

# Vision and Strategies around the Baltic Sea 2010

## **FROM VISION TO ACTION**

### Introduction

#### **I) Increased co-operation**

The Baltic Sea Region (BSR) is experiencing significant changes. Important facts and statements have emerged since the third Conference of Ministers for Spatial Planning and Development in Tallinn, December 1994. Most of these were discussed by the Baltic Prime Ministers at their Baltic Sea States Summit in VISBY, May 1996, during which the Prime Ministers decided to meet regularly in the future. They have given clear indications that:

- they affirm their support for the process of co-operation in the BSR, with particular emphasis on promoting the Region as an area where co-operation, democracy and market economics prevail;
- they are determined to secure for the BSR its proper place in the new Europe of co-operation and integration;
- they agree to facilitate contacts between individuals, organisations and governmental bodies at all levels within the BSR and consider sub-regional contacts and dialogue to be a particular significance for the Region;
- the primary objective of the Baltic Sea co-operation is the constant improvement of the living and working conditions of BSR citizens within the framework of sustainable development.

They have also established an agenda for future action including among others the following items:

- improvement of transport systems in the Region including their integration with Trans European Networks (TEN), with particular emphasis on the importance of maritime safety and the prevention of environmental damage;
- restoration and maintenance of the ecological equilibrium of the Baltic Sea;
- development of an Agenda 21 for the BSR.

#### **II) Challenges**

Among the challenges which emerged after the third Conference of Ministers for Spatial Planning and Development it is essential to note:

1. The Baltic Sea co-operation has gained momentum at all levels. The Council of the Baltic Sea States (CBSS) has intensified and strengthened its work. Subregional co-operation has also produced substantial and concrete results. All these various forms of co-operation usually also

have an impact on territorial interests, which calls for spatial orientation of their activities from the point of view of spatial development policy. Therefore the BSR's strategy of spatial development adopted by the third Ministerial Conference in Tallinn has obviously become more relevant. For these reasons particular reasons VASAB 2010 have been urged to create spatial development framework for the Action Programme for the Baltic Sea Co-operation by adopting this document.

2. Spatial planning is becoming more and more important in the Baltic international co-operation. This is due to the fact that the main objective of such co-operation is the promotion of regionally balanced and sustainable (economic, environmental and social) development as well as an assurance of spatial cohesion for the BSR. This is in line with the main objectives of the Treaty on European Union (Title I, Article B and Title XIV, Article 130a) and Principles for a European Spatial Development Policy <sup>1</sup>. The work of this kind is also very important in view of the expected enlargement of European Union (EU) to the East. The spatial planning encompassing the whole territory of the BSR will prepare the Associated Countries for integration with the European Union.
3. Common spatial planning and implementation of common projects in the BSR should also be treated as an important learning process, where the co-operation of different countries results in an exchange of knowledge, synergy effects, and human capital formation and mutual understanding. The same is true of the co-operation of spatial planning authorities at local, subnational and national levels within the framework of common spatial projects which are executed both as cross-border and/or national endeavours.
4. The Baltic Sea Region is becoming more important for the European Union due to the accession of Sweden and Finland, European Association Agreements with Baltic States and Poland, and European Partnership Agreements with the Russian Federation and Belarus. This has resulted in a more proactive attitude of the European Commission towards the BSR. This message is clearly present in the new EU Baltic Sea Initiative announced during the VISBY Summit. Also the INTERREG II C programme, specially tailored for the needs of multilateral co-operation networks active in the field of spatial planning, has just been announced. The BSR is considered as a separate unit within the INTERREG II C framework. However there is still an urgent need for integration of INTERREG II C, PHARE and TACIS procedures to facilitate the financing of multilateral spatial projects in the BSR, in particular those executed within VASAB 2010 framework. Such an integration would considerably raise the efficiency of co-operation between EU and non-EU countries. It would also encourage to a greater interest (beyond verbal declaration) from the authorities responsible for spatial planning and development of the countries in transition, and would facilitate a very interesting learning process (already initiated by VASAB 2010) aimed at the transformation of the spatial planning domain, according to modern European Union standards.

