	CONFÉRENCE DES RÉGIONS PÉRIPHÉRIQUES MARITIMES D'EUROPE
	CONFERENCE OF PERIPHERAL MARITIME REGIONS OF EUROPE
CRPM CPMR	6, rue Saint-Martin 35700 RENNES - F Tel.: + 33 (0)2 99 35 40 50 - Fax: + 33 (0)2 99 35 09 19 e.mail: secretariat@CPMR.org – web: www.CPMR.org

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OPINION OF THE CPMR
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RESPONSE TO THE EUROPEAN COMMISSION'S GREEN PAPER "TOWARDS A MARITIME POLICY FOR THE EUROPEAN UNION"

The European Commission published its Green Paper on 7th June 2006. Since October 2005, the CPMR has regularly forwarded to the Commissioner and the Maritime Affairs Task Force (TFAM) information that the maritime Regions consider should be included in this document. The aim of the present contribution is to analyse the extent to which the priorities laid out in the Green Paper (GP) actually integrate the priorities suggested by the CPMR and to identify the issues that should be the subject of public debate. The CPMR has noted that the Commission has conveniently launched a one-year consultation period.

This "Response to the Green Paper" will not be the final contribution from our organisation; it is a new stage, integrating the work undertaken by the CPMR's Scientific Council and a certain number of results from the interregional cooperation project, "Europe of the Sea". The final report on the project will be available to delegates attending the General Assembly in Murcia. A summary of the proposals resulting from the project is included as an Appendix to this paper. The documents will provide the basis for further work over the forthcoming months, especially the thematic seminars that we will be organising as part of the public consultation.

In partnership with the CPMR and its member Regions, a series of seminars and technical meetings will be organised until spring 2007, to expand on the proposals, expand them with the results from discussions within our network of Regions and compare and contrast them with analyses from other relevant partnerships. A summary of these steps will provide the basis of a publication outlining the final political position, in spring 2007.

1 - Comparison of the Green Paper and the CPMR's proposals

Even when they indicate a measure of dissatisfaction (12), the comments should not be described as negative criticisms of the GP because we realise that it could not be comprehensive. It deals with areas that affect prerogatives outside the competence of the EU or which, within the European Commission, lie fairly exclusively within the competence of Commissioners and Directorates General other than fisheries and maritime affairs. The year of consultation will, however, provide time to widen the scope and develop the most ambitious maritime policy possible.

1.1. Main elements of convergence

1.1.1. Priority granted to economic development

The Green Paper is part of a logic based on sustainable development. It integrates the three pillars of this concept but with the clear aim of generating growth and employment for maritime regions. In these territories, which are very sensitive to ecological issues and subjected to strong pressure of many different types, we must not forget that the potential provided by the sea must be used to create added value that will be of value to the people within the regions concerned – especially as these Regions are undergoing strong demographic growth.

This approach is reflected, in particular, in the determination to "ensure the continued sustainable development" of the EU's ports.

1.1.2. " Developing Europe's maritime expertise and expanding sustainable maritime employment" - Chapter 25 of the Green Paper

This determination reflects the need highlighted by the CPMR (second contribution to the Green Paper, February 2006) to launch an "EU project" for human resources linked to maritime activities. To make this a reality, Brittany Regional Council is chairing a specific think tank which will give its conclusions during the consultation phase (cf. 2.1).

1.1.3. "Clustering" - Chapter 26 of the Green Paper

The CPMR and the Green Paper are in agreement on this priority. ("Maritime policy and clusters: towards innovative maritime Regions" - CPMR contribution, February 2006). However, this topic is often more of a slogan than anything else, given the differences in content when discussing the generic subject of "clusters". The chapter dealing with the topic in the Green Paper appears to focus too much on the questions of transport and the maritime industry, though its scope is widened in Chapter 34 by a discussion of the interface between land and sea. If the EU wants to develop blue biotechnology, as suggested in Chapter 25 of the Green Paper, its maritime clusters must also work to this end.

In the studies undertaken by the CPMR, the emphasis was put on the links between R&D, innovation and technology transfer (reflecting the French concept of regional competitiveness clusters – 34, Green Paper) without really integrating, for example, the sectors of transport and tourism.

Continued consideration must be given to these issues, in answer to the question posed by the Green Paper: "How can the EU promote synergies between interrelated sectors?" It is not unreasonable to add: "How can these clusters become an integral part of territories and their governance (role of the EU's regional policy)?" One of the answers rests with an exchange of experience and benchmarking. With this in mind, the CPMR's proposal to define guidelines then set up a European observatory for maritime clusters becomes particularly relevant. There is also a need to go outside Europe to find successful experiments and observe the tools which encouraged public backing and made the success possible.

1.1.4. "Managing the land-sea interface" - Chapter 34 of the Green Paper

"How can we make a success of Integrated Coastal Zone Management (ICZM)?" asks the Green Paper. This question has been equally raised by the CPMR. Given that the Commission was undertaking an analysis of Member States' strategies, the Green Paper probably could not go any further than table a few recommendations. See below a Chapter on the ICZM question. However, there is convergence here between the approach of the Commission and that of the CPMR. The Green Paper proposes that "consideration should [...] be given to an EU-wide mechanism for comparative analysis and an exchange of best practice" and there is little doubt that this is relevant.

1.1.5. «Taking account of geographical realities" - Chapter 54 of the Green Paper

The Green Paper proposes a form of "geographical subsidiarity" for the implementation of the future maritime policy using the maritime basins promoted by the CPMR and discussed below. The inclusion of maritime issues in neighbourhood and development policies is also fundamental. It requires the introduction of Community tools (or the development of existing instruments) and the definition of the correct scales.

The CPMR and its Geographical Commissions will continue their work on individual maritime basins over the next year (6th November 2006 – Livorno for the Mediterranean; 20th/21st November – Stavanger for the Baltic and North Seas; early 2007- Gijón for the Atlantic). We can only regret that, once again on this point as more generally in the Green Paper, the role of the Regions is not discussed. Only close partnership between States and Regions with regard to these issues will ensure effective action, projects, improved environments etc.

1.1.6. "Climate change"

This fundamental question is included in the Green Paper, in Chapter 24 concerning planning techniques to deal with the effects of climate change on coastal regions and in Chapter 32 entitled "Adapting to coastal risks".

The CPMR hopes that the Green Paper will pave the way for regional involvement and awareness of these issues and, during the consultation, will recall the need to:
- increase the awareness of regional and local politicians;
- ensure that these decision-makers receive information and data on the risks for their territories;
- make available to them the resources used to analyse the vulnerability of their economies and territories.
Additional elements of recommendation are proposed below (2.5).

1.1.7. "Data at the service of multiple activities" - Chapter 41 of the Green Paper

The Green Paper recognises the need to base future maritime policy on in-depth knowledge of the maritime environment and its activities e.g. European Atlas of the Seas, maritime environment observation network, networking of current and future ship inspection systems etc.

Without casting doubt on the relevance of these tools, the CPMR recalls its wish to see a maritime economics observatory set up to provide a link between databases focussing on the condition of coastal zones and economic data. This presupposes the availability of data on a regional level and not only on a national scale. Contacts with Eurostat must be continued to this end, with the backing of all the relevant departments within the European Commission.

It is this link between territorial, sectoral and economic aspects that will enable the future maritime policy to take account of geographical realities.

For environmental data, see (2.6) below for the data that should be collected and collated.

The CPMR also suggests (2.1) that, within this general framework, there should be discussion on the possibility of setting up an observatory on mariners' legal rights and on accidents.

