

## Newsletter 2003 No. 1

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## ***“Black and viscous...”***

Our lives are soaked with oil these days. In any possible or impossible sense. Oil is almost ideal fuel, driving equally well vehicles, chemistry and governments. Desirable, having definite natural limits. Undesirable, being able to pollute, contaminate and kill.

*“Riggers rig and diggers dig their shallow grave ...”* as a poet has put it, singing a song about Oil.

Exhumation and funeral pile of those creatures who died millions of years ago. Burning it is a global amnesty of imprisoned power, comprehensive liberation of suppressed energy.

*“Whosoever commands the sea commands trade; whosoever commands the trade of the world commands the riches of the world, and consequently the world itself”.*

*Sir Walter Raleigh (c1610).*

Petroleum, according to **Jean-Paul Rodrigue** (<http://people.hofstra.edu/geotrans/eng/ch5en/appl5en>), as a commodity of **strategic importance** has for long been the object of geopolitical confrontations. Several contemporary geopolitical events were closely related to oil or had consequences on oil supply and prices. With a little help from Rodrigue’s article and other reference material let us take a look back to the nearest history.

The decision of the United States to establish an oil embargo on Japan in 1941 is one event that triggered the war in the Pacific. Japan’s strategic objectives were to secure the resources of Southeast Asia. The same year, Germany’s invasion of the Soviet Union had among its major objectives the securing of the oil fields around Baku in the Caucasus region. Allied forces nations controlled about 86% of the world’s oil supply those days.

In 1973 the **Kippur War** took place between Israel and Egypt, after which OPEC gained the ability to control the price of oil with **a market controlled by supply**. This caused the **first oil shock**.

The Iranian revolution of 1979 and the ensuing Iran-Iraq War (1980-1988) caused the **second oil shock** where the price of oil surged up to the sky, imposing several drastic, but somewhat temporary, **measures to lower oil consumption**. This resulted in a relocation of energy-consuming industries, in strategies for consuming less energy (such as energy efficient cars and appliances), in relying more on national energy sources (petroleum, coal, natural gas, hydroelectricity, nuclear energy), in building strategic reserves, and in substituting petroleum for other energy sources when possible.

At the end of the 1980s and at the beginning of the 1990s, OPEC countries lost their price-fixing power because of internal problems and especially with the arrival of **new producers** such as Russia, Mexico, Norway, England and Colombia.

In 1985 Saudi Arabia lowered the price of its oil to increase its market share. The result was an **oil counter-shock** that lowered the price of the barrel dramatically (especially low by 1988). The **oil market** was again a market **controlled by the demand**.

Referring to the Iraq war the Brookings Institution economist **George Perry** recently investigated the economic impacts of disruptions of world oil supplies. Perry’s **worst case** represents a plausible bad outcome of a prolonged war in Iraq. This outcome assumes a decline in world oil production of seven million barrels per day, partially offset by a supply of 2,5 million barrels per day drawn from US strategic oil reserves. Many combinations of events— arising from wartime destruction, terrorism,

or political reaction of governments in the region—could lead to such an outcome. Concrete examples would be the destruction of most of Iraq's oil-production capacity along with one quarter of the productive capacity of other Gulf states. Another possible scenario would involve an OPEC boycott of the US and other countries that cut oil production by 25 percent. The use of a boycott is economically plausible in oil markets because producer profits go up rather than down with lower production. The impacts of such a decline in production would involve sharp increases in oil prices, high inflation, and major transfers of wealth from oil consumers to oil producers. In his worse case, Perry projects a tripling of oil prices to around \$75 per barrel.

In 1920, 95 million tons of oil were produced annually around the world. This number reached 500 million tons by 1950, a billion tons in 1960, and an average annual production around 3 billion tons in the 1990s. This strong growth rests for a very large part on the availability of oil resources and their low cost. Continuous technological innovations in surveying and extraction enabled to discover and economically exploit oil resources in previously inaccessible locations. This notably involves arctic and subarctic environmental conditions (e.g. Alaska and Siberia) or offshore locations.

The relationships between oil supply and demand are characterized by geography of production and consumption. There is a strong spatial differentiation of supply and demand. Because of geographical and geological factors, where oil is mainly produced is different from where oil is mainly consumed. This can only be overcome by **massive oil transportation infrastructures**, including **pipelines** and **tankers**.

The volume of international trade in oil increased as a result of world economic growth. The largest oil consumers are the **most heavily industrialized countries** such as the United States, Western Europe and Japan. Since oil consumption and production do not happen in the same places, the international oil trade is a necessity to **compensate the imbalances between supply and demand**.

The above figure clearly shows important imbalances between the production and consumption of oil. For instance, while the Western Europe had a negative balance of 8.5 million barrels a day in 2000, the Middle East had a surplus of 17.3 million barrels per day. This **spatial differentiation of supply and demand can only be overcome by oil transportation**.

Maritime transportation is the dominant purveyor of international freight distribution and evolves over a global maritime space. This space has its constraints such as the profile of continental masses and the imperatives it creates. **International maritime routes** are thus forced to pass through specific locations corresponding to passages, capes and straits.

International transportation is a mean to compete on the global economy. For several countries, the development of their international transport system has favored exports and transport related activities such as shipbuilding, trade and insurance.

Geostrategically important passages (**The Strait of Hormuz, Gibraltar, Bosphorus etc.**) have been the dominating bottlenecks and geopolitical confrontation spots throughout the history. The fact that the **Baltic Sea** area has reached political equilibrium and is by now commonly held makes it a favourable shipping zone, but due to historically developed dense population leaves it prone to any kind of accidents and pollution.

In the current issue of the Newsletter You can find some topics, connected with oil transportation and its consequences in the Baltic Sea Area.

## NGO Stockholm Declaration

Adopted at the second conference on  
**Sustainable Transport Solutions in the Baltic Sea Area –  
focus on Maritime Transport**

*on 6 October 2001 in Stockholm, Sweden*

### **Preamble:**

The Baltic Sea is the world's second largest body of brackish water, with a unique Mixture of marine, freshwater and brackish-water organisms. The Baltic Sea is Particularly sensitive to environmental perturbation, because the turnover time for the water in this semi-enclosed sea is as long as 30 years. In the northwestern part of the Baltic Sea Area soils, forests, groundwater and surface water are especially sensitive to acid deposition.

Environmentally sound and sustainable maritime transport systems are a necessary Basis for the development of the Baltic region. In the last decade maritime transport has been growing steadily, reflecting the intensified cooperation in the Baltic Sea region and a prospering economy. The trade and exchange of goods between eastern and western Europe is increasing tremendously. The large goods exchange within the Baltic region and between the region and the rest of Europe, which is at present largely based upon heavy lorries and a system of highways, means that the new openness and integration of East and West increases the risk of environmental damage.

Increasing emissions of pollutants from sea, air and land contribute to air and water pollution and destruction of important areas for recreation and biodiversity.

### **The participants of this conference, representing environmental NGOs around the Baltic Sea,**

#### ***International organisations***

Coalition Clean Baltic  
WWF Baltic Programme

#### ***National organisations***

Swedish Society for Nature Conservation  
Swedish Society for Nature Conservation, Stockholm regional branch  
Green Federation, Poland  
Friends of the Earth, Estonia  
BUND Germany, working group for coastal and marine affairs  
Ecodefense-Kaliningrad, Russia  
Green World, Russia

## **advocate:**

### **1. Basic transport issues**

- introduce strategies to abate air pollution e.g. environmentally differentiated fairway and/or harbour dues in all Baltic Sea nations and seaports. Preferably this should be decided within EU, alternatively agreed upon by the states around the Baltic Sea;
- impose a ban on the sale and use of marine fuels having over 1.0 % sulphur content not later than 2005;
- impose a ban on environmentally harmful anti-fouling paints (e.g. Tri-Butyltin) not later than 2003;
- take measures to prevent alien species from entering the Baltic Sea by following the guidelines set out in the annex of IMO Resolution A.868(20) and introducing them into national legislation not later than 2005;
- apply Strategic Environmental Assessment (SEA) when planning new seaports to minimise the negative effects on land, including the consequences of traffic to and from the port, as well as on the marine environment, not later than 2004.

