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**COMMISSION STAFF WORKING DOCUMENT**  
*Accompanying the*  
**COMMUNICATION FROM THE COMMISSION  
TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN  
ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE  
REGIONS**  
**concerning the  
European Union Strategy for the Baltic Sea Region  
ACTION PLAN**

The plan may be revised regularly and can also be extended by the Member States and stakeholders.

The Action Plan comprises 15 *priority areas* which represent the main areas where the EU Strategy for the Baltic Sea Region can contribute to improvements (either through tackling the main challenges or through seizing the main opportunities).

Some actions are **strategic** for the Baltic Sea Region as they are designed to address specific and important issues for its regions, citizens and enterprises.

In addition, **examples** of *flagship projects* i.e. projects with high significance are presented. When the preparation of the action plan is completed, these should have a deadline for implementation and a responsible lead partner. Some flagship projects could be launched and implemented relatively rapidly and are labelled '*fast track*'.

In addition, the crisis may change the focus of enterprises who may consider it wise to seize the business opportunities of the future in the 'green businesses'

## **PROJEKTY**

### **1. To reduce nutrient inputs to the sea to acceptable levels Coordinated by Poland and Finland**

**Flagship** projects (as examples):

🕒🕒 ***“Remove phosphates in detergents in countries where this is not yet the case as recommended by HELCOM Baltic Sea Action Plan”.***

(Lead: Sweden or Estonia; Deadline: 31 December 2012). ***FAST TRACK***

🕒🕒 ***“Cleaner waste water”*** by identifying, building / upgrading priority Waste Water Treatment

(Lead: Sweden; Deadline for progress review: to be determined)

🕒🕒 ***“Analyse results of pilot actions”*** funded by the Baltic Sea Region programme (under the

European Regional Development Fund), LIFE and Baltic

(Lead: to be agreed; Deadline for progress review: 30 June 2010) ***FAST TRACK***

🕒🕒 ***“Putting best practices in agriculture into work”.***

(Lead: Federation of Swedish Farmers, Danish Agricultural Advisory Service, MTK and SLC Agricultural Organisations of Finland, and Deutscher Bauernverband; Deadline: to be determined)

🕒🕒 ***“Full implementation of the Water Framework Directive<sup>10</sup> in order to maximize the environmental benefits for the Baltic Sea”***. Member states shall take measures to obtain good ecological status in all water bodies, including coastal waters, by year 2015.

(Lead: all Member States; Deadline for progress review: to be determined)

🕒🕒 ***“Cooperate with Russia and Belarus on a comprehensive regional pollution risk assessment”***

## **2. To preserve natural zones and biodiversity, including fisheries**

### **Coordinated**

### **by Germany**

**Flagship** projects (as examples):

🕒🕒 ***“Create marine protected areas”***. The Birds<sup>13</sup> and Habitats directives<sup>14</sup> (Natura 2000 network), as well as HELCOM,

(Lead: to be agreed; Deadline for progress review: to be determined) ***FAST TRACK***

🕒🕒 ***“Restrict the introduction of new alien species by ships”*** principally through the enforcement of the international Ballast Water Management Convention

(Lead: HELCOM and Sweden; Deadline for progress review: 31 December 2010)

🕒🕒 ***“Establish measures to facilitate migration and reproduction of migratory fish species”***,

(Lead: HELCOM; Deadline for progress review: to be determined)

## **3. To reduce the use and impact of hazardous substances Coordinated**

### **by Sweden**

**Flagship** projects (as examples):

🕒🕒 ***“Reduce and restrict the use of the most hazardous substances”***

(Lead: HELCOM Member States; Deadline for progress review: to be determined)

🕒🕒 ***“Assess the need to clean up contaminated wrecks and chemical weapons”***,

(Lead: Poland; Deadline for progress review: to be determined)

***FAST TRACK***

## **4. To become a model region for clean shipping Coordinated**

### **by Denmark**

**Flagship** projects (as examples):

🕒🕒 ***“Promote measures to collect ship generated waste”***

(Lead: to be agreed; ***FAST TRACK***)

🕒🕒 ***“Promote measures to reduce emissions from ships and enhance the development”***

(Lead: HELCOM, ***FAST TRACK***)

🕒🕒 ***“Introduce differentiated port dues depending on the environmental impact of ships”***  
in

the main ports of the Baltic Sea (Lead: to be agreed;