1.1.8. "Developing coastal tourism" - Chapter 33 of the Green Paper

The question of tourism was raised in a very relevant manner in the Green Paper. It is, no doubt, still being discussed in part but it should be remembered that there is no EU policy on tourism and that there is therefore a need to show a pioneering spirit in this area. This is is one of the sectors which should benefit most from the Green Paper and its extensions.
The Green Paper recalls that "the Commission is working on the preparation for a European Agenda 21 for the sustainability of European tourism". This reflects the direction of the action taken since 1973 by the CPMR, especially within the framework of the Coastal Charter, to prevent damage to coastal areas from the tourism industry.
The Green Paper asks how "innovation in services and products related to coastal tourism can be effectively supported", suggesting that the earlier schemes which swallowed up so many sensitive areas will not be repeated.
For all these reasons, Chapter 25 on maritime expertise and sustainable employment must be extended to include tourism because there will be no innovation in this sector without training for men and women.
One set of data, which is partial because it is national, corroborates the relevance of starting this work – IFREMER has indicated that coastal tourism alone accounts for 47% of France's maritime economy.
The CPMR is taking action to study the problem by setting up a geographical inter-Commission working group dedicated to tourism and by organising, during the year of consultation, a seminar to deal with maritime tourism. In this, it is not unreasonable to expect a great deal from a "North/South" exchange of experiences by the various Regions. Without wishing to oversimplify the matter, the challenges posed by the strong growth of tourism in Southern Europe over the last few decades are now being seen in Northern Europe, as evidenced by the results of the survey carried out by the CPMR among the Regions. How can the EU encourage this exchange in the future programming period? One answer is undoubtedly the ERDF's territorial cooperation objective.

It is appropriate at this point to recall the French Coastal Conservancy experiment which constitutes an interface between tourism and the environment. This is a public authoritty implementing a land policy aimed at the protection of open spaces and maritime scenery by buying up fragile or threatened areas and entrusting the sustainable management to local or regional authorities or associations. The success of this experiment may well inspire Community policy or be extended to other countries or regions.

1.1.9. Satisfactory awareness of maritime safety and security

The CPMR notes and salutes the major progress made in this respect at the Commission's initiative and considers, as underlined in the Green Paper, that the three Erika "packets" form a consistent set of regulations. However, it draws attention to the conditions under which these rules are applied and asks that regular account be taken of actual compliance.

As far as reinforcing the application of the rules on maritime safety and security is concerned, a major step forward has been achieved by bringing together the regional and local levels and, to a differing extent depending on the State, giving them competence in an area where they have the necessary expertise and experience. The CPMR therefore expects a real partnership to be recognised and set up with these levels of governance.

If, as indicated in the Green Paper, the maritime safety and security policy is to be strengthened by using "the full potential of risk assessment as a tool for policy development", a certain number of additional instruments will have to be developed, in particular the introduction of shelter zones and the identification of particularly sensitive maritime areas.

The CPMR is paying special attention to the use of instruments for transnational and interregional cooperation as tools allowing for better and greater involvement of the various levels of governance in the implementation of the maritime safety and security policy. In this respect, the CPMR recalls that there is a set of priority cooperation projects on which the maritime Regions have agreed (cf. Expertise mission on maritime security and safety undertaken as part of the Interreg.3.B. Atlantic Area programme). The CPMR would like these projects to be implemented over the next programming period 2007-2013.

Finally, the CPMR intends to develop a partnership policy for maritime safety and security between representatives of maritime Regions and agencies in charge of the design and implementation of the policy. It expects recognition for the role and place of Regions within Community agencies (European Commission and European Maritime Safety Agency) and within international organisations such as the IMO.

1.2. Questions raised by the Green Paper

1.2.1. Have the Regions been forgotten?

The CPMR is not insisting on the need for the Regions to have a real place within the future maritime policy merely to satisfy its "membership"! It is because most of the maritime problems arise in a place and on a scale that are often midway between local and national level (or on "maritime basin" level).

In its earlier contributions to the publication of the Green Paper, the CPMR was able to specify a possible place for the Regions with regard to a series of policies (fisheries, maritime transport, research etc.).

When discussing the future maritime policy, the leaders of the European Commission insist on the role that the Regions should play and express their expectation of support from the Regions to ensure that the Green Paper has the expected success. On the other hand, the Regions, in the form of regional authorities, are often absent from the Green Paper. Chapter 5 on maritime governance mentions "social partners", "the competent authorities, whether at EC, national, or local level" but never the regional authorities. It is true that the EU is a Union of States, but the principle of subsidiarity should have been given a place in this type of document. For the Regions of Europe, it is no longer acceptable to see their role mentioned only when there is a question of instruments of "regional" policy.

The CPMR will table proposals to ensure that the Regions are not set aside again in the same way in forthcoming EU documents, in particular in the paper forwarded to the Council and the Parliament at the end of 2007.

Already, thanks to the work of the Asturias Region, tripartite EU/State/Region contracts should be used when an integrated maritime policy is introduced on a regional level. The Asturias experience could then be extended to other pioneering Regions.

1.2.2. An inadequately developed perspective or an inadequately attractive approach?

In Chapter 6, "Reclaiming Europe's maritime heritage and reaffirming Europe's maritime identity", the Green Paper justifiably tries to extricate itself from technocratic analyses and proposals and suggest elements that might make citizens and decision-makers in Europe want to become involved in the maritime sector e.g. work on heritage, Atlas of the Seas, teaching aids etc.

There is no doubt a need to go further than this and make a greater use of dreams, the imagination and an inventive view of the future. The Europe of the Seas and Oceans must rival the Europe of Space.

The CPMR, however, has no precise suggestion to make in this respect. During a meeting in Porto in December 2005, its Scientific Council paved the way for an initial, prospective, multidisciplinary reflection on these topics by comparing and contrasting the approach of historians, the military, sociologists, artists, demographers and economists. This work is ongoing and the CPMR remains willing to contribute to it.

The demographic dimension of such propsective work must be developed. If coastal zones continue to attract large numbers of people, we have to know:

- Whether this is a general movement along the coasts of all the seas and oceans in Europe: demand that account be taken of specific geographical characteristics;
- How the growth breaks down into occasional and permanent residents, working or non-working population;
- How public policies, including European policies, can provide forward planning and prepare for such changes.

In Chapter 31 ("The increasing attraction of coastal areas as a place to live and work"), the Green Paper asks the demographic question but offers no view of the future.

1.2.3. Extremely remote areas and islands: in favour of a more global maritime approach

Extremely remote areas are taken into account in the Green Paper, firstly in the Introduction then in various places with regard to questions of accessibility (21), natural conditions and conditions of immigration (22), climate change (24), financial support (42) etc. However, for these territories, there is no overall view of their contribution to a Europe of the Sea open to other continents or their expectations in this respect.

Based on the meetings held in the Azores at the end of June 2006, in particular the specific meeting held by the CPMR's Scientific Council on 22nd June, all the elements required to build this part of the puzzle that is the future European maritime policy are already available.

The last contribution from the CPMR devoted a specific chapter to "maritime policy and islands", developing arguments that were given even greater substance during the General Assembly of the CPMR's Commission of the Islands on 12th May 2006 in Crete. Here again, the consultation period should be used to integrate the island dimension in a forthcoming communication by the European Commission.

1.2.4. "Remaining at the cutting edge of knowledge and technology" - Chapter 23 of the Green Paper

The Green Paper mentions that special attention will be paid to marine sciences and technologies as part of the 7th Framework Research and Development Programme (FRDP) for the 2007-2013 period. This was the wish of the Commission, as indicated in its proposal tabled with the Council and the Parliament.

Debates within these two institutions have led to the disappearance of the priority given to marine science or, to be most precise, have greatly diluted the priority.

The CPMR stated its position and regretted this step backwards which, paradoxically, occurred at the very time the Green Paper was being published! There is now a need to pay particular attention to marine research to ensure that it is taken into account in the precise definition of the thematic priorities for the FRDP, both in strategic terms and in its implementation via the Programme Committees. Care should then be taken to maximise results.

The Green Paper asks whether "it is necessary to establish a European research network for the marine environment". There is no doubt that the answer is YES and that it should be based on existing networks such as the Marine Board or Eurocean. However, the priority and urgency relate to the need to guarantee the progamming and budgetary possibility of undertaking ambitious projects to "keep one step ahead" on a global level.