### **2. Illegal oil discharges**

- introduce tougher national legislation to prosecute against and impose heavy fines on owners of vessels that illegally dump oil and oily water. Baltic countries should also co-ordinate and standardise their procedures for prosecution of offenders.
- implement the HELCOM “Baltic Strategy” for reducing discharges of waste from vessels, including establishment of reception facilities for oil in every port of the Baltic Sea and adoption of the “no-special-fee” system for handling wastes.

### **3. Precautionary safety measures**

- phase out single-hull oil tankers not later than 2008;
- impose mandatory pilotage in Kadetrenden, “Route T” and “The Sound” not later than 2003;
- increase marine emergency capacities (fire-fighting, towing, lightering) not later than 2005;
- improve routeing, e.g. by shifting routes further seawards and by establishment of traffic separation schemes and a deep water route in the Gulf of Finland;
- establish land-based monitoring radar systems as soon as possible, but not later than 2003, supported by automatic identification system (AIS).

### **4. Dealing with accidents**

- develop and implement an international emergency plan for all the Baltic Sea involving appropriate staff and vessels, co-ordinated by an international control centre, not later than 2005;
- establish a network of “ports of refuge” for ships in distress not later than 2005.

## 5. PSSA

- apply for Particularly Sensitive Sea Area (PSSA) status for all the Baltic Sea at the International Maritime Organization (IMO) taking into account the HELCOM network of marine protected areas (Baltic Sea Protected Areas, BSPAs). This will e.g. enable introduction of routing measures that minimise negative impacts of illegal oil discharges on environmentally sensitive areas and seabirds.

We believe that a PSSA status for the Baltic Sea would combine the measures proposed above with the urgent need to protect our marine environment. By following-up the work of HELCOM, IMO and EC we are hoping to contribute to this process.

## HELSINKI COMMISSION

### Heads of Delegation

Eleventh Meeting

Berlin, Germany, 25-26 March 2003

### Agenda Item 5 HELCOM 24/2003 Ministerial Meeting

Date: 25.03.2003

Submitted by: CCB

#### DEVELOPMENT OF A HELCOM MINISTERIAL DECLARATION TO THE MEETING IN JUNE 2003

HELCOM will arrange the Baltic Ministerial meeting in June 2003. **CCB** finds it most appropriate to develop a HELCOM Ministerial declaration at this occasion to highlight some important matters for Baltic Sea environmental protection and sustainable development, and to get a high-level political support for such important matters. Many issues are specific for the Baltic Sea environment, which give problem to raise them in context with the joint HELCOM-OSPAR Ministerial meeting.

We can identify many issues of relevance to highlight in a HELCOM ministerial declaration in June 2003, with special focus on Baltic Sea environment:

#### MATTERS ON BIOLOGICAL DIVERSITY

- The genetic diversity of Baltic salmon has been reduced resulting from artificial stocking programmes. 80 % of the Baltic salmon population constitutes from reared and released salmon and 20 % from naturally spawning salmon. Many naturally spawning Baltic salmon populations are small and threatened, and actions are needed to secure the long-term survival.

- Ministers should express this concern:

Ministers urge the relevant fisheries management authorities and international bodies to address, in cooperation with relevant environmental management authorities and international bodies, the following issues as a matter of priority:

the importance of the proper management of all forms of artificial stocking programmes to prevent adverse effects on species and genetic diversity

#### MATTERS RELATED TO EUTROPHICATION – MEASURES TO REDUCE NUTRIENT DISCHARGES FROM SMALL POINT SOURCES AND DIFFUSE SOURCES

Despite implementation of many successful actions within HELCOM to fight the nutrient load to the Baltic Sea, we still need a series of actions connected to many sectors of society to be able to finally solve the eutrophication problem of the Baltic Sea.

All kinds of nutrient sources must be addressed, but we believe it is time to start a concrete HELCOM programme to focus on the nutrient discharges - from small- and medium-sized municipalities and single family-homes.

The eutrophication is still one of the main environmental problems of the Baltic Sea. We believe that HELCOM must set up more actions to contribute to the solution of the Baltic Sea eutrophication problem in any priority developed by HELCOM.

The main contribution of nutrients to the Baltic Sea come from diffuse and non-point sources. Small- and medium-sized municipalities and single family-homes constitute a considerable contribution of the total nutrient load to the Baltic Sea. Many Baltic coastal municipalities have found out that the aggregate effect of nutrient load from single households is the most important local source of nutrients to coastal waters.

The EC Urban wastewater directive focus on wastewater treatment facilities mainly for more than 10 000 person equivalents, which result in many times disparate requirements for small treatment plants and for single-family homes.

Baltic Sea region, as a sensitive sea area in northern Europe, needs to apply higher standards for wastewater treatment for small- and medium-sized municipalities than other areas of Europe to effectively protect the Baltic Sea environment.

We believe that focus on coming actions should be on important nutrient sources that involve many of the Baltic citizens in the activity to solve one of the major environmental problems of the Baltic Sea. Such actions would also raise the awareness for a positive development of the Baltic Sea environment.

HELCOM should take initiative for development of a new HELCOM recommendation with requirements for wastewater treatment for small- and medium sized municipal wastewater treatment, and for single-family homes , with a strong recycling approach.

#### MATTERS RELATED TO SHIPPING

##### Baltic Sea as a PSSA

The concept of the Baltic Sea as a PSSA has been discussed widely within HELCOM. CCB believe that the appointment of the Baltic Sea as a PSSA would be most helpful for better future possibilities to protect the Baltic Sea environment.

When developing a proposal for Baltic Sea as a PSSA, possible new requirements for shipping in the Baltic Sea should be considered, such as:

- not allow single hull tankers older than 15 years to enter the Baltic Sea
- define restrictions for ships plying waters within or close to BSPA and other areas with high status for natural values

#### Introduction of Alien species and Ballast Water Management

Many observations and reports the last years have showed the emerging threats from marine alien species introduction to the Baltic Sea. Because of the character of the Baltic Sea, as being the second biggest brackish sea in the world, the Baltic Sea is a sensitive sea area that needs stronger actions for environment protection than other sea areas.

HELCOM should take initiative for introduction of *Regional Ballast Water Management Regimes* for the Baltic Sea, within the MARPOL Special Areas concept. The aim of such management should be to get a registration and control of all ships with ballast water entering the Baltic Sea.

Such management could include components as:

- mandatory registration and reporting on ballast water situation for all ships entering ports in the Baltic Sea
- mandatory permission procedures from national authorities, for ships that intend to release ballast water in territorial waters and in the economic zones

## **MATTERS RELATED TO BALTIC SEA FISHERIES**

A number of issues, connected to environmental impact from fisheries, can be identified as specific for the Baltic Sea fisheries. I would make sense to express concerns about such matters in a HELCOM ministerial declaration.

Ministers should be concerned about the environmental impact from driftnet fisheries, a fishing techniques applied in the Baltic Sea, that can give substantial by-catch of harbour porpoises and sea-birds. Relevant fisheries authorities and institutions in cooperation with relevant environmental protection authorities and institutions in the Baltic Sea region, should evaluate if a phase-out of driftnets are needed in relation to a precautionary approach.

### ***Conflicts on Salmon trap net fisheries and seals***

Ministers should express the need to further look into possible solutions to solve conflicts between fisheries and protection of seals through intensified cooperation.

**HELSINKI COMMISSION HELCOM HOD 11/2003****Heads of Delegation****Eleventh Meeting**

Berlin, Germany, 25-26 March 2003

*(Excerpt)***5.2 Shipping**

Documents: 5.2/1, 5.2/2, 5.2/INF.3, 5.2/4, 5.2/INF.5, 5.2/6, 5.2/6/Add.1, 5.2/6/Add.2, 5.2/7, 5.2/8, 5.2/9, 5.2/10, 5.2/10/Add.1, 5.2/11

5.9 The Meeting took note of a joint letter by the Finnish and Swedish Ministers of the Environment (document 5.2/INF.3) as well as a letter by the Estonian Minister of the Environment (document 5.2/INF.5) on the need to consider further actions to decrease the environmental impacts of shipping in the Baltic.

5.10 The Meeting took note of the outcomes of HELCOM HABITAT 4/2003 and HELCOM MARITIME 1/2003 as well as comments by HELCOM RESPONSE to the PSSA matter as contained in documents 5.2/2 and 5.2/11, respectively.

