

**Resolution of the participants of Coalition Clean Baltic Annual Conference Baltic 2004: Oil Transfer on the Baltic Sea - Conflicts and Solutions, 22 May, 2004, Nelijärve, Estonia, to be submitted to the Baltic Sea Prime Ministers meeting in Estonia, 21 June 2004.**

**Whereas**

- the Baltic Sea Countries have requested and International Maritime Organization has decided to designate the Baltic Sea, except waters of the Russian Federation, as Particularly Sensitive Sea Area (PSSA);

- all Baltic Sea Countries have under the Convention on Protection of the Baltic Sea Marine Environment (Helsinki 1974 and 1992) committed to protect marine environment of the Baltic Sea from deterioration;

- the Council of the Baltic Sea States (CBSS) has declared environment protection as one of its priorities;

- maritime transport of oil-products and other hazardous cargos through the Baltic Sea has doubled in the last decade and a further rapid increase of transit volumes is foreseen in the coming years, thus risks of severe accidents with oil and chemicals tankers posing the threat of major spills of hazardous cargos to the aquatic environment and ashore are increasing exponentially;

- measures agreed for prevention of the risks related to maritime transportation of oil and chemicals and increasing maritime safety at the first Baltic Summit in Visby 1996 as well at the joint meeting of Transport Sector and Environment Sector ministers of Baltic Sea States in Copenhagen 2001 have not contributed sufficiently to the reduction of risks of major accidents and spills at sea;

- measures to prevent oil-pollution of the marine environment, to promote proper ship-waste management and to increase response capacities for oil spills combating, agreed under the Helsinki Convention have not been properly implemented

**the participants of Coalition Clean Baltic Annual Conference Baltic 2004: Oil Transfer on the Baltic Sea - Conflicts and Solutions, urge Prime Ministers of the Baltic Sea States to give proper mandate to the relevant ministers and environmental and transport administrations, to develop and implement appropriate measures for prevention and mitigation of negative environmental impact of maritime transport of hazardous cargos**

**including:**

- immediate implementation of the measures adopted by IMO for PSSA-s for increased maritime safety and protection of the marine environment in 10 sub-regions as proposed in the Worldwide Fund for Nature -WWF Baltic Team Proposal PSSA Baltic Sea, 2003, with particular emphasis to the Gulf of Finland, Belts Sea and Finnish Archipelago Sea;

- extension of compulsory pilotage for all navigation lanes within territorial waters, inclusive of the Exclusive Economic Zone (EEZ), for all vessels transporting oil, chemicals, gas and other dangerous goods until the end of 2004;
- extension of compulsory pilotage for all vessels with a draft in excess of 9m (tankers: > 7m), and for all vessels in excess of 180m length, destined for the Baltic Sea approaches Great Belt, Little Belt, Oresound, as well as the Kadetrenden, the Gulf of Riga, the Gulf of Finland and the Bothnian Sea;
- introduce proper Vessel Traffic Monitoring and Information System (VTMIS) of commercial and fishing vessels along the whole Baltic Sea including the EEZ, supplemented by an Automatic Identification System (AIS), until the end of 2004 as well separation of traffic in critical routes;
- increase oil spill detection and response capacities, in all Baltic Sea States and establishment of adequate and well coordinated Baltic Task Forces for salvage and spill combating by 2005;
- fully implement the EU Directive and IMO Guidelines on introduction of a net of places of refuge in the Baltic Sea Region and ensure that the selected sites are appropriate for their purpose;
- introduce tougher port state controls and corresponding significant increases in state funding. Adequate personnel and technical resources must be made available for the existing port state controls, and likewise for a tougher control regime in future;
- implement fully the “no-special fee” system in all Baltic Sea Ports by the end of 2004;
- introduce an “on spot sanctions” system to punish the violation of traffic and environment protection regulations by ships in the entire Baltic Sea Area;
- ban the use of single-hull tankers in the Baltic Sea preferably until 2005, and in no case later than 2008;
- take measures to ensure that the precautionary principle will be applied in processes of site selection for off-shore wind-generators, in order to reduce additional risks for collision and grounding of ships;

**For ensuring the sustainability of the region and societies around the Baltic Sea, Prime Ministers should commit themselves to develop further measures to prevent an uncontrolled increase of transit of hazardous cargos within and the continuous deterioration of the Baltic Sea**

*Coalition Clean Baltic is a network of environmental NGOs sponsored by:*

- Danish Society for Nature Conservation • Estonian Society for Nature Conservation • Estonian Green Movement • Tallin Society for Nature Conservation
- Finnish Association for Nature Conservation • Finnish Society for Nature & Environment • Bund für Umwelt und Naturschutz Deutschland, BUND
- InfoBalt, Germany • Environmental Protection Club of Latvia, VAK • Latvian Society for Nature Conservation • Lithuanian Green Movement
- Lithuanian Fund for Nature • Environment Information Centre, Vilnius, Lithuania • Polish Ecological Club, PKE • Green Federation - GAJA, Szczecin, Poland
- Ecobaltic Foundation, Gdansk, Poland • Ecological Library Foundation, Poznan, Poland • Klub Gaja, Bielsko-Biala, Poland
- Children of the Baltic, St Petersburg, Russia • EcoDefense, Kaliningrad, Russia • Neva River Clearwater, St Petersburg, Russia • Green World, St Petersburg, Russia
- The Guide Environmental Group, Kaliningrad, Russia • Friends of the Earth, Sweden • Swedish Society for Nature Conservation
- Swedish-Polish Association for Environmental Protection • WWF Sweden

**including**

- development of measures to avoid maritime transport of hazardous goods: reduce the demand for fossil liquid fuels, ban of spent nuclear fuel and radioactive waste shipment, moratorium of offshore oil exploitation in the Baltic Sea Area until common, legally binding, high standards for such operations are developed;
- further development and implementation of the “polluter pays” principle in order to reduce risks related to hazardous cargos: increased liabilities for cargo handlers and internalisation of external costs in greater extent;
- launching a comprehensive study to investigate the economic and environmental feasibility of routes, alternative to the current maritime route through the sensitive Baltic Sea, for crude oil transit from CIS countries into the EU and the rest of the world, ensuring transparency and participation of interested stakeholders in the process and with full Strategic Environmental Impact Assessment;
- full implementation by all national governments of agreed measures under the Helsinki Convention, intended to increase shipping safety, to reduce deliberate dumping of shipping wastes into the Baltic Sea, as well full application of the Espoo convention requirements for planned harbour and coastal infrastructure.

**Adopted by the 63 participants at the Baltic 2004 Conference from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia, Sweden and other countries.**

**At Nelijärve, Estonia  
22 May 2004**

**Coalition Clean Baltic - CCB** is a network of 27 Environmental Citizens Organisations, operating on grass-root level in 9 countries bordering the Baltic Sea and representing more than 500 000 members of its member organisations.

[www.ccb.se](http://www.ccb.se)

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