1.2.5. Less awareness of maritime transport

Justifiably, and in line with the concerns of ESPO (European Seaports Organisation), the Green Paper (34- Management of the land-sea interface) raises the issue of a port policy for the EU: "How can the EU best ensure the continuing sustainable development of ports?".

With a manifest wish not to duplicate the EU's maritime transport policy, little attention is paid to "transport" issues in the Green Paper, except for a reminder in 21 ("A competitive maritime industry") of the essential role of this sector e.g. international trade, importance of allied services, importance for shipyards etc.

Point 34, however, clearly expresses the problem of "whether port activities should take place in a few ports (...) or be distributed among a larger number, avoiding an excessive concentration of activity with its attendant problems of congestion and pressure on the environment (...)".

This is a fundamental question for the Regions that are members of the CPMR. Yet the manner in which it is expressed makes it incomplete because no mention is made of the notion of **fair accessibility**. The need to spread maritime traffic is not solely linked to environmental imperatives; it must also produce territorial balance.

A number of documents recently published by the European Commission in the transport sector (intermediate examination of the 2001 White Paper, intermediate examination of the programme for the promotion of short sea shipping, draft of a new TEN-T financial regulation) raise questions as to the Commission's real desire to introduce the Motorways of the Sea and propose support tools for shorter distances and lower potential traffic flow.

The question has been raised of ERDF cofunding for port infrastructures during the 2007-2013 period, in particular for regions which do not benefit from the convergence objective (the earmarking strategy designed to achieve the Lisbon objectives actually gives priority to research and innovation infrastructures to the detriment of transport). Quite apart from port infrastructures, ESPO appropriately highlights the need to improve terrestrial links to the ports and avoid bottlenecks at this level.

In short, a real development policy for ports and Short Sea Shipping is expected by the Regions and the Green Paper must contribute to this and prepare for the publication, by the Commission, of 2 eagerly-awaited documents i.e. a Green Paper on European port policy in 2007 and a document in 2008 on the "European maritime space" within global concert.

For its part, the CPMR will be joining forces with the Asturias to organise a seminar on these questions in Gijón at the beginning of 2007 and it hopes the meeting will be attended by the Vice-President of the European Commission with responsibility for transport. On the agenda will be two key aspects of an integrated maritime transport policy:

- Public aids and their Community framework;

- The price of infrastructures: given the rarity of public resources, how can funds be allocated to maritime transport without instigating a fair but restrictive system of taxation on the use of road infrastructures? This fundamental point has unfortunately not been considered in the Green Paper yet it is all the more urgent given the Eurovignette directive adopted in 2006 which does not provide for any means of transferring funding from road transport to shipping.

Even if Community intervention at this level is easy to envisage (although the debates following the Green Paper will require an element of inventiveness), there is also a need to consider the **reinforcement of the European presence in the (strategic) sector of container handling**. At the CPMR's Scientific Council meeting, ISEMAR reminded delegates that, although 4 **European** operators are among the world's 5 largest container transport groups, the world's 2 largest handling operators are **Asian**. "European maritime capitalism is relatively powerful on a global scale" but handling remains "far behind".

1.2.6. Ecosystem approach: yes, but not to the exclusion of others

Although priority for economic development is well defined as a principle in the Green Paper when considering the question of implementation, there is always a reference to the "ecosystem approach".

In the Introduction, it is indicated that a policy should aim to "provide answers as to how decision-making and the conciliation of competing interests in marine and coastal areas can result in a climate more conducive to investment and to the development of sustainable economic activities".

It is true that a thematic strategy for the marine environment may constitute only the environmental pillar of the future maritime policy but it is nevertheless one of the pillars. It is also true that the ecosystem approach is relevant when it comes to guiding specific policies aimed at preserving resources such as the Common Fisheries Policy, but it has little to do with other sectors such as transport.

The following proposals are open to dispute or, at the very least, deserve in-depth discussion:
- in 42 ("Spatial planning for a growing maritime economy"), the Green Paper proposes to introduce a system of spatial planning that is "eco-system based". Is this the only criterion to be taken into account?
- this approach is repeated, particularly in Chapters 51 ("Policy making within the EU") and 54 ("Taking account of geographic realities").

According to the CPMR, and as stipulated by the Green Paper in Chapter 54, "the maritime strategy must also take account of political realities". This is particularly true with regard to maritime basins. One of the CPMR's priorities is to see the introduction of a consistent maritime policy in each of these basins and this issue is discussed below.

1.2.7. "Making the most of financial support for coastal regions" - Chapter 43: Financing the future European maritime policy

The information given in the Green Paper on European funding for 2007-2013 should be updated:
- As indicated above, no final decision has been taken on ERDF participation in investments in ports and maritime transport apart from funding for those regions eligible for the convergence objective;
- The draft of the new TEN-T regulations does not give the expected priority to Motorways of the Sea but does explicitly mention support for river transport;
- More importantly, it does not contain any reference to what, for the next period, appears to be the main tool for the cofunding of maritime projects given that they are based on a notion of territory (which is often the case) and involve players from at least two Member States. This tool is the third objective of the regional policy, designed to develop territorial cooperation. The instrument, which provides support for cross-border, transnational (maritime basins) and interregional (especially thematic network) cooperation, has a budget of 8 billion Euros for the next period – thanks to the CPMR's contacts with the European Parliament which led to a partial restoration of the budget pulled apart during budgetary negotiations in the Council. In Article 6-2, the ERDF regulations indicate the priorities required for the transnational part of Objective 3. These priorities explicitly include the management of coastal zones and marine resources, the promotion of maritime safety and security and protection against the risk of natural disasters.

It is important for the existence and possibilities offered by Objective 3 (which have been emphasised by the CPMR since the launch of TFAM) to be fully integrated into the "culture" of the maritime team at the European Commission. Existing discussions with DG REGIO must continue as part of a joint reflection on the type of projects that should be given priority in 2007-2013 and beyond. This is an area in which the CPMR could provide assistance.

One of the main features of the forthcoming programming period (2007-2013) should be the increased importance of maritime priorities in the relevant areas. This being so, it is vital to prepare the introduction of instruments of cooperation as well as possible, identifying the added value of cross-border, transnational and interregional cooperation as regards the policies implemented and the direction selected in the Green Paper.

There is a need to identify structuring projects quickly and accurately so that the can be selected as a form of cooperation. Operators in the field should receive the criteria, partnerships and thematic topics that bring read added value to their cooperation project.

Finally, the TFAM's approaches to try and pinpoint and cost out the maritime sector's share of EU funding are both useful and necessary, especially when the budget is discussed in depth in 2008/2009 under the terms of the agreement on budgetary prospects. Without anticipating on the conditions of funding for the post-2013 maritime policy, an indication of the overall budget devoted by the European Union to its maritime activities and territories is one step that has to be taken.

2. A few priorities for the consultation year

What follows is an initial list of topics on which the reflection spearheaded by the CPMR has brought them to a stage at which proposals can be drafted. These are still no more than "intermediate" proposals and they must be completed and enriched. Other subjects will be highlighted during the consultation year, with input from seminars and meetings of the Scientific Council as discussed above.

2.1. The social dimension of Europe of the Sea

Led by Brittany, consideration was given to this topic with the assistance of international experts in Spring 2006 as part of the CPMR's cooperation project and it will continue during the consultation year.

Already a set of priorities has come to the fore.

2.1.1. Living and working conditions in the shipping and fisheries sectors: towards more coordinated policies

It is essential that the European Commission's Directorates General Fisheries, Transport, Employment and Environment actually coordinate their work to ensure that social aspects are correctly dealt with. At the present time, the regulations adopted within the framework of the fisheries policy contradict the regulations on living and working conditions. They are incompatible and cannot both be applied to one and the same fisheries ship (e.g. as regards exposure to noise).

In the fisheries sector, the aims of reducing the fleet take precedence over social and safety aspects. Thus the non-renewal of ships being encouraged by the European Commission is leading to an aging fleet and an increased number of accidents and incidents.

This being so, it is suggested that no decision in the fisheries sector be taken without giving prior consideration to its impact on living and working conditions.

