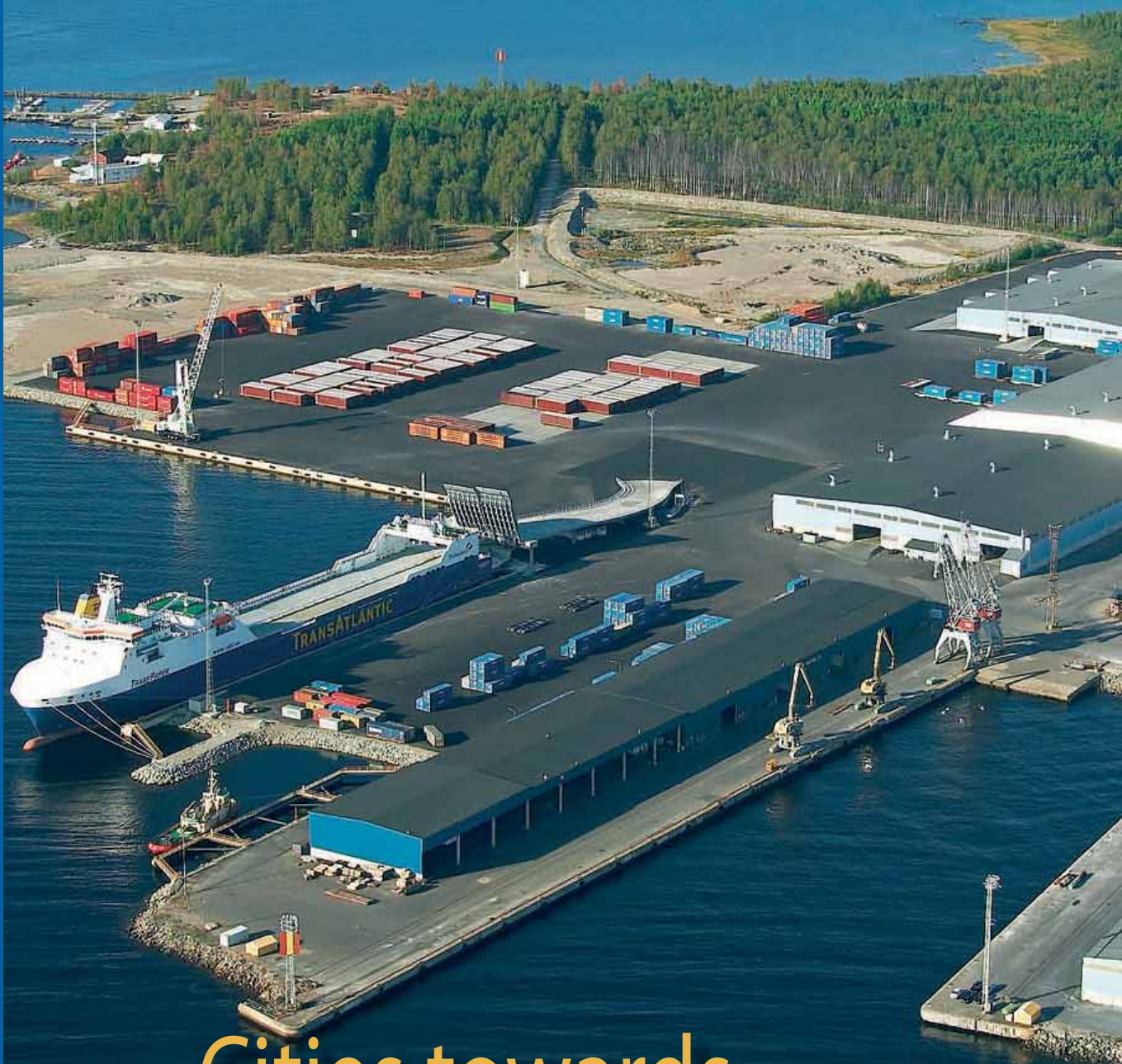




Baltic Cities Bulletin

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Cities towards the New European Maritime Policy

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COVER PICTURE

Port of Kemi

* * *

Baltic Cities Bulletin

Dear UBC Friends,

The rapid growth of maritime transport, environmental threats and climate change consequences are the greatest challenges of the European seas. If we had left the problems to be solved by the national authorities only, probably they would not have succeeded. The multidimensional nature of the maritime issues evidently calls for an integrated approach and involvement of the other actors: regions and cities.

The process of creation of the European Maritime Policy has started on 10 October 2007. The EU's integrated maritime policy focuses on i.e. maximising the sustainable use of the oceans and seas, building a knowledge and innovation base for maritime policy, delivering the highest quality of life in coastal regions, promoting Europe's leadership in international maritime affairs, and raising the visibility of Maritime Europe.

The works of the EU Commissions were accompanied by the broad stakeholder consultations in which the UBC took part. The Union believes that regions and cities have a pivotal role in the maritime policy. While the common European policy must be monitored and put into practice by the European institutions and the Member States, the cities and regions are the key actors in the implementation and securing good governance of this policy.

This issue of the Bulletin clearly shows that the cities' contribution in the maritime policy is invaluable. The experiences described in the articles prove that effective organization of the policy depends on development of tools for collective learning and linkages between ports, cities, networks and partnerships. Sharing and exchanging best practices have become a standard among the UBC cities. The question of sustainability is a critical one but not left behind the development. All our members are aware of existing threats and work individually or cooperate within the projects to diminish the environmental risks. Moreover, today many of them are able to transform the problem into resource, e.g. the Trelleborg concept.

The ports and port cities as a part of the worldwide logistics chain are especially confronted with problems undermining their good functioning. Modernization and infrastructure investments are necessary not only due to the economic competitiveness but also environmental reasons. Finally, the maritime tourism is seen as an enormous potential by the UBC coastal members. However, poorly developed infrastructure still prevents the cities to use their all possibilities. The key task for our cities is to strike the right balance between economic development and environmental sustainability.

2009 will be an especially challenging year. In parallel with the advance of the Maritime Action Plan the preparation of the EU Strategy for the Baltic Sea is in progress. Do they meet our expectations? Do they bring the planned results?

With Baltic Sea greetings,

Per Bødker Andersen
President of UBC



Kolding, November 2008



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The Baltic port cities strive to balance the economic development and environmental sustainability; Port of Kotka



The 52nd Board Meeting was organised in Kuressaare, Estonia



The UBC Commission on Urban Planning had its 10th anniversary seminar in Turku



Adventure on Lord Nelsons' board. A group of young people with disabilities from Klaipėda had an opportunity to take part in the Tall Ships' Races 2008

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I. CITIES TOWARDS THE NEW EUROPEAN MARITIME POLICY

By Dr Esko Antola, Director of Centrum Balticum, and Mr Jarkko Virtanen, Deputy Mayor of Turku

Maritime issues in the Baltic Sea Region go hand in hand with the efforts to create an EU Strategy for the Baltic Sea Region. This is a particular challenge for the cities in the region, which in many ways are in a key strategic position in both processes. Cities are also in an advantaged but demanding position to be able to converge key elements of the two policy areas.

States have traditionally been the main responsible actors in maritime issues. But gradually other stakeholders have entered the picture. The Baltic Sea Region today is not only a multi-level but also multidimensional region. The traditional national authority has been transferred to the level of common institutions at the European Union level. Subnational actors, cities in particular, have assumed their part of the traditional sovereignty. But also the horizontal dimension of authority has emerged. Private actors and civil society associations have become increasingly meaningful in maritime issues.

The role of cities is pivotal due to the multilevel nature of maritime issues. The European level and the national level have a key role and responsibility in defining of common policies. European policy is monitored and put into practice by the European institutions and the Member States. Cities and regions are key actors not only in the implementation of the common maritime policy but also in contributing to the maritime policy planning.

Cities in the Baltic Sea Region have from the early stages of the evolution of the idea of the Motorways of the Sea shown interest and taken concrete actions to make the idea a reality. The “motorways of the sea” concept aims at introducing new intermodal maritime-based logistics chains in Europe. The aim of the concept is to make transportation more sustainable and commercially more efficient than the traditional

road-based transport structure. The purpose of the system is to improve access to markets throughout Europe. The concept includes also the idea of combining rail and inland waterways, i.e. to contribute to an integrated transport chain.

The Baltic Sea area is one of the five motorways of the seas in the EU. Actors in the region have responded actively to the calls for projects and have submitted a number of concrete proposals. The advance of the initiative has a high priority in development plans of the coastal cities in the region. By 2010 a fully fledged network of motorways of the sea should be established throughout Europe on the defined corridors.

Motorways of the Sea concept attracts the interests of cities around the Baltic Sea in a number of projects. A particular attention is given to North-South dimension. Connections from Scandinavia to Poland and Germany have the main focus. Modernisation of the ferry facilities is taking place. A motivation to improvements of the North-South connection is explained by the development of new transport corridors from Northern parts of continental Europe to South-West Europe. The North-South dimension strengthens the importance of port cities as hubs of transport corridors.

Two new issues have drawn interest of the Cities in the region. The concept of intermodal transportation now is present in a number of development plans of port cities. Increasing interest into intermodal transport systems is stimulated both by economical and environmental reasons. Efficiency is improved by new means of transportation. Energy-saving and environmental consideration support intermodal systems of transportation.

This is a major challenge for harbour cities many of which are currently engaged in reforms and designs that could make possible the adoption to new transport modalities. In several Baltic Sea cities wide-scale redesigns of harbour regions and facilities are underway. Redesigns also open possibilities for specialisation and division of labour between the ports.

European Maritime Issues: PERSPECTIVES FROM



Increasing volume of seaborne traffic demands increasing attention to security and safety issues. This is another concern that draws the attention of the cities in the Baltic Sea Region. Safety issues are diverse. Traditional concerns in the carriage and handling of goods remain firmly on the agenda. But new issues such as for instance the critical infrastructure concerns are part of the safety and security agenda. Port cities also have to pay more attention to various forms of illegal trafficking

Cities and harbours have taken concrete steps to this direction and the issues are high on their priority. Safety and security issues call for closer international cooperation and coordination. Intensified cooperation between various levels of governance as well as between public and private actors is needed. Identifying and disseminating best practises must be on topic of future actions in the region. In safety and security issues a close link to the emerging Baltic Sea Strategy is evident.

Seaborne tourism is seen as a potential growth area by many coastal cities. The Baltic Sea offers an optimal surrounding for leisure activities. However, port infrastructures are often poorly developed to furnish the full use of possibilities. The success in the growth of seaborne tourism is closely linked to the improvement of the marine environment and of course to the safety and security in the region.

Perspectives of seaborne tourism have also motivated the cities in the region to pay more attention to their maritime heritage. Elements in this are the conservation of marine culture and investing in environment friendly forms of tourism. Perspectives of the growth of seaborne tourism also motivate cities to invest in small ship ports and improving the quality of services for visitors.

Changes in the needs of modern logistics have made parts of the traditional port areas into wasteland in many traditional maritime cities. Now renovations and redesigns of these areas are taking place in many harbour cities. Only part of this rebuilding concerns tourism as such. In most cases the cities invest in creating attractive housing and residence areas for the citizens. The maritime nature of harbour cities is emphasised in city planning in many ways. Many cities invest also in sailing traditions and promote actions that support the maritime environment.

The external dimension of maritime issues draws increasing attention as well. The Baltic Sea is an important international sea route from East to West as well as from North to South. Trade relations to Asia are on the increase and an ever growing share of intercontinental transit trade goes through the Baltic Sea. Becoming a hub in intercontinental trade, the Baltic ports' infrastructure calls for investments in adequate facilities and modernisation in many cities.

In a similar way cities in the North develop their port facilities to meet the future challenges of the North. The idea of a Barents Transport corridor from Northern parts of the Gulf of Bothnia to Murmansk Region and beyond seems attractive. Expectations of an oil and gas transportation increase as well as the exploitation of iron ore deposits of Arctic regions speed up the reforms of harbour facilities of the North.

Implementation of the maritime policy in the Baltic Sea region is a crucial issue. Implementation must pay attention to the variety of actors involved and interested. A great number of stakeholders of the maritime policy face great challenges. A particular challenge is created by the fact that the implementation shall not be based on legal foundation but on projects, programmes and framework decisions. This calls for extended cooperation between stakeholders at all levels.

A particular challenge is the question of ownership: who and which level of authority in various dimensions should have the final ownership and responsibility in the implementation? Current activities of the cities in the region indicate that they are ready and willing to take responsibility in the implementation of the future maritime policy and thus take their share of ownership. Sharing and disseminating best practises and ensuring the ownership are already a practise in the region.

Maritime issues demand new thinking and great flexibility from the Baltic Sea cities. A particular challenge is that parallel with the advance of the Maritime Action Plan the preparation of the EU Strategy for the Baltic Sea is in progress. The year 2009 shall be particularly challenging. The implementation of the Strategy is due to begin in mid 2009. Stakes for the cities are high. Cities are important actors in the Baltic Sea governance. They face big challenges but at the same time they are offered new possibilities and responsibilities. 2009 is a year of action for the Baltic Sea cities.

THE BALTIC SEA



NITROGEN EMISSIONS HIGHER THAN EXPECTED

By Minna Alhosalo and
Juha Kalli

The Baltic Sea is one of the most polluted seas in the world. The most severe environmental problem is the eutrophication caused by nitrogen and phosphorous. Every summer, the massive algae blooms become problematic for people living around the Baltic Sea. The state of the sea has been studied intensively to allocate the protection activities properly.

