

**Baltic Sea Parliamentary Conference
Working Group on Integrated Maritime Policy**



To the:
Representatives of Parliaments,
Parliamentary Assemblies, Institutions
and Working Group Members
of the Baltic Sea Parliamentary Conference

16th April 2010

Abstract of the 2nd Session of the Working Group on “Integrated Maritime Policy, especially infrastructure and logistics” in Brussels on 15th and 16th April 2010

The second meeting of the Working Group on “Integrated Maritime Policy, especially infrastructure and logistics” was held in Brussels under the chairmanship of Mr Jochen Schulte (MP, Mecklenburg-Western Pomerania) in the premises of the European Parliament and the Committee of the Regions on 15th and 16th April 2010. 27 Representatives of 13 parliaments and parliamentary assemblies attended the meeting. The working group was extended by MPs from the Russian Council of Federation, the Finnish Parliament and from the Land Parliament Schleswig-Holstein. Ms Lisbeth Grönfeldt Bergman (MP, Sweden) from the Nordic Council was appointed Vice-Chair.

Members of the European Parliament, representatives of the European Commission and the Committee of the Regions as well as representatives from the European Ports Organisation and the European Community Shipowners Association informed the participants about issues on the EU Integrated Maritime Policy, Trans European Networks, maritime transport and environmental aspects, Short Sea Shipping and the co-operation between the EU and Russia on these fields.

Mr **Nikolay Lvov** (Moscow) explained the work and co-operation of the Russian Parliament’s Commission on Maritime Policy, which was set up in 2006 and which deals with the utilisation of marine resources, maritime traffic and safety as well as environmental issues.

Mr **Werner Kuhn** (MEP, Mecklenburg-Western Pomerania) gave an introduction of the focal points and the development of the European Transport Policy from the European Parliament’s point of the view. He described the fundamental importance of the Trans-European-Networks (TEN-T) and Motorways of the Sea (MoS), the Harbour-Infrastructure and their connections to the hinterland as well.

Mr **Knut Fleckenstein** (MEP, Hamburg) illustrated the relationship between the EU and Russia. The co-operation is based on special policies which have to be extended in future. He stressed the need for legally binding agreements which included all fields of co-operation. Mobility and possibilities for the trade of goods were essential.

Mr **Patrick Norroy** (EC, DG Move) gave an insight into the topic “Measures to promote Short Sea Shipping” on the basis of the Commission’s Transport Strategy up to 2018. He highlighted three challenges: the reduction of pollutant emissions, the effects of the economic crisis including the increasing prices of fuels as well as the improvement of transport systems and the elimination of technical and infrastructural bottlenecks.

Mr **Pawel Stelmaszczyk** (EC, DG Move) briefed the participants on the revision of the TEN-T, MoS and the Marco-Polo-Project which will be better financed in future. Recently the latter project will be broadened to passenger traffics and linked with clear objectives on the reduction of greenhouse gas emissions.

Mr **Patrick Verhoeven** (European Sea Ports Organisation, ESPO) illustrated the theme “Port infrastructure and the effects of environmental legislation” and the societal integration. The 1,200 ports in Europe were very diverse in size, ownership, organisation and sustainability as well as depending on their location. He stated that the awareness of port managers on environmental issues was growing all over the world as a result of the legislation and the need for saving costs and that Maritime Spatial Planning would be an important instrument in order to clear conflicts of interests. Further on he criticised that the EU legislation did not work effectively. So he demanded a better dialogue between industry, NGOs, EU member states and the COM. He also referred to the “World Ports Climate Initiative” for strengthening the efforts of combating hazardous emissions of ships in ports. Regarding the revision of the TEN-T, he demanded the identification of priorities.

