



REVIEW 2003



Action plan for Maritime Transport in the Baltic Sea Region



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Foreword

The Swedish Maritime Administration was commissioned by the Swedish Government to develop an action plan in 1999 called "Action Plan for Maritime Transport in the Baltic Sea Region" published in September 1999.

In March 2001 a follow-up report called "Action Plan for Maritime Transport in the Baltic Sea Region – Follow up report" was published. The reports are to be found on www.sjofartsverket.se. Following to this, the Swedish Maritime Administration's clients and other authorities and stakeholders, have found it valuable to be informed of the continuing development of projects demand and initiatives as concerns Maritime Safety.

This report is a review of the earlier Action Plans reflecting the increase of maritime traffic in the region together with continuous development in Maritime Transport.

The report is divided in four main sections, -Development of Maritime Affairs in the Baltic Sea Perspective, - Swedish Technical Co-operation in the Maritime Sector in the Baltic Sea Region, - Review of the Action Plan published 2001 and – Upcoming Development Areas in Maritime Transport and Safety.

Swedish Maritime Administration encourages the Administrations in the Baltic Sea Coastal States to further co-operation for the benefit of Maritime Safety and the Environment.

Norrköping, September 2003



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Introduction

Background

The Swedish Ministry of Industry, Employment and Communications commissioned the Swedish Maritime Administration in April 1999 to investigate, analyse, and give proposals on actions to be taken to improve Sea Transport in the Baltic Sea Region. Swedish Maritime Administration delivered a report, “Action Plan for Maritime Transport in the Baltic Sea Region”, to the Ministry of Industry, Communications and Employment in September 1999.

The “Action Plan for Maritime Transport in the Baltic Sea Region” was met with positive reactions by different authorities and the maritime industry. Swedish Maritime Administration was in discussions with the Ministry of Industry, Employment and Communication asked to elaborate the proposals in the Action Plan and to identify suitable partners for project implementation. The result of this task was presented in a Follow-up Report dated March 2001.

Since 2001 the development of the maritime sector in the Baltic Sea region has continued, as well as the technical and institutional co-operation on bilateral and EU basis. Estonia, Latvia, Lithuania and Poland are to become members of the European Union in 2004 and the co-operation with Russia is emphasised, also with regard to the Northern Dimension and the developed East-West connections.

Given this background, the Swedish Maritime Administration has prepared this Report as a review of the “Action Plan for Maritime Transport in the Baltic Sea Region” and the Follow-up Report.

Objective

The objective of this report is to make a review of the current situation in maritime affairs in a Baltic Sea perspective, to summarise the results of the proposals of the Swedish Maritime Administration’s Action Plan 1999 and to make some conclusions on areas that remain to be developed in order to facilitate an efficient, safe and environmentally friendly maritime transport in the Baltic Sea Region.

Methodology and Disposition of the report

This report is divided into different sections, of which Section I provide a brief description of the development of the maritime affairs in the Baltic Sea region. Section II includes an overview of the Swedish Government policy on the development co-operation in the Baltic Sea region, followed by a description of the development and technical co-operation within the maritime sector during the last 10-12 years.

Section III consists of a review of the Action Plan for Maritime Transport in the Baltic Sea Region and an evaluation of progress and results. In the final section of the report, conclusions are made for further actions to be taken, in order to facilitate an efficient, safe and environmentally friendly maritime transport in the Baltic Sea Region.

Section I Development of Maritime Affairs in the Baltic Sea Perspective

EU enlargement and deepened EU co-operation

Transport is one area for which relations with third countries are crucial. Transport is of course essential in order to ensure smooth movements of people and economic operators within the EU but also with the outside world. Its importance becomes even more apparent in a period characterised by globalisation.

Following the recent major marine accidents of ERIKA and PRESTIGE, the EU has called for a common and more efficient approach to maritime safety and pollution prevention. One answer has been the establishment of the European Maritime Safety Agency (EMSA), which will play an essential role in the EU maritime safety and pollution prevention framework. The administrative board and executive director of EMSA have been appointed and the agency is becoming operational.

