

 <p>CPMR BALTIC SEA COMMISSION</p> <p>TOP OF EUROPE</p>	
<p>14th General Assembly Visby, Gotland (Sweden)</p> <p>MINUTES May 12th 2009</p>	
Time	<p>12 May 2009</p> <p>8:00 - 9:30 am Registration</p> <p>9:30 - 11:30 am General Assembly meeting</p>
Venue	Wisby Strand Congress Centre, Visby, Gotland, SWEDEN
Roll call	<i>Appendix A – Participants at the BSC GA</i>
1 §	<p>Opening Session <i>Appendix B – President Liljeström’s opening speech</i></p> <p>Mrs Lena Celion, MB Regional Board of Gotland, Sweden gave all participants a warm welcome to Visby and Gotland now and in the future. Gotland is happy to be hosting this 14th General Assembly and hope that the session of today should be as fruitful as the seminars yesterday and interesting and joyful as the tour the day before.</p> <p>President Christel Liljeström opened the meeting by thanking all for the good work in the year that have just past. "We are active, our effort is bringing result and BSC have a good name. But still, there are challenges to be met."</p> <p>The President pointed towards three fields where we as an organisation have our major challenges at the moment: the economy - the changes of the regional structure in several member states - the BSC own economic foundation and membership fee.</p> <p>The election of the new CPMR Secretary General this autumn will have a direct impact on our Geographical Commissions daily work. Also, the direction for the future of CPMR will be taking shape during the autumn. "It is imperative, said the President, that our Commission is active in this process today our prime task is to assess our own work".</p> <p>The BSC have been very active in contributing to the Baltic Sea Strategy and its Action Plan. -"This is a process in which we can take pride and it has also helped us to form a solid foundation of trust for the continuation of the process - in relation to other stockholders as well as to the EU Commission and DG Regio" said President Liljesröm. And speaking of the BSS - we held a well visited and constructive seminar yesterday afternoon</p> <p>The President concluded by wishing all warm welcome to the BSC General Assembly.</p>
Final decision	<p>Session open</p> <p>Agenda adopted with the addition of a message from Riga.</p>

<p>2 §</p> <p>Final decision</p>	<p>Annual Report 2008-2009 <i>Appendix 1 – BSC Annual Report</i></p> <p>President Liljeström made a presentation of the Annual Report 2008-2009.</p> <p>In her presentation she highlighted the round table session of the Baltic Sea Strategy round table on environment hosted by BSC, the European Commission (DG Regional Policy), the Marshal of the Pomorskie Voivodeship (Poland) and the Office Committee for European Integration (Poland). The President stressed that in addition to this the Baltic Sea Commission have made significant input to the consultation process of the Baltic Sea Strategy, through active participation in the Round Table sessions, in seminars and through a direct dialogue with DG Regio representatives.</p> <p>The President noted with pleasure that BSC also can trace the result of our joint work in the reply to some of the most important consultations that have been established during the past year, in particular to the Green Papers on TEN-T, Territorial Cohesion, Non-State Actors and Local Authorities in Development and Freight and Railways.</p> <p>The member regions are very active in the Executive Committee, our own work groups as well those of the CPMR. There is a positive trend towards more members participating in representing the BSC in numerous events. The Activity Report of 2008-2009 give evidence to BSC increased activities.</p> <p>In the early 2009 BSC started to launch a model of having thematic Executive Committee meeting to be able to share our experience within a limit scope of topics - starting out with the Northern Dimension and the Barents Cooperation in Oulu (FI), to be followed by the Eastern Partnership of EU in Bialystock (PL) at the September meeting.</p> <p>The Annual Report was adopted.</p>
<p>3 §</p> <p>Final decision</p>	<p>Our BSC Member Regions <i>Appendix 2 – Visions & Objectives - Up-date; Members and Map</i></p> <p>The Latvian Region Tukums have left the organisation as a result of ongoing changes in the changes in the governing system in Latvia. The list of members, and map in the Vision & Objectives was changed accordingly.</p> <p>The change was adopted. The BSC wished to thank their Tukum members for a very good time together in the years passed</p>
<p>4 §</p> <p>Final decision</p>	<p>Financial Report <i>Appendix 3 – BSC Financial Report 2008 - Budget 2009</i></p> <p>The financial report of 2008 was presented by the Executive Secretary, Anne Ståhl Mousa. Financially it was a good year with members paing up in full and money quickly transferred from CPMR to the secretariat in Gotland. The result was balanced.</p> <p>The President added hers and BSCs thanks to Gotland for giving a string financial support via the secretariat. Also, Region Central Denmark made a conciderable contribution when hosting the General Assembly in Herning 2008.</p> <p>The budget for 2009 was set at the same level as 2009 with the motivation that there is not forseen any extra ordinary events of the same magnitude as the efforts granted to the work with the Baltic Sea Strategy including cohosting one of the stakeholdermeetings.</p> <p>The financial report 2008 was adopted. The budget for 2009 was adopted.</p>