***FAST TRACK***)

🕒🕒 ***“Eliminate the discharge of sewage from ships”***

(Lead: to be agreed)

🕒🕒 ***“Improve the waste handling on board and in ports”***

(Lead: to be agreed; **FAST TRACK**)

## **5. To mitigate and adapt to climate change Coordinated by Denmark**

**Flagship** projects (as examples):

🕒🕒 **“Anticipate regional and local impacts of climate change through research**

. (Lead: Denmark and Sweden)

🕒🕒 **“Implement fully the EU – Russia Energy Efficiency Initiative”,**

(Lead: European Commission in cooperation with the Ministry of Energy of Russia or Inter-Governmental Body to be agreed;

🕒🕒 **“Create a network of sustainable cities and villages”**

(Lead: Sweden or Denmark; **FAST TRACK**)

## **6. To remove hindrances to the internal market in the Baltic Sea Region including to improve cooperation in the customs and tax Area Coordinated by Estonia**

**Flagship** projects (as examples):

🕒🕒 **“Remove remaining single market barriers”**

(Lead: **Poland**; Deadline for progress review: to be determined) **FAST TRACK**

🕒🕒 **“Implement European space for maritime transport without borders in the Baltic Sea Region”.**

(Lead: to be agreed; Deadline for progress review: to be determined)

## **7. To exploit the full potential of the region in research and Innovation Coordinated by Sweden and Poland**

**Flagship** Projects (as examples):

🕒🕒 **“Develop a Baltic Sea Region Programme for Innovation, Clusters and SME-Networks”.**

Due to the importance of maritime economy for the region, maritime clusters will be promoted in order to link them to knowledge networks and to exchange best practices on the establishment of cluster organisations. (Lead: Sweden and Lithuania; **FAST TRACK**)

🕒🕒 **“Create a Baltic Sea Fund for Innovation and Research”.**

(Lead: Nordic Council of Ministers; Deadline for finalisation: to be determined)

🕒🕒 **“Develop a common Baltic Sea Region strategy to promote services innovation”.**

This will have three main objectives: (a) to collect better statistical data from Baltic Sea Region

countries to analyse the current status and potential of innovation in the sector of knowledge-intensive services; (b) to identify the scope and objectives for trans-national cooperation between clusters operating in the service sub-sectors such as ICT, creative industries and the cultural sector in general, eco/green-innovation and energy; (c) to improve the framework conditions that are needed to support such cluster cooperation in the domain of services in a sustainable way, as well as to facilitate the internationalisation of high growth service businesses. This work will liaise with relevant EU INNO-Net policy

project funded under the PRO INNO Europe initiative for the period 2009-2012. (Lead: Lithuania and Finland;

🕒🕒 ***“Set up cross-sectoral reference projects for innovation in health and life sciences”:***  
The ScanBalt BioRegion, today one of Europe's leading cluster collaborations, introduced the basic principles of sustainability in 2004 within all fields of life sciences whether it is health, energy, nutrition, or environmental life sciences. (Lead: Lithuania or/Germany

🕒🕒 ***“Setting up a Baltic Science Link”***

This could be accomplished by building a strong network between universities, research institutes and industries in the region, i.e. the Baltic Science Link.

would form the core of these scientific clusters. (Lead: Sweden: Swedish Research Council;

🕒🕒 ***“Develop a regional foresight programme”***,

This would include developing a map on innovation potential per country/area on major themes such as climate, renewable energies, quality shipbuilding, etc. A regional database containing information about financed research projects in areas of importance for the region's development, a list of best practices in the area of R&D cooperation and commercialisation of the research results in the states of the region should also be developed. (Lead: Poland; ***FAST TRACK***

The greatest added value will be achieved if priority is put on sectors where the region is particularly strong. To further explore such regional strengths, the cluster approach could be appropriate. This approach would build on existing cluster mapping studies recently conducted in different Baltic Sea Region countries at regional or national level, as well as on the cluster mapping results of the European Cluster Observatory<sup>37</sup>, and the BSR INNO-Net project that is funded under the EU initiative PRO INNO Europe<sup>38</sup>. It is also important to fully utilise the opportunities to cooperate within the framework of the European Research Area (ERA).