There is another problem as regards the compatibility of regulations. The strict application of the ISPS Code (International Ship and Port Security) in harbours contradicts the conditions laid down in the ILO Convention on the well-being of mariners when in port.

2.1.2. Diversity of shipping in Community waters

Two commercial shipping systems cohabit within the EU:
- Some intra-Community trade is carried out using ships registered in EU Member States. These ships are subject to international and European regulations and, therefore, to strict serious controls;
- Most intra-Community trade, however, is carried out using ships registered outside the EU. These ships are only subject to international regulations, through Port State Control (or PSC). However, PSC does not monitor working and living conditions and this poses problems in the areas of competition and safety (with regard to commissioning by short sea shipping companies, for example, the crews are smaller and have less experience, which means that there is less vigilance).

This situation raises a number of questions:
- How can these two systems exist side by side?
- How can social inspections be increased within the framework of PSC (checks on working hours and rest time for example)?
- What is the place of the European social dialogue in maritime regulations?
- Can the European Union ban certain flags (and, therefore, States) in the same way as it bans ships at the present time?

Given this situation, is it not necessary to:
- Proceed with Community standardisation of international registers? The European States have almost all set up so-called international registers but under very different systems and this causes numerous problems;
- Apply the 2006 ILO Agreement across the board within the EU, within the framework of PSC? If so, there would be a need for more skilled, accredited inspectors to carry out this type of control.

It is not unreasonable to wonder whether people competent to undertake the social controls required by PSC exist and, based on this, to suggest the need for an inventory of social control capabilities in Europe. The Green Paper must be used to launch an inventory of disparities in this area.

2.1.3. Maintaining employment in shipping in Europe

This is a vital issue because "he who controls the sea controls the land". These jobs are vital for strategic reasons. Maintaining them is also essential because the management of Europe's coastline, the drafting and

introduction of public policies and a more general understanding of the maritime world demands skills that only jobs in the maritime sector can bring and pass on to future generations.

2.1.4. The status of "abandoned seamen"

There is a need to consider the fate of seamen who are "abandoned" in ports after the ship owner "does a runner". What can be done as regards social protection to avoid cutting the crew off from the rest of society? How can they be repatriated and compensated for the non-payment of their wages?

It is true that there is some reference to them in the Erika III packet. How, though, can we build up laws and penalties in this respect? Is it really relevant and applicable? The more general question of laws and penalties relating to compliance with social requirements stands out, given the success of this method in dealing with marine pollution.

As one of the "tools to manage our relations with the oceans" (Chapter 4 of the Green Paper), it might be useful to study the possibility of setting up an observatory of legal rights for mariners and accidents.

2.1.5. Practical steps on living and working conditions

The experts agree that many of the difficulties come from the intensification of working conditions in both the fisheries and commercial sectors. The consequences of this are also felt in the ports.
How can we make maritime transport more "ethical"? What are best practices in dealing with accidents?
The social statistical indicators would have to be standardised if we are to compare situations in the various Member States and, by doing so, better identify good practices.

2.2. Seeing a maritime basin as a level of governance

The aim of the Green Paper is to build an integrated European maritime policy that incorporates the various policies which, until now, have been dealt with separately (fisheries, maritime transport, tourism, environment, regional policy, marine research etc.).

How can we create an integrated maritime policy without effective cooperation between the various levels of responsibility and between the various sectors involved without discussing the most relevant area in which to implement it?

All the administrative levels in charge of these various policies (State, Regions and sub-regional entities) have a role to play but none of them appears to be in a position to take precedence over the others as a level for consultation and cooperation. The European Union is too large and too diverse to prescribe measures that could apply uniformly across all European regions and the States are too small to respond to issues of concern to areas much larger than their individual territories.

Having noted the success of many initiatives applied by Member Regions in a range of different policy areas (Regional Consultative Committees on fisheries, OSPAR and HELCOM conventions in the environmental sector, various INTERREG projects), the CPMR suggests that a maritime basin might be seen as a relevant level of governance for the application of a maritime policy. Its geographical Commissions (Atlantic, Balkans/Black Sea, Mediterranean, Baltic and North Sea) are basing their views of the future on this notion.

However, a maritime basin is not easy to define and this paper aims to detail the initial proposals to achieve it. This discussion will be continued, in particular at the seminar on maritime governance being organised by the CPMR and Tuscany on 6th November 2006 in Livorno.

Although the **Interreg 3B transnational areas** (followed by Objective 3 areas for 2007-2013) represent the best example of areas of regional cooperation, the way in which they overlay each other and their sheer scope make it difficult to create clearly defined basins.

The **marine strategy** of the Directorate General Environment also includes some interesting points but, to date, it is incomplete, taking little account of territories and no account of the concepts of stakeholders and the types of cooperation that they have become accustomed to over the past 15 years under the aegis of the Regions (thanks to Article 10 of ERDF then Interreg).

As to the projects for maritime transport networks (Motorways of the Sea and Short Sea Shipping), their objective is, by definition, based on links between one basin and another.

In fact, at first sight the **regional consultative councils for fisheries** set up for predefined specific fisheries areas may seem the bodies most capable of creating a "canvas" of maritime basins. What is needed is to

shape their cartographic outlines by incorporating input from various related policies e.g. marine strategy, regional policy and transport.

In short, the map below gives an initial view of how the basins may look when used to implement transnational aspects of the future maritime policy.

Apart from zones, the key question is a definition of the basic conditions for partnerships between all the players in these new territories, in particular State/Region partnerships. Taking advantage, as we have seen, of their flexibility and greater reactivity, the Regions are now "one step ahead" of the States in transnational cooperation and reactions to the Green Paper but it would be in nobody's interests to keep the States out of discussions and projects for any given maritime basin, especially as relevant initiatives are beginning to be introduced by groups of States. One such initiative was the meeting of 30th June 2006 attended by Commissioner Borg and the Ministers for the Sea and European Affairs from various Mediterranean countries.

On this point, the proposals tabled by the CPMR in February 2006 remain relevant:

"Given the situation, the CPMR certainly does not propose the introduction (based on rigid cartography) of an "institutionalised production plant", a structure in which all the public authorities would be represented alongisde sectoral or "citizen" interests concerned by the widest range of maritime policies applied to these territories. On the other hand, the CPMR requests that discussions of the Green Paper include consideration of informal, ad hoc mechanisms and discussion between the relevant stakeholders. It is too early to imagine the forms that this new type of multi-player partnership might take but it is undoubtedly not too early to launch considerations that could reach a conclusion before the 2014-2020 programming period."

2.3. Integrated Coastal Zone Management: "How to make a success of ICZM? Green Paper 34"

Since the Parliament and Council adopted the Recommendation on European integrated coastal zone management in 2002, the work undertaken by the European Commission's Directorate General Environment has concentrated on an examination of national strategies. These strategies were presented to the Commission at the beginning of 2006.

They are currently being assessed and the evaluation is expected to result, at the end of 2006, in the drafting of a Commission position on the development of the ICZM strategy in a form as yet undefined i.e. a new Recommendation or some other regulatory instrument.

The work was undertaken with the support of a group of national experts representing the Member States and only the States were involved in the process. The Regions were only marginally involved, in the few States in which they have competence in this area, in particular Belgium and Spain.

The initial indications drawn from the assessment phase are as follows:

- Only 10 of the 20 coastal States (representing slightly more than 50% of the EU's coastline) forwarded their "strategy" to the Commission; four more States are in the process of doing so;
- The information supplied shows widely differing approaches, with reports reflecting the current state of consideration of a real strategy;
- It is important to have an instrument at Community level on which the current dynamics could be based;
- The elements common to all include: i) the need for marked changes to the forms of governance for coastal zones, ii) the need for information that meets the requirements for concrete action and indicators used for monitoring and decision-making purposes, iii) the need for solid argument to inform and heighten the awareness of partners and the population with regard to the advantages of an integrated approach, iv) the need for ongoing financial support throughout the 2007-2013 programming period in order to launch new demonstrations and experimental projects.