In the end of 2007 the HELCOM Baltic Sea Action Plan was accepted. It includes four sections; eutrophication, hazardous substances, biodiversity and nature conservation and maritime activities. The objective is to reach a good environmental status of the Baltic Sea by 2021. A remarkable growth of the sea traffic increases also the environmental impact on the sea transport. Recently the public attention has been especially concentrated on the eutrophication caused by the nitrogen emissions from shipping. The University of Turku Centre for Maritime Studies has participated

in a project which objective was to demonstrate the environmental impact of the ship originated nitrogen oxides. Furthermore, several types of scenarios of the emissions have been executed. The project was realized in collaboration with Finnish and Estonian stakeholders.

The ShipNODEp project is unique in a way that the calculations are based on the real on-line traffic data. The emission calculation algorithm uses the automatic identification system (AIS) data as an input information. Thus 3500 vessels and their movements can be observed. The produced emission data can be drawn on a map to model the deposition of nitrogen oxides to the sea in a function of time. As a result, the nitrogen oxide emissions from shipping were calculated to 370 000 tons per year. The result is probably underestimated but nonetheless higher than earlier estimations.

According to the ShipNODEp study, the share of the ship originated nitrogen emissions is higher in northern parts of the Baltic Sea. In the southernmost area, "the background concentrations"



Photo: Pekka Sundberg

of the emissions are on a such high level that the emissions from shipping are challenging to distinguish. This phenomenon occurs as a consequence of the emissions drifted from the Central European industry and traffic. The potential legislation to restrict the emissions from shipping would thus benefit most the northern parts of sea.

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THE MARITIME POLICY - COMMON CONCERN

By Heiki Lindpere

Importance of the maritime trade and resources as well as the standard of living in coastal areas could not be overrated. For example 2/3 of EU borders (30,000 km) are the maritime borders; maritime transport carries over 90% of foreign and 40% of internal trade; 1200 ports handle annually more than 3,5 billion tons of cargo, serve more than 350 million passengers; 0,8 million highly qualified people are engaged in shipbuilding with annual turnover more than 90 billion euro. Therefore European Union as a whole and its 27 members are intensively working today on an integrated maritime policies.



Mr Heiki Lindpere, Ph.D., Professor on the law of the sea, Vice-rector of the Estonian Maritime Academy on R&D

Estonia is well-known as a seagoing nation, having thousands of islands and overall coastline of 3793 km, several ports with overall annual turnover in 2007 of 44,7 million tons of cargo and 6,8 million passengers in international traffic only. The City Government of Tallinn and the Estonian Maritime

Academy have layed firm foundation for the future co-operation by concluding respective agreement on 15 May 2008. This agreement is in full conformity with one of the 5 EU objectives, namely it aims at „building a knowledge and innovation base“ for the integrated maritime policy which is called „comprehensive and robust“. Perhaps one should know that the Estonian Maritime

Academy provides wide range of education in maritime affairs: it has today 823 students of professional higher education and 38 graduate students; in its Maritime School there are 285 pupils of secondary vocational education.

This framework agreement allows the City Government more profoundly deal with all kind of maritime and related affairs on the one hand and gives a strong impulse for the development of the Estonian Maritime Academy on the other. Project based research with involvement of the Academy's teaching staff and researches of Academy's R&D Center are planned. Moreover, the establishment of a Short Sea Shipping Promotion Center is discussed.

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By Fredrik Gröndahl and
Mattias Müller

THE TRELLEBORG CONCEPT

The Baltic Sea is a basin under a great environmental stress. Over time, the natural factors, that have rendered the sea sensitive to environmental alterations, in combination with the human activities have altered the sea conditions. During recent years the altered conditions have developed into severe environmental problems. At present, eutrophication against a background of climate change and organic pollution is the most serious environmental threat to the Baltic Sea.

The increased nutrient load stimulates the growth of filamentous macro algae such as the red algae *Polysiphonia fucoids* and the green algae *Eneromorpha sp.* and *Cladophora rupestris*. The algae form a large biomass in shallow waters and also accumulate on beaches, especially in southern Sweden. The algae prevent the beaches being used for recreation and also release an unpleasant stench to the surroundings. The changes in the local ecosystem, with large important feeding and reproduction areas for fish and birds becoming non-functional are the other problems associated with macro algae. In the brackish Baltic Sea proper, noxious blooms of *Cyanobacteria* are a common phenomenon. High input rates of phosphorus (P) relative to nitrogen (N) favour the growth of nitrogen-fixing *Cyanobacteria*. Long-term monitoring data show the highest abundance of *Cyanobacteria* in the southern part of the Baltic Sea. The toxic *Cyanobacteria Nodularia spumigena* in particular has attracted its share of media attention. These bacteria form massive, poisonous blooms on the surface waters, polluting swimming and recreation areas along the coast.

The municipality of Trelleborg, which has Sweden's richest soils and thus very extensive farming, aims to serve as a model for sustainable development in the southern part of the Baltic Sea Region. Together with local farmers and landowners, Trelleborg will establish large-scale biogas production based on new wetlands established along the coastal zone of southern Sweden. Growth and harvesting of bio-energy (e.g. reed belts and submerged

vegetation) will take place within these wetlands. Trelleborg will use the biogas for transportation fuel, heating of domestic houses in urban areas and local production of electric power.

The nutrients reaching the coastal waters of the southern Baltic from other sources, e.g. traffic or sewage treatment, and from other geographical areas will be removed with new technology for collecting macro algae from the sea. The biomass collected will be used for biogas production. The digester residues from the biogas plant can contain heavy metals but there are existing techniques to remove these metals from the residues, which can then be used as fertiliser on arable land, resulting in nitrogen and phosphorus recycling.

During summers with extensive blooms of *Cyanobacteria*, surface accumulations of *Nodularia spumigena* will be harvested and used for biogas production. However, the residues will not be suitable as an agricultural fertiliser since they may contain toxic substances.

In addition to the establishment of wetlands in the coastal area and harvesting of algae, aquaculture of the blue mussel *Mytilus edulis* may be a way to indirectly remove nutrients from the Baltic Sea. *Mytilus edulis* is very efficient at filtering and removing micro algae from the water column. Several successful trials of this method have been conducted on the west coast of Sweden, but may also be useful in the Baltic Sea.

All these new means to remove nutrients from the highly eutrophied Baltic Sea in a low-intensity but steady process could bring about a much needed reversal in nutrient flow if they were to achieve widespread use among the member cities of the UBC. The Trelleborg Concept of transforming a problem into a resource by preventing eutrophication through biogas production has a number of benefits for the environment in the region, but also has a global perspective:

- Biogas means less CO₂ and is thus an important contributor to decreasing climate change.
- The establishment of wetlands will stimulate biological diversity in the



The junior author by the coast of Trelleborg.
Photo: Annika Hansson.

region and will deal with the nutrient load from surrounding farm land.

- Harvesting of the reed belt will remove the nutrients from the wetland area.
- Harvesting of macro algae will remove nutrients and heavy metals from the Baltic Sea and improve local beaches for recreation purposes.
- The removal of *Cyanobacteria* will remove nutrients from the Baltic Sea, but perhaps the most important contribution is that it will improve recreational value in the region.
- When the shallow coastal waters are cleansed from oxygen-depleting, decaying accumulated macro algae, large areas will again become available to sustain the growth of juvenile fish.

The concept will also serve as a basic model for how environmental problems around the Baltic Sea can be solved. Partners from several Baltic Sea countries (e.g. Poland, Germany and Russia) are also associated with this new project concept.

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PREPARED FOR AN OIL SPILL ACCIDENT

By Liisa Rohweder, Olavi Liljemark

One of the biggest environmental threats for the whole Baltic Sea and especially for its central parts is an oil tanker accidents. In 2006 the total

amount of oil transportation was 140 million tons and it will be as much as 190 million tons by the year 2010.

If an oil spill accident happens, the international cooperation is needed between authorities from Estonia, Finland, Sweden and Russia in order to reduce negative environmental and socio-economic impacts of an oil spill. So far the focus of the international cooperation has been based on the off shore response. The practical target oriented cooperation has not existed so far. Having this in mind, Itä-Uusimaa Rescue Services, which operates under the City of Porvoo and HAAGA-HELIA University of Applied Sciences, decided to set up a project that would raise the level of expertise and improve cross-border cooperation within shore-line oil spill response management by creating workable solutions and establishing new kind of practical management tools and cooperation models among rescue services, coast guards and NGOs in Estonia, Finland, Sweden and Russia. The project "Environmental

and Safety Management Cooperation in Oil Spill Response" is about to start in the spring 2009 if it gets financing. The project gathers all coastal authorities (rescue services and coast guard) around the Central Baltic to develop cross-border cooperation in oil spill response management.

Development work is supported by international seminars, workshops, NGO-trainings and a first of a kind cross-border shore-line oil spill exercise. Project activities will be organized in Estonia, Finland (Porvoo) and Sweden. The project is to implement the objectives of the EU Blue Book and the Baltic Sea Action Plan (HELCOM Recommendation) regarding the Central Baltic Sea Perspective.

Oil spill combating equipment on water



- Easily movable system
- Oil booms
- Boats



Oil spill combating equipment on water



- Boats equipped with an oil collecting system
- Containers



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A NEW TYPE OF RESEARCH CENTRE

By Terhi Lindholm

Kotka established the Maritime Research Centre (KMRC) in 2004 to develop the competitiveness of the transport and logistics sector in the area and to improve maritime safety and minimize environmental effects of growing traffic. KMRC was formed by combining the expertise of leading Finnish universities and research institutes in the fields of maritime transport and logistics, maritime safety and the marine environment. KMRC seeks innovative approaches through interdisciplinary research and broad international co-operation. The research center is built around professorships from four universities: Helsinki University of Technology, Kymenlaakso University of Applied Sciences, University of Helsinki and University of Turku, Centre for Maritime Studies. Financing is provided by the City of Kotka, companies, national and EU research programmes and other sources.

A corporate group supports and helps focus research and makes use of the latest findings. Companies advance research in the field as a whole rather than being involved in single projects.

KMRC studies transport flows of maritime traffic, port operations, transit traffic and also ICT solutions, safety and environmental effects of transport chains. An important focus is to establish a competitive environment for businesses. The research also aims to improve maritime safety and to prevent accidents by developing risk assessment of maritime transport and safety of winter navigation.

KMRC's research includes the environmental effects of maritime transport (the effects of oil spills and hazardous substances on fishing, endangered species and on recreational use, transport based emissions) and the state of the marine environment (eutrophication, multidisciplinary risk assessment).

KMRC has found its place in the re-



Photo© Neste Oil

search field in Finland and is broadening its international network. Collaboration with Russia and Estonia around the Gulf of Finland is regarded as the basis of international co-operation.

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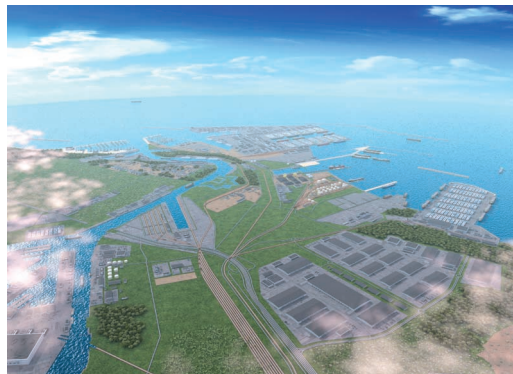


By Magdalena
Wolff

MARITIME LOGISTICS CENTRE

The city of Gdańsk intends to develop and manage the logistics and distribution centre on ca. 200 ha of land located in the Port of Gdańsk, in direct vicinity of Deep Water Container Terminal. Gdańsk has designated this area as a natural extension of the Outer Harbour for development of logistics, distribution and even production facilities.

Port of Gdańsk is one of the few non-freezing ports of the Baltic Sea, allowing for all year round access and is located in an area which has insufficient supply of logistics facilities. The Port of Gdańsk is a key link of the Trans-European Transport Corridor no. 6 connecting the Nordic Countries with Southern & Eastern Europe. There has been strong growth in container transportation in the Port of Gdańsk, showing a five fold increase in the past five years.



The newly developed Deep Water Container Terminal has now a 500,000 TEU capacity, with planned potential to increase to ca. 2,000,000 TEU per annum. The logistics and distribution centre will be located alongside Sucharskiego Street scheduled for redevelopment as a part of a ring-road around Gdańsk, linked with the A1 motorway. The total area of approx. 200 ha will be developed in the course of the project with a total build out exceeding 700,000 sq m.

Furthermore, the possibility of adding a Port Free Zone has been widely

considered as the entrepreneurs acting in PFZ are able to store imported goods for an unlimited time avoiding customs, tax procedures and costs. Over the last year, 200,000 tones of cargo were handled in already existing PFZ in Gdańsk, including nearly 60,000 imported vehicles. Gdańsk is currently considering a long-term lease of the property for development of the logistics and distribution centre. The city would like to maintain a flexible approach in terms of the project development and is therefore flexible and open to new proposals considering alternative plans for the project.

The first tenders for lease are planned in the first quarter of 2009.

