



Union of the Baltic Cities UBC  
Maritime Logistics Policy Paper

## INTRODUCTION

The transport industry in the Baltic Sea region (BSR) has gone through many changes in the past few years. Transport volumes in the region have grown considerably and continue to do so at an ever-increasing pace. The enlargement of the European Union has also generated new traffic on the Baltic Sea in the East-West direction in addition to the traditional North-South traffic and brought new actors and business to the field. In light of this development, the existing sea transport routes can be seen as one large transport corridor of the Baltic Sea.

Since the international cargo of all EU countries is carried mainly by sea, maritime transport will hold a key position in the future development of the BSR. The growth of the maritime logistics sector also sets new requirements for the development of transport systems, information management, co-operation between logistics sector actors and the care of the fragile marine environment of the Baltic Sea.

In this context maritime logistics is understood as all forms of sea related logistics, for example, shipping and port operations.

## PURPOSE AND AIMS OF THE POLICY

The state and development of the maritime logistics sector in the BSR has been researched and described in numerous studies carried out by different BSR organisations, many of which have also taken an official stand on specific issues such as the protection of the marine environment or the safety of navigation in the Baltic Sea. However, what UBC is lacking is a uniform policy that would cover the entire scope of maritime logistics in the BSR including matters such as the development of transport and infrastructure, safety and the environment and logistics information technology in the region.

The Union of the Baltic Cities has created this maritime logistics policy to address the future challenges of the growing maritime transport sector in the BSR. In practice, the need for such a policy has also become evident in the everyday work of UBC. The purpose of the policy is to define and highlight the most important areas for development in maritime logistics in the BSR in relation to the operational environment of the UBC Member Cities and to offer common guidelines to them for dealing with maritime logistics issues. Since the policy is specifically written for UBC and its Member Cities, it addresses issues that are in their scope of influence. This common policy will help UBC to take a stand in maritime logistics issues when asked to give statements regarding, for example, European Union decisions or when taking part in negotiations between different regions in the area.

This policy has been prepared by the UBC Logistics Task Force taking into consideration the extensive previous work done in the maritime logistics field by numerous BSR

organisations. In the preparation process, maritime logistics experts have been consulted through a questionnaire inquiry and expert meetings have been held to define the final focal areas.

#### CONCURRING WITH

the UBC Statute, Strategy, Action Plan 2004–2005 and Agenda 21 Action Programme 2004–2009 and other UBC guidelines and

#### TAKING INTO ACCOUNT

existing international and national legislation and regulations and work done in the field by other BSR organisations,

#### THE UNION OF THE BALTIC CITIES RECOMMENDS

that its Member Cities, in dealing with issues concerning maritime logistics would

- support the enlargement and strengthening of the EU transport networks and promote co-operation and co-ordination between different regions in planning and developing transport infrastructure and more specifically transport corridors including new priority projects such as Motorways of the Sea
- promote the harmonisation of maritime transport infrastructure and standardisation of cargo equipment to facilitate intermodal transports (e.g. standardisation of containers, port-ferry interface and ramps)
- support the development of port-hinterland connections and encourage public private partnerships in investments in port and port-hinterland infrastructure
- support the development of internal as well as external city logistics to meet the needs of maritime logistics
- promote the harmonisation of infrastructure costs for different kinds of transport modes and for different users in the BSR countries and promote a common approach to maritime fees and dues to create compatible operating environments
- promote education and training in all areas of the maritime logistics field
- support research and development in the maritime logistics field (e.g. to obtain accurate and reliable statistics on the flow of goods, including figures describing transport through entire corridors)
- initiate and encourage participation in regional, national and BSR-level maritime logistics research and development projects and support the more rapid implementation of projects
- promote the creation of an open flow of information as the basis for creating common maritime logistics practices for the region and exchange of knowledge between regions and countries to create understanding of national features of maritime logistics
- promote co-operation, networking and use of new information technology in the field maritime logistics on the regional, national and transnational levels to reach a common understanding between users of different standardised systems

