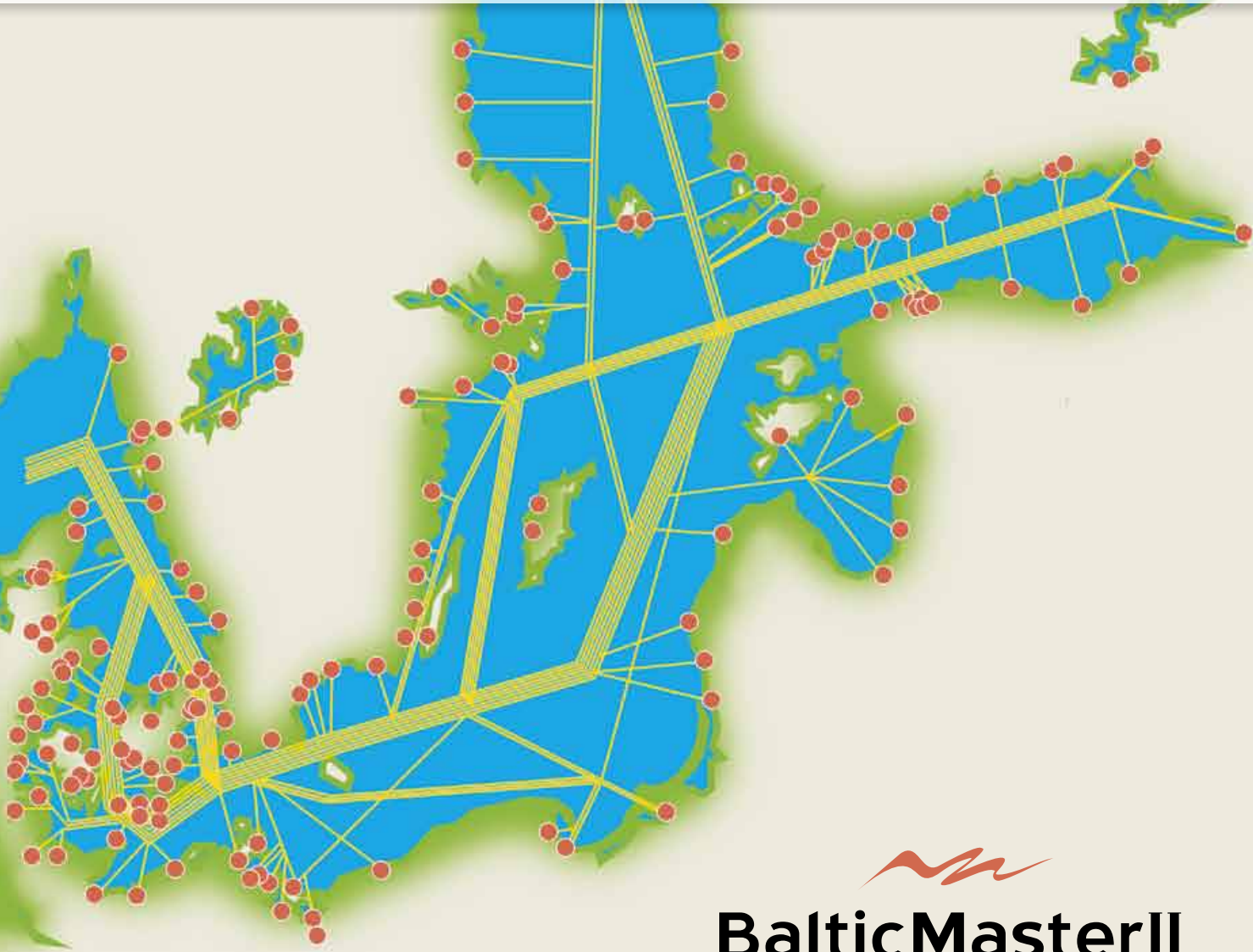




The future of the Baltic Sea

– Maritime safety and environmental protection
from a local and regional perspective



BalticMasterII

maritime safety across borders



Threats and remedies for the Baltic Sea

The threat from oil spills, tanker accidents and environmental degradation in the Baltic Sea is more apparent than ever. Sea traffic, offshore wind power plants, pipelines, fishing and tourism are just a few of many interests competing for the limited space in the Baltic rim.

For three years, 47 organizations from countries around the Baltic Sea have worked together in the EU Baltic Sea Strategy flagship project Baltic Master II.

The unique approach of Baltic Master II is an important complement to other international initiatives. Addressing issues from the local and regional perspective using cross-border and cross-sectoral collaboration has proven to be an efficient way of finding viable hands-on solutions to global problems. This bottom-up approach is also a promising component for future efficient implementation of the EU Baltic Sea Strategy. This document accounts for the findings from the Baltic Master II Political committee's visionary work which has been done within the scope of the Baltic Master II project in parallel with concrete actions.

The vision set out in this document are intended to work as guiding lights for what we should address in the future.