<p>8 §</p>	<p>Region Mecklenburg Vorpommern, Ms Elke Ording, Present the BSC "Draft" Reply To the EU Green Paper on TEN-T.</p> <p>A preliminary answer, with a note stating that the GA shall be reviewing the document on May 12th, was already been sent to the Commission as the consultation period ends April 30th.</p> <p>Ms Ording started by highlighting important milestones in the development of the Trans-European network policy. The present regulation, dating from 2007, is now facing new challenges like climate change, economic- and social cohesion for a larger Europe and Europe's role in a global context. This call for a series of actions like:</p> <ul style="list-style-type: none"> - efficient and better integrated infrastructure basis, - support of logistics and co-modal services for passengers and freight, - best solution: CO2 emissions vs. growing mobility, - more than 27 national transport networks (European added value), - better connecting Europe to its neighbours and the world <p>The commission's view on the Trans-European transport network policy – Green Paper is to:</p> <ul style="list-style-type: none"> - Strengthen the European dimension in TEN-T planning and seek stakeholders ownership in a trans-European network ..., - make the TEN-T a genuine basis for all relevant transport policy objectives, - ... better coherence between planning ambitions and implementation capacities, - coordinated action at Community level and stimulate all other actors ... to timely completion of the TEN-T." <p>Baltic Sea Commissions WG on Transport have presented the following standpoints (in summary) as an answer to the Commissions consultation:</p> <ul style="list-style-type: none"> - Importance of TEN-T infrastructure => Internal market, Lisbon Agenda on growth and jobs, accessibility and economic / social / territorial cohesion, basic freedom of movement, integration of environmental protection requirements - Large sums invested so far – however low visibility => Long-term projects, implementation delays, rather broad objectives - TEN-T should reflect established policy objectives... => transport and non-transport policies - ... and be prepared for future challenges => EU competitiveness in a global economy, climate change etc. <p>To sum it up: Need for a fundamental change of TEN-T policy.</p> <p>Further more BSC suggest that, though correct, the Commissions assessment of the TEN-T development to date does not take into account:</p> <ul style="list-style-type: none"> - ... changes in EU after 1989 have not been mentioned, - ... role of Russia has not been properly addressed, => „administrative bottlenecks“ at EU external border - ... new and potential trade flows have not been taken into account, - ... need for a check of current priority projects? => some of current priority projects have been designed before 1990 under quite different conditions
------------	---

Baltic Sea Commission advocate an integrated approach suggesting that:

- Comprehensive TEN-T network should be basis for policies beyond infrastructure and for innovative user-oriented solutions,
- create user-oriented concepts integrating infrastructure, services and innovation, such as the "green freight transport corridor" including a "sea leg", if relevant,
- take into account the maritime dimension,
- pilot projects on selected international corridors should be supported.

As for financing TEN-T in the future the Baltic Sea Commission state:
Addressed to the European Commission:

- design the legal framework for infrastructure, service and innovation,
- finance international and cross-border transport (internal market), finance transport links in peripheral regions (cohesion objectives),
- support pilot solutions on the comprehensive network, implement proven concepts on the core network,
- evaluate the European added value based on an "extended" cost-benefit analysis (multi-criteria assessment).

The Conclusion:

Baltic Sea Region is a unique Macro-Region, demanding specific solutions where needed.

CPMR-BSC position on the Green Paper is a first contribution before the TEN-T revision in 2010. The WG will continue to be pr-active and to take part in the stakeholder meeting the Commission will have in Brussels.

Thinking about the upcoming EU-Strategy for the Baltic Sea Region here TEN-T will be of importance.

.....
The presentation was followed by an open discussion between the BSC member regions.

Mr Bo Löfgren, of Region Blekinge proposed the that BSC should, while mentioning links that need special attention, to ***add the Baltic Link to the BSC reply to the Green Book of TEN-T***, (amendment in brackets below).

"Region Blekinge agree to the statement that the Northern Transport Axis has to be integrated with EU Transport Policy. It is of utmost importance for the Baltic Sea Region, and must be brought together with sea links and land transport axes. The current situation where NTA, Motorways of the Sea and TEN-T axes seem to be different concepts is far from being satisfactory.

Region Blekinge consider it to be important that also transport corridors to and from Poland is of great importance. The Nordic Triangle has to be connected with TEN-T corridors in Poland and central Europe.

