Zał. 2

Maritime Expert Association, Szczecin, Poland
Mr. Witold Wacławik - Narbutt

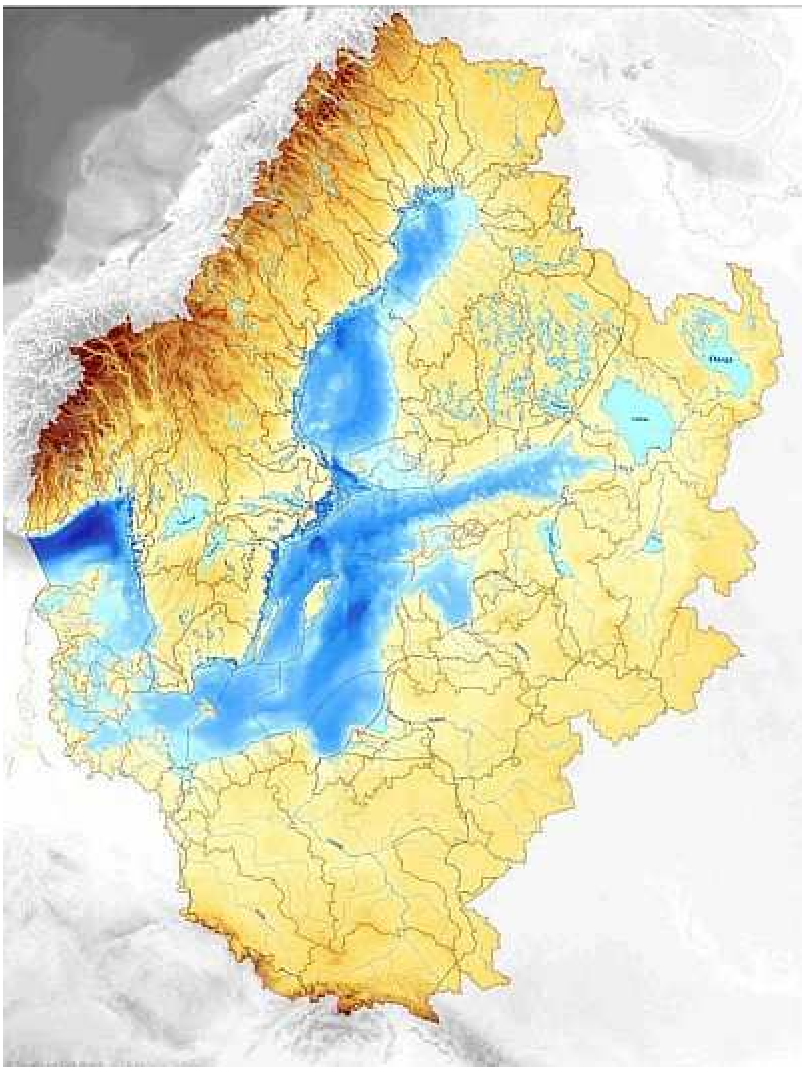
The first Project of the future *Baltic Sea an Catchment Basin Clusters Network*

Proposed research aims

The notion of *„Baltic Sea and Catchment Basin Economy”*, categorization, statistical classification and *Gross Value Added* of its all maritime and catchment basin economic activities and its weight in the Gross national and *Baltic* Sea *and Catchment Basin Product*.

The monitoring of *„Baltic Sea and Catchment Basin Economy”* sustainable development will become the base of regular study for the future *Baltic Maritime Clusters Network*.

The Baltic Sea and catchment basin of 14 countries: Belarus, Czech, Denmark, Estonia, Finland, Germany, Lithuania, Latvia, Norway, Poland, Russia, Slovakia, Sweden and Ukraine



Contents **Pages**

1. Introduction

The Baltic Sea and Catchment Basin is a large heterogeneous region. Together it covers an area of over 2000 000 km^2, shared by 14 countries (Belarus, Czech Republic, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russia, Slovakia, Sweden and Ukraine) and home to about 84 million people. There are 14 larger international river basins, covering a total area of 1 050 000km^2 : Klarälven-Trysilelva/Göta Älv, Indalsälven, Torne River, Kemijoki, Vuoksi/Lake Ladoga-Neva River, Narva River/Lake Peipsi, Gauja, Daugava, Lielupe, Venta, Nemunas, Vistula, Pregola and Oder. The surface covers about 17% of Europe. Here there is circa 15% of global industry production and 20% of trade. There are also the abundancy of lakes. The weight of economic activities related to the Baltic Sea and Catchments Basin measured by Gross Product remains unknown, and statistically uncompleted.

