



# Integrated Maritime Policy

PROGRESS REPORT



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Luxembourg: Publications Office of the European Union, 2010.

ISBN 978-92-79-14119-5

doi: 10.2771/11415

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PRINTED ON WHITE CHLORINE-FREE PAPER

European Commission

# Progress Report on the EU's Integrated Maritime Policy

Report from the Commission to the Council,  
the European Parliament, the European Economic  
and Social Committee and the Committee of the Regions

SEC(2009) 1343

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# Foreword



## The Integrated Maritime Policy

(IMP) of the EU was only conceived in 2007 but has already developed quickly. It is now widely seen by a great variety of stakeholders as a useful political instrument and a highly productive platform for the exchange of views and ideas.

Through a collective view on the maritime and coastal economy, rather than a fragmented sectoral view, the IMP demonstrates the overall importance of maritime sectors for sustainable growth and employment in Europe. It has focused political attention on coastal regions and maritime sectors, and it has facilitated innovation, new synergies and an increased coherence of action through transparency on sea-related policies, strengthened stakeholder involvement, networking, and the exchange of best practices.

This policy has also led to the development of new instruments for an integrated governance, both in relation to policy-making and execution of policies, on the levels of regions, Member States, the EU and globally.

In this way, the IMP moves maritime sectors and coastal regions which are traditionally at the periphery, to the centre of a dynamic and inclusive policy for sustainable growth and jobs, which directly addresses the specific needs of oceans, seas and coasts.

In October 2009 the European Commission presented its Progress Report on the EU's Integrated Maritime Policy which you now have in front of you. This report sums up the IMP's achievements so far and charts the course for its next phase. It also highlights how joined-up policy-making towards

our seas, maritime sectors and coastal areas can contribute to addressing the present economic and environmental situation.

The report sets out key orientations for future developments along six axes. These are: the enhancement of integrated maritime governance and cross-cutting policy tools, the implementation of sea basin strategies, the definition of the boundaries of marine sustainability, the development of the international dimension of the IMP, and a renewed focus on sustainable economic growth, employment and innovation.

My special thanks go to Joe Borg who as Commissioner in charge of the IMP during the last five years provided a very important new policy, competently steered it during its initial phase and never tired in spreading the message and motivating a wide range of maritime stakeholders to engage and contribute. His extraordinary commitment to a better, more integrated maritime policy for the EU is the model to follow. I am looking forward to the coming years during which the IMP will continue to add significantly to the well-being of our seas and coasts and all the people who depend on or care for them.

I have no doubt that under the leadership of the College and through the enthusiastic commitment of the new Maritime Affairs Commissioner, Maria Damanaki, we will be able to move from the first stage of the IMP to a new level of ambition where our common vision, and action on maritime affairs will be reinforced and consolidated.

José Manuel Barroso

# 1. Introduction

**The EU Integrated Maritime Policy (IMP)** has established itself as new approach to enhance the optimal development of all sea-related activities in a sustainable manner. It has confirmed the vision that, by joining up policies towards seas and oceans, Europe can draw much higher returns from them with a far lesser impact on the environment. EU institutions, Member States and regions have set-up governance structures to ensure that policies related to the seas are no longer developed in isolation and take account of connections and synergies with other policy areas. Stakeholders have confirmed the considerable interest shown during the broad consultation process of 2006-07, establishing the IMP as a particularly bottom-up driven policy of the European Union. Cross-sectoral tools such as maritime spatial planning, integrated surveillance or marine knowledge have registered tangible progress and should lead to substantial improvements in the way we manage our oceans. EU sectoral policies with a bearing on our seas and coasts, like fisheries, transport, environment, energy, industry or research policy, have all taken substantial moves in the direction of greater integration and consistency. The Commission has also made first steps to implement the IMP on a regional basis. In short, the EU IMP is changing the way Europeans look at their seas and oceans and reaffirmed the strategic importance of the continent's seas and coastal regions.

When it endorsed the EU IMP and the Blue Paper<sup>(1)</sup>, the European Council of 14 December 2007<sup>(2)</sup> asked the Commission to report within two years on the achievements of the policy. The present Communication sums up these achievements and charts the course for the next phase of

the IMP. It also highlights how joined-up policy-making towards our seas, maritime sectors and coastal areas can contribute to addressing challenges posed by the current global economic crisis and by the need to take decisive action against climate change and environmental degradation. The October 2007 Blue Paper set out an ambitious Action Plan. It includes new working methods, cross-cutting tools and a wide range of specific actions that aim to improve the maritime economy, protect and restore the marine environment, strengthen research and innovation, foster development in coastal and outermost regions, provide

**Essentially the framework provided by the IMP seeks to achieve (and has started to do so) four objectives:**

- To promote integration of governance structures by making them more inclusive and co-operative.
- To build the knowledge base and cross cutting tools necessary to enable the implementation of integrated policies.
- To improve the quality of sectoral policies, through an active search for synergies and increased coherence across sectors.
- In implementing all above, to take account of specificities of the regional seas around Europe, through tailor-made solutions.

1 An Integrated Maritime Policy for the European Union, COM(2007) 575 final of 10.10.2007, and SEC(2007) 1278 of 10.10.2007.

2 16616/1/07 REV 1.

leadership in international maritime affairs, and raise the visibility of Europe's maritime dimension.

The implementation of the Action plan has progressed well: Of the 65 actions in the plan, 56 have been launched or completed (mostly in the form of Commission or Council acts). On 9 actions various initiatives have been undertaken, although no formal documents are adopted yet. Following the first phase, the Commission and Member States are now focusing efforts on effective implementation on the ground, with additional activities in all relevant policy areas pursued where needed.

The Blue Paper and Action Plan were drawn up in a radically different economic climate. The crisis has not spared the maritime economy from declining revenues and downturn. Beyond achievements so far, this paper therefore also sets out where further action will be required in order to unlock the undeniable potential of our oceans, seas and coastal regions, but also to address the economic problems faced by maritime sectors.

## 2. Maritime governance and stakeholder involvement

The Blue Paper advocated a major re-think of our governance approach towards seas and oceans at all levels of government: EU institutions, Member States and regions. Political actors have on the whole been very responsive to this approach: two years on, steps have been taken throughout the Union to overcome the compartmentalised nature of several sea-related policies, involve maritime stakeholders more broadly, and identify policy synergies.

### 2.1. EU institutions

The Commission has taken several steps towards integrating its maritime policy-making. A Steering Group of Commissioners has been operational since 2005 and has debated all the major policy initiatives included in the Blue Paper's Action Plan. Structures have been established for regular meetings among the

Directorates-General involved in order to identify synergies and defuse possible policy inconsistencies. The Commission has also re-organised its services and expanded the mandate of its Directorate-General for Maritime Affairs and Fisheries in order to ensure overall co-ordination of the policy and to develop cross-sector tools where needed, as well as to take regional specificities into account.

The Council has shown a strong commitment to the IMP. In its conclusions of 8 December 2008<sup>[3]</sup> it not only recognised the IMP's cross-cutting nature by dealing with it through the General Affairs and External Relations Council, but also 'confirm(ed) that an integrated approach to maritime issues constitutes a major objective, since the synergies, the coherence and the added value of sectoral action undertaken by the European Union need to be reinforced by being integrated into a comprehensive

vision of the seas, oceans and coastlines, taking account of distinctive regional features (...)'

In institutional terms, the active involvement of the Council and Member States is ensured in both General Affairs Council work and in the IMP Member States contact groups. These groups guarantee that existing expertise in national administrations is fully used, that the specific needs of Member States and coastal regions are given full attention, and that a political consensus is formed with maximum transparency and impact.

Support for, and coverage of, maritime policy in the European Parliament has been very positive<sup>[4]</sup>. However, maritime policy issues are still being dealt with separately by a number of committees and structures.

The Committee of the Regions has been providing beneficial impetus for the IMP. The Commission has in particular taken note of its opinion on the Blue Paper<sup>[5]</sup> which contains important input for future work. The Committee's recent 'Maritime and coastal package' opinion<sup>[6]</sup> is a valuable example of how diverging interests can be linked in a coherent, complementary and synergetic fashion.

The European Economic and Social Committee issued an opinion which was particularly supportive of the IMP on 14 April 2008<sup>[7]</sup>.

## 2.2. Member States

At the time of the Green Paper, only a few initiatives for integrated approaches in Member States existed. Two countries, France and the Netherlands, reported having the administrative structure in place to organise policy coordination of sea-related matters. Portugal

had then already initiated concrete work towards an ocean strategy.

Since then substantial progress has taken place and more Member States have taken initiatives towards the integration of maritime policy and increasingly share best practice in integrated maritime policy approaches. These are fully in line with the guidelines published by the Commission in June 2008<sup>[8]</sup> and concern organisational changes and/or the development of longer term integrated strategies for the sustainable development of maritime sectors and coastal regions.

Important examples are the Dutch 'Nationaal Waterplan', the French 'Grenelle de la Mer', the German 'Entwicklungsplan Meer', the Swedish bill on a coherent maritime policy, the Polish interdepartmental maritime policy plan and the UK Marine Bill.

Ireland, Portugal, Slovenia have also taken steps in this direction. Related activities are reported from Belgium, Bulgaria, the Czech Republic, Denmark, Italy, Greece, Finland and Spain.

## 2.3. Regions

The coastal regions have been fully-fledged partners of the IMP since the very start. They are best placed to identify what is required to implement the policy locally and at the level of each sea basin. They have also shown great ability to work with their national authorities as well as with regions from other Member States in order to promote integrated solutions to sea-related issues. The Conference of Peripheral Maritime Regions (CPMR), which brings together some 160 European regions, closely follows the progress of the Action Plan through regular work at

4 Not least through the report by the late Willi Piecyk, MEP: A6-0163/2008 (Committee on Transport and Tourism).

5 CoR 22/2008 fin, adopted on 9 April 2008.

6 CoR 416/2008 fin, adopted on 17 June 2009.

7 O.J. 2008/C 211/07.

8 COM(2008) 395 final of 26.06.2008.

the meetings of the Aquamarina working group, set up to promote IMP actions at regional level.

**Three major initiatives are worth underlining in this context:**

- The first regional action plans on Integrated Maritime Policy — the Asturias Maritime Plan<sup>[9]</sup> and the Schleswig-Holstein Maritime Action Plan<sup>[10]</sup>.
- The Brittany coast charter of 29 April 2009<sup>[11]</sup>.
- The atlas 'Channel Spaces — A world within Europe'<sup>[12]</sup>, by Arc Manche of November 2008, is a best practice example in the documentation of transnational maritime relations.

The Commission is aware of other regions following innovative integrated practices on coastal and sea governance and is fully supportive of them.

## 2.4. Stakeholders

Ever since their overwhelming response to the consultation process carried out in 2006, stakeholders have been instrumental in establishing an Integrated Maritime Policy for the EU. Regional, business and

NGO actors were the first to champion the need for joining up EU policies affecting seas, maritime sectors and coastal regions. Their contributions have provided the ground for innovative concepts and tools.

The afore-mentioned CPMR, the Maritime Industries Forum<sup>[13]</sup> (MIF), which currently represents 25 maritime trade associations, and the European Network of Maritime Clusters<sup>[14]</sup>, have been active supporters of the EU IMP. Major environmental NGOs are also actively participating in the IMP process.

The European Maritime Day stakeholder conference has established itself as the annual event where highly productive exchanges take place across the different constituencies<sup>[15]</sup>. The Commission will further support increased stakeholder involvement in this event. At the same time, stakeholders will be encouraged to organise again de-centralised events around European Maritime Day on 20 May, thus reflecting national, regional and local contributions to the IMP.

There have been recent and very encouraging signs that IMP stakeholders are establishing their own more permanent exchange structures. Whilst the research community, regional organisations, the maritime industries and environmental NGOs traditionally have their individual means to speak to the EU institutions, public dialogue between the different interest groups was the exception. The Commission will strengthen its support to self-organisation of stakeholders across sectors.

9 See 'inforegio panorama', No. 23 of September 2007, ISSN 1608-389X.

10 Landesinitiative Zukunft Meer, see <http://www.schleswig-holstein.de>

11 Charte des espaces côtiers Bretons, see <http://www.bretagne.fr>

12 Espace Manche: un monde en Europe, see <http://www.arcmanche.com>

13 See <http://www.mif-eu.org>

14 <http://www.european-network-of-maritime-clusters.eu>

15 The EMD 2009 full documentation can be found here: [http://ec.europa.eu/maritimeaffairs/maritimeday/index\\_en.html](http://ec.europa.eu/maritimeaffairs/maritimeday/index_en.html)

## 3. Cross-sector tools

The Blue Paper identified the need for cross-cutting tools to underpin the IMP, such as: maritime spatial planning, integrated surveillance, and the building of a marine knowledge base. The development of these three tools has progressed well and first important results can be reported.

### 3.1. Maritime Spatial Planning (MSP) and Integrated Coastal Zone Management (ICZM)

Increased activities on Europe's seas lead to growing competition for limited marine space. MSP is a key instrument to balance sectoral interests and achieve sustainable use of marine resources with the ecosystem based approach as the underpinning principle. It is a process that provides a stable, reliable and oriented planning framework for public authorities and stakeholders to coordinate their action and optimise the use of marine space to benefit economic development and the marine environment.

The Commission adopted the 'Roadmap on Maritime Spatial Planning: Achieving Common Principles in the EU' in 2008.<sup>[16]</sup> It sets out 10 key principles and seeks to discuss the development of a common approach among Member States encouraging the implementation of MSP at national and EU level.

Stakeholders from all relevant maritime sectors endorsed the 10 key principles as appropriate, comprehensive and as an important basis for the development of MSP at European level in discussions organised by the Commission during

2009<sup>[17]</sup>. The Commission also launched two preparatory actions in the Baltic Sea (as part of the EU Strategy for the Baltic Sea Region) and the North Sea/North East Atlantic, aiming at developing cross-border cooperation aspects of MSP, as well as a study on the potential of maritime spatial planning in the Mediterranean Sea and the economic benefits of MSP.

Following to the recommendation in the Commission's Blue Paper to set up a system for exchange of best practices in developing Integrated Coastal Zone Management (ICZM), the Commission launched in 2009 a support project to stimulate the sharing of best-practice and promote effective implementation of ICZM<sup>[18]</sup>. The Council signed at the end of 2008 the Protocol on Integrated Coastal Zone Management under the Barcelona Convention.

### 3.2. Integration of maritime surveillance

Integrating maritime surveillance should result in more efficient operations at sea and reduce operating costs. The potential savings at EU level are significant given the growing need to detect, track, intercept and control unlawful activities at sea as well as to prevent accidents at sea, detect illegal oil discharges, monitor fishing activities and safeguard the environment.

To date the Commission has produced detailed overviews of the different national, regional and European initiatives on the integration of maritime surveillance<sup>[19]</sup>, completed a study on the legal and

16 COM(2008) 791 final of 25.11.2008.

17 [http://ec.europa.eu/maritimeaffairs/spatial\\_planning\\_en.html#6](http://ec.europa.eu/maritimeaffairs/spatial_planning_en.html#6)

18 <http://ec.europa.eu/environment/iczm/ourcoast.htm>

19 SEC(2008) 2337.

regulatory aspects of the integration of maritime surveillance and carried out a stock taking exercise together with the European Defence Agency and the EU Military Staff in response to a request from the Defence Council<sup>[20]</sup>. It has also launched two calls for proposals, totalling €5.7 million<sup>[21]</sup>, for pilot projects for the integration of surveillance which promote closer cooperation between national authorities in the Mediterranean and in a Northern Sea basin.

These actions have reinforced considerably the internal coordination within the Commission's services and with the Member States on this sensitive subject. The Communication: 'Towards the integration of maritime surveillance in the European Union'<sup>[22]</sup> builds on the work to date and sets out guiding principles for the establishment of a common information sharing environment for the EU maritime domain, based on existing and new surveillance capacities including pre-operational GMES services. Extensive consultation between the Commission and Member States to translate these principles into policy will need to be established.

### 3.3. Building a marine knowledge base

There can be no maritime policy without proper data and knowledge on Europe's seas and coasts. So far marine knowledge remains very scattered and cost-ineffective. The European Marine Observation and Data Network (EMODNET), as announced in the Blue Paper, aims to reduce uncertainty in knowledge of the seas as well as operational costs for those who use marine data. Existing databases and observation programmes need to be assessed in terms of coverage, resolution and data collection frequency. Data stemming from different sources should be compiled in a comprehensive and compatible way, and made accessible as a tool for better governance. Substantial preparatory actions are underway to assemble data layers for hydrography, geology, biology and chemistry at a sea-basin level. The Commission, through its statistical service, has collected sea-basin socio-economic data and identified a number of analytical challenges.

The European Atlas of the Sea project aims to raise public awareness of maritime issues.

## 4. Key actions in sectoral policies

The Action Plan provided for sectoral actions in all relevant policy areas related to the seas, be they transport, environment, energy, industry, employment, research, fisheries, external relations or other. Special attention has been given to adopting an integrated approach, working out the links between these various policies, identifying synergies and reducing

inconsistencies across sectors. In the case of certain sectoral policies important initiatives have been undertaken with a prominently integrated focus. Their implementation will be directly relevant in the next years to the development of cross-cutting approaches within the broad framework of the IMP. Two important cases should be highlighted:

20 COSDP 949, PESC 1366.

21 Calls for proposals MARE/2008/13 and 2009/04.

22 COM(2009) 538 final of 14.10.2009 and SEC(2009) 1341.

The Marine and Maritime Research Strategy<sup>[23]</sup> is the first ever European strategy to promote marine research. This strategy is a pioneering action for the implementation of the European Research Area, which promotes scientific excellence and development of cutting-edge innovations both through better integration of existing research efforts and by developing new capacities across a multidisciplinary scope of sciences. This integrated research strategy will help serve key sectors of the maritime economy, ranging from energy through shipping and the new blue biotechnologies, right through to the goals of EU environmental policy.

