



**Organization for Security and Co-operation in Europe
Secretariat**

EEF.DEL/13/08
28 January 2008

ENGLISH only

Conference Services

**Sixteenth OSCE Economic and Environmental Forum - Part 1:
“Maritime and inland waterways co-operation in the OSCE area: Increasing security
and protecting the environment”
Vienna, 28- 29 January 2008**

**Session II
Environmental and economic aspects of maritime co-operation**

Please find attached the presentation by the keynote speaker, Ms. Anita Mäkinen, Head of Marine Programme, WWF Finland.

WWF: more collaboration is needed to safeguard marine nature and heritage of the European Seas

Mr Chairman, Excellencies, ladies and gentleman.

On behalf of my organisation, WWF, I want to thank for the invitation to give this talk.

WWF promotes sustainable and safe shipping, reduction of ship borne waste, and improvement of oil spill response preparedness. We have an observer status e.g. in International Maritime Organisation (IMO), in regional sea conventions such as Helsinki Convention (HELCOM), OSPAR, Barcelona Convention and also in the Arctic Council.

The seas and oceans are global routes for goods and people as we have heard many times today. In the Europe almost 90 % of the EU's external trade and more than 40 % of its internal trade is carried by sea. Furthermore, 90 % of Europe's oil imports arrive by sea and the maritime sector employs several million people.

Due to globalization and booming trade the sea routes are more crowded than ever and accordingly there is an increased risk of shipping accidents and oil spills. For example in the Gulf of Finland only the amount of transported oil has increased from 20 million tonnes in 1995 to more than 140 million tonnes in 2006. The forecast for the year 2015 is more than 250 million tonnes of oil.

There are also other activities in the sea areas such as wind mill parks, oil and gas pipelines and oil platforms. As a summary, the economic role of seas and oceans has increased and will increase in the future.

This development puts more pressure on the marine environment: risk of oil spills increases, more alien species (such as the North American comb jelly given in the picture) get introduced into our seas through ballast water, marine habitats get destroyed due to building projects and the species and their populations associated to these habitats are threatened.

In WWF our concern is, how to safeguard our marine nature and heritage under these pressures i.e. how to handle the problem.

There are already now several international agreements and conventions in place, however in many cases they are not properly implemented.

As we all know designing policies is ultimately a social activity that depends on many conditioning socio-economic, political and cultural factors additionally to the scientific knowledge. However, the driving force is the "political will" that is very often argued to be among the main obstacles to the protection of our seas. This is also the case if we consider the ratification and implementation process of the international agreements and conventions. Thus, WWF urges all the contracting parties to the OSCE to increase political will to protect our seas and without any delay to ratify and implement the international agreements and conventions.

There is also a need for an analysis to discover the spatial and temporal variations in human's uses of the marine ecosystem resources in the OSCE area with an integrated approach. This is not an easy task as Mr. Vidalis from European Commission stated this morning, but very much needed

exercise and worth of doing. Furthermore, there is a need for the sensitivity mapping of our sea areas, to give us a clear picture what are the nature values of our seas and where are they located.

From the Baltic Sea area we have a good example about OILECO project linking the ecosystem values and the oil combating strategy by decision tools. In the project one of the management questions was: How do we justify the requirements for substantial investments to prevent ecosystem impacts prior to accidents?

The outcome of the two analyses: spatial human use of marine ecosystem resources and the sensitivity mapping could give us a decision making tool in considering where to establish new harbours or shipping lanes and where we need more strict regulations for shipping e.g. a) A **Particularly Sensitive Sea Area** status (PSSA) with associated protective measures, b) routing measures e.g. areas to be avoided, traffic separation schemes, deep sea routes, mandatory pilotage, mandatory escort towing or c) special area status under MARPOL73/78 convention (e.g. Annex I (oil), Annex VI (air emissions)). In this picture I want to emphasize the importance of the private sector i.e. oil industry in this case. This escort towing of an oil tanker in the Gulf of Finland is in practise on the voluntary basis.

In EU we have taken the first concrete steps in developing an integrated approach to maritime affairs as we have The Commission Communication on an integrated maritime policy for the European Union and the proposed Action Plan (Blue book). Therein, marine spatial planning is in central role and the future maritime policy should be developed as a tool to address the challenges facing Europe's sustainable development and competitiveness. And as heard The Marine strategy directive is the environmental pillar of the future European maritime policy. In WWF, our mission is that nature values will be seriously taken into account in this new EU policy.

The role of the European Union is particularly important as the union shapes the behaviour of its members through legislation and funding. The neighbouring third countries such as Russian Federation, Norway and Iceland also collaborate with the European Union. Having stated this WWF invites all the other OSCE countries to collaborate in this extremely important issue.

Spatial planning is in key role in planning and locating different activities, however, we need to consider also different actors in our society. For example when discussing the need to improve preparedness to combat oil accidents it is important to involve civil society.

In EU, Civil protection and Civil protection financial instrument is intended to support and complement the efforts of the EU member States for the protection, primarily of people, but also the environment and property, including cultural heritage, in the event of natural and man-made disasters, acts of terrorism and technological, radiological or environmental accidents and to facilitate reinforced cooperation between the member states in the field of civil protection. It builds on the three main objectives - response, preparedness and prevention.

When considering the future challenges climate change is the number one. Due to climate change there will be new shipping routes, such as e.g. the northern route, and more maritime traffic in the arctic waters. Here I want to make the reference to Mr Klevelaan from IMO. He stated that there is an urgent need to agree on best management practises and safety measures before the route will be in full use. We should not stick us only to regulations for the reason that sometimes decision making in IMO is slow but try to agree e.g. with shipping industry on best management practises. And according to our understanding there is willingness to be proactive among shipping companies.