## **8. Implementing the Small Business Act: to promote entrepreneurship, strengthen SMEs and increase the efficient use of human resources Coordinated by Denmark**

**Flagship** projects (as examples):

🕒🕒 ***“Promote young entrepreneurs”:***

(Lead: Denmark;

🕒🕒 ***“Develop deeper cooperation on environmental technology to create new business opportunities”.*** To strengthen SMEs in the environmental technology sector a stronger critical mass in knowledge and technology has to be created involving both RTD (research) and enterprises. Joint actions should include increased cooperation in export promotion especially to China and India. (Lead: Poland;

🕒🕒 ***“Implement the project Sustainable Production through Innovation in Small and Medium sized Enterprises”.*** The aim is to increase the innovation potential in SMEs to enhance their sustainable production processes, thereby increasing company profits whilst reducing economic and environmental costs. (Project financed by the ‘Baltic Sea Region’ Programme under the ‘Territorial Cooperation’ objective of the ERDF; total budget € 3 million over 3 ½ years). (Lead: Poland; Deadline for progress review: to be determined)

***FAST TRACK***

🕒🕒 ***“Make the Baltic Sea an Eco-efficient region***

(Lead: to be agreed;

🕒🕒 ***“Make the most of the European Code of Best Practices Facilitating Access by SMEs to***

***Public Procurement”***

(Lead: Germany; Deadline for progress review: to be determined)

🕒🕒 ***“Implement the Baltic Sea Labour Network project”.***

(Lead: to be agreed; **Fast Track**

🕒🕒 ***“Provide information to jobseekers on job offers***

(Lead: to be agreed;

## **9. To reinforce sustainability of agriculture, forestry and fisheries**

### **Coordinated by Finland**

**Flagship** projects (as examples):

🕒🕒 ***“Sustainable rural development”*** Projects must be developed that bring together people in

the region to develop sustainable rural tourism, agriculture, forestry and aquaculture or inland water fisheries. (Lead: Poland and Sweden;

🕒🕒 ***“Ensure sustainable fishing”***

(Lead: to be agreed;

🕒🕒 ***“Encourage sustainable aquaculture production methods”.***

(Lead: to be agreed;

🕒🕒 ***“Create a network on the implementation of EU food and feed legislation”***

(Lead: to be agreed; **FAST TRACK**

🕒🕒 ***“Establish a Forum for Inventive and Sustainable Manure Processing”***

(Lead: Denmark Innovation Centre for Bioenergy and Environmental Technology (CBMI) and Finland Agrifood Research, Technology Research and Environmental Research (MTT)

**FAST TRACK**

## **10. To improve the access to, and the efficiency and security of the energy markets Coordinated by Latvia and Denmark**

**Flagship** projects (as examples):

🕒🕒 ***“Establish a list of priority projects in the frame of the BEMIP (Baltic Energy Market***

***Interconnection Plan)”***. In particular, priority should be given to ***“connect the Baltic States to the energy networks of the region”***.

(electricity interconnections, gas pipelines, gas storage and Liquefied Natural Gas (LNG) facilities

(Lead: Lithuania; **FAST TRACK**

🕒🕒 ***“Demonstration of coordinated offshore wind farm connection solutions”***

(Lead: Denmark and Sweden **FAST TRACK**

🕒🕒 ***“Extend the Nordic electricity market model (NORDEL)”***

(Lead: Latvia)

## **11. To improve internal and external transport links Coordinated by Lithuania and Sweden (to be confirmed)**

**Flagship** projects (as examples):

🕒🕒 ***“Complete the agreed priority transport infrastructures”.***

In particular the TEN-T Priority Projects such as:

- Upgrading road, rail and maritime infrastructures in Sweden, Finland and Denmark on the Nordic Triangle multimodal corridor;

- Rail Baltica axis linking - by rail - Poland, Lithuania, Latvia and Estonia (as well as Finland through a rail-ferry service);

- Fehmarnbelt Fixed Link between Denmark and Germany with the access railways from Copenhagen and Hannover / Bremen via Hamburg;

- Railway axis Gdańsk-Warszawa-Brno/Bratislava-Wien

- Motorway axis Gdańsk-Brno/Bratislava-Wien

Options should also be considered to implement other important projects for the region such as:

- The Bothnian Corridor (divided to the Swedish side and the Finnish side) which connects the Northern Axis to the Nordic Triangle and to Rail Baltica;
- Links with the Barents Region;
- Elements of the Northern Axis (East-West connections through the Baltic States and in the North of the region);
- Via Baltica linking – by road – Poland, Lithuania, Latvia and Estonia;