The Marine Strategy Framework Directive<sup>[24]</sup> (MSFD), which constitutes the environmental pillar of the IMP, requires Member States to achieve good environmental status in their marine waters by 2020, thereby protecting the resource base upon which marine-related economic and social activities depend. The implementation of this Directive will benefit from the further development of cross-cutting tools of IMP, such as marine spatial planning and EMODNET, while in return, the various actions required for its implementation, such as the socio-economic analysis of human activities related to the sea, due in 2012 and regularly thereafter will underpin the further development of the IMP. Closely related to the MSFD, the Common Fisheries Policy has also integrated the ecosystem approach as an overarching principle. For the global commons, the EU has taken the lead in policy making at global level and has adopted a Regulation on the protection of vulnerable marine ecosystems in the high seas from the adverse impacts of bottom fishing gears<sup>[25]</sup>.

In addition, beyond these integrated developments within some sectoral policies, the Commission has been successful in improving coordination and developing a more strategic approach across the board to sectoral policy making, which is expected

to have a lasting positive impact, and will continue to be developed further.

Thus, on 13 November 2008, the Commission adopted a Communication on offshore wind energy<sup>[26]</sup>, which identifies the challenges to be tackled to exploit Europe's potential for offshore wind energy. A key point here is the contribution maritime spatial planning will make to the sustainable development of off-shore energy.

In its conclusions on the Integrated Maritime Policy of 8 December 2008, the Council welcomed this Communication as an important contribution to the Integrated Maritime Policy, while stating that further work is necessary for non-wind off-shore renewable energies, including wave, tide, currents and thermo gradient sources<sup>[27]</sup>.

The EU's cohesion policy funding in the period 2007-2013 supports important programmes with a clear maritime dimension in e.g. the Greek Islands and the Baltic Sea. In addition, cohesion policy supports programmes for all the Outermost Regions, with significant funding opportunities for maritime-related actions.

The 2009-2018 Maritime Transport Strategy<sup>[28]</sup> presents the main objectives for the European maritime transport system for the years to come. It identifies key areas where action by the EU will strengthen the competitiveness of the sector while promoting quality shipping and enhancing safety, social and environmental performance.

Of particular importance in this context is the Communication and action plan with a view to establishing a European maritime transport space without barriers<sup>[29]</sup>. The measures put forward, largely in the area of customs and sanitary inspections, require a high degree of cross sectoral cooperation. They will simplify and

23 COM(2008) 534 final of 3.9.2008.

24 Directive 2008/56/EC of 17 June 2008.

25 Regulation (EC) N° 734/2008, OJ L 201/8, 30.7.2008.

26 COM(2008) 768 final of 13.11.2008.

27 Point 8 of Council Document 16503/1/08 Rev 1 of 5.12.2008.

28 COM(2009) 8 final of 21.1.2009.

29 COM(2009) 10 final of 21.1.2009.

speed up administrative procedures for sea transport between ports located in the EU and extend the Internal Market to intra-EU maritime transport. This should push short sea shipping in Europe and create new opportunities for growth and jobs.

To improve working conditions of seafarers, elements of the Maritime Labour Convention of 2006 were incorporated into Community law<sup>[30]</sup>. The Commission has also been working on a reassessment of the exclusions of maritime workers from parts of the European labour and social legislation.

The IMP has also clearly increased coordination in many other EU relevant policies, including those on safety of navigation and ports; the promotion of maritime clusters; the support of Europe's ship-building and marine equipment sector as developed in the LeaderSHIP 2015 process; the development

of sustainable coastal and maritime tourism; or the strategy on climate change adaptation.

Other sea-related sectoral initiatives put forward by the Commission, as well as a number of Commission documents, which are not directly sea-related but contain nevertheless a clear maritime dimension, are indicated in the Commission Staff Working Document accompanying this Progress Report<sup>[31]</sup>.

In conclusion, this Commission has thus not only focused on developing both cross-cutting and sectoral actions supporting the sustainable growth of coastal regions and maritime sectors. It has also given priority attention to implementing a more strategic and integrated approach to sea-related sectoral policy making that is expected to have a lasting positive impact, and will continue to be developed further.

## 5. Regional strategies

Europe's sea basins are extraordinarily diverse. Their ecosystems and economies have been shaped by very diverse geographic, climatic, historical, political and human influences. While the broad principles that underpin the IMP are the same everywhere, the implementation of the policy requires translating them into targeted strategies and specific measures tailored to the specificities of each sea basin. The Commission has, therefore, embraced a sea-basin approach for the implementation of the IMP whose fundamental premise is that each sea-region is unique and needs individual attention in balancing its uses in a sustainable manner. Likewise, the environmental specificities of Europe's varied seas are also a key

element in the Marine Strategy Framework Directive (MSFD) which recognises different marine regions.

The strengthening of co-operation within these sea regions is therefore an important building block for a successful implementation of the IMP.

So far, regional approaches have been put forward by the Commission for the Arctic and the Mediterranean Sea, and a strategy was launched for the Baltic Sea.

Thus, the Communication on 'The European Union and the Arctic Region'<sup>[32]</sup> presents specific

30 Directive 2009/13/EC.

31 SEC(2009) 1343.

32 COM(2008) 763 final of 20.11.2008.

proposals in order to protect and preserve the Arctic in unison with its population, promote the sustainable exploitation of resources and improve multilateral governance. The Commission intends to enhance its input to the Arctic Council and to strengthen Dialogue with the Arctic States and related stakeholders.

In June 2009 the Commission proposed the EU Strategy for the Baltic Sea Region<sup>[33]</sup>. This is the first EU macro-regional strategy, addressing environmental challenges, energy and transport related issues, economic growth potential as well as safety and security issues. With its strong maritime dimension and its integrated approach, the Strategy constitutes an important first step towards the regional implementation of the IMP in the Baltic. It will help meeting

the challenges in the region not only through strengthened internal coordination within Member States, but also through cross-border networks and good cooperation with Russia.

The Commission's Communication on the Mediterranean<sup>[34]</sup> suggests ways forward to establish an integrated maritime policy in the complex political context of the region. A semi-enclosed sea with very densely populated shores, the Mediterranean can only be managed through increased dialogue and co-operation amongst EU Mediterranean Member States as well as with non-EU coastal States. The Communication suggests options to improve governance of maritime affairs and to ensure a greater involvement of coastal States in managing the marine space.

## 6. Towards improved maritime governance

The last two years have confirmed the IMP as a highly promising policy providing a significant contribution to growth, jobs and environmental sustainability for Europe's coastal areas and beyond. Despite its young age, this new EU policy has already changed the way in which Europe deals with its maritime and coastal assets.

After three years of intense deliberations, it is fundamental to keep this momentum in order to address the essential mid- and long term challenges of environmental protection and economic growth and well-being. The double impact of climate change and the economic crisis is particularly felt in the maritime world: oceans are the drivers of

our climate and maritime industries have been the drivers of globalisation and prosperity. It is therefore important to unlock the economic potential of maritime Europe, optimise government action on the seas, and further explore the synergies that allow economic growth and environmental stability to reinforce each other.

The Commission considers that these objectives will be best achieved through a combination of progress in six strategic directions.

**Integrated maritime governance** must be further enhanced. The progress registered over recent years needs to be turned into effective integrated

33 COM(2009) 248 final and SEC(2009) 712 of 10.06.2009.

34 'Towards an Integrated Maritime Policy for better governance in the Mediterranean', COM(2009) 466 final of 11.09.2009.

structures at all levels of government. EU institutions, Member States and coastal regions have a particular responsibility in ensuring upstream policy integration and in adopting coherent, joined up agendas for maritime affairs, further counter-acting the prevalence of isolated sectoral policy thinking. Stakeholder involvement in maritime policy-making should also be enshrined more permanently in governance structures. This should also lead to a more intense dialogue between the EU, Member State's Governments and coastal regions, which often hold key expertise necessary for an integrated approach to Maritime Affairs. For the same reason the formation of a cross-sectoral platform for stakeholder dialogue on maritime affairs should be supported.

**Cross-cutting policy tools** are of utmost importance to enhance economic development, environmental monitoring, safety, security and law enforcement on Europe's oceans and seas. In particular, maritime spatial planning, in combination with increased marine knowledge, can unblock considerable economic investment and drastically improve the way we manage our maritime spaces, preserving their ecosystems. It must become a practical instrument on all relevant levels of governance, including with the relevant mechanisms to ensure joined-up decision-making over cross-border investments. The integration of maritime surveillance has the potential of making a difference to the way key policy objectives such as the fight against illegal immigration, the safeguard of commercial shipping and the protection of natural resources are carried out by national authorities. Member States and the Commission will have to continue to work together on these items so that the processes which were initiated in the last two years will bear their intended fruit.

The **definition of the boundaries of sustainability** of human activities that have an impact on the marine environment in the years ahead, in the framework of the Marine Strategy Framework

Directive, will provide clarity and design a platform for the successful development of all maritime activities, paying due attention to their cumulative impacts. Hence, the implementation of this Directive will remain a key objective of the IMP, which should also develop the necessary cooperation between all relevant sectors and services to this end, including *inter-alia* between marine science and the marine environment policy.

**Sea-basin strategies** are key to a successful implementation of the IMP. This is where the priorities and the tools of the policy can be adapted to the specific geographic, economic and political contexts of each large maritime region. Co-operation with and among Member States and regions sharing a sea basin is a crucial element of success and, whenever necessary, this should be accompanied with proper dialogue with third countries sharing a sea basin with the EU. Action at the level of sub-basins can also be useful in establishing positive examples and best practices.

The **international dimension of the IMP**<sup>(35)</sup> will also require more attention, as illustrated by the dedicated Communication published together with this report. Europe must take a leading role in improving global maritime governance, as it has done in the matter of piracy or with regard to destructive fishing practices. The Commission intends to strengthen dialogue with a limited number of major maritime partners and its participation in international fora and informal processes.

The implementation of the IMP, in the present context of economic downturn, should put a **renewed focus on sustainable economic growth, employment and innovation**. Hence, in the future, the EU should explore synergies between the European Energy Policy and the IMP, promoting energy generation from the sea, including renewable forms of energy, and use the sea more for energy transportation through pipelines, underwater grids and vessels.

35 'Developing the international dimension of the Integrated Maritime Policy of the European Union', COM(2009) 536 final of 14.10.2009.

It will also be necessary to further link the EU's Climate Change Policy with IMP, by developing a strategy for adaptation to climate change in coastal and maritime areas, aiming at protecting coastal infrastructure and preserving marine biodiversity. As part of the developing debate on territorial cohesion, it will be important to ensure that maritime and coastal areas are fully taken into account.

The EU will also have to promote better maritime transport in order to foster co-modality, to implement the concept of the Motorways of the Sea, and to improve the EU programme for short sea shipping. Still aiming at the economic development of maritime activities, it will be necessary to find ways and means of further stimulating maritime employment and investment in EU-flagged shipping, while remaining determined to advance the idea of clean ships. Indeed, support for innovation and research towards very low or even zero emission ships will continue to be a major part of the Community's response to the strategically important shipbuilding sector. In this manner the EU can give to European shipyards and the marine equipment industry a competitive technological edge over other regions of the world, and will make maritime transport, in particular along the coasts of Europe, safer and more sustainable.

Finally, the Commission is examining the future funding needs that IMP-related actions may involve as part of its overall reflection on the next financial perspective.

The Commission intends to produce in 2010 a policy document detailing projects and initiatives aimed at further developing the above six strategic directions, following consultations with stakeholders.

This document contains details of the various actions and activities pursued with regard to the implementation of the Blue Paper Action Plan (AP) under the Integrated Maritime Policy (IMP). Items are given under the general headings of the Action Plan. A heading on sea basin related activities has been added, reflecting the developments since the AP has been adopted by the Commission.

In addition related activities undertaken by the Commission and by Member States in response to the issues raised in the Blue Paper are reported under the same general thematic headings.

A number of issues relevant to the IMP have been addressed in the broader context of other policies (e.g. on climate change or energy). Where this is the case, the relevant documents are identified and the precise reference is given.

A summary table of the specific actions under the Action Plan with document references (with all web links) can be found at the end. The implementation of the Action plan has progressed well: Of the 65 actions in the plan, 56 have been launched or completed (mostly in the form of Commission or Council acts), some with minor delays. On 9 actions no documents are adopted yet. Following the first conceptual phase, the Commission and Member States are now focusing efforts on the concretisation and implementation on the ground, with additional activities in all relevant policy areas pursued where needed.

Commission staff working document  
accompanying document to the

# Progress Report on the EU's Integrated Maritime Policy

Report from the Commission to the Council,  
the European Parliament, the European Economic  
and Social Committee and the Committee of the Regions

COM(2009) 540

17

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<sup>1</sup> An Integrated Maritime Policy for the European Union, COM(2007) 575 final of 10.10.2007 and SEC(2007) 1278 of 10.10.2007.

# I. Maritime governance

## I-1 Communication 'Guidelines on an Integrated Approach to Maritime Policy: Towards Best Practices in Integrated Maritime Governance and Stakeholder Consultation' – COM(2008) 395 final of 26.06.2008

In June 2008, the Commission adopted the above Communication following the announcement in the Action Plan on an Integrated Maritime Policy that the Commission would issue guidelines to assist Member States in drawing up national integrated maritime policies based on common principles and stakeholder involvement.

This Communication provides guidance on how to introduce integrated maritime governance and stakeholder consultation, based on common elements observed in integrated approaches to maritime affairs in the EU and elsewhere. It also presents an approach for sharing website and contact information on initiatives for maritime governance and stakeholder consultation as a tool for collective learning. It invites Member States to provide information on their approach to maritime governance on the internet. To this end, information sheets have been prepared to support the exchange of best practices in maritime governance.

European affairs ministers discussed the Guidelines at the Ministerial Conference in Brest on 13 July 2008, when they agreed to proceed with the exchange of information and good practice. To this end, they agreed to provide the requested information on national approaches to integrated maritime governance by April 2009.

In a number of Member States and regions integrated approaches and strategies exist or are being developed. More information is given below and on-line<sup>[2]</sup>.

## I-2 Functioning of Commission structures ensuring an integrated governance approach to maritime policy

### Steering Group of Commissioners

Within the Commission, a Steering Group of Commissioners provides the upstream co-ordination and maximises the impact of the IMP. It was set up in 2005 to develop joint and coherent decision-making in relation to the oceans and seas. This work is led by a coordinating group. Currently 10 Commissioners participate in the Steering Group meeting at least once per year. In 2009, the meeting took place on 28 January. Previous meetings had been held on 10 October 2007 (upon the adoption of the Blue Paper) and on 23 July 2008.

### Maritime Policy Interservice Group

The Interservice Group (ISG), involving 28 Directorates-General of the Commission, supports the Steering Group of Commissioners and monitors day-to-day progress on EU Integrated Maritime Policy. The ISG meets at 6-week intervals and provides the core of the integrative nature of the IMP within the Commission.

### Member States Expert Group

The Member States Expert Group brings together national public servants to exchange information about the organisation of maritime governance nationally and at EU level and to provide a basis for the exchange of best practices. At the first meeting after the presentation of the Blue Paper on 11 March 2008 the new structure and work in progress on the Action Plan was presented, which led to fruitful exchanges on the main projects under way. The MS Experts Group meets regularly every two to three months to discuss progress in implementation of Integrated Maritime Policy at national and EU level.

2 [http://ec.europa.eu/maritimeaffairs/memberstates\\_en.html](http://ec.europa.eu/maritimeaffairs/memberstates_en.html)

### I-3 Activities of other EU Institutions with regard to integrated maritime governance

#### The European Council

The European Council welcomed the Integrated Maritime Policy at its meeting of 14 December 2007<sup>[3]</sup>, and invited the Commission to present a progress report by the end of 2009 and to present a Baltic Sea Regional Strategy by June 2009.

#### The Council

A Friends of the Presidency Group met at the initiative of the French Presidency on 26 November 2008 in order to discuss the draft conclusions of the General Affairs and External Relations Council, focusing on the issues of governance, innovation and surveillance, while encompassing a large number of maritime policy actions. In its conclusions of 8 December 2008<sup>[4]</sup> the Council recognised the IMP's cross-cutting nature. The Council furthermore welcomed specific initiatives announced under this policy, e.g. in its conclusions on a European Strategy for Maritime and Marine Research and on an Arctic Strategy.

#### Presidency High-Level Focal Points Group on IMP

Regular political contacts among Member States and with the Commission are ensured through the High-Level Focal Points Group which provides the strategic orientation of the IMP. The High-Level Focal Points Group was set up at the initiative of a number of Member States under the Portuguese Presidency at the end of 2007. Since the first semester of 2008, it aims to meet at least twice a year, under the chairmanship of the Presidency to discuss the main priorities and overall progress on Integrated Maritime Policy. A first meeting, organised by Slovenia, took place on 22 April 2008. The

second meeting was held on 14 October 2008 under the French Presidency. Both meetings took place in Brussels. In 2009, a meeting was held in conjunction with the European Maritime Day on 18 May in Rome, chaired by the Swedish Presidency upon request of the Czech Presidency, with another meeting that took place under the Swedish Presidency on 1 October 2009 in Stockholm.

#### The European Parliament

The European Parliament adopted a positive, supportive report<sup>[5]</sup> on the Blue Paper and Action Plan on 20 May 2008 (rapporteur: Willi PIECYK (†), DE/PSE), welcoming the Commission plans and calling for specific actions in a number of maritime policy areas.

The EP resolution on 'The regional development aspects of the impact of tourism on coastal regions' was adopted in plenary on 18 December 2008<sup>[6]</sup> (rapporteur: Jamila MADEIRA, PT/PSE). As part of the development of the report, a study on tourism analysing the potential development of coastal tourism and the consequences for regional policy was presented in the EP's Regional Development Committee on 26 June 2008. Coastal and maritime tourism already provide a high number of jobs and guarantee a high standard of living in the coastal regions. The potential for more and better jobs must be realised by dealing with the particular problems coastal tourism is facing and which are comprehensively described in the study report.

In its resolution on the Green Paper on Territorial Cohesion adopted on 24 March 2009 (rapporteur: Lambert VAN NISTELROOIJ, NL/PPE-DE)<sup>[7]</sup>, the European Parliament emphasises 'that territorial cohesion has both a land and a maritime dimension'. The report also 'stresses the importance of the integrated development of sea basins'.

