

## MEMORANDUM OF UNDERSTANDING ON SUSTAINABLE PORT AND MARITIME POLICY IN THE BALTIC SEA REGION

### SUMMARY

This paper is the Memorandum of Understanding (MoU) on Sustainable Port and Maritime Policy in the Baltic Sea Region. It is the outcome of the BSR INTERREG III B project “New Hansa of sustainable ports and cities” with the project partners:

Stadtwerke Lübeck GmbH as Lead Partner and Hanseatic City of Lübeck, City of Stockholm, City of Helsinki, City of Malmö, City of Turku, City of Pori, City of Mariehamn, Port of Kolding, Port of Rostock, Ports of Stockholm, Port of Turku, Authority of Szczecin and Świnoujście Seaports, the Centre for Maritime Studies of the University of Turku, Union of the Baltic Cities (UBC), Baltic Energy Forum e.V. (BEF) and Finnlines Plc as partners from June 2003 until December 2005.

An evaluation made by the project New Hansa has shown the need for concerted action in order to improve environmental, health and economic aspects of maritime transport.

### SIGNATORIES

This MoU is a voluntary commitment of its signatories. Signatories to this Memorandum of Understanding are: Coastal Cities, Port Authorities and Port Operating Companies, Ship Owners and Ship Operating Companies and other parties in the Baltic Sea Region. Starting point of the MoU shall be the 1st of January 2006.

### WHEREAS

1. the Baltic Sea is classified by the International Maritime Organization (IMO) in Annexes I, II and V, MARPOL 73/78 as “particularly sensitive sea area (PSSA)” in which, for technical reasons relating to their oceanographical and ecological condition and to their sea traffic, the adoption of special mandatory methods for the prevention of sea pollution is required. Under this Convention, the Baltic Sea is provided with a higher level of protection than other sea areas,
2. the signatories are aware of the commitments to different protocols and conventions regarding the environment,
3. increasing maritime traffic could potentially lead to increasing environmental impact with respect to local air quality, noise, waste generation and water pollution, and thus increase pressure upon regulators to introduce mitigation measures,
4. the New Hansa Partners, pursuant to its commitment to the BSR INTERREG III B programme have studied the feasibility of stimulating the use of cleaner maritime transport in the Baltic Sea,
5. it is feasible to develop financial measures as incentives for technical development to safeguard environment, health and fair competition,
6. it is feasible to develop recommended methodologies to improve air quality, noise environment, waste and waste water management in the ports,
7. it is feasible and proved necessary, to develop criteria for application of such measures by Baltic Sea cities and ports,
8. some cities, ports and shipping companies have already introduced individual systems for maritime emission abatement, noise, waste and waste water handling,
9. cities, ports and shipping companies have expressed their interest for harmonised methodologies and measures in the Baltic Sea Area,

10. there is a need for classification of maritime vessels according to their environmental performance for the purpose of making use of financial measures.

**AND CONSIDERING THAT**

1. the aim of this MoU is to establish a Pan-Baltic environmental maritime policy regarding air quality, noise, waste and waste water management and to minimize environmental impact from maritime transport,
2. this MoU is a voluntary commitment of its signatories concerning the examples of good practices in annex I,
3. reference limit values for Sulphur Dioxide (SO<sub>2</sub>), Nitrogen Dioxide (NO<sub>2</sub>), Oxides of Nitrogen (NO<sub>x</sub>) and Particular Matter (PM<sub>10</sub>) and thresholds are those of Council Directive 1999/30/EC of 22 April 1999 and EC directive for noise (Council Directive 2002/49 EC),
4. all parties of maritime transport have individual obligations to take care of securing equal conditions for citizens, tourism, environment and economy,
5. the cities are aware of their social obligations to safeguard health of their citizens and environment,
6. the port operating enterprises and/or port authorities are aware of their social obligations to safeguard health of citizens and environment,
7. ship owners and ship operating companies are aware of that they bear obligation to engage in voluntary measures for the protection of the Baltic Sea to safeguard health of citizens and environment.

**IT IS RECOMMENDED THAT**

1. the cities commit to encourage their port administrations to implement measures for reducing air emissions from shipping and to harmonize with other port cities their technical facilities and procedures for waste and waste water management and noise abatement,
2. the ports, therefore, commit to agree on internationally harmonized technical and/or organizational and/or financial measures to be implemented to reduce environmental impact regarding air pollution, noise, waste and waste water,
3. the ship owners commit to contribute to the internationally agreed and accepted principles on clean air programmes and waste and waste water management, as well as noise reduction programmes by using best available technology in common use,
4. the signatories commit to report every two years about the implementation of the measures and to report their achievements in reducing environmental impact in ports and cities; the report shall be sent to the UBC; UBC will publish the status versus the obligations of this MoU,
5. the signatories commit to make their efforts and results according to this MoU public,
6. the signatories will have the right to fly the New Hansa flag and use the New Hansa logo.