(Lead: all relevant countries; Deadline for progress review: to be determined)

🕒🕒 **“Implement the Northern Dimension Partnership on Transport and Logistics”**, including the related legal instruments. (Lead: Northern Dimension Partners)

🕒🕒 **“Develop the Baltic Motorways of the Seas network”** – linking the Baltic Sea Member States with Member States in Central and Western Europe through sustainable transport links, including the route through the North Sea / Baltic Sea canal / Danish straits. The selected TEN-T and Marco Polo Motorways of the Sea corridors such as the high quality rail and intermodal Nordic corridor Königslinie involving the Sassnitz – Trelleborg link and the Baltic sea area Motorways of the sea involving the Karlshamm – Klaipeda link, should be implemented and further project ideas (including the Polish links) should be developed through regional cooperation. (Lead: The Baltic Motorways of the Sea Task Force in coordination with Lithuania (tbc)

🕒🕒 **“Shorter plane routes”** through the establishment of ‘Functional Airspace Blocks’ (FAB)

in the Baltic Sea Region (i.e. the North European FAB, the Nordic Upper Area Control FAB and the Baltic FAB). To develop a cooperation system between countries in the Baltic Sea Region in order to ensure a successful and smooth transition from domestic air traffic management arrangements to a more integrated European dimension with 2012 as a deadline for implementation. (Lead: Poland, Lithuania) **FAST TRACK**

🕒🕒 **“Cooperate for smarter transport”** through development and implementation of concrete

pilot initiatives which would contribute to improving safety, freight logistics efficiency, shifting freight from road to rail and sea, and minimising environmental impact of transport in the region (e.g. the Green Corridor project from ports of Sweden, Denmark and Germany to ports of Lithuania and Kaliningrad, the Easy Way project in the Baltic Sea Region and the Swedish – Finnish eco-driving project and road safety promotion cooperation programmes).

The Easy Way project, supported via the Trans-European Transport Network Programme, brings together 21 Member States, including several from the Baltic Sea Region, in order to co-operate on and to accelerate the deployment of intelligent transport systems on the Trans-European Road Network. It would be beneficial if the missing countries in this Region, namely Latvia, Estonia and Poland, would join this platform in the near future. (Lead: Denmark, Lithuania) **FAST TRACK**

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## **12. To maintain and reinforce attractiveness of the Baltic Sea Region in particular through education, tourism and health**

**Coordinated by 1) Tourism:Mecklenburg-Vorpommern (Germany) 2) Health:Northern Dimension Partnership in Public Health and Social Well-being 3) Education and others: Germany**

**Flagship** projects (as examples):

🕒🕒 **Education: “Enhance cooperation - on a voluntary basis - between the regional**

**Universities of the Baltic Sea Region**” so that they coordinate their activities (research areas, exchange of students / professors / researchers, cooperation with enterprises). This could for example be based on the existing networks of universities such as the ‘Baltic Sea University Programme with almost all universities of the region and the ‘Baltic Sea Region University Network<sup>57</sup>’ with 40 members. A model could be the UHI Millennium Institute. The envisaged Northern Dimension Institute which is under preparation by a number of universities in the region could also provide further opportunities for networking. (Lead: Baltic University Programme in coordination with Lithuania (tbc)) **FAST TRACK**

🕒🕒 **Education: “Develop - on a voluntary basis - joint curricula and share education resources”** between different institutions (in particular in mathematics, technologies and natural sciences). The aim would be to create standards of excellence similar to the ‘Ivy league’ in the United States of America. (Lead: to be agreed to be determined) **FAST TRACK**

🕒🕒 **Education: “Identify and remove barriers hampering mobility of researchers and students in the Baltic Sea Region”** (the so-called “Fifth Freedom”). (Lead: to be agreed; Deadline for finalisation: to be determined)

🕒🕒 **Tourism: “Attract tourists to rural areas especially the coastal ones”** by promoting joint

environmentally-friendly rural and coastal tourism packages (e.g. farm, food tourism, hiking, winter sports, nature based tourism) and by co-operating in planning rural and coastal tourism investments. (Lead: each Rural Development Network in each Member State (in cooperation with the LEADER networks supported by the European Rural Development Network)

🕒🕒 **Tourism: “Facilitate environmentally sustainable ferries and cruise vessels in the Baltic**