3 Council document 16616/1/07 REV 1.

4 Council document 16503/1/08 REV 1.

5 A6-0163/2008 (Committee on Transport and Tourism).

6 Motion for a European Parliament resolution on the regional development aspects of the impact of tourism on coastal regions (2008/2132(INI)).

7 PE 415.290v01-00.

### Committee of the Regions

A positive report on Integrated Maritime Policy was adopted on 9 April 2008<sup>[8]</sup> (rapporteur: Saima Kalev, EE/UEN-EA). On 17 June 2009, the CoR adopted an opinion on a 'Coastal and Maritime package'<sup>[9]</sup> (rapporteur: Michel Delebarre, FR/PES), which brings together key IMP developments such as Maritime Governance, the roadmap for maritime spatial planning, a common transport space without barriers, guidelines on state aid to ports, and the maritime transport strategy up to 2018. This cross-sector opinion demonstrates the willingness of regions as key stakeholders of the Integrated Maritime Policy to see Europe working in a more integrated fashion, overcoming policy fragmentation. With regard to territorial cohesion, in its opinion adopted on 11 February 2009<sup>[10]</sup> (rapporteur: Yves Le Drian, President of the Brittany Regional Council), the CoR considers that 'territorial cohesion is not an exclusively 'land-based' notion: also the territories of the European seas – numerous interlinked with land-based activities and since 2005 addressed by the European Maritime Policy – should be included in the policy approach of territorial cohesion; many land-based policies and policy tools are also relevant for the European seas'.

### Economic and Social Committee

A supportive report on Integrated Maritime Policy was adopted on 14 April 2008<sup>[11]</sup>.

## I-4 Member States activities on integrated maritime governance

A number of countries have taken steps towards more integrated governance. At the time of the Green Paper, only a few initiatives for integrated approaches in Member States existed. Two countries, France and the Netherlands, reported having the administrative structure in place to organise

policy coordination of sea-related matters. Portugal had then already initiated concrete work towards an ocean strategy.

Since then Member States all over Europe took a considerable number of initiatives towards integration of Maritime Policy and have made remarkable progress<sup>[12]</sup>:

In **Belgium** there is a Minister for North Sea Affairs. Belgium also created a coordinated coastguard system (including maritime rescue coordination service and marine information). Belgium reviewed and modernised its maritime legislation and created a framework for maritime spatial planning.

**Bulgaria** has created an inter-ministerial committee to coordinate maritime affairs to formulate a strategy on IMP. A draft strategy is currently undergoing consultation with civil society. Bulgaria established a national maritime cluster which she considers an important instrument to trigger innovation and growth. An integrated governance structure as well as awareness-raising (through e.g. workshops, round tables and conferences) are considered important achievements.

**The Czech Republic** has established an inter-ministerial group led by the Minister for Europe. The integrated approach, the environmental benefits, economic opportunities and enhancing maritime security are considered key achievements of the Integrated Maritime Policy.

**Denmark** has supported the IMP both at the EU and the international level. Denmark has a long standing tradition of integrating policy and the Deputy Prime Minister leads works to join up all bodies, national and regional, linked to maritime affairs. The Danish policy focuses on governance and growth and employment in harmony with the environment.

8 CoR 22/2008 fin, adopted on 9 April 2008.

9 CoR 416/2008 fin, adopted on 17 June 2009.

10 CoR 274/2008 fin, adopted on 11 February 2009.

11 O.J. 2008/C 211/07.

12 See also here for updated information on individual countries: [http://ec.europa.eu/maritimeaffairs/memberstates\\_en.html](http://ec.europa.eu/maritimeaffairs/memberstates_en.html)

**Germany** underlines two dimensions of governance: the institutional approach and national governance structures, and emphasizes the importance of dialogue, in order to raise citizens' awareness of maritime issues and with regards to the need to look, beyond the current economic crisis, at growth opportunities from the sea.

The Federal Ministry of Transport, Building and Urban Affairs (BMVBS) steers the integrated maritime policy. Overall co-ordination and industrial aspects are covered by a Secretary of State in the Federal Ministry for Economy and Technology. The German government adopted, on 1 April 2009, guidelines for an 'Entwicklungsplan Meer' (maritime development plan). These guidelines form the basis for an integrated maritime policy of the Federal government. Germany has established inter ministerial working structures for the IMP, created a web based interface to follow recent developments and a structured dialogue with stakeholders.

On 29 April 2009 **Ireland** announced the creation of a marine coordination group<sup>[13]</sup>. The Irish Taoiseach charged the Minister of State with special responsibility for fisheries and the marine with the establishment of this Inter-Departmental Marine Co-ordinating Group to cooperate on maritime issues, with the support of the Marine Institute for sound knowledge inputs.

**Greece** has created an inter-ministerial committee to drive the cross-sectoral approach. Governance had been further improved by the merger of responsibilities in the Ministry of Mercantile Marine and the Aegean and the Island Policy, to bring about a change in the way of thinking about policies towards the seas, the coasts and the islands.

**Spain** has set up a General Secretariat for the Sea in the Ministry for the Environment, which covers a large proportion of maritime issues including fisheries. Two major issues are surveillance and spatial planning. Concerning the latter, the push for renewable energy required a study on the possible location of offshore wind parks. In turn this led to identifying zones used for other purposes and to gathering data on the marine environment. On surveillance, Spain is participating in the pilot project on marine surveillance in the Mediterranean.

**France** launched the *Grenelle de la Mer*<sup>[14]</sup> on 27 February 2009, applying the principles from the 'Grenelle de l'Environnement', its long-term policy vision on ecological and sustainable development<sup>[15]</sup>, to the oceans, seas and coasts. Representatives of sectors such as education, industry, environment, and research are taking part in the consultation process. There are four working groups: the sea and coasts, the sea and the environment, the economic potential of the sea, and the governance of the seas. The working groups completed their works in mid 2009, proposing a list of measures. Follow-up will be through a meeting of the Inter-ministerial Committee of the Sea led by the Prime Minister to adopt the objectives for an integrated maritime policy. In the office of the Prime Minister, the Secretary-General for the Sea is the key interlocutor on the IMP. In a landmark speech President Sarkozy announced on 16 July 2009 various actions on maritime policy, based on an integrated approach and culminating in a Blue Paper by the end of the year.

**Italy** has established an expert group drawn from the administration and stakeholders which contributed to the Green Paper and the Blue Paper. The work focuses on:

13 <http://www.irishpressreleases.ie/2009/04/29/killeen-announces-inter-departmental-marine-coordinating-group>

14 Rue Grenelle is a street in Paris which became a symbol of social dialogue in 1968. The leading department for the Grenelle is the Ministère de l'Ecologie, de l'Energie, du Développement durable et de L'Aménagement du territoire, assisted by the Secrétariat Général de la Mer.

15 For more information see here: <http://www.legrenelle-environnement.fr>

- The sea basin approach which allows acknowledging the particularities of the Mediterranean. Italy is working with other EU countries and with third countries in the region;
- Maritime surveillance, where Italy is participating in the pilot project on surveillance in the Mediterranean;
- Maritime clusters, with the launch of a new Technology Platform of Mediterranean and Black Seas (PTMB) for maritime industry and researchers under FP7.

The **Netherlands** applies inter-ministerial coordination as regards sea related matters and an integrated management of the sea space. Having reviewed their approach in 2008, assessing the governance structures in terms of the Commission's guidelines and its maritime spatial planning system against the Commission's Roadmap, the government of the Netherlands presented in December 2008 a National Water Plan to protect the country against threats from water and seize the opportunities that derive from it. The plan addresses water management in general, but sea related matters are comprised in it. The Plan will be followed by legislation and a concrete action to invest in flood protection and defence.

In **Poland** an inter-ministerial committee had been set up to develop an integrated approach to maritime policy. It has produced a first document ('Guidelines on maritime policy of the Republic of Poland'), adopted on 18 March 2009, which sets out the principles and objectives for maritime policy. These guidelines aim at upgrading the maritime dimension in all areas of the country's development and are meant to be a basis for a future regulatory system based on an integrated approach to maritime affairs. The document was submitted for public consultation and has in the meantime been submitted to the Council of Ministers for adoption.

**Portugal** adopted a National Ocean Strategy in 2006 and policy development is led by an inter-ministerial task force. On the basis of the Portuguese National Strategy for the Sea an inter-ministerial

committee took concrete measures. On 7 May 2008, a stakeholder forum was launched.

During its Presidency in the first half of 2008, **Slovenia** presented a maritime action programme and announced to organise this process through an inter-ministerial Working group.

**Finland** has embraced the integration of maritime policy with an inter-ministerial working group led by the Prime Minister's office. The working group discusses maritime affairs in both European and national terms. The government has issued a statement on Baltic Sea policy also in light of the EU's strategic approach.

**Sweden** has advanced its integrated approach to maritime affairs with a Bill, adopted on 5 March 2009 and proposing 'A coherent Swedish maritime policy'. The principles largely follow those of the EU Blue Paper:

- Resources must be used sustainably, restoring natural resources while enabling industrial competitiveness and growth;
- There must be cross-sectoral integration and integrated policy solutions;
- Regional and international cooperation in the Baltic Sea Basin must be strengthened;
- The involvement of maritime stakeholders should be encouraged.

The Bill presents an all-encompassing vision on how to achieve sustainable use of maritime and coastal resources through an integrated approach. It has a strong focus on EU and regional co-operation and stakeholder involvement with the aim of creating a sense of partnership, working together for sustainable growth in coastal regions and maritime sectors.

In the **United Kingdom** a 'Marine and Coastal Access Bill' is currently before the British Parliament. This Bill represents all-encompassing framework legislation for integrated management of the sea in an environmentally sustainable way, including the creation of a marine management organisation, licensing and conservation measures. The 'high

level' objectives were published in April 2009. These are 'achieving a sustainable marine economy', 'ensuring a strong, healthy and just society', 'living within environmental limits', 'promoting good governance', and 'using sound science responsibly'. The next step is to translate these objectives into a 'Marine Policy Statement' which the UK Government and Devolved Administrations will be developing over the next two years.

Many of such integrated initiatives are coordinated or combined with requirements such as those under the Marine Strategy Framework Directive or the Recommendation on Integrated Coastal Zone Management.

## I-5 Stakeholder dialogue

The consultation process that followed the Green Paper on Maritime Policy demonstrated the endorsement by all stakeholders of an integrated, inter-sectoral approach. The Blue Paper and the Communication outlining the main components for integrated maritime governance laid down that the principle of stakeholder participation is a key prerequisite for a proper maritime governance framework. Dialogue with stakeholders remains a key issue during the implementation phase, for example stakeholder involvement is one of the ten principles of Maritime Spatial Planning as set out in the Roadmap on this subject.

As a follow up to the Blue Paper, stakeholders took the initiative of setting up a platform of different stakeholder groups in the spirit of the integrated, all-embracing approach. In November 2008, the European Coastal and Marine Union launched the Venice Platform initiative<sup>[16]</sup>, as a first step towards such an overarching forum. The initiative is headed by Johan Vande Lanotte, the former deputy Prime Minister of Belgium. The proposed stakeholder platform was further discussed at EMD Conference

in Rome on 18-20 May 2009. To prepare for the next phase, a steering group, composed of representatives from industry, regions, environmental NGOs, science communities and users of the sea, has been set up to define the objectives, working methods and future actions of the platform.

The European Commission pursues an intensive dialogue with a great number of maritime stakeholders at EU and regional (sea-basin) levels. In the Blue Paper the Commission undertook to organise a stakeholder consultation structure.

The European Maritime Day (see VIII-1), set out in the Joint Tripartite Declaration signed by the Presidents of the European Parliament, the Council of the EU and the European Commission on 20 May 2008, is a key element of this dialogue. A project started in January 2009 to develop an interactive web tool which will serve as a common web-based platform to facilitate communication and to publish and access information and services devoted to those in the European Commission and Member States concerned with maritime policy.

## I-6 Horizontal cooperation on governance (industry, regions, NGOs, science communities and others)

### Maritime Industries

The Commission is engaged in a structural dialogue with industry through the Maritime Industries Forum (MIF) and the European Network of Maritime Clusters. The MIF<sup>[17]</sup> brings together 25 European maritime sector associations. It conducts specific work in working groups on the Environment, Human Resources, RTD, Rules and Regulations, and Transport. General co-ordination is provided by a Co-ordination Group. The MIF plenary forum brings its members together roughly every two years and it is planned to have a full MIF Plenary meeting along European Maritime Day 2010 in Gijón, Spain.

<sup>16</sup> <http://www.eucc.nl/veniceplatform>

<sup>17</sup> <http://www.mif-eu.org>

The European Network of Maritime Clusters (ENMC)<sup>[18]</sup>, with Denmark, Finland, France, Germany, Italy, the Netherlands, Norway, Poland, Spain, Sweden, and the United Kingdom participating, was founded on 4 November 2005 in Paris by maritime organisations of ten countries, with the objective to learn from each other and to promote and strengthen the maritime clusters of Member States and Europe as a whole. The basis for this founding session was created during a first meeting which took place in The Hague on 26-27 April 2004, and a joint-presentation of the various maritime clusters at the Maritime Industries Forum Plenary Session on 26 January 2005 in Bremen. The ENMC has organised itself as a flexible network in which members cooperate on a voluntary basis for issues related to their national agendas, and in a more structured way for actions at the European level.

### Coastal regions

The Conference of Peripheral Maritime Regions (CPMR)<sup>[19]</sup>, which brings together ca. 160 European coastal regions, closely follows the progress of the Action Plan through regular discussion/reporting at the meetings of the Aquamarina working group, set up to monitor IMP actions at regional level. The CPMR is an important partner of the Commission in the development of the regional aspects of the IMP. As a vast network, the CPMR facilitates the development of cooperation projects between its members. It helps to bring them into being and run them, and directly invests in some of them. As a political forum, the CPMR helps to articulate the common interests of peripheral and maritime regions at European level. Being the first body to have brought European regions together for discussion and debate, it has acquired an increasingly large audience over the years.

The CPMR has acknowledged expertise and privileged access to information. It provides its member regions and European partners with sharp analysis on topics of concern for their territories and it works to ensure that the interests of its member regions are taken into account when EU legislation is being prepared.

**Regional stakeholders very much welcomed the recognition of the regions as fully fledged partners in the IMP. Regions have also taken some major initiatives towards integrated maritime governance, including for example:**

- The first regional action plans on Integrated Maritime Policy — the Asturias Maritime Plan and the Schleswig-Holstein Maritime Action Plan — were presented in a 2007 publication of the Commission<sup>[20]</sup> and in Brussels on 16 November 2008<sup>[21]</sup>, respectively.
- A similar presentation of the Brittany coast charter was held in Brussels on 3 March 2009<sup>[22]</sup>.
- The atlas 'Channel Spaces — A world within Europe'<sup>[23]</sup>, produced by Arc Manche and supported by the EU through the INTERREG IIIB NWE programme, was presented in Brussels on 26 November 2008, and can be considered an example of best practice in the documentation of transnational maritime relations.

18 <http://www.european-network-of-maritime-clusters.eu>

19 <http://www.crpm.org>

20 See 'inforegio panorama', No. 23 of September 2007, ISSN 1608-389X.

21 Landesinitiative Zukunft Meer, see <http://www.schleswig-holstein.de>

22 Charte des espaces côtiers Bretons, see <http://www.bretagne.fr>

23 Espace Manche: un monde en Europe, see <http://www.arcmanche.com>

The Commission's dialogue with stakeholder in the sea basins is built on the basis of existing regional sea fora, such as OSPAR<sup>[24]</sup>, HELCOM<sup>[25]</sup> etc.

Stakeholder relations are also an important component in the development of regional sea strategies, as presented already for the Baltic Sea and the Arctic and in the strategy for governance of maritime affairs in the Mediterranean (see II-3).

#### Maritime and marine research community

The dialogue with marine and maritime research is well developed, following a strong commitment of the research community already since the launch of the Green Paper in 2007. Existing mechanisms for dialogue, including the Waterborne Technology Platform<sup>[26]</sup> and the Marine Board of the European Science Foundation<sup>[27]</sup>, issued together the 'Aberdeen Declaration'<sup>[28]</sup> endorsing the idea for integration among marine and maritime research.

Building on this, the Marine and Maritime Research Strategy introduces a partnership for scientists, policy-makers, industry and civil society to define shared research priorities, to facilitate joint research and to find ways of improving the scientific evidence as input to maritime policies.

#### Environmental NGOs and sea users

The NGO 'Seas at Risk' has been a critical partner in the development and the implementation of the IMP<sup>[29]</sup>. This organisation is now pushing for an environmentally sound implementation of the Action Plan, in full compliance with the provisions of the Marine Strategy Framework Directive.

Several NGOs have set up the 'European Seas Environmental Cooperation' (ESEC) platform, in response to marine environmental challenges. The ESEC issued a joint statement on 20 October 2008<sup>[30]</sup>, mainly relating to the Marine Strategy Framework Directive.

The dialogue with the users of the sea (e.g. European Surfrider Foundation<sup>[31]</sup>, European Anglers Alliance<sup>[32]</sup> etc.) is gaining momentum and has been a particular achievement during the European Maritime Day 2009 in Rome where sea users organised a number of side events.

#### I-7 Report on regulatory concerns – SEC(2008) 2993 of 2.12.2008

In the Green Paper the Commission invited interested parties to report regulations that conflict with the goals of maritime policy. The response rate turned out to be very low. A report, in the form of a Staff Working Document, was published on 2 December 2008.

In the light of the results, the Commission will not repeat this exercise, unless a specific need is brought to its attention.