Therefore under the leadership and presidency of **Sweden,** the researchers from: **Belarus, Czech, Denmark, Estonia, Finland, Germany, Lithuania, Latvia, Norway, Poland, Russia, Slovakia, Sweden and Ukraine** will realize the common **Project as a first one** for a proposed ***Baltic Sea and Catchment Basin*** **Clusters** ***Network*** .

The Project would concentrate on:

Objective 1. Categorization of the areas and sectors and their economic maritime and catchments activities for national statistics of ***Baltic Sea and Catchment Basin Economy*** within ***Baltic Sea and Catchment Clusters Network***

Objective 2. Methodology of GVA and weight in the Gross National and *Baltic* Sea *and Catchment Basin Product* and its Value Added Chain

Objective 3. Glossary of *Baltic Sea and Catchment Basin* Economic terms

Objective 4. Public measures to stimulate clusters initiatives through research, innovation and education. Necessary steps to be undertaken in order to add **top-down** or bottom – up cluster organizations to the existing ones.

The Project for the ***Baltic Sea and Catchment Clusters Network*** would follow and be made **in line** with:

1. **The Lisbon and Goteborg strategies**, with its emphasis on continuing economic development.
2. The **French, Czech, Swedish presidencies** commitments to adopt the Maritime Policy strategy in autumn 2009 for the Baltic Sea Region (Annex 1).
3. The study commissioned by EU *European Cluster Observatory* done by **Center for Strategy and Competitiveness of Stockholm in Stockholm School of Economics** (Web page)
4. BALTEX (the Baltic Sea Experiment) and its INTERREG study co-financed by EU *International river basins in the Baltic Sea Region* , done by **Royal Institute of Technology (KTH), Sweden, Department of Land and Water Resources Engineering** (Web page)
5. The study commissioned by EU *The role of Maritime Clusters to enhance the strength and development of Maritime Sectors* done by the **Policy Research Corporation** (Web page)
6. The ***Baltic Maritime Clusters*** idea, **first** proposed in 2004 by the **Polish Chamber of Maritime Economy, Gdynia, Poland** (Annex 2)
7. The declaration of the European Maritime Policy Conference of the Baltic Sea Area, Kiel 21 September 2006 hoisted by Gov. of Land Schleswig Holstein, **Baltic Sea States Subregional Cooperation** and Hanseatic City o Hamburg :
   - Encouraging the formation of maritime clusters and **networking** existing maritime clusters
   - Initiation of **Baltic Sea Region Maritime Clusters** (Annex 3)
8. The contributions to the Green and Blue Papers ***Towards the future Maritime Policy for the Union: a European vision for the oceans and seas*** by (enclosed):

   The governments of: Denmark, Estonia, Finland, Germany, Lithuania, Latvia, Norway, Poland, Sweden (Annex 4)

   Parliament and Senate of Germany (Annex 5)

   State of Mecklenburg-Vorpommern (Annex 6)

NOG's of Norway (Annex 6)

B7 Baltic Islands Network Bornholm, Gotland, Hiiumaa, Rügen, Saaremaa, Åland, Öland (Annex 7)

The Regional Council Southwest Finland (Annex 8)

University of Gdansk, Poland (Annex 9)

German institutes and universities:

Joint statement of German researchers *Gemeinsame Eingabe Deutscher Forschungseinrichtungen und Wissenschaftsorganisationen bzw. deren Repräsentanten für Forschung und Technologietransfer*

Bundesamt für Seeschifffahrt und Hydrographie (Federal Maritime and Hydrographic Agency), Hamburg/ Rostock, Germany (Annex 10)

Ostseeinstitut für Seerecht, Umweltrecht und Infrastrukturrecht (Prof. Dr. W. Erbguth), Uniwersität Rostock, Germany (Annex 11)

Deutschen Naturschutzrings (Annex 12)

