1, and the technical requirements for the models to be integrated with the AISyRISK platform to develop the OpenRisk II risk management toolbox.

404 / 2,000 characters

Which output does this deliverable contribute to?

26 / 100 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.4: Development of an operational module for near-miss analysis						
D.1.4: A method for near-miss analysis suitable for accident prevention						

5.6.7 This deliverable/output contains productive or infrastructure investment

WP 1 Group of activities 1.5

5.6.1 Group of activities leader

Group of activities leader

A 1.5

5.6.2 Title of the group of activities

91 / 100 characters

5.6.3 Description of the group of activities

The impact on the ecosystem is usually the main problem with the release of hazardous and noxious substances. Existing operational models implemented in risk management tools are too simple to account for the long-term impacts of HNS spills. Such impacts can be assessed in a probabilistic manner using, for example, a suite of probabilistic models previously developed by Consortium members. These models have been shown to provide valid estimates of the likely effects of HNS pollution on fish stocks that have not previously been considered at all. Despite their correctness and proven validity, the models have not yet been put into operation. This task will be carried out by the University of Helsinki. Mapping of the environmental sensitivity to accidental oil pollution is vital to oil pollution preparedness, response, and cooperation. Environmental Sensitivity Index (ESI) maps provide information on shoreline classification (ranked according to sensitivity, natural persistence of oil and ease of clean-up), biological resources (an assessment of the vulnerability of organisms to oil), and human-use resources (an assessment of sensitivity to oil and value from human use). University of Tartu team will develop and implement the ESI map layers for the Baltic Sea Region. The planned activities will result in the development and implementation of separate probabilistic models and the ESI maps layers suitable for the final AISyRISK software platform.

1,465 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

D 1.5

Title of the deliverable

62 / 100 characters

Description of the deliverable

Deliverable will describe the scientific background of the models, their connection to the functional requirements presented in D.1.1, and the technical requirements for the models to be integrated with the AISyRISK platform to develop the OpenRisk II risk management toolbox.

276 / 2,000 characters

Which output does this deliverable contribute to?

26 / 100 characters

5.6.6 Timeline

	Period: 1	2	3	4	5	6
WP.1: WP1 Preparing solutions						
A.1.5: Development of an operational module for risk analysis for hazardous and noxious substances						
D.1.5: A method for risk analysis of hazardous and noxious substances						

5.6.7 This deliverable/output contains productive or infrastructure investment

Work package 2

5.1 WP2 Piloting and evaluating solutions

5.2 Aim of the work package

The aim of this work package is to pilot, evaluate and adjust solutions. Plan one or several pilots to validate the usefulness of the solutions prepared in Work Package 1. Start Work Package 2 early enough to have time to pilot, evaluate and adjust solutions, together with your target groups. By the end of this work package implementation the solutions should be ready to be transferred to your target groups in Work Package 3. The piloted and adjusted solution should be presented in one project output. Organise your activities in up to five groups of activities. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1
Work package leader 2

5.4 Work package budget

Work package budget

5.4.1 Number of pilots

Number of pilots

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	<input type="text" value="National public authority"/> <input type="text" value="Maritime spatial planning department, maritime safety department in a national maritime authority. The geographical coverage: the Baltic Sea countries plus Norway, which provides the existing software expertise to the project."/> <small>226 / 500 characters</small>	<input type="text" value="National authorities, particularly maritime authorities, are reached in two ways. First, through the direct participation of selected maritime authorities in the project. Second, through the network of links between the participating authorities and their partners in the Baltic countries. For example, Swedish and Finnish maritime authorities will reach out to their Danish counterpart. While the Estonian partners will help reach the Baltic states, and the Polish partners will reach the south-western Baltic authorities. Additionally, the PA Safe network will be utilized for this purpose, similarly to WP-1 and WP-2."/> <small>620 / 1,000 characters</small>
2	<input type="text" value="Higher education and research institution"/> <input type="text" value="Maritime risk analysis and management, maritime safety, accident probability and consequence modelling, near-miss modelling, environmental impact assessment (especially the risk for shallow water threatened species). The geographical coverage: the Baltic Sea region."/> <small>268 / 500 characters</small>	<input type="text" value="Through the direct involvement of academic partners, dedicated workshop and network of connections."/> <small>99 / 1,000 characters</small>