Baltic Master II

Political Vision



- The Baltic Sea coastal environments are understood, well managed and respected in all activities related to shipping and maritime safety. Governments and regions work together cross-border to ensure an effective response, on land and at sea, to maritime pollution



- Ports carry out their activities and responsibilities regarding waste, discharges and ballast water management in a manner that has a minimal negative impact on the Baltic Sea environment while still encouraging business development and economic growth



- Regions, governments and international organizations work together to ensure that existing conventions and regulations are observed and that the appropriate protective measures are introduced in the Baltic Sea Region to prevent maritime accidents
- Regulations and incentives for shipping aimed at protecting the environment while allowing shipping companies to be competitive within the Baltic Sea Region and in the world by supporting new technology and innovation
- The culture of ship crews is environmentally and safety oriented, supporting efficient handling of ship generated waste and preventing ship accidents

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The Coasts

As one of the world's largest bodies of brackish water, the Baltic Sea has a unique marine ecosystem that is particularly vulnerable. As the demand for additional activities in the coastal zones both on land and at sea is growing, the limited space is decreasing. To avoid conflicts and to promote a sustainable use of coastal zones, a more holistic approach is needed. At the same time the Baltic Sea is a natural highway for the transport of people and goods. Hundreds of thousands of litres of oil are transported daily off our coasts and the risk of a larger oil spill in the Baltic Sea is evident. Despite this many coastal regions and municipalities in the Baltic Sea Region do not have the capacity needed to respond in the event of a major oil spill.

Results from Baltic Master II

- Development of oil contingency plans in several regions and performing oil contingency exercises as a part of the process
- Guide and best practices for inspiration on how to make an oil contingency plan and set up an exercise
- Study of the socioeconomic consequences of a larger oil spill
www.balticmaster.org/oil_contingency_planning
- Development and update of geographical information in coastal management tools – environmental atlas
http://www.balticmaster.org/environmental_atlas
- Study of integration of Coastal Spatial Planning and Oil Contingency Planning
http://www.balticmaster.org/coastal_spatial_planning

Baltic Master II vision

The Baltic Sea coastal environments are understood, well managed and respected in all activities related to shipping and maritime safety. Governments and regions work together cross-border to ensure an effective response, on land and at sea, to maritime accidents

Baltic Master II recommended actions for the EU Strategy for the Baltic Sea Region

- All municipalities around the Baltic Sea will have an oil contingency plan that is exercised regularly by 2020
- A spatially integrated management plan for the whole Baltic Sea by 2015
- A functioning funding mechanism for oil contingency planning and response in the Baltic Sea Region by 2020



The Ports

Ports are one of the most obvious connections between land- and sea-based activities. There are today over 200 ports in the Baltic Sea Region. These highly important nodes connect the states with each other as well as the global logistic chains. The ports work as centres of trade, communication and business. The sea transport of goods in the Baltic Sea Region constitutes about 15 percent of the combined world transport of goods and it is the ambition of the European Union to shift even more goods from land to sea. The combination of more and larger ships puts greater pressure on ports in terms of their capacity to manage goods as well as in terms of handling waste and ballast water since ships also generate waste and sewage that threatens to end up in the sea if not handled onshore. Ballast water carried to ensure the balance of the ship when unloaded may contain species of plants and animals not part of the Baltic Sea's natural habitats that impose a threat to the ecosystem.

According to the existing regulations and conventions the ports around the Baltic Sea ought to manage this issue but in many cases they have neither the capacity nor technical ability to solve the task.

Results from Baltic Master II

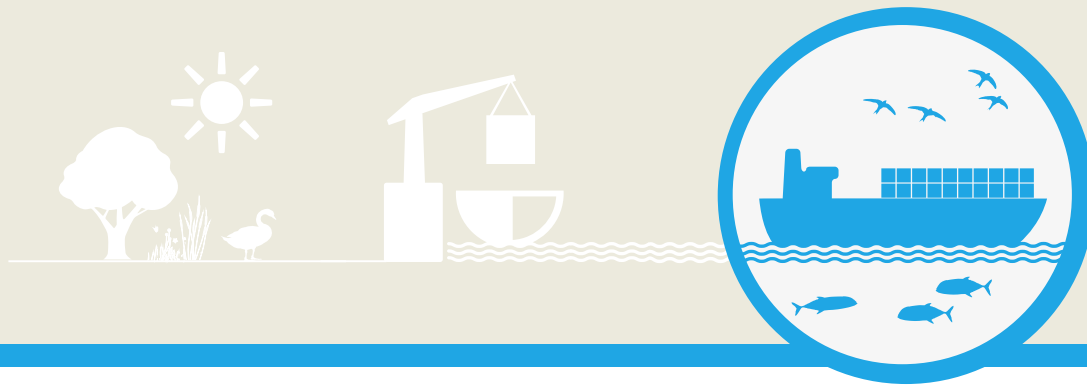
- Suggestions for management routines of solid waste and sludge water from ships
http://www.balticmaster.org/waste_management_in_ports
- Preparative study for the ratification of the Ballast Water Convention
http://www.balticmaster.org/ballast_water
- Port capacity study for prevention of pollution from ships
http://www.balticmaster.org/port_capacity_for_prevention_of_pollution

Baltic Master II vision

Ports carry out their activities and responsibilities regarding waste, discharges and ballast water management in a manner that has a minimal negative impact on the Baltic Sea environment while still encouraging business development and economic growth

Baltic Master II recommended actions for the EU Strategy for the Baltic Sea Region

- Implement a uniform standard for waste handling in ports in the Baltic Sea Region by 2015
- To enable the signing of the Ballast Water Convention by all Baltic Sea states, develop and implement methods for ports to handle ballast water by 2015.