9. **Swedish Society for Nature Conservation** (Annex 13)
10. **Czech Invest government agency** a Pilot Study on Regional Clusters, Ostrava, Czech Republic (Annex 14)
11. **BIC- Bratislava** BIC Bratislava - Business and Innovation Centre Bratislava, Slovakia (Annex 15)
12. **Odessa National Maritime Academy,** The 8th Annual General Assembly of IAMU World Maritime Excellence 17 0- 19 September 2007 (Annex 16)
13. **Westpomeranian Maritime Cluster, Stettin, Poland** (Annex 17)
14. **VASAB** (Annex 18)
15. **Danish Maritime Cluster** (Annex 19)
16. **Finnish Maritime Cluster** (Annex 20)
17. **German Maritime Cluster** (Annex 21)
18. **Norwegian Maritime Cluster** (Annex 22)
19. **Swedish Maritime Cluster** (Annex 23)
20. ***STOCKHOLM STAKEHOLDER CONFERENCE September 30th 2008***(Annex 24)

Objective I. Categorization of the areas and sectors and their economic maritime and catchments activities for national statistics of *Baltic Sea and Catchment Basin Economy* within Baltic Sea and Catchment Basin Clusters

The whole cluster stakeholders add value to the other social activities, together with the activities, which produce goods and services and create Value added and Value – added chain.

Such economic activities related with seas, oceans and their catchments must be precisely categorized.

According to the Green Paper contribution pos. number 290 of **European Marine Equipment Counsel**, *„It should be pointed out… the lack of reliable data, the …… figures are only estimates, provided by the industry itself, and they are not the official government figures". The true size of the industry is unmistakably underestimate".*

„ Some maritime sectors, for ex ample the Marine equipment, are not recognized as separate sectors. In the nomenclature maritime products and services are scattered all over the classifications."

The study commissioned by EU *The role of Maritime Clusters to enhance the strength and development of Maritime Sectors* done by the Policy Research Corporation integrates inland with sea and proposes **their** joint *"**Definitions of Maritime Sectors**"* which can be treated as the starting point for categorization of all economic activities**:**

Area 1: Traditional maritime sectors*:*

-*Inland navigation*: Inland shipping and ship management; chartering-out; inland cruises and ferries; harbour and river towage; freighting;

- *Marine aggregates*: Exploitation of marine aggregates;
- *Marine equipment*: Manufacturing and wholesale trade in maritime equipment for all maritime (sub-)sectors (no building, repair and/or conversion and no offshore supply);
- *Maritime services*: Research and development; education; classification and inspection; bunkering; maritime insurance; maritime financing; maritime brokerage; maritime law; crewing; associations; government services; rescue; diving; ship supply (no port services);
- *Maritime works*: Dredging; nautical cable and pipelines; river works; construction of canals, dykes and ports; support vessels; sand transport;
- *Navy and coastguard* (no shipbuilding);
- *Offshore supply*: Construction and installation of platforms, storage vessels and equipment; drilling; offshore-related transport, engineering, communication, consultancy and other support; seismic research; manufacturing, installation and maintenance of offshore and coastal wind turbines (no extraction of oil such as operators of oil rigs);
- *Recreational boating*: Boat chartering and renting; marinas; inland boat basins; supporting services concerning the construction of and trade in recreational vessels; boating-related training and trade (no manufacturing);
- *Seaports*: Cargo-handling; shipping related storage, agency, maritime logistics and forwarding; port authorities; pilotage;
- *Shipbuilding*: Construction and repair of sea-going vessels (commercial ships, fishing boats and naval ships), recreational boats and inland vessels; ship scrapping; floating sections; dry docks (no offshore-rigs and/or -vessels);
- *Shipping*: Merchant shipping and ship management; short-sea shipping; chartering-out; ferry services; ocean towage (only national seafarers and onshore persons employed);

Area 2: Coastal and sea-related (marine) recreation and tourism:

- *Coastal tourism*: Tourism within 10 km from the coast;
- *Cruise tourism*: Service on board of cruise ships (no land-based tourism and/or related services);

Area 3: Fisheries:

- *Fisheries*: Maritime and inland fishing; fish processing; aquaculture

Some of the above *"just as they are"* can already be inserted into statistics, whereas in most of the cases the statistics purposes could be fitted only by selecting the economic activities through questionning.
The research could be done on the base of a Questionaire (e.g. *PolicyResearch Corporation Netherland* and *Tomas Bata University in Zlín, Czech Republic* examples)