5.6 Activities, deliverables, outputs and timeline

No.	Name
2.1	Piloting the OpenRisk II toolbox
2.2	Adjusting the OpenRisk toolbox
2.3	Integration of the new components into a OpenRisk II risk management platform

WP 2 Group of activities 2.1

5.6.1 Group of activities leader

Group of activities leader

A 2.1

5.6.2 Title of the group of activities

32 / 100 characters

5.6.3 Description of the group of activities

177 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

5.6.6 Timeline

Period: 1 2 3 4 5 6

WP.2: WP2 Piloting and evaluating solutions

A.2.1: Piloting the OpenRisk II toolbox

WP 2 Group of activities 2.2

5.6.1 Group of activities leader

Group of activities leader

A 2.2

5.6.2 Title of the group of activities

30 / 100 characters

5.6.3 Description of the group of activities

813 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

O 2.2

Title of the output

OpenRisk II toolbox

19 / 100 characters

Description of the output

The operational toolbox called OpenRisk II is developed and ready for use in the daily routine of maritime authorities. The tool meets the requirements defined in WP1 and is supported by the results of the validation during the pilot projects in WP2.

250 / 3,000 characters

Target groups and uptake of the solution presented in this output

Target groups	How will this target group apply the output in its daily work?
<p>Target group 1</p> <p>National public authority</p> <p>Maritime spatial planning department, maritime safety department in a national maritime authority. The geographical coverage: the Baltic Sea countries plus Norway, which provides the existing software expertise to the project.</p>	<p>Maritime authorities need information on maritime risks for their daily work for various reasons in order to make risk-based decisions. For example, to plan the use of icebreakers (important for the northern Baltic Sea), to decide on the location of offshore installations (e.g. wind farms, which will be a focus for Polish maritime authorities in the next decade), to decide on the design of sea routes for ships with dangerous cargo, taking into account the impact that passing ships may have on the environment (e.g. Gulf of Finland).</p> <p>The developed OpenRisk II toolbox will be of great help to maritime authorities in their daily route planning.</p>
<p>Target group 2</p> <p>Higher education and research institution</p> <p>Maritime risk analysis and management, maritime safety, accident probability and consequence modelling, near-miss modelling, environmental impact assessment (especially the risk for shallow water threatened species). The geographical coverage: the Baltic Sea region.</p>	<p>The developed OpenRisk II toolbox will facilitate teaching in the field of maritime risk analysis and management. It can also provide a solid tool for future scientific activities at the participating universities.</p>

648 / 1,000 characters

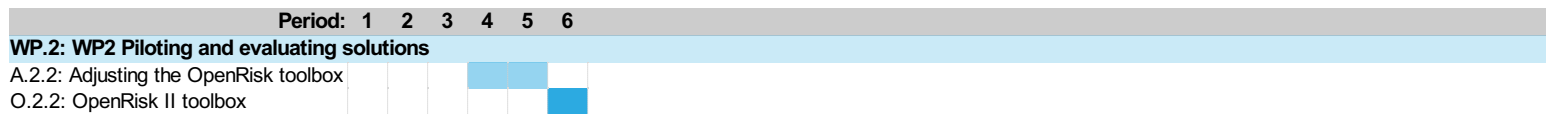
214 / 1,000 characters

Durability of the output

it is foreseen that the utilization of OpenRisk II toolbox outputs requires close contact among maritime safety managers and OpenRisk II toolbox experts to ensure that best possible use of the results can be achieved. Furthermore, it is foreseen that also regional actors, such as HELCOM, VASAB and ICES will take note on the OpenRisk II toolbox outputs and utilize them to develop further their integrated maritime safety governance processes. No extra financial resources are needed to ensure the durability and transferability of main outputs, because they can be published in already existing or upcoming Internet portals while the ICT tools will be managed by the partners.

