



# CPMR

## BALTIC SEA COMMISSION

The 11<sup>th</sup> General Assembly of the CPMR Baltic Sea Commission  
Karlskrona, Blekinge (S), 2 June 2006

### CONFERENCE RESOLUTION

#### SUSTAINABLE ACCESSIBILITY IN THE BALTIC SEA REGION

The General Assembly of the CPMR Baltic Sea Commission with this resolution based on the work of the Conference “How to improve sustainable accessibility in the Baltic Sea Region” organised on 1 June 2006 in Karlskrona, Blekinge (S) would like to contribute in creating sustainable transport strategy for the Baltic Sea Region. This conference worked in three thematic workshops, on an intermodal transport system, maritime safety as well as organised crime.

#### *Intermodal Transport System*

CPMR Baltic Sea Commission is convinced that the cooperation on regional level constitutes an active contribution to the development of sustainable accessibility through an integrated transport policy in the Baltic Sea Region and its neighbouring regions.

CPMR Baltic Sea Commission welcomes the report from the EU High Level Group on extension of the major trans-European transport axes to the neighbouring countries and regions in its report “Networks for Peace and Development “ where has been defined a Northern Axis including Motorways of the Sea that covers the whole Baltic Sea Area.

There are many different organisations, initiatives and projects working with strategies within the fields of transport and infrastructure partly overlapping each other. Co-operation between different organisations, the transport working group of the CPMR Baltic Sea Commission, the InterBaltic project and other projects and initiatives are of great importance to get synergy effects and avoid double work. The Baltic Sea regional organisations have taken a joint initiative in this issue the 31 May 2006 in connection to the 11<sup>th</sup> General Assembly of the CPMR Baltic Sea Commission. This transport dialogue and co-operation should be supported and strengthened aiming at a joint transport strategy project under the forthcoming Baltic Sea Region programme for the period 2007-2013.

The InterBaltic transport project initiated by the Baltic Sea Commission’s Transport Working Group aiming at shifting freight flows from road to rail and sea, may serve as one framework for this cooperative work and also following up the EU report “Networks for Peace and Development” in the Baltic Sea Area.

CPMR Baltic Sea Commission takes into account the assumption that there will be a huge increase in cargo flows both within to and from and not at least through the Baltic Sea Region that will affect business development and living conditions in general and thus calls for important political decisions. There is the need for regions to participate actively and make their voice heard in the ongoing process of making an integrated and all-embracing maritime policy on a European level.

CPMR Baltic Sea Commission calls on governments, pan Baltic organisations for nations and regions and the European Union to give high priority to the co-operation between the European, national and regional level to support the development of intermodal and sustainable transport solutions; promote interoperability across national borders, including further work on improving conditions for trans-border communication like technical standards and easing formalities for cross-border travel; continue to develop the Northern Dimension in order to maintain the high priority given to infrastructure in the transport sector in the Northern Dimension Action Plan 2004-2006 also in the

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future development of the Northern Dimension as well as to secure adequate and accessible financial instruments for financing infrastructure and start up of new services like TEN-T, Motorways of the Sea and Marco Polo.

CPMR Baltic Sea Commission calls on the CPMR to continue to keep a high focus on transport issues to help regions in peripheral areas to make their voice heard in the development of European transport strategies.

### ***Maritime Safety***

CPMR Baltic Sea Commission stresses that shipping is considered to be of essential importance to the development of the Baltic Sea Region. Most of the Baltic Sea states perform a major part of their goods transports by sea, which calls for a well developed infrastructure at sea and in connection with the ports. Transports of oil and other hazardous goods dominate in the area and further expansions of oil handling are forecasted especially in eastern Baltic terminals.

CPMR Baltic Sea Commission reminds that over thousands of oil discharge dumpings happen in the Baltic Sea every year. Accidents on different scales as well as ships cleaning tanks and machinery and emptying unfiltered water have resulted in the discharge of large amounts of oil into the fragile sea. In general there is at least one major oil-related accident in the Baltic Sea every year. Accidents are normally caused by grounding or collision. Due to the increased traffic in the Baltic Sea the accident risks are all the more obvious.

While transports in the Baltic Sea are steadily increasing, conflicts over use of the sea space can be triggered through its clashing with other user interests. Parallel to transportation the coast and sea space is also used for: alternative energies, aquaculture, tourism, ports and maritime industry, fishing, public beaches, extraction of raw materials, etc. All are uses which are important to the local communities dependent on the coast and sea.

The increase in traffic and planning of future transport corridors and 'Motorways of the Sea' will unavoidably have an impact on the local and regional areas and the environment through an increased traffic density and a need for preparedness for handling accidents and oil/chemical spills. It is therefore important that local and regional needs are respected and listened to in the planning process for securing a sustainable and safe transport development harmonized with initiatives for development and subsistence planned for on local and regional as well as national and European levels.

With regards to the issues mentioned above the CPMR Baltic Sea Commission would like to see:

- That pollution from ships, specifically from oil and ballast water discharge, is properly dealt with and mitigated.
- That the public-private dimension is properly developed in the further work with maritime safety.
- That the IT equipment used in connection to shipping is improved to attain compatibility between different communications systems.
- That AIS transponders are installed on all fishing vessels, independent of the vessels size.
- That one common Vessel Traffic Control System for the Baltic Sea Region is developed.
- That the framework of the Baltic PSSA is viewed as a process of continuous adoption of new Associated Protection Measures in order to improve safety in the Baltic Sea.

### ***Organized crime in the Baltic Sea Region***

Organised crime risks to undermine the economic growth in the Baltic Sea Region. In addition to the work done by the coordinated efforts by national law enforcement agencies, as e.g. the Task force on organised crime in the Baltic Sea Region, it is important that local, regional and subregional organisations and their representatives get more knowledge and engagement in work against organised crime and human trafficking.

CPMR Baltic Sea Commission therefore wants to stress its concern about the development of organised crime including human trafficking and expresses its willingness to contribute in prevention of criminality in the Baltic Sea Region.