5.11 LD 12 The Meeting decided to recommend that the Ministers, during the Ministerial meeting, in principle should decide to proceed with an application to IMO designating the Baltic Sea area/parts hereof as a Particularly Sensitive Sea Area (PSSA).

5.12 LD 13 The Meeting decided that a report on the status of implementation of the HELCOM Copenhagen Declaration should be submitted to the Ministerial Meeting for endorsement.

5.13 LD 14 The Meeting asked the Secretariat, together with Finland and Sweden, to prepare a draft text for the Ministerial Declaration related hereto, including the time schedule for the elaboration of a PSSA application to be submitted to IMO. The draft text should be submitted by 22 April 2003, for comments by the other Contracting Parties and for final discussion during the HELCOM HOD 12/2003 meeting.

5.14 LD 15 The Meeting further decided that HELCOM HABITAT and HELCOM MARITIME should continue the work to look into the need for additional maritime safety measures within the most sensitive parts of the Baltic Sea area ("core areas").

5.15 LD 16 The Meeting decided to ask HELCOM MARITIME to either convene a meeting on 14 April 2003 or to via correspondence look into the following issues:

- a possible amendment of the sewage discharge regulations for existing pleasure craft (built before 1 January 2000) as contained in Regulation 5 of Annex IV of the Helsinki Convention, taking into account also the EU Directive on pleasure craft (cf. document 5.2/8) and
- the outcome of the Joint IMO/HELCOM/EU Workshop and the need for additional actions due to the increase in the maritime traffic in the Baltic Sea area (cf. § 6 of document 5.2/10).

5.16 LD 17 The Meeting decided to establish three Expert *ad hoc* Working Groups to look into:

- the need and possibility to establish a deep-water route throughout the Baltic Sea area, for ships carrying oil and other hazardous substances, with Germany acting as Lead Country;
- the need and possibility to establish compulsory pilotage within special high risk areas, with Denmark acting as Lead Country;
- the need and possibility to establish unified rules for ice classification of ships and arrangements for icebreaker services during the winter period, with Finland acting as Lead Country.

5.17 LD 18 The Meeting requested the Expert *ad hoc* Working Groups to submit a first draft report to HELCOM HOD 12/2003, with a view to consider the inclusion of these issues either to the Ministerial Meeting in June 2003 or as associated protective measures contained in the PSSA application.

5.18 The Meeting asked the forthcoming meeting of HELCOM RESPONSE to consider the items outlined in § 5 of document 5.2/10 and to report to HELCOM HOD on proposals for activities to cover these.

5.19 LD 19 The Meeting decided to consider the issues related to the environmental impact of shipping, proposed for consideration during the Ministerial meeting in June 2003 during the Joint HELCOM/OSPAR Heads of Delegation meeting, including a decision on whether or not to deal with all shipping issues during the Joint Ministerial meeting (document 5.2/9).

5.20 LD 20 The Meeting did not support the establishment of a special fund to finance activities related to re-surveying of major and secondary shipping routes. The Meeting stressed that each Contracting State has to finance its own activities related to the implementation of the HELCOM Copenhagen Declaration on this matter (document 5.2/6 and Add. 1 and 2 hereto.).

5.21 LD 21 The Meeting considered document 5.2/4 and decided that based on the latest information submitted by the Contracting Parties the recommendations in the Report on Chemical Munitions Dumped in the Baltic Sea by HELCOM CHEMU are still valid.

***COALITION CLEAN BALTIC Annual Meeting***

**To:** **Mr. Mikhail Kasyanov**, Chairman of the Government of the Russian Federation,  
Moscow, Kremlin  
**Mr. Valery Serdyukov**, Governor of the Leningrad Oblast,  
St. Petersburg

**Copy:** HELCOM, Helsinki,  
Ramsar Convention secretariat

*Palanga, Lithuania, May 26, 2002*

Dear Mr. Chairman and Mr. Governor,

We ask you to pay attention to the emergency situation that arose in connection with the oil spill which took place in Ramsar Wetland Site "Lebyazhye" in Lomonosovskiy district, Leningrad oblast, Russia, the south shore of the Gulf of Finland, the Baltic Sea, on 17 April, 2002. Russia has signed and ratified the Ramsar Convention on protection of wetlands of international significance mainly as habitat of waterfowl. The State natural reserve Lebyazhiy was included in the list of Ramsar areas located on the territory of the Russian Federation by the Decision of the Government of the Russian Federation of 13 September 1994, No. 1050.

Oil products, from the spill of 17 April have polluted over 30 km of the coast from Bolshaya Izhora up to Shepelevo. At that time, many thousands swans were staying at this polluted coast on their season migration way from Western Europe to the Russian Arctic. The spill brought harm to the birds, some of them died.

Despite of notification, which was done by Green World activists, authorities of Lomonosov district did not take necessary efforts to assess the impact and remove that pollution.

In connection with the above-stated, we ask you investigate the case of the spill on 17 April, 2002, and to find out the source of the spill and the reason why no measures were taken to remove oil products from the coast line. We ask to inform us about the results of the investigation to the addresses given below.

We also ask you to take the necessary measures to provide reasonable environmental control and liquidation of sudden oil spills in the Russian part of the Gulf of Finland.

This letter was approved by the Coalition Clean Baltic Annual Meeting. Coalition Clean Baltic is a network of 28 environmental NGOs from 9 countries around the Baltic Sea.

***Gunnar Noren***,  
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***Oleg Bodrov***,  
Coalition Clean Baltic Board Member,  
NGO Green World, Chairman  
P.O. Box 93/7 Sosnovy Bor, Leningradskaya oblast, 188544

***Olga Senova***,  
NGO Children of the Baltic, Chairperson,  
P.O. Box 24, Pobedy 7,  
Lomonosov – St. Petersburg 189510

**Ministry of Natural Resources of the Russian Federation****National Control Administration of the Nature Conservancy and Ecological Security**

Moscow, Piatnitskaya ul, 59/19

Tel/fax 7(095) 230-8705

Mailing address: 123 995, Moscow, B.Gruzinskaya ul, 4/6 D-242, GSP-5

**To: Gunnar Noren,**

Executive Secretary of Coalition Clean Baltic

**Cc: O. Bodrov,** Board Member of “Clean Baltic” Coalition 188544, Leningrad Oblast, Sosnovy Bor, PO Box 93/7

**O. Senova,** Head of the Non-Governmental Organization “Children of the Baltic” 189510, Saint-Petersburg, Lomonosov, ul. Pobedy, 7 PO Box 24

**RE:** “The Baltic Seashore Oil Pollution on the Territory of the Lebiashye (Swans) State Natural Reserve”

The National Control Administration on the sea and continental shelf of the Ministry of Natural Resources of the Russian Federation has reviewed your letter on April, 17 2002 concerning the oil spill in Ramsar’s Lebiashye Natural Reserve in the Lomonosov area of Leningrad Oblast and hereby informs you that:

After receiving information concerning the oil spill in Ramsar’s Lebiashye Natural Reserve in the Lomonosov area of Leningrad region on April, 25 2002, the Baltic Special Sea Inspection of the Ministry of Natural Resources of the Russian Federation conducted an air survey of the water area and did not detect any oil pollution of the waters of the Gulf of Finland.

In April 2002 the Municipal Administration of the Lomonosov district in the Leningrad Oblast” organized the removal of the waste and canes polluted by oil. In order to reveal the reasons behind the oil pollution and in order to evaluate the scale of the oil pollution in the Gulf of Finland , and to set up measures aimed at the liquidation of pollution in the area of Ramsar’s Liziazhye Natural Reserve, a working group was organized consisting of representatives of the Municipal Administration of the Lomonosov district in the Leningrad Oblast, the Committee of Natural Resources and the Nature Conservancy of Leningrad Oblast, the Central Agency on Civil Defense and Emergencies, the Department of Natural Resources for North-West region of the Ministry of Natural Resources of the Russian Federation, the Baltic Special Sea Inspection of the Ministry of Natural Resources of the Russian Federation, the Center of State Sanitary and Epidemiology Surveillance, and the Leningrad Oblast Legislative Assembly.

