



25 YEARS **BSPC**
BALTIC SEA PARLIAMENTARY CONFERENCE

The Rapporteur on Cultural Affairs

Report 2015/2016



The Rapporteur on Cultural Affairs

Report 2015/2016

The BSPC Rapporteur on Cultural Affairs

© Storting, Oslo 2016

Text: Sonja Mandt

Editing: Bjørn Andreassen, Bodo Bahr

Layout: produktionsbüro TINUS

Photos: BSPC Secretariat

Baltic Sea Parliamentary Conference
www.bspc.net

Bodo Bahr
Head of BSPC Secretariat
bb@bspc.net

BSPC Secretariat
c/o Lennéstraße 1
19053 Schwerin
Germany
Phone (+49) 385 525 2777

The Baltic Sea Parliamentary Conference (BSPC) was established in 1991 as a forum for political dialogue between parliamentarians from the Baltic Sea Region. BSPC aims at raising awareness and opinion on issues of current political interest and relevance for the Baltic Sea Region. It promotes and drives various initiatives and efforts to support a sustainable environmental, social and economic development of the Baltic Sea Region. It strives at enhancing the visibility of the Baltic Sea Region and its issues in a wider European context.

BSPC gathers parliamentarians from 11 national parliaments, 11 regional parliaments and 5 parliamentary organisations around the Baltic Sea. The BSPC thus constitutes a unique parliamentary bridge between all the EU- and non-EU countries of the Baltic Sea Region.

BSPC external interfaces include parliamentary, governmental, sub-regional and other organizations in the Baltic Sea Region and the Northern Dimension area, among them CBSS, HELCOM, the Northern Dimension Partnership in Health and Social Well-Being (NDPHS), the Baltic Sea Labour Forum (BSLF), the Baltic Sea States Sub-regional Cooperation (BSSSC) and the Baltic Development Forum.

BSPC shall initiate and guide political activities in the region; support and strengthen democratic institutions in the participating states; improve dialogue between governments, parliaments and civil society; strengthen the common identity of the Baltic Sea Region by means of close co-operation between national and regional parliaments on the basis of equality; and initiate and guide political activities in the Baltic Sea Region, endowing them with additional democratic legitimacy and parliamentary authority.

The political recommendations of the annual Parliamentary Conferences are expressed in a Conference Resolution adopted by consensus by the Conference. The adopted Resolution shall be submitted to the governments of the Baltic Sea Region, the CBSS and the EU, and disseminated to other relevant national, regional and local stakeholders in the Baltic Sea Region and its neighbourhood.

Contents

BALTIC SEA REGION CULTURAL HERITAGE.....	5
Summary and recommendations:	5
Introduction.....	9
CBSS’s work on Cultural Heritage Cooperation: Action Plan and Monitoring Group	10
EU Strategy for the Baltic Sea Region (EUSBSR) Priority Area Culture.....	11
Building preservation and maintenance.....	12
Underwater Cultural Heritage.....	13
The Coastal Heritage.....	14
Baltic Harbours	15
Historic Ships.....	16

BALTIC SEA REGION CULTURAL HERITAGE

*Report from
Sonja Mandt,
BSPC Rapporteur on
Cultural Affairs*



Summary and recommendations:

Sonja Mandt

With reference to the Conference Resolution Adopted by the 23rd Baltic Sea Parliamentary Conference (BSPC) in Olsztyn, Poland, August 2014, and the appointment as BSPC rapporteur at the BSPC Standing Committee meeting August 2015 in Rostock, I am very pleased to present this report to the 25th conference of the BSPC.

The Baltic Sea Region has an outstanding diverse and attractive cultural life and a cultural heritage of great value. Culture is a vast area, and in this report I have chosen to investigate and to focus on coastal culture and maritime heritage, including underwater heritage.

In accordance with the Lübeck Declaration, adopted by the 3rd Conference of the CBSS Ministers of Culture, a working group of senior heritage experts, the Baltic Sea Monitoring Group on Heritage Cooperation, was established in April 1998. The work is organised in different subgroups. During my work with this report, I have got the understanding that the national representation and participation may vary a lot, perhaps due to budget restraints. In my view it is very important that all countries around the Baltic Sea facilitate and give sufficient financial support, so every country is represented and may contribute to this important work of heritage cooperation.

- *Building preservation and maintenance*

The work of safeguarding buildings and architecture is extremely important. It is necessary to educate craftsmen and increase knowledge and competence both cross border and in the local community. Educational programme that seeks to spread knowledge cross border on traditional handicraft, and the relevance it has for society today should be supported.