The experiments in integrated coastal zone management undertaken to date were either part of ad hoc initiatives or covered by EU financial instruments, in particular the INTERREG III programme (especially parts B and C).

TRANSNATIONAL COOPERATION AREAS
Sea basins
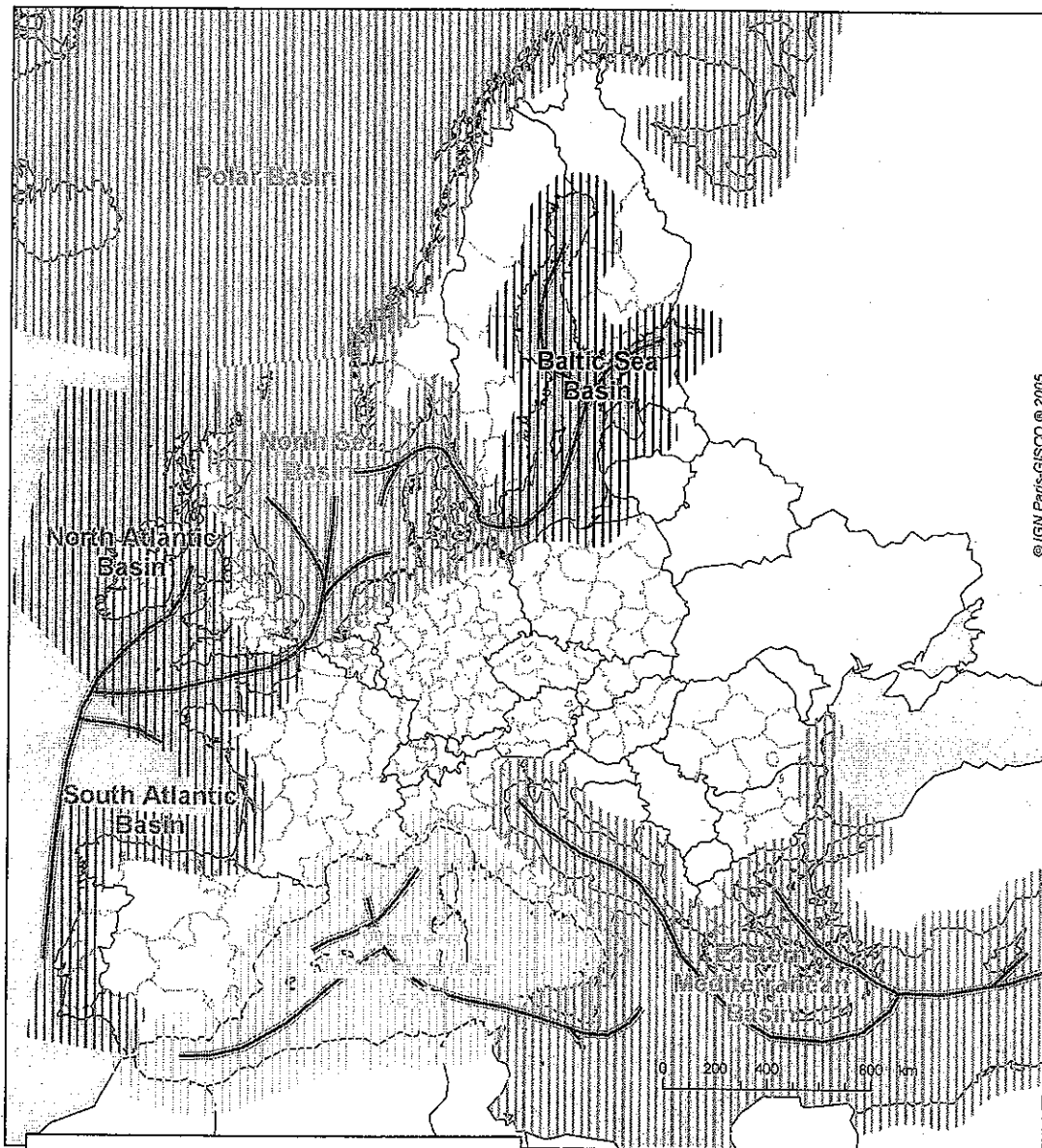
Basins

▥	Eastern Mediterranean	▥	North Sea
▦	Western Mediterranean	▥	Baltic Sea
▥	South Atlantic		**Motorways of the Sea**
▥	North Atlantic	═══	
▥	Polar		

Remarque

3 other basins addressing the outermost regions must be added to these 7 continental basins :
- Macaronesian Basin (Azores, Canarias, Madeira)
- Caribbean basin (Guyane, Guadeloupe, Martinique)
- Indian basin (La Réunion)

Source : CRPM (2006)

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An analysis of the results obtained from the implementation of this type of project shows that:

- Very few projects have led to achievements in the field; most of them are still at the stage of preliminary planning, strategy or programming;
- There is a need to increase awareness of this type of approach among those in charge of development within regions and local authorities;
- The added value of these approaches should be more clearly highlighted;
- The initiatives are distributed unevenly over the Community: their distribution shows greater use in the Baltic and North Sea areas than in other maritime basins;
- With a few exceptions (in particular within the framework of the "Coastatlantic" project chaired by the Asturias with the support of Interreg 3B Atlantic Space), no experience was shared on a regional level.

At this point, a few major conclusions can be drawn:

- The integrated approach is the way forward for maritime policies and should be promoted and developed as part of the cohesion policy;
- It is complex and time-consuming and requires new instruments for its implementation;
- It must be backed by a form of governance that recognises the skills and competence of each individual entity;
- Regional and local authorities have not been sufficiently involved in this approach in the past.

With regard to the form of instrument to be promoted in the near future, the Regions are favourable to a restrictive instrument in principle since this would be the only means of advancing this type of approach. The slow advance of any voluntary process such as the one launched by the Recommendation is doubtless a necessary step given that it produces a real "revolution" in the way people think. However, the need to introduce a new development method must include the clear perspective that only a restrictive instrument can provide.

It is, of course, essential to avoid duplication of such instruments ("water" directive, marine strategy directive, possible climate change directive etc.). Such duplication could only generate a loss of clarity and, therefore, of credibility for public Community action and there is a risk that the instrument would then fail to "get off the starting blocks".

2.4. "Marine Strategy": one of the vital pieces of the puzzle, a form of governance that requires fine-tuning

This initiative is undoubtedly one of the most notable areas of progress resulting from the EU's involvement in the maritime dimension. The guiding principles behind this strategy, especially the ecosystem approach, are supported by all maritime Regions. It was therefore necessary and legitimate for this strategy to be taken up by the Green Paper.

Having said this, a number of points should be emphasised:

- The marine strategy cannot, on its own, provide the environmental dimension for the Green Paper and even less claim to cover the problem of sustainable development. The strategy, which is mainly linked to the protection of ecosystems and the restoration of marine biodiversity, cannot be used as the sole basis for the sustainable coastal zone development that is one of the major points of the initiative from the Regions' point of view;
- As far as its implementation is concerned, the marine strategy is based on regional Agreements - of the OSPAR type for the North-East Atlantic and North Sea and of the HELCOLM type for the Baltic. Yet these are structures that depend solely on cooperation between the States along the shores of regional seas, States in which Regions enjoy only observer status. Regions cannot influence decisions even though, in several of the areas covered by the Agreements, they share competence with the States;
- The application of the marine strategy will be based on maritime areas that are homogeneous as regards their biodiversity (ecosystem approach). As stated above, this approach may be relevant but it must also be combined with other existing types of space, in particular the areas of cooperation defined as part of the future Objective 3 of the cohesion policy.

The proposals put forward by the CPMR in this respect refer mainly to a change in the forms of governance for the implementation of this directive. The aim lies in the introduction of resources that would allow for effective involvement on the part of representatives of maritime Regions in the work carried out in accordance with regional conventions.