On June 06, 2002 during surveillance conducted by the working group on the Gulf of Finland coast detected that pollution had not been eliminated on particular sectors of the coastline. The results of tests for oil content in waters of the Gulf of Finland and the soil of the shore performed by the Center of State Sanitary and Epidemiology Surveillance showed an insignificant concentration of oil in the ambient water, which is standard for fishing areas.

Reasons and time of eruption were not determined.

The Leningrad Oblast Administration organized the cleaning of the coastline of the Gulf of Finland in Lomonosov district .

**Head of the Department of the State Control on the Sea and Continental Shelf**

**S.E. Riapolova**

## Ramsar wetland sites are under threat in the Gulf of Finland.

**Vladimir Zimin, “Green World” Sosnovy Bor, Russia**

More than thirty years ago (February 2, 1971) “*Convention on Wetlands of International Importance especially as Waterfowl Habitat*” was adopted in Ramsar, Iran.

Contracting Parties noted that waterfowl in their seasonal migrations may transcend frontiers and so should be regarded as an **international resource**.

Wetlands constitute a resource of great economic, cultural, scientific, and recreational value, the loss of which would be irreparable.

### ***National legislation. and responsibility.***

Russia obtains now unique reserves of natural wetlands. Total space square of Ramsar wetlands in Russia is 11 millions hectares. It is a priceless stock of nature in the whole Eurasia.

There exist 35 Ramsar wetland sites in Russian Federation. Three of them (“Beryozovy islands”, “Lebyazhye” and “Kurgalsky Peninsula” were included into the list of Ramsar areas of the Russian Federation by the Decision of the Government of the Russian Federation of 13-th September 1994, No. 1050. Ramsar wetlands in the Russian Baltic are under federal (not regional!) level jurisdiction. Space square: *Beryozovy islands* - 12000 ha, *Lebyazhye* - 6400 ha, *Kurgalsky Peninsula* - 65000 ha.

### ***Fauna.***

**Fish.** Two salmon species, namely Atlantic salmon (*Salmo salar*), brown trout (*Salmo trutta*), and white fish (*Coregonus lavaretus*) are most valuable fish species in the area. They are very sensitive to contamination species. European eels (*Anguilla anguilla*) don’t form significant fish stocks in lakes of the area. Traditional spawning sites of Baltic herring, pike perch and other valuable commercial species are located in/or close to Ramsar sites.

**Seals.** Two seal species inhabit “Kurgalsky Peninsula” and “Beryozovy islands”. They are Grey seal (*Halichoerus grypus*) and Baltic seal (*Phoca hispida*). Baltic seal (or Ringed seal) is listed in the International Red Book. The Ringed seal population in Gulf of Finland most probably consists of only 150 individuals and may be critically endangered

**Birds.** Now about 200 bird species inhabit Ramsar sites of our region. Some of them are rare and extinct species listed in *red books*. Among them:

- ◆ **Divers:** Red-throated diver - *Gavia stellata* and black-throated diver – *G. Arctica*.
- ◆ **Grebes:** Slavonian grebe *Podiceps auritus*, red-necked grebe *P. griseigena*, great crested grebe *P. cristatus*, little grebe - *P. ruficollis*, black-necked grebe *P. nigricollis*.
- ◆ **Swans:** Mute swan *Cygnus olor*, whooper swan *C. cygnus* and Bewick’s swan *C. Bewickii*.
- ◆ **Geese:** Greylag goose - *Anser anser*, white-fronted goose *A. Albifrons*, bean goose *A. Fabalis*, Canada goose *Branta canadensis*, barnacle goose *B. Leucopsis* and Brent goose *B. bernicla*.
- ◆ **Ducks:** Pintail *Anas acuta*, ferruginous duck *Aythya nyroca*, Steller’s eider *Polysticta stelleri*.
- ◆ **Snipes:** Jack snipe *Lymnocyptes minimus* and great snipe *Gallinago media*.

◆ **Eagles and falcons:** Golden eagle *Aquila chrysaetos*, Lesser spotted eagle *A. Pomarina*, white-tailed eagle *Haliaeetus albicilla*, short-toed eagle *Circaetus gallicus*, Osprey *Pandion haliaetus*, peregrine *Falco peregrinus*, gyrfalcon *F. Rusticolus*.

◆ **Black stork** *Ciconia nigra*.

**Bird migration.** Every year many hundreds thousands swans (fig. 1). and other migrating bird species stop in these places to rest on their way from Western Europe to the nesting sites near the White Sea and other locations in the Russian Arctic (table 1).

Table 1. Migrating birds in the Russian part of the Gulf of Finland (data only for 2 wetlands).

species	“Beryozovy islands”.	“Lebyazhye”
swans	20000-30000	~25000
divers	20000-40000	
geese	200000-300000	
ducks (Anas sp.)	300000-500000	~100000
ducks (other species)	~1000000	
snipes	~100000	
seagulls	~~500000	200000

Real threats to wetlands.

There exist now many ambitious plans for coastal exploitations that will influence Ramsar sites. First of all, it is new ports construction and increasing maritime activity in the area. After the USSR disruption the Russian Government decided to construct new ports and terminals (tabl. 2) in the Eastern Gulf of Finland to be independent from former Soviet Republics in oil transportation in the Baltic area.

All new ports’ sea areas are known as the traditional spawning sites of Baltic herring, pike perch and other valuable commercial species. Also the construction and operation of new ports will cause deterioration in the reproduction of salmon and other upstream-migrating fish species due to geographical location of these harbours. Primarily it is the Neva and rivers of the southern coast.

For example, according expert estimation, only after starting a new port in the Batareynaya Bay, we expect the *decrease of reproduction level till 15 %*, i.e. loss of about 37,5 tonnes of *salmons* and 9,0 tonnes of *sea trout* every year.

In April-May *seals* make up breed groups (up to 300 seals) at the near shore islands in “Kurgalsky peninsula” Ramsar wetland site. In this period seals are very much exposed to danger.

It is well known that in many cases the lucky migration and reproduction success of swans, geese and other birds as well as terrestrial and aquatic wild life, depend on the environmental conditions. Oil contamination of the coastal waters depresses the aquatic organisms and ecosystems, which results in **the lower self-purification capacity** of the sea ecosystem from all kinds of pollution.

Unfortunately **the poorer biodiversity** and even the complete extinction of some sensitive plants and animals already became noticeable.

## Oil pollution background in the Eastern Gulf of Finland.

Water quality in the coastal areas is reflected in regular data of the Regional Environmental Monitoring Laboratory in Sosnovy Bor (15 km from “Lebyazhye” wetland).

Very often oil concentrations in seawater exceed Maximum Permitted Concentrations (MPC=0.05 mg·l<sup>-1</sup>). Most intensive oil pollution in the Koporskaya Bay coastal waters was registered in spring period. For example, in 1997 the average concentration was at the level of 0.68 mg·l<sup>-1</sup> that is 13.6 times higher than MPC. In summer oil concentrations were also very high: up to 6.5 MPC (fig. 2).

Significant rise of oil content level in the coastal zone of the Bay in comparison with previous years can be explained both by contamination from inland sources and high level shipping in the Gulf.

Despite of the advanced measures in the safety of oil tanker navigation and high level technologies in load operations in ports, **nobody could guarantee** absence of new oil spills in the sea. The probability of such events **will rise** with more intensive shipping. Even in relatively easy situations we often face with cases of local contamination of the coast or sea water.

**Oil spill at the Ramsar wetland site.** One of the last negative events in the “Lebyazhye” wetland site was the spill of oil products (fig. 3) on 17<sup>th</sup> of April 2002 (along about 30 km of the shoreline). At that time many hundreds swans were staying near this contaminated coast. Green World members have seen this when visited the shore in Lebyazhye on 22<sup>nd</sup> of April. They called to the local environmental inspector, but nothing was done to investigate this case.

The Annual Meeting of “Coalition Clean Baltic” (Palanga, Lithuania, May 26, 2002) applied to Mr. Mikhail Kasyanov, Chairman of the Government of the Russian Federation, and Mr. Valery Serdyukov, Governor of the Leningrad Oblast. Copies were sent to HELCOM, and Ramsar Convention Secretariat. In this letter CCB asked to investigate the case of the oil spill and to find out the source of the spill and the reason, why no measures were taken to remove oil products from the coastline. Also CCB asked to inform the Organisation about the results of the investigation and to take the necessary measures to provide reasonable environmental control and liquidation of sudden oil spills in the Russian part of the Gulf of Finland.