678 / 1,000 characters

5.6.6 Timeline



5.6.7 This deliverable/output contains productive or infrastructure investment



WP 2 Group of activities 2.3

5.6.1 Group of activities leader

Group of activities leader

A 2.3

5.6.2 Title of the group of activities

77 / 100 characters

5.6.3 Description of the group of activities

The newly developed features will be integrated into the existing risk management platform. This will be done to enhance its functionalities to meet the design specification laid down in WP1, accounting for the results of piloting exercises carried out in WP2. This includes the integration of the new elements and values considering the characteristics of the areas in the Baltic Sea such as the assessment of risks of maritime transport operations in ice-covered waters, the analysis of near misses and the assessment of the risk HNS spills.

543 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable

5.6.6 Timeline

Period: 1 2 3 4 5 6

WP.2: WP2 Piloting and evaluating solutions

A.2.3: Integration of the new components into a OpenRisk II risk management platform						
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Work package 3

5.1 WP3 Transferring solutions

5.2 Aim of the work package

In Work Package 3, communicate and transfer the ready solutions to your target groups. Plan at least one year for this work package to transfer your solutions to the target groups, considering their respective needs. Select suitable activities to encourage your target groups to use the solutions in their daily work. Organise your activities in up to five groups of activities. Describe the deliverables and outputs as well as present the timeline.

5.3 Work package leader

Work package leader 1

Work package leader 2

5.4 Work package budget

Work package budget

5.5 Target groups

	Target group	How do you plan to reach out to and engage the target group?
1	<input type="text" value="National public authority"/> Maritime spatial planning department, maritime safety department in a national maritime authority. The geographical coverage: the Baltic Sea countries plus Norway, which provides the existing software expertise to the project. <small>226 / 500 characters</small>	National authorities, particularly maritime authorities, are reached in two ways. First, through the direct participation of selected maritime authorities in the project. Second, through the network of links between the participating authorities and their partners in the Baltic countries. For example, Swedish and Finnish maritime authorities will reach out to their Danish counterpart. While the Estonian partners will help reach the Baltic states, and the Polish partners will reach the south-western Baltic authorities. Additionally, the PA Safe network will be utilized for this purpose, similarly to WP-1 and WP-2. <small>620 / 1,000 characters</small>
2	<input type="text" value="Higher education and research institution"/> Maritime risk analysis and management, maritime safety, accident probability and consequence modelling, near-miss modelling, environmental impact assessment (especially the risk for shallow water threatened species). The geographical coverage: the Baltic Sea region. <small>268 / 500 characters</small>	Through the direct involvement of academic partners, dedicated workshops, conferences and a network of connections. <small>116 / 1,000 characters</small>

5.6 Activities, deliverables, outputs and timeline

No.	Name
3.1	Development of user training concept and materials for the integrated software platform
3.2	Development of user training concept and materials for the risk maturity model

WP 3 Group of activities 3.1

5.6.1 Group of activities leader

Group of activities leader PP 6 - Norwegian Coastal Administration

A 3.1

5.6.2 Title of the group of activities

Development of user training concept and materials for the integrated software platform

87 / 100 characters

5.6.3 Description of the group of activities

One-day training events are anticipated for the relevant stakeholders around the Baltic Sea. Sustainable training materials are produced for the new users to facilitate their self-training on the toolbox later on.

214 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable



D 3.1

Title of the deliverable

OpenRisk II toolbox manual

26 / 100 characters

Description of the deliverable

The OpenRisk II manual contains user guidance, explains the functionalities of the software, and comprises exemplary training scenarios. It will be developed with consultation with the anticipated end-users to ensure that all the organizational requirements with respect to maritime transportation risk analysis and management are met.

335 / 2,000 characters

Which output does this deliverable contribute to?

O.2.2: OpenRisk II toolbox

26 / 100 characters

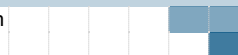
5.6.6 Timeline

Period: 1 2 3 4 5 6

WP.3: WP3 Transferring solutions

A.3.1: Development of user training concept and materials for the integrated software platform

D.3.1: OpenRisk II toolbox manual



5.6.7 This deliverable/output contains productive or infrastructure investment



WP 3 Group of activities 3.2

5.6.1 Group of activities leader

Group of activities leader PP 3 - Finnish Transport and Communication Agency

A 3.2

5.6.2 Title of the group of activities

Development of user training concept and materials for the risk maturity model

78 / 100 characters

5.6.3 Description of the group of activities

This task will, in consultation with end-users, develop a training module for practitioners to learn how to use the risk maturity model to assess the organizational risk management activities related to Prevention, Preparedness, and Response. This will be designed as a 1-day training event, consisting first of a generic understanding of the ISO31000:2018 risk management standard, and then dedicated sessions focusing on the need for assessing risk maturity, and the newly developed risk maturity model for PPR. A set of presentation materials and hands-on exercises will be developed as part of this.