The European Commission has prepared a white paper “European Transport Policy for 2010: Time to Decide”, which put focus on the demands and needs of the EU citizens for an efficient transport system, offering high quality and safety. The white paper encompasses proposals and measures to shift the balance between modes of transport by revitalising the railways, promoting maritime and inland waterway transport and by linking up the different modes of transport.

EU has during the past years issued a large number of legislative acts on maritime safety and pollution prevention. On the global arena, the UN organisation IMO is responsible for preparation and adoption of international regulations regarding maritime transport. EC has a status of observer in the IMO by an agreement with IMO from 1974. EU has no right to make proposals or to express its opinion. In order to achieve more coordination between the IMO regulations and EU legislation, the European Commission would like EU to apply for membership to IMO.

The current enlargement is a good way for further European integration. It encompasses thirteen candidate countries: Bulgaria, Cyprus, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Romania, the Slovak Republic, Slovenia and Turkey. Negotiations opened in 1998

with six candidate countries and in 2000 with a further six. The transport chapter was opened for negotiations in November 1999. The European Commission has just started an analytical examination of the acquis' concerning Turkey.

In the transport sector the candidate countries are in the process of establishing and implementing programmes of approximation to the EU transport acquis. The acquis supporting the Common Transport Policy represents about 10% of the total EU acquis and more legislation is in the pipeline. Apart from the development and upgrading of the transport infrastructure networks, which upon accession will form part of the enlarged Trans-european Transport network (TEN-T), the transport issues which need to be addressed as a matter of priority are as follows; in road transport, issues relating to the technology, safety and environment legislation, as well as market access, fiscal matters and social legislation; in inland waterway transport, issues concerning fleet capacity and in maritime transport, the enforcement of the maritime safety acquis.

The Commission evaluates on annual basis the progress made in candidate countries in its 'regular reports'.

In order to support the countries that have applied to become members of the European Union to carry out the reforms required, the European Union is providing financial assistance in different areas. As far as the candidates from central and Eastern Europe are concerned, these include institutional building measures through the Phare twinning programme and environment and transport investment support under the ISPA programme. The applicants from the Mediterranean region, i.e. Malta, Cyprus and Turkey receive support via different budgets, which you can learn about in this section. You will also find information on co-financing with the International Financial Institutions (IFIs).

Transit trade

The east-west trade in the Baltic Sea region was at its lowest point at the beginning of the 1990's when the Soviet Union collapsed and three new independent states were created. Both Russia and the Baltic countries had to struggle with low infrastructures of their port-facilities and a low trade-flow at the beginning of the last decade. Since then the trade has been characterized of a constant fast growing trade flow for each year. The

cargo turnover in larger ports in the former Soviet Union has increased from 1991 to 2001 with up to 350 percent!

The Baltic States hold an ideal location as a transit region between East and West and are actively encouraging their business communities to find new partners in the West. Poland, Lithuania, Latvia and Estonia are now all candidate countries for the European Union, which will give positive effects on growing east-west trade, and Russia will become a full member of World Trade Organization (WTO) in 2006. In 2002 Sweden was the third biggest country for Latvian export.

When it comes to transit trade Russia is the main actor in the eastern area of the Baltic Sea Region. So far Russia has used the ports in the Baltic States to a high extent for its growing export. It is mainly trade with oil-products that stands for the sharp increased trade the last decade but other trade products has also increased drastically. Byelorussia has also proven to be an actor on the transit-trade arena and is an important area for example Latvian outbound transit. Ukraine is also an actor on the transit trade through the Baltic Sea Ports, the Port of Gdansk in Poland has for example developed a transportation corridor between Gdansk and Odessa, Ukraine at the Black Sea.

The geographic location of Kaliningrad is of particular importance for current and future transit trade. A number of programmes to facilitate trade, movement of goods, modernisation of border procedures and increase their capacity to collect tax revenues are being implemented by the European Union.

Port development in the Baltic Sea Region

Big investments are being made in the eastern area of the Baltic Sea Region and new ports are built along the shores of the Baltic Sea to handle the expected growth of export and import for the next coming years. Here follows some examples of port development the last couple of years. Two new terminals are being built in Muuga Port and two quays are being reconstructed in Paldiski Port in Estonia. Port of Tallinn is also building a new harbour on the Island of Saaremaa, Estonia. The new harbour will be ready to operate and host cruise and passenger ship calls from spring 2004. A new port in Ust-Luga, Russia is being built as well as a new ferry line Ust-Luga – Kaliningrad - Kiel has started. Another oil-terminal is under construction in Primorsk in Russia. Ventspils in Latvia are building new

terminals to handle increased volumes for other products than oil-products. In Poland at the Port of Gdansk a new ferry service Gdansk - Trelleborg - Copenhagen was launched 2002.