Mr **Alfons Gunier** (European Community Shipowners Association, ECSA), focused his presentation on the sulphur content in bunker fuels, the promotion of Short Sea Shipping and finally on the European maritime transport space without barriers. He stated that European ship owners controlled 41% of the global merchant fleet which meant that Europe was a leader in shipping. Regarding the emissions he underlined that shipping was an environmentally friendly way of transport. With a share of 90% shipping was most eminent for the global trade but on the other hand shipping was responsible for 2-4% of the global CO₂-emissions. With reference to the sulphur emissions in bunker fuels ECSA welcomed the decisions of the IMO to reduce the content to 0.1% up to 2015 in SECA but he saw the risk of a modal shift (up to 50%) from sea to land. A change from 1.5% to 0.5% would mean an increase of bunker fuel costs of 20 to 30%, a reduction to 0.1% an increase up to 60%. According to studies, by using 0.1% sulphur in bunker fuels and having a modal shift of only 20% the reduction of external costs would completely disappear. So the studies described 0.5% of sulphur in bunker fuels as a win-win-situation. Further-on he urged for a better taxation and customs clearance.

Mr **Dr. Gerhard Stahl**, (Committee of the Regions) welcomed the participants and explained the organisation as such and its tasks. He informed that the CoR had built up the Intergroup “Baltic Sea Regions” which dealt with different aspects of the development and integrated maritime policy around the Baltic. In this framework the topics logistics and infrastructure were in the main focus of the political discussions. He said that this sector was a political challenge because different aspects were affecting a large scale of economic, environmental and social matters. On the other hand the CoR supported the EU Baltic Sea Strategy by contributing ideas and initiatives to the COM.

Ms **Izolda Bulvianaitė** (EC, DG Mare) focused on the implementation, situation and prospects of the IMP. She illustrated that the DG Mare had been reorganised with special regard to the IMP and the characteristics of the sea basins in Europe. The main goal of the IMP was that different demands and interests to the sea had to be weighted up carefully in a cross-sectoral approach for guaranteeing a sustainable development. She defined the integration of Maritime Surveillance Systems, Maritime Spatial Planning (MSP), Maritime Data as an important basis for the IMP. Further the exchange of data between the different sectors had to be strengthening for more efficiency. She informed that the European Council and the Regions called for the implementation of the IMP on a regional basis considering the geographical characteristics, economic and social situation and environmental challenges. Inter alia key actions of the IMP were the development of good maritime governance structures, the implementation of the MSP, the realisation of the EU Marine Strategy Framework Directive and the HELCOM Baltic Sea Action Plan.

Mr **Giovanni Mendola** (EC, DG Move) explained the Communication on the EU-Strategy for maritime transport up to 2019 and the revision of the European ports policy. Summarising he outlined some strategic goals to stabilise the role of Europe as a key player on the global market: European shipping in globalised markets, human resources, seamanship and maritime know-how, co-operation on the international level, use of the full range of Short Sea Shipping and Transport Services, investments in research and innovation, maritime Safety and last but not least in technologies for green shipping. With regard to the port policies he focused on state aid and environmental guidelines and social dialogue as well. He stated that financial support and investments were essential to raise the importance of ports for the economy. Also ports had to be adapted to environmental legislation and rules. A set of guidelines would probably be adopted in 2010. Consultations between port stakeholders and public authorities should go hand in hand with social partners.

Mr **Aleksey Zinoviev** (MP) presented the Kaliningrad region port infrastructure and the main transport connections. He complained that the Kaliningrad region was not always present in the projects presented by the EU. So he was interested and was looking out for additional contacts, business and participation in EU projects. He stated the important strategic position of the Kaliningrad ports in the Baltic and their connection with the main European transport routes. The ports had been under reconstruction recently to comply with state-of-the-art technology and infrastructure. A new deepwater port was also under construction.


Internal matters:

The meeting decided that the Chairman could give an interim report of the working group at the 19th BSPC in Mariehamn.

The next session will be held in Copenhagen on 15th June 2010. The working group will prepare first political recommendations for the 19th Baltic Sea Parliamentary Conference in 29th to 31st August 2010 in Mariehamn, Åland, based on the expert hearings, consultations and political debates.

Regarding the report and draft recommendations for the resolution it was decided that the secretariat could prepare first draft recommendations for the Expanded Standing Committee on 3rd June in Vilnius which would be circulated by email and considered in detail at the next working group session in Copenhagen. The draft interim report will be discussed as well.

It was also decided to pick up questions of competitiveness among regions and ports in the Baltic in the second half of 2010.



Jochen Schulte
Chairman

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