2.5. The second European climate change programme - ECCP II

Climate change is occurring at the present time and has become a topic of concern for citizens whose awareness has been heightened over the past few years by a whole series of extreme climatic events. The destruction caused by hurricane Katrina, the drought in France, fires in Portugal, flooding in Central Europe, the heatwaves of 2003 and 2006 and the storms of 1999 have shown that even the most powerful of our territories and societies are not always ready to deal with such events.

Setting aside these extreme events, we still have to take full measure of global warming. It is now admitted that this phenomenon is inevitable for the next fifty or one hundred years. Although its scope cannot be defined with absolute certainty, scientific scenarios show that Europe will be particularly affected, leading to changes in regional temperatures, rainfall and sea levels – all of which will have consequences for the entire biosphere, for human activity, for biodiversity etc.

Although the effects of global warming will not spare any area of the planet, territories closest to the sea and ocean, in particular islands, are especially vulnerable, mainly because of their location on the edge of the ocean and the influence of the sea on weather and climate. The vulnerability will be all the more extensive given that coastal zones are often more densely-populated, with heavy infrastructures and economic activities linked to the maritime dimension.

Until now, the international community's efforts and initiatives have focussed mainly on "lessening the effects" by adopting and applying the Kyoto Agreement. However, the fight against climate change includes a second aspect that is of vital concern to maritime Regions. This is "adaptation" and very little effort has been made in this regard until now, even though the consequences can already be felt in maritime territories and economies.

The adoption of the second European climate change programme (ECCP II) provides a partial remedy to this lack of initiative through its "adaptation" aspect which the maritime Regions welcome and in which they intend to play a full part.

Quite apart from the problem of global warming, the Regions highlight the general problem of the risks threatening the territories and economies in coastal zones, whether they are risks of erosion or risks linked to the pollution of coastal and offshore waters.

In this respect, and in accordance with the Green Paper (32), they emphasise the fact that existing initiatives such as the "EUrosion" project must continue.

The proposals of maritime Regions cover the following points:
- The need to analyse the vulnerability of regional economies and territories;
- The need to build data transmission mechanisms that can be used on a regional level;
- The need to draft regional strategies;
- The need to implement interregional and transnational cooperation projects, especially in the following areas:
  - Strategy and spatial planning,
  - Exchanges of experience in the fields of tourism, forestry, agriculture, planning and management of infrastructures,
  - Management of natural resources,
  - Management of water resources.

2.6. Information on the situation of Europe's coastlines

As part of its work on the state of the environment, the European Environment Agency (EEA) set up a thematic centre on the European coast. This means that, since the end of 2005, we have had a relatively comprehensive view of the environmental situation in Europe's coastal zones.

Thanks to this project, considerable progress has been made in guiding development decisions and it is a relevant tool for the design and guiding of development strategies for this type of area. However, progress is currently limited to EU or even national policies, although there is a noticeable desire to link the drafting of information and data with questions of regional development.

Given the data available at the present time, it would be possible to use this type of information to create cooperation programmes for a maritime basin. However, it is not yet feasible to use it as backup for programmes and projects undertaken on a smaller scale.

The availability of data on the coastline and coastal waters is nevertheless the subject of strong demand on the part of the maritime Regions because they need this information in order to implement regional and interregional strategies. It is therefore necessary to confirm the direction taken by the EEA, based on the needs of Regions i.e.:

- To draft data on maritime basin scale;
- To develop data that can be used with the geographical information systems (GIS) that are the benchmark tools for regional and local decisionmakers;
- To plan support measures such as training for regional and local users.

These proposals are totally in line with the Green Paper's recommendations as indicated in Chapter 4: "Providing the tools to manage our relations with the oceans".

2.7. Strengthening interactions between environmental policy and development policies i.e. regional policy, common fisheries policy and transport policy.

As far as the common fisheries policy (CFP) is concerned, the CPMR wishes to draw attention to the complementary nature of the actions based on Axis 4 of the European Fisheries Fund (EFF) covering the "sustainable development of fishing grounds" and the introduction of an integrated coastal zone management approach. This complementarity must lead to greater coordination between the relevant Directorates General.

In the current situation within the Commission's departments as regards integrated coastal zone management, this dimension is attributed solely to DG Environment. The other relevant DGs, in particular DG Regio, only see extremely remote areas as being different to others, along with zones with low population density and zones with permanent natural handicaps such as mountainous areas and islands. The cohesion policy is not, at present, seen as relevant to coastal zones.

This situation prevents *de facto* the spread of the principles of an integrated approach.

To solve this difficulty, the maritime Regions propose to change the working relationship between the relevant DGs. They suggest the setting up of a working structure known as "Coastal Zones" that would be internal to the Commission and be part of the future administrative unit responsible for implementing the maritime policy. Such a structure would include the following DGs: ENV.; REGIO; FISH; TREN and RESEARCH. The structure's mandate would be to achieve specific treatment for coastal zones, based on the guidelines laid down in the Green Paper and on the principles of integrated management.

"EUROPE OF THE SEA" COOPERATION PROJECT

GUIDELINES FOR THE CONSTRUCTION OF A EUROPEAN MARITIME STRATEGY

- SUMMARY OF PROPOSALS IN THE FINAL REPORT -

A maritime strategy is defined in terms of a mission, a set of benchmark principles and developmental guidelines. The mission can be defined as a contribution to Europe's sustainable competitiveness. Through the advantages and potential of the sea and through the sensitivity and vulnerability of the marine ecosystems, it gains major relevance when it comes to introducing approaches that reconcile the two dimensions of sustainability and competitiveness.

With this in mind, the European maritime strategy must be based on three benchmark principles:

- Sustainable development. Europe's maritime strategy must provide protection for marine ecosystems, stop the loss of biodiversity and promote the regeneration of ecosystems and the protection of coastal zones. This ecosystem approach considers that the management of marine ecosystems should take a global, integrated approach that would include the action taken by Man;

- Subsidiarity, the principle which states that action should be undertaken at those levels of power that are best placed to do so, given the conditions of efficiency and effectiveness of policies;

- Social responsibility which provides that the action of every individual and all the socio-economic stakeholders should ensure the collective interest.

The guidelines proposed for a European maritime strategy are as follows:

- **More growth and competitiveness in maritime activities, in accordance with a sustainable development model;**

- **Promotion of better working and living conditions on board ship;**

- **Greater protection and enhancement of marine ecosystems and coastal zones;**

- **Effective governance between the various policies, administrative levels and involvement of the stakeholders in this strategy.**

1. TOWARDS MORE GROWTH AND COMPETITIVENESS IN THE MARITIME SECTOR

Europe's maritime features have huge potential for economic growth and employment and this potential must be maximised in any European maritime strategy. Europe must not overlook the value of the maritime economy and the major contribution that it can make to achieving the Lisbon objectives. In fact, the objectives that would have to be met to increase the competitiveness of maritime activities are as follows:

(i) The development of research and innovation in the fields of marine sciences and maritime technologies, a basic condition for the competitiveness of maritime economic activities. The major role of research and innovation is as valid for traditional sectors such as shipbuilding (development of high tech ships with an innovative design for the transport of products with high added value, ships that are safer, more efficient and less polluting) as it is for emerging sectors such as biotechnologies or renewable offshore energies. Thanks to its increased resources, the 7th FRDP offers opportunities of this type, despite the absence of any specific research topic based on the sea. The introduction of platforms to articulate and coordinate projects is then a basic condition for efficiency.

(ii) The reinforcement of maritime clusters to encourage the development of interrelations and synergies between different fields of activity, allows the clusters to advance in the production process by protecting them from competition as regards the cost of the work force. The reinforcement of regional maritime clusters, and their consolidation on an international scale, then becomes a vital condition for the development of maritime regions but also requires support through the relevant territorital and sectoral policies. In this respect, it is necessary to highlight the essential role of research and development, training and education in ensuring the success of these clusters.

(iii) The qualification of the work force, especially in activities with high added value (new skills associated with the modernisation and development of maritime activities but also associated with retraining based on traditional activities) must constitute a priority objective in employment and training policies.