Port Development in Russia

Russia has to a very high extent used Baltic States for transit trade and plays an important role for the whole development for the eastern Baltic Sea region. In Latvia the transit traffic took up more than 10 percent of their national economy in 2002. Nearly one fifth of the total Russian export went through the port of Muuga in Estonia last year. The tendency today is that Russia wants to increase the trade flow within its own country in order not to be dependent on the Baltic countries' tariffs.

New ports are being built at the Russian shores at the Baltic Sea and investments are made in the old ports so they can increase their turnover. The new built port in Primorsk handles big volumes of goods and has after one year nearly the same turnover as Riga port. This change of trade-flow has mainly affected Ventspils Port in Latvia that lost nearly 35 percent of their turnover due to the new built port in Primorsk. Within the next few years Russia will have the choice to exclude the tariffs for taking their goods through the Baltic States and ship it from Russian ports instead.

The Russian oil-companies has got more powerful with it's growing profits the last decade and are investing in different domestic port- projects as well as they are buying themselves into strategic companies in the Baltic States. This makes Russia a powerful actor in the Baltic Sea Region for the next coming years.

Baltic Maritime Outlook

Swedish Maritime Administration published in 2000 the Baltic Maritime Outlook containing a market description of the Baltic Sea and North Sea maritime markets, infrastructure and the institutional framework. The issue was noted for the first comparative description of the institutional bodies and regulatory background, which earlier not was compiled into comparable structures. This overview is particularly relevant for the issues now, as they in general address the institutional bodies responsible for paving the way for the industry and markets, as well as maintaining the regulatory framework for the actors. The Baltic Maritime Outlook is to be found under www.sjofartsverket.se.

The Northern Dimension

The Northern Dimension is implemented within the framework of the Europe Agreement with the Baltic States. Geographically it covers from the whole area Iceland, Scandinavia, Poland, the Baltic States and Russia (Baltic, Barents and Kara Seas). The Northern Dimension was first recognised EU-wide in 1997. The following years it has developed into a more concrete concept. With the enlargement, EU has become more northern in nature.

The Northern Dimension deals with regional development challenges, which includes harsh climatic conditions, long distances, environmental challenges and insufficient transport and border facilities. The Northern Dimension Area is a region with vast energy resources and is very important for the supply and the transit of oil and gas to the EU.

A considerable level of investments is expected to take place in the next few years for the development of transport infrastructures to stimulate the development of the economy in the region.

The Northern Dimension offers a platform building closer co-operation and integration. The Pan-European Transport Area (BEATA) is the backbone for the transport infrastructure within the concept. For projects in the EU territory the Trans-European Network is responsible for the budget, while TACIS, ISPA, INTERREG and PHARE programme support activities in non-EU countries.

Regional co-operation fora

HELCOM

All the coastal states around the Baltic Sea are working together to protect the Baltic marine environment. In addition NGO's and other organisations, having a strong and active interest in the work of HELCOM and its subsidiary bodies, participate in the work. The governments of Belarus and Ukraine are observers to HELCOM. Under the Joint Comprehensive Programme (JCP) Belarus, the Czech Republic, Norway, the Slovak Republic and Ukraine are also participating as well as a range of International Financing Institutions.

The work to prevent pollution at sea reduce the environmental risks associated with the heavy traffic in the Baltic Sea area is mainly concentrated around:

- Elimination of illegal discharges;
- Improved safety of navigation to reduce the risk for accidents;
- Adequate ability to respond to an accident; and
- Implementation of adopted measures, such as the Baltic Strategy for Port

Reception Facilities for Ship-generated Wastes and Associated Issues and the HELCOM Copenhagen Declaration on the Safety of Navigation and Emergency Capacity in the Baltic Sea area This work is based on inventories on maritime transportation and risk assessments.