After several months «Green World» received the exceptionally formal answer from the *Ministry of Nature Resources*. This answer explained nothing!

### Information about new ports in the Russian Baltic:

The cargo flows are rising in the Gulf of Finland. In total, 22 million tones of different cargoes were transported by sea ways in 1995; about 30 million tones - in 1997, more than 40 million tones in 2000. About 80 million tones are expected to be carried in 2005 and 160 million tones - by 2010. Oil and oil products will constitute 80 million tones of this amount!

The new ports and terminals in St. Petersburg, Primorsk, Ust-Luga, etc. create prospective conditions for more and more oil transportation in the sensitive sea areas of the Gulf.

Main participants or customers of oil transportation and port construction are now Russian oil producers «LUKOIL», «YUKOS», «Surgutneftegaz» and other companies. In 2002 more and more plans were realised.

*First*, new terminal and oil storage construction started near Vysotsk on the small island in the Gulf of Vyborg; also new terminals are under construction in Primorsk; moreover, an oil terminal is planned to construct in the port of Vyborg.

*Second*, except Ust-Luga port, two new port complexes are planned to construct in the Luga Bay (new terminal in the mouth of Luga river, and new complex in Vistino at the eastern coast of the Bay.

*Third*, in the end of 2002 «Surgutneftegaz» has approved terms (year 2003) of oil terminal construction in the Batareynaya Bay.

*Fourth*, in 2003 two new terminals for oil and bitumen cargoes will be started in construction east from *St. Petersburg Dam*, in area of Bronka (near «Neste» oil base) and Lomonosov (near so called «Military harbor»); also the new container terminal started in operation in Kronshtadt.

*At last*, a decision was adopted on the eve of New Year to start preliminary works for new sea port construction in Lomonosov (general, refrigerator, container and other cargoes). In table 2 you can see recent situation (cargo tonnage, costs, etc.) with ports, including oil transportation in the Russian Baltic.

**What shall we do to prevent contamination and to mitigate negative consequences of the increased shipping in the areas of Ramsar wetlands?**

**What radical steps and drastic changes should be done to protect wetlands in the Eastern Gulf of Finland?**

I think, we should follow decisions of the last CCB Meeting in Palanga, where the proposal to declare the Baltic Sea as *Particular Sensitive Sea Area* was adopted.

In the **first instance** we have to conduct an idea of PSSA status for sea areas in close distance to *Ramsar wetlands* and other *nature reserves*.

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See Fig. 2 & Table 2 on following pages  
See Fig. 1 & Fig. 3 as APPENDIX 1

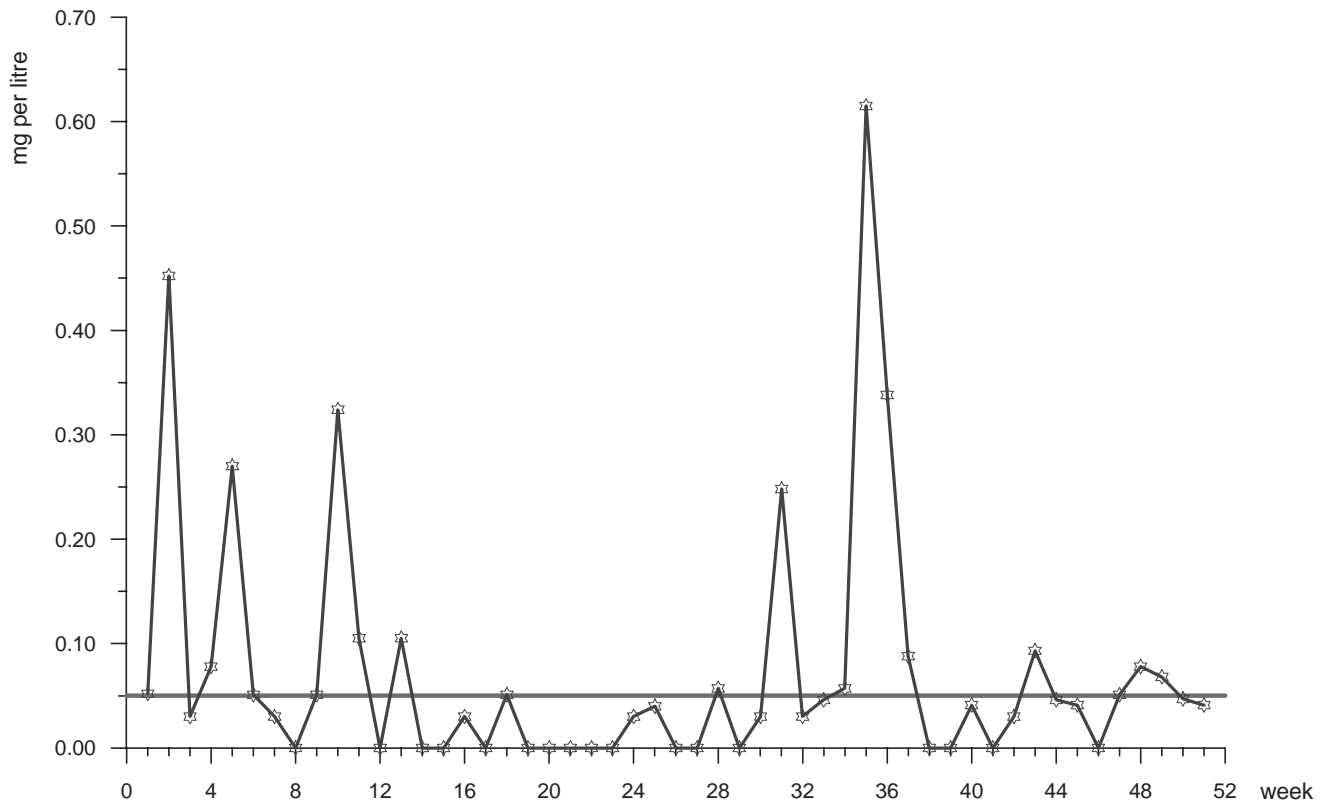


Fig. 2 Concentrations of oil products in the coastal waters of the Koporskaya Bay in 1997. Red line indicates maximum acceptable toxic concentration.

Table 2. New ports in the Russian part of the Gulf of Finland (planned or under construction).

Harbours & terminals	closest Ramsar wetland (distance, km)	Products for transportation	Cargo flows (million ton a year)	Project costs (million US dollars)
Port in Primorsk	«BI» (2)	Crude oil, oil products, liquid chemicals	45	3760
terminal in port of Vysotsk	«BI» (5)	Crude oil for export	10 (1-st stage)	150
terminal in port of Vyborg	«BI» (??)	Crude oil, oil products	0,6	10
Port in the Batareynaya Bay	«L» (2)	Light oil products	15	600
Port in Ust-Luga	«KP» (8)	Coal, general cargoes, fertilisers, ferry terminal, containers, etc.	35	2300
Port in the mouth of the Luga river	«KP» (1)	fertilisers, metals, containers, etc.	2,5	25-30
port in Vistino	«KP» (12)	General cargoes, containers, etc.	1,5	150
Port in Lomonosov		General cargoes (metals and frozen products incl.), containers, etc.	6	211
Ferry and container terminal in Kronshtadt		Containers	500000 TEUs a year	
terminal «Nynas Baltic»		bitumen		5
<b>Note:</b> Ramsar Wetland Sites in the Eastern Gulf of Finland: «BI» - Beryozovy (Birch) Islands, «L» - Lebyazhye, «KP» - Kurgalsky Peninsula				



Non-governmental non-profit environmental charity organisation  
International Socio-Ecological Union member

Coalition Clean Baltic member

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### GENERAL INFORMATION ABOUT GREEN WORLD

**GREEN WORLD (GW) is non-governmental non-profit environmental charity organisation. It was created in 1988 in Sosnovy Bor, Leningrad oblast, Russia.**

**GW mission** is protection of environment and promotion of sustainable development in the North-West Russia like a part of the Baltic Sea Region (BSR).