1. **The result** of this objective will allow to define what is **Baltic Sea *and Catchment Basin Economy***

   Proposal

   Baltic Sea *and Catchment Basin Economy Economy* *is an economic mechanism (social institution) of **value added** activities and their effects connected with the **seas and oceans and their catchment areas,** which deals with **production, manufacture, distribution** and **consumption** of **goods** and **services**.*

   Baltic Sea *and Catchment Basin Economy* possesses the same attributes as economy (Бізнэс, Erhvervsvidenskab, Podnikání, näringsliv, Wirtschaft, talous, Verslas, Uzņēmēj, darbība, gospodarka, Предприятие, Бізнес)
2. **The result** of this objective will allow to contribute to the Eurostat projects aiming to remodel maritime statistics
3. **The result** of this objective is the commonly agreed categorizations and definitions in : Belorussian, Czech, Danish, English, Estonian, Finnish, German, Lithuanian, Latvian, Norwegian, Polish, Russian, Slovak, Swedish, Ukrainian will be worked out in this Project and announced.

Objective II. Methodology of GVA and weight in the Gross National and Gross *Baltic* Sea *and Catchment Basin Product*.

Gross *Baltic* Sea *and Catchment Basin Product* and Value Added Chain

Value added - the differences between the value of a firm's (industry) output (i.e. the total revenues received from selling that output) and the costs of the inputs of raw materials, components or services bought in to produce that output.

Gross Value Added equals to the Gross National (Regional) Product.

The link between GVA and GDP can be defined as:

GVA (at current basic prices; available by industry only) plus taxes on products (available at whole economy level only) less subsidies on products (available at whole economy level only)

equals GDP (at current market prices; available at whole economy level only).
or, in summary:
GVA + taxes on products - subsidies on products = GDP
Value added chain a chain of vertically linked activities that each add value in producing and distributing a product. Depending on the nature of the product, the value – added chain may involve a large number of vertical linked activities or only a few.
The following example shows one particular value – added chain involving converting a raw material (oil) into intermediate materials (ethylene and PCV), then into a finished product (plastic kitchenware), then packaging and physically distributing (logistics, sea-land transportation) this kitchenware to consumers.
In many cases firms will choose to embrace a number of "stages" in the value-added chain as part of vertically integrated operations in order to reduce costs.
Example:

Extraction	crude oil
Refining, petrochemical processing	naphtha
	--------------chemical additives
	ethylene
Manufactured finished Product	PCV
	-------------------dyestuffs
	Plastic kitchenware
	------------------packaging
Distribution (logistics, sea-land transport)	Wholesales
	Retailer
Consumer	

1. **The result** of this objective will allow to measure the value of the Baltic Sea and Catchment Basin Economy in Gross Regional/ Baltic/ National/ European/ Global Product.

Objective III. Glossary of Baltic Sea and Catchment Basin Economic terms

The official translations of the Green Paper *Towards the future Maritime Policy for the Union: a European vision for the oceans and seas* give enough arguments for editing a Glossary which would be done by the teams of linguists and professionals.

1. **The result** of this objective based on the results of the Objective I will allow to edit a Glossary, giving the tool for every stakeholder to *speak the same language* in 15 (including English) languages.

Objective IV. Public measures to stimulate clusters through research, innovation and education to be taken into account. Necessary steps to be undertaken in order to add top-down or bottom – up cluster organizations to the existing ones.

The existing cluster organizations they are both top-down and bottom-up organizations.
But in some countries belonging to the Baltic Sea and Catchment Basin, the clusters can first be organized with help of public money as top-down organizations.

1. The result of this objective is to give the governments indications of a minimum staff, office and budget for regional/national clusters.

Annexes

Annex 1.

Government of the Czech Republic Web Page announcement

Baltic Sea strategy

The European Council in December 2007 invited the Commission to present an EU **strategy for the Baltic Sea Region** at the latest by June 2009. Such a strategy will, through EU policies, address in particular the urgent environmental challenges related to the Baltic Sea, with the aim of making this region an EU marine environment best-practice region. It will also address other regional challenges such as enhancing growth and competitiveness, promoting **deeper market integration** and, for example, combating organized crime. It should also facilitate the region's cohesion as well as its stronger interconnection with other parts of the Union and create conditions for a more efficient and targeted use of existing funds. The presidencies will work to adopt the strategy in autumn 2009

Annex 2. Original proposal of 2004 the Polish Chamber of Maritime Economy, Gdynia, Poland

BALTIC MARITIME CLUSTER

GDYNIA

Polish Maritime Cluster

Rotterdam

Dutch Maritime Cluster

Annex 3.