A particular area of work is the preservation of the Baltic lighthouses. In many countries lighthouses have been listed as cultural monuments and protected by law. But national and international funding for maintenance are often not enough. It is only by finding suitable new uses for former lighthouses that we can hope to successfully preserve a greater number of them.

- *Underwater Heritage*

The Ministers of Foreign Affairs have stated that safeguarding the uniqueness and variety of the underwater heritage of the Baltic Sea is a regional concern.

One special important project is the Rutilus project, which listed the 100 most valuable underwater sites. The project has also produced the Code of Good Practice for the Management of Underwater Cultural Heritage in the Baltic Sea Region (COPUCH).

If underwater heritage is located in territorial waters it is mostly protected by national laws. But some 40 percent of the Baltic Sea is divided into Economic Zones in which no effective heritage legislation can be applied.

This is quite unsatisfactory and BSPC should take an initiative and work for a proper heritage legislation which cover the whole of the Baltic Sea.

One area of grave concern is the underwater heritage from the Second World War: About 40 000 tonnes of chemical munitions were dumped into the Baltic Sea after the war. In view of the increasing utilization of the seafloor for economic purposes (e.g., offshore wind farms, sea cables, pipelines), the risk of encountering sea-dumped munitions is increasing. It is therefore important to fully recognize the findings from the CHEMSEA (Chemical Munition Search and Assessment) project, and make use of the guidelines developed for different stakeholders in the Baltic Sea Area.

- *Coastal Culture and Maritime Heritage*

The coastal culture is threatened, not only by the crisis in the traditional coastal industries, but also by the pressure of recreational activity. But documentation and information on the cultural values may generate economic development through cultural tourism.

I find it essential that coastal culture should be made more visible, but further protected and developed by identifying and describing the values, possible problems and potential.

Buildings, quays, cranes and other structures are demolished and disappear. The need to document these losses is an urgent topic for international co-operation in the Baltic Sea area. This is not only about monuments, but also about traditions and identity.

There is an economic interest in the re-use of coastal areas as well as new use of the open sea. Integrated coastal and maritime spatial planning poses new challenges and opportunities for cultural heritage.

When transforming a harbour area to new uses we need to take care of the heritage and establish processes that can cope with contradictory values held by different stakeholders.

Historic ships are unique monuments of cultural heritage. Ships have connected people and seafarers have shipped cultural influences across the seas.

‘Baltic Ships’ – is an exhibition of twelve posters to raise awareness and promote the preservation of historic ships under threat in the Baltic area.

Today the knowledge of using, building and restoring old ships is in short supply and skilled labour is an endangered species.

The preservation of our historic ships should be a goal for all nations, to be undertaken by public institutions, politicians and non-governmental organisations together. We must secure the knowledge of using, building and restoring old ships.

- *EU Strategy; Priority Area Culture*

The Priority Area Culture is one of the 17 priorities of the EU Strategy for the Baltic Sea Region (EUSBSR).

A representative from the Coordinators (the Ministry of Justice, Cultural and European Affairs of Land Schleswig-Holstein) emphasized the importance of a strong parliamentary support and involvement in the BSR Cultural dialogue, especially the need of BSPC representation in the steering group of the Priority area Culture.

I suggest that the BSPC explore the possibility to observe the work of the Steering group, and participate in the BSR Cultural dialogue (Conferences and forums organised in the framework of the EUSBSR).

Oslo, June 29, 2016

Sonja Mandt
Rapporteur

Introduction

The countries surrounding the Baltic Sea have been connected by waterways throughout history. The Baltic Sea water basin is one cultural region, where we share similar coastal traditions and maritime heritage.

Over centuries, skills, crafts, tools and other goods travelled along the sea routes and overland. As a result of this continuous sailing activity, approximately 100 000 shipwrecks scatter the seabed, covering the entire period from pre-historic times to the present day.

This is one example that make underwater heritage of the Baltic Sea outstanding on a global scale.

The Conference Resolution Adopted by the 23rd Baltic Sea Parliamentary Conference (BSPC) in Olsztyn, Poland, 24-26 August 2014, had many references to cultural heritage, i.e.