24 <http://www.ospar.org>

25 <http://www.helcom.fi>

26 <http://www.waterborne-tp.org>

27 <http://www.esf.org>

28 [http://ec.europa.eu/maritimeaffairs/declaration\\_en.html](http://ec.europa.eu/maritimeaffairs/declaration_en.html)

29 <http://www.seas-at-risk.org/n2.php?page=44>

30 <http://www.seas-at-risk.org/1images/Joint%20Statement%20Final.pdf>

31 <http://www.surfrider.eu>

32 <http://www.eaa-europe.org>

## II. Activities in relation to the sea basins

The Action Plan initially only foresaw a report on strategic issues for the EU relating to the Arctic Ocean, under the heading of external relations. However, the Blue Paper made clear that the IMP must respond to regional specificities. The European Council explicitly asked that those specificities are taken into account and requested a strategy for the Baltic Sea Region<sup>[33]</sup>. In this context, the Commission then also developed a Communication on the implementation of Integrated Maritime Policy in the Mediterranean focussing on Maritime Governance (see II-3), in order to address specific issues in the Mediterranean, in particular with regard to governance challenges. Therefore, these activities are presented here together.

### II-1 Communication on the European Union and the Arctic Region – COM(2008) 763 final of 20.11.2008

Further to the Action Plan, which called for a report on the EU's strategic interests in the Arctic Ocean by the end of 2008, the Commission adopted a Communication on 'The European Union and the Arctic Region' in November 2008.

The Communication deals with the new challenges and opportunities facing an Arctic Ocean that has to cope with a rapidly warming climate and increased human activity. The Commission proposes three broad objectives for the EU: protecting and preserving the Arctic, promoting the sustainable exploitation of its resources, and improving multilateral governance of the Arctic. The Communication recommends

a series of steps to achieve these objectives in the areas of the environment, hydrocarbons, fisheries, shipping, research, indigenous peoples, the Arctic legal/political framework and cooperation with regional organisations.

On 9-10 November 2008 in Monaco, the French Presidency co-organised a Ministerial Conference on the Arctic together with the principality of Monaco. The conference focused on the issue of Arctic observatories and monitoring. The principal objective was to give impetus to the creation of a network of Arctic observation stations.

In its specific conclusions on the Arctic, which were adopted on 8 December 2008<sup>[34]</sup>, the General Affairs Council welcomed the Commission's Communication on the European Union and the Arctic region, considering it to be 'a first layer of an EU Arctic policy'. It recognised that the Communication is also an important contribution to implementing the EU Integrated Maritime Policy. The Council agreed that the proposals for action contained in the Communication should be the subject of more detailed reflection and looked forward to further examining them in the first half of 2009. The Swedish Presidency will finish the work begun in the first semester of 2009.

The request for permanent observer status for the European Commission was postponed by the Arctic Council at its Tromsø meeting in April 2009. The Commission intends to nevertheless enhance its input to the Arctic Council and to contribute to the substantive work of its specialised groups. Dialogue

33 Council document 16616/1/07 REV 1 of 14.02.2008.

34 Council document 16826/08.

with the Arctic States and with indigenous communities, inter alia with the Inuit, has been intensified.

Under the existing framework contract, the Commission commissioned two studies in December 2008 and July 2009 on national legal regimes applicable to shipping activities in the Arctic and the compatibility of these regimes with the international law. Moreover, the Commission is funding the Arctic TRANSFORM project<sup>[35]</sup> whose objectives is to develop transatlantic policy options for supporting adaptation in the marine Arctic environment. It places a special emphasis on involving a broad range of stakeholders to address the major climate issues facing the region.

## II-2 EU Strategy for the Baltic Sea Region – COM(2009) 248 final of 10.06.2009

In June 2009, under the request of the European Council and after an extensive consultation with national and regional governments, business, NGOs, academia, the Commission adopted an EU strategy for the Baltic Sea Region. This is the first EU macro-regional strategy, addressing environmental challenges, energy and transport related issues, economic growth potential as well as health, safety and security issues. The Commission recognises that many of the challenges in the region can only be met by good cooperation with Russia and recommends boosting cooperation through existing initiatives, such as Northern Dimension. The strategy takes the form of a communication and an action plan with a list of 80 flagship projects, some of which have already been launched. The Strategy will be a living document, with a first review already foreseen in 2011.

With its strong maritime dimension the strategy also constitutes an important first step towards the regional implementation of the IMP in the Baltic.

More than 1/3 of the actions are of maritime nature. In addition to a series of actions for the protection of the marine environment, highlighted as a priority by the Environmental Council in December 2007, other priorities for maritime actions are maritime spatial planning, sustainable fisheries, clean shipping and integration of maritime surveillance systems. In addition, the Action Plan contains actions such as the development of integrated maritime governance structures, strengthening maritime clusters, implementation of the motorways of the sea and short-sea shipping as well as maritime transport space without barriers, enhanced cooperation in maritime research and education, sustainable tourism, including cruise tourism, and reinforced protection from major emergencies at sea.

The coherent and pro-active implementation of maritime actions in the strategy will be an important test case for the sea-basin approach. The implementation of a large number of the maritime actions will benefit from strengthened internal coordination within Member States in the Baltic Sea Region, as well as cross-border networks between these integrated maritime functions. Thus development of the integrated maritime governance structures in the Baltic Sea Region is one of the horizontal actions.

## II-3 Communication 'Towards an Integrated Maritime Policy for better governance in the Mediterranean', COM(2009) 466 final of 11.09.2009

As a first step in preparing an IMP approach to the Mediterranean Sea basin, a high-level conference, organised by the Commission, the Slovenian Presidency and the new University Centre for Euro-Mediterranean Studies (EMUNI)<sup>[36]</sup>, was held in Piran (Slovenia) on 10 June 2008<sup>[37]</sup>, following the official launch of the EMUNI centre. This

35 <http://arctic-transform.org>

36 <http://www.emuni.si/en>

37 <http://ec.europa.eu/maritimeaffairs/pdf/events/piran-conference-communique-10-June-2008.pdf>

conference addressed Integrated Maritime Policy in the Mediterranean, with workshops focusing on themes such as governance, environment, sea transport, surveillance and research, and also involved representatives of non-EU countries.

A Communication entitled 'Towards an Integrated Maritime Policy for better governance in the Mediterranean' was adopted by the Commission on 11 September 2009, aiming at promoting a regional/sea-basin approach to the implementation of IMP, provide a reference framework for the launching of such a process, and stimulating dialogue and cooperation between EU Member States and between the EU and the Mediterranean partners on maritime governance across the whole Mediterranean sea basin. The Communication brings out key challenges inherent to the basin and proposes actions for the improvement of governance and the effective application of integrated governance tools.

#### **II-4 Communication on the Outermost Regions – COM(2008) 642 final of 24.10.2008**

On 24 October 2008, the Commission adopted a Communication on 'The Outermost Regions: an asset for Europe'. The communication responds to the European Council conclusions of December 2007, which called for maritime policy to take account of the specificities of the Member States and maritime regions calling for greater cooperation, including the islands and outermost regions. The communication strives to exploit to the full the strengths and comparative advantages enjoyed by the outermost regions compared to the European Union as a whole and neighbouring countries (e.g. a unique geostrategic situation, specific potential for renewable energy, observation and monitoring of the effects of climate change, and biodiversity).

**Maritime policy is one of the four pillars of the strategy. The Commission will continue whenever possible to adapt the EU's Integrated Maritime Policy to the specific characteristics of the outermost regions. It is currently working on the following priorities to expand the role of these regions in implementing the IMP:**

- Increasing knowledge of the marine environment in the outermost regions in the context of the European Marine Observation and Data Network (EMODNet) and promoting research under the Seventh RTD Framework Programme.
- Promoting and developing the outermost regions as ideal observatories for the marine environment in Europe as part of the new Marine and Maritime Research Strategy.
- Encouraging the outermost regions to play a strategic role in maritime governance and monitoring in their respective regions, specifically by developing their own integrated regional maritime policies and maritime spatial plans and through joint activities with third countries.

#### **II-5 Implementation of Black Sea Synergy**

The Black Sea Synergy Communication was adopted in April 2007<sup>[38]</sup>. It includes several objective related to the sea, such as the amendment of the Bucharest Convention to allow the EC to accede to it. The first progress report on its implementation was adopted on 20 June 2008<sup>[39]</sup>. Other

38 COM(2007) 160 final of 11.04.2007.

39 COM(2008) 391 final of 19.06.2008.

work on the Black Sea and fisheries includes the second set of EU fisheries management measures in the Black Sea, designed to fix fishing opportunities and attached conditions for certain fish stocks in the Black Sea for 2009 (continuation of the 2008 measures in Regulation 1579/2007).

The adoption of the measures for 2009 was accompanied by the following Council and Commission statement: 'Cooperation in fisheries matters with third countries bordering the Black Sea should be promoted through a regional fisheries management organisation. Steps will be taken to this end, involving in particular the Member States of the European Union and the candidate countries which border the Black Sea.'

A decision was taken recently to establish Sectoral Partnerships in the framework of the BSSynergy in order to facilitate the implementation of regional projects by pooling together resources from the Community budget, interested EU Member States, International Financial Institutions and other actors, including private investors. In this context, Romania expressed its interest to be the lead partner for the Environmental Partnership, Greece for the Transport Partnership and Bulgaria for the Energy Partnership.

Finally, there are ongoing negotiations of the EU-Ukraine Association Agreement which includes under the Title VIII: Cooperation policies the chapter on fisheries and maritime policy. This chapter was discussed for the first time during the 10th negotiation round held in Kiev on 4-5 November 2008. After that the draft legal text was presented and discussed during the next negotiation round in Brussels on 26 February 2009. To speed up the negotiation process a series of video-conferences on fisheries and maritime policy was organised throughout April/July 2009. A common agreement on the text on fisheries and maritime policy has been reached. A formal negotiation session to finalise the EU-Ukraine Association Agreement is scheduled for October 2009.

## II-6 Cooperation between the Commission and the regions

### Atlantic, outermost regions and Arctic

With regard to the Arctic region, the Communication on the European Union and the Arctic Region emphasises the inclusion of indigenous communities and encourages stakeholders to provide feedback on the EU's Arctic-related activities via the maritime policy website. Dialogue is also ensured through the Arctic Council.

Stakeholder dialogue is also ongoing with the outermost regions, mainly in the follow-up of the Communication on Outermost Regions.

### Mediterranean and the Black Sea

In order to identify a strategy to implement an integrated maritime policy in the Mediterranean, the Commission has embarked on a series of meetings with stakeholders. These involved missions to the main Mediterranean capitals. The meetings are organised by or in close cooperation with the national focal point for maritime affairs in the specific EU Member State and involve discussions with government representatives, NGOs, academia and industry on the various activities that impact on the sea, e.g. maritime transport, protection of the marine environment, clusters, marine research, etc.

There has also been outreach to coastal regions, in particular Provence-Alpes-Côte d'Azur, Catalonia, Andalusia and Sicily. The goal is to have a permanent structural dialogue with the regions, in particular those that have specific responsibilities in dealing with the sea.

### Baltic and North Sea

The Commission maintains regular contacts with stakeholders. Most of these contacts focus on the main dossiers: the European Union Strategy for the Baltic Sea Region, the Communication on Maritime Spatial Planning and maritime employment.

The stakeholders met or to be met include government representatives from all relevant Member States, stakeholder organisations including environment

organisations, Regional Advisory Councils, and business representatives, and also a significant number of organisations representing local and regional interests ranging from EU level (CPMR, Committee of the Regions) to local level (e.g. representatives of Baltic Sea islands).

A significant challenge continues to be the efficient organisation of contacts with stakeholders and treatment of their input, including in areas that overlap with other geographical responsibilities. The establishment of a cross-cutting database of stakeholders, and tools to facilitate the exchange of documents and information with stakeholders, will therefore be an asset.

## II-7 Cooperation within sea-basins

A number of initiatives are also taken to develop stakeholder dialogue within the different sea basins, through bi-lateral contacts in EU Member States and third countries (especially in the Mediterranean), and through dialogue within maritime regions. Cooperation within marine regions is also required in the context of the MSFD (see IV-1), including in the framework of regional sea conventions<sup>[40]</sup>.

### Atlantic, outermost regions and Arctic

Concerning the Channel area, activities undertaken by Normandy with their UK counterparts (notably West Sussex) through the 'Channel Arc Manche network' and their EMDI project (Espace Manche Development Initiative), financed under Interreg with more than €1 million (EMDI provides for partnerships between operators and universities from both sides of the Channel), are closely followed. A major output of this collaboration is the recent publication of a Channel Atlas, which may provide an excellent platform for ideas for the project on the Atlas of the Seas. Arc Manche can be considered a front-runner in transnational maritime cooperation, and a good model for further developing a regionalised approach towards IMP. Similarly, embryonic activities to integrate policies around the Irish Sea basin are taking place. The

Commission actively encourages these developments and contributes to them.

### Mediterranean and the Black Sea

Interesting ideas as to how the regions may be the drivers of an integrated approach, also in collaboration with regions from Mediterranean third countries, have emerged (e.g. Sicilian Distretto Produttivo della Pesca led by Mazzara del Vallo in collaboration with Tunisia and Egypt).

### Baltic Sea

The Baltic Sea has, with the Council of Baltic Sea States and with the Baltic Sea States<sup>[41]</sup> Sub-Regional Co-operation (BSSSC)<sup>[42]</sup>, two established structures for co-operation which have been undertaking work on the development and implementation of the IMP in the Baltic Sea region. In particular, the Council of Baltic Sea States has set up an Expert Group on Maritime Policy.

## II-8 Report on the application of the Environmental Impact Assessment Directive – COM(2009) 378 final of 23.07.2009

The Report stresses in chapter 3.4 a number of difficulties in relation to projects which are carried out in areas under jurisdiction of more than one Member State, for example across sea basins (e.g. pipelines).

The difficulties include risks of duplication of Environmental Impact Assessment (EIA) procedures, inconsistencies and thus unnecessary administrative burdens. Also, there is a risk that the impacts of such projects are not assessed fully in the relation to the whole ecosystem of the sea basin in question.

Co-operation for sustainable growth in sea basins could be underpinned by, as the report points out, improving the efficiency of EIAs through better coordinated, harmonised or joint/single EIA procedures for multi-jurisdiction projects.

40 See Article 4 of Directive 2008/56/EC of 17 June 2008.

41 <http://www.cbss.org>

42 <http://www.bsssc.com>

# III. Tools for integrated policy making

## III-1 Roadmap for Maritime Spatial Planning: Achieving Common Principles in the EU – COM(2008) 791 final of 25.11.2008 and Integrated Coastal Zone Management

Maritime Spatial Planning (MSP) is an important tool for the sustainable use of oceans and seas. It facilitates cross-border co-operation, thus creating certainty for investors and unleashing economic activity.<sup>[43]</sup>

In preparation of the above Communication, a study<sup>[44]</sup> analysing prevailing legal systems and constraints regarding maritime spatial planning has been carried out. This study presents different European and international constraints on planning at sea and proposes indicators to assess the progress of planning.

In November 2008, the Communication entitled 'Roadmap for Maritime Spatial Planning: Achieving Common Principles in the EU' was adopted. This followed the Commission's announcement of a roadmap on spatial planning in the IMP Action Plan.

The roadmap identifies 10 key principles for maritime spatial planning, derived from existing approaches as well as international and EU instruments covering maritime spatial planning, with the aim of achieving the development of a common approach across the EU. The Communication,

which was followed by the launch of two preparatory actions, has been received with great interest and now forms the basis for the wider debate to follow. In order to structure this debate, the Commission has organised four workshops between February and October 2009 to get stakeholders' views and needs regarding maritime spatial planning, focusing on the 10 key principles presented in the roadmap. The kick-off conference took place in Brussels on 26 February (while the others are spread across the EU). The workshops discussed the implementation of maritime spatial planning in the EU. The Commission has launched pilot projects on maritime spatial planning in regional sea basins in July 2009, for the North Sea/North East Atlantic and the Baltic Sea, the latter as part of the Baltic Sea Strategy.

Together with MSP, the Blue Paper referred also to Integrated Coastal Zone Management (ICZM), an already existing policy instrument, and indicated that, as a follow-up to the existing EU Recommendation<sup>[45]</sup>, the Commission will set up of a system for the exchange of best practice among authorities in ICZM. The Commission launched in 2009 a support project (OURCOAST<sup>[46]</sup>) to stimulate the sharing of best-practice and effective implementation of ICZM. For the Mediterranean, a significant step forward in the promotion of ICZM was achieved with the Protocol on Integrated Coastal Zone Management (Barcelona Convention), which was signed by the EC at the end of 2008<sup>[47]</sup>.

43 [http://ec.europa.eu/maritimeaffairs/spatial\\_planning\\_en.html](http://ec.europa.eu/maritimeaffairs/spatial_planning_en.html)

44 [http://ec.europa.eu/maritimeaffairs/pdf/legal\\_aspects\\_msp\\_report\\_en.pdf](http://ec.europa.eu/maritimeaffairs/pdf/legal_aspects_msp_report_en.pdf)

45 Recommendation 2002/413/EC of the European Parliament and of the Council of 30 May 2002, concerning the implementation of Integrated Coastal Zone Management in Europe. See also Commission Communication on the evaluation of Integrated Coastal Zone Management (ICZM) in Europe, COM(2007)308 final, 7 June 2007.

46 <http://ec.europa.eu/environment/iczm/ourcoast.htm>

47 Council Decision 2009/89/EC, OJ L34 of 4.2.2009.

### III-2 European maritime surveillance

#### Commission Staff Working Document on maritime surveillance – SEC(2008) 2337 of 3.11.2008

The Action Plan announced a Communication to present a work plan towards integration of European maritime surveillance systems in the second half of 2008. The adoption of this Communication was rescheduled for 2009, and on 3 November 2008 a Commission Staff Working Document on maritime surveillance was published<sup>[48]</sup>.

This document describes the current state of play as regards the surveillance, monitoring, tracking, identification and reporting systems put in place by Member States and agencies. It also identifies the next steps and challenges to be resolved in order to achieve an integrated maritime surveillance network for Europe. The Commission document draws attention to the fact that while the majority of threats and challenges facing Member States at sea – from illegal immigration to maritime security and safety – are transnational and trans-sectoral in nature, maritime surveillance issues are dealt with by a myriad of different authorities, to the detriment of overall efficiency. Information does not flow easily even within single Member States, and few have a global overview of what is being undertaken in other Member States and at EU level, and how that can impact on their work. To improve the effectiveness of the authorities responsible for maritime activities and to facilitate their cross-sectoral and cross-border integration, the Commission document undertook to convene a Member State Expert Group on maritime policy to discuss, exchange information and increase transparency on maritime surveillance and to work towards an information network linking national authorities. This group will convene at least twice a year, and the outcome of its discussions has been fed into the Commission's Communication on maritime surveillance.

