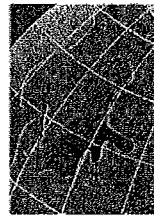


NORTH SEA



COMMISSION

Fylkeshuset,
3706 Skien, Norway
Tel.: +47 35 58 42 00
Fax: +47 35 52 90 44
nsc@northsea.org
www.northsea.org



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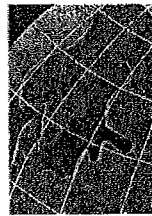
34th CPMR General Assembly
25-27 October 2006, Murcia (Spain)

DRAFT FINAL JOINT RESOLUTION MARITIME POLICY CHALLENGES IN THE BALTIC AND NORTH SEA REGIONS

1. The Baltic and the North Sea Commissions welcome the opportunity to comment on the EU Green Paper on a Maritime Policy. The Baltic and the North Sea Commissions appreciate that there is great potential for future economic growth in the Maritime Regions if resources are managed in a concerted, innovative & sustainable way. There is a need for long - term thinking on global changes, both in economic and environmental terms.
2. The European Seas is surrounded by Seas, with ecosystems crossing EU borders. A future European Maritime Policy must include close co-operation with countries outside the European Union. Therefore, it is positive that other countries, for example Norway, have been contributors to the Green Paper process.
3. Our common maritime resources must be managed in a competitive, innovative and sustainable way. Maritime transportation, fisheries and fish-farming, energy production etc must be carried out in harmony with the marine environment, supported by research and innovative actions. Sea use planning could serve as a tool to prevent conflicts of use in intensely used offshore areas. The preparation of spatial plans for offshore areas, wherever appropriate, and a cross sectoral assessment of specific offshore projects would support such a tool. In this way, a common Maritime Policy can successfully support both the Lisbon and Gothenburg agendas.
4. Also in the future it will be necessary to intensify initiatives for a cleaner Sea. For example: clear concern has repeatedly been expressed from the North Sea Commission about discharges of radioactive waste to sea, particularly from the reprocessing plants in Sellafield. The British Government must fulfil the promised moratorium on discharges at the earliest possible date. The THORP plant, which was closed after a heavy leakage last year, must not be put in operation again. The leakages from Sellafield are categorised as serious by the International Measuring System for Nuclear Accidents (INES). The Sellafield issue has been presented to the EU court by Ireland.
5. The Baltic and the North Sea Commissions welcome the commitment made by North Sea Ministers in Gothenburg at MM06 to progress the "clean ship initiative" but it is important that future work on reducing the environmental impact of shipping is seen as a priority. It remains a matter of real concern that ships' fuel remain unregulated and we call on the EU to start work on drafting a new directive on the quality of marine fuels.
6. More generally, initiatives targeting pollution from shipping and maritime fuels would contribute to achieving cleaner Seas.
7. Sustainability also means a sound basis of income and supporting the livelihoods of the coastal population. In this context, the further development of maritime clusters is important - linking businesses to research and training.
8. A successful Maritime Policy must also recognise the importance of culture, heritage and local identity as essential assets for a sustainable tourism industry and regional development policies in supporting sustainable and competitive coastal communities.
9. The debate on the Green Paper will provide an opportunity to review a number of sectoral policies. From a regional and democratic perspective, it is important that local communities, and especially people living in coastal areas and islands, are being invited to take an active part in the consultation and policy shaping process. The regions should also have a role in the decision-making process.
10. However, policies should not be developed purely along sectoral lines. Sectors such as transport and the environment are interdependent; therefore potential for synergy between sectoral policies should be



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3706 Skien, Norway
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incorporated into the Maritime Policy. A flexible approach to marine management involving regional actors will be crucial to the success of the Policy.

11. The expected development in north-west Russia is also important for the Baltic and North Sea Regions. The logistic pattern, for example, will undergo fundamental changes. Therefore, the establishment of a Northern Maritime Corridor is also important as well as strengthened development of east-west corridors between North and Baltic Seas and development of the transnational intermodal transport corridors proposed by the high level group: Motorways of the Sea and the Northern Axis for areas outside the Baltic and North Seas.
Baltic Sea and North Sea Commissions urge Member States' Governments to raise these issues within the European Union and support the development of these corridors in their areas.
Motorways of the Sea should fit into existing or new TEN-corridors in order to attract intermodal logistic chains, especially rail and sea. A well functioning ice-breaking is of utmost importance to sea transports in the Baltic Sea.
12. In the interest of maintaining and promoting maritime safety it is proposed that immediate steps be taken to introduce an Automatic Identification System (AIS) across the North Sea and the waters of the proposed Northern Maritime Corridor. It is further proposed that the model, currently being tested in Norwegian waters, be used as the basis for such a system.
13. It is noted that the European Commission, under the Trans-European Transport Network, has proposed to establish a Motorways of the Sea (MoS) network in several areas, but not yet in the non-EU parts of the North Sea. The North Sea Commission will urge Member States Governments to raise this issue within EU, with a view of extending the MoS corridor all the way up to the Barents Region, as proposed by the High Level Group report on the extension of the TEN-T to neighbouring countries and regions. The expected increase in goods volume means a sharpened focus on better sea transportation and intermodality in the future. Efficient ports and good hinterland connections in a multi-modal chain will be required to support this development.
14. A comprehensive and effective Maritime Policy must also take an active role in improving maritime safety.
15. Up to now, the INTERREG programmes have been a useful instrument to support maritime policy in the North Sea and Baltic Sea Area, resulting in a number of important projects. In the new Objective 3 North Sea and Baltic Sea Programmes (2007-2013), the maritime dimension should be emphasized. The Maritime Safety Umbrella Operation, initiated by the INTERREG North Sea Region, should be developed into a pan-European instrument. This in co-operation with the Helsinki Commission, HELCOM, a national body active in the Baltic Sea area, who has invited representatives from the CPMR Baltic Sea Commission in its work. HELCOM works to protect the marine environment of the Baltic Sea from all sources of pollution through intergovernmental co-operation between states around the Baltic Sea (including Russia) and the European Union. Also in cooperation with the BSR countries is drafting of Appropriated Protection Measures within the PSSA (Particularly Sensitive Sea Area).
16. In order for the Maritime Policy to fulfil its aims and objectives it must support the Lisbon and Gothenburg Agendas. Furthermore, there is a need for co-ordination with a number of EU initiatives, like the Motorways of the Sea, Short Sea Shipping, the Maritime Safety Packages and the Marine Environmental Policy. Finally, common actions between all levels of administration are necessary to secure sustainable development in the Baltic and North Sea Area.