- develop regional cooperation, including teaching, academic research, scientific cooperation and support to joint activities such as the Monitoring Group on Cultural Heritage, Northern Dimension Partnership on Culture, EUSBSR Priority Area Culture and Ars Baltica;
- promote and support the preservation, documentation and dissemination of maritime cultural heritage in museums and by other heritage actors and initiatives;
- support projects which capture and provide traditional knowledge and skills, to promote education and its application as well as to develop educational programs for the future preservation of traditional boat building;
- Support projects and activities aimed at protecting architectural monuments, including those which increase energy efficiency in historic buildings without destroying their heritage values;
- encourage dialogue and cooperation in the fields of contemporary culture and creative industries and support cultural operators in innovation and cross-sectoral cooperation;

This report

The Baltic Sea Region has an outstanding diverse and attractive cultural life and a cultural heritage of great value. Culture is a vast area, and in this report I have chosen to investigate and focus on coastal culture and maritime heritage, including underwater heritage.

CBSS's work on Cultural Heritage Cooperation: Action Plan and Monitoring Group

The mandate to create an action plan for the common heritage in the Baltic Sea States was included in the Lübeck Declaration adopted by the 3rd Conference of the CBSS Ministers of Culture (Lübeck, 22 Sept. 1997).

In accordance with this decision, a working group of senior heritage experts, the Baltic Sea Monitoring Group on Heritage Cooperation, was established in April 1998. The work is organised in four subgroups under the supervision of the Monitoring Group:

- Building preservation and Maintenance in practice – Its aim is to ensure accessibility to traditional materials of the region for conservation needs. This also includes information to building sector professionals, to owners of cultural property and to the general public.
- Underwater Heritage – Its aim is to study the implications and possible content of a regional agreement to protect underwater cultural heritage in the Baltic Sea. This includes the prohibition of CBSS nationals and ships flying member-state flags from interfering with historic wrecks and archaeological structures.
- Coastal Culture and Maritime Heritage – The aim is to deepen the cooperation between authorities concerning the coastal culture and its development and to draw the attention to the strategies for sustainable use of coastal areas. Special attention is given to documentation and presentation of coastal culture in terms of research and exhibitions.
- Sustainable historic towns – Its aim is to coordinate networks, seminars, training and information on the subject.

EU Strategy for the Baltic Sea Region (EUSBSR) Priority Area Culture

The Priority Area Culture is one of the 17 priorities of the EU Strategy for the Baltic Sea Region (EUSBSR).

The Ministry of Culture and National Heritage of Poland and the Ministry of Justice, Cultural and European Affairs of Land Schleswig-Holstein (Germany) have taken on the role as Priority Area Coordinators. They are supported in the implementation by the BSR cultural initiative ARS BALTICA, the Nordic Council of Ministers and other BSR relevant stakeholders, as well as Ministries of Culture from the Baltic Sea Region.

For the implementation of the Priority Area Culture five areas have been identified as major action fields:

1. Joint promotion and presentation of BSR culture and cultural heritage:
2. Cooperation on cultural heritage: to facilitate cooperation of experts, to preserve the BSR cultural heritage and to visualize the BSR cultural heritage
3. Contributing to the common BSR cultural identity
4. Joint promotion and presentation of BSR creative industries
5. Developing an efficient framework for BSR cultural cooperation

At the Standing Committee meeting in Kiel November 2015 Mr. Stefan Musiolik from the Ministry of Justice, Culture and European affairs of Schleswig- Holstein briefed the members of the committee on the cultural dialogue in the Baltic Sea Region. He stated that a dedicated Priority Area is necessary as there is no lack of actors and projects in the field, but a lack of coordination between the different cultural institution in the BSR, and as a result – a lack of financial support for cultural activities. Mr Musiolik underlined the action oriented approach of the via concrete flagship projects (e.g. Baltic Heritage Atlas, Network of Maritime museums). He described the work so far as being very successful, as culture at that time has received the fourth highest financial support out of 17 priority areas since the launch of the action plan in February 2013. Mr Musiolik emphasized the importance of a strong parliamentary support and involvement in the BSR Cultural dialogue, especially the need of BSPC representation in the steering group of the Priority area Culture.

Building preservation and maintenance

Safeguard wooden buildings and architecture

I want to highlight one project in Latvia that has received the European Union Prize for Cultural Heritage. Kuldīga old town has over 400 wooden houses built between 17th and 19th century. Together, craftsmen and experts from Latvia and abroad established a restoration centre to safeguard the wooden architecture, educate craftsmen and increase knowledge and competence in the local community. Several buildings have been restored. The project has also helped increase local involvement, awareness and competence on how to safeguard the buildings for the future.