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By Hannu Tikkala

MOTORWAYS OF SEAS UP TO KEMI

Sustainability in the northern EU area and North-West Russia can be improved substantially by promoting cargo flows to the EU's northernmost universal port, the Port of Kemi.

Barents Transport Corridor (BTC) runs via Kemi to Barents area and to City of Murmansk, Russia. Multinational companies Gazprom, Total and StatoilHydro will soon start exploiting huge oil and gas deposits of Barents sea. This will rapidly expand project cargo and industrial equipment deliveries to the Barents area. Today BTC route could relieve congestions in St. Petersburg: Murmansk area with more than one million inhabitants supplied mainly from the South via E-18 road of 1.400 kilometres. Modal shift from road to sea via Port of Kemi would save environment, time and financial resources.

This fact has been studied and documented by partly EU funded project.

Port of Kemi supplies transit cargo flows to Norway, Sweden and Finland. Expanding to Russian areas would also balance the vessel traffic – by filling up almost empty vessels that sail up to Kemi for loading paper industry products. Nearly 700 vessels call Kemi each year, all year round. The Port handles about 3 million tons and 60.000 converted TEUs annually. After investment programme of MEUR 35 Lapland's Deep-Water Harbour Ajos has a great effect on positive development at the top of Europe.



Photo: Port of Kemi



Photo: Port of Kemi

ing from missing amount of iron supply. Mining in Lapland may double the self-sufficiency rate from existing 15%.

All this growing activity in the North needs recognition and support from the European Union. The logistics connections and infrastructure support for this arctic area of EU need to be awarded priority status in TEN-T network. The

Motorway of the Seas should be drawn to Kemi, with extension via BTC to Barents area. Only effective infrastructure guarantees the supply of iron and energy from these exceptionally nearby areas.

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**Växjö
kommun**

By Per-Olof
Löfberg

As chairman of the Baltic-Link Association, Växjö submitted an EU application within the programme Motorways of the Sea. The application adds up to a total investment value of 1.4 million EUR. It was submitted within the EU programme TEN-T, Trans European Network, which supports infrastructure investments up to 30 percent of the total investment value.

The Baltic-Link Motorways of the Sea, Karlskrona-Gdynia application comprises a new goods terminal in Alvesta, Sweden, new ferry berth together with infrastructure investments in the Port of Karlskrona, investments in electrical power system for the Stena Line ferries and a new ferry terminal in the Port of Gdynia. Partners in the application, apart from Växjö as co-ordinator, are the municipalities of Alvesta and Karlskrona, Stena Line Scandinavia AB in Sweden and the Port of Gdynia in Poland.

THE BALTIC LINK PROJECT

The Baltic-Link corridor consists of the North-South transport axis through Europe from Gothenburg in Scandinavia to Katowice in southern Poland with further connections through the PAN European Corridor VI to the Adriatic Sea. In the area of the Baltic Sea the corridor consists of two TEN-T ports of category A, Karlskrona in Sweden and Gdynia in Poland. In Sweden the corridor consists of road 27 and the railway Coast-to-Coast line and in Poland the same corridor consists of the already TEN-T priority objects no 25 the A1 Motorway and no 23 the railway axis Gdańsk-Warszawa-Bratislava-Vienna.

The Baltic-Link Motorway of the Sea project will focus on improving an existing maritime link for the transportation of goods between EU member states as to reduce road congestion. The project will not exclude the combined transport of persons and goods.

Realising the Baltic-Adriatic-Link corridor or the North-South VI Transport Corridor would mean eased pres-



sure on road capacity of the motorways in Northern Germany and reduce road congestion in central Europe.

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TRAILBLAZERS IN THE SOUTHERN BALTIC

By Rick Butler

Working to polish what they claim an undiscovered gem, a civic association that unites cities in Poland and Germany is drawing attention to the opportunities for holidaymaking that lay between Berlin and the Baltic Sea coast.

Assisted by several national and international agencies, the Association of Cross-border Tourist Cluster Berlin-Szczecin-Baltic operates a portal that enables municipalities on what organizers call "The Berlin - Szczecin - Baltic Trail" to post a range of information about doings in their areas.

"Every year, programs are developed by each municipality in the region," says Zbigniew Zbroja, the initiative's coordinator. "However, each municipality does so separately. Instead of complementing and contributing to a common brand, they compete with each other. This is the change we're creating."

Operating since the middle of last year, the website came on-line in conjunction with last year's edition of the Tall Ships Races, the closing regattas and ceremonies of which Szczecin hosted in July. Users can access facts about the region, a map of the interconnected waterways that unofficially comprise it, calendars of festivals, celebrations, and cultural and special events, and an archive of past happenings.

The unification drive is a lynchpin of the region-wide drive to build sustainable economic benefit by raising the number of tourists visiting the area. This includes the provision of subsidies for berthing in Szczecin under the city's "Friendly Port" program, a PLN 80,000 initiative that offers tall ships and other large-draft vessels free three-day stays at mooring facilities in the city limits.

By providing an informational locus, the group is clearing a path for those from around Europe to enjoy all that the region's many communities, vast open spaces and plentiful natural resources have to offer. The goal,

according to organizers, is to expand the service to an ever-wider audience and to provide the foundation for greater regional cooperation.

The Association counts among its sponsors the Polish Agency for Enterprise Development, via its tourist development arm; and the European Union, via its structural funding program in Poland. The effort falls under Polish system of sector-focused partnership groups.

These initiatives are focused on motivating business, public sector and citizens groups to work together to implement sustainable development in specific regions. The approach is based on the belief that improving the economy, environment and society can be achieved through practical action at the local level, by using local resources, experience and skills more effectively.

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KARLSKRONA - AN INTERMODAL HUB

By Tore Almlöf

Karlskrona is a strategic port city for trade and shipping.

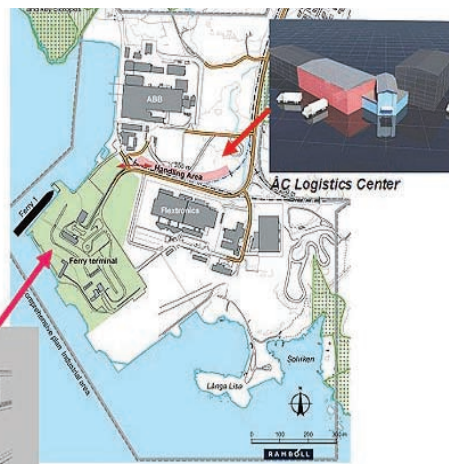
The world's leading ferry company, Stena Line, has chosen the Port of Karlskrona as their hub in the Baltic Sea Region. Today Stena Line has three daily departures from Karlskrona to Gdynia in Poland. Karlskrona is the leading RoRo- and passenger port in the south-east Sweden with nearly 100 000 freight units and more than 430 000 passengers during 2007.

During 2010 the present ferries on the route Karlskrona – Gdynia will be replaced by two, today the largest, ferries in the world, Stena Britannica and Stena Hollandica. This means that the freight capacity between Karlskrona and Gdynia will increase with about 40 %, from the current 11 900 lane metres/twenty-four hours into 16 400

lane metres/twenty-four hours. Furthermore, Stena Line estimates that 15 to 20 % of the trailers will arrive and depart with train within a five years period. Karlskrona supports the modal change from road to railway transport. This change is necessary not only from an environmental and sustainable perspective. Karlskrona has also an advantage of two railways, the Coast-

to-Coast Line towards Gothenburg and Stockholm and Blekinge Coastal Line towards Malmö/Copenhagen. In the port area there has also been established a handling area for intermodal goods. Close to this area a local logistics company, ÅC Karlskrona, is going to establish a logistics centre, "ÅC Logistics Center" with planned start of construction in 2009.

Karlskrona is also partner in the project "The Baltic-Link Motorway of the Sea, Karlskrona – Gdynia" Within the frames of "Motorways of the Sea" the Karlskrona plans to extend the ferry terminal with one new ferry berth and to invest in the environmental friendly electrical power system for the ferries together with improvement of the rail- and road infrastructure.



Extended Ferry Terminal

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City of Malmö

THE GATEWAY TO THE BALTIC SEA REGION

By Anders Rubin

The history of Copenhagen Malmö Port (CMP) is a story about a unique cross-border alliance. For the first time in history, two ports in two different countries have joined all their port operations into one company and one organisation. The merger became a fact on 1 January 2001.

CMP is located in the heart of the booming Öresund Region with 3.6 million inhabitants, an expanding business sector and increasing integration of people, know-how and products. At

the same time, the Öresund Region is the gateway to the entire Baltic Region. CMP is not only responsible for direct supplies to the region, but now also plays an important international role in cruise ships, the distribution of cars and shipments of transit oil.

From the start there was a general agreement that synergies could be gained in transport and logistics. An international study has named CMP the best example of a merger between ports. The study lists a number of important reasons for the success of the merger, starting with having well-defined targets right from the outset. Also mentioned are sound commercial business deals, reduced irrelevant political influence on the company, the fact that CMP does not differentiate between whether revenues are generated in Malmö or in Copenhagen and CMP's focus on cost reductions during the merger process.

Specialisations have been developed in the transporta-

tion of various types of goods between the ports, and the management literally works across borders. Above all, Malmö is an important energy port as well as a transit port for goods from Sweden's most important trading partner Germany.

In Malmö, the development of a new logistic centre in the North Harbour (Norra Hamnen) is in progress in order not only to expand the capacity but also to make intermodality between different kind of goods transports such as road transport, railway and shipping more effective. This will not only mean avoiding bottlenecks but also economical and environmental benefits.

The city with the formation of CMP is well adapted to new forms of transport organisation.

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DEVELOPMENT OF THE PORT OF KOLDING

By Niels-Henrik Jensen

The Port of Kolding is among ten largest ports of Denmark. These years the port experiences rapid development and in a three year period it has achieved an increase of 15 per cent in the amount of goods handled. Among the most important categories of goods loaded and discharged are grain, feedstuff, wood, iron and paper. With its geographical position the Port of Kolding is on its way to becoming the Baltic Seaport of Southern Denmark. At present liner services have been established to several destinations in the Baltic area, and there are more to come. The developing areas of the Baltic in particular attract Harbour Master Kim Sandahl's interest. "In these areas we are



to find many of our future business partners", he says and then ensures that the port is ready to do its best for the new customers. "However", the Harbour Master continues, "good customers make demands, and the board of the port is aware of that. Therefore, it has just decided to invest 25 million EUR in new construction projects in the harbour and in the infrastructure adjacent to the harbour. Development is the key word for the port. We expect an expansion of the harbour area by 40 per cent over a twenty year period. The expansion will, among other things, provide space for a new RoRo terminal with marshalling areas and a transport centre with facilities for transshipment and storage of goods as well as welfare buildings". The infrastructure of the

port will be improved by the construction of new roads and bridges. Finally, the accessibility of the main road system will be improved by traffic changes.

"We go to great lengths in our co-operation with our customers", says Kim Sandahl, and as an example he points out a truck with a 43 meter wind turbine arm passing by the windows of his office. "Such a consignment is really 'long vehicle', and in order to get to the quayside we had to establish a special entrance to the harbour. The shipping of the turbine arms is an evidence of a good transportation system that the port is linked to. Having also the railway tracks in the harbour area connected to the trans-European railroads, we can offer three modes of conveyance: road, rail and ship".

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GDYNIA – A CITY FROM THE SEA

By Małgorzata Dehmel

On 22 September 1922 the Polish Parliament passed the Law on the construction of a port in Gdynia. In 1938 Gdynia was the largest and most modern port on the Baltic Sea. The success was possible due to an alliance of private and state capital and a far-sighted policy. Gdynia is one of few world examples where the port triggered the development of a city.

Gdynia wants to give a powerful impetus to the further development of the port. The availability of sufficient space is vital. Both the quality of the environment and the livability of the area must improve simultaneously with the growth of the economy. Furthermore, knowledge and information will become increasingly important prerequisites for the success of the 21st century modern port and city.

The city's spatial development has always been influenced by the port's economy. These inter-relations are best observed in the waterfront zone of utmost investment attractiveness.

Gdynia's economy though widely diversified is still port-dependent. The port cuts right into the heart of the city, which results in the lack of land reserves for further expansion. One of such areas borders the city centre and the eastern part of the port - Międzyztorze. The area's future use should serve: the port to gain land reserve for its future development, and the City to realize the extension of already existing city functions.

The city ensures that the above mentioned interests do not compete with or diminish potential gains for the city as a whole. Clearly, a means must be found to create benefits for all aspects of the area including the interests of both the Port and the City.

The centre of the city lies at the foot of the sea. City functions such as housing, services, recreation are strongly connected with the human scale and areas dedicated to pedestrians. A harbour is most often a closed territory, where the highest importance is given to cargo,



Photo: Kacper Kowalski

cranes, warehouses and other elements of port super-structure. Waterfront areas and their direct hinterland need to be a combination of port-connected activities and city functions, taking into careful consideration transportation serving both of them.

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By Anita Freiberga

In compliance with the Riga city development plan the activities of the Freeport of Riga are based on main principles that are integrated into the new development program for the years 2006-2018. This document stipulates port zoning, providing a solid basis for smooth port integration into urban infrastructure.

Riga, being the biggest municipality, has developed excellent cooperation with public authorities, namely with



At the waterfront. Photo: Haralds Apogs/ FRA

the Ministry of Transport, facilitating efficient absorption of European Structural funds with the aim to modernize infrastructure. In fact, regular financing for railway and motor roads infrastructure development is being provided, that is necessary to improve port operations.