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<sup>1</sup> adopted by the Informal Council of Ministers responsible for spatial Planning in the Member States of the European Union in Leipzig in September 1994

5. Work on a regional Agenda 21 for the BSR has also just been started simultaneously by the Ministers of Spatial Planning and the Ministers of Environment. Sustainable development is a fundamental concept for the BSR Agenda 21. It implies not only economic development and environmental protection, but also balanced spatial development. An Agenda 21 for the BSR must be developed in close co-operation between different interest groups, for instance the various business sector, environmental experts and spatial and regional (subnational) planners.
6. BSR integration means growing spatial interdependence of (sub)regions which cannot develop successfully in isolation. It creates a new field of activity for spatial planning in the execution of cross-border projects with an important spatial dimension. It also calls for a more regionally oriented approach to spatial planning. One of the most important questions concerning development in the BSR is (sub)regional co-operation and competition in the region. Business activity creates demand for space and for development of spatial structures like roads, railways and settlement structures. The existence of these structures can also stimulate economic development and growth.
7. The strengthening of strategic spatial planning on the European scene is progressing. The Strategy for the Northern Sea Region North Sea 2000+ Programme is being developed, the Convention on the Protection of the Alps Alpine Convention is being implemented. Work on the European Spatial Development Perspective (ESDP) is progressing. The strategy of spatial development of the seven largest Baltic Islands The Baltic Sea Islands - A common strategy for the future elaborated using VASAB 2010 approach was presented during the VISBY meeting. The role of VASAB 2010 is to ensure links and initiate interaction between these different programmes for the Baltic.

### III) Status in project implementation

The VASAB 2010 strategy for spatial development of the BSR approved by the Ministerial Conference in Tallinn responds well to all the above mentioned challenges. Therefore it is still relevant. Since Tallinn, implementation has been taking the form of various pilot projects executed in the main domains of the spatial planning.

These are:

- urban system (pearls);
- mobility networks (strings);
- specific types of areas (patches: i.e. border areas, islands, coastal zones, cultural landscapes, areas of outstanding natural beauty, etc.);
- planning system e.g. the exchange of knowledge and experience as well as stimulation of co-operation between different countries and tiers of government in the field of spatial planning.

The major VASAB 2010 pilot projects are listed and briefly described in fig. 1. Most of them were executed on bi- or tri-lateral basis, with resources provided by the participating countries. VASAB 2010 applications for international financing did not prove to be very successful. The important financial barrier in this field was a lack of cohesion between TACIS, PHARE and Structural Funding procedures. Action of the Member States and the European Parliament to alleviate the problem and to ensure the integration of INTERREG II C, PHARE and TACIS procedures is likely to be very important in the future.

Implementation of the VASAB 2010 programme needs strengthening and widening if it is to respond well to the dynamic changes of the BSR. In particular, the following actions, recommended by the Third Ministerial Conference in Tallinn, but not yet advanced, are still to be implemented:

- research programme on the weaknesses and potentials of the urban network;
- multimodal transport centres;
- improvement of port hinterland infrastructure;
- development and conservation of areas of natural beauty and cultural heritage;
- examination of the spatial impact of new forms of telecommunication;
- preparation of a BSR compendium of spatial planning legislation with multi-lingual glossary;
- preparation of a training programme for spatial planners.

## 1.The role of spatial planning in socio-economic development

The role of spatial planning is to promote long term (sustainable) socio-economic development while preventing its harmful environmental impact. It aims at the efficient use of available space, and the economic balance of the subregions, but also at the maintenance and careful management of natural and cultural resources. It is being undertaken to create a more rational territorial organisation of land uses and the linkage between them. This should balance demands for socio-economic development, improving the quality of life of the inhabitants at the same time as protecting the environment.

Spatial concepts do not have any binding power. Spatial planning rather focuses on establishing rules of rational space management. Most of the spatial planning is of a strategic nature, aiming at elaboration of ideas and strategies for the spatial development of a given area. It facilitates the decision making of future private and public investors by furnishing them with information about the most desirable forms of land utilisation in the given area. In this context, the democratic political process has to play a central role.

Spatial planning is a multi-sectoral approach. The involvement of local and subnational authorities in the planning and implementation process is a vital element in the national planning system. Spatial planning refers to the methods used largely by the public sector to influence the future distribution of activities in space.

