

**UDENRIGSMINISTERIET**

Medlemmerne af Folketingets Europaudvalg  
og deres stedfortrædere

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Bilag  
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Journalnummer  
400.C.2-0

Kontor  
EUK

23. december 2003

Til underretning for Folketingets Europaudvalg vedlægges Økonomi- og Erhvervsministeriets skrivelse om IMO's vedtagelse af ændringer til den internationale konvention om beskyttelse af havmiljøet (MARPOL).

Folketingets Europaudvalg er tidligere blevet orienteret om sagen den 18. december 2003.

  
**ØKONOMI- OG ERHVERVS MINISTERIET**

Folketingets Europaudvalg

**ØKONOMI- OG  
ERHVERVS MINISTEREN**

Sag 199941119

**19 DEC. 2003**

I forlængelse af den tidligere fremsendte orientering om IMO's vedtagelse af ændringer til den internationale konvention om beskyttelse af havmiljøet (MARPOL) fremsender jeg hermed kopi af de breve, som i denne uge er blevet leveret til mine kollegaer i Rusland samt Estland, Letland og Litauen.

**ØKONOMI- OG  
ERHVERVS MINISTERIET**  
Slotsholmsgade 10-12  
1216 København K

I brevene opfordrer jeg mine kollegaer til ikke at gøre brug af den fleksibilitet, som de nye IMO-regler giver mulighed for, samt til hurtigst muligt at forbyde transport af tung olie i enkeltskrogede tankskibe til og fra deres havne. Desuden tilbyder jeg den russiske transportminister personligt at mødes med ham i håbet om, at vi derigennem kan nå til en fælles forståelse af behovet for beskyttelse af de danske stræder.

Tlf. 33 92 33 50  
Fax 33 12 37 78  
CVR-nr. 10 09 24 85  
oem@oem.dk  
www.oem.dk

Endvidere har jeg kontaktet Kommissionen med henblik på, at EU udfolder tilsvarende bestræbelser.

Med venlig hilsen



Bendt Bendtsen



**ØKONOMI- OG ERHVERVSMINISTERIET**

Minister of Transport and Communications  
Mr. Zigmantas Balcytis  
Ministry of Transport and Communications  
Gedimino Av. 17  
LT-2679 Vilnius  
Lithuania

**MINISTER FOR ECONOMIC  
AND BUSINESS AFFAIRS**

Case 199942353

**15 DEC. 2003**

Dear colleague,

This year has been marked by a strong commitment to creating a better maritime world, based on high standards of safety and environmental protection. A particularly noteworthy achievement is that we, by way of our concerted efforts in the IMO, have managed to establish an international framework that gives us the opportunity to reach our common goal of cleaner oceans.

**MINISTRY OF ECONOMIC  
AND BUSINESS AFFAIRS**  
Slotsholmsgade 10-12  
DK-1216 Copenhagen K

I am grateful for the support of your country in the IMO to the revised MARPOL rules that restrict the use of single-hulled tankers and accelerate their phasing out. Carriage requirements for heavy oil are one of the cornerstones of these new rules, and as such they hold the key to a brighter environmental outlook for the Baltic Sea.

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In light of the precarious geographical position of Denmark, at the very entrance to the Baltic Sea, I am confident that you will appreciate that the EU would have preferred that the new rules do not make it possible for flag States to grant exemptions to certain type of ships, as is now the case.

I therefore appeal to you that Lithuania refrains from applying the said exemptions, in particular with regard to international transport of heavy oil, and, without delay, follow the new EU rules, which restrict the transport of heavy oil in unsuitable tankers to and from ports

I trust that we will continue our co-operation towards a better marine environment. With these words of optimism, I wish you a merry Christmas and a happy New Year.

Yours sincerely,

Bendt Bendtsen



ØKONOMI- OG ERHVERVS MINISTERIET

Vice-President  
Commissioner Madame de Palacio  
European Commission  
Rue de la Loi 200  
B-1049 Bruxelles  
Belgien

MINISTER FOR ECONOMIC  
AND BUSINESS AFFAIRS

Case 199942353

15 DEC. 2003

Dear Vice-president,

Your views, as expressed at the Transport Council meeting on 5 December 2003, on single-hulled tankers and their transport of heavy oil are indeed welcomed by the Danish government. As you are aware, Denmark is in a particular precarious position, given that the only way in and out of the Baltic Sea is through the Danish straits, in close proximity to our coastline.

Though the outcome of last week's meeting at the IMO did bring an amendment to the international MARPOL convention on single-hulled oil tankers, it regrettably included exemptions with regard to the transport of heavy oil, which may have serious repercussions for the marine environment.

I therefore urge the Commission to increase its efforts towards an agreement with Russia, which, as soon as possible, restricts the carriage of heavy oil in single-hulled oil tankers to and from its ports, and to include in that agreement a commitment not to make exemptions under the new rules.

As an indication of the importance I attach to reaching a higher environmental protection for the Baltic Sea and the Danish Straits, I have sent letters to Russia and other relevant Baltic Sea States on this particular issue. These letters are enclosed for your information.