**Sea”** by developing programmes bringing together providers of maritime services to passengers and pioneering environmentally-friendly initiatives such as shore-side electricity or state of the art waste disposal facilities in ports -see priority area ‘to become a model region for clean shipping’ (e.g. the cruise industry, maritime leisure activities, national / regional / local authorities,...). (Lead: to be agreed)

🕒🕒 **Tourism: “Promote the cultural heritage and the unique landscapes”** by mapping the main areas of interest in order to preserve and revitalise elements of cultural heritage. The Nordic Culture Points<sup>59</sup> initiative could provide a useful base. (Lead: to be agreed) **FAST TRACK**

🕒🕒 **Tourism: “Develop strategies for a sustainable and environmentally friendly tourism”**

Partners from the Baltic Sea Region (including Belarus) will start implementing pilot projects to improve the accessibility to the natural, cultural and historical heritage for tourism and to create a common identity of the Baltic Sea Region. (Lead: to be agreed) **FAST TRACK**

🕒🕒 **Health: “Alcohol and drug prevention among youth”**

(Lead: Northern Dimension Partnership in Public Health and Social Well-being (NDPHS) and its member countries) **FAST**

**TRACK**

🕒🕒 **“Coordinate the use of the digital dividend”**

(Lead: Sweden; Deadline for progress review: to be determined)

🕒🕒 **“Network the local youth policy structures”** to increase the exchange of experiences of

local youth workers and youth centres. (Lead: to be agreed)

🕒🕒 **“Support for sustainable development of the fisheries areas”** under the European Fisheries Fund (EFF) operational programmes and the Community FAR-NET network<sup>62</sup>. This is expected to assist in improving the quality of life of the Baltic coastal communities by

promoting the protection of the environment, regenerating and developing coastal hamlets and villages with fisheries activities, as well as by protecting and enhancing the natural and architectural heritage. These programmes should also contribute to the favourable conditions in the development of sustainable tourism of the Baltic Sea coastal areas, in particular by promoting eco-tourism. It is estimated that ca. 60-70 local fisheries groups will be created in the Baltic Sea Region which could potentially implement the action during the 2007-2013 period. (Lead: each Member State network for fisheries areas, in cooperation with the Community FAR-NET network)

### **13. To become a leading region in maritime safety and security Coordinated by Finland and Denmark**

**Flagship** projects (as examples):

🕒🕒 ***“Conduct a technical feasibility study on a Baltic Sea Coastal Patrol Network”***. It should

involve national “coast guard-like” services in EU Member States and third countries, in the context of maritime safety, maritime security, and pollution prevention and response in the Baltic Sea. (Lead: Member States and/or Inter-Governmental Body to be agreed, relevant European agencies to be associated; Deadline for finalisation: 31 December 2010)

🕒🕒 ***“Become a pilot region for the integration of maritime surveillance systems”***. The overall objective of this Maritime Policy pilot project and preparatory action is to develop and test mechanisms for improving maritime awareness by sharing operational information between government departments and agencies responsible for monitoring activities at sea of all Baltic Sea countries. One specific goal is the development of technical interfaces that securely allow for all countries to join in a common situational image containing restricted law enforcement and other information. (Lead: to be defined via call for proposals launched by European Commission) **FAST TRACK**

🕒🕒 ***“Speed up re-surveying of major shipping routes and ports”***, as agreed in HELCOM, in

order to ensure that safety of navigation is not endangered by inadequate source information. (Lead: HELCOM in cooperation with the International Hydrographic Organisation)

🕒🕒 ***“Become a pilot region for e-navigation<sup>66</sup>”*** by establishing one or more e-navigation trial

zones, in view of the gradual achievement of an integrated network of e-navigation systems for European coastal waters and the high seas (EfficienSea project, financed by the ‘Baltic Sea Region’ transnational programme which is part of the ‘Territorial Cooperation’ objective). (Lead: Danish Maritime Safety Administration; Deadline for finalisation: 31 December 2011) **FAST TRACK**

🕒🕒 ***“Create a network of centres of excellence for maritime training”*** to provide young people attractive prospects for a life-long career in maritime enterprises / professions and facilitate mobility between sea and land based jobs. ***“Jointly develop high standards of training, drills and exercises”*** for upgrading seafarers' competences, and adapting requirements to today's shipping industry (sophisticated vessels, ICT, security and safety, navigation in ice conditions). Ensure familiarity with security plans and procedures for ship and port facility security.<sup>67</sup> (Lead: Poland; Deadline for progress review: 1 June 2011)