#### Projects on improving interoperability in maritime surveillance

A study completed in November 2008 examined current legislation governing the use and re-use of data obtained for the monitoring or surveillance of maritime traffic. The results indicate that it is possible in principle to improve information sharing among different authorities provided that clear rules on the use of data and a secure communication environment can guarantee compliance with Europe's data protection rules. Two pilot projects on maritime surveillance began in 2009, covering the Western Mediterranean and the Atlantic approaches on the one hand, and the Northern European Sea basins on the other (the latter may only start at the end of 2009). All Member States have been invited to make proposals in the context of these grant awarding procedures. These projects are of great importance since they will enable Member States to start co-operation in an area where integration is considered necessary and which will very likely bring benefits to all parties.

In addition, a preparatory action has begun to assess the degree to which Automatic Identification System (AIS) signals sent by vessels can be picked up from space and how such a system could develop into a shared European asset. This project is being undertaken in parallel with ongoing complementary efforts by the European Space Agency, and is monitored by a steering group of Commission services and EU agencies. Synergies and complementarities with the Global Monitoring for Environment and Security (GMES) will be ensured.

#### Commission Communication 'Towards the integration of maritime surveillance in the EU' – COM(2009) 538 final of 14.10.2009 and SEC(2009) 1341

The Commission has adopted the above Communication to the Council and the Parliament in October 2009. Its objectives are to:

48 [http://ec.europa.eu/maritimeaffairs/pdf/maritime\\_surveillance\\_non\\_paper.pdf](http://ec.europa.eu/maritimeaffairs/pdf/maritime_surveillance_non_paper.pdf)

- Explain the rationale of the ongoing process towards integrating maritime surveillance at national and EU level;
- Propose a number of principles that will allow moving progressively from a sectoral to an integrated approach with regard to maritime surveillance at the EU and national level;
- Provide an update of surveillance actions undertaken at Commission level.

### Communication on the European Border Surveillance System – COM(2008) 68 final of 13.02.2008

The IMP is referred to in a Communication on the creation of a European Border Surveillance System (EUROSUR)<sup>[49]</sup> which the Commission presented in February 2008<sup>[50]</sup>. The main aim is preventing unauthorised border crossings through better border surveillance, reducing the number of illegal immigrants losing their lives at sea, and increasing the internal security of the EU by contributing to the prevention of cross-border crime. EUROSUR will provide a common technical framework to support Member States' authorities in reaching full situational awareness at the southern and eastern EU external borders and increase the reaction capability of their border control authorities. A decentralised system of (existing) systems will be established in three phases. In particular, phase 3 aims to create a common information-sharing environment for the EU maritime domain by integrating all existing reporting and monitoring systems in sea areas under the jurisdiction of the Member States and in adjacent high seas within a broader network. This will allow border control authorities to use all these systems in combination.

### III-3 Marine knowledge

It is now well-known that the rhythms and cycles of the marine world influence human activity in a multitude of ways. Since the industrial revolution humans

have begun to exert an increasing influence on the marine world. This circle of interdependence between the human and marine domains is accelerating. But the magnitude of future changes in oceanic systems, their impact on human activity and the feedbacks on the ocean from these changes in human behaviour cannot be forecast without understanding the way the system works now and how it worked in the past. Scientists, regulators and commercial bodies need reliable observations and data if they are to contribute towards a sustainable development of the maritime economy. At present most data collection is focused on meeting the needs of a single purpose – as part of a regulatory requirement, for operational purposes or to further scientific understanding. The challenge is to develop a system that will allow a better identification of what is being collected, that will facilitate access to coherent data sets, that will permit the recognition of data gaps and that will shape a data collection and monitoring infrastructure directly suited to multiple applications.

The Commission aims to increase marine knowledge through a European Marine Observation and Data Network (EMODNET), better mapping of sea beds and a European marine habitats map.

Legal issues (e.g. intellectual property rights) are one of the key obstacles for access to marine knowledge. A study was therefore commissioned on the legal aspects of environmental data<sup>[51]</sup>.

An ur-EMODNET is being developed through preparatory actions. These projects started in April 2009 and, by the end of 2010, will have produced layers for the main hydrographical, geological, chemical and biological parameters for complete sea basins. Based on these parameters, a harmonised mapping of marine habitats is beginning on a broad scale over complete sea basins using a unified classification. A further preparatory action has been launched in 2009 focusing on high-resolution multi-beam mapping.

49 MEMO/08/86.

50 See page 2 of the Communication: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0068:FIN:EN:PDF>

51 [http://ec.europa.eu/maritimeaffairs/study\\_lamed\\_en.html](http://ec.europa.eu/maritimeaffairs/study_lamed_en.html)

The Commission is being ably assisted in these matters by a specially constituted Marine Observation and Data Expert Group, which met three times in 2008 and twice in 2009. A Commission Staff Working Document, setting out the steps towards a final operational EMODNET and a more accurate seabed map for Europe, was issued in April 2009<sup>[52]</sup>.

This confirms the broad consensus among Commission services, gives some useful feedback on

a possible legal framework, and provides the background information for the public consultation which closed in June 2009 after having gathered 300 replies in two months. It showed an almost universal dissatisfaction with the current marine data infrastructure amongst all stakeholders (authorities, industry and research) and 97 % agreement that intervention at EU level is appropriate. The impact assessment showed that EMODNET would reduce operational costs, increase competition and reduce uncertainty on the state of the ocean.

## IV. Maximising the sustainable use of the oceans and seas

### IV-1 Marine Strategy Framework Directive – Directive 2008/56/EC of 17 June 2008

The Marine Strategy Framework Directive (MSFD) aims to protect more effectively the marine environment. Its objective is to achieve good environmental status of the EU's marine waters by 2020 and to protect the resource base upon which marine-related economic and social activities depend. It constitutes the vital environmental component of the IMP. The MSFD establishes European marine regions on the basis of geographical and environmental criteria. Each Member State – cooperating with other Member States and non-EU countries within a marine region – is required to develop strategies which must contain a detailed assessment of the state of the environment, a definition of 'good environmental status' at regional level and the establishment of clear targets and monitoring programmes.

Each Member State must draw up a programme of cost-effective measures. Prior to any new measure an impact assessment which contains a detailed cost-benefit analysis of the proposed measures is required. Where Member States cannot reach the environmental targets specific measures tailored to the particular context of the area and situation will be drawn up.

The goal of the Marine Strategy Framework Directive is in line with the objectives of the Water Framework Directive which requires surface freshwater and ground water bodies – such as lakes, streams, rivers, estuaries, and in particular coastal waters – to be ecologically sound by 2015.

In view of the long time span for implementation, and following the approach developed for the Water Framework Directive, an informal Common Implementation Strategy, involving the Commission and

52 SEC(2009) 499 final of 7.04.2009.

Member States has been set up to co-ordinate the implementation of the MSFD. This activity is carried out under the high level guidance of Marine Directors (who meet once for each EU Presidency), who are also regularly informed about the Commission work with regard to IMP activities, including Maritime Spatial Planning as an important tool related to the MSFD implementation. The analysis of human activities on the seas required under the MSFD will also serve to improve the knowledge on economic situation and social aspects in coastal regions and ultimately help to reach the objective of the protection and a sustainable use of oceans and seas.

## IV-2 European Economic Recovery Plan – COM(2008) 800 final of 26.11.2008

As a response to the financial crisis and as an attempt to reinforce the EU's energy supply, the Commission proposed in November 2008 a European Economic Recovery Plan (EERP) that was endorsed by European Council in December. The plan contains a number of elements relevant to the sustainable use of oceans and seas<sup>53</sup>.

In particular, the off-shore grid connections in the North Sea and the Baltic, offshore wind energy and carbon capture and storage (CCS) will be relevant for the coastal regions or will be realised, at least in part, on the sea. In particular, offshore grid development for wind energy projects will receive €565 million under this package. Maritime Spatial Planning will be an important tool in ensuring the sustainable realization of the off-shore wind energy strategy of the EU, including the particular projects referred to.

On 18 of May 2009 the Commission launched a call for proposals. Project promoters were invited to submit their proposals by 15 July 2009.

## IV-3 Climate and energy package

The impact of climate change is particularly felt in the maritime world as the oceans and seas are the drivers of our climate and coastal regions are particularly affected. Consequently, the IMP is closely linked to actions related to climate change while at the same time the integrated approach to maritime policy can make an important contribution to addressing the challenges.

**In December 2008, the Council and Parliament adopted the climate-energy legislative package containing measures to fight climate change and promote renewable energy, following the proposal of the Commission<sup>54</sup>. The legislative package includes the following items with maritime relevance:**

- Revision of the EU Emissions Trading Scheme (EU ETS, with maritime transport being directly affected as a candidate for inclusion in the ETS).
- Equipping power plants with CO<sub>2</sub> capture and underground storage technology (with undersea storage sites being considered, directly linked with Maritime Spatial Planning).
- Reducing greenhouse gas emissions from fuels (with efforts made to allow gas as a fuel in international maritime transport).
- National targets for increasing the share of renewables in the EU's energy mix (with renewable energy from the seas and oceans playing an increasing role).

53 See Action No. 5 of the EERP: [http://ec.europa.eu/commission\\_barroso/president/pdf/Comm\\_20081126.pdf](http://ec.europa.eu/commission_barroso/president/pdf/Comm_20081126.pdf)

54 COM(2008) 30 final of 23.01.2008.

Every EU member States will have to draw a national plan for renewables by June 2010 detailing per sector the contribution of different renewable energy technologies, in particular marine renewable energy. Spatial planning will be a tool to create investment certainty and ensure sustainability in the development of off-shore energy, while the marine and maritime research strategy supports the further development of off-shore energy technologies, including non-wind off shore energy production.

#### IV-4 Off-Shore Wind Energy Communication (COM(2008) 768 final of 13.11.2008) and off-shore energy supply connections

On 13 November 2008, the Commission adopted a Communication on offshore wind energy which identifies the challenges to be tackled to exploit Europe's potential for offshore wind energy. A key point in this communication is the contribution marine spatial planning will make to the sustainable development of off-shore energy. This Communication, included in the energy package, was endorsed by the heads of state and government at the Spring European Council on 19-20 March 2009<sup>[55]</sup>.

#### IV-5 Second Strategic Energy Review

Five of the six actions of the EU Energy Security and Solidarity Action plan<sup>[56]</sup> have a partly maritime dimension (the Southern Gas Corridor, LNG supply for Europe, the Baltic Interconnection Plan, and the Mediterranean Energy Ring) or a wholly maritime dimension (the North Sea Offshore Grid). The IMP contributes, through its elements related to the sustainable use of the seas, Maritime Spatial Planning, port and maritime transport development, to the realization of these projects. Coordinated or possibly joint Environmental Impact Assessment procedures for

multi-country projects could have a positive impact on streamlining permitting and authorization process and would facilitate the realisation of these projects.

The Commission in its Second Strategic Energy Review argued that a blueprint for a North Sea Off-shore Grid should be developed. The blueprint should identify the steps and schedule that need to be established and any specific actions that need to be adopted. It should be developed by the Member States and regional actors involved and facilitated where necessary by action at Community level. In the Conclusions of the Energy Council on 19 February, the plans for the blueprint were endorsed with the small change that the scope was changed from North Sea to 'the North Sea and North West Offshore Grid', to cover also the Irish Sea. The blueprint, most likely in the format of a Communication, is planned for adoption in 2010.

#### IV-6 Green Paper 'Towards a Secure, Sustainable and Competitive European Energy Network' – COM(2008) 782 final of 13.11.2008

Islands and outermost regions, as well as some remote coastal areas, face challenges to create economic activity and improve the quality of life due to a lack of connections with Europe's main economic strongholds, and in particular with communication and energy networks.

The Trans-European Energy Networks (TEN-E) instrument and its budget are a major EU instrument for energy networks. But they were conceived and developed when the EU was considerably smaller and faced energy challenges of a completely different dimension compared to today. Therefore, the Green Paper has launched a discussion on how the existing TEN-E instrument could be replaced by a new EU Energy Security and Infrastructure Instrument.

55 Conclusions of the European Council of 19-20 March 2009: [http://www.consilium.europa.eu/uedocs/cms\\_data/docs/pressdata/en/ec/106809.pdf](http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/ec/106809.pdf)

56 COM(2008) 781 final of 13.11.2008.

It is important that islands and coastal regions get the necessary level of attention and can benefit from the investments made by public bodies and private operators under the TEN instruments, as explicitly stated in the Commission decision of 16 February 2009, establishing the 2009 annual work programme for grants in the field of trans-European networks – area of energy infrastructures.<sup>[57]</sup>

#### **IV-7 Strategic goals and recommendations for the EU's maritime transport policy until 2018 – COM(2009) 8 final of 21.01.2009**

Further to the announcement in the Action Plan on an Integrated Maritime Policy, the Commission adopted an EU Maritime Transport Strategy 2009-2018 following continuous dialogue with the heads of the EEA maritime transport administrations, the independent advice of a group of senior shipping professionals, and an analytical study (the OPTIMAR<sup>[58]</sup> study) giving different scenarios for future trends in maritime transport. It presents the main strategic goals for the European maritime transport system up to 2018 and identifies key areas for action by the EU. The proposed actions build upon an all-inclusive approach, which lies at the heart of the EU Integrated Maritime Policy, and are based on the core principles of sustainable development, competitiveness and economic growth, maritime safety, high environmental and social standards, and open markets in fair competition. The Communication sets out measures to support the long-term competitiveness of European shipping and related maritime industries: safe, secure and quality shipping on clean oceans; qualified human resources and enhanced maritime know-how, technological development, maritime research and innovation; enhanced role of Europe in the international scene; more integrated logistics and short-sea shipping; and RTD and innovation.

Council conclusions endorsing the Communication have been adopted at the Transport Council on 30 March 2009<sup>[59]</sup>. In its conclusions, the Council requests the Commission to 'elaborate, together with Member States and all relevant stakeholders, a detailed road map as soon as possible and in any case no later than by the end of 2009, and conduct a mid-term review of the implementation of the European maritime transport policy by the end of 2013.'

#### **IV-8 Communication and action plan with a view to establishing a European maritime transport space without barriers – COM(2009) 10 final of 21.01.2009**

This initiative will simplify and speed up administrative procedures for sea transport between ports located in the EU. The existing barriers put maritime transport at a disadvantage compared to other modes of transport. In an effort to eliminate and simplify the administrative procedures in intra-EU maritime transport and to extend the internal market to this area, the Commission has proposed a set of measures to establish a 'European Maritime Transport Space without Barriers'. The Commission agreed to modify the implementing provisions of the Community customs code by early 2009 and adopted a proposal for a Directive on reporting formalities for ships arriving in or departing from Member State ports. Regarding legislation on veterinary and phyto-sanitary products, guidelines should be agreed in 2009 in order to speed up the documentary checks in Directives 89/662/EEC, 90/425/EEC and 2000/29/EC. These will simplify and speed up administrative procedures or requirements for sea transport between ports located in the EU.

57 See p.4 of COM(2009) 868 of 16.02.2009.

58 Study OPTIMAR – Benchmarking strategic options for European shipping and for the European maritime transport system in the horizon 2008-2018.

59 Council press release 8176/09 (Presse 73).

Efforts shall be pursued to put all foreseen actions in place in the different sectors. Works shall also start to simplify administrative procedures for vessels involved in Short Sea Shipping but having a call in a neighbouring third country.

#### IV-9 Implementation of the third maritime safety package

After the accidents of the tankers 'Erika' and 'Prestige', the EU adopted an important number of legislative acts on the basis of Commission proposals, in order to enhance maritime safety. With the same objective and with a proactive attitude, the Commission issued in late 2005 a third set of proposals (3rd maritime safety package) containing seven draft legislative instruments. In doing so the Commission took into account the experience acquired in implementing the Community legislation on maritime safety (ERIKA I and ERIKA II) and the concerns expressed on several occasions by the European Parliament, the European Council and the Ministers of Transport.

Three years later, political agreement was reached between the Council and Parliament on the totality of the package under the conciliation procedure on 8 December 2008, leading to the final adoption on 23 April 2009<sup>[60]</sup>.

As adopted, the package contains 8 legislative measures (6 Directives and 2 Regulations) in the following areas: Flag State responsibility, Classification societies (a Directive and a Regulation, following the splitting of the Commission's original proposal), monitoring of maritime traffic, port state control, accidents investigation, compensation of passengers in case of accidents and insurance of ship owners for maritime claims.

With the adoption of the Third Maritime Safety package of measures, the EU has one of the most comprehensive and advanced regulatory frameworks on maritime safety and prevention of accidental pollution from ships.

#### IV-10 Commission proposal on amending Directive 2005/35/EC on ship source pollution introducing penalties for infringements

In March 2008 the Commission proposed an amendment to the Directive on ship source pollution<sup>[61]</sup>, proposing the introduction of criminal penalties for illicit ship-source discharges of polluting substances. A first reading took place in May 2009 in the Council and the Parliament.

#### IV-11 Ports Policy

The European Commission is currently in the process of taking initiatives and measures with a view to implementing and meeting key objectives of its Communication on a European Ports Policy (COM (2007) 616 final of 18.10.2007) and realising its action plan.

One of the Communication's key actions includes the production of guidelines on the application of Community environment legislation to port development. A working group with Member States, environmental NGOs and port industry under the leadership of the Commission is working to deliver guidelines which will help the sector to implement the Birds<sup>[62]</sup>, Habitats<sup>[63]</sup> and Water Framework<sup>[64]</sup> Directives in estuaries and coastal zones with particular attention to ports. It is foreseen that the Guidance document will be adopted by the end of 2009.

60 Published in the OJ on 28.5.2009.

61 COM(2008) 134 final of 11.03.2008.

62 [http://ec.europa.eu/environment/nature/legislation/birdsdirective/index\\_en.htm](http://ec.europa.eu/environment/nature/legislation/birdsdirective/index_en.htm)

63 [http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index\\_en.htm](http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm)

64 <http://www.euwfd.com>

In addition, in its Communication, the Commission made also a commitment to adopt Guidelines on State aid to ports. These Guidelines are to be adopted in 2010.