(iv) The development of the port system and improvements to effectiveness and efficiency of the entire transport chain. The development of maritime transport and the introduction of the motorways of the sea is a developmental issue for peripheral maritime regions. However, this objective is being achieved very slowly because of the technical and administrative difficulties limiting the effectiveness of intermodal systems combining maritime, river, road and rail transport. Road transport predominates in many categories of freight because of its flexibility, especially for goods with added value. The logistics chain must improve its intermodal efficiency and this requires investment and efforts at standardisation throughout Europe, especially as regards technical standards.

(v) The sustainable management of fisheries, which requires monitoring of the efforts by the fisheries sector and the quality of the marine environment. The development of fish farming is becoming an increasingly important business, compensating for falling catches at sea. There is still a need for progress in this sector to encourage the production of new species and the control of the pollution that results from it.

(vi) The development of the energy sector, especially the development of renewable energies (offshore wind turbines, wave power) in accordance with the EU guidelines on the diversification of energy sources.

(vii) Tourism is a major source of income for Europe's maritime regions but it is also a source of pressure on the occupation of coastal zones. In the interests of economic, environmental and social balance in these zones and with a view to ensuring the long-term competitiveness of European tourism, it is vital to regulate the flows of tourists. Given the estimated growth in new arrivals (cf. above), Member States and maritime regions will inevitably have to manage the spread of population flows in geographical and temporal terms. The expected international competition will lead to a demand for better quality of service in European regions to justify higher prices. There will also be a demand for the diversification of services (in particular, taking advantage of nature-based and cultural tourism). Such progress implies an increasing level of training for service personnel.

2. IMPROVEMENT TO WORKING AND LIVING CONDITIONS ON BOARD SHIPS

The various analyses undertaken on social aspects have highlighted a number of problems that must be taken into account within the European maritime strategy, especially inconsistencies between the common fisheries policy and European legislation on working conditions. These difficulties are linked to the differences between international registers in European States, the lack of inspections to ensure compliance with social conventions in the ports, and States that are negligent as regards their flag. The scale of these problems justifies the existence of a specific objective targeting living and working conditions on board ships:

(i) Enhancement of maritime employment and improvement to safety and security at sea, which requires concerted action on the part of EU Member States and the EC to defend the working conditions and the safety and security of the work force in the fisheries sector, shipping and offshore platforms. The action to be taken within the fisheries sector must aim at the modernisation and renewal of the ships as a priority measure, to improve living and working conditions on board. The reduction of the fleet is not necessarily consistent with this major objective.

With regard to shipping, most intracommunity trade is carried out by ships registered outside the EU which means that only international regulations apply to them, through Port State Control (PSC). However, this Control does not monitor working and living conditions on board. The situation is quite different when the ships are registered in EU Member States. Standardisation of international registers is vital if we are to standardise both systems. This issue raises the question of the "Europeanisation" of international agreements and the application of regulations.

The development of training also plays an important part in producing the professional skills required to enrich the functions and improve the quality of jobs in the above sectors.

3. BETTER PROTECTION AND ENHANCEMENT OF MARINE ECOSYSTEMS AND COASTAL ZONES

The third guideline that should be included in a global maritime strategy is the protection and enhancement of marine ecosystems and coastal zones. These areas are subject to pressures and risks as a result of population density, pollution and pressures from economic activity in coastal zones, especially tourism. Numerous EC directives and draft directives specifically targeting each of these dimensions (marine environment, coastal zones, water etc.) are not the subject of any coordinated work at the present time.

The key objectives as regards the protection and enhancement of the marine ecosystems and coastal zones are as follows:

(i) **Monitoring safety and security conditions of ships**: despite recent changes resulting from the directives in the Erika packets in response to major accidents at sea off the coasts of Europe, there are still areas requiring progress e.g. more effective monitoring of ships sailing under European flags or the improvement of crew qualifications. At the same time, more vigilance is required to prevent degassing at sea. Given the geographical distribution and dynamic character of agents, high levels of efficiency in surveillance and inspection can only be achieved through selective actions based on an intelligent use of information collected.

(ii) **Formating of accident management plans**, in accordance with the condition laid down in the Erika packets. This is vital for preventive actions if a disaster occurs. The plans should not be limited to the identification of ports providing shelter but should also define the conditions required for intervention in the case of accident and list the coordination mechanisms required. The implementation of short sea shipping monitoring is also essential and this is in line with the group of Erika 3 measures.

(iii) **More in-depth use of research and technologies** in the marine and coastal environment, especially in new deep water marine ecosystems, flora and fauna, cartography and habitat, or the assessment of climate risks. Such use provides greater knowledge of marine ecosystems, coastal zones and changes in them so that they can be better preserved and used. In this respect, the link between marine research and the protection of fish stocks is a relevant one. Saving fish stocks requires political decisions on catch quotas, based on the opinion of scientists so that non-threatened species are not taken into account. The recent setting up of CANs may create a relevant forum for discussion between the various interests involved but coordinated cooperative action by various European research bodies will be required, in particular given the high levels of investment involved in such research. Although opportunities seem to be opening up through the new FRDP, mechanisms for the integration and coordination of R&D still remain to be defined.

(iv) **The implementation of strategies for the integrated management of coastal zones** with the active involvement of Regions. The design and implementation of these strategies is a relevant area of cooperation and integration. Coastal zones are currently the subject of several sectoral and territorial policies for which responsibility is shared by a number of agencies at different administrative levels. ICZM presupposes a high degree of integration and coordination of the various policies. This makes ICZM a functional area for crossborder and interregional cooperation since the dynamics of coastal zones cannot be limited to a given region. Several neighbouring regions are involved. Responses to questions and joint problems should be considered on a supra-regional scale. ICSM is a complex field that is particularly demanding in terms of governance. Given the distribution of competence across European Regions and in accordance with the principle of subsidiarity, ICZM must be based on the active involvement of sub-national levels during both the design and implementation stages. The national strategies that will be proposed by Member States must allow for the definition of regional guidelines which will have the specific purpose of ensuring consistency between local or interregional schemes for coastal management. A European ICZM strategy should explicitly provide for the introduction, by maritime Regions, of regional guideline plans (PRO) which should reflect national strategies while taking account of regional specificities and remaining consistent with other PROs. This would make coastal management a tool for European integration.

(v) **Protection and enhancement for cultural heritage in coastal zones.** Coastal zones have their own identities built on very close ties with the sea. Indeed, the sea has created common values and traditions, common knowledge and know-how, and specific values. The protection of all this heritage is one feature of development for coastal zones. The values uphold memories of the links between people in Europe and the sea, links which are an integral part of culture and the European identity. Maritime strategy cannot forget them.

4. REAL GOVERNANCE FOR AN EFFECTIVE EUROPEAN MARITIME STRATEGY

Governance is the fourth aspect of a maritime strategy for Europe. Central to governance is compatibility between the dimensions indicated above and the creation of a dynamic virtuous balance between economic use and the principle of sustainable development (within the framework of major international agreements, in particular UNCLOS).

The main objectives for maritime governance are as follows:

(i) **Marine ecosystems must be among the key features for the management of our oceans.** An analysis of international experiments shows the importance of marine ecosystems for the management of marine areas. The draft directive on the marine environment proposes an approach giving precedence to vast marine ecosystems in more limited areas i.e. regional seas. Taking account of marine ecosystems in the organisation of the system of governance is vital. These ecosystems must be integrated into the link between the marine environment and coastal zones.

(ii) **Strengthening the role of the Regions and local authorities in governance of the sea.** In the situation described above, the regional and local levels have a significant part to play, especially as regards ICZM, since offshore activities can have as much effect on the development of coastal zones as on the management of ports and their links with cities. The definition of the mechanisms for the involvement of Regions and other local authorities in the design, introduction, monitoring and evaluation of policies for the sea is essential, in conjunction with the other levels of national and European administration. For reasons of proximity, the sub-national levels are in a privileged position to promote discussion of the maritime issue throughout civil society. They are also the most appropriate levels at which to listen to what the people and socio-economic players have to say at national and international forums dealing with the topic of the sea. This being so, it becomes absolutely vital to strengthen the role of Regions and cities within a European system of governance of the sea.