603 / 3,000 characters

5.6.4 This group of activities leads to the development of a deliverable



D 3.2

Title of the deliverable

Training module for risk maturity model

39 / 100 characters

Description of the deliverable

Concept for the 1-day training session, presentation materials and hands-on exercises.

87 / 2,000 characters

Which output does this deliverable contribute to?

O.2.2: OpenRisk II toolbox

26 / 100 characters

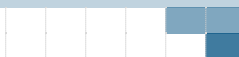
5.6.6 Timeline

Period: 1 2 3 4 5 6

WP.3: WP3 Transferring solutions

A.3.2: Development of user training concept and materials for the risk maturity model

D.3.2: Training module for risk maturity model



5.6.7 This deliverable/output contains productive or infrastructure investment



6. Indicators

Indicators

Output indicators				Result indicators		
Output indicators	Total target value in number	Project outputs	Please explain how the solution presented in this output serves the target group(s).	Result indicator	Total target value in number	Please explain how organisations in the target groups within or outside the partnership will take up or upscale each solution.
RCO 84 – Pilot actions developed jointly and implemented in projects	4	N/A	N/A	RCR 104 - Solutions taken up or up-scaled by organisations	1	<p>The project will organize workshops addressed to the maritime authorities in order to make them familiar with risk assessment tools and receive feedback for improvements. The outcomes of the project will be available for all EU countries of the Baltic Sea region. To support the dissemination and deployment of the project results, our networks in HELCOM and PA Safe will also be utilized.</p> <p style="text-align: right;">390 / 2,000 characters</p>
RCO 116 – Jointly developed solutions	1	O.2.2: OpenRisk II toolbox	<p>The project will be based on the identified practical needs of maritime authorities in the Baltic Sea region, and well focused scientific modelling is used to support these management needs. To this end, the competent authorities (Traficom and Kystverket) are partners in the project. In addition, workshops will be organized to address the needs of other maritime authorities of this region to ensure the achievement of set objectives. On the dissemination courses of the second part of the project, platform specific courses will be arranged for the end users outside of the project</p> <p style="text-align: right;">585 / 1,000 characters</p>			

Output indicators		Result indicators			
Output indicator	Total target value in number	Result indicator	Total target value in number	Please describe what types of organisations are planned to actively participate in the project. Explain how this participation will increase their institutional capacity. These types of organisations should be in line with the target groups you have defined for your project.	
RCO 87 - Organisations cooperating across borders	10	PSR 1 - Organisations with increased institutional capacity due to their participation in cooperation activities across borders	7	Project partners and associated organisations	<p>The project partners include both maritime authorities and academia. While the authorities are focused on the end-user needs regarding the risk assessment toolbox, the academia is addressing that the tools are established on a sound scientific basis, and that they utilize all relevant scientific information. The Norwegian partners are in a key role here.</p> <p style="text-align: right;">357 / 1,500 characters</p>
				Other organisations	<p>The aim is that both maritime safety and response authorities of the Baltic Sea region will join the project workshops. As such, they can get familiar with the risk assessment tools, including their adaptation to practical settings.</p> <p style="text-align: right;">232 / 1,500 characters</p>

7. Budget

7.0 Preparation costs

Preparation Costs

Would you like to apply for reimbursement of the preparation costs?