Baltic Lighthouses

Baltic Lighthouses are some of the oldest aids to navigation and have marked the main highways along our coasts for centuries. Throughout their history they have benefited from the development of new technology and increasingly automated equipment. Today the majority of lights world-wide are automatically operated and no longer require personnel. Continual exposure to the harsh maritime environment and no regular maintenance means these buildings rapidly deteriorate.

In many countries lighthouses and lights have been listed as cultural monuments and protected by law. In Norway today there are 83 protected lighthouses. Sweden has had 24 lights listed as national monuments since 1935, following a reassessment this may now increase to 73. Poland has 13 lighthouses listed as historical monuments, 12 are open to the public. The Finnish Maritime Administration is responsible for 49 automatically operated lighthouses, and proposals for their protection are being looked into. Estonia has identified 31 lighthouses for protection. Lithuania has five lighthouses, two are registered monuments.

A major and costly challenge for lighthouse preservation is the buildings' constant exposure to the harsh maritime climate. In some countries the state provides funding for lighthouses protected by law. Public funding is often available for sites that demonstrate they have a role to play in today's society. In some cases international funding agencies such as the EU Structure Fund and the Interreg IIIb Programme for the North Sea and the Baltic can provide financial assistance. However it is only by finding suitable new uses for former lighthouses that we can hope to successfully preserve a greater number of them.

Underwater Cultural Heritage

The Baltic Sea is a very special environment with a unique underwater cultural heritage. In the declaration of the 15th Ministerial Session of the Council of the Baltic Sea States on 4th of June 2009, the Ministers of Foreign Affairs noted that safeguarding the uniqueness and variety of the underwater heritage of the Baltic Sea is a regional concern.

If underwater heritage is located in territorial waters it is mostly protected by national laws. But some 40 percent of the Baltic Sea is divided into Exclusive Economic Zones in which no effective heritage legislation can be applied.

The regional Working group on Underwater Cultural Heritage, composed of decision-makers, scientists and cultural managers, discusses current problems of protection, education, exploration and management of underwater heritage such as wrecks, the sunken parts of harbours and settlements from the Stone Age to modern times. Members of the group are delegates from official government departments in charge of cultural heritage of the Baltic Sea States. In the framework of the Council of the Baltic Sea States, the Baltic Sea States include also Norway and Iceland. The working group meets at least twice a year for two day meetings since 2000.

As a result of these roundtable discussions special projects have been developed. One particular important is the Rutilus project, which was an effort to get a grip on the whole underwater heritage sector. The main topic was to exchange data about the different protection of underwater sites by law, the underwater archaeological education and tourism strategies. The list of the 100 most valuable underwater sites is one of the most important results of this project.

In cooperation with the Monitoring Group the projects have produced the Code of Good Practice for the Management of Underwater Cultural Heritage in the Baltic Sea Region (COPUCH). It is a professional, non-controversial set of guidelines for both experts and decision-makers.

Topics on today's agenda:

- Increasing efforts for educating and informing the public about underwater archaeology
- Better professional media and strategies for storage, exchange and presentation of data on underwater heritage and
- More concentrated efforts on raising the status of underwater heritage.

The Coastal Heritage

As already said, the Baltic Sea has always connected the people around it. Therefore coastal culture and maritime heritage show important similarities essential to the understanding of our common identity and history.

The coastal culture is however threatened, not only by the crisis in the traditional coastal industries, but also by the pressure of recreational activity. The coastal areas are probably the most rapidly changing environments today, but it still seems to be a neglected topic, both in national preservation policies and in national and international coastal and sectional policies.

Another important field is documentation and information on the cultural values in the coastal regions in order to promote development and increase understanding and awareness of its importance. This work can also generate economic contributions through cultural tourism and foster a responsible approach to development and necessary changes.

The WG also stresses the importance of the long term heritage protection and of strategic co-operation between authorities and others in order to facilitate a sustainable use of the region, including a diversified economy and partly traditional trades.

The three main aims of the group within the framework of the new WG strategy are as follows

- Describing challenges and opportunities within the field of coastal culture and maritime heritage
- Reporting on the status of ongoing activities in each country
- Suggesting, promoting and initiating projects and actions for co-operation
 - I find it essential that coastal culture will be made more visible, and that it is further protected and developed in all of its diversity by identifying and describing the common assets, problems and potential.