According to the best world practice examples, it is important to re-structure port activities due to further urban development by transferring cargo handling operations from the city center to vacant territories closer to open water basins, thus preventing environment pollution and enhancing port's performance efficiency. This perspective development strategy has been adopted by Riga as well. It is planned to develop tourism, business and recreational activities in the city center, transferring cargo handling operations to the River Daugava estuary, closer to the sea, making cargo route to/from relevant cargo handling terminals considerably shorter.

The Freeport of Riga takes an active part in Riga Festival celebrations by providing organizational and financial support, as well as allowing to use former port territories as festive events' venues. Besides, the part of this beautiful city festival is Formula speedboat race on the River Daugava, tremendous fireworks lightening up the sky over the river with thousands of multi-colored sparks merry boat trips etc. The port of Riga is moving from the center of city, leaving former industrial territories for the city needs - for its day-to-day work and festive events.

Riga is one of the European port-cities that urgently need concept of integrated management of waterfront areas. The perspective of the "Riga Port City" concept, that is going to be developed, might be an efficient tool facilitating this project's implementation.

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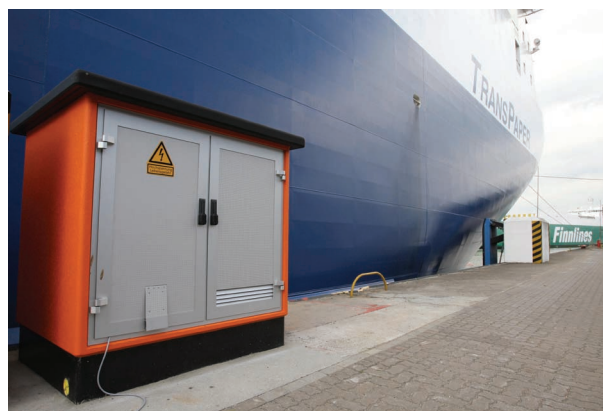
By Mr Ralf Giercke

By 2020 the transport of goods will be grown for about 54%; transporting by ships will increase to 471 million of goods, only 272 million of goods will be transported by overland routes. There is a need to find efficient solutions for the future, for intermodal connections and infrastructure for combined transport, for networking of the harbours.

Upon the initiative of the Lübeck's port corporation, the city was the host for the General Assembly of Baltic Ports Organization. For about three days the guests had been informed about innovations for Cargo handling, efficient terminal utilization, hinterland connections and climate changes. About 100 participants of 50 ports in the Baltic region were discussing about networking, common strategies for the development the Baltic Sea ports and handling cargo.

One of the most interesting aspects discussed during the meeting had been the new overland power connection for the Nordlandkai, which get the possibility to change the charging systems to more nature friendly environment in the whole Baltic Sea Region. The aim is to decrease the use of producing electrical power with gasoline engines. While being in the ports, the ships can charge their energy systems and safe gasoline, which is more environment friendly and safes money. Lübeck's engineering found a new technology to connect the ships with the high power wires.

The ports of Lübeck are the farthermost south-western transshipment hub located in the Baltic Sea and act as the central turntable especially for the traffic between the traditional economic



metropolis in west- and central Europe and the fast developing economical region of the Baltic Sea as it had been for centuries, especially in time of the Hanseatic League.

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THINKING OF THE FUTURE



THE MARITIME QUARTER OF MARIEHAMN

By Jerker Öljans

Mariehamn, situated on a narrow peninsula, has two harbours. The deep and well sheltered Western Harbour which used to be the home port of famous square rigged sailing ships, is today used by large car ferries. The Eastern Harbour with a large marina is visited mostly by leisure craft.

In the Western Harbour the four-masted barque Pommern is permanently moored by the renowned Åland Maritime Museum. Here the strong Åland traditions of deep sea seafaring are preserved. The Eastern Harbour on the other side of the town was the port used by fishing boats, coastal schooners and small steamers. Here is the Mariehamn Maritime Quarter. The site looks like a miniature traditional coastal village with small houses, a pier with sailing schooners and boathouses grouped around a sheltered pool with traditional crafts of varying size and type. The houses and boats are all wooden, the houses mostly traditionally painted red and the boats mostly tarred. Here boat builders maintain the traditional skills of the archipelago. In recent years artists and jewellers with more contem-



porary styles have found their way to the Maritime Quarter.

Two small sheds were erected on what used to be a rubbish dump along the eastern shore of Mariehamn - one to house a saw and a plane, the other to protect the builders from rain and snow while having their breaks. Two years later a beautiful white two-masted schooner was launched. This success gave a taste for more. The keel of a three masted schooner was laid on the same site and was given the name Linden. It was to become a symbol of Åland.

The Town Council now realised the potential of the former wasteland area and helped stimulate development. The original enthusiasts were joined by others, more houses were built and many more boats but no large ships. However,

the reputation of the craftsmen was growing and in a three year project a large museum ship from Turku, the Sigyn, was practically rebuilt there. Plans for a new ship project are currently taking form.

The business of ship and boat building has attracted the other one - different houses of designers and jewellers have been established in the Maritime Quarter which is today governed by a Town Council controlled trust. Over 20 years the Maritime Quarter has developed into a little oasis of great variety which is popular with tourists not least because of the annual Åland Sea Days which are organised in July.

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NORDIC LOGISTIC CENTRE

Major investments are being made to further develop Umeå as the natural transport and logistics hub of northern Scandinavia. The concept is called Nordic Logistic Center and is based on the cooperation between three strong partners: NLC Terminal, NLC Park and Umeå Harbor. A new freight yard will be built strategically located outside the centre of Umeå. This means that a large area in the city will be released from the current freight yard. This will create opportunities to complement the city centre with new buildings which heightens the attractiveness of the city. The purpose of the new freight yard is to increase the capacity for cargo, increase the cargo capacity on the route Umeå Harbor - Umeå and to increase road safety. In connection to the freight yard the municipal company NLC Park will develop a 40 ha large area for logistics operations.



SUSTAINABLE TOURISM

By Ryszard Zdrojewski

The Baltic Sea gives a lot of tourism opportunities, but sometimes getting to the sandy beaches is a problem. Koszalin, which doesn't have a direct access to sea, is strongly connected with Mielno. Mielno is a lively resort, the biggest in the middle part of Polish coastline. But the main road connecting Koszalin with Mielno is often congested, especially during the summer weekends. The car fumes pollute the air. In order to find an

alternative way to Mielno, thanks to the efforts of local and regional authorities, the railroad connection between Koszalin and Mielno was reactivated after 14 years. The first route took place on 18 July 2008. The railroad connection was working until the end of August. About 52.000 passengers decided for the railway connection. As a result, the problem of congested road was partly solved. It is eco-friendly, quick and comfortable way of transport. Wisely planned and realized, this venture has significantly improved the quality of life, and it is a step towards sustainable development of tourism.



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KÄRDLA'S DEVELOPMENT PLANS

By Annely Veevo

Hiiumaa is the second biggest Island in Estonia (ca 1000 km²). Fishing, fishing industry and long-lasting seafaring tradition have always been typical of the island. A great emphasis is put on the sea tourism. Between island and mainland there is connection by ferries; every municipality in Hiiumaa has its own small (yacht) harbour.

Kärdla harbour plays an important role in the life of the city. Active harbour and surroundings change mentality of inhabitants and bring new development courses and possibilities. It was built in 1849 and from that time until the destruction in 1944 it had played an important role in economic and social life. Its priority was to serve Kärdla's textile factory, but it was also useful for inhabitants, who used it for connection with the mainland. The harbour used to have over 140 m long dockage for goods and passengers. Today, there is only a

small pier and it is not proper for yachts. The harbour needs to be rebuilt. It is important because development of maritime tourism heats up economy in the town and island and creates new enterprises and jobs.

The maritime policy of Kärdla includes beach water pureness and harbour rebuilding. The city has a vision and a general conception of developing harbour area; Some preparatory work has been completed, e.g. estimation of environmental impact, analysis of social-economy and feasibility, construction and geological research, basic sediment character reference. Hydrographical surveying and geotechnical research as well as building enterprise project is running now. The Town Government searches for investors and funds for harbour development planned to start in 2009.



Photo: Tarmo Kähr

The restoration of the harbour will help to liven up the cultural life in Kärdla, promote historical, cultural and environment friendly tourism and bring up local employment. At the same time it brings many environmental threats which need active partnership in general maritime policy.

The environmental and maritime requirements have to be compatible with the outside legislation. The city would be very thankful if some city wishes to share its experiences on the harbour development.

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PLANS OF THE PORT OF KLAIPĖDA

By Kristina Gontier

The Port of Klaipėda is the northernmost ice-free port on the eastern coast of the Baltic Sea. Throughout the last few years the annual cargo throughput of the port is constantly growing. In 2007 Klaipėda port reached the record cargo turnover in the history of the port - 27,36 million t. Moreover, 10 - 15 percent growth of cargo turnover is planned in 2008 which means that in 2008 Klaipėda port expects to handle approx. 31 mln. t of cargo. The full port capacity is over 40 mln. t.

Klaipėda port is a deep-water port: the port entrance depth -15 m, the depth of navigation channel -14.0 m. Approx. 7500 vessels from 65 countries call the port annually.



Various types of quays are being reconstructed and constructed now; the port waters are being dredged. The construction of passenger and cargo terminal is among one of the largest projects. It will be constructed in the middle of the port and the city. The construction is planned for 2009 - 2010, using EU structural funds. This terminal will serve cruise vessels, ro-ro, ro-pax type vessels. One of the most ambitious future investment projects is the construction of a deep water (up to -17 m) avant-port. An artificial island - 1.5 kilometres long and 700 metres wide - would be constructed offshore. It would be connected with the now operating port by railways and motor roads.

The construction and reconstruction projects involve dredging works.

Dredging and widening of the northern part of port navigation channel will allow accommodating larger vessels and increasing navigation safety. Presently, the water depth in the entrance channel is -15

m, and in the northern part of navigation channel -14 m; it is foreseen to increase the water depth in the entrance channel up to -15,5 m by the end of 2008.

Reconstructing the quays and dredging the port waters, Klaipėda port creates better conditions for cargo handling capacities. However, a better access to the railways and roads and internal port railway network is needed. About 70 % of all cargo handled in the port is transported by railways.

As the cargo flows are constantly growing, the traffic of vehicles is intensified in the southern area of the port. The present state of roads does not correspond for such intensive traffic. The extensive reconstruction of motorways is planned for 2010.

Development of maritime tourism infrastructure - yachts and small ships harbour in Klaipėda castle place is also planned in 2009.

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HAAPSALU
A.D. 1279

*By Ingrid Danilov and
Talis Vare*

Haapsalu could not compete in sea merchandise with other Baltic cities. Due to the specifics of the nature of West-Estonia, the land rises a few millimetres a year. As a consequence, the shore recedes to the extent that ships with a deeper bottom than fishing boats get stuck in the sea mud before arriving at the harbour. It became gradually necessary to move the harbour further to the west; the expansion of the city increased with each year. The islets - holms - turned into peninsulas; new ones rose from the bottom of the sea. Although there were some harbours in Haapsalu, they were only suitable for small boats and sailing ships.

Haapsalu started to flourish at the beginning of the 19th century. The healing powers of the sea mud were discovered quickly and the city developed into Russian Empire's first class health resort. It was the right

environment that invigorated the trade and building industries. The now 180-year-old mud treatment tradition is still retained in the city.

The well decomposed coast has given Haapsalu a unique 18 km long shore line, which is filled with breathtaking panoramic views that cannot be found in any other Estonian city. Today, Haapsalu is trying to restore its famous past as a health resort and to learn to better use its potential.

In order to do so, the city has prepared various projects and strategies. In the long run, the entire coastal region should be developed into a unique and attractive resting area. The coast line has been a valued real estate region and a healthy living environment. The sea is a developmental advantage that, if used wisely, could help to develop tourism and other related areas.

With the help of the EU structural funds Haapsalu has taken steps to deepen the waterways that would make it possible for sailing ships to



enter the harbour, and to build coastal fortifications and beach promenades. The works are scheduled to begin next year. The sailing traditions are in the process of being restored, and coastal health and resort establishments are continually developing.

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A MODERN CARGO HARBOUR IN VUOSAARI

By Kari Noroviita

Cargo port operations in Helsinki are moving away from the city center to a new harbour in the Eastern-Helsinki district of Vuosaari, to be opened on 28 November 2008. The old cargo harbour sites will be freed for redevelopment, ultimately to house homes and jobs for tens of thousands. Heavy road traffic will also decrease in the city centre.

The Vuosaari Harbour offers a competitive and modern service package for ro-ro and container traffic with a seamless integration of efficient port operations with other logistics operations. Vuosaari harbour has direct connections with the

entire Finnish main road and railway network and offers the most frequent shipping services between Finland and northern Central European ports. There is a fast connection also to the Helsinki-Vantaa airport.

The most of Finnish unitized cargo transport is sea transport carried in containers and trailers. At Vuosaari Harbour, automatic traffic and access control represent top class of modern technology. The non-stop flow of goods from ships to land transport and vice versa is smooth. The shortest time that loads stay in the harbour is just a few minutes.

