

RESOLUTION PART I

**adopted by
the 10th Baltic Sea Parliamentary Conference (BSPC),
assembled in Greifswald, Germany, September 3rd - 4th, 2001¹,**

The participants of the Conference

concentrating on

POLITICAL AND LEGAL FOUNDATIONS OF A CIVIL SOCIETY

as backbone of a stable democracy including the inter-active civic participation in political decision-making on all levels in the Baltic Sea area

taking into account

- the proclamation of the Charter of Fundamental Rights of the European Union on December 7th, 2000 in Nice
- the NGO Conference in Copenhagen organised by the Copenhagen NGO-initiative on March 24-25th, 2001 and the 1st Baltic Sea NGO Forum under the auspices of the CBSS held in Lübeck, May 28th-29th, 2001
- that the region building process in the Baltic Sea Area should be based on a regional civil society and its active participation in public life

call on the CBSS and their own parliaments

to support the development of a stable civil society and to strengthen the sense of citizenship and democracy in the Baltic Sea Region

¹ Members of the Parliaments of Åland, Bremen, Denmark, Estonia, the Federal Republic of Germany, Finland, Hamburg, Iceland, Latvia, Lithuania, Mecklenburg-Vorpommern, Norway, Poland, the Russian Federation, Schleswig-Holstein, St. Petersburg, Sweden, as well as of the Baltic Assembly, the Nordic Council and the Parliamentary Assembly of the Council of Europe

especially by

- granting fundamental rights, comprising civil and social rights as well as new rights such as technology change, the growing awareness of environment and demographic developments
- good administration and governance, demanding to provide legal assistance, promoting public trust in democratic institutions and guaranteeing the rights of citizens
- promoting human rights at the legislative level and the implementation thereof, to consolidate democratic development, including the division of power and the rule of law, and the protection of political freedoms in the CBSS Member states. In this regard the institution of the CBSS Commissioner remains an essential instrument. Thus the CBSS and the parliaments in the Baltic Sea Area are called on to establish close working contacts between national and regional parliaments and the CBSS Commissioner on Democratic Development
- underlining that the Region building process has to be based on a bottom-up approach, avoiding at the same time power structures misusing civil society engagement by means of a top-down approach
- strengthening the co-operation with Non Governmental Organisations in order to support the ongoing socio-political transformation process of a civil society, making use of their engagement and know-how concerning the control of state power, political education, the promotion of values and standards and input for reforms
- promoting youth policy, calling on the governments of all Baltic Sea countries to support the Baltic Sea Secretariat for Youth Affairs
- establishing the Baltic Sea Youth Assembly as an initial multinational project for youth exchange, paving the way for a Baltic Sea Youth Fund as well as participation of Baltic Youth Assembly delegates in the BSPC annual conferences
- developing procedures for a dialogue with existing and emerging regional civil society structures
- fostering measures of mutual understanding by means of research, teaching and documentation of the common features and differences in political culture and communication in the Baltic Sea Region
- initiating and supporting an observatory for the development of civil society structures in the Baltic Sea Region
- supporting the idea of a "Baltic Sea Youth Ferry Ticket" (price reduction for youth groups) to set a sign for more mobility in the Baltic Sea Region and to promote youth exchange

- stressing the need for a simplification of the administration of international youth programs like "YOUTH"
- creating favourable conditions for interregional youth co-operation, meaning that especially on the local level multilateral meetings between youth NGO's should be supported and encouraged
- establishing the practice of consulting all Baltic Sea States on important issues
- close co-operation with relevant institutions, such as the UN, the OSCE and the Council of Europe, applying their standards and expertise

agree to

- charge the Standing Committee with identifying in close co-operation with the CBSS Commissioner on Democratic Development and with the CBSS Working Group on Democratic Institutions a selected number of key issues in order to follow up the various aspects of the discussion how to develop a civil society
- further charge the Standing Committee with discussing the future composition of the Standing Committee
- charge the Standing Committee in close co-operation with the secretariat of the CBSS Task Force on Communicable Disease Control to identify development in public health and control of infectious diseases to be discussed as one of the key issues for future Baltic Sea Parliamentary Conferences

celebrate

the 10th anniversary of the BSPC by presenting the booklet "BSPC - 10 years of work" and by opening officially the BSPC homepage (www.eyeky.de/bspc)

accept

with pleasure the offer of the Adriatic Ionian Initiative (AII), expressed in the conclusions drawn at the 1st meeting of the Presidents / Speakers of Parliaments in Zadar, 27th April 2001, to co-operate with other parliamentary dimensions of European regional initiatives such as the Baltic Sea Parliamentary Conference and ensure the interest of the BSPC to establish an exchange of information especially with regard to the development of civil society

with gratitude the invitation of the Russian Federal Parliament to hold the 11th Baltic Sea Parliamentary Conference in 2002 in St. Petersburg.