Spatial planning has at least four important tasks, notably:

- to co-ordinate regional development with the aim of ensuring the careful management of natural and cultural resources as well as promoting efficient urban settlement system and infrastructure network;
- to improve the specific opportunities and potentials for all regions in their socio-economic development;
- to co-ordinate the spatial impact of other sectoral policies in order to enhance socio-economic development and ensure the cohesion of the entire region;
- to contribute towards diminishing undesirable disparities between subregions and to provide equivalent living conditions for citizens (unless these could be provided by market forces).

## 2. Balanced settlement structure and urban network

Balanced settlement structure is an essential aim of spatial planning to achieve sustainable development of urban and rural areas. Key issues in supporting the development of rural areas are the decentralisation of settlement, business and administrative activities. After the 3rd Ministerial Conference a pilot project on city co-operation (Luleå-Haparanda-Tornio-Kemi-Oulu) was launched and executed, to demonstrate benefits resulting from co-operation between cities in servicing their hinterlands, functional division of labour, exchange of experience, and harmonisation of the main aspects of their development. It also became apparent that building the network of Baltic cities would hardly be possible without the active involvement of towns and cities.

It is proposed that common work on the Baltic urban network, benefiting from the accumulated experience, should start in 1997. It is clear that the work on urban networking in the BSR should be initiated by spatial planning, through collaboration of towns and cities. The current co-operation between towns and cities should be supported by taking a long term perspective, in particular the problem of the competitiveness (the system of) BSR cities in relation to the other Pan-European city networks and balanced settlement structures. The experience of the research institutes' network is of great importance in this context. The results of the VASAB 2010 seminar in Vilnius, December 1995, devoted to this subject should be followed up.

The VASAB 2010 common action on urban network in the BSR aims to design an operational strategy for achieving a balanced system of settlement around the Baltic Sea, which will require the involvement various institutions at local level as well as at subnational, national, and international levels.

Practical experience is of primary importance on the initial stages of city network co-operation. The notion of the network is especially important in this context. The existing examples from Polish - German (S<sup>3</sup>ubice/Frankfurt) or Swedish - Finish (Luleå--Haparanda-Tornio-Kemi-Oulu) cross-border co-operation as well as national experiences show the important practical results that can be achieved in this field.

It is suggested that the initiative be executed at two levels simultaneously:

- research on the strengths and weaknesses of different types of settlements, their development potentials, and criteria for the assessment of present function of cities and surrounding settlements;
- joint seminars of experts, representatives of cities and of VASAB 2010, aimed at the development of a harmonised strategy of balanced settlement structure, city networks, networks of medium and small towns and rural settlements.

A constant link and regular feedback should be ensured between both levels. Experts and the VASAB 2010 representative should mainly perform the role of facilitator and moderator, guiding cities and towns in the preparation of their own strategy, since this is the only way of ensuring smooth implementation of the chosen visions and objectives. Progress in this proposed action would mean a considerable strengthening of BSR cohesion and development potential.

### 3. Mobility network

#### 3.1. Using transport corridors for sustainable regional development

The development of the transport network in the BSR is within the responsibility of the Conference of the Baltic Ministers of Transport. There is also a strong influence of the G-24 initiative and political and financial engineering in developing the concept of the so-called „Great European Corridors”. Four of them are of great importance for the BSR. The goal of VASAB 2010 is to initiate co-operation with the Conference and G-24 to provide spatial framework for the development of the BSR transport networks. Activities in both areas, that of transport and that of spatial planning, should be conducted simultaneously. In particular, the focus of spatial planning is on the impact of infrastructure development on socio-economic development of the surrounding (sub)region and the natural environment of the adjacent area. This is to optimise sectoral investment for regional (subnational) development. There is both a positive and negative correlation between the transport corridor and regional (subnational) development:

- "strings" enhance and foster economic development by increasing mobility opportunities, attracting human and physical capital, and improving accessibility;
- at the same time intensive development of transport corridors can jeopardise the preservation of non-renewable resources particularly the natural environment. It can also contribute toward the

deprivation of the social or cultural identity and stability of local societies. Therefore, there is a need for spatial development concepts for transport corridors.