🕒🕒 ***“Develop a plan to reduce the number of accidents in fisheries”***. This could be achieved

by improving the way information on accidents is gathered and analysed, enhanced training and awareness programmes, as well as sharing best practices and developing specific measures to increase the safety of fishermen. (Lead: Member States and/or Inter-Governmental Body to be agreed; Deadline for progress review: to be determined)

## **14. To reinforce maritime accident response capacity protection from major emergencies**

### **Coordinated by Denmark**

Flagship projects (as examples):

🕒🕒 ***“Establish volunteer troops for maritime pollution response, as well as maritime search***

***and rescue operations”*** through increased cooperation between NGOs and rescue services. (among others, VOMARE project, financed by the ‘Central Baltic’ cross border programme, which is part of the ‘Territorial Cooperation’ objective). (Lead: Member States and/or Inter-Governmental Body to be agreed; Deadline for progress review: to be determined)

🕒🕒 ***“Map existing marine pollution response capacities and make sub-regional plans for cross-border response cooperation,”*** based on assessment of the integrated risk of shipping accidents. (BRISK project<sup>70</sup>, financed by the ‘Baltic Sea Region’ transnational programme, which is part of the ‘Territorial Cooperation’ objective). (Lead: Admiral Danish Fleet HQ; Deadline for finalisation: 24 October 2011) ***FAST TRACK***

🕒🕒 For all main hazards of the Baltic Sea Region, including winter storms and floods, ***“develop***

***scenarios and identify gaps”*** in order to explore whether there are sufficient disaster response resources. Where gaps are identified, consider a stand-by winter storm or flood response capacity within the Community Civil Protection Mechanism in view of close cooperation with the countries the Baltic Sea Region and beyond. (Lead: Member States and/or Inter-Governmental Body to be agreed; Deadline for progress review: to be determined)

🕒🕒 ***“Improve interoperability of national preparedness plans to health threats.”*** Plan for the

sharing of resources in emergencies to allow extension of staff and stocks of additional equipment between Member States. Procedures for transfer of patients between Member

<sup>69</sup> Agreed in November 2007 by Sweden, Finland, Estonia, Latvia, Lithuania, Poland, Germany, Denmark, Russia

and the European Community.  
<sup>70</sup> In addition, there are several projects dealing with on-land response, such as SÖKÖ II and Baltic Master II. 65

States need to be expanded. Cross-border collaboration closely linked to ambulance services and hospitals should be planned where necessary. (Lead: Member States and/or Inter-Governmental Body to be agreed; Deadline for progress review: to be determined)

## **15. To decrease the volume of, and harm done by, cross border Crime Coordinated by Finland**

Flagship projects (as examples):

🕒🕒 ***“Conduct a risk analysis for the Baltic Sea Region”***, in line with the Organised Crime Threat Assessment methodology, concerning organised crime and border security infrastructure. (Lead: Europol in cooperation with BSTF and Baltic Sea Regional Border Control Cooperation and FRONTEX as concerns external borders; Deadline for finalisation: 31 December 2010) ***FAST TRACK***

🕒🕒 ***“Create a single national co-ordination centre”*** in each Member State, which coordinates the activities of all national authorities carrying out external border control tasks (detection, identification, tracking and interception) and which is able to exchange information with the centres in other Member States and with FRONTEX. ***“Create one***

*single national border surveillance system*”, which integrates surveillance and enables the dissemination of information between all authorities involved in external border control activities at all or – based on risk analysis – selected parts of the external border. (EUROSUR phase 1) (Lead: Member States; Deadline for finalisation: 31 December 2012)

***FAST TRACK***

🕒🕒 ***“Set up common Police and Customs Cooperation Centres.75”*** (Lead: selected Member States bilaterally in consultation with Europol; Deadline for progress review: 1 June 2011)

🕒🕒 ***“Pool resources for the posting of liaison officers to third countries and international organisations”*** in order to fight serious forms of cross border crime, such as drugs trafficking, inter-alia by considering the expansion of the Nordic Police and Customs cooperation (PTN) to cover the whole Baltic Sea Region. (Lead: Member States; Deadline for progress review: 1 June 2011)