RESOLUTION PART II

**adopted by
the 10th Baltic Sea Parliamentary Conference (BSPC),
assembled in Greifswald, Germany, September 3rd - 4th, 2001²,**

The participants of the Conference

concentrating on

SAFETY OF SHIPS AND SEA LANES

concerning the resolution, approved by the 9th BSPC in Malmö, calling on their parliaments and their governments to encourage multilateral co-operation in order to prevent and combat catastrophes and to organise international disaster control

taking note of

- the efforts made by the Council of Baltic Sea States (CBSS) at its conference on 7th June 2001 to grant high priority to maritime safety in the Baltic Sea and to support a number of measures to be implemented at international level
- the decision by the IMO NAV-Subcommittee at the beginning of July 2001 to approve the extension of the deepwater route North East of Gedser (DW 17m) 5 nautical miles inside the Traffic Separation south of Gedser (the Kadet fairway) and the endorsement of the Subcommittee that Denmark and Germany initiate an early implementation of the amendment in January 2002
- the regional work of the Helsinki Commission's expert group preparing for the extraordinary ministerial meeting in Copenhagen on 10th September 2001
- the appended report on current problems with regard to maritime safety on the Baltic Sea, presented by the Parliament of Mecklenburg-Vorpommern at the request of the Standing Committee of the Baltic Sea Parliamentary Conference

² Members of the Parliaments of Åland, Bremen, Denmark, Estonia, the Federal Republic of Germany, Finland, Hamburg, Iceland, Latvia, Lithuania, Mecklenburg-Vorpommern, Norway, Poland, the Russian Federation, Schleswig-Holstein, St. Petersburg, Sweden, as well as of the Baltic Assembly, the Nordic Council and the Parliamentary Assembly of the Council of Europe

call on the CBSS and their own parliaments

to continue to fundamentally improve the prevention and control of shipping accidents, as well as the safety of ships and navigation, and international co-operation in this field – especially in the Baltic Sea – and to grant high priority to maritime safety, by establishing solidarity and a common culture of maritime safety in view of the potentially catastrophic effects of accidents

especially by

- initiating a review at international level with the aim of designating the Kadet fairway as a Particularly Sensitive Sea Area (PSSA) and investigating the benefits of designating further parts of the Baltic Sea Area as a Particularly Sensitive Sea Area
- jointly trying to convince the IMO of the need for an international agreement on the establishment of mandatory pilotage and of a Vessel Traffic Management and Information System (VTMIS) in the Route T, the Sund and the Kadet fairway
- adopting suitable measures to ensure that, when ships arrive at Baltic Sea ports, their captains will be given a leaflet informing them about the navigational peculiarities of particularly dangerous traffic areas (the Kadet fairway, the Gulf of Finland and the Gulf of Bothnia) and, where necessary, updating nautical charts, which may also be done in the framework of the port state control
- jointly making efforts at international level to codify a port-of-distress law so that a procedure for directing distressed ships to a port of distress can be laid down in law
- adopting similar initiatives with the aim of transforming EU standards – in particular those envisaged with the “ERIKA I and II packages” – into legally binding rules in the framework of international agreements at the level of the IMO
- improving safety and pollution prevention measures in the Gulf of Finland
- protecting the environment by more effectively enforcing the prohibition of all discharges from ships, especially oil and sewage, in all traffic in the Baltic Sea
- additional measures to ensure improved hydrographic services and to promote the use of Electronic Navigational Charts (ENC)
- the enhanced use of Automatic Identification Systems (AIS)
- promoting an obligatory reporting system for navigation in the Gulf of Finland, the Kadet fairway and other main parts of the Baltic Sea
- phasing out the use of single hull oil tankers in the Baltic Sea Area up to 2015

- carrying out port state control on the basis of either the 1982 Paris Memorandum of Understanding on Port State Control or Council Directive 95/21/EC, as amended
- promoting a safety and environmental culture through the establishment of a common procedure for the investigation into marine casualties
- promoting the implementation of economic incentives as a means to encourage environmental protection in maritime transport by, for example, granting lower port dues for ships complying with certain environmental standards
- ensuring adequate emergency capacity (fire-fighting, emergency lightering and emergency towing capacities)
- basing the development of the Baltic Sea Region on co-operation of the Baltic Sea States in order to prevent the catastrophic effects of accidents and technogenic catastrophes
- urging the governments of the Baltic Sea Region to co-operate and assist each other during shoreline clean-up operations
- realising an observer status for both the Conference of the Peripheral Maritime Regions of Europe (CPMR) and the Baltic Sea Parliamentary Conference (BSPC) at the International Maritime Organisation (IMO)

call on the participants of the extraordinary ministerial meeting on 10th September 2001 (Helcom Extra 2001)

- to reach a mutual agreement on the above measures

agree to

- establish a working group on the topic of “Maritime Safety on the Baltic Sea“ for which each parliament that participates in the Baltic Sea Parliamentary Conference can send a representative and which will prepare additional resolutions for adoption during the next Baltic Sea Parliamentary Conference.

Appendix: Report on current problems with regard to maritime safety on the Baltic Sea, presented by the Parliament of Mecklenburg-Vorpommern at the request of the Standing Committee of the Baltic Sea Parliamentary Conference