The assessment of cross- border regional (subnational) impact of transport lines is rapidly gaining importance as a tool for socio-economic activation of the BSR subregions. This is due to the following:

- the complexity of spatial development which is a result of the interplay of authorities at different levels (local, subnational, national and international) with the involvement of the business sector, non-governmental organisations, and other key players;
- growing spatial interdependence of European regions, which cannot develop in isolation; this means a significant shift from technical aspects to those connected with social and economic impact.

It is within the responsibility of spatial planning to shift attention from infrastructure building to analysis of settlement structures, green areas system, and alternative, multimodal forms of transport, so that the socio-economic development of the areas adjacent to communication lines is harmonised with demand for preservation of their natural resources and landscape as well as protection of the environment. Spatial planning also helps to bridge the interests of subnational, local, and national actors from different sectors with regard to the transport corridors.

Since regional (subnational) impact assessment of transport corridors needs co-operation and active involvement of all tiers of government and different private and public bodies, it is also a useful instrument for teaching contemporary spatial planning in the transition countries.

Meaningful results have been achieved so far. Four pilot projects on transport (Tampere - Helsinki - Tallinn - Riga, TEM/TER, Brest - Mińsk - Orsha, Karelia-Atlantic corridor Blue Way) were launched to demonstrate how to use transport corridors for sustainable regional (subnational) development. These projects give clear guidelines on how to balance and make links:

- environmentally sound economic development which also respects quality of life, cultural heritage and other human needs;
- road, water, and railway transport.

There is a growing demand in the BSR for multiplication of the results achieved so far by using the same approach and methodology in other parts of the BSR. Most importantly, there is an interest to encourage similar work on the following corridors:

- Riga-Warsaw (southern part of Via-Baltica and transport corridor no. 1<sup>2</sup>),
- St. Petersburg southwards up to corridor no. 1, with possible extension to Hamburg (via Hanseatica),

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<sup>2</sup> The Second Pan-European Transport Conference, held in Crete in 1994, endorsed nine multimodal transport corridors as a basis for the future work on the infrastructure development in the Central and Eastern European countries and CIS countries.

- South Finland-Petersburg-Moscow (northern part of corridor no. 9),
- Szczecin southwards (A 3) and the ferry lines to Ystad, Malmö and Copenhagen,
- Berlin-Moscow from Orsha eastwards, and from Brest westwards.

There is also a need to elaborate within the VASAB 2010 network the impact assessment of (sub)regional transport corridors complementary to the Trans European Network (TEN). This concept seems important with regard to the development of specific types of areas (patches) e.g. located outside urban networks and TEN development zones. The subnational mobility systems should be assigned the same role (at the subnational level) as played by TEN on the European scale.

### 3.2 Maritime transport co-operation

There is also growing consciousness among the CSD/BSR members that one of the key issues for spatial development of the BSR in the future is maritime transport and the port hinterland connection, with a focus on multimodal transport centres. Ten countries with considerable (on European scale) economic potential are located around the Baltic Sea. Ferry traffic across the Baltic is the busiest in the world. However the development of these connections is now hampered by the insufficiently developed land based infrastructure, particularly in the southern and eastern parts of the BSR. Rationalisation of the maritime transport with road, railway, and port development is an important goal for the Baltic spatial planning. Furthermore, the anticipated risk of unequal investment calls for careful co-operation and concerted effort of Baltic spatial planners with regard to maritime transport development in the BSR.

There is one more challenge for cross Baltic spatial planning with regard to maritime transport: How to promote environmentally friendly modes of transportation in the Baltic Sea Region, and develop efficient maritime transport with connections to possible locations of multimodal transport centres if at the same time competition among urban centres increases. Maritime transport co-operation within the VASAB 2010 framework, aims at implementing sustainable development in the whole Region in order to encourage co-operation from the EU (i. e. the European Spatial Development Perspective and G-24 Group work on Baltic Sea ports).

## 4. Specific types of areas

### 4.1 Spatial planning, natural landscape and cultural heritage



One of the main assets of the BSR is its nature. As the coastal zone is particularly vulnerable, we propose the implementation of several projects under the umbrella of the Common recommendations for spatial planning of the coastal zone in the Baltic Sea Region.