European Maritime Policy Conference of the Baltic Sea Area , Kiel 21 September 2006 hoisted by Gov. of Land Schleswig Holstein, **Baltic Sea States Subregional Cooperation** and Hanseatic City o Hamburg declaration:

- *Encouraging the formation of maritime clusters and* ***networking*** *existing maritime clusters*
- *Initiation of* ***Baltic Sea Region Maritime Clusters***
- *Continuing the dialogue with the* ***Russian Federation*** *under the European Neighbourhood and Partnership Instrumentals (ENPI)*

Annex 4.

The Government of Denmark contribution

Denmark will contribute to continued growth within the maritime clusters both at sea and on land, to encourage and promote maritime competencies, which can ensure innovation and growth in the ***maritime cluster and to*** *encourage research, development and innovation in* ***the whole*** *maritime cluster*
If there is no stable regulatory framework – including in regard to the economic conditions – the shipping sector would decline and this would have severe consequences for the entire maritime cluster.
Valuable synergies between the maritime industries can be achieved. The development of maritime cluster network organizations in several countries have proven to be ***successful****. Although the primary responsibility for a profitable growth is placed on the industries themselves, the European Commission could* ***support*** *the maritime clusters by exchanging best practices and coordinating maritime issues within the different branches of the European Commission.*

The Government of Estonia contribution

In the case of a functioning cluster the success of each enterprise in the cluster should also help boost the success of other enterprises in that cluster, as a result of which belonging to a cluster helps advance the competitiveness of the ***SMEs.*** *For SMEs it is very important to achieve synergy through such areas as training or product development, sharing orders, common marketing and other types of cooperation. In the latter an important role could be played by* ***shaping the image of the maritime economy*** *as a whole and activities related to increasing the attractiveness of the sector for the public, as contributing to this is in the interests of all stakeholders.*

The Government of Finland contribution

Establishment of a joint EU maritime information network and the organization of obtaining satellite material in order to develop marine sciences and related forms of cooperation are worth advocating.
EU Maritime Policy must develop the ***maritime cluster*** *concept, in which maritime transport, the shipping industry, shipbuilding, and port operations and facilities are regarded as a whole. The examination of the maritime cluster in the Green Paper is useful, but remains mainly* ***at the vision*** *level.*
The creation of ***regional connections*** *and cooperation networks must be furthered, with an example of the training organizations in the Baltic Sea region.*

The Government of Lithuania contribution

We ***approve*** *the ideas presented in the Green Paper. The* ***cluster policy*** *offers a very heavy counterbalance to the growing role in the world of Chinese and other East Asian producers*

The Government of Latvia contribution

The view of Latvia is that a common intersectoral approach would promote an economic development and employment, a synergy between marine environment, port development and competitiveness, fishing, maritime security and maritime spatial planning. The general political objectives in the framework of the EU Maritime Policy to be cooperation with the ***third countries*** *which have an impact on the marine territories of the EU, particularly on the environmental quality, is of vital importance. In this context for Latvia it is* ***the Daugava river basin and cooperation with Belorus and Russia*** *to protect it.*

The Government of Norway contribution

Maritime clustering should be used as a vehicle for achieving policy objectives, for example by sharing knowledge, carrying out joint research and innovation, pooling education and training.
In 2006 the Norwegian government launched a programme called Norwegian Centres of Expertise
The aim is to encourage innovation and internationalisation, and hence value creation, by building and strengthening cooperation within selected clusters. Six Centres of Expertise have been selected so far. One of them is a maritime cluster, and several of the other five are also related to the maritime sector. The programme will also increase opportunities for growth, development and cooperation for SMEs as suppliers or

sub-suppliers to the different clusters.
Public *measures to stimulate clusters through research, innovation and education should take this into account.*

The Government of Poland contribution

supports the development of maritime clusters because the creation of bonds between individual sectors will allow the consolidation of the EU's marine industries and strengthen their position in the world.
Maritime clusters can create added value, use resources in a better way and favour technology and information transfer through synergy effects, using network, production and logistic links between large, medium and small enterprises. The European Commission could support initiatives of creating institutional forms of cooperation which aim at the exchange of experience in creating and functioning of maritime clusters in the EU states.