(iii) **Improving future links between the LMEs** (*regions in which DG Environment has implemented the marine strategie*), **CANs and areas of interregional cooperation.** Various directives and/or guidelines have shaped geographical divisions with a view to introducing distinct strategies. They were drafted on the basis of specific approaches without creating any link between them. Yet a flexible link between the various divisions with a view to the integration and coordination of policies would appear appropriate when introducing a European maritime strategy.

(iv) **Strengthening the mechanisms by which sectoral and territorial policies are linked.** The marine environment is now the subject of a number of distinct sectoral and territorial policies and the creation of a link and coordination between them is a major issue when considering the drafting of a maritime strategy. This link must be reflected at every level – European, national, regional and local. Indeed, a number of more advanced international experiments highlight the relevance of national policies on the sea but these policies draw on the involvement of several sectors and various administrative layers in accordance with the principle of subsidiarity. The EU can seek inspiration from these experiences and set up similar policies jointly with Member States, based on the same principle.

(v) **The system of information** used to support the implementation and monitoring of a maritime strategy remains fairly incomplete, heterogeneous and sector-based. Moreover, the level of territorial and sectoral division of information is not sufficient on a regional level – often the data is only available on a national level. Databases on the state of coastal zones are yet to be completed and linked to economic data. Efforts must continue to provide the European Commission with information systems that are adequate for the design, introduction and monitoring of a European maritime strategy. In this respect, the ORATE and EUROSTAT Programmes could extend an area of study that specifically targets the processing of maritime data.

(vi) **The development of interregional cooperation** on topics relating to the maritime dimension is a major condition for the reinforcement of European governance. Interregional cooperation is appropriate for the management of the marine environment and the development of the marine RDI, for fisheries, for integrated coastal zone management, for the development of shipping (in particular, the Motorways of the Sea) and for the enhancement of natural and cultural heritage in coastal zones.

5. Recommendations for Actions to Support the Building of a European Maritime Strategy

STRATEGIC GUIDELINES AND OBJECTIVES	RECOMMENDATIONS
Greater growth and competitiveness in maritime activities	
(i) Development of research and innovation, and (ii) Reinforcement of maritime clusters	1. Within the actions aimed at cooperation in research for technological purposes as stated in the FRDP, to set up a line of funding specifically for maritime projects targeting the strengthening of cooperation between research organisation and the corporate sector, which would in turn reinforce support for maritime clusters.
(iii) Qualification of the work force	2. To improve the quality of training for crews; 3. To have a technological upgrade of the school certificates to make them harder to forge
(iv) Development of the port system and greater efficiency and effectiveness throughout the transport chain	4. To increase the land transport links to/from ports; 5. To create physical facilities in dock and terminals; 6. To facilitate administrative procedures to go through ports; a pilot experience launching a process for systematic simplification of administrative procedures intra EU SSS with voluntary adhesion of interested member countries (a multilateral agreement); 7. To increase financial support to most operation projects under a "traffic guarantee" concept rather then a grant concept; 8. To increase marketing efforts in favour of the maritime transport; 9. To increase the organisation of the transport system to achieve the concentration of cargoes; 10. To accelerate the acceptance of the 45" containers by the authorities;
(v) Tourism	11. Development of sustainable tourism plans as part of ICZM programmes;
(vi) Fisheries	12. Prioritisation of research that helps to achieve sustainability following an integrated approach involving many scientific disciplines in broad collaborative efforts; 13. To integrate fisheries with the reminder components of marine ecosystems
Improved living and working conditions on board ship	
(i) Enhancement of maritime jobs and improvements to safety and security at sea	14. Improved living and working conditions for fishermen, which implies the modernisation of ships (an objective to be given greater force within the European fisheries policy) 15. Improved monitoring of living and working conditions on board ship (maritime transport), through standardisation of the systems applied to ships registered in EU Member States and outside the EU. 16. Development of training.
Providing better protection and enhancement of marine ecosystems and coastal zones	
(i) Monitoring safety and security conditions on ships	17. National maritime authorities should request a full list of crew members and their qualifications before entry in territorial waters; 18. To create and diffuse a "grey listing" of captains; EMSA should establish a dynamic rating of classification societies based on safety performances; 19. Frequency of inspection of ships in ports would be random, but also variable, according to the rating of their

	classification; 20. The possibility of not giving right of harmless passage should be extended from the territorial waters to the economic zone.
(ii) Drafting of accident management plans	21. To involve regions in the preparation of plans at the sea basins scale; regions have no direct power in the issue but they are the first to suffer the impacts of accidents and mobilizing means.
(iii) Extending the range of research and technologies	22. To create regional ecosystem research agendas within FP 7 and FP 8 to fill gaps in knowledge environment for all LME, identifying important research tasks that would help to see new opportunities and to achieve sustainability of the marine ecosystem; 23. To increase the integration of the scientific side and the management side of R&D, from large scale (the basin) to the finer scale (the coastal zones); 24. To coordinate mechanisms that facilitate the development of integrated marine and maritime RDI as a priority cross-cutting area in the EU FP 7 25. A goal should be set to achieve good knowledge of the European marine ecosystems (by the 2012 at latest) and a marine component of the FP8 should be one of the mechanisms to reach the goal.
(iv) Introducing integrated coastal zone management strategies	26. To progress on the implementation of ICZM; spatial planning is required to better regulate the various uses of these areas; 27. To exchange experiences and good practices for the sustainable development of coastal zones.
(v) Protection and enhancement of cultural heritage within coastal zones	28. Spatial planning is required to better regulate the protection and the put in value the cultural assets 29. To draft regional strategies to cope with climate change
Real governance for an efficient, effective European maritime strategy	
(i) Marine ecosystems are key elements in the management of the sea	30. European marine ecosystems could be considered as the fundamental unit for the development and implementation of a European maritime policy. Member states are required to co-ordinate their actions around marine regions and sub-regions with the participation of the sub-national levels for a better implementation of the ecosystem approach. The creation of regional ecosystem commissions may support that coordination and integration.
(ii) Regions and local authorities are major stakeholders in the governance of the seas	31. To reinforce the participation of the sub-national levels namely in the following fields: 32. Coastal zone management; connection between watershed management and coastal waters; cooperation with adjacent regions; ports and transport infrastructures; implementation of the ecosystem approach; diffusion of the issues on maritime policy; 33. To participate with the EU and the national level in the tripartite partnership, a relevant tool to implement the maritime policy; 34. CPMR participation within UNICOPOLOS and CSD to reinforce the participation of regions at an international scale; 35. To reinforce the participation of geographical commissions of CPMR as observers within the regional seas conventions. 36. To reinforce the capacity building for public managers to develop a holistic and multidisciplinary view and a professional competency on oceans and seas management.

(iii) Links must be established between LMEs, CANs and areas of interregional cooperation	37. To integrate fisheries with the remaining components of marine ecosystems
(iv) Mechanisms linking the sectoral and territorial policies and linking the various layers of power	38. To reinforce vertical integration between the international (regional areas), national and sub-national levels to improve the effectiveness of the maritime policy implementation. 39. To progress in the transversal integration of sectoral policies concerned by the sea at European, national and sub-national levels; 40. To develop an evaluation system of policy, with the support of scientific institutions, ensuring mechanisms to assess progress and to adjust policy. The development of an observatory for the EU marine and maritime policies concentrating all marine and maritime information's within EU is a key element to support the implementation of a maritime policy.
(v) Development of interregional cooperation	41. To reinforce the interregional cooperation in the maritime dimension. 42. The preparation of the specific research agendas for each of the European LME would be launched within the framework of the interregional cooperation programs, under the responsibility of a network of research entities belonging to the same geographical cooperation area.
(vi) Information system	43. Setting up an observatory to collect, collate and make available data on the economic, social and environmental situation of maritime activities (including maritime clusters) on a regional scale and for each individual maritime basin.