In northern and eastern parts of the BSR there are subregions where pristine forests, lakes and other biotops are an important endogenous resource which can be used to stimulate the development of these areas. Sustainable tourism (eco-tourism) is one of the most frequently chosen alternatives of development in this part of the BSR.

The challenge for sustainable development of specific types of areas (patches) is how to maintain the existing high standard of the environment and biotops while using these assets as the main leverage for development. To elaborate this question there is a need for a constant working dialogue between spatial planning and environment protection, in which the needs of the local and subnational population will be taken into account. Therefore the VASAB 2010 objective in this field is to maintain the dialogue and enhance mutual understanding between spatial planners and environmentalists, so that a concept of development and protection of areas endowed with natural landscape and cultural heritage in the BSR can be jointly worked out.

The first step is to make an inventory, classify, and evaluate on various grounds the natural landscape and cultural heritage. This should be done jointly by ecological experts, experts on cultural heritage, and spatial planners. A proposed second step is comparison and evaluation. The evaluation can highlight, for example the economic and cultural value of the natural landscapes. The aim is to prepare a comprehensive description of landscape metrics as a tool for spatial planning. It is a real chance to exchange experiences between two similar pilot projects, the first one executed within the European Spatial Development Perspective, and the second within the VASAB 2010 framework.

Since eco-tourism development is of priority for many Baltic countries<sup>3</sup> VASAB 2010 should also encourage the creation of a network of areas of natural landscape and cultural heritage which would form Baltic Belt of Green Corridors - an attractive tourist complex favourable for both tourists and permanent residents. The network of Baltic green areas is expected to create job opportunities, improve the accessibility of remote or peripheral areas, while doing less harm to the environment.

## 4.2 Network of Baltic Marinas

The Baltic Marinas concept produced within the Polish German tourism development project is claimed to be of great interest for all countries along the southern and eastern Baltic coast and therefore is expected to encompass not only Poland and Mecklenburg-Vorpommern but also Kaliningrad, Lithuania, Latvia, Estonia and St. Petersburg. The essence of the development of

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3. See for example the *Denmark and European Spatial Planning Policy - National Planning Report* or Polish spatial development concept *Poland 2000+*

tourism and yacht sailing lies in the formation of a network of Baltic marinas, located within one-day sailing distance from each other. The development of tourism in the Baltic Sea Region is linked with the existence of water sports as well as with the prosperity of sea-side resorts and centres located in the lake districts of the Baltic Sea countries. There seems to be great potential for expanding as well as improving local wealth. The role of VASAB 2010 is to promote actions aimed at an international agreement of cities and towns with marinas in order to stimulate this form of tourism.

### 4.3 Cross border co-operation with spatial planning component

Two projects of the type have been conducted under the VASAB 2010 umbrella so far. The spatial development framework for the Polish-German border area, and Latvian - Belarussian - Lithuanian cross-border co-operation. Both projects have managed to demonstrate their potential and actual benefits.

The first project aimed at the preparation of a spatial development framework concept for the area along the Polish/German border sets an example for other border areas in Europe. The European Commission regards German-Polish co-operation as one of the most resounding successes of transforming spatial planning in Europe.

The region bordering the rivers Oder (Odra) and Neisse (Nysa) - the external border region for the European Union - is characterised by rapid and radical socio-economic changes. This region may become a hub between the countries of Western and Central Europe. Spatial planning as an integrating policy makes a contribution to this by promoting a better use of spatial potentials and by reducing existing developmental barriers through the co-ordination of spatial development concepts at an early stage.

The project has been conducted jointly by the Polish and German Ministries responsible for subnational and physical planning. The German-Polish Spatial Planning Commission was established on 2 July 1992 composed of representatives of both Ministries, German Subregions: Mecklenburg-Western Pomerania, Berlin, Brandenburg and Saxony, Polish Provinces: Szczecin, Gorzów, Zielona Góra and Jelenia Góra. The resolution *Spatial Planning Concepts for the Area along the German-Polish Border* was adopted by the Commission in May 1995. Thus, a spatial planning policy concept for the border area as a uniform settlement area, drawn up and supported jointly by both sides, is now in place for the first time.