#### IV-12 Proposal for a Council Directive on the Maritime Labour Convention

The maritime shipping sector is an industry operating worldwide. In this context it is essential to define and effectively enforce global minimum standards of employment and health and safety conditions for seafarers employed or working on board a seagoing ship.

The International Labour Organisation addressed this issue in the Maritime Labour Convention, 2006. This Convention incorporates the conventions and recommendations on maritime labour by the ILO since 1919 into a single consolidated text to serve as a basis for the first universal Maritime Labour Code. The Commission actively participated in the works on the Maritime Labour Convention from the outset.

European legislation currently in force already covers most of the topics regulated by the Maritime Labour Convention. In fact, in most of the cases the European legislation establishes higher standards in comparison with those of the Convention. However, in a few cases the Maritime Labour Convention proposes a more specific regulation or working conditions which are more favourable for seafarers.

Following an agreement<sup>[65]</sup> concluded by the social partners in the maritime transport sector – the

European Community Ship-Owners' Association (ECSA)<sup>[66]</sup> and the European Transport Workers' Federation (ETF)<sup>[67]</sup> – the Commission adopted on 2 July 2008 a proposal<sup>[68]</sup> for a Council Directive incorporating elements of the Maritime Labour Convention 2006 into Community law and amending Directive 1999/63/EC, in accordance with Article 139 of the Treaty. This proposal was adopted by the Council as Directive 2009/13/EC<sup>[69]</sup>.

The incorporation of elements of the Maritime Labour Convention of 2006 into Community law contributes to updating the European legislation in force with those standards of the Convention which are more favourable for seafarers. It is expected that the working conditions of seafarers will be improved, particularly as regards employment agreements, hours of work, repatriation, careers and skill development, accommodation and recreation facilities, food and catering, health and safety protection and medical care, and complaint procedures.

The Directive will enter into force simultaneously with the ILO Maritime Labour Convention. It is expected to contribute to a quicker ratification of the Convention by the Member States.

As the next step, following the request of the social partners expressed in a letter dated 13 November 2007, the Commission will consider presenting a proposal for an enforcement directive. The objective of this directive would be to define the Member States' responsibilities to enforce the relevant provisions of the ILO Maritime Labour Convention taken up in the social agreement and check their application on board all ships calling at EU ports, regardless of the flag.

65 Agreement concluded by ECSA and ETF on the Maritime Labour Convention 2006, 19.05.08.

66 <http://www.ecsa.be>

67 <http://www.itfglobal.org/ETF>

68 COM(2008) 422 final of 2.07.2008.

69 OJ L 124, 20.5.2009, p.30.

#### IV-13 Proposal for a Council Decision authorising Member States to ratify, in the interest of the European Community, the ILO 'Work in Fishing Convention'

In line with the 2006 Communication on Decent Work for All (COM (2006) 249 of 24.05.2009), in which the Commission committed to the promotion of up-to-date ILO Conventions, the Commission adopted in May 2008 a proposal<sup>[70]</sup> for a Council decision authorizing Member States to ratify, in the interests of the European Community, the 'Work in Fishing Convention 2007' of the International Labour Organization (Convention 188)<sup>[71]</sup>.

#### IV-14 Reassessment of the exclusion of maritime workers from parts of the European labour and social legislation

Together with the maritime policy package, a Communication 'Reassessing the regulatory social framework for more and better seafaring jobs in the EU' was adopted<sup>[72]</sup>. The Communication reviewed the pertinent legislation in order to identify exclusions or derogations affecting workers in maritime professions, problems raised by practical application and difficulties of interpretation of such legislation. It sought to determine to what extent action might be needed to improve legal protection for maritime professions in the EU.

In view of the highly globalised context of most maritime sectors, it undertook such analysis against the background of the already extensive body of international conventions and standards.

By means of this first stage consultation the social partners were invited to take position regarding the analysis proposed by the Commission and in particular to assess the priorities of action and whether a specific legislation for the sector might be warranted instead of suppressing certain exclusions. Furthermore they were requested to provide an input regarding other, non legislative, means of action in the field of coordination of social security systems and health and safety on board.

The social partners consulted were the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) in maritime transport sector, and Europeche<sup>[73]</sup>, Cogeca<sup>[74]</sup> and ETF for the sea fisheries sector. On 2 April 2009 the Commission initiated a second stage consultation of the social partners<sup>[75]</sup>. At the same time an impact assessment study was commissioned in view of a future initiative.

#### IV-15 Maritime employment, training and certification of seafarers

The need to increase the attractiveness of maritime careers and improve education and training was repeated in Commission's Communication on the Maritime Transport Strategy 2018. Regarding maritime employment the following ideas are put forward: Adopt positive measures facilitating lifelong career prospects in the maritime clusters; enhance the image of shipping and careers at sea, improve awareness of job opportunities, facilitate labour mobility in the maritime industries; support the work of the International Maritime Organisation (IMO) and the International Labour Organisation (ILO) on the fair treatment of seafarers; promote

70 COM(2008) 320 of 27.05.2008.

71 <http://www.ilo.org/ilolex/cgi-lex/convde.pl?C188>

72 COM(2007) 591 final of 10.10.2007.

73 <http://www.europeche.org>

74 <http://www.copa-cogeca.be>

75 'Reassessing the regulatory social framework for more and better seafaring jobs in the EU: Second consultation of the European social partners on the revision of exclusions concerning seafaring workers contained in Directives 2008/94/EC, 94/45/EC, 2002/14/EC, 98/59/EC, 2001/23/EC and 96/71/EC', COM(2009) 2211.

better use of information and communication technologies (ICT) for improving quality of life at sea.

In relation to the training and certification of seafarers, the Communication stresses the need to: ensure thorough enforcement of international and Community requirements under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW); make a substantial contribution to the revision of the STCW Convention currently under way in the IMO; promote cooperation between European maritime training institutions for upgrading seafarers' competences and adapting requirements to the prerequisites of today's shipping industry; work in partnership with training institutions and the industry towards establishing 'maritime certificates of excellence' (European maritime postgraduate courses); introduce, for the education of officers, an 'Erasmus'-type model for exchanges between the maritime training institutions of the Member States; promote in partnership with industry the provision of places, where necessary backed by incentives, for cadets to be taken on board during their studies in EU training institutes.

The Commission highlighted also in this Communication the need to strike the right balance between the employment conditions of EU seafarers and the competitiveness of the European fleet and announced its intention to set up a Task Force to identify ways of achieving this objective.

Academic centres and coastal regions have also expressed their interest to work on employment and careers, bringing forward ideas on certificates of excellence for maritime education, mobility, networks of maritime academies and cooperation with maritime industries.

A Communication on the establishment of a sustainable European maritime labour force of quality, including possibly legislative initiative(s), is planned for 2010.

#### IV-16 The impact of the financial and economic crises on shipbuilding and the future of the programme LeaderSHIP 2015

To mitigate the effects of the financial and economic crises on shipbuilding, the EU is taking steps to ensure a global level playing field, as state aid and support policies in other parts of the world are not as strict as in Europe. The Commission is pushing for a global shipbuilding agreement with enforceable disciplines for subsidies and prices in the framework of the OECD. Work on a guarantee scheme is also gaining in importance, since investors have become more reluctant.

LeaderSHIP 2015, presented in 2003, is the EU shipbuilding sector's response to competitive challenges up to 2015<sup>[76]</sup>. It addresses establishing a level playing field in world shipbuilding, improving RTD and innovation investment, developing advanced financing and guarantee schemes, promoting safer and more environment-friendly ships, developing a European approach to naval shipbuilding needs, protecting intellectual property rights, securing access to a skilled workforce, and building a sustainable industry structure.

In 2007 the Commission issued a progress report on the LeaderSHIP 2015 initiative<sup>[77]</sup>.

Halfway through the LeaderSHIP agenda, and in the face of the crisis, the challenges under LeaderSHIP 2015 are being reviewed. To this end, a high-level meeting between the Commission, Member States ministers and senior industry representatives was held in Bremerhaven on 11 September 2009.

76 [http://ec.europa.eu/enterprise/sectors/maritime/documents/shipbuilding/index\\_en.htm](http://ec.europa.eu/enterprise/sectors/maritime/documents/shipbuilding/index_en.htm)

77 COM(2007) 220 final of 25.04.2007.

#### IV-17 Study 'The role of Maritime Clusters to enhance the strength and development in maritime sectors' (cluster study)

Under the EU's Integrated Maritime Policy, the Commission encourages the formation of multi-sectoral clusters and promotes networking among maritime clusters<sup>[78]</sup>. In this context, the study on the role of maritime clusters aimed to identify the location of maritime activities and the characteristics of maritime cluster organisations with a view to create an evidence-base and a better understanding of the functioning of clusters.

The study mapped the maritime clusters within Europe based on the methodology developed for the European Cluster Observatory<sup>[79]</sup>. It covered a range of sea-related activities, including maritime transport, offshore energy, maritime manufacturing, fisheries and tourism. It analysed key features of maritime clusters, including strengths, opportunities, weaknesses and threats of various cluster approaches, trends and policies and provided recommendations on future policy steps.

The study results show that maritime activities in Europe account for a production value of some € 450 billion and direct added value of € 186,8 billion. About 4,78 million persons are directly employed in these sectors. In most European countries with a high concentration of maritime activities, maritime cluster organisations are already active.

These clusters vary in terms of leadership, membership and organisational matters, but in spite of their differences, they tend to be set up for similar reasons, namely to increase competitiveness, promote the maritime sectors and coordinate their activities. In light of that, clusters can benefit from cooperation at European level to discuss best practice and lessons learned.

Seven countries (Malta, Cyprus, Estonia, Latvia, Denmark, Greece and Norway) show a relatively high importance of maritime activities in their national economy, with more than 3 % of maritime added value in national GDP and more than 5 % of maritime jobs (the EU averages). The strongest concentration of activities in the traditional maritime sectors occurs in the North Sea region, followed, in the Mediterranean, by Southern France and North West Italy. Tourism activities are mostly concentrated in the Mediterranean and the UK South coast. Fisheries presence is strongest in the Atlantic and (especially in terms of employment) in the Baltic States.

In most European countries with a high concentration of maritime activities (in terms of value added and employment), maritime cluster organisations are already active. Most of them are privately driven, whereas others are government driven; some are the result of a joint effort. Regional clusters exist in e.g. France, the UK, Germany and Norway. Traditional maritime and offshore activities tend to be represented across the board; in some cases fisheries and tourism are also included.

The Commission also undertakes activities in support of clusters under its innovation policy.

#### IV-18 Workshop on Maritime Clusters in landlocked countries

On 27 April 2009 the Czech Presidency and the European Commission held an international conference and workshop on Maritime Clusters in Landlocked Countries<sup>[80]</sup>. The event was staged in the context of the European Maritime Day 2009 and it was the first event ever addressing the maritime supply chain in landlocked EU countries.

The Prague conference brought together about 100 delegates from the private sector and public authorities

78 [http://ec.europa.eu/maritimeaffairs/clusters\\_en.html](http://ec.europa.eu/maritimeaffairs/clusters_en.html)

79 <http://www.clusterobservatory.eu>

80 <http://www.cz2009.eu/event/1/3312>

of the EU Member States. The conference primarily addressed the question how landlocked EU countries can contribute as subcontractors to the innovative development of the maritime industry in Europe. Concrete examples from maritime engineering and logistics show that initiatives in the maritime sector in landlocked countries have potential and could be very successful. The opportunities offered by the maritime industry are far from limited to coastal regions. Examples in Austria and Luxembourg as well as the activities of Czech engineering companies show that there is also a potential for developing compact networks of maritime subcontractors in countries without a coastline.

#### IV-19 Prolongation of the existing State aid rules for shipbuilding

On 3 July 2008 European Commission has prolonged the Framework on State aid rules for shipbuilding for three more years, until 31 December 2011<sup>[81]</sup>. This extension follows an earlier extension in 2006.

The Commission has concluded that the Framework, which came into effect on 1 January 2004, has been applied without any problems and does not need to be revised at this stage. The Framework's main principle is that horizontal state aid rules apply to shipbuilding except where specific provisions apply that reflect the specific characteristics of the shipbuilding industry and market. The specific provisions contained in the Framework concern regional aid, closure aid, export credits, development aid, employment aid and aid for research, development and innovation. The Framework's rules on innovation aid are specific to the shipbuilding industry and as yet have limited application. The Commission wishes to continue applying these rules and assess their impact on fostering innovation in the sector<sup>[82]</sup>.

#### IV-20 Competition and State aid rules for maritime transport

The competitiveness of Maritime Transport is fostered not only by Transport Policy and technical and economic developments, but also by EU competition and State aid rules.

With effect from 18 October 2008, the exemption for liner conferences contained in Council Regulation (EEC) No 4056/86 was repealed by Council Regulation (EC) No 1419/2006<sup>[83]</sup> as the four cumulative conditions for exempting agreements, decisions and concerted practices under Article 81(3) EC were no longer met. This means that liner conference activities such as price fixing and capacity regulation previously allowed by that regulation are no longer block exempted. In order to assist firms with this transition, the Commission adopted Guidelines on the application of Article 81 of the EC Treaty to maritime transport services on 1 July 2008<sup>[84]</sup>.

Regulation (EC) No 1419/2006 also extended the scope of Regulation (EC) No 1/2003 so as to include cabotage and tramp vessel services. This means that the Commission now has the normal enforcement powers at its disposal when applying the competition rules to firms operating in these areas.

Council Regulation (EC) No 246/2009 of 26 February 2009 on the application of Article 81(3) of the Treaty to certain categories of agreements, decisions and concerted practices between liner shipping companies (consortia) replaced Council Regulation (EEC) No 479/92 which empowers the Commission to adopt block exemption regulations in this area<sup>[85]</sup>.

81 See Commission press release IP/08/1097.

82 Individual state aid decisions can be consulted on-line: [http://ec.europa.eu/competition/state\\_aid/register](http://ec.europa.eu/competition/state_aid/register)

83 OJ L 269, 28.9.2006, p.1.

84 OJ C 245, 26.09.2008, p.2.

85 OJ L 79, 25.3.2009, p.1.

On 28 September 2009 the Commission adopted Regulation (EC) No 906/2009 on the application of Article 81(3) of the Treaty to certain categories of agreements, decisions and concerted practices between liner shipping companies (consortia) which allows operational co-operation to provide a joint liner shipping service subject to certain conditions. This regulation renews the block exemption provided in Commission Regulation (EC) No 823/2000 which expires on 25 April 2010, for a further 5 years.

The Commission scrutinises aid schemes throughout the maritime transport sector<sup>[86]</sup> in order to maintain a level playing field within Europe<sup>[87]</sup>. Member States and firms operating in this sector are assisted by specific State aid guidelines<sup>[88]</sup>. These guidelines are due to be reviewed in 2011-2012. In the meantime, the Commission has adopted two communications in this field in order to complement the existing guidelines, one on motorways of the sea<sup>[89]</sup> and one on ship management companies<sup>[90]</sup>.

#### IV-21 Antitrust investigations in the ship classification sector

In January 2008 Commission officials carried out unannounced inspections at the premises of several providers of ship classification services and an association of such providers. The Commission had reason to believe that the companies and the association concerned may have violated the competition rules of the EC Treaty and the EEA Agreement that outlaw restrictive business practices. The fact that the European Commission carries out such inspections does not mean that the companies or association are

guilty of anti-competitive behaviour nor does it prejudge the outcome of the investigation itself.

In June 2009 the European Commission invited comments from interested parties on commitments offered by the International Association of Classification Societies (IACS) to meet concerns that it may have infringed Article 81 of the EC Treaty and Article 53 of the EEA Agreement, prohibiting restrictive business practices. The Commission's concerns related to the ship classification market, in particular that IACS prevented classification societies which are not members of IACS from joining IACS, from participating in IACS' technical working groups and from accessing technical background documents. To address these concerns, IACS proposed a series of commitments, including the establishment of qualitative membership criteria and guidance for their application, the possibility for non-IACS classification societies to participate in IACS' working groups and full access to IACS' technical resolutions and related background documents. A summary of the commitments accepted by the Commission has been published in the EU Official Journal<sup>[91]</sup>. Following a period of market testing, the Commission has now adopted a decision under Article 9(1) of Regulation 1/2003, making the commitments legally binding on IACS.

#### IV-22 Study on tourist facilities in ports

Following the Action Plan on Integrated Maritime Policy, the Commission launched an external study to analyse the benefits for ports to invest in infrastructure and facilities for receiving tourists, notably through cruise tourism. This study examined the

86 Including towage and dredging activities.

87 Individual decisions 2007-2009 are available at: [http://ec.europa.eu/transport/stateaid/decisions\\_en.htm](http://ec.europa.eu/transport/stateaid/decisions_en.htm)

88 Community guidelines on State aid to maritime transport, OJ C 13, 17.1.2004, p.3. These provide for example that State aid given in respect of the social contributions of community seafarers can only be given to those working on vessels registered in the EU Member States.

89 Communication from the Commission providing guidance on State aid complementary to Community funding for the launching of the motorways of the sea, OJ C 317, 12.12.2008, p.10.

90 Communication providing guidance on State aid to ship management companies, OJ C 132, 11.6.2009, p.6.

91 OJ C 131 of 10 June 2009.

potential benefits and risks associated with such investments from a market perspective as well as the impact of costs to comply with environmental legislation and of measures to ensure sustainable development. The study results allow coastal regions to better understand the economics of the cruise sector and make informed investment decisions.

The lack of clarity about the real benefit of tourist facilities in ports may leave an important source of income and job creation for ports and tourism businesses in coastal regions and islands untapped. In view of this, the study sought the answers about the real benefits and costs of investing in tourist facilities in ports in the light of promoting quality of life and competitiveness in maritime regions. It provides an overview of the additional costs to comply with environmental obligations in relation to building tourist facilities in ports and the added value of investments in sustainable infrastructure and equipment (e.g. the use of shore-side electricity<sup>92</sup>).