The harbour has two 750-metre container quays and 15 ro-ro berths, some of which lend themselves to the handling of deck cargo with a crane. A straight fairway, with a minimum depth of 12.5 metres, leads from the harbour to the open sea.

In addition to the assessment processes that are required by law, the impacts of the Vuosaari harbour and traffic channels have been evaluated. The impacts on nature, people, the community structure and the economy have

been assessed. The steps have been taken to eliminate or reduce negative impacts on the environment at every stage of the project. The Vuosaari harbour has been designed and built under tight environmental scrutiny, subject to years of environmental assessments prior to groundbreaking in 2003. As a result, the harbour, which borders nature conservation areas, will be operating with minimum environmental impact. As proof, besides the tunnel access, high wall and earth structures separate the harbour from bird nesting areas just yards away, acting as an effective noise barrier. The lighting of the site is the result of an architectural competition, won by APRT Architects for both merits in design and an effective, environmentally conscious solution to minimize the diffusion of light.

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THE MARITIME CAPITAL OF NORWAY

By Hogne Haugsdal

Bergen is a centre for the maritime industry, the harbour is one of Europe's busiest and annually more than 250.000 cruise-tourists visit Bergen. The maritime industry is of vital importance to the Norwegian economy. The West Coast of Norway is the most important revenue generating region of Norway, and Bergen sits right in the middle of it all. Within the maritime sector the city is known for having the most complete maritime cluster. More ships and more tonnage is registered in Bergen than in any other city in the country.

Norway with only 4 million inhabitants has the world's 5th largest merchant navy. Bergen has a complete maritime cluster with ship-owners, shipyards, equipment manufacturers, educational institutions, as well as a wide range of maritime service providers. The maritime industry has experienced an unparalleled growth for the last five years. Bergen's turnover in this sector was nearly 20 billion dollars in 2007. More

than 30.000 people work in the maritime sector in the Bergen region.

The shipping companies of the Bergen Region operate globally and have a focus on what we call "industrial shipping". This means that they focus on specific niches and sectors where they have in depth knowledge. More than 40 of the ships-owners in the area operate internationally. The Bergen Group is the leading Norwegian owned shipyard group, which after a series of acquisitions have yards all along the Norwegian coast as well as abroad. Shipping banks, insurance companies, brokers and many other service providers complete the maritime cluster.

Bergen is gaining strength as the leading naval city in Norway. Virtually all operations and education are either already in Bergen or will be based here in the near future, giving rise to further cooperation between the naval and civilian maritime sectors.

Bergen has one of the busiest har-



Photo© Bergen Group

bours in Europe. In 2007 it had 26200 ship arrivals. To meet future expansion Bergen is now planning a new international harbour. Bergen popularity as a cruise port is also increasing steadily. In 2008 more than 250.000 cruise passengers onboard 260 cruise ships visited Bergen.

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ON THE BOAT ALONG THE NARVA RIVER

By Georgi Ignatov

The port of Narva, included into the BSR network of small ports within SuPortNet project, is being developed towards further integration into network and common marketing activities of water tourism possibilities. Today it is ready to receive up to 4 leisure boats at a time. It is equipped with WI-FI and video-control system. Places for rest and leisure activities are organised. In the nearest future the Narva City Government plans to continue

improvement of the infrastructure of the Narva port. The number of mooring places will be increased; they will be equipped with electricity and water supply. New slipways and hoists will be installed. Special emphasis is laid on joining up two parts of the port, thus creating possibilities for water tourists to continue the trip along the river from the Gulf of Finland up to Lake Peipus.

Improved conditions for stay in Narva and sailing along the Narva River will attract more people who prefer travelling by boat. More than 1,150 lakes and rivers in Estonia flow either into the Baltic Sea, or into Lake Peipus and the Narva River, which forms Estonia's north-eastern border with Russia and empties into the Gulf of Finland.

The Narva River is navigable up to Narva from the Gulf of Finland and from across Lake Peipus. In the city of Narva its flow is interrupted by river rapids and a water power plant. Because of the growth of interest in travelling by boat along the Narva

River, the city actively develops the water tourism. Authorities of Narva (Estonia), Ivangorod, Kingisepp and the Ivangorod Centre of Sustainable Development (Russia) have jointly developed and been implementing a project "Development of the Narva River water tourist routes and integration into the Baltic Sea small harbours network", co-financed by Baltic Sea Region Interreg III B Neighbourhood Programme, Interreg III priority North and Tacis Cross-Border Cooperation Programme. The project is aimed at creation of safe water routes along the Narva and Rosson rivers, undertaking navigation, environmental surveys, schemes to protect nature from environmental damage, improve port infrastructure and increase attraction of water tourism on the Narva River.

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II. UBC TODAY

THE UBC BOARD MET IN KUESSAARE

The 53rd UBC Executive Board meeting was held on 5 June in Kuressaare upon the invitation of Mrs Urve Tiidus, Mayor of Kuressaare and the UBC Vice-President.

The process of creation the new EU Baltic Sea Strategy and contribution of Baltic Cities & Regions to this action was the main topic of the meeting. The Council of Ministers asked in 2007 the European Commission to develop the EU strategy for the Baltic Sea Region. The idea is to align already existing policies and fundings in the region, brand the region and use best EU relations with Russia and Belarus, etc. The Board decided that UBC, as a one of the main stakeholders in the Region, should contribute to the process of drafting this new Baltic Sea strategy. The city of Turku in cooperation with Brussels Antenna would prepare the first draft of the UBC position paper on the new Baltic Sea Strategy.

The Board discussed also the proposal of signing the declaration of common

interest between Committee of the Regions (CoR) and Baltic Sea organizations: UBC, BSSSC, B7 and CPMR BSC. The agreement could foster BSR cooperation, visibility and presence in Brussels which would be beneficial for the Baltic organizations. UBC was willing to sign the declaration with CoR as an equal partner. The final decision will be taken after receiving the draft of the new declaration.

Mr Jarkko Virtanen, UBC Vice-President, Deputy Mayor of Turku, reminded that at the previous Executive Board meeting in Brussels the task force to follow the new EU Maritime Policy was created. A call was sent later on to the UBC member cities inviting to join this task force. So far several cities responded and nominated a person to take part in the TF meetings.

The Board's members got acquainted with a UBC reply to the consultation on



the EC Green Paper on Urban Mobility. In this document UBC advises, among others, to prepare and promote a guide for comprehensive mobility plans for urban areas.

Ms Anu Vares, Chairman of the Board of the B7 Island Network introduced that organisation. The B7 is a cooperation of the 7 largest islands in the Baltic Sea from 5 countries.

The next 54th UBC Executive Board meeting takes place in Växjö on 29 October 2008.

THE CUP 10TH ANNIVERSARY SEMINAR IN TURKU

The Commission on Urban Planning had its 10th anniversary seminar "Cultural Planning – Urban DNA" on 24-27 September in Forum Marinum, maritime museum and information centre in Turku. The first CUP seminar was in Malmö in October 1998. Since that time the CUP has gone through changes, being now a constantly expanding network of urban planners from all around the Baltic Sea.

The Turku seminar was festive not only because of the anniversary. The seminar theme was connected to the fact that Turku will be European Cultural Capital in 2011 together with Tallinn. Therefore, the seminar workshops concentrated on analysing the Urban DNA of our host town using a very useful method that was introduced by Mrs Lia Ghiraldi of Noema Research and Planning from London. The seminar participants were shown Turku from many sides and every workshop then



The Turku seminar participants

noted that Turku is a city of contrasts with old and new buildings, mixing 18th century architecture with very modern new houses – a good example was the brand new enlargement of the Turku Main Library – and also with a duality of different generations.

The Turku seminar was also the annual meeting of the Commission. The city of Malmö is the Lead Partner in a project application called Visual Cities made to the Interreg BSR. The CUP is waiting for the results of the project

evaluations at the end of October 2008, because EU financing would help studying the creation of virtual models of city plans and also to study more the theme of Sustainable and Attractive Cities. It was agreed that even if the application for project financing wouldn't succeed, the Commission will continue the seminars on the themes mentioned before. The "ABC Method" of working together and talking openly about good and bad experiences has proved to be very effective and interesting. The Commission on Urban Planning will have its next seminar in Gdansk on 2-4 April 2009.

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AGORA PROJECT

The main targets of AGORA is to make projects more effective through improving the process of circulation of information and rising the level of coordination between projects. As a result, a YepaT was created which is a database providing information about running und terminated projects on sustainable tourism, co-financed by different EU programmes. Seminars, presentations and workshops and general consultation took place as well. The Agora Toolbox was created, which provides essential tools and methods for developing tourism in the Baltic Sea Area. Another results of AGORA project



Participants of the AGORA stakeholders meeting, Berlin

The Commission's on Tourism Meeting in Szczecin, Poland

UBC Commission on Tourism held its annual meeting in Szczecin / Poland on 10 October 2008. The main topic of the meeting was "Cross-border cooperation in the Baltic Sea Region in the field of tourism". Several interesting crossborder projects and initiatives were presented, e.g. "A Baltic neopolis in the cross-border region", "United in Diversity", "Tauchgondel". Ms Betina



Meliss, University of Greifswald, made a presentation on „The EU Strategy for the Baltic Sea Region - Overview and Contribution of the UBC Commission on Tourism”. Later the participants were given colourful sheets of paper on which they had to put their own ideas on 3 topics: challenges, measures and financial support. Ms Meliss will prepare a document summing up all the ideas.



were the Sustainability Check (that measures the sustainability of projects and helps to avoid the negative impacts) and the Strategy Factory.

AGORA 2.0 is a further contribution to the AGORA project. If granted, it would start on 1 November 2008 and would last until 31 January 2012. The Commission on Tourism will deal with the area of communication and promotion of the project - preparing the international promotion activities, coordinating the printed and electronic promotion

materials, creating a special website to promote sustainable tourism in BSR and the outputs of project. Additionally, the Commission will be working on the "Innovation Factory" project.

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THE YOUTH MET IN TALLINN

The Commission on Youth Issues organized an Open Meeting in Tallinn on 12-14 May 2008. The meeting was intended for both young people and civil servants responsible for youth issues. Participants came from six different countries: Latvia, Lithuania, Estonia, Sweden, Denmark and Germany.

The first day was dedicated to the overview of the commission's work carried out last year, including joint project „Different History – Common Future...”. Some of the interesting activities include the so-called tolerance trips that provide young people with an opportunity to study the lifestyle of minorities in various countries; youth conferences and relevant publications; European Voluntary Service (EVS) promotion events.

In the afternoon the cities presented their best practices of youth work and held a brain storm to plan activities for the next period. Participants agreed that goals to achieve should include encouragement and support to the young people taking part in social life, which can first and foremost be achieved by using various types of non-formal

education and all kinds of opportunities for the involvement of the youth, e.g. by providing sufficient funding. One important objective was also mutual cooperation between the young people within their region, supported by exchange of youth and also youth workers. Moreover, the participants considered it important to emphasize the youth policy in the region, complemented by cooperation between active cities. Sharing of best practices, research and discussions, and last but not least – increasing the resources intended for youth work were found as the most useful instruments.



Brainstorming about the future

According to the Deputy Mayor Kaia Jäppinen the open meeting was the first important step for Tallinn as the co-ordinator of the Commission in: „promoting youth work in the Baltic Sea region, stepping up cooperation between the cities in order to create new opportunities both for the youth and youth workers for exchange of know-how, experience and best practices – these are main goals Tallinn intends to focus on during its coordination period”.

Open meeting produced initial ideas for the next joint project between the members of the Commission. By now we have collected several good examples of the best practices on youth work, renewed our contacts and extended the list of cities wishing to join the commission.

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WELCOME TO BERGEN

The next annual session of the UBC Commission on Culture will be held on 27-28 November 2008 in Bergen. The main theme of the meeting will be "Art for Children - practice and theory". Reaching children and young people is a core competence for cities. The participants will be discussing the questions of the quality of the content, relations between art and children, communication skills of both children and artists. The meeting will be held at the same time as the Mini Midi Maxi children's

theatre festival. The session's participants will meet a number of the artists from the festival, as well as see at least one performance. The festival will be also a basis for the discussion on the stage productions for children.

The session's programme contains a variety of presentations. Bergen's representatives will give an update on Norway's major school program "The Cultural Rucksack" for professional art and culture in schools aged 6 to 16. Bergen is implementing a program for pre-schools (Den kulturelle bæremeisen).

The policies, methods, projects accompanied by the study visits will be an excellent occasion to exchange the opinions and experience on how to make children intrigued by the wonderful world of art, and how to inspire them to express and communicate through art.

Bergen is a historic port city rich in the arts and culture, with a range of na-

UBC CULTURAL PRIZE 2008

The Commission on Culture has asked the UBC members to propose candidates for award and nomination "New Footsteps of Youth Culture 2008". The deadline for completed applications was 31 August. The secretariat received together eight interesting applications from the following cities: Gdansk, Gdynia, Jyväskylä, Liepaja, Malmö, Nyköping, Slupsk and Tartu.

While distributing the prize the commission will appreciate activities which

- have influenced the city's cultural life in a remarkable way
- have influenced the image of the city in a positive way
- have strengthened the identity of the city
- have raised the awareness of cultural values of life.