Recent HELCOM recommendations:

Further to the recommendations 19/8 to 19/14, from 1998 constituting “Baltic Strategy” and referred to extensively later on in Section IV there are some recent HELCOM recommendations of particular interest for safe shipping in the Baltic Sea.

In the Copenhagen agreement September 2001 on the, among others, the HELCOM recommendations 22/E5 on resurveying and use of ECDIS in the Baltic Sea and further on land based monitoring of AIS information and exchange of this between the HELCOM parties, two examples on preventive actions are agreed upon. The implementation of these two recommendations requires substantial efforts, and substantial financial resources by the coastal states.

Council of Baltic Sea States (CBSS)

CBSS is a co-operation forum between 11 Baltic Sea countries (Denmark, Estonia, Finland, Germany, Iceland, Latvia, Lithuania, Norway, Russia, Sweden) and the European Commission. The level of representation is on Foreign Ministers’ level. CBSS was established in March 1992.

The first Baltic Sea Conference of ministers for transport took place in Szczecin on 17–18 March 1992. The conference dealt with transport infrastructure programmes such as the Trans-European Network and Railways. Traffic security and the impact of transport on the environment

were other issues on the agenda. Working groups were established to consider the introduction of environment-adapted transport systems and technologies.

As outlined at the 1997 Berlin ministerial meeting, future priorities will be the development of intelligent transport infrastructure on land and in ports, including improvements in border crossing, and maritime transport, with its implications for environment and safety. For transit traffic, the competitiveness of ports will remain the overriding economic and commercial factor.

A number of factors are unique to the region: demands of winter transport (use of icebreakers, expensive road maintenance), long frontiers and associated customs procedures, and the proximity of the Arctic and sub-Arctic areas which means high logistics costs to industry.

Priority areas of action may concern:

- Exploring further development of guidelines for the Transeuropean transport network (TEN-T) and extension of the TEN-T's where appropriate and in accordance with their rules towards the acceding countries.
- The elimination of bottlenecks at border crossings, the improvement of safety record in all transport modes and the harmonisation of transport legislation and regulations on the basis of international agreements.
- The special geographical situation of the Kaliningrad Oblast means that co-operation on infrastructure projects such as energy and transport may have a multiplier effect, this being another aim of the Northern Dimension initiative. The Lithuanian-Russian agreement to co-operate within the Northern Dimension may prove helpful in this regard.

Section II Swedish technical co-operation in the maritime sector in the Baltic Sea Region

The Swedish Policy for Development Co-operation in the Baltic Sea Region

The Swedish Development Co-operation is mainly funded by the Swedish International Development Co-operation Agency (Sida).

The overall objectives of Swedish development co-operation are to:

- Promote common security;
- Deepen the culture of democracy;
- Support socially sustainable economic transition;
- Support environmentally sustainable development.

Sida's co-operation with Central and Eastern Europe and Central Asia is divided into three different programmes in different geographical areas. Concerning the Baltic Sea region, the Swedish Parliament has given priority to six countries: Estonia, Latvia, Lithuania, Poland, Russia and Ukraine.

Sweden and its neighbouring countries in the Baltic Sea region have a shared interest and responsibility in improving the environment in and around the Baltic Sea. Sweden has through Sida contributed to an environmentally sustainable development in the region since the early 1990s. Support is mostly given in the form of Swedish know-how. Sida can also support investments in the environment, particularly for the Baltic Sea area.

The point of departure of Sidas work in the field of environmental protection is international and regional agreements, mainly the HELCOM Baltic Sea Joint Comprehensive Action Programme and the Baltic 21 an Agenda 21 for sustainable development in the Baltic Sea region. EU requirements regarding environment for the candidate countries, and environmental co-operation among EU countries, Russia and Ukraine are other driving forces.

Russia is one of Sweden's neighbours and an important partner in most fields, bilaterally and regionally. Swedish development co-operation with

Russia gives priority to support for reforms and to Russia's integration in Europe. Baltic Sea co-operation and Barents co-operation are important links between the EU and Russia.

