LISA: Linking Sea and Land - Flagship process

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Speaker introduction

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AGENDA

- Flagship? Project? What is this?
- LISA: quick general overview
  - Duration time
  - Budget
  - Partners
- Workplan
- Ambitions
- LISA Flagship
  - Focus Areas
  - Why???
- Outcome from 28/9 Ws
- Discussion

What is Flagship and how is it different from projects?

- *A Flagship is a strategic action born to respond to a particular macro-regional challenge for which it gathers relevant stakeholders from different levels of governance (and society). Thus, thematic objectives and targets of the Strategy are achieved through a particular way of collaboration between them.*
- *In essence, not only do flagships produce larger thematic impact – by design, they change the HOW of international collaboration:*

- *Flagship is **a home to actors** that seldom (or never) participate in projects but whose participation gears up the impact (e.g. ministries and agencies, civil society actors and business companies...).*
- *Flagship **does not end** as long as the challenge it targets persists – and it can become **a home to projects and other formats.***
- *Flagship **can change course** if the original one has not worked out or the landscape has changed.*
- *Flagship **can align different forms and sources of funding**, due to its multi-level stakeholder set.*
- *Flagship, in its culture, is **inclusive, agile and built on voluntary committment** of various level actors, to the common good.*

The most significant differences from Project, are that

- *flagship does not have to delimit the scope of the issue at hand - while projects often have to choose a problem / an aspect of a problem, which effectively delivers a partial solution to the issue*
- *flagship's outcome and effects are formulated in terms of policy impact – while projects often pursue tangible deliverables of more practical character*
- *flagship produces outcomes of many different sorts, tangible and intangible, that cannot all be foreseen at the beginning – while projects aim at delivering pre-defined results*
- *flagship is not limited to a fixed partnership/competence and can take onboard any available competence needed for tackling the issue, at any point in time*
- *flagship is not limited in time and can work as long as the issue is active – while projects are always time-bound*
- *flagship is designed in a way that reality-check and dissemination of outcomes happen in real time – while projects tend to plan evaluation and dissemination as separate activities that often take place post-project*
- *flagship can be funded by multiple sources from various governance level – while projects most often has a single source of funding, not rarely conditioned by political interests.*

- *Different-level stakeholders **gather around an issue of macro-regional significance**, that needs to be addressed through cross-sectorial, multi-level collaboration.*

- *Collectively, they **explore the issue** from their different vantage points, and decide **what impact the flagship is to produce** (in terms of action and policy) that leads to a more systemic solution to the issue. Doing this, they assess **existing policy prerequisites** and **identify policy gaps**.*

- *They agree on the **working formats and activities**, over time, that allow them to learn from each other's experiences, draw on available resources and – most important - **co-create solutions and policy recommendations** for forwarding the issue to solution.*

Quick overview

- LISA – Linking Sea and Land – Flagship Process
- Start August 2020 End June 2021
- Budget total 50 000Euro
  - Travel, Accommodation and Workshop set-up coverage for partners, lead partner get funding for time put in as well (to a certain degree)
- Partners:
  Lead Partner: Swedish Maritime Administration
  Port of Gdynia
  Port of Hamburg
  Vilnius Gediminas Technical University
  Estonian Maritime Administration

- Contributes to PA Transport
  → Action plan under revision. However project would contribute to Action 3:
  “Facilitate innovative technologies and solutions in the BSR”
- Establish a Flagship process
  - Formation of a partnership
  - Defining concrete objectives
  - Defining a road map
  - Establish a flagship organization + work plan
- Aim to establish a long-term process…..
  To support relevant stakeholders+initiatives:
- STM, eMSW, eFTI etc.

Workplan

August 2020	Virtual Kick-Off LISA
September 2020	Virtual Meeting on Input and Insights
September – November 2020	Stakeholder discussions, expansion of partnership
January 2021	Workshop on Goals and Roadmap
April 2021	Scenarios and Test Cases
June 2021	Scenarios and Test Cases
June 2021	Final Meeting with Feedback, Documentation, and next steps

Focus areas

- Facilitate innovative technologies & solutions in the BSR to reach a sustainable and efficient Transport System in the BSR
- Digitalization and optimizing of port calls linking sea and land
- Function as a creative platforms for projects and initiatives

Why those focus areas?

- European Maritime Single Window (EMSW) and digitalization support cross-sector harmonization and with that link land and sea in the Baltic Sea Region
- The aim is to establish a long-term process to support ongoing cross-sectoral digitalization of transports in the BSR
- Facilitate future joint initiatives and define joint project applications. Linking Sea and Land.
- The European Commission points to the need for coordinated and optimized port calls.

Why is this important?

• Report once principle increases efficiency and visibility of cargo
- Reduce environmental risks (hazardous cargo / ship trash reporting)
- Reduce amount of wasted journeys / waiting time for cargo drop off and pick up
• Digitalization of transport processes should be supported by international standards and standardized interfaces.
•National or special solutions must be avoided as it will stifle innovation and push the burden of adoption to the individual operators.

Why would anyone get onboard?

• Multiplier / leveraging stakeholder effect
• Here to stay, here to connect
• Whole logistics / supply chain stakeholder focus / administration stakeholders

Why do we need a Flagship process?

• Collaboration Partner beyond the life time of EU-funded projects

• Cross-sector and Multi-Level-Governance stakeholder exchange platform

• Transnational cooperation benefits all countries and it is an advantage to further develop the link between sea and land.

•The BSR, with its tradition of close cooperation between national- and regional authorities/agencies and/or ministries, companies, operators, have a real opportunity to enable cross-border and cross-organisational development on joint challenges.

• The multi-modal transport approach, increased need for competitiveness in the BSR as well as the importance of the EUSBSR warrants a Flagship Process establishment.

• As ongoing initiatives and projects often overlap and projects run over several years there is a need to establish networks to increase coordination.

EUSBSR Workshop "Risks and (untapped) Potential of Digitalisation in Ports and at Sea"

Breakout session discussion results

Digitalising Sea and Land Linkage

How do we ensure seamless and smart multimodal transportation? Moderated by Carina Stål, program manager, Swedish Maritime Administration

Four main points raised in the discussion, formulated as policy recommendations or Flagship project recommendations:

1	*BSR as a testbed for harmonising ports and their link to ships*
2	*Connect different project to build on outcomes*
3	*Intensify the recommendations for traffic management* *HELCOM*
4	*Start a flagship process on all transport modes.* *LISA collaboration arena.*

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- Flagship process in PA Safe/Ship or trying to expand LISA? – Activities across the different PAs? – How?
- Elaborate on new EU projects?
- Other?

Thank you

- Any questions do not hesitate to contact me
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