Baltic Harbours

The rapid change of shipping, fishing and other maritime industries leads to a complete change of core areas in our towns. Harbour activities are being moved out of city centres. Redundant harbours have become attractive areas in the competition for access to the waterfronts. Buildings, quays, cranes and other structures are demolished and disappear. The need to document these losses is an urgent topic for international co-operation in the Baltic Sea area. This is not only about monuments, but also traditions and identity. Most of our cities have developed because of and beside the harbour.

Major industrial centres like the Gdańsk Shipyard now employs only 10% of the workforce it had 20 years ago.

The reduction of the fishing fleets is leading to further stagnation of harbours and maritime industries.

Harbour areas are seldom put under legal protection. To deal with preservation issues in connection with a harbour means dealing with a complex and multi-dimensional area.

When transforming a harbour area to new uses we also need to take care of the heritage and establish processes that can cope with contradictory values held by different communities

The Remains of Shipyards. One example:

- An archaeological excavation prior to the building of Copenhagen's new opera house discovered a wooden wharf built in the 1780's around a small mooring island. In addition to the wharf 5 shipwrecks were found. Three of these dated from the early 1500s and were probably sunk as a blockade by the German Hansa. Another ship can be dated to the end of the nineteenth century.

It is noteworthy that a change from a harbour to an area for museums, concert halls, art galleries and shopping malls is a change from labour to leisure.

Historic Ships

A historic ship is a ship which has survived its purpose. Nearly all ships ever built have been destroyed, either by nature or by man. Only a few have survived. Some of them might be wrecks; others are preserved more or less in their original condition.

Historic ships are unique monuments of cultural heritage. You find them in the open sea, in harbours, on lakes or in rivers. But as they have always been moveable, these monuments have often been regarded as less valuable than buildings ashore. There is no reason for that.

Ships have connected people; they have brought us our food, carried our goods and given incomes to most societies. Seafarers shipped cultural influences across the seas. The maritime cultures and traditions united people living far away from each other. The historic ship is a book for reading.

The Working Group on Coastal Culture and Maritime Heritage is responsible for 'Baltic Ships' – an exhibition of twelve posters to raise awareness and promote the preservation of historic ships under threat in the Baltic area.

Each membership country has chosen a maximum of 15 historical vessels for the exhibition, which are found either at the quayside or preserved on land. The listed vessels are more than 50 years old, built or used commercially in either Baltic or North Sea trade, and of importance for the history of seafaring in the Baltic or North Sea region. The objective was to compile a representative selection of preserved vessels used in our territorial waters. The objectives of the list are:

- to collect and present information on preserved historic vessels in order to highlight the richness of the preserved ships in The Baltic Sea States.
- to promote the value and importance of historic ships to a wider audience and to decision-makers
- to raise awareness and understanding of restoring and maintaining historic vessels

Historic ships are often objects of national identity or represent the distribution of religion and ideology. The Aurora is a national symbol for the October Revolution and stands for the breakthrough of Communism internationally. The vessel is now preserved as a museum ship in St. Petersburg, Russia.

Vasa is an example of a ship that provides a comprehensive understanding of our maritime history. Vasa is the Swedish warship launched in 1628, the vessel sank during her maiden voyage. The ship and its extensive contents have been instrumental in providing information about seventeenth century shipbuilding techniques, naval warfare, and the lives of people on board.

In the early days all the necessary knowledge needed in shipbuilding was handed over from master to apprentice. The character of the skills required has, however, changed dramatically in the last hundred years. Today the knowledge of using, building and restoring old ships is in short supply and skilled labour is an endangered species.

In recent decades abandoned industrial sites have re-opened successfully as places for some of these traditional activities. The revitalizing of old skills at shipyards and workshops, combined with history and resources of the place itself, offers possibilities to study and exhibit shipbuilding skills in an authentic environment.

The re-use of shipyards can also give a better understanding of the traditional skills involved through different educational projects. Such activities not only give a new life to historic ships, but also help to highlight the value of shipbuilding as an important part of our industrial history and maritime past.

- The preservation of our historic ships should be a goal for all nations, to be undertaken by public institutions, politicians and non-governmental organisations together.
- We must secure the knowledge of using, building and restoring old ships.

More information:

<http://www.cbss.org/regional-identity/intergovernmental-cultural-cooperation/>

<http://www.cbss.org/regional-identity/cultural-heritage/>

<http://mg.kpd.lt/LT.html>

<http://www.eusbsrculture.eu>

Baltic Sea Parliamentary Conference Secretariat
www.bspc.net

BSPC Secretariat
c/o Lennéstraße 1
19053 Schwerin
Germany
Phone (+49) 385 525 2777