- support regional and national co-operation in creating common interfaces between maritime transport actors
- promote information technology related to integration of authorities into the logistics chains (e.g. dangerous cargo, customs, police, rescue services, etc.) and integration of logistics systems into e-government
- promote the improvement of data safety of information flow
- raise awareness of the possible environmental impacts of maritime transport on the environment, focusing on the human aspects, for example, human-machine interfaces and cultures on board
- raise awareness of the importance of the safety and security of maritime transport both for the wellbeing of the environment and the people living and working in it
- create a common understanding on significant environmental issues (e.g. waste management and procedures concerning transport of dangerous goods)
- support the on-going harmonisation of the development of waste reception facilities and the no-special-fee system
- support measures to decrease air pollution and prevent oil discharges
- support continued environmental risk evaluation based on harmonised and widely accepted standards
- communicate the identified environment protection needs to maritime enterprises as well as to the relevant authorities

to ensure the balanced and sustainable development as well as the competitiveness of the maritime transport sector of the Baltic Sea region.

#### Union of the Baltic Cities

The Union of Baltic Cities is a decentralised network organisation uniting the cities of the Baltic Sea region. It is open to all cities of Baltic Sea countries and currently has over 100 members. UBC's aim is to promote and strengthen co-operation and exchange of experience among the cities in the BSR, to advocate for common interests of the local authorities in the region, and to act on behalf of the cities and local authorities in common matters towards regional, national, European and international bodies, as well as achieving sustainable development in the region with full respect to European principals of local and regional self-governance and subsidiarity.

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Union of the Baltic Cities  
Logistics Task Force

*Report*

The Logistics Task Force of the Union of the Baltic Cities was asked to create a new maritime logistics policy for UBC. The aim of the policy is to help the UBC Member Cities define their position on maritime transport issues and promote transport business in the area. The policy is built only for the UBC and responds to its members' needs. The work was done in co-operation with the Centre for Maritime Studies of the University of Turku (CMS), Finland.

The policy includes selected key aspects of maritime logistics, which were viewed as most important by professionals working in the field of maritime logistics in the Baltic Sea area. The material for the policy was collected in different ways from various sources: a small-scale questionnaire inquiry was made to experts of three selected areas of logistics (Transport and Infrastructure, Safety and Environment and Logistics IT), a compilation report on similar policy work already done by other Baltic Sea organisations and projects was written, and expert group meetings were organised.

The Task Force and CMS were also asked to organise the "Maritime Logistics Corridors in the BSR" forum of the "Towards a New Baltic Sea Agenda" seminar arranged as part of the VIII UBC General Conference in Turku, Finland on 29 September – 2 October 2005. The UBC maritime logistics policy developed was presented at the General Conference.

### **The central milestones of the project**

- Material for the maritime logistics policy was compiled for the use of the expert discussions:
  - A small-scale questionnaire inquiry into the most important questions in the three theme areas was conducted in March–May 2005 and the results were summarised.
  - A document outlining Baltic Sea organisations that deal with transport issues and their transport policies was prepared.
  - A document outlining transport-related programmes, projects and initiatives in the Baltic Sea area was prepared.
- Logistics Task Force representatives took part in international conferences: the New Hansa partner meeting in Szczecin, Poland (23–25 May 2005), the "Motorways of the Sea and Nature Conservation" seminar of the Conference of Peripheral Maritime Regions in Naantali, Finland (26 May 2005) and the BPO General Assembly in Copenhagen, Denmark (8–10 May 2005) to meet with experts in the areas of "Safety and Environment" and "Transport and Infrastructure".
- A meeting with Logistics IT experts in Kemi, Finland in conjunction with the Mid-term Conference of the Integrating Logistics Centre Networks in the Baltic Sea Region (InLoC) project took place on 20 June 2005.
- Three Expert Group Meetings in the theme areas were held in Turku on 22 August 2005.
- The forum "Maritime Logistics Corridors in the BSR" was arranged at the "Towards a New Baltic Sea Agenda" seminar on 30 September 2005.

- The maritime logistics policy was presented to the UBC Executive Board before the VIII UBC General Conference.

### **Contributors to the project and their roles**

*UBC Logistics Task Force:* steering the work and drafting the policy

*Three Expert Groups:* defining the basic elements for the policy

*Questionnaire respondents:* providing practical information from the field

*Experts interviewed at meetings:* providing practical information from the field

*Centre for Maritime Studies of the University of Turku:* co-ordination and implementation of the tasks

In Turku on the 29<sup>th</sup> of September 2005,

Christian Ramberg  
Chairman of the Logistics Task Force