Swedish-Russian development co-operation mainly focuses on north-west Russia: the cities of St Petersburg, Archangelsk, Murmansk, Pskov, Novgorod and Kaliningrad and their surrounding regions, as well as the Karelian Republic. The co-operation focuses on building up strong relations between institutions in Sweden and Russia. Kaliningrad region is one of the Russian regions that the Swedish government prioritise in the development co-operation in the Baltic Sea region.

Sida provides funding for support to environment and energy projects around the Baltic Sea. Sidas support targets interventions to places where pollution is particularly severe and where cost-effective investments are feasible. Investments are coordinated with the partner countries, international financing agencies such as the Nordic Environmental Financing Company (NEFCO), the Nordic Investment Bank (NIB), the World Bank and the European Bank for Reconstruction and Development (EBRD), and other donor countries. Sidas support is used to finance services, goods and equipment from Swedish parties: consultants, contractors, equipment suppliers, government agencies, local authorities, non-governmental organisations, energy companies and water utilities.

The Swedish contributions are coordinated to a great extent with the projects of the World Bank, the European Bank for Reconstruction and Development (EBRD) and the EU's development programme, like Tacis and Phare.

Swedish Development Co-operation in the Baltic Sea Region in the field of Maritime Transport

The Swedish Maritime Administration has since the beginning of 1990:s been working actively with development co-operation in the Baltic Sea region in the field of maritime transport and marine environment protection. The co-operation was initially oriented on general know-how transfer and institution building in Estonia, Latvia and Lithuania, which maritime institutions were recently established and required general support in a number of maritime transport administration areas, like

- Institution building
- Maritime Transport Management
- Shipping Dues
- Aids to Navigation
- Maritime Safety Inspection
- Hydrographic Surveying
- Dangerous Goods handling
- Search and Rescue and Pollution Combat

Sweden also delivered pilot and rescue boats to Estonia, Latvia and Lithuania, together with technical support on strategies and routines for maintenance of boats and equipment.

After the tragic sinking of M/S Estonia in 1996, the Swedish Government commissioned the Swedish Maritime Administration to establish a technical office in Tallinn, manned with two Swedish maritime safety experts. The technical office was responsible for planning, coordination and follow-up of the bilateral maritime safety programme.

The Swedish Coastguard has been given oil combat vessels to their colleagues in Estonia, Latvia and Lithuania and also provided training on oil pollution response.

Since the second half of 1990's, Swedish Maritime Administration's technical co-operation with Russia has been deepened and developed in a number of maritime safety areas like flag state implementation, search and rescue, oil pollution response etc. In 2002, the Swedish Maritime Administration, in close co-operation with the Swedish Coastguard, carried out a training and know-how exchange project in St Petersburg and Kaliningrad on Oil Pollution Preparedness, Response and Co-operation. The Swedish Rescue Service Agency carried in 2001 out a related project in Kaliningrad on response to oil spill on shore and in river waters. The Swedish Rescue Service Agency is preparing a similar project also in St Petersburg.

The Swedish Maritime Administration has also been actively working with project on marine environment protection and especially port waste management and reception facilities for ship generated wastes. Feasibility studies in Russian and Baltic Sea ports as well as regional training courses on Port Waste Management have been delivered.

In order to safeguard safe fairways, the Swedish Maritime Administration has carried out hydrographic surveys and training projects within the Swedish Governmental Support Programme to the Safety and Stability in bilateral co-operation with Estonia, Latvia and Lithuania. The projects have been carried out during the years 1995-2002 in close co-operation with the Swedish Royal Navy.

Section III Review of the Action Plan Follow-up Report

1 General conditions for transport policy

	Area of development	Project Status as per March 2003	Proposed further actions
1.1	Harmonisation of transport policies	EC white paper "European transport policy for 2010: time to decide " submitted.	Continued work within the European Union concerning the development of transport policy issues.
1.2	Fees, customs tariffs, trade barriers	WTO – negotiations ongoing for Estonia, Latvia, Lithuania and Poland. Russia has become member of WTO	n.a.
1.3	Greater transparency in border-passage procedures and customs clearance, reduction in waiting times	n.a.	n.a.

2 Inter-modal transport

	Area of development	Project Status as per March 2003	Proposed further actions
2.2	Increased utilisation of inland waterways	INLATRANS project (funded by EC Interreg IIC) finalised in 2001. Application for follow-up project "INTRASEA" (Interreg IIIB) prepared.	To continue to work within the Interreg projects for networking and elaboration of a common view on inland waterway transport issues. To continue the negotiations with the Russian Federation on access to the Russian inland waterways network. Take use of the TEN-T framework for development of the sector.