WWF recommendations for the contracting parties of OSCE:

- 1) To ratify and implement the existing international agreements.
- 2) To make an interdisciplinary analysis what are the political obstacles to the ratification and implementation of these international agreements and thus protection.
- 3) To improve maritime safety through IMO measures and regulations where needed.
- 4) To make an analysis to discover the spatial and temporal variations in human's uses of the marine ecosystem resources in the OSCE area.
- 5) To make the sensitivity mapping of our sea areas. Where are the most sensitive and valuable marine nature areas.
- 6) To have good preparedness to combat oil accident and
- 7) To improve local and regional collaboration involving also civil society in the oil combating.
- 8) To develop and establish new funding mechanisms addition to the EU's Civil protection financial instrument.

As a conclusion, WWF hopes that all 55 OSCE countries could have common interest to protect our sea areas.

Thank you for your attention!

More information:

Dr. Anita Mäkinen

Head of Marine Programme

WWF Finland

anita.makinen@wwf.fi

tel.+358-40 52 71425



WWF for a living planet®

Environmental and Economic aspects of Maritime co-operation



Dr. Anita Mäkinen
Head of Marine Programme
WWF Finland

The 16th OSCE Economic and Environmental Forum,
Vienna 28-29, January 2008

Our Blue Planet





Impacts from increasing maritime activities

- * Emissions from ships: air emissions
emissions into water
- * Oil spills
- * Increasing number of introduced species through ballast water



- * Shore erosion, noise pollution etc.



for a living planet®

How to handle the problem?

Maritime traffic regulations and measures

- A Particularly Sensitive Sea Area status (PSSA) with associated protective measures
- Routening measures e.g. areas to be avoided, traffic separation schemes, deep sea routes, mandatory pilotage, mandatory escort towing.
- Special areas under MARPOL73/78 convention (e.g. Annex I (oil), Annex VI (air emissions))



for a living planet™

Photo by WWF-Canon

Oil shipping in the Gulf of Finland > 140 million tonnes /year

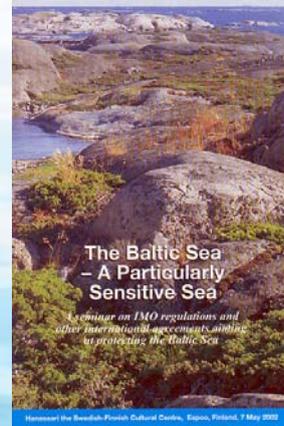


The Baltic Sea - Particularly Sensitive Sea Area

PSSA = A **P**articularly **S**ensitive **S**ea **A**rea
(PSSA) is an area that needs special protection through action by IMO because of its

significance for recognized ecological or socio-economic or scientific reasons and
(b) which may be vulnerable to damage by international maritime activities.

The criteria for the identification of particularly sensitive sea areas are not mutually exclusive. In many cases a PSSA may be identified within a Special Area (e.g. under MARPOL 73/78 convention) and vice versa.



The Baltic Sea
- A Particularly
Sensitive Sea

A seminar on IMO regulations and other international agreements aiming at protecting the Baltic Sea

Helsinki and Swedish-Finnish Cultural Centre, Espoo, Finland, 7 May 2002



for a living planet®



Escort towing of an oil tanker on the voluntary basis in the Gulf of Finland

Photo: WWF / Päivi Rosqvist



for a living planet®

Voluntary oil spill response



WWF Finland has developed the concept (est. 2003).

Aims to provide an organised group, included in regional contingency plan, to work in aftermath of an oil spill under direct order of respective authority

Current statistics:

- ~ 4 500 registered volunteers
- ~ 700 trained

Volunteers Exercises with authorities



WWF Finland: volunteers responded Oil Spills



Tammisaari, September 2003
Inkoo, September 2003
Naantali, April 2005
Estonia, February 2006
Norway, January 2007
Mäntyharju, June 2007
Black Sea, November 2007



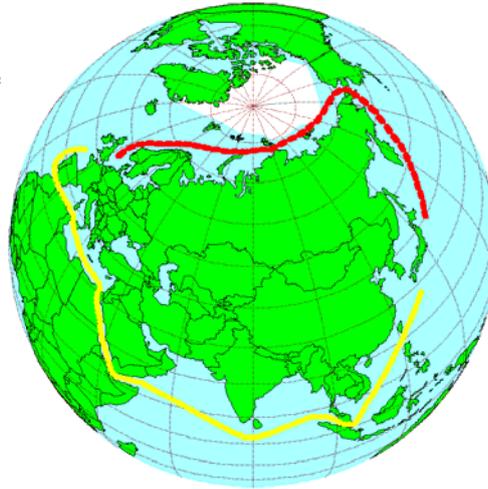


Climate Change – and a new ocean

Future challenge: Need for a new binding international instrument



Due to climate change
new shipping routes
and more maritime
traffic in the
arctic waters.



for a living planet®

WWF recommendations for the contracting parties of OSCE:

- (1) To ratify and implement the existing international agreements.
- (2) To make an interdisciplinary analysis what are the political obstacles to the ratification and implementation of these international agreements and thus protection.
- (3) To improve maritime safety through IMO measures and regulations where needed.
- (4) To make an analysis to discover the spatial and temporal variations in human's uses of the marine ecosystem resources in the OSCE area.
- (5) To make the sensitivity mapping of our sea areas. Where are the most sensitive and valuable marine nature areas.
- (6) To have good preparedness to combat oil accident and
- (7) To improve local and regional collaboration involving also civil society in the oil combating.
- (8) To develop and establish new funding mechanisms addition to the EU's Civil protection financial instrument.



WWF *for a living planet*[®]

Thank you for your attention!