No

7.1 Breakdown of planned project expenditure per cost category & per partner

No. & role	Partner name	Partner status	CAT1 - Staff	CAT2 - Office & administration	CAT3 - Travel & accommodation
1 - LP	Gdańsk University of Technology	Active 22/09/2022	200,000.00	30,000.00	30,000.00
2 - PP	Aalto University Foundation	Active 22/09/2022	205,462.00	30,819.30	30,819.30
3 - PP	Finnish Transport and Communication Agency	Active 22/09/2022	160,000.00	24,000.00	24,000.00
4 - PP	Helsinki University	Active 22/09/2022	192,192.00	28,828.80	28,828.80
5 - PP	University of Tartu	Active 22/09/2022	147,693.00	22,153.95	22,153.95
6 - PP	Norwegian Coastal Administration	Active 22/09/2022	180,000.00	27,000.00	27,000.00
Total			1,085,347.00	162,802.05	162,802.05

No. & role	Partner name	CAT4 - External expertise & services	CAT5 - Equipment	Total partner budget
1 - LP	Gdańsk University of Technology	0.00	0.00	260,000.00
2 - PP	Aalto University Foundation	0.00	0.00	267,100.60
3 - PP	Finnish Transport and Communication Agency	0.00	0.00	208,000.00
4 - PP	Helsinki University	0.00	0.00	249,849.60
5 - PP	University of Tartu	8,000.00	0.00	200,000.90
6 - PP	Norwegian Coastal Administration	0.00	0.00	234,000.00
Total		8,000.00	0.00	1,418,951.10

7.1.1 External expertise and services

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
5. Universitv of Tart	Events/meetings	CAT4-PP5-A-0	Stakeholder meetings, meetings with officials (venue & catering) Project results on-line publication <small>100 / 100 characters</small>	No	2.2 3.1	8,000.00
Total						8,000.00

7.1.2 Equipment

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
Please select	Please select	CAT5-PP--01	<small>0 / 100 characters</small>	Please select		0.00
Total						0.00

7.1.3 Infrastructure and works

Contracting partner	Group of expenditure	Item no.	Specification	Investment item?	Group of activities no.	Planned contract value
Please select	Please select	CAT6-PP--01	<small>0 / 100 characters</small>	Please select		0.00
Total						0.00

7.2 Planned project budget per funding source & per partner

No. & role	Partner name	Partner status	Country	Funding source	Co-financing rate [in %]	Total [in EUR]	Programme co-financing [in EUR]	Own contribution [in EUR]	State aid instrument
1-LP	Gdańsk University of Technology	Active 22/09/2022	PL	ERDF	80.00 %	260,000.00	208,000.00	52,000.00	For each partner, the State aid relevance and applied aid measure are defined in the State aid section
2-PP	Aalto University Foundation sr	Active 22/09/2022	FI	ERDF	80.00 %	267,100.60	213,680.48	53,420.12	
3-PP	Finnish Transport and Communication Agency	Active 22/09/2022	FI	ERDF	80.00 %	208,000.00	166,400.00	41,600.00	
4-PP	Helsinki University	Active 22/09/2022	FI	ERDF	80.00 %	249,849.60	199,879.68	49,969.92	
5-PP	University of Tartu	Active 22/09/2022	EE	ERDF	80.00 %	200,000.90	160,000.72	40,000.18	
6-PP	Norwegian Coastal Administration	Active 22/09/2022	NO	Norway	50.00 %	234,000.00	117,000.00	117,000.00	
Total ERDF						1,184,951.10	947,960.88	236,990.22	
Total Norway						234,000.00	117,000.00	117,000.00	
Total						1,418,951.10	1,064,960.88	353,990.22	

7.3 Spending plan per reporting period

	EU partners (ERDF)		Norwegian partners (Norway)		Total	
	Total	Programme co-financing	Total	Programme co-financing	Total	Programme co-financing
Period 1	394,983.70	315,986.96	78,000.00	39,000.00	472,983.70	354,986.96
Period 2	394,983.70	315,986.96	78,000.00	39,000.00	472,983.70	354,986.96
Period 3	394,983.70	315,986.96	78,000.00	39,000.00	472,983.70	354,986.96
Period 4	0.00	0.00	0.00	0.00	0.00	0.00
Period 5	0.00	0.00	0.00	0.00	0.00	0.00
Period 6	0.00	0.00	0.00	0.00	0.00	0.00
Total	1,184,951.10	947,960.88	234,000.00	117,000.00	1,418,951.10	1,064,960.88