The activities should have been realized successfully in 2007 or 2008. The decision of the winning activity will be announced at the annual working session on 27 -29 November in Bergen. The Commission wishes that as many representatives of the candidating activities as possible could be present at the working session and the award ceremony.

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COMMISSION ON HEALTH AND SOCIAL AFFAIRS MEETS IN VÄXJÖ

On 28 October a core group from the Commission gathers to discuss ideas and actual projects for further work in the Commission. There are also discussions held with the Commission on Youth Issues. The next Commission's meeting will probably take place in Kristiansand, Norway, in mid December. At this meeting it will be important to decide which projects the Commission will prioritise in 2009.

The Commission is still working on the action plan 2008 - 2009:

- Strengthening of the mutual exchange of experience on good/best practices in the local communities;
- Strengthening of networking with other Commissions and Networks based on the efforts of implementation of the UBC Social Charter in the Commission's and Network's work;
- New policy of support of cities cooperation projects on social issues;
- Strengthening of cooperation and exchanges with other transnational organisations, networks and projects;
- The Commission shall make its network and activities more visible;

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tionally and internationally active artists and institutions. In 2000 Bergen was a successful European Capital of Culture.

Full programme of the Session is available on www.ubc.net.

EU COORDINATORS NETWORK MET IN BRUSSELS

This time the UBC-EU Coordinators' Network organized its meeting during the Open Days in Brussels, in the premises of the EU Office of the Mecklenburg-Vorpommern. On 9 October the participants gathered to discuss possibilities for participation in the next Open Days, common projects and ideas for the European Week in May 2009, elections for the EP next year, the future cooperation with the UBC Antenna.

The 6th annual Open Days organised by the EC and EU Committee of the Regions, took place on 6-9 October. Some 7400 European, national and regional policy-makers, experts and representatives of business and civil society had participated in 145 seminars and other events in Brussels.

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STAKEHOLDER INVOLVEMENT CAMPAIGN

Working on the content alone is not enough - to succeed the local authorities have to initiate and increase the involvement of stakeholders in their work- not only the citizens, but also other departments, politicians, and special stakeholders for a certain topic have to be taken serious with their opinions and ideas.

Eight cities, four from Russia, three from Sweden and one from Finland have taken the challenge to introduce an integrated management system in their city administration with the help of increased stakeholder involvement. This is done in the MATRUSCHKA project, coordinated by UBC Environment and Sustainable Development Secretariat.

The cities have chosen a certain theme, varying from city planning and sustainable transport to implementation of the Aalborg commitments. At the same time they are paired with

another city to exchange experiences and views through city visits.

To support the BSR cities with this new challenge the project consortium is working on a "Stakeholder Involvement Toolkit" which will be published on the Final Conference in March 2009. The toolkit will inspire local authorities to initiate, plan and conduct stakeholder involvement processes in their work and to become aware of the added value that involved stakeholders give to their work. The project will also provide a database filled with methods and good practices from cities in the Baltic Sea Region in different topics.

Are you interested? Want to be part of the creation of the

Knowledge Management Database and let others know about good practices from your city? Take part in our Stakeholder Involvement Campaign!

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NEW ADDRESS OF THE COMMISSION

UBC Commission on Environment together with Baltic Region Healthy Cities Association, VALONIA (Service center on sustainable development and energy for Southwest Finland) and Centrum Balticum form the so called Baltic Sea House opened on 19 August 2008 by the Mayor of Turku Mikko Pukkinen.

- The Baltic Sea House in Turku is built on a perfect surrounding involving several organisations dealing with the Baltic Sea, sustainable development, political and cross cultural understanding. For the Commission it gives good possibilities to further strengthen our work with UBC cities. The Baltic Sea is also a clear message from our host city of its strong dedication to the common cooperation in the BSR, says Björn Grönholm, Head of Secretariat of UBC Environment and Sustainable Development Secretariat.

Altogether around 40 people work in the Baltic Sea House. The House is located in historically and culturally valuable setting of the Old Great Market in the Hjelt Manor.

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SPICES - TAKING PORTS AND CITIES FURTHER ON THE SUSTAINABILITY PATH

In the project application SPICES - *Supporting port innovations and cities enhancing sustainability*, proposed to the Baltic Sea Region Programme, 19 partners representing ports, cities, research institutions and UBC will cooperate to find ways to take action making the ports and harbor cities more sustainable. SPICES will continue the project "New Hansa for sustainable ports and cities" (New Hansa).

Exchange of experiences and Memorandum of Understanding (MoU) on Sustainable Port and Maritime Policy in the BSR were the main outcomes of the New Hansa project.

Although only a few years have passed, a lot has happened regarding sustainability and port management. The Blue Book laying out the maritime policy framework for ports in EU has been launched, HELCOM has published an ambitious Baltic Sea Action Plan and a new EU Baltic Sea Strategy is on its way. And not only the policy framework is changing: the environmental challenges like climate change, water management and land use issues are growing challenges in the ports and harbor cities.

In the SPICES project cities and ports will investigate the possibility to transfer a good practice from one port/harbor city to another. In an extension phase the practices will actually be transferred and implemented in the new setting. The good practices will be carefully evaluated on their

environmental, economical and social qualities and impacts and regarding their transferability to other settings. Apart from implemented actions the project will deliver guide books on how to use transfer of good practices as a mean to speed up implementation of a sustainable management of ports and harbor cities. The project will continue on the MoU developed in New Hansa and make a Transnational Action Plan for ports and cities that can be committed to by actors in the field.

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The port of Turku



UBC IN THE JOINT ENERGY AND CLIMATE PLATFORM

Over a decade ago, most countries joined forces in order to consider what can be done to reduce global warming and to cope with temperature increases. The countries joined an international treaty called the United Nations Framework Convention on Climate Change (UNFCCC) produced at the UN Conference on Environment and Development (UNCED).

In December 2009 the next UNCED will be held in Copenhagen. The protocol that will be adopted at the conference will succeed the Kyoto Protocol. The Kyoto Protocol is linked to the UNFCCC. The major feature of the Protocol is the binding target for 37 industrialized countries and the European community for reducing greenhouse gas (GHG) emissions. The major distinction between the Protocol and the Convention is that while the Convention encourages industrialized countries to stabilize GHG emissions, the Protocol commits them to do so.

The Protocol places a heavier burden on developed nations and recognizes that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity. The Kyoto Protocol was adopted in Kyoto, Japan 1997, and entered into force on 16 February 2005. 182 Parties of the Convention have ratified its Protocol to date.

After the first important step with the Kyoto Protocol towards a global emission reduction and stabilize GHG emissions, a new international framework is being negotiated. The next UNCED will be held in Copenhagen, December 2009. In preparation to the UNCED a number of Baltic Sea Region organizations have created a joint committee called "Joint Energy and Climate Platform of BSR Organizations" in order to promote the Baltic Sea Region with all its possibilities and flaws. Among the organizations in the

platform Baltic Development Forum (BDF), Baltic Sea States Subregional Cooperation (BSSSC), Baltic Island Network (B7) and the Nordic Council can be mentioned. The UBC Commission on Energy is a member of this group.

"It is important to join forces in our work before the UNCED. Together we can achieve much more than if we all work individually. It is a good opportunity for the UBC to work with these organizations and to promote the local perspective in energy and climate issues" - Stefan Windh, Chairman of the Commission.

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PLANS OF THE COMMISSION ON GENDER EQUALITY

The Commission on Gender Equality held its working meeting in April in Tallinn, Estonia, where new members participated. We had a successful meeting and also made two very interesting study visits. We visited the Shelter House of Tallinn where women and children can get help and support if they are abused. We also studied a project supporting women in prostitution who want to get education, legal work, or needs help with health care issues.

One of our main tasks which is being done this year is collecting information about gender issues from the member cities. This survey will be presented at the UBC General Conference in 2009. Does your city have some interesting gender equality work which would be interesting? Best practice for other cities? Please send it to the Secretariat of the Commission. In this way we can spread good examples of promoting gender equality around the Baltic Sea region. Umeå is involved in a transnational project concerning gender equal labour market and women and enterprise. Best practice will be transferred to the Baltic Sea cities from the Commission. Other cities can contact

the Commission if they are interested in joining gender equality projects. The secretariat of the commission can help with contacts, since many project proposals are sent here. Many European cities wish to cooperate with Baltic cities around questions on gender equality. We can then save your contacts and when there is a proposal we can link your city with the proposal. Please remember to let us know within which gender equality theme you wish to work.

Calendar events for the autumn 2008:

- Commission's representative attends a conference in Brussels 16/10. The theme is trafficking, and the Commission will be meeting other Baltic Sea Organisations and projects concerning this issue.
- The Commission is holding its annual meeting in Kalmar, Sweden on 6-7 November. The theme of the meeting will be *Prostitution and Human Trafficking*.



To highlight the representation share of women and men in the City Councils around the UBC area, we urge those cities who have not yet sent us information about representation, to do so.

How many members does your city council have? Male/female? Who is the president of the City Council? Male/female?

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GRANTS OF THE COMMISSION ON TRANSPORTATION

Heavy traffic causes problems not only on main roads but also around schools. Many children, even those living in the vicinity of their schools, are driven to classes by their parents. Such children do not develop sustainable transport habits and according to surveys are less independent than those walking or cycling to school.

The Commission on Transportation believes that it is essential to teach the right attitude towards sustainable mobility from an early age. Therefore, the Commission has decided to announce "Bike to School" grant competition for UBC member cities and award the initiatives that promote biking to school among primary school children. The grant session is aimed at:

- promoting bicycle as a means of transport and encouraging children to cycle to school
- instilling sustainable transport habits from an early age
- teaching safe cycling

- reducing traffic congestion and speed in the school area
- reducing parking problems around schools.

A primary school willing to receive a grant should prepare a project/programme concerning bicycle promotion for children aged 7-12. The project should be realized within the school year 2008/2009. It may encompass such initiatives as:

- organising "Bike to School" days and other bicycle events
- designing a poster promoting bicycle as a means of transport for pupils
- organising cycle trainings for children (including health and safety issues, bike checks, riding skills assessment etc.)
- preparing a series of articles promoting cycling for the school newsletter
- developing a website promoting cycling and including safe cycling tips as well as advice on bicycle maintenance etc.

- organising cycling competition.

Only one school from each UBC city can participate in the competition. It is the City Hall/Council to decide which primary school will represent the city and thus participate in the competition.

The Commission will choose and award 4 most interesting projects which meet the aims of the grant session and conditions described above. The winner will receive 2,000 euro and the other three best projects will receive a grant of 1,000 euro each. The deadline for sending the applications is 31 October 2008 and the results will have been announced by 14 November 2008.

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PREPARATION OF eCITIZEN 2.0+

The Baltic Institute of Finland together with the UBC Commission on Information Society is leading the preparation of a follow-up to the project "Challenge of eCitizen – Promoting eGovernment Actions in European Cities" (2005-2007). The new initiative with the working title "eCitizen 2.0+" will focus on exploring ways of utilising and adapting social media tools for the needs of local and regional administrations, enhance interaction with citizens, as well as encourage citizens' participation in local development and decision-making.

The follow-up project builds upon the knowledge and experience

gathered from the highly successful Challenge of eCitizen project, which promoted exchange of experiences in eGovernment development between 11 European cities with the support of EU's INTERREG IIIC financing programme.

Challenge of eCitizen covered all key topics of eGovernment development, including eManagement, eParticipation tools and methods as well as eServices including smart cards and mobile services. Based on the gained experiences and discussions on the future of eGovernment, efficient interaction and communication between citizens and local administration proved to be a crucial success factor in local eGovernment development for all involved cities. This challenge is further accelerated by the rapid technological development, and the fact that new social media tools delivered through Web 2.0+ technologies are changing every facet of modern life.

eGovernment is a topical subject for cities in the Baltic Sea region and Europe wide, which was demonstrated with a high number of interested partner candidates applying to

the eCitizen 2.0+ cooperation project. Several preparatory meetings have taken place, the latest in Helsinki 7-8 May 2008 with 35 participants from 15 countries. As a result, the partnership is selected representing cities and regional administrations from all parts of Europe. Cities from the Baltic Sea region and UBC members are well represented. The aim is to prepare a high-quality application for the second application round of EU's INTERREG IVC financing programme, with the deadline on 30 January 2009.

Partners of Challenge of eCitizen have initiated also other cooperation ideas based on the established network. One example of such initiatives is a project proposal Envisage – European Visualisation of Arguments that was prepared for the eParticipation call of the EC in August 2008 as joint effort of Sheffield, Tampere, Tartu and the Baltic Institute of Finland.

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Participants of the second preparatory seminar of eCitizen 2.0 in Helsinki



III. NEWS FROM MEMBER CITIES

EUROPEAN GREEN CAPITAL AWARD LAUNCHED

The European Green Capital Award is the result of the initiative taken by the cities interested to share the best practice in developing the urban environment in Europe. The concept was originally conceived at a meeting in Tallinn, Estonia, on 15 May 2006. In the City Hall 15 European cities and the Association of Estonian Cities signed a joint Memorandum of Understanding on the establishment of an Award. More than 40 cities, including 21 EU capitals, and UBC have supported it.

At the meeting in June 2006 the former Mayor of Tallinn, current Vice-President of the Estonian Parliament Jüri Ratas and



Commissioner Stavros Dimas and Jüri Ratas at the launch ceremony, Brussels

European Environment Commissioner Stavros Dimas expressed support for the initiative and indicated that DG Environment would actively contribute to the development of the award scheme.