As a final note, I would like to assure you of the continued co-operation and support of Denmark in this matter, and wish you a merry Christmas and a happy new year.

Yours sincerely,

Bendt Bendtsen

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AND BUSINESS AFFAIRS  
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**ØKONOMI- OG ERHVERVSMINISTERIET**

Minister of Economic Affairs and Communications  
Mr. Meelis Atonen  
Ministry of Economic Affairs and Communications  
9 Viru Street  
Est-15081 Tallinn  
Estonia

**MINISTER FOR ECONOMIC  
AND BUSINESS AFFAIRS**

Case 199942353

**15 DEC. 2003**

Dear colleague,

This year has been marked by a strong commitment to creating a better maritime world, based on high standards of safety and environmental protection. A particularly noteworthy achievement is that we, by way of our concerted efforts in the IMO, have managed to establish an international framework that gives us the opportunity to reach our common goal of cleaner oceans.

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I am grateful for the support of your country in the IMO to the revised MARPOL rules that restrict the use of single-hulled tankers and accelerate their phasing out. Carriage requirements for heavy oil are one of the cornerstones of these new rules, and as such they hold the key to a brighter environmental outlook for the Baltic Sea.

In light of the precarious geographical position of Denmark, at the very entrance to the Baltic Sea, I am confident that you will appreciate that the EU would have preferred that the new rules do not make it possible for flag States to grant exemptions to certain type of ships, as is now the case.

I therefore appeal to you that Estonia refrains from applying the said exemptions, in particular with regard to international transport of heavy oil, and, without delay, follow the new EU rules, which restrict the transport of heavy oil in unsuitable tankers to and from ports

I trust that we will continue our co-operation towards a better marine environment. With these words of optimism, I wish you a merry Christmas and a happy New Year.

Yours sincerely,



Bendt Bendtsen

  
**ØKONOMI- OG ERHVERVSMINISTERIET**

Minister for Transport of Russian Federation  
H.E. Mr. Sergey Frank  
Ministry of Transport of Russian Federation  
RU-07174 Moscow  
Russia

**MINISTER FOR ECONOMIC  
AND BUSINESS AFFAIRS**

Case 199937068

**15 DEC. 2003**

Dear colleague,

This year has been marked by a strong commitment to creating a better maritime world, based on high standards of safety and environmental protection. A particularly noteworthy achievement is that we, by way of our concerted efforts in the IMO, have managed to establish an international framework that gives us the opportunity to reach our common goal of cleaner oceans.

I am grateful for the support of your country in the IMO to the revised MARPOL rules that restrict the use of single-hulled tankers and accelerate their phasing out. Carriage requirements for heavy oil are one of the cornerstones of these new rules, and as such they hold the key to a brighter environmental outlook for the Baltic Sea.

In light of the precarious geographical position of Denmark, at the very entrance to the Baltic Sea, I am confident that you will appreciate that I would have preferred that the new rules do not make it possible for flag States to grant exemptions to certain type of ships, as is now the case.

I therefore appeal to you that Russia refrains from applying the said exemptions, in particular with regard to international transport of heavy oil, and, without delay, restricts the transport of heavy oil in single-hulled tankers to and from Russian ports.

If you find it helpful I would also be willing to meet with you and exchange views on the issue in order to find a common understanding.

I trust that we will continue our co-operation towards a better marine environment. With these words of optimism, I wish you a merry Christmas and a happy New Year.

Yours sincerely,



Bendt Bendtsen

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**ØKONOMI- OG ERHVERVSMINISTERIET**

Minister for Transport and Communications  
Mr. Roberts Zile  
Ministry of Transport and Communications  
Gogola iela 3  
LV-1743 Riga  
Latvia

**MINISTER FOR ECONOMIC  
AND BUSINESS AFFAIRS**

Case 199942353

**15 DEC. 2003**

Dear colleague,

This year has been marked by a strong commitment to creating a better maritime world, based on high standards of safety and environmental protection. A particularly noteworthy achievement is that we, by way of our concerted efforts in the IMO, have managed to establish an international framework that gives us the opportunity to reach our common goal of cleaner oceans.

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I am grateful for the support of your country in the IMO to the revised MARPOL rules that restrict the use of single-hulled tankers and accelerate their phasing out. Carriage requirements for heavy oil are one of the cornerstones of these new rules, and as such they hold the key to a brighter environmental outlook for the Baltic Sea.

In light of the precarious geographical position of Denmark, at the very entrance to the Baltic Sea, I am confident that you will appreciate that the EU would have preferred that the new rules do not make it possible for flag States to grant exemptions to certain type of ships, as is now the case.

I therefore appeal to you that Latvia refrains from applying the said exemptions, in particular with regard to international transport of heavy oil, and, without delay, follow the new EU rules, which restrict the transport of heavy oil in unsuitable tankers to and from ports

I trust that we will continue our co-operation towards a better marine environment. With these words of optimism, I wish you a merry Christmas and a happy New Year.

Yours sincerely,



Bendt Bendtsen