Therefore Region Blekinge propose that:

The user-oriented and stakeholder-driven project on international route, the Baltic Link Rail and Road Corridor (which connects the Nordic Triangle via Karlskrona.Gdynia with TEN-T corridor 23 (railway axis Gdansk-Warsaw-Bratislava/Brno-Wien) and corridor 25 (motorway axis Gdansk-Brno/Bratislava-Wien)) should be added to CPMR/BSC reply to the Green book of TEN-T.

	<p>Arguments for Baltic Link corridor to be added to the BSC Reply to the Green book of TEN-T:</p> <ul style="list-style-type: none"> •The Swedish government has decided to invest about 90 million euros until 2012 in upgrading the railway from Karlskrona (via Emmaboda) to the TEN-T rail axis Stockholm-Malmö •Since more than 10 year Baltic Link is an important transport corridor - created by the market itself - for goods, passengers (tourist and business) between Scandinavia, Poland and central Europe). Under 2008 the Baltic Link Corridor was used by 400 000 passengers and almost 100 000 units. In 2009 there are two daily connections in both directions Karlskrona-Gdynia •The Baltic Link corridor is still a missing link in the TEN-T system. Baltic Link connects TEN-T corridor 23 and 25 (road and rail) in Poland with the Nordic Triangle. Both Gdynia and Karlskrona are classified as TEN-ports •The Baltic Link will bring added value to the TEN-T system by realising the concept of "Motorways of the Sea" in the Baltic Sea Region. A new application will be made until 15th of May 2009 •The corridor is essential for the trade and the mobility in the southern part of the Baltic Sea Region and connects populated and industrial areas in Scandinavia and Poland. The Baltic Link enables transports to the whole of Scandinavia without using the overloaded roads and rails in northern Germany and southern Sweden •In order to prepare the infrastructure system in the area for the future, it is necessary to continue our transnational cooperation from Scandinavia, through Poland, Central Europe down to the Mediterranean Sea. This corridor is a part of the SoNoRa-project and should have its own identity in the EU Baltic Sea Strategy."
Final decision	<p>Region Blekinge's comments should be added to the minutes and be taken into the Transport WG work.</p>
9 §	<p>Adoption of the reply to the green book on TEN-T</p> <p style="text-align: center;"><i>Appendix 6 – BSC reply to the Green Paper TEN-T</i></p>
Final decision	<p>The Baltic Sea Commission General Assembly adopted the CPMR BSC reply to the Green Paper on TEN-T as prepared by the BSC Transport WG.</p> <p>The Baltic Sea Commission General Assembly adopted the amendment suggested by Region Bleking, <i>text above in brackets under 8§</i>, adding the Baltic Link to the BSC reply to the Green Book of TEN-T.</p>

10 §	<p>Report from CPMR Rennes Office on the Baltic Sea Strategy and Innovation by Mr Damien Perisse</p> <p>At present CPMR focus on the financial crisis, and development of political thinking about next EU programming period is priority n° 1. Special attention is directed to the field of innovation and research is developed so as to contribute to this priority.</p> <p>In addressing the BSC it is clear that synergies with Baltic Sea Strategy must be a priority.</p> <p>Examples of future activities :</p> <ul style="list-style-type: none"> - Presentation in innovation and SF seminar (Seville, May 18th) - Meeting with maritime clusters (Rome, May 19th) - Interaction with innovation seminar in Skåne (Lund, September 16th) <p>There is the need to keep on developing more thinking about post 2013</p> <p>CPMR plan to start an inter commission group on research and innovation. All Regions are welcome. The inter commission group will have four work areas :</p> <ul style="list-style-type: none"> - Analysis of FP6 and FP7 results through a regional perspective - Involvement of Regions into FP7 and CIP - Synergies (Research infrastructures, Technology platforms, - Research strand of European policies in which the CPMR is active (Marine and maritime research ; Energy) <p>Mr Perisse concluded by stressing the importance CPMR give to an active involvement of BSC Regions as well as the importance of having a strong link with the Baltic Sea Strategy.</p>
11 §	<p>Amendment of BSC Visions & Objectives: Members and the Activity Plan 2009 - 2010</p> <p style="text-align: center;"><i>Appendix 7 – BSC Activity Plan 2009-2010</i></p> <p>The revision of the Baltic Sea Action Plan 2009-2010 take stock of the successful work done in the past year on the Baltic Sea Strategy (BSS). The BSC should continue to maintain an influence on the BSS in the role regions should be allowed to play in the continuing process. Related is the HELCOM Baltic Sea Action Plan (BSSAP).</p> <p>Other focus areas are to have a continuing Baltic Sea Regions influence on the revision of the TEN-T, Cohesion Policy, Cooperation with Neighbouring Regions adding our regions practical experiences of the work with the Northern Dimension and Barents Cooperation as well as the Eastern Partnership.</p> <p>The Commission will take an active part in shaping the future of the CPMR.</p> <p>An analysis have to be made to find alternative ways of financing if member fees can't be altered.</p>
Final decision	The Activity Plan was adopted.