EGC award was officially launched on 22 May 2008.

Any European city with a population of more than 200,000 could have applied.

Jury will select the winning cities later this year. The award is intended to help the European cities to become more attractive and healthy – “fit for life”. Commissioner Stavros Dimas said: “I hope that this award will act as a powerful incentive for

local governments and authorities to improve living conditions for Europe's city-dwellers. Many cities are already committed to improving protection of their environment. I am confident that this award will encourage many more to follow suit.”

The award will be given each year to a city that has a consistent record of achieving high environmental standards, is permanently committed to ambitious action, further environmental improvement and sustainable development, and can act as a role model to inspire and promote best practices in all other European cities.

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THE BSR SEES CONTINUED GROWTH IN 2008

The countries of the BSR have joined forces in order to create a cruise option with fully integrated operations between ports and cities. Cruise Baltic network invites to a cruise experience out of the ordinary where the cruise passengers can visit 10 countries on a string and experience oceans of adventures.

The activity of the cruise industry in the region has increased in recent years. Today Europe and the BSR are on many cruise passengers' wish lists, instead of the more traditional cruise destinations. This is the conclusion from a Cruise Baltic market review 2008 produced by Incentive Partners. The number of cruise passengers to Baltic cities has increased by an average of 12 per cent per year since 2000, and the Cruise Baltic members expect the increasing trend to continue in 2008. "Although the number of calls and turnarounds declined slightly in 2007, they are expected to increase again in 2008", says Thomas Odgaard, Incentive Partners. Baltic destinations are filling four of the top five places of the ports, which are attracting the most passengers in Northern Europe. The most popular ports of call are:

St. Petersburg, Tallinn, Stockholm and Helsinki. And Copenhagen ranks as the largest turnaround port, expecting a record breaking 147 turnarounds in 2008.

Karlskrona is a member of the Cruise Baltic network and has seen a very positive trend. "We are nowadays more efficient and professional in both our marketing measures and in the way we take care of the cruise business as a whole", Sais Liliann Bjerström, marketing manager for the port of Karlskrona

The region is growing faster than the global cruise industry, which is turning its attention fully on Europe and partly also on Asia. Data from Seatrade (2008) shows that Baltic destinations have a market share of approximately 50 per cent in Northern Europe. Cruise Baltic is a long-term co-operation and although 2007 showed a slight decline in number of calls and turnarounds, the overall trend is that the popularity of the Baltic's has grown tremendously over the last six years and 2008 estimations look strong. Bo Larsen, Director of Cruise Baltic says:



"We are proud of the wide recognition we are achieving. In the latest Seatrade report we are mentioned as an enthusiastic promoter and perhaps the ultimate example of a cruise network. We are thrilled about the figures for 2008 and we definitely see Cruise Baltic as a long-term co-operation, aiming continuously to improve the attractions of cruising in the Baltic Sea region".

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SAILING ADVENTURE ON LORD NELSON

This summer a group of young people with disabilities from Klaipėda had a wonderful ten days' project on board of a grand ship LORD NELSON which took part in the world regatta "The Tall Ships' Races 2008". LORD NELSON is the only sailing vessel in the world that is especially equipped to enable sailing for people with various physical disabilities.

Next year Klaipėda, as well as other UBC cities Gdynia, St. Petersburg and Turku, will host the large international fleet of the Tall Ships' Races. The city is to send young people as trainees to the ships of other countries. In this way, the organizer of "The Tall Ships' Races, Sail Training International (STI), promotes international friendship. In 2006 STI was nominated for Nobel Peace Prize.

Five people from Klaipėda found themselves on board of LORD NELSON – the first people ever from the Baltic States on this ship. The ship had a professional

crew of ten people, and the remaining forty on board were trainees. Among the duties there were hoisting the sails, mooring or unmooring the ship, helming it, filling the log, working in the galley, working at the so called "happy hour" when one cleans and brushes every corner of the ship. The youngsters enjoyed going aloft the most. But when large white sails obey your setting, when you overcome your trembling knees and can see the beauty of the ship and the sea

water from above – it is so rewarding... It was possible even for the disabled people in the wheelchairs – there is a special safe equipment to do so! Blind people can sail this ship and even try helming it, for there is a sounding compass to set the course of the ship. People were grouped in the so called "buddy-system", when a disabled



Our British – Lithuanian watch with the watch leader Stephen Chapman



person is paired with an able bodied.

We sailed the so called cruise-in-company. This part of the regatta is not racing, but sailing just for pleasure, calling some other ports with outstanding sightseeing places. The route of the cruise-in company this year was in Norwegian fjords from a small port of Maløy to Bergen.

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PUBLIC TRANSPORTATION ON THE WATER

Karlstad is built on a delta where the river Klarälven meets Lake Vänern. During the summer of 2008, the city buses have given the population in Karlstad the opportunity to travel by boat buses, and the experimental work became a huge success. 50 000 persons have paid the three boat routes a visit, and the municipality is now nominated to the grand tourism price.

Karlstadsbuss has had three boat routes with 35 departures a day and they operated seventeen bridge stops.



The travellers could choose from going short routes or take a longer route, which lasted for two hours and guided you through the whole city. Two of the routes have also operated on the river. One of these routes went from the city centre to the city park Mariebergsskogen, and the other one went in a circular line within the city centre and around the delta. The third route went out on Lake Vänern and to Hammarö, a small island outside Karlstad.

The boats have gone from 10 o'clock in the morning to 10 o'clock in the evening almost every day of the week during June, July and August. The passengers have been people who commute to their jobs, people from Karlstad who take field trips in their own city and a large amount of tourists.

- The reception has been more positive than we expected. The queues have been long almost

every day at the bridge stops, says Sören Bergerland, head of Karlstadsbuss.

- Since the venture has been an experimental work, we are now going to make an evaluation. After the evaluation is done it is up to the politicians to decide what will happen to the boat buses next year.

Karlstadsbuss and their public boat transportation have been nominated to Sweden's grand tourism price. The winner is appointed at the Swedish Travel and Tourism gala in October. The price is given to a tourist activity that has developed the tourism in Sweden in an exemplary way.

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A RENEWABLE MARITIME RESOURCE

To ensure Szczecin's future success as source of world class nautical expertise, the city is moving forward with plans to widen the spectrum of its maritime education program.

The launch of the International Sailing Center at Lake Dabie will bring together existing, classroom-based programs for local schools with practical instruction, as well as a full schedule of training and competitive events that will run throughout the year.

According to Filip Gruszczyński, an inspector in the city's Sailing Events Bureau, the new center promises to cast a wider net. "We hope to create a center of regional excellence that will be open to both those from Szczecin – who currently benefit from existing city programs – and from the whole of the Euroregion Pomerania."

Under the direction of the city government's education department, the International Sailing Center builds on programs and facilities already in



place. These include schools-based programs devoted to maritime cultural education and related interscholastic competitions, as well as practical instruction in seamanship offered at the youth center on the lakeshore.

Children and young adults aged 7-20 are eligible to take part in these programs, which make use of three sea-going vessels and a fleet of smaller craft. Practical seamanship courses are offered at the center throughout the year and focus on all aspects of the discipline, from theory to ship

maintenance.

The launch of the combined education and instructional program is set for the arrival of the 2008/2009 school year, which begins on 1 September. In order to broaden the offering to a wider array of students from both West Pomerania and neighboring Germany, the city is seeking funds from the European Union that will expand both the center's operational budget and enable continued investment in marina facilities. In 2009, the city plans to enter the largest of its ships – the *Dar Szczeciński* – in the Tall Ships racing program for student sailors. The boat will join a flotilla of similar vessels from countries around the world that will visit various Atlantic Ocean ports as part of the racing schedule.

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MARITIME CENTRE VELLAMO

The new Maritime Centre Vellamo opened in mid-July in the old port of Kotka, Finland, has proved to be a great success right from the beginning. The new landmark and pride of Kotka attracted 40 000 visitors by the end of August which is more than anyone dared to hope for. This architectural masterpiece situated in the old port of Kotka was designed by architect Ilmari Lahdelma and is the home of the Maritime Museum of Finland, the Museum of Kymenlaakso and Kotka and the Information Centre Vellamo. The

Maritime Centre Vellamo also houses a 200-seat auditorium, museum shop, restaurant and teaching facilities.

The Maritime Museum of Finland is a national museum whose role is to preserve and interpret the history of Finnish seafaring. It is governed by the National Museum of Finland which is one of the museums of the National Board of Antiquities. The highest official above all these is the Ministry of Education. The permanent exhibition of the Maritime Museum of Finland concentrates on the history of Finnish

seafaring with emphasis on the everyday life of seamen, development of ships, mercantile marine as well as marine transport and tourism. The history of navigation is also an area of interest as well as the speciality of northern seafaring and the underlying theme of the exhibition: winter navigation and ice.

The Museum of Kymenlaakso and Kotka is

governed by the city of Kotka and its main task is to preserve, research and present the history of Kotka and the whole province of Kymenlaakso.

The permanent exhibition of the Museum concentrates on the themes of efficiency and the relationship between individual and society. It studies among other things the concept of time, meaning of money, battle of Ruotsinsalmi, growing demand of efficiency on all areas of life and on the other hand, leisure time and having fun. Different borders and crossing them is one of the themes of the exhibition and particularly of the section dedicated to the Coast Guard Museum.

The Information Centre Vellamo offers library, archive and photograph services. The library opens for public in September 2008 and the archives in the spring of 2009.

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PORI CELEBRATES

This year the city of Pori is celebrating its 450th anniversary. The city was founded in 1558 by John the Duke of Finland, later John III King of Sweden. Originally a harbour city, Pori has evolved into a cultural, industrial and tourist attracting capital of the Satakunta region. Pori is the 9th oldest city in Finland and today it is the 10th largest with a population of 76,000 inhabitants. The biggest industries are machinery, offshore technologies, industrial automation and energy technologies. The city is known worldwide for the Pori International Jazz festival, the Yyteri beaches and the Pori Dance Company.

There are four main themes of the celebration focusing on the past, present

and future of Pori. Respecting its history as a trading center promoting economic development is one of the central themes. Cultural life also has a special emphasis; there is a large variety of cultural events all through the year. Pori aims to be Finland's most child-friendly city by 2009 and therefore children and youth are also taken in to notice. The last - but not least - theme is nature. The city is surrounded by the plains of the Kokemäki river delta. The Kirjurinluoto Island is an important tourist and refreshment area in the city center. In 2002 the national urban park was established where parkland and a nationally significant historical environment have been preserved as a whole.

The anniversary year has brought flocks of tourists into the city. Along with annual International Pori Jazz festival, the mid-summer festival RMJ, discussion forum SuomiAreena, National Holiday Housing Fair and the



Pori in the summer morning, Photo: Johanna Salmi

Grand Entertainment Concert have filled the city with travellers and concert-goers. Especially the Grand Entertainment Concert was a success. There are many events left for the rest of the year. The 9th annual Pori Folk Festival gathers folk musicians and other artists from around the world. Pori Fiesta Wine festival offers unforgettable experience for culinary lovers. Later in the autumn there is more culture to offer during the Lainsuojattomat (Outlaws) independent professional theatre festival.

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Pori Region Information
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Pori Regional Development Agency
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Pori Jazz Festival 2008. Photo: Jan Virtanen

PRIZE FOR CHOJNICE'S TOWN CENTRE

On 11 September 2008 the Deputy Mayor of Chojnice, Edward Pietrzyk has received the main prize in the second edition of the contest for the best public space in Poland.

The aim of the contest was to promote best practices in improving spatial organization and to raise the attractiveness of the public space in Poland. There were 27 entries, which were evaluated by the panel of experts composed of representatives of Society of Polish Town Planners, Ministry of Infrastructure, Ministry of Culture and National Heritage, Ministry of Regional Development and Union of Polish Cities. Chojnice won the first prize in category "Revitalised public space".

Chojnice has been awarded for carrying out renovation works in the town centre, which resulted in a new image of the town. The works started in 2001 when the Old Market Square was rebuilt on the basis of the concept of the city architect Andrzej Ciemiński. Such material as clinker, granite and sandstone was used. Within the confines

of the works a new fountain was built in classicist style. Other interesting elements of small architecture were, among others, spring of fresh water and 79 large flowerbeds made of sandstone.

The Old Market Square became a nice place to rest both for inhabitants and tourists. The municipality continued to invest in improving image of the town by rebuilding streets within urban structure of the town centre and historical tenements. The last step was restoration of Chojnice's most important historical building - St. John the Baptist Basilica Minor, which was co-financed by European Regional Development Fund.

The ceremony took place during the conference "Public space, natural and cultural heritage in Territorial Agenda for the European Union and Leipzig Charter on Sustainable European Cities - challenges for Polish urbanism, rural and spatial planning". Chojnice was granted the prize by Deputy Minister



Polish Deputy Minister of Infrastructure handed over the Prize to the V-ce Mayor of Chojnice, Mr Edward Pietrzyk

of Infrastructure Olgierd Roman Dziekoński and Chairman of Society of Polish Town Planners Tadeusz Markowski.