**The aims of GW is:**

- **Involving the residents**, business and authorities of the region in activity for nature protection - that is our agenda 21;
- **Protection of the unique marine ecosystem** of the Gulf of Finland and the whole Baltic Sea;
- **Ensuring human rights** for safe environment and nuclear safety in the region;
- **Environmental education** of the Baltic region inhabitants;
- **Development of co-operation** for stable balanced development of the Baltic region;
- **To form *Baltic regional mentality*** for every inhabitant of the region

**We observe environmental problems not only from the point of view of Sosnovy Bor or of Russia, but first of all - the point of view of the Baltic region.**

Main GW scope:

- Nuclear and radiological safety;
- Public Participation on Decision Making process.
- Enabling human rights within the closed territory around the nuclear power complex;
- Ecological education and training in the atomic town and in the region;
- Protection of fenced-off areas;
- Monitoring of environmental legislation observance the closed territory around the nuclear power complex.

**GW Structure:**

GW has 22 individual members and 2 collective members – those are the non-governmental organisation “Children of the Baltic” and the Sustainable Development Information Agency.

GW is governed by the Council numbering 6 members and by the Council Chairman. The Council and its Chairman are elected annually by the organisation meeting.

GW has offices in Sosnovy Bor and in St.-Petersburg.

Zones of GW main activity:

- Sosnovy Bor - a nuclear town in the Leningrad Region;
- St.-Petersburg city and the Leningrad Region;
- Russian North-West;
- Baltic Sea region.

**Oleg Bodrov**  
**Green World Chairman**

## LUKOIL COMPANY: IMITATION OF IMAGE

*(Excerpts from the report\*)*

**The report is prepared by the Ecodefense! group and Baltic Resource Information Centre within the framework of the STOP D6! Campaign and the international project "Baltic Offshore Oil Exploration Watch: NGO cooperation and public participation concerning cross-border environmental problems of off-shore extraction in the Baltic Sea"**

In Kaliningrad region, plans for a hazardous industrial project of oil extraction on the Baltic continental shelf, at the D6 oilfield, are developing. While not yet operating the project has exposed many political problems of Russia, from weakness of the newly established Russian democracy, indicated by the authorities failure to accomplish the regulations, hiding information from the public and politicians' disrespect toward the public opinion. The D6 project is backed by one of the largest Russian oil companies, LUKOIL (represented by its affiliated enterprise LUKOIL-Kaliningradmorneft).

The project of the development and exploitation of the D6 oilfield, nearby the Curonian Spit National Park, a UNESCO World Heritage site, is a source of great hazard to the unique natural site, to the extent of a loss of the National Park in its present conditions. LUKOIL has been impeding the objective public discussion on the D6 project by all possible means. In regard with violations over the laws, Ecodefense! and Baltic Resource Information Center have already filed suits against LUKOIL.

The situation clearly indicates how easy it is to violate the law when the big business controls the governmental system which, hiding behind economical arguments, helps conducting hazardous activity rather than regulates it. There are quite democratic laws in Russia, but they only work if the big business interests are not involved. It rarely happens; therefore it would not be enough to bring the EU and Kaliningrad region legislations to the harmony, it is necessary to make the legislation work.

The D6 project has not started implementing yet but has already indicated how weak the Russian democracy is, how powerful the big business control over the democratically elected leaders and the mass media is, how indifferently Russian businessmen and politicians treat the public opinion and the laws.

The European Union has a powerful linchpin for pressuring Russian commercial structures striving for the European markets, and LUKOIL is among those. EU must clearly explain to those companies that disrespect to the legislation and the democratic citizens rights (for instance,

right for the access to information) would impede their activities on the EU markets. In the case when the EU would prefer not to consider the problems mentioned above, it will get within its borders such a Kaliningrad region which does not recognize democratic behavioral norms, which poses environmental risks, where corruption and lawlessness, as a result of big business's affect over the society, are flourishing and spreading over the rest of Europe.

### **The project of oil extraction at the D6 oilfield on the Baltic shelf**

The Kravtsovskoe (D6) oilfield, located on the continental shelf of the Baltic, is the largest one in Kaliningrad region. Kravtsovskoe oilfield was discovered in 1983. The sea depth at the site is 27-30 meters. The explored deposits are estimated as 24 million of tons. Distance from the D6 site to the Curonian Spit coast is 22,5 km, to the closest port of Pionersky town - 46 km, to the investor's coastal base in Izhevskoe village - 116 km.

The license for exploitation of the oilfield was issued by the Ministry of natural resources to the LUKOIL oil concern affiliated enterprise LUKOIL-Kaliningradmorneft. The aim of the enterprise (investor) is the industrial development and exploitation of the oilfield as well as sale of the extracted hydrocarbons.

It is planned to drill about 600,000 tons of oil per year at the D6 site by the end of 2003 (700,000 tons a year are drilled in the region today). The investor invests \$120 million to the exploitation of the oilfield. Constructing works at the oilrig are estimated for 8 months, at the underwater oil pipeline for 7 months, drilling of wells for 72 months. Exploitation will be conducted for 25-30 years.

### **The Curonian Spit National Park - a subject of international protection**

The D6 oilfield is located 22,5 km away from the coast of Curonian Spit National park, the subject of the UNESCO World Heritage. The Curonian Spit is inscribed on the list of the UNESCO World Heritage as an international (Russian-Lithuanian) site.

The Curonian Spit is a narrow strip of sand, from 350 m to 4 km wide, 92 km long, stretching out between two water bodies, The Baltic and the Curonian bay. The Curonian Spit is very unique, in the fact it corresponds practically all the criteria of a UNESCO World Heritage site

The fragile world of the Curonian Spit is attacked by the natural forces: the sea, once created the Spit, is now bringing not enough "constructing materials" to reinforce the peninsula washed away by

streams and storms. During strong winter storms the sea breaks into the Spit in the most narrow and low-lying areas up to the bay, and chances for the Spit's body to be washed away appear periodically.

In case of possible oil pollution of the sand coast of the Curonian Spit there is the only method of cleaning them up, removing the polluted sand. In this case the natural shortage of sand alluvium will be increased in many times and can threaten the very existence of the Spit.

### **Unconsidered risks and hazard to the sustainable development of the Baltic region**

The project of oil extraction at the D6 oilfield threatens the sustainable development of the Baltic region:

#### ***Potential transboundary problems***

The project documentation does not provide for any activity regarding the transboundary pollution and fulfillment of the international Convention on transboundary pollutions

#### ***Insufficient risk assessment of the project***

Destruction of the oilrig and a loss of control over all the wells must be considered as the most serious emergency situation possible; Emergency oil spillages combating action plan is considered for good weather and day light conditions only.

#### ***Hazards to the sustainable development of the Kaliningrad region***

The project does not take into account the losses of fishing industry, relative to the loss of a part of the 26<sup>th</sup> trading area that leads to a loss not of fish only, but of several hundreds of jobs, even in case of accident-free operation of the oilrig.

#### ***Imitation of public hearings***

The public discussion of the D6 project environmental impact assessment (EIA) materials were held in Kaliningrad from April 24 to June 3, 2002, in terms of blatant pressure from Lukoil-Kaliningradmorneft. The discussion process indicated that Lukoil company, while indicating its transparency and democratic nature, is not really able to dialogue with the public.

The Lukoil management has shortened almost into half the legal time provided to the citizens for getting acquainted with the project materials

and developing comments and suggestions; it has also disseminated incomplete and often blatantly unreliable information.

Not only Lukoil failed to provide access to the materials of discussion, but also created such insurmountable obstacles that only 7 persons managed to get acquainted with the EIA materials, including four NGOs representatives and two journalists who have experience in obtaining information. For the general public familiarization with the project, Lukoil has offered the 26-page booklet claimed as the "EIA materials", which is a dissemination of blatantly unreliable information and violation over the Russian legislation.

In public hearings held in Kaliningrad 167 people, one third of those represented Lukoil staff and the project developing experts (47 persons).

There was no minutes taken at the public hearings sessions; the assembly has no ability to approve the program and the speaking time as they were planned in advance. In fact, the role of the public was reduced to simple listening to experts who contributed to the project development.

Most participants were not allowed either to speak out, or to get acquainted with the minutes that was written and backdated on the base of audio record taken at the hearings sessions.

Such organizing of the public hearings deprived citizens' opportunity to timely obtain information relating to their rights for favorable environment and for conducting the public environmental monitoring over industrial operations, guaranteed by a range of Russian laws from the Russian Federation Constitution.