<p>12 §</p>	<p>Election of A New Secretary General of the CPMR</p> <p>The final part of the selection process have been made within a closed group of representatives, as was decided at the Political Bureau meeting of CPMR in Århus (DK) January 23, 2009.</p> <p>President Liljeström presenting the candidates for the position as CPMR Secretary General Ms Marjorie Jouen and Ms Eleni Marinou.</p> <p><i>Summary: Ms Jouen</i> An excellent mind and very experienced high level French civil servant. Ms Jouen is certainly familiar with EU matters. However her practical experience of regions are weak as is her experience as a leader of large organisations with multiple levels but probably a good administrator. On the role of the commission versus CPMR she is some what vague. IT is only understood as the use of Microsoft Office products.</p> <p><i>Summary: Ms Marianou</i> is a mix of a Greek manner and a north European way of expression. Born Greek - trained in Paris and is presently working for an English region in Brussels. An experienced and modern manager, lobbyist prepared to let commissions and experts in Rennes al be more closely involved. IT will certainly be used as a tool to link the organisation closer together. Ms Marianou do absolutely have both an experience of EU as well as of regions. - And is most likely to be able to make the organisation more visible.</p>
<p>Final decision</p>	<p>The two candidates will be invited to the CPMR Political Bureau in Odessa.</p> <p>President Liljeström closed her intervention by stressing that all regions should feel free to choose who ever of the two candidates they favour, first through their national representatives at the Political Bureau meeting in Odessa June 12, 2009. - The final vote will be cased at the CPMR General Assembly i Gothenburg, September 30 - October 2, 2009.</p>

<p>13 §</p>	<p>Baltic Sea Commission General Assembly 2010</p> <p>Mr Dr. Rainer Kosmider, State Chancellery, Schwerin, Mecklenburg-Vorpommern, invited the Baltic Sea Commission to come to Rostock-Warnemünde May 26-29 2010.</p> <p>President Liljeström thanked Dr Kosmider for the kind, and entertaining, invitation to meet in Rostock-Warnemünde in 2010.</p> <p>Final decision The Baltic Sea Commission members decided to accept the invitation from Mecklenburg-Vorpommern and the next, 15th General Assembly of the Baltic Sea Commission will take place:</p> <p>BSC General Assembly 2010 in Mecklenburg-Vorpommern May 26-29.</p> <p><i>Draft Outline of Programme (26.-29. May 2010)</i></p> <p>Venue: Rostock-Warnemünde, Hotel Neptun</p> <p>Wednesday, 26 May</p> <p>Evening: Informal dinner (Speakers, Members of Executive Committee)</p> <p>Thursday, 27 May</p> <p>Morning: Excursions to places of interest</p> <p>Lunch buffet</p> <p>Afternoon: Workshops on current topics</p> <p>(BSS, transport, fisheries etc.)</p> <p>Dinner upon invitation of the Minister President</p> <p>Friday, 28 May</p> <p>Morning: General Assembly</p> <p>Lunch buffet</p> <p>Afternoon:</p> <ul style="list-style-type: none">- Constituting meeting of the Executive Committee- Excursions to places of interest <p>Evening: leisure time</p> <p>Saturday, 29 May</p> <p>Departure</p>
-------------	--

14 §	Any Other Business Recently celebrating their 10 year jubilee as BSC members the Riga Region informed the Baltic Sea Commission that they had to withdraw their membership as from June 1, 2009 when Riga will no longer be a region. The membership have been fruitful for all and several delegates expressed the concern they have as the level of governance is shifting in the Baltic Sea Region. The time may already have arrived when the first level below government is the municipality and Baltic Sea Commission along with the CPMR need to find away to adapt to this.
Final decision	The representatives of Riga Mr Ilgonis Steinbergs and Ms Grenada Demakina were thanked by the BSC members and President Liljeström for all their good work over the years.
15 §	Closing the 14th General Assembly of the Baltic Sea Commission
Final decision	President Christel Liljeström thanked the organisers for the excellent arrangements, all the speakers taking part in the seminars for their contribution and all Baltic Sea Committee members for their good work for which we all should take good pride of. Meeting was closed, wishing everyone welcome to the 15th General Assembly in Rostock-Warnemünde May 26-29, 2010.

*CPMRs Baltic Sea Commission Secretariat,
Anne Ståhl Mousa,
Executive Secretary,
cpmr_bsc@me.com
www.balticseacommission.org
Mobile +46 70 540 8858*