The spatial planning concept for the above-mentioned area was drawn up in two stages. As a first step, an analysis of the initial situation was made in order to have a cross-border comparison of the development potentials and barriers. Then, based on this, transborder development objectives and action plans were established from the point of view of spatial planning policy. The concept involves three topics: protection of natural potentials and rehabilitation of damaged areas, development or promotion of a decentralised settlement structure, and development of the technical infrastructure. The concept has no legally binding character. It is rather a vision offering guidance to the communes

and all other public players and private investors involved with spatial planning policy development it is considered desirable. Implementation of the concept is the responsibility of public authorities.

The results of joint work were discussed and summarised at a series of working meetings with active participation of scientific institutes from both countries. The research was strengthened with information and contributions adding subnational and local perspectives (from Lander, voivodships, euroregions, communes) which ensured a large degree of acceptance of the concept among the responsible administrative units along the German-Polish border.

The spatial planning concepts serve as a basis for the spatial planning policies of the two neighbouring countries in the area along the German-Polish border. They permit the external frontier of European Union to develop into an area of co-operation facilitating the desired integration of Poland into the Union.

Also the trilateral Latvian-Lithuanian-Belarussian project facilitated by the German government after the period of stagnation seems to be gaining momentum. This project is of particular importance for the cohesion of the BSR since it covers the area divided by the borders in the 90s. The main advantages of this project are the transfer of know-how in the field of modern spatial planning, the activation of local authorities in the peripheral Belarussian, Latvian and Lithuanian subregions, and strengthening of cohesion in the BSR due to its experience of constant problems of a structural nature. Therefore this project should be continued in accordance with the views of the national and local authorities of Latvia, Lithuania and Belarus.

Besides the two above-mentioned projects, many other crossborder initiatives and projects, mainly of bi-lateral nature with an important spatial planning component, have also been executed in the BSR. The CSD/BSR has prepared a list of 30-40 projects of such nature which should be promoted and supported in the future for the benefit of the whole Baltic Sea Region.

## 5. Exchange of knowledge

The need for an improved knowledge of the factors shaping spatial development as well as of instruments and measures for spatial policies was highlighted as a VASAB 2010 priority by the Third Ministerial Conference. This aspect seems to be a very important component of all the VASAB 2010 co-operation initiatives. All the VASAB 2010 pilot projects have played important role in exchange of knowledge and transfer of modern know-how in the field of spatial planning. They have also been very useful in the marketing VASAB 2010 ideas and approach. The Polish-German spatial planning dictionary can serve as an example of concrete results achieved in the exchange of knowledge and information.

The seminar on National Strategic Spatial Planning Concepts in the BSR was organised by Swedish National Board of Housing, Building and Planning (Boverket) in September 1995 in Stockholm. The reason for organising the workshop was the growing demand for an exchange of knowledge in this

field, as most of VASAB 2010 countries had already developed their own national strategic planning documents and those that had not started their work intended to do that in the near future. During the seminar the existing concepts (Sweden, Denmark, Finland, Poland) were presented and questions concerning: the concepts chosen, planning process and methodology, implementation, evaluation, and results achieved so far were discussed. A detailed list of findings and workshop results was drafted by the hosts and sent to all the participating countries. It focused on the similarities and differences in national strategic spatial planning in the BSR countries. The seminar should be regarded as an important step towards speeding up the process of the exchange of knowledge and experience, since it facilitated direct discussions and established personal contacts among the BSR spatial planners at national level. However, there still is a great need to develop VASAB 2010 work in the form of training and technical assistance for BSR spatial planners from subnational and local level. (Sub)regional (subnational) links seem especially important in this context.

For similar reasons it was also decided that work should start on a BSR compendium of spatial planning legislation. The time-table and terms of reference for the project have already been established. The compendium of planning legislation should be continued as one of VASAB 2010's top priorities. It is expected to attract attention from the European Union due to similarity of both VASAB 2010 and the European Union work in this field.