Annex 5

German contributions of:

Der Bundesrat

hat in seiner 832. Sitzung am 30. März 2007 die folgende Stellungnahme beschlossen:
Der Bundesrat befürwortet die Förderung der Bildung regionaler und ***überregionaler maritimer Cluster*** *und deren* ***Vernetzung.*** *Insbesondere kleine und mittlere Unternehmen (KMU) können durch Zusammenschluss einen Zuwachs von Know-how und eine Verbesserung ihrer Wettbewerbschancen erzielen. Durch gemeinsame Vorhaben, Public-awareness-Kampagnen sowie durch die Förderung von Aus- und Fortbildungsinitiativen kann die maritime Identität von Regionen und Meeresräumen, aber auch die Attraktivität maritimer Berufe und Berufe anderer Bereiche maritimer Wirtschaft gesteigert werden.*

Der Bundestag

am 20.06.2007 befürwortet dass: Der Förderung der maritime Forschung and Wissenschaft und entsprechender europäischer ***Neetzwerke*** *besondere bedeutung beigemessen wird. Forschernetzwerke wie die deutschen* ***exellenzcluster*** *bündeln dass nötige Fachwissen verschiedener Fachbereiche. Der i****ntergrative*** *Ansatz dieser Form der* ***Meeresforschung*** *muss* ***aktiv beföerdert*** *werden*

Annex 6.

Contribution by the state of Mecklenburg-Vorpommern towards implementation Maritime Clustering

The Green Paper is justified in stating that clustering can contribute to raising the innovation potential and competitiveness of regions. These activities proceeded within the ***ScanBalt*** *initiative and they were also supported by funding from the EU. The results proved profitable for the actors involved and the idea is being continued to provide for a "network of networks". From the point of view of Mecklenburg-Vorpommern,* ***supra-regional*** *or transnational* ***development of clusters*** *might also enjoy continuous support by the EU. MAO stands ready to share the experience it has gained over eight years of building and implementing a* ***comprehensive regional maritime network*** *as well as with the development prospects to be expected with other actors at a European level.*

Annex 7

I. NHO- Confederation of Norwegian Enterprise

It is important to uphold and develop strong European clusters, to secure the industry. ***Local/regional/national*** *and European networks of maritime clusters should be used as a vehicle for achieving policy objectives for example by sharing knowledge, carrying out joint research and innovation, pooling education and training*

II. **SINTEF Group** *– the largest independent research organization in Scandinavia – established SINTEF Fisheries and Aquaculture Ltd as a subsidiary research institute within the Group. Close cooperation with the Norwegian University of Science and Technology provide a sound base for both basic and applied research – from very specialized scientific fields to multidisciplinary and applied solutions to our clients.*

Clustering

We endorse the idea of developing a better understanding of the interrelationships between the maritime sectors in order to strengthen the industry. But, further, we believe that this type of clusters also should include not only the maritime sectors, but also their suppliers industries, customers and stakeholders.
It is our belief that maritime clusters, when including the R&D sector, research funding bodies and public authorities, can play a vital role in formulating joint research strategies – and hereby increase the competitiveness of both sectors.

Annex 8.

The islands of the **B7 Baltic Islands Network,** represented by the Political Steering Committee, listed below, meeting on 5 June 2007 on the island of Bornholm: **Bornholm, Gotland, Hiiumaa, Rügen, Saaremaa, Åland, Öland,** adopt the following *declaration:*

Geographical Realities.

The entire ***catchment area*** *for the Baltic Sea Region includes Russia, Belorussia and Ukraine. Therefore they must be part of any policies, plans and projects.*

Annex 9.

The Regional Council Southwest Finland.

The competitiveness of the Baltic Sea Region can be enhanced by the implementation of luster policies. National, regional maritime clusters need to be established.

Annex 10.