3 Technical co-operation

	Area of development	Project Status as per March 2003	Proposed further actions
3.1.1	Institutional Support – Twinning	EC Phare twinning project in Lithuania to be finalised in April 2003.	Continued co-operation with the candidate countries – also after ongoing twinning projects have ended - on issues concerning maritime safety. Elaboration of complementary Twinning light projects together with the maritime authorities in the candidate countries.
		EC Phare twinning project in Poland to be finalised in September 2003. Twinning partners are UK and Spain.	
		EC Phare twinning project in Latvia under implementation together with Germany.	
		EC Phare twinning project in Estonia under preparation. Finland and UK chosen as twinning partners.	
3.1.2	Flag State Implementation, Kaliningrad	Project under implementation. Components like ISM-Code incorporated in the project, which will be finalised in April 2003.	Continued exchange of experiences and discussions on maritime safety issues together with Russian authorities.
3.2	Increased coverage of modern navigation systems in the Baltic Sea countries (Differential GPS)	n.a.	To establish DGPS system in Lithuania and Latvia (missing links and redundancy)
3.3.1	Increased utilisation of transponder technology for maritime traffic, Estonia *	Pilot project initiated by Estonian authorities, with national financing. AIS is to be integrated with the Estonian VTS-project	To include the Estonian AIS shore based system in the HELCOM AIS Demonstrator.
3.3.2	Increased utilisation of transponder technology for maritime traffic, Latvia *	Basic maritime radio links are established. Pilot project to be initiated by Latvian authorities (Border Guard and Maritime Administration of Latvia)	To create shore-based AIS network. To provide support for inclusion of the Latvian AIS shore based system in the HELCOM AIS Demonstrator.

3.3.3	Increased utilisation of transponder technology for maritime traffic, Russia *	The basic infrastructure installed, or is to be installed, in St Petersburg and Kaliningrad. Bilateral Russian-Swedish technical co-operation project initiated, with funding from the Swedish Government, for harmonisation of the AIS system and its integration in the AIS Demonstrator.	Continuation of the dialogue with Russian authorities and follow-up of the implementation within the HELCOM AIS Expert Working Group.
3.3.4	Increased utilisation of transponder technology for maritime traffic, Poland *	Poland has shown a considerable interest to the AIS system but lacking financing. One shore-based AIS receiver installed.	n.a.
3.4	Closer co-operation in the area of maritime safety	see above 3.1.1 and 3.1.2.	see above 3.1.1 and 3.1.2. Unification of Ice-class rules in the Baltic Sea area
3.5	Maritime Search and Rescue co-operation	Regional SAR co-operation project approved for funding by Sida, Sweden. Two 6-weeks training courses for SAR Mission Co-ordinators from Russia, Estonia, Latvia, Lithuania and Poland under implementation 2003.	Preparation and implementation of two one-week training course for SAR on-scene co-ordinators from Russia, Estonia, Latvia, Lithuania and Poland during 2004. Funding by Sida, Sweden.

* International Maritime Organization (IMO) has decided upon carriage requirements on AIS transponder on board ships from year 2002 and onwards.

4 Development of know-how and institutional support

	Area of development	Project Status as per March 2003	Proposed further actions
4.1	Development of know-how in the forwarding and transport area	Brief project proposal outlined in the programming document.	To prepare a complete project proposal for raising of funding.
4.2	Implementation and harmonisation of Port State Control in Estonia, Latvia and Lithuania	Port State Control project in Estonia completed in December 2002.	See 3.1.1
	Implementation and harmonisation of Port State Control in Russia	See 3.1.2	See 3.1.2

4.3	Increased know-how/awareness in Baltic Sea Ports regarding work on the “Baltic Strategy”	3 International Advanced Regional Seminars for Port people delivered, in co-operation with Baltic Ports Organisation, 1998, 2000 and 2001. 71 participants from 16 Ports in 5 countries. Several other actions supporting the implementation of the Baltic Strategy. See also 5.1	See also 5.1
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5 Special environmental programmes