If VASAB 2010 intends to maintain its important role in the field of information exchange related to Baltic spatial planning it will need thorough monitoring and research. Tasks should include informing the public about the important issues related to spatial development of the BSR to increase the effectiveness of the decision making process in this field. VASAB 2010 should also facilitate professional contacts between spatial planners in the BSR and serve as a source of important information for them. This can be accomplished by linking existing databases and designing them according to the needs of spatial and subnational planners, so as to secure, standardise and deliver all information of potential utility for the VASAB 2010 programme and for the subnational planners throughout the BSR. Distribution of information via the Internet looks very promising in this context. This allows for open, public participation in developmental and planning work. Access to the Internet is growing rapidly in BSR. The Ministers of the Environment are planning to use the Internet platform to facilitate the preparation of Agenda 21 for the BSR. The Agenda 21 home page will be attached to the BALERINA system for environmental information in the BSR. It would be useful for VASAB 2010 to explore the possibilities of using the facilities opened up for Agenda 21, given the VASAB willingness to contribute to the development of Agenda 21 for the BSR.

## 6. Summary of Action

1. To develop and complete in an efficient manner the existing VASAB 2010 pilot projects which have not yet been finished.

2. To link the work of VASAB 2010 with that of the INTERREG IIC Monitoring Committee in order to fully exploit the knowledge and experience accumulated within the framework of VASAB 2010 and to ensure a more active role of EU Associated countries in the BSR in the process of shaping the future spatial development of the region.

3. To ask CSD/BSR to intensify co-operation with the European Union in order to ensure financial support for the ongoing and new VASAB 2010 projects from Article 10 of Structural Funds and INTERREG IIC if feasible and to ensure the TACIS and PHARE participation simultaneously. To promote appropriate co-financing for the execution of these priority actions in the coming years. To start work on the most important multilateral projects with PHARE funding already assigned to the Secretariat.

4. To urge the European Union to intensify work on integrating PHARE, TACIS and INTERREG IIC procedures in order to facilitate the financing of multilateral spatial projects of regional importance.

5. To ask CSD/BSR to initiate interaction with the work of the Pan-European Transport Conference on the European Transport Network from a spatial point of view by encouraging regional/ territorial impact assessments for the following corridors:

- Riga-Warsaw (southern part of Via-Baltica and transport corridor no. 1<sup>4</sup>),
- St. Petersburg southwards up to corridor no. 1, with possible extension to Hamburg (via Hanseatica),
- South Finland-Petersburg-Moscow (northern part of corridor no. 9),
- Szczecin southwards (A 3) and the ferry lines to Ystad, Malmö and Copenhagen,
- Berlin-Moscow from Orsha eastwards, and from Brest westwards.

6. To ask CSD/BSR to extend the marinas network project to the North - East using a methodology and approach similar to that of the Polish/German tourism development project. To use this project as a case study for implementation of the „Common recommendations for spatial planning of the coastal zone in the Baltic Sea Region” .

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<sup>4</sup> The Second Pan-European Transport Conference, held in Crete in 1994, endorsed nine multimodal transport corridors as a basis for the future work on the infrastructure development in the Central and Eastern European countries and CIS countries.

7. To ask CSD/BSR to establish close co-operation with Ministers of Environment with the aim of preparing an inventory, classification and exchange of experience with regard to natural and cultural landscapes in the BSR, as a tool for spatial planning.

8. To ask CSD/BSR to prepare a set of pilot projects on strategy for sustainable development for the BSR rural areas („patches”), which need special attention.

9. To request CSD/BSR to co-operate with Ministers of Transport in order to prepare the Programme on Maritime Transport Baltic Co-operation.

10. To ask CSD/BSR to strengthen co-operation with Ministers responsible for Regional (Subnational) Development in the BSR with the aim of using spatial planning concepts for regional (subnational) sustainable development.

11. To request CSD/BSR to prepare, in close co-operation with representatives of towns and cities, UBC network, and research institutions, a programme on balanced settlement and urban networks.

12. To urge CSD/BSR to promote effective information exchange, including the publication of a regular VASAB 2010 newsletter and to explore the possibilities of using the Internet in co-operation with the project on Agenda 21 information exchange. To start this work with PHARE funding already assigned to the Secretariat.

13. To ask CSD/BSR to:

- encourage the training programmes for local, subnational, and national spatial planners from the BSR;
- establish a forum of dialogue and interaction between the local, subnational and national level of spatial planning;
- promote the allocation of adequate resources to support Baltic spatial planning at different levels.

14. To foster co-operation in the field of spatial planning in Eastern and Central Europe by strengthening (for example) the role of CEMAT (European Ministers Conference Responsible for Regional Planning).