The study also estimated the economic rationale for investing in tourism facilities in ports, on the basis of existing good practices, market trends and SWOT (strength and weaknesses, opportunities and risks) analysis. The parameters analysed included e.g. berths, terminals, guides, excursions, hospitality services, shops, tug boat and land transport services, berthing fees and taxes.

The study developed an indicator estimating return on investments for ports and tourism operators in their surroundings. This indicator calculates the average European return on investment for every 1€ spent, taking into consideration the direct, indirect and induced – positive and negative- economic impacts (notably in terms of growth and job creation) on the port infrastructure. In case of significant differences between the various sea basins, the European indicator is complemented with region-specific information.

## IV-23 Air pollution and GHG emissions from ships

Whilst shipping is a relatively clean mode of transport, based on actual transport performance, emissions from ships are a problem in absolute terms. The Commission gives particular importance to this problem.

The 58<sup>th</sup> meeting of the IMO's Marine Environment Protection Committee (MEPC)<sup>93</sup> was held in October 2008. It was considered successful in that modifications to MARPOL (1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978), Annex VI (Prevention of air pollution from ships), were unanimously adopted by the MEPC. These modifications cover sulphur oxides (SO<sub>x</sub>) and nitrogen oxides (NO<sub>x</sub>). The revised Annex VI will enter into force on 1 July 2010. The Commission plans to present a proposal to amend Directive 1999/32/EC on the sulphur content of certain liquid fuels in 2010. The amendment will, among other things, implement the amendments to MARPOL Annex VI adopted in October 2008.

To support the amendment, a number of studies have been carried out, or will be soon, in order to provide insight into a number of issues relating to the proposal for the sulphur content of certain liquid fuels, including a cost-benefit analysis and a study on the impact of the IMO agreement and additional measures in terms of the effects on refineries and the availability of fuels. The relevant parts of these studies will be incorporated in the Impact Assessment to accompany the proposal to amend the Directive.

A Commission proposal on GHG emissions from freight transport (including shipping) is included in the Commission's Annual Policy Strategy (APS) for 2009. The Commission has a strong preference

92 See also the Commission recommendation on the promotion of shore-side electricity for use by ships at berth in Community ports (2006/339/EC).

93 [http://www.imo.org/Environment/mainframe.asp?topic\\_id=197](http://www.imo.org/Environment/mainframe.asp?topic_id=197)

for a global solution. However, in the absence of significant progress achieved by 31 December 2011 in the International Maritime Organisation (IMO), the Commission should make a new proposal for European action with the aim of its entry into force by 2013. An initiative on how to reduce GHG emissions from ships was taken at the 59<sup>th</sup> meeting of the MEPC in July 2009. This is done in the context of the post-Kyoto 2012 agreement on climate change, to be adopted at the end of 2009 in Copenhagen.

With regard to GHG emissions from ships the Commission launched a second study in order to assess and evaluate the policy options proposed by a first study conducted in 2006 (CE Delft)<sup>[94]</sup> and to provide technical support for European action to reduce GHG emissions from shipping if there is no global agreement to reduce GHG emissions. All action options are still under consideration, including an option for the inclusion of shipping in the Emission Trading Scheme (ETS) has become clear. Industry has been asked to outline green technology solutions that could also be helpful in creating new market opportunities for the EU shipbuilding industry in the face of the economic crisis.

#### IV-24 Communication on 'An EU Strategy for better ship dismantling' – COM(2008) 767 final of 19.11.2008

The European Commission has developed various policy documents to support the environmentally sound management of ship dismantling. On 22 May 2007, the European Commission adopted a Green Paper<sup>[95]</sup> on better ship dismantling.

On 19 November 2008 a Communication on 'An EU strategy for better ship dismantling' was adopted

by the Commission further to the Maritime Policy Action Plan.

Both policy documents have been followed by discussions with stakeholders on the basis of the options proposed therein. The general objective of the Strategy is to ensure that ships with a strong link to the EU in terms of flag or ownership are dismantled only in safe and environmentally sound facilities worldwide. The Strategy aims to support and supplement the IMO Ship Recycling Convention<sup>[96]</sup>, particularly for the interim period, until this Convention enters into force. The convention was adopted by a diplomatic conference held in Hong Kong in May 2009 and is now awaiting ratification. Other European institutions, such as the European Parliament and the European Economic and Social Committee, have adopted opinions on these documents.

The Strategy also proposes measures to encourage voluntary action by the shipping industry and better enforcement of current EU waste shipment law. The Commission is to further assess the feasibility of certain instruments which may assist in ensuring a better ship dismantling, such as a certification and audit scheme for ship recycling facilities, and a ship dismantling fund.

#### IV-25 Green paper on the Common Fisheries Policy – COM(2009) 163 final of 22.04.2009 and reform of the fisheries control regulation

The Green Paper on the Reform of the Common Fisheries Policy (CFP) was adopted in April 2009. It launched a public consultation until 31 December 2009 as a basis for formulating reform proposals in the course of 2010. The Green Paper highlights the urgent need for a fundamental reform of the CFP.

94 CE Delft et al.: 'Greenhouse Gas Emissions for Shipping and Implementation for the Marine Fuel Sulphur Directive', Publication number 06 4103 61.

95 COM(2007) 269 final of 22.05.2007.

96 See here: [http://www.imo.org/About/mainframe.asp?topic\\_id=1773&doc\\_id=11368](http://www.imo.org/About/mainframe.asp?topic_id=1773&doc_id=11368)

It sets out the key shortcomings of the Common Fisheries Policy so far, and asks questions on how to address them. The areas that are to be tackled include fleet overcapacity, a lack of clear objectives of the policy and a decision framework prone to ignore long term core principles. Questions are also asked as to how to encourage the industry to take more responsibility in implementing the CFP and how to create a culture of compliance.

Key options for the improvement of fisheries management are discussed, including the option of a differentiated regime to protect small scale coastal fleets, how to maximise revenue from fisheries and ensure viability, how to deal with the principle of relative stability and how to regulate better trade and markets.

Among other things, this debate should cover links with the IMP and the relationship between fisheries and regional development, spatial planning, economic and social issues, environmental protection and climate change.

The proposal of the Commission on the reform of the Fisheries Control Regulation contains important provisions of relevance to the integration of surveillance of the seas. It was adopted by the Commission in November 2008<sup>(97)</sup>.

#### IV-26 Regulation against Illegal, Unregulated and Unreported (IUU) fishing

The Regulation against Illegal, Unregulated and Unreported (IUU) Fishing was adopted on 29 September 2008<sup>(98)</sup>. This regulation introduces a system of import controls and catch certification unique in the world which ensures that fish put on the EU

market are legally fished. The system of enforcement, in cooperation with third countries and EU customs authorities, is presently being set up, with a view to its entry into force on 1 January 2010.

At this point in time, the EU will be the only entity world wide with a comprehensive system to fight Illegal, Unregulated and Unreported Fisheries. Implementing rules have been adopted by the European Commission in September 2009. Numerous seminars with third countries have been organised, covering all the oceans, in order to ensure a smooth implementation, which will require a cross sectoral cooperation among customs and fisheries authorities.

#### IV-27 Actions against destructive fishing practices

The implementation of the 2006 UN General Assembly Resolution on the protection of fragile high-seas ecosystems has prompted Regional Fisheries Management Organisations (RFMOs) to adopt new regimes for the management of bottom fishing in high seas under their responsibility (e.g. new rules were adopted in NAFO in May 2008 and discussed in NEAFC in July 2008). For high-seas areas not covered by any RFMO, the proposal for a Regulation on destructive fishing practices in the high seas and the protection of vulnerable deep-sea ecosystems, presented in October 2007<sup>(99)</sup>, was adopted by the Council in June 2008<sup>(100)</sup>.

In this context, it is noteworthy that with the adoption of that Regulation, the European Community is the only entity to have adopted a Regulation on the protection of vulnerable marine ecosystems in the high seas from the adverse impacts of bottom fishing gears<sup>(101)</sup>.

97 COM(2008) 721 final of 14.11.2008; see also [http://ec.europa.eu/fisheries/cfp/control\\_enforcement/reform\\_control\\_en.htm](http://ec.europa.eu/fisheries/cfp/control_enforcement/reform_control_en.htm)

98 Council Regulation No 1005/2008, OJ L/286/1 of 29.09.2008.

99 COM(2007) 604 and COM(2007) 605 of 17.10.07.

100 Council Regulation No 734/2008, OJ L/201/8 of 15.07.08.

101 Regulation (EC) N° 734/2008.

## IV-28 Guardians of the Sea

A Commission initiative on Guardians of the Sea could provide support for Common Fisheries Policy reform by addressing what possibilities there are for fishermen to contribute to the sustainable use of the seas and, at the same time, reduce fishing activities. The Commission is reflecting on how to take this initiative forward.

## IV-29 Community initiatives for the protection of marine biodiversity

The EU continues to call for an integrated approach to protect marine biodiversity in areas beyond national jurisdiction, and tabled an ambitious set of proposals to this end at the informal UN meeting on this matter from 28 April to 2 May 2008.

Further discussions took place at the Convention on Biological Diversity (CBD) in May 2008 and in November 2008 on the protection of marine biodiversity in connection with the UNGA Resolution on Sustainable Fisheries. Since the objective of creating a representative network of Marine Protected Areas is far from being achieved, work therefore continued on the elaboration of scientific criteria for the identification and establishment of Marine Protected Areas both in areas within and beyond national jurisdiction,

as well as on impact assessment in areas beyond national jurisdiction and on restrictions on certain practices that are likely to damage marine biodiversity such as ocean fertilisation. A Communication on the role of the Common Fisheries Policy in implementing an ecosystem approach to marine management was adopted on 11 April 2008<sup>[102]</sup>.

Since 2006, the Commission has taken the lead in ensuring a coordinated EU position on whaling, in particular within the IWC. In March 2009 the Council has established its position with regard to proposals for amendments to the International Convention on the Regulation of Whaling and its schedule<sup>[103]</sup>. The Commission will continue to strongly support all initiatives that aim to ensure a high level of protection for all species of cetaceans.

In February 2009<sup>[104]</sup>, the Commission has approved Action plan for the Conservation and Management of Sharks, based on the International Plan of Action adopted by FAO in 1999.

On marine Natura 2000 sites, in particular offshore, a first assessment seminar took place in March 2009 for the Atlantic marine region. The Commission will continue to monitor the efforts undertaken by the Member States in order to complete Natura 2000 in the marine in the light of previous commitments.

102 COM[2008] 187 final of 11.04.2008.

103 COM[2008] 711 final of 6.11.2008.

104 COM[2009] 40 final of 5.02.2009.

## V. Building a knowledge and innovation base for the maritime policy

### V-1 European marine and maritime research

An integrated approach to Maritime Policy in the EU requires an interdisciplinary scientific and technological knowledge base. Thus, the European Commission has committed to developing a Marine and Maritime Research Strategy, in partnership with Member States and stakeholders.

The first milestone of this action has been the adoption of the Communication on a European Strategy for Marine and Maritime Research<sup>(105)</sup> (see V-2). The aim of the research strategy is to propose the means to create better integration between marine and maritime research. The role of the European Commission in the implementation of this strategy is: i) to make full use of all Community instruments, including the 7th Research Framework Programme, as leverage to achieve the objectives of the strategy; ii) to facilitate a coordinated approach between Member States contributing to the objectives of the strategy; iii) to oversee the implementation and continuous adaptation of the strategy, in partnership with Member States and the marine and maritime scientific communities. The launch of the European Maritime Observation and Data Network (EMOD-NET) in November 2009 is an integral component of the strategy.

Under FP7, an estimated EC-contribution of 424 million € has been dedicated so far to 115 projects

concerning marine and maritime issues, through calls for proposals launched in 2007 and 2008 by the different Cooperation themes concerned: Food, Agriculture and Fisheries and Biotechnology – Energy – Environment (including climate change) – Transport.

### V-2 Communication on a Marine and Maritime Research Strategy – COM(2008) 534 final of 3.09.2008

Further to the Action Plan, this Communication was adopted on 3 September 2008. The Competitiveness Council, in its conclusions on the strategy in December 2008<sup>(106)</sup>, essentially endorsed the Communication and its foreseen actions. The Council welcomed the Communication as important for sustainable economic development and management of the seas and oceans, noting that it addresses the complexity of marine and maritime research and puts forward an innovative model of governance for this research field.

The Council furthermore endorsed the aims, which are to boost the overall potential of European marine and maritime research and to reduce its fragmentation through increased integration and through cooperation between all actors in this area in the EU and internationally. It recognised that the proposed strategy represents significant progress towards the development of a European Research

105 COM(2008) 534 final of 3.09.2008.

106 Council document 16019/08.

Area (ERA). The strategy calls for actions to be implemented in cooperation with stakeholders and Member States through a partnership approach.

#### Development of the Implementation plan

The implementation phase of the marine and maritime research strategy initiated shortly after its adoption by the Commission. The roadmap for the implementation has been finalised in May 2009. The roadmap contains the actions foreseen to implement the strategy. The most immediate actions include: the organisation of an expert group on marine research infrastructures; identifying funding opportunities for research infrastructures, particularly with structural funds; streamlining existing ERA-Nets into a single large one; use CIP to boost eco-innovation and knowledge transfer; make use of the 'Regions of knowledge' initiative to promote regional maritime clusters; promote partnership in regional basins and international scientific cooperation.

#### Integration across scientific disciplines

The first actions carried out under the implementation of the strategy mainly concern the integration across scientific disciplines.

**A coordinated call for proposals with a view of promoting a 'sustainable use of seas and oceans' has been launched in 2008 (WP 2009) within three different thematic priorities (Food, Agriculture and Fisheries and Biotechnology; Environment including climate change; Energy), through the following topics:**

- In theme 2 (Food, Agriculture and Fisheries, and Biotechnology): Integration of aquaculture and fisheries in the coastal zone; Importance of foraging fish in the ecosystem; Biomass from micro- and macro-algae for industrial applications.

- In theme 5 (Energy): Deep off-shore multi-purpose renewable energy conversion platforms for wind/ocean energy conversion; Coordination action on off-shore renewable energy conversion platforms; Algal and other suitable non-food aquatic biomass feedstock for second generation bio-fuel production.
- In theme 6 (Environment including climate change): Options for ecosystem based management; Towards integrated European marine research strategy and programmes; Support to 'Maritime Partnership'; Integrated coastal zone management; Climate change impacts on the marine environment: research results and public perception.

In WP2010, for the first time, a specific cross-thematic call on ocean management<sup>[107]</sup> has been launched with an indicative budget of €34 million. The call involves various cooperation themes: Theme 2 – Food, Agriculture and Fisheries, and Biotechnology, Theme 5 – Energy, Theme 6 – Environment (including climate change), Theme 7 – Transport and Theme 8 – Socio-economic sciences and Humanities. It aims to fund large multidisciplinary research projects involving partners from different countries and research fields.

#### Marine and Maritime Research Infrastructures

**At the level of research infrastructures, the European Strategy Forum on Research Infrastructures (ESFRI) has updated in 2008<sup>[108]</sup> its roadmap which defines the scientific needs for research Infrastructure.**

107 'The ocean of tomorrow: joining research forces to meet challenges in ocean management'.

108 ESFRI, 2008. European Roadmap for research infrastructures – roadmap 2008.

**The ESFRI roadmap contains 5 marine-related research infrastructures:**

- Aurora Borealis (European Research Icebreaker with Deep-Sea Drilling Capability)<sup>(109)</sup>.
- EMSO (European Multidisciplinary Seafloor Observation)<sup>(110)</sup>.
- Euro-Argo (global array of floats throughout the ice-free areas of the deep ocean)<sup>(111)</sup>.
- Lifewatch (e-Science and Technology Infrastructure for Biodiversity Research)<sup>(112)</sup>.
- EMBRC (European Marine Biological Resource Centre)<sup>(113)</sup>.

In addition, the commission of a study on the financing opportunities under structural funds for marine and maritime research infrastructures and the set up of an expert group on the financing of marine and maritime research infrastructures, are foreseen in the second half of 2009.

109 <http://www.eri-aurora-borealis.eu>

110 <http://www.esonet-emso.org>

111 <http://www.euro-argo.eu>

112 <http://www.lifewatch.eu>

113 <http://www.embrc.eu>

## VI. Delivering the highest quality of life in coastal regions

### VI-1 Adapting to Climate Change – COM(2009) 147 final of 1.04.2009

The White Paper on Adapting to the Climate Change was adopted on 2 April 2009 in time for the Informal Environmental Council in April. The document points at the need for an economic perspective in EU adaptation policy to allocate resources between different adaptation strategies efficiently. It highlights that climate change effects and impacts

will be severe on the coasts and marine ecosystems and therefore it directly relates to the IMP<sup>(114)</sup>.

The White Paper acknowledges the severe impacts to be suffered by certain regions and sectors as consequence of climate change and gives special attention to coastal and marine environments. The strategy proposed in the White Paper commits the Commission to ensure that adaptation in coastal and marine areas is taken into account in the

114 See p.4 of the White Paper: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2009:0147:FIN:EN:PDF>

framework of the Integrated Maritime Policy, in the implementation of the Marine Strategy Framework Directive and in the reform of the Common Fisheries Policy.

The EU is also working with developing countries to facilitate effective adaptation policies. The EU will support developing countries, in particular Least Developed Countries (LDCs) and Small Island Developing States (SIDS), through the Global Climate Change Alliance (GCCA), launched in 2008 and through other programmes.

Special attention will be given to supporting adaptation measures to sea related impacts of climate change on SIDS. The Commission will contribute to exchange of best practices in this respect through the Global Forum for Oceans, Coasts and Islands.

## VI-2 Study on 'The Economics of Climate Change Adaptation in EU Coastal Areas'

The Commission conducted a study on the 'Economics of climate change adaptation in EU coastal areas' in the framework of the series of 'Socio-economic studies in the field of Maritime Affairs'<sup>(115)</sup>. The study provides insights in the state-of-play and financial dimension of the actions undertaken to prepare Europe's coastal zones as well as the outermost regions for the effects of climate change. Furthermore, this study compares the different climate change adaptation aspects from an empirical perspective with results drawn from dedicated scientific literature. The Study includes 23 specific reports for each of the 22 coastal Member States and the Outermost Regions. A comprehensive compilation of documentation on climate change adaptation in coastal and marine areas can be found in an on-line library, including specific information for each coastal Member State and the Outermost Regions.