The Sea

The Baltic Sea is a very important common resource for trade, transportation, energy, food and leisure for the states around the Baltic Rim. All these areas increase in activity and compete for the limited space around the coast and at sea. For instance, there are over 2000 ships operating in the Baltic Sea every second and the number is growing. This high activity increases the risk of accidents that could threaten both the fragile environment as well as the economical interest of the people living there. An accident such as the Erika incident off the coast of France in 1975 occurring in the Baltic Sea is not far from reality and appropriate protective measures need to be considered to avoid a catastrophe. In the event of larger oil spills, sufficient monitoring and legal structures need to be in place to localize those responsible and ensure the best compensation possible.

Results from Baltic Master II

- Study of present status of regional and international conventions in the Baltic Sea region regarding ship source pollution
http://www.balticmaster.org/international_and_regional_conventions
- Risk assessment and simulation studies to identify areas of higher risk of a maritime accident, trace sources of pollution and evaluate the consequence of the human factor
http://www.balticmaster.org/risk_modelling
- Scenario modelling studies for suggestions of new associated protective measures in connection with the Baltic Sea being a particularly sensitive sea area
http://www.balticmaster.org/associated_protective_measures

Baltic Master II vision

Regions, governments and international organizations work together to ensure that existing conventions and regulations are observed and that the appropriate protective measures are introduced in the Baltic Sea Region to prevent maritime accidents

Regulations and incentives for shipping aimed at protecting the environment while allowing shipping companies to be competitive within the Baltic Sea Region and in the world by supporting new technology and innovation

The culture of ship crews is environmentally and safety oriented, supporting efficient handling of ship generated waste and preventing ship accidents

Baltic Master II recommended actions for the EU Strategy for the Baltic Sea Region

- The Hazardous and Noxious Substances Convention is signed and ratified by all Baltic Sea states by 2015
- Sweden signs the Bunker Convention by 2012
- Implement a common surveillance system for the Baltic Sea Region by 2020
- A common reporting and anti-collision system for the Baltic Sea Region by 2020
- Implementation of suggested APMs by the Baltic Master II project by 2015.
- Russia acknowledge the Baltic Sea as a PSSA by 2015

This Political Vision has been produced through a broad cooperative process involving stakeholders from countries around the Baltic Sea. The visions and goals in the areas described in this document stem from the project results and have been pointed out by the Baltic Master II Political Committee, Steering Group and Partners as the most important for further cooperative actions for Baltic maritime safety, security and environmental protection.

Baltic Master II Partners

DENMARK

Bornholm Police*
Danish Emergency Management Agency,
Bornholm
Regional Municipality of Bornholm

GERMANY

Maritime Institute Bremen
Ministry of Agriculture, Environment and
Consumer
Protection, Mecklenburg Vorpommern*
Ministry of Federal State of Bremen*

LATVIA

Latvian Maritime Association*

ESTONIA

Saaremaa County Government

FINLAND

Finnish Maritime Administration*
Kotka Maritime Research Association
University of Turku*

POLAND

Maritime Institute Gdańsk
Maritime University of Szczecin
Ministry of Infrastructure, Poland*
Office of the Marshal of the Pomorskie
Voivodeship*
Port of Gdynia Authority S.A.

RUSSIA

ABIORAS*
Administration of Baltijsk Municipal district*
Institute of spatial planning, development

and foreign relations*
Zoological Inst Russian Academy of Sci-
ences*

SWEDEN

Region Blekinge, Sweden (Lead partner)
Blekinge Institute of Technology (BTH)
County Administrative Board of Blekinge
County Administrative Board of Halland
County Administrative Board of Kalmar
County Administrative Board of Skåne
Halland Regional Development Council
KSRR*
Municipality of Gotland
Municipality of Helsingborg
Municipality of Kalmar
Municipality of Karlshamn
Municipality of Karlskrona
Municipality of Oskarshamn
Municipality of Ronneby
Municipality of Västervik
Municipality of Ängelholm
Region Skåne
Regional Council in Kalmar County
Rescue Services of Höganäs*
Swedish Civil Contingencies Agency
Swedish Coast Guard
International partners
World Maritime University
Baltic Sea Seven Islands (B7)*
Baltic Sea States Sub-regional Cooperation
(BSSSC)*
CPMR Baltic Sea Commission*

* Associated partners

Baltic Master II is a flagship project in the EU Strategy for the Baltic Sea region that brings together countries from around the whole Baltic Rim. Its aim is to improve maritime safety by integrating local and regional perspectives with cross-border cooperation. This involves increasing the land-based capacity to respond to maritime oil spills and working to prevent pollution from maritime transport. The project runs from January 2009 to January 2012.