University of Gdansk, Poland Faculty of Economics Institute of Maritime Transport and Seaborne Trade

The European Union should focus more on problems of education and human resources development for the needs of member countries' maritime economy. The clusters established by maritime companies will undoubtedly favour a synergy effects due to the integrated use of human, material, financial, technological and information resources. Thus it seems to be necessary to promote activities leading to the integration of maritime enterprises.

Annex 11.

Joint German research organizations contribution:

Gemeinsame Eingabe Deutscher Forschungseinrichtungen und Wissenschaftsorganisationen bzw. deren Repräsentanten für Forschung und Technologietransfer

Sowohl die Entwicklung einer auf Nachhaltigkeit ausgerichteten ***Maritimen Industrie*** *als auch das umweltverträgliche* ***Management Mariner Ressourcen*** *bedarf neuer Technologien, welche auf F&E Kooperationen zwischen Forschungseinrichtungen und Wirtschaftsunternehmen basieren. Für diesen Transfer von der Wissenschaft in die Wirtschaft müssen adäquate Transfer- und Kommunikations-Schnittstellen geschaffen bzw. die bestehenden Strukturen verstärkt werden. Da das Management von Erfindungen und Innovationen einen sensiblen Bereich darstellt, sollten hierfür insbesondere organisations-, instituts- bzw. universitätsinterne Kapazitäten vorgehalten werden, welche Kommunikation und Transfer nach außen effizient bündeln und für die Industrie als kompetente Ansprechpartner fungieren. Sie sind auch unabdingbare Voraussetzung für erfolgreiche* ***Netzwerke und regionale sowie thematische Cluster.***

Autoren dieses Papiers

Diese Eingabe zur Entwicklung einer Europäischen Meerespolitik wird von den untenstehenden Forschungseinrichtungen der Helmholtzgemeinschaft Deutscher Forschungszentren (HGF) und dem Konsortium Deutscher Meeresforschung (KDM) bzw. den angegebenen Repräsentanten getragen (alphabetische Auflistung der Einrichtungen).

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- *GKSS Forschungszentrum, Geesthacht*
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- *Zentrum für Marine Tropenökologie (ZMT), Bremen*

Annex 12.

German University in Rostock contribution:

Ostseeinstitut für Seerecht, Umweltrecht und Infrastrukturrecht (OSU),
(Geschäftsführender Direktor Prof. Dr. W. Erbguth), Juristische Fakultät ,Universität Rostock ,
Das Forschungsprojekt Integriertes Küstenzonenmanagement in der Odermündungsregion -
***IKZM Oder** Durch die Bereitstellung von Fördergeldern für die **Entwicklung maritimer Zentren** aber auch durch die Implementierung vorbereitender Maßnahmen wie Errichtung von Simulationszentren, Bildungsund Erlebnisparks, Aufklärung in Schulen und der Bevölkerung, Bildungsangeboten an Hochschulen aber auch durch Unterstützung von Naturverbänden wird eine verstärkte Wahrnehmung maritime Identität ermöglichen.*

Annex 13.

Contribution by the **Swedish Society for Nature Conservation**

Urgently develop and implement national and, where appropriate, regional plans of action...(p 31 d).
In p 32 c) concerning the need for marine protected areas, d*evelop …**representative networks** (of marine protected areas) by 2012.*
We appreciate the Green Paper nevertheless viewing the policy in a holistic perspective and pointing to the risks entailed by sectoral policies which can lead to conflicting goals and policy measures. The Commission also highlights the importance of international cooperation, the seas being no respecters of boundaries.

Annex 14.

CzechInvest government agency initiative:

*A **Pilot Study on Regional Clusters** Regional, Development Agency Ostrava (Pavla Bruskova CEO Regional Development Agency Ostrava Na Jizdarne 702 Ostrava Czech Republic bruskova@arr.cz; www.arr.cz;*
Massive promotion and support of the cluster concept by the government (implemented by CzechInvest),

Annex 15.

BIC Bratislava - Business and Innovation Centre Bratislava spol s.r.o. Slovakia initiative:

Partner In EU Project of Central and East Europe (8 countries) – Cluster Network, under leadership of Oberösterreichischen Technologie- und Marketinggesellschaft (TMG)
No clusters organizations so far

Annex 16.