### **Dirty PR against the public**

Since April 2002, Lukoil-Kaliningradmorneft initiated an intensive hounding of nongovernmental organizations criticizing the D6 project, in particular, Ecodefense! group as a most consistent critic, in the mass media. The major "information"-spreading source is Kaliningradskaya Pravda, a newspaper set up by Lukoil-Kaliningradmorneft. Some other mass media have also been influenced by the big business. Their journalists demonstrate intolerance toward the other-minded people, describing NGOs activity in abusive manner, fabricating their incomes, transparently hinting on pushing interests of imaginary competitors, up to charges with intentional destruction of the national economy, espionage and treason.

Noticed should be that even in circumstances of pressure and bribery, there are many journalists in Kaliningrad region remaining aware of the role of the mass media in the process of the civil society development. The most independent are broadcasting companies; there have also been fruitful and honest cooperation with many newspapers and TV-companies.

## **The frustrated public environmental impact assessment**

Local governments of the districts where the project is to be implemented were caught in the same influence of Lukoil-Kaliningradmorneft as the journalists of some mass media. These districts governments refused the Ecodefense! and Baltic Resource Information Center NGOs the registration of the public environmental impact assessment on various illegal pretexts, in spite of the prosecutor's decrees. Lukoil management doesn't stay indebted when a need arises to "protect" the local authority from the public: when Baltic Resource Information Center filed a suit against Zelenogradsk district government for the unfounded refusal to register the public EIA. Lukoil submitted to the court a petition to participate in the process and hired a lawyer for a head of the government.

Conduction of the public EIA on the D6 project was frustrated: in accordance with the Russian Federation legislation, the public EIA can be carried out either before the governmental EIA, or at the same time as it. The governmental EIA of the D6 project was completed by December 22, 2002.\* Lukoil management succeeded in dragging out the time in order to avoid providing the public with the project materials, inventing one excuse after another. It is clear the company is trying to hide significant shortcomings of the project mentioned in this report (chapter III) and recorded in details in the "Ecodefense! group Statement from June 3, 2002".

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\* The governmental environmental impact assessment of the D6 project started on October 22, 2002, and lasted for two months, a very short period for such a large project. Such a short space of time indirectly indicates the pressure Lukoil company puts upon the Ministry of natural resources.

## ECODEFENSE! in new century

- **ECODEFENSE! group runs number of projects and campaigns:** Antinuclear campaign, “Save the trees” campaign, projects “No clean river – no clean Baltic”, “Right to know”, “Naturewatch Baltic”, Ecodefense! Inform information agency.
- **ECODEFENSE! activists are members of:** science consultative Council on environment, land-usage and nature resources at Kaliningrad regional Duma (regional legislative body), Council on town development at Kaliningrad town administration, consultative Council at TACIS project “Environmental monitoring and water resources management in Kaliningrad region”, “round table” at the ombudsmen of Kaliningrad region, International Social-Environmental Union, international AVA (Awareness, Values, Actions) NGO network, network of Baltic NGOs Coalition Clean Baltic (observer status), international network on environmental education Naturewatch Baltic.
- **ECODEFENSE! group cooperates with experts and specialists:** following reports were prepared and disseminated in cooperation with different persons and organizations: independent report on nuclear export in Russia and G8 countries to third-world countries, “Transportation of radioactive substances and nuclear materials in Russia: practice of inevitable risk”, “Industry and environmental monitoring in Kaliningrad region”, “Six myths about pulp-and-paper industry”, “Negative impact of industrial enterprises on environmental situation of Pregolya river and program of its rehabilitation”, “Activity of joint-stock pulp-and-paper company “Tsepruss” and its impact on atmosphere air condition and inhabitants’ health”, “Optimization of town environment: atmosphere air quality and green plantings management”, “8 myths about D6 oil deposit”.
- **ECODEFENSE! group supports citizens in realization of civil rights** on access to information and healthy environment via consultations, special seminars and publications, legal support and support in trial cases.
- **Antinuclear campaign of ECODEFENSE! group and International Social-Environmental Union** direct its efforts onto forming of public movement against import of foreign spent nuclear fuel in Russia: preparation of materials for parliamentarians, dissemination of reports and important documents (in periods of decision-making processes), non-violent actions of protest, wide dissemination of information, attraction of international attention and support, impact on foreign politicians, running of independent information and analytic agency ANTIATOM.RU ([www.antiatom.ru](http://www.antiatom.ru)).
- **ECODEFENSE! disseminates actual and reliable environmental information:** publishes magazines, leaflets, brochures and books, runs radio program and Internet site ([www.ecodefense.ru](http://www.ecodefense.ru)) with daily updated news-line, actively participates in publication of new independent environmental newspaper “Committee of nature protection”, cooperates with other regional, national and international mass-media, has organized exhibition “ECO-info-2001” and public “green” library.

- ***ECODEFENSE! group protects trees:*** initiation of wide movement for finding and protection of trees-monuments of nature in Kaliningrad, banning of massive tree-cutting in Kaliningrad, organization of actions for treating of old and planting of new trees.
- ***ECODEFENSE! group develops environmental education projects:*** since 1997 coordinates international EE school project “Naturewatch Baltic” in Kaliningrad region, participates in international Russia-Denmark project “Sector-integrated environmental program within Baltic Sea region” (sub-program “Development of methodological guide for after-school environmental activity and preparation of coordinators of environmental education”).
- ***ECODEFENSE! cooperates with foreign journalists:*** participation in visit of Scandinavian journalists in Kaliningrad region organized by WWF-Sweden, preparation of TV-program dedicated to problems of national park Curonian spit for German TV-company ZDF.
- ***ECODEFENSE! constantly improves quality of its work*** through participation in seminars and studying courses, exchanging experience with Russian and foreign colleagues. In 2001-2002 Ecodefense! activists obtained certificates in NGO School, Stetsund folkschool, REC fellowship program, , seminars for experience exchange in sphere of environmental education, diplomas and appreciations from state bodies and citizens.

2003 Edberg Prize-winner

## **A fighter for the Baltic Sea has been rewarded**



Gunnar Norén, General Secretary of CCB, has been awarded with the 2003 Edberg Prize.

The Prize was presented at the Edberg Seminar that was held in Karlstad, Sweden, 28-29 January.

-“I am very happy to receive this prize”, Gunnar Norén, general secretary of CCB, proudly said when he received the the Rolf Edberg Prize, in the evening of Wednesday 28 May. “This prize is not only for me, it is an appreciation for all people that actively have been working within the CCB during the years in order to improve the environment in the Baltic Sea region”. The prize also puts some extra light on the Baltic Sea, which needs all attention”

Gunnar Norén was given the prize as he, through his engagement in the Coalition Clean Baltic, during a long time has been pushing for knowledge development and increased responsibility for the environment in the Baltic Sea region. His efforts have effectively contributed to making the environment issues in the region getting a big brake through.

Through giving the prize the Edberg Foundation wants to show its appreciation of the work that is done by the Coalition Clean Baltic and to encourage to continued engagement in the important work done by the CCB to secure a sustainable development in the Baltic Sea region.

During the speech of Gunnar, when he expressed his thanks for receiving the price, he stressed on the importance that all people and actors within the Baltic Sea catchment area must take his/her/its responsibility. 85 million people are living within the whole Baltic Sea region. Everyone has a responsibility. CCB has successfully been able to combine practical work, like for example for the Baltic Salmon, with lobbywork on the high political level in order to push the work forward for the environment in the sensitive Baltic inland sea.

## **The Edberg Seminar**

The Edberg seminar is a yearly seminar with topics concerning environment and development issues. Skilled and interesting speakers from the whole world are invited to speak about important environment issues. The speeches and presentations are combined with debates.

The participants and speakers represent different actors and stakeholders connected to the topics that are dealt with, like e.g. environmentalists, researchers, government workers, different professionals, organisations, students, etc.

The title of the 2003 Edberg Seminar was; Water – the destiny issue of the century?

Speeches were held on; general water issues (like e.g. the relationship between water and the human beings), the Swedish Seas and Coasts, the Global water crisis – a threat to sustainable development, Swedish fishery and sustainability, Strategies for sustainable Coastal Management, Availability of clean water – a human right?, The Rolf Edberg Prize was presented and given during the Seminar, on Wednesday evening 28 January, which was dedicated to the future, and that was open also for the public. At the Future evening presentations were combined with music entertainment.