	Area of development	Project Status as per March 2003	Proposed further actions
5.1	Development of reception facilities for ship-generated waste	<p>Port Waste Management Plans in St-Petersburg, major Estonian, Latvian and Lithuanian Ports elaborated. Similar has been done for Kaliningrad (2002) and major Polish ports (1997-1999)</p> <p>The Swedish Maritime Administration carried out a follow-up study of reception facilities in Baltic Sea ports in 2001.</p> <p>Review of Port Reception Facilities in small Polish ports, funded by the Swedish Ministry of Foreign Affairs, completed year 2000.</p> <p>The balance of quantities received country by country still shows that the establishment of enough reception capacity and “no-special-fee” is not fully implemented.</p>	<p>Review of port reception facilities and support for elaboration of port waste management plans in small ports in Latvia and Russia.</p> <p>Support to Lithuanian authorities on planning and supervision of port waste management.</p>
5.2	Reduction of atmospheric pollutions from shipping	n.a.	Russia has expressed an interest for exchange of experience with Sweden.
5.3	Scrapping of tonnage in the Baltic Sea region	n.a.	n.a.

Section IV Upcoming development areas in Maritime Transport

It is undoubtedly so that the Baltic Sea area and the maritime sector focuses a juxtaposition of a substantially higher demand on sea transport and a strong preservation pressure of the marine environment. In the previous sections have been described the mechanisms of demand and harmonisation tools, in this section we will combine this background and focus on the maritime agenda. This will then lead us further to elaborate on a review of actions to be proposed.

The Environmental concern

The tanker Prestige accident has, once again, put the public's spotlight on the sensitivity and vulnerability of the marine biodiversity in the Baltic Sea, the tanker traffic emerges these days to numerous from Baltic Sea origins and carrying increasing quantities.

An initiative, which is simultaneously raised in several of the Baltic Sea coastal states, is to investigate the prerequisites for an application to have the Baltic Sea, or parts thereof, declare as a Particularly Sensible Sea Area (PSSA). Such a proposal is to be approved by IMO and gives the coastal state some wider influence in raising precautions for the sensible area. In the Baltic Sea case, this is preferred to be done in a regional perspective under the auspices of HELCOM and with joint recommendations.

The European Commission has submitted a document "Towards a strategy for protection and preservation of the marine environment" to the Council and the European Parliament in October 2002 (EC 2002:539). The report includes an action plan and a working programme to define and develop a thematic strategy for a protected and sustainable marine environment for implementation up to the year of 2010. The document is highly relevant for the Baltic Sea and its catchment area.

The parts relevant to and focusing actions concerning maritime transport falls into four categories:

Hazardous agents:	Hull paint	Implementation 2005
Eutrofication:	Proposal on restrictions of nitrooxygen	Implementation from 2002
Emissions of oil:	Means and methods to eliminate illegal discharge.	Implementation 2004
	Strategy to eliminate operational discharge	Implementation 2004
Maritime transport:	Survey of present actions	2002-2010
	Concept and parameters	2002-2010
	Ecological ships	

Further, the report notes the MARPOL Convention, Annex 4 to be in force from 2004 (for the Baltic Sea the emissions under this Annex are since long regulated by HELCOM Recommendations).

In March 2002 the Russian government decided to create three centres in Russia for training of experts in oil and chemical pollution response. The centres will be created within existing training institutions in Novorossijsk, Vladivostok and St Petersburg. The training centre in St Petersburg will be created at the Admiral Makarov State Marine Academy. This development may lead to the requirement of regional technical co-operation in the elaboration of the training curriculum and exchange of experiences between the institutions in the Baltic Sea Region.

Trans-european Transport Network (TEN-T)

The Trans-European Transport Network project package is now under revision, taking into account the enlarged Union and its transport needs and the Pan-European Corridors connecting EU and neighbouring trade partners. A modal shift to sea transport from land transport is along the general transport policy within EU and all Baltic Sea coastal States.