The Ukrainian initiative:

*The 8th Annual General Assembly of IAMU World Maritime Excellence 17 0- 19 September 2007 in National Maritime Academy **Odessa, Ukraine.***

Speaker 3. Yutaka Ito, Kobe University, Faculty of Maritime Sciences, Japan

"Research Programme of Postgraduate Students for MET Institution "Case study on idea of maritime cluster"

No clusters organizations so far

Annex 17.

Polish regional initiative

*Association **Westpomeranian Maritime Cluster** in Stettin, Poland was registered on the 24th June 2008.*
It is a bottom-up organization grouping 30 persons and companies. It is a member of European Network of Maritime Clusters in Rotterdam.

Annex 18.

VASAB Long-Term Perspective initiative for the Territorial Development of the Baltic Sea Region:

1 December 2008

*[1] Breaking the east-wide divide pattern in the innovation performance requires **a joint network** action of the BSR metropoles and stimulation of cluster development in more peripheral areas*

[2] While institutional and cultural cooperation between all BSR countries is on the good track, a key solution to integrating North West Russia into the economical system of the Baltic Sea Region is to provide incentives for creation of ***economic clusters at the subregional scale.***

Efforts should thus be made to provide incentives for ***cluster*** *cooperation based on the location proximity between respective enterprises and business support structures.*

Annex 19

The Strategic Partnership on Climate Responsibility initiated by the **Danish Maritime Cluster** ***in***

ENMC Rome - September 2008

Annex 20

The study of **Finnish Maritime Cluster example in organizing and financing the cluster initiative**

Finnish Funding Agency for Technology and Innovation (Tekes), Ministry of Employment and the Economy
Ministry of Transport and Communications, Government of Åland, Aland Shipowners' Association
Association of Finnish Marine Industries, Cargoship Association (Finland), Finnish Maritime Administration
Finnish Port Association, Finnish Port Operators Association, Finnish Shipowners' Association
Seamen's Pension Fund

Study carried out by *Centre for Maritime Studies, University of Turku*

Annex 21

National Cluster Management Maritime Economy at K.E.R.N e.V. Schleswig-Holstein, Germany

The potential analysis ordered by the *Economics Ministry provides for the first time a comprehensive database that supplies a global market survey for the companies of this sector.*
The maritime economy and development should be promoted on the basis of methodical investigations concerning the structures and developing trends.
With the help of the Schleswig-Holstein maritime coordinator, (IFM-GEOMAR), and the National Cluster Management Maritime Economy at K.E.R.N e.V. association, recommendations of the experts are taken up, plans are better aimed at the needs of the market, and new and systems-oriented projects are generated.

Annex 22.

Norway's Maritime Cluster - *Long experience in the market, resourcefulness and sharp minds have all contributed to the development of a unique maritime agglomeration comprising shipowners, shipyards, equipment manufacturers, naval architects, classification societies, research and education centres, national authorities, local port authorities and seafarer organizations, shipbrokers, maritime software producers, marine underwriters, ship-finance houses and freight-forwarding and logistics companies.*

Annex 23.

Country report –Sweden in the *Policy Research Corporation* study *The role of Maritime Clusters to enhance the strength and development of maritime sectors,* 13 November 2008

Annex 24

STOCKHOLM STAKEHOLDER CONFERENCE September 30th 2008

The region could benefit more from the single market through increased trade, by closing the development gap and fully integrating their markets. To increase and maintain its competitiveness, the Baltic Sea region has to continue moving towards a strongly networked and knowledge-based society by promoting innovation in particular through SMEs.

To pursue work on industrial policy including changing unsustainable consumption and production patterns is crucial. Deeper cooperation in the field of energy will contribute to future prosperity.

KEY QUESTIONS "HOW TO MAKE THE BALTIC SEA REGION A PROSPEROUS PLACE"

1. What are the main challenges for the BSR if it is to remain competitive in the future?
2. How can the different Baltic Sea markets be encouraged to interact more and thus overcome some of the problems associated with insufficient internal competition?
3. Is there potential for the formation of **cross-border clusters** and if so, what actions are needed to promote such a development?
4. How can the level of competition in services be increased?
5. Is the implementation of the 'acquis' for the internal market functioning as intended?
6. What are the main remaining barriers for trade in the region?
7. What are the main remaining barriers to mobility - of labour, students and ideas - in the region?
8. What concrete actions need to be taken and by whom?