## **New-Old Prize**

This is the first year that someone has been awarded with the Edberg prize. Previous years a scholarship has been given by the Edberg Foundation together with the SIDA. Then, by tradition, the receivers came further away from other parts of the world. For example, last year scholarship was given to Amrita Patwardhan and Joe Athialy from India, for their fight for the poor farmers that have been affected by the big dam-building projects in the valley of Narmada. Now the Edberg Foundation has changed the profile and initiated the Edberg prize, instead of a scholarship. SIDA has also withdrawn. According to the Chairman of the Edberg Foundation, Bo Kjellén, the Edberg prize from now on in the first place will award environment efforts performed in this part of the world.

The sum of the prize is 50 000 SEK.

## The Edberg Seminar 2003

### *Water - the destiny issue of the year?*

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“From the insight that we live under the condition of limitation a new way of thinking has to grow and act internationally and between the different generations. With increased crowding on a globe that gets smaller, the only way to secure the survival will be through a global and careful trusteeship of the resources on the planet”

Rolf Edberg in “Droppar av vatten, droppar av år”, 1984  
(“Drips of water, drips of years”)

***Karlstad, Sweden, 28-29 January, 2003, Univeristy of Karlstad,***

## ***The Swedish Baltic Sea Water Award: An Award for Those Who Help With the Baltic Sea's Recovery***

**Deadline for Nominations is April 30**

In November 2002, the Baltic Marine Environment Protection Commission (HELCOM) reported that the environmental improvement efforts in recent years by Baltic Sea countries have resulted in the deletion of another 17 polluted "Hot Spots" in the region. In total, 51 hot spots have been removed in the last 10 years, and 81 hot spots remain in the Baltic Sea area.

### **Helping a Unique Sea Recover**

The Baltic Sea, as a semi-enclosed sea with shallow and narrow entrances and a slow water exchange with the North Sea, has been characterised as the most polluted sea area in the world. Heavy pollution loads received from the nine riparian states, including discharges of heavy metals and chlorinated organic substances, in particular, have had seriously detrimental effects on the ecological system. Several species of plants and animals have nearly been eradicated. Nutrient-laden wastewater from municipalities, together with polluted agricultural run-off, have contributed to the problem by causing eutrophication and intense algal blooms.

Co-operation between governments, authorities and non-governmental organisations (NGOs) through HELCOM during the last three decades has changed this frightening ecological trend. Tens of billions of US dollars have been invested in treatment plants and cleaner production facilities. The pollution load has decreased with respect to many substances, and some positive effects have been observed on the health of parts of the ecological system.

### **Efforts by Many Actors**

In addition to the types of efforts made through HELCOM, independent contributions by individuals, corporations, NGOs and municipalities have also been beneficial. These types of contributions have been honoured in recent years by the Swedish Government through the annual Swedish Baltic Sea Water Award. Currently, nominations for the 2003 Award are being accepted by the Stockholm International Water Institute (SIWI), which administers the award.

## Honoured by the Swedish Government

Emphasis for the award is placed on efforts that have had visible and measurable effects on the water resources in the Baltic Sea region. Previous recipients of the award — PURAC of Poland (1999), a process engineering company; the City of Gdansk, a municipality (2000); Mr. Leonid Korovin (2001), an individual from St. Petersburg; and Lithuania's Housing and Urban Development Authority (2002), a state-owned development agency — reflect the outstanding diversity of these independent contributions.

The 2002 recipient, for example, helped to implement projects in Lithuania which improved the environment and enhanced energy efficiency, water supply, wastewater treatment and solid waste management. It contributed to a better environmental situation in Lithuania through improved, environmentally oriented infrastructure focused on wastewater discharges, clean water, and more.

Another recipient, Mr. Korovin, received the award in part for raising awareness through his work behind the annual Baltic Sea Day in St. Petersburg. This year, Baltic Sea "day" has been expanded to be celebrated in St. Petersburg, March 19-22, as part of the city's 300<sup>th</sup> anniversary celebration.

## Genesis of the Swedish Baltic Sea Water Award

In his official travels around the Baltic Sea, Leif Pagrotsky, at the time Swedish Minister for Trade and Development Co-operation with Central and Eastern Europe, proposed the idea for a Swedish Baltic Sea Water Award. In 1999, the idea became reality when the Swedish Ministry for Foreign Affairs agreed to honour, through the award, direct and practical efforts that improve water quality in the Baltic Sea. Because water protection and restoration efforts can come in many forms, the Swedish Baltic Sea Water Award honours different types of achievements.

The award is presented in conjunction with the Stockholm Water Symposium during the World Water Week in Stockholm each August. The award winner receives a 100,000 SEK prize sum, crystal sculpture, diploma and travel and accommodation to participate in the World Water Week in Stockholm.

*The Swedish Baltic Sea Water Award honours outstanding contributions in technology development and implementation, applied research, direct action, education and training, information and shaping of public opinion, policy development. A jury appointed by the Swedish Government reviews the nominations and selects the winner. For more information, or to submit a nomination on-line, visit [www.siwi.org](http://www.siwi.org).*

**March 2003**

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[www.siwi.org](http://www.siwi.org)

## **NOMINATE YOUR CANDIDATE FOR THE 2003 SWEDISH BALTIC SEA WATER AWARD**

To recognise direct and practical initiatives that contribute to improvement in the Baltic Sea's water quality, the Swedish Ministry for Foreign Affairs presents a special environmental prize, the Swedish Baltic Sea Water Award.

Nominations for this year's award are **due by April 30, 2003**, and are sought from individuals, organisations, companies or authorities in any of the Baltic Sea countries.

The award highlights what different stakeholders have done individually or collectively to improve the Baltic Sea's water environment. The award winner receives a 100,000 SEK prize sum, crystal sculpture, diploma and travel and accommodation to participate in the 2003 World Water Week in Stockholm in August 2003.

A jury appointed by the Swedish Government reviews the nominations and selects the winner.

The Stockholm International Water Institute (SIWI) administrates the award. To nominate on-line, download a nomination form, or read the award criteria, visit [www.siwi.org](http://www.siwi.org). Or, send an e-mail to [dave.trouba@siwi.org](mailto:dave.trouba@siwi.org).

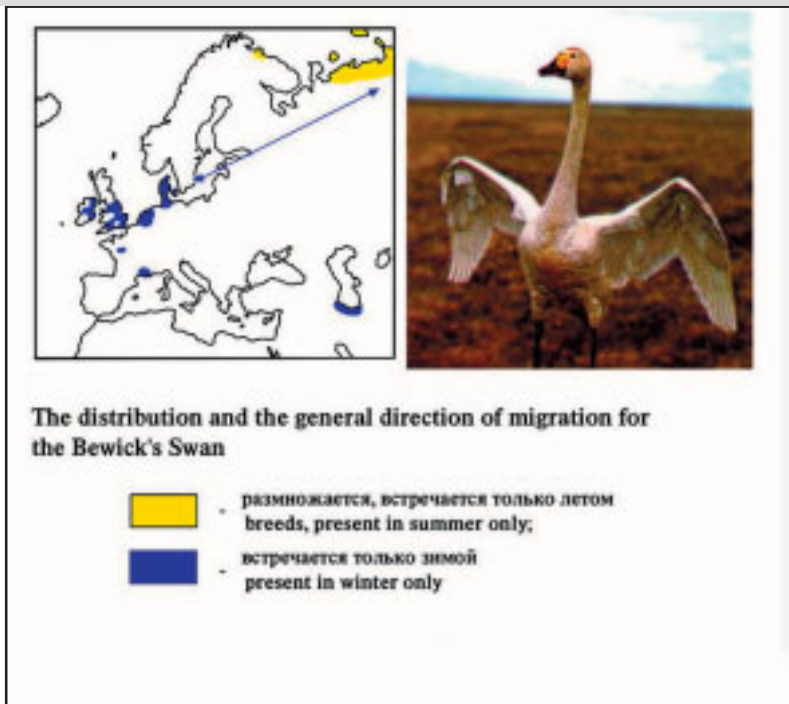


Fig. 1. Swan migration route



Fig. 3. Oil in Lebiazhye