An up-running project of particular relevance for Maritime Transport in the Baltic Sea is the concept of Motorways of the Baltic Sea. The concept includes:

- Safe access to major TEN – T category A ports, resurveyed international trunk routes network at sea
- Upgraded approach infrastructure to major ports, channels and fairways
- VTMIS, AIS and other IT-services for national and transiting traffic covering the Baltic Sea area
- Accessibility for all-year-around maritime transport in the Baltic Sea, winter navigation and icebreaking

The project Motorways of the Baltic Sea is trans-national, is connecting multi-centric trade areas in Europe, is offering a pragmatic tool for a modal shift from congested land transport and is, in general, meeting high demand of environment-friendliness. The concept has further a focus on efficiency and seamless transport, into which then falls characteristics such as just-in time, IT-supported transport chain, un-broken winter navigation services.

Ship and Port Security

Ship and Port security has become an urgent matter for the maritime society to solve after the decisions late 2002 on implementation of amendments to the convention on Safety of Lives at Sea and the new Ship and Port Facility Code (ISPS-Code). The Code has two parts, one mandatory (Part A) and one recommended (Part B). The convention and the code is to be implemented at latest 1 July 2004.

The implementation of the code has some complex, direct and indirect implications in a Baltic Sea perspective:

- It is probable that the EU will adopt Part B as mandatory for the Member States. Then, how to apply Part B with non-EU.
- The intense trade and ferry traffic calls for robust regional solutions (“designated trade”)

The certification of ports and ships according to the Code has similarities to the procedure of certification of the ISM Code (security and officers,

organisation, documentation etc), with the qualification that the ISPS Code is not only involving the ship and ship-owners but also has a substantial impact on port industry and the port state sovereignty.

In a Baltic Sea regional perspective, to avoid a situation of stops in increasing trade flow and the disturbances in the co-operation between neighbours, some actions are called for and to be considered:

- Regional solution of implementing Part B
- “Designated trade” and ferry procedures (compare the “Baltic Agreement” as an interpretation (regional application) of another global code)
- Cross-bordering institutional support to assist in the implementation of the Code (methodology, information support, co-operation schemes etc)

Quality shipping

Quality shipping is a concept derived from high standard industry shipping incorporating the following characteristics

- Efficient, high performance and comparatively reliable maritime transport
- Environment-friendly performance all-through the transport chain
- Standards of operators and working conditions in a human resource development perspective

Historically not all branches of maritime shipping do satisfy all these criteria. With higher demand on transport quality, and shippers’ preparedness to pay for a reliable service, the market for quality shipping is supposed to grow faster than average.

The environment, the industry and the trade potential in the Baltic Sea makes this area to a particular interesting area for developing – and promoting – such an approach. When it comes to environmental care, standards of tonnage etc several branches of shippers have already adopted the concept (forest industry in Sweden), several ferry operators, and the requirements have been applicable to state procurement of sea transport (domestic ferry concessions).

The concept is to be promoted and put forward mainly to improve the awareness of shippers to demand sustainable market solutions. It is a joint interest in a regional perspective to establish cross-bordering and joint actions in that respect.

Conclusions

The economic development in Russia, Estonia, Latvia, Lithuania and Poland has led to changed trade pattern, which has required new transport solutions. The volumes of sea traffic are increasing.

Increased maritime traffic requires robust institutional and technical systems for maritime transport policy, maritime safety and marine environment protection. Considerable improvements have been noticed in the Baltic Sea Region during the last decade in these areas. The regional co-operation has increased and the number of fora for negotiation and decision-making in maritime transport policy issues are growing.

Sweden's bilateral technical and institutional co-operation with its Baltic Sea neighbours has been fruitful and of benefit not only for the countries involved, but for the region as such. Estonia, Latvia, Lithuania and Poland will most probably become EU member states in May 2004. The experiences and joint views on maritime transport issues in the Baltic Sea Region might lead to that the experiences from the work done in this region also could be applied in the European Union.

Nevertheless, the international work in IMO, EU, HELCOM and other international fora will not diminish the need for a continued co-operation on bilateral level between the Baltic Sea countries. EU has recognised this and will emphasise on this when it comes to co-operation with Central and Eastern Europe. Sweden has also established special co-operation programmes for the bilateral co-operation in the Baltic Sea Region, in which the area of maritime safety and marine protection might be included.

This Review of the Action Plan for Maritime Transport in the Baltic Sea Region might be used as a basis for and a facilitator of such co-operation.