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KALININGRAD CITY DAY 2008

On 13 September 2008 the citizens of Kaliningrad, celebrated its 753rd anniversary. This year 28 official delegations representing the partner-cities from Russia, Belarus, Germany, Poland, Lithuania, Latvia and Denmark visited Kaliningrad. All the city guests paid their attention to the changes in Kaliningrad. These are new roads, shopping centers, developed areas, parks and public gardens.

Some results of this meeting are visible now. The President of Kiel (Germany) assured the continuation of cooperation in the social sphere, which is based on traveling seminars and experience exchange between municipalities. Besides, Kiel is ready to take part in the new projects and to cooperate within education and culture. Mayor of Zeitz (Germany) expressed the intention to sign the agreement on cooperation between the cities of Kaliningrad and Zeitz in the nearest future. Zeitz is ready to support the existing and to develop new contacts in the educational, social,

economical and cultural spheres. On 12 September the meeting between the Head of the Housing and Communal Service of Zeitz and the Head of the Kaliningrad Municipal Unitary Enterprise «Vodokanal» was held. As a result, the agreement on visit of the Kaliningrad colleagues to Zeitz was reached. Head of the Rostock Mayor's Office and Chairman of the Bremerhafen City Council are also interested in continuation of the mutual work with Kaliningrad in such spheres as education, economy and culture. Colleagues from Łódź (Poland) and from Odense (Denmark) are ready to support

the youth exchange and to continue cooperation with the Kaliningrad creative groups. There is also the necessity of preparing new international projects in the framework of the EU programs. In this respect the interest was expressed among others

by the representatives of Klaipeda, Łódź, Gdańsk and Odense.

The City Day promotes and contributes to the setting of the new contacts between municipalities and also to strengthening of the already existing links.

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INTEGRATION IN KOSZALIN

On 13 September, the V European Festival "Integration You and Me" in Koszalin has been finished. In this year the Festival lasted four days and gained a lot of interest among the city inhabitants. The movies were shown in the cosy cinema "Alternatywa", that's located in the main building of Public Library of Koszalin. The main idea of this event is to integrate disabled people with the rest of the society through presenting movies, that show everyday life and problems of disabled people. But the Festival itself was not only the movies, but also sport events, exhibitions, discussions, meetings and theatrical performances. The festival was initiated in 2003, and since that time 162 movies and documentaries have been shown to the audience. The main organisers of this events are the Cultural-Social Society of

Koszalin and the Public Library. This year the movies competed in 4 categories:

- * feature movie;
- * documentary;
- * amateur movie made by the disabled people;
- * short TV production about social campaign for disabled people;

The international jury consisted of media expert Philippe Lornac from France, Jerzy Kalina (sculptor, documentary author) of Poland, professor Bassam Aouil – psychologist and psychiatrist, Rasim Iliasowicz Dargiach-

zade, Russia, Marta Sikorska, Poland (World Champion 2002 in wheelchair dancing in pairs), local journalist and poet Agata Augusiak, doctor of psychiatry Radosław Bałaj.

The winner of Grand Prix "Butterfly 2008" was an American movie "The Picture of Feelings" – director Sławomir Grunberg; additional two special prizes were given to Monika

GOLDEN DAYS OF HANSA

Centuries passed by, but the Confluence of Kaunas is still the witness of remarkable events – thousands of citizens and guests of the city come here to celebrate



the traditional city festival „Hansa Kaunas“. This year again, on 23-24 August, the Confluence of Kaunas welcomed the village of tradespeople, medieval dances, music, games, tournaments of knights, lectures of the Latin language, court processions, art works inspired by the Medieval ages... Citizens could learn the old crafts, taste medieval dishes, watch the doll theatre performance, and the bravest ones could test their toughness while sitting on the "pole of shame"... The solemn closing of the festival took place on Sunday night – the startling music, light and firework performance was devoted to the 600th anniversary of Kaunas Municipal Rights. Next year Kaunas will again invite citizens and guests from near and far to be part of modern history of Kaunas – to explore the marvelous old town of the city and remember the glorious old days at "Hansa Kaunas".

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Pawelczuk – author of movie "The Models" and Siergiej Lukianczykow of Belarus (film "Borowiczek").

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iSHARES CUP

The iShares Cup Extreme 40 Sailing Series consists of five premier European Race Events, hosted by France, Germany, Italy and Switzerland, the Netherlands, and the UK. The last weekend in August the iShares Cup took place in Kiel and thousands of spectators watched the incredible catamarans competing for the crown at the fourth event of this premier European circuit. The field was packed with the world's top sailors from the world of the America's Cup, Olympics and offshore racing scene and it is a rare opportunity to see this class of sailors racing so close to shore.



One of the core objectives of the iShares Cup is to bring sailing to the public, and the new venue of KIEL.SAILING CITY was ideal. Every year the city hosts Kiel Week, the biggest sailing event in the world and huge summer festival, which sees crowds of spectators lining the city's sea walls to view the action, and the iShares Cup was held in the same fantastic sailing amphitheatre.

The iShares Cup race village was open to the public where there was live music each evening – and lots of chances to find out more about the Extreme 40s and the incredible sailors who race them. The last day of the iShares Cup Extreme 40 Sailing Series was a real dream day for sailors and pure advertisement for sailing sport. "It was absolutely amazing, the best stage" said Shirley Robertson's (Team JP Morgan, Great Britain). Crew member Fraser Brown really wants to come back to Kiel: "There was good sailing and lots of visitors in Kiel – this was really the best."

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JĒKABPILS IN STRUVE GEODETIC ARC

The international conference "Struve geodetic Arc: its continuation in time and space" was held on 22 August in Jēkabpils, Latvia.

The Struve Arc is a chain of survey triangulations stretching from Hammerfest in Norway to the Black Sea, through 10 countries and over 2,820 km. These are points of a survey, carried out between 1816 and 1855 by the astronomer Friedrich Georg Wilhelm Struve, which represented the first accurate measuring of a long segment of a meridian. This helped to establish the exact size and shape of the planet and marked an important step in the development of earth sciences and topographic mapping. The original arc consisted of 258 main triangles with 265 main station points. The listed site includes 34 of the original station points, with different markings, i.e. a drilled hole in rock, iron cross, cairns, or built obelisks. Latvia has undertaken special responsibility for two geodetic points - Jēkabpils and Sestukalns, because they



are on the World Cultural and Natural Heritage List.

W. Struve's intention to include triangulation triangles of Livonia and of Estonia into section of the common meridian arc was realized through Jēkabpils. Astronomical station Jēkabpils was established and surveyed in May - June 1826. In the course of time the astronomical station Jēkabpils remained

undestroyed.

Nowadays the municipality has taken responsibility for the preserving of this cultural heritage place and there was a new triangulation tower point model designed and built in the same historic place. The representatives of the international conference from Struve geodetic arc countries were the witnesses of its opening ceremony.

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COORDINATED SUPPLIES IN HALMSTAD

The Municipality of Halmstad has been coordinating its goods supplies since March 2008. Suppliers are given one address, from where the municipality distributes the goods to its various activities once or twice a week.



There was a clear need for coordinated goods supplies, partly due to environmental aspects but also so that the municipality could make sure that supplies to schools and day-care centres were managed safely. The financial consequences and improved levels of service were also considered.

In the past the municipality received 1,300 deliveries to its various addresses

every week. Non-coordinated supplies also meant that the municipality was not able to use ecological and locally grown goods because many small producers couldn't see any profit in supplying goods to so many locations.

By 31 July this year we have made 1,465 deliveries instead of 2,904. The carbon dioxide emission has dropped by 40-60 per cent and safety has improved significantly. Two LPG vehicles have been bought and equipped with alco-locks and reversing cameras.

The Municipality is now working on more types of goods to be included in the coordination efforts. We'll see major changes in March next year, when all deliveries of consumables will be included in the coordinated deliveries.

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ECOLOGICAL ENERGY PRODUCTION IN VAASA

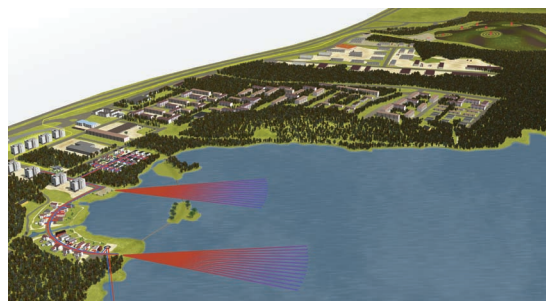
In July–August Vaasa hosted the annual Finnish Housing Fair. In addition to the beautiful, sturdy-built homes and the latest trends in interior design, not only national but also worldwide attention is directed to the area thanks to implementation of pioneering energy production processes.

The most noticeable ecological feature is the low-energy system, which is unique in the world and utilises the warmth from the seabed to heat up the houses. Electricity and heating are produced and consumed within the area, making it almost self-sufficient.

Both energy production and distribution in the Fair site are located in a

power plant building known as New Energy. The building consists of a fuel cell unit and a micro-turbine unit, and is fuelled by biogas or methane originating from a nearby landfill. The unique fuel cell unit producing electric and heating power delivered by Wärtsilä Oyj is based on planar solid oxide fuel cell (SOFC) technology and is the first of its kind in the world. The landfill gas used by the fuel cell power plant is a renewable fuel. The significance of biogases increases in decentralised energy production. The benefits of decentralised energy production include more efficient utilisation of local sources of energy, shorter transport distances for fuels and reduced energy transmission losses. In addition to landfills, biogases are generated e.g. in agriculture and water treatment plants.

Moreover, Vaasan Ekolämpö Oy and also Vaasan Sähkö Oy and KWH-Pipe Oy have created a concept that has led to an energy self-sufficient housing area at the Vaasa Housing Fair. Energy production from the landfill gas and from the heat from the seabed sediment is so high that it is possible to sell energy also



The overall energy solution at the Vaasa Housing Fair

outside the housing fair area. There is also going to be another housing area in Västervik where the heat from the rock and drilled wells are used as an energy source. Wells are also equipped with a coaxial pipe that gathers much more heat than a traditional u-pipe. Drilled wells are connected together and build the lowheat network. It is also planned to equip houses with solar panels so that in the summer it is possible to charge wells effective with solar heat.

TRAVEL TO KEMI

The Kemi region is an area of outstanding natural beauty with its own unique brand of scenery. Kemi is marketed as Santa Claus's Home Harbour. Lapland is an attractive destination for cruise ships operating in these northern latitudes. A growing number of tourists are drawn to the novelty of visiting are by ship and making shore excursions.



The tourist icebreaker, the "Sampo" provides visitors with one of the world's most unusual excursions. Icebreaker takes passengers on a four-hour cruise through the frozen waters of the Gulf of Bothnia. Highlight of the cruise for many customers is the change to swim in an ice hole wearing a floating suit. In addition, a unique winter attraction is giant snow castle the LumiLinna. Organisers spend two months building the castle using snow and ice. Visitors may also stay overnight in the SnowHotel, enjoy meal in the SnowRestaurant. The SnowChapel is popular venue for wedding ceremonies.

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PANEVĖŽYS' ANNIVERSARY

7 September has become a traditional City Day in Panevėžys. This year it was 505th anniversary - a good opportunity not only to celebrate but also to boast about unique things the city has. The proposed topic - the year of visual art served the purpose. The city was awarded the European Flag of Honour by the Council of Europe for international activities.

The City Days have started to be celebrated since 1993. It became the most popular and promising festivity among the community members and the guests of Panevėžys. The IVth Baltic Musical Fireworks Festival, the exhibition of photos in non-traditional places in the city, youth carnival "We are coming", international festival of brass orchestras "Brass Dialogue" took place. Football marathon, amateur film festival, the parade of Lithuanian cinema celebrities, actions of pupils were also well met. EXPO Aukštaitija 2008 was organised for 13th time.



The Mayor of Panevėžys Mr. Povilas Vadopolas receives the Flag of Honour from the Honorary Member of European Parliament Mr. Benno Zierer

The official delegations from Gabrovo (Bulgaria), Ferizaj (Kosovo), Lublin (Poland) and Daugavpils (Latvia) enjoyed nice festivity atmosphere together with the inhabitants of Panevėžys.

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The 52nd UBC Executive Board meeting was held on 5 June 2008 in Kuressaare

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Union of the Baltic Cities (UBC) is a network of over 100 cities from all ten Baltic Sea countries, with an overriding goal of contributing to the democratic, economic, social, cultural and environmentally sustainable development of the Baltic Sea Region.

The Union has based its operational activities on thirteen working Commissions on: Business Cooperation, Culture, Education, Energy, Environment, Gender Equality, Health and Social Affairs, Information Society, Sport, Tourism, Transportation, Urban Planning, Youth Issues and EU Coordinators Network. The Commissions coordinate and execute specific projects, activities and special events. Each city is capable to have its own creative and fully independent input to the Commissions' work.

The Union has an observer status with the Council of Europe's Congress of Local and Regional Authorities of Europe (CLRAE), the Committee of the Regions, the Parliamentary Conference on Cooperation in the Baltic Sea Area, the Helsinki Commission (HELCOM). The Union is also a Special Participant in the Council of the Baltic Sea States (CBSS). The UBC cooperates with numerous Baltic and European organisations.

The Union is open for new members. Any coastal city of the Baltic Sea or any other city interested in the development of the Baltic Sea Region may become a member of the Union by making a written declaration of its will to enter UBC.

Please contact the UBC Secretariat in Gdańsk for more information
about the UBC work and the rules of entering the Union.