### In the empirical investigation, information was systematically collected on:

- Climate change vulnerability of European coastal areas.
- Level of responsibility and key actors.
- Adaptation plans and practices in European coastal areas at (sub-) national level.
- Coastal protection and climate change adaptation expenditure in European coastal areas at (sub-) national level for the period 1998-2015.

Based on the analysis carried out, the study makes a number of recommendations.

The Commission is analysing the study results and will, together with Member States, determine the possible follow-up.

## VI-3 Community approach on the prevention of natural and man-made disasters – COM(2009) 82 final of 23.02.2009

As foreseen in chapter 6.3 of the AP – Action on Mitigation and Adaptation to Climate Change – the Commission is developing a Disaster Prevention Strategy. In order to improve the consistency and comprehensiveness of preventive action at EU level, and following a broad stakeholder consultation process, the Commission adopted in February 2009 a Communication on the Community approach to reducing the impact of natural and man-made disasters within the EU.

The Communication focuses on areas where a common approach is more effective than separate

115 [http://ec.europa.eu/maritimeaffairs/climate\\_change\\_en.html](http://ec.europa.eu/maritimeaffairs/climate_change_en.html)

national approaches, such as developing knowledge, linking actors and policies, and improving the performance of existing Community disaster prevention instruments. Specific reference is made to floods (also coastal floods<sup>(116)</sup>) and the previous Communication on this particular natural risk<sup>(117)</sup>.

## VI-4 Annual bathing water reports

On 11 June 2009 the Commission and the European Environment Agency presented the annual bathing water report<sup>(118)</sup> which revealed that the large majority of bathing sites across the European Union met EU hygiene standards in 2008. During that bathing season some 96 % of coastal bathing areas and 92 % of bathing sites in rivers and lakes complied with minimum standards. The report provides useful water quality information for the millions of people who visit Europe's beaches every summer.

In 2008 the number of bathing waters monitored increased by some 75 sites. Of the 21 400 bathing areas monitored throughout the European Union in 2008 two thirds were on the coast and the rest were along rivers and lakes. The overall quality of bathing waters in the EU has markedly improved since 1990. Compliance with mandatory values (minimum quality requirements) increased over the 1990 to 2008 period from 80 % to 96 % and from 52 % to 92 % in coastal and inland waters respectively. From 2007 to 2008 compliance increased both for inland and coastal waters (1.1 and 3.3 percentage points respectively). To determine their quality bathing waters are tested against a number of physical, chemical and

microbiological parameters for which the Bathing Water Directive<sup>(119)</sup> sets out mandatory values. Member States must comply with the mandatory values but may adopt the stricter standards and non-binding guide values.

In 2006 a new bathing water directive<sup>(120)</sup> took effect which updated the parameters and monitoring provisions in line with the latest scientific knowledge. The new Directive places greater emphasis on providing information to the public on the quality of bathing areas. Member States have until 2015 to fully implement the new Directive but twelve Member States (Cyprus, Denmark, Estonia, Finland, Germany, Hungary, Latvia, Lithuania, Luxembourg, Slovakia, Spain and Sweden) already monitored their bathing areas during the 2008 bathing season according to the parameters of the new Directive.

## VI-5 Database on projects in maritime regions

As foreseen in the IMP Action Plan, the Commission is setting up a database on projects in Maritime regions. The collection of the necessary data to fill the database is advancing well and will be completed by end of 2009. Europe's coastal regions have been active in developing projects to strengthen their maritime economy and its sustainable development, which have benefited from support of EU funds. The Commission considers that more transparency on projects funded by the EU funds would provide a good source of inspiration for coastal regions in their future regional development strategies.

116 See p.7 of the Communication: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2009:0082:FIN:EN:PDF>

117 Directive 2007/60/EC on the assessment and management of flood risks.

118 [http://ec.europa.eu/environment/water/water-bathing/report\\_2009.html](http://ec.europa.eu/environment/water/water-bathing/report_2009.html)

119 Directive 76/160/EEC on the quality of bathing water.

120 Directive 2006/7/EC on the management of bathing water quality.

# VII. Promoting Europe's leadership in international maritime affairs

## VII-1 Assessment of the EU's profile in international maritime fora

The Commission has agreed to undertake an assessment of the situation of the EU's role in international maritime organisations.

In 2008, it commissioned a study on this subject to provide an overview of how the relevant interests of the EC and its Member States are represented and promoted in the maritime international organisations. The results of the study were made available mid-2009. This study will feed into a policy document on the international dimension of the IMP, which should also cover dialogue on maritime issues with strategic partners.

## VII-2 Communication 'Developing the international dimension of the Integrated Maritime Policy of the European Union' – COM (2009) 536 final of 14.10.2009

The overall objective of this policy document is to set out ways of promoting the role played by the EU in international maritime affairs through better coordination of European interests in key international fora and inclusion of maritime matters in dialogues with strategic partners in order to work towards more efficient international governance of maritime affairs and effective enforcement of international maritime law.

## VII-3 Commission initiatives for the prevention and suppression of maritime piracy

Piracy and other forms of organised crime at sea are of great concern to the Commission, as maritime transport carries 80 % of world trade and 40 % of the world's merchant fleet is controlled by companies from EU Member States. The EU has been heavily involved in the fight against piracy off the coast of Somalia.

Maritime security under Regulation (EC) No. 725/2004<sup>[121]</sup>, and in particular preventive measures against piracy and armed robbery at sea, are a matter of Community competence, notably by virtue of article 1, article 1.2, article 2.5, article 2.13 as well as recital 2 and recital 5 of the said Regulation. Therefore preventive measures against those threats must deserve an univocal effort from the Community and its Member States in close liaison with the lessons learned notably by the shipping industry

Operation EU NAVFOR Atalanta<sup>[122]</sup>, the first EU naval operation ever, which is based on UN Security Council Resolutions 1816 and 1846, has since December 2008 escorted more than 125 000 tonnes of humanitarian supplies to Somalia, and contributed to the protection of vulnerable shipping and shipments of the African Union Mission in Somalia. The naval operation is only part of a comprehensive package of measures aimed at improving security and institution-building in Somalia on a long-term basis. The duration of the Operation Atalanta was initially set

121 OJ L 129, 29.4.2008.

122 <http://www.consilium.europa.eu/showPage.aspx?id=1518&lang=en>

for 12 months after reaching the Initial Operational Capability (IOC) on 13 December 2008. The end date rather than end state approach has been selected, thus recognising that enduring suppression of piracy and armed robbery is not a realistic objective for a Naval Force. The Council, recognising the success of the operation, agreed on 15 June 2009 that mandate should be extended for one year from its current end date of 13 December 2009<sup>123</sup>.

The Commission supports the efforts of the International Maritime Organisation to help coastal States address the problem. In particular, an important sub-regional meeting was held in January 2009 in Djibouti and resulted in the adoption of a Code of Conduct (CoC) concerning the repression of piracy and armed robbery in the Western Indian Ocean and the Gulf of Aden. Pursuant the Djibouti Code of Conduct the Commission will co-fund the establishment of the Information Sharing Centre in Sana'a and the Training Centre in Djibouti. The EU's support pledged at the Donors' Conference on 23 April 2009 for the Somali police forces and AMISOM also demonstrates the comprehensive EU commitment to addressing the root causes of piracy. Moreover, the Commission actively participates in the reviewing process of the relevant IMO instruments. It has been directly involved in the exercise of drafting the new texts of the anti-piracy related recommendations and guidelines. It also steered the process in order to reach an agreed community position on the documents at stake in that forum and contributed to the positive results achieved in the Maritime Safety Committee.

In order to define possible measures, to ensure that its efforts and messages on the international scene are coherent and consistent, and to guarantee the best possible coordination and consultation within its services, the Commission has set up an Informal Working Group (IWG) on piracy, which meets regularly. In addition, the Commission has agreed a 2009-2011 programme to be funded from the Instrument for Stability to deal with security issues in some 'critical maritime routes', including the Horn of Africa region. In parallel, further to its Resolution of 23 October 2008 on piracy, the European

Parliament has secured an amount of €1 million for projects to combat piracy. To this end, a pilot project on piracy is to be launched.

A high-level meeting with leading figures from the European maritime sector addressing piracy and armed robbery has been held in January 2009. Furthermore, in the aim of enhancing awareness of the maritime cluster and disseminating best practices amongst stakeholders a seminar on maritime security in the framework of the ASEAN Regional Forum (ARF) and a high-level meeting on the piracy's impact on the human element have been scheduled for the last quarter of this year. Several United Nations Security Council resolutions in 2008 authorised the international community, with the permission of the Somali transitional federal government (TFG), to fight piracy in Somali territory by land, sea and air. Following the transfer agreement with Kenya, suspected pirates apprehended by Atalanta are transferred for trial to Kenya. In the wake of attacks that took place in the EEZ of Seychelles, the Council has decided to amend the area of operations of Atalanta to also include the Seychelles. The modalities for a transfer agreement for piracy trials with the Seychelles are also underway.

Following UN Security Council Resolution 1851 the Contact Group on piracy off the coast of Somalia was established in January as an international cooperation mechanism to act as a common point of contact for combating piracy and a centre in the region to coordinate relevant information. It includes countries, organisations (UN, IMO, EU, AU, Arab League) and industry affected by or fighting piracy. It has four Working Groups on: (1) military coordination; (2) legal aspects; (3) self protection measures; (4) public outreach policy. The last meeting of the Contact Group took place on 29 May in UN premises in New York. Commission participates in the plenary meetings and the meetings of first, third and fourth Working Group.

### Communication on the European Union and the Arctic Region

This issue is covered in the chapter II-1 above on 'Activities in relation to the sea basins' above.

123 [http://www.consilium.europa.eu/uedocs/cms\\_data/docs/pressdata/en/esdp/108482.pdf](http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/esdp/108482.pdf)

## VIII. Raising the visibility of maritime Europe

### VIII-1 European Maritime Day (EMD) 2008 and 2009

The European Maritime Day was officially proclaimed by Presidents of the Commission, European Parliament and European Council in Strasbourg on 20 May 2008 through a tripartite declaration<sup>(124)</sup>. It shows the importance of the sea and oceans for everyday life, both in coastal communities and across Europe as a whole. It also highlights the opportunities and the challenges currently facing maritime regions and sectors: from tourism and fisheries to maritime transport and climate change.

The first edition of the stakeholder conference was held in Brussels on 19 and 20 May 2008. More than 400 participants were discussing two main issues: regional approach to maritime policy and development of stakeholder dialogue<sup>(125)</sup>. Building upon this first experience, the 2009 stakeholder conference in Rome<sup>(126)</sup> (18-20 May 2009) brought together more than 1 300 decision-makers and practitioners from across the EU. They looked at the way a wide range of policies and practices can be combined for sustainable development of maritime regions. Views given at the conference will feed in to the future development of the EU's Integrated Maritime Policy.

Before, during and after the conference, a number of organisations organised exhibitions, workshops or presentations on themes linked to the conference agenda. The conclusions of the conference emphasised the importance of the maritime economy and the benefits of the Integrated Maritime Policy.

The objective of European Maritime Day is to promote a range of maritime events self-organised by

stakeholders throughout Europe to turn the spotlight on different activities related to the sea. In this way, national and regional government, NGOs, employers, unions, scientific institutions, port authorities, environmental groups and many more could show their activities and learn from each other. About 10 events across Europe were held in 2008 and 40 events in 2009, such as conferences, workshops, exhibitions, activities at museums and aquaria and school projects.

European Maritime Day will continue to be the key event for gathering the whole maritime community once a year and should be further complemented with, besides a central conference, even more de-central events all over Europe. EMD 2010 will take place in Gijón, in Asturias on the Atlantic Coast of Spain, following the principle of rotation among different sea basins.

### VIII-2 European Atlas of the Seas

The Blue Paper on Integrated Maritime Policy and the Action Plan announced the development of a European Atlas of the Seas as an educational tool and as a means of highlighting our common maritime heritage. The Atlas will make use of available spatial information and build on the work of the European Marine Observation and Data Network. While EMODNET aims to provide scientists, public authorities and private bodies with the data they need to create value-added products and services, the European Atlas of the Seas has a wider range of target users. It aims to increase public awareness of the sea, clarify the spatial dimension of EU policies with an impact on the sea, and develop the identities of individual sea basins. The first edition of the web-based European Atlas of the Seas will be ready by the end of 2009 and advanced versions developed subsequently.

124 [http://ec.europa.eu/maritimeaffairs/pdf/maritime\\_policy\\_action/20080520\\_original-signatures-declaratio\\_en.pdf](http://ec.europa.eu/maritimeaffairs/pdf/maritime_policy_action/20080520_original-signatures-declaratio_en.pdf)

125 [http://ec.europa.eu/maritimeaffairs/maritime-day-2008\\_en.html](http://ec.europa.eu/maritimeaffairs/maritime-day-2008_en.html)

126 The full documentation of the EMD 2009 in Rome, including the key note speech by Commission President Barroso, can be found here: [http://ec.europa.eu/maritimeaffairs/maritimeday/index\\_en.html#1](http://ec.europa.eu/maritimeaffairs/maritimeday/index_en.html#1)

### VIII-3 Workshop on Europe's maritime cultural heritage

Although no specific action on maritime heritage was foreseen in the Action Plan, the Blue Paper clearly stated that: '[The Integrated Maritime Policy] should also promote Europe's maritime heritage, supporting maritime communities, including port-cities and traditional fisheries communities, their artefacts and traditional skills, and promoting links between them that enhance their knowledge and visibility.'

**A first workshop on Europe's maritime cultural heritage was held during the EMD 2009<sup>(127)</sup>, undertaking to make a link from maritime heritage to the promotion of local and regional tourism. The objectives of the workshop were:**

- Linking the maritime dimension of Europe to the new theme 'EDEN destination for its Aquatic Sustainable Tourism Offer'.
- Showcasing the European Union Prize for Cultural Heritage through examples of maritime heritage prize winners.
- Developing the issue of Europe's maritime industrial heritage.
- Learning best practice from EU regional projects.
- Establishing maritime cultural heritage in postgraduate education.

The workshop concluded that 'the variety of individual projects all over Europe proves that there is a common maritime heritage which could be used as the cultural pillar of an integrated maritime policy. However, only a small part of the projects are

visibly labelled as European and thus are not perceived by the European public as a genuine European maritime heritage. Others are either too specific or too specialised to be perceived by a larger public as of general European importance. Especially the latter deserve more and more widespread recognition – a task which could be fulfilled by European institutions.

Taken into consideration that the European institutions should not act normatively it seems reasonable to focus on a few but carefully chosen projects related to our common maritime heritage. Here the European Commission could e.g. provide for a framework in which a network of projects could be embedded. The projects accepted should be carefully selected and fulfil certain criteria like quality, European dimension, public interest to safeguard both standard and sustainability.'

### VIII-4 Maritime statistics – Key figures for coastal regions and sea areas

The Commission's statistical service published in June 2009 key figures for coastal regions and sea areas under its 'Statistics in Focus' programme<sup>(128)</sup>. These contain a range of official statistics that are currently available, published for the first time in terms of EU coastal regions. These coastal regions are defined as standard statistical regions (NUTS level 3), which have at least half of their population within 50 km of the coast. In addition, the coastal data are presented following the six main sea basins which border the EU territory. This initiative confirms a number of analytical challenges for coastal data and seas basins. Existing databases need to be improved in terms of coverage, resolution and data collection frequency. Statistics contained in the publication illustrate how data from different statistical domains can be used as a tool for better governance in the context of the Integrated EU Maritime Policy.

127 The workshop proceedings can be found here: [http://ec.europa.eu/maritimeaffairs/maritimeday/workshop2\\_en.html](http://ec.europa.eu/maritimeaffairs/maritimeday/workshop2_en.html)

128 [http://epp.eurostat.ec.europa.eu/cache/ITY\\_OFFPUB/KS-SF-09-047/EN/KS-SF-09-047-EN.PDF](http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KS-SF-09-047/EN/KS-SF-09-047-EN.PDF)

# Progress on Maritime Policy Action Plan (SEC(2007) 1278) and new maritime policy initiatives

## Implementation of the action plan

Action Plan Reference		Specific Action	Overview of documents and actions taken
2.1	<b>Action towards integration of Maritime Affairs across the EU</b>	Guidelines for national integrated maritime policies; first semester 2008.	Guidelines for an Integrated Approach to Maritime Policy: Towards best practice in integrated maritime governance and stakeholder consultation, COM(2008) 395, 26.06.08.
		Report on Member States' actions; 2009.	At an informal meeting on 13.07.08 in Brest, Europe ministers acknowledged the necessity to reinforce maritime governance; MS information fiches on MS maritime governance have been drawn up (see <a href="http://ec.europa.eu/maritimeaffairs/governance_memberstates_en.html">http://ec.europa.eu/maritimeaffairs/governance_memberstates_en.html</a> ). Reporting covered in the progress report on Integrated Maritime Policy.
2.2	<b>Regulatory obstacles</b>	Report on regulatory obstacles; first semester 2008.	Regulatory Concerns raised during the Consultation Process on a future Maritime Policy for the European Union, SEC(2008) 2993, 02.12.08.
2.3	<b>Collective learning – exchange of best practice</b>	Establishment of networks of best practices (2008-2009).	Proposals to build on exchange of best practice are made in the Roadmap on Maritime Spatial Planning (see 3.2) and in the study on maritime clusters (see 4.1). Stakeholders themselves are developing a shared platform for dialogue (Venice Platform).
3.1	<b>Surveillance Activities</b>	Working documents describing organisation of offshore activities and identifying surveillance, monitoring and reporting systems in Europe; November 2007.	Working Documents I: Organization of Offshore Activities in Littoral EU Member States. Working Document II: Maritime Cross-Border Cooperation between EU Littoral Member States in Five Sea Regions. November 2007. Working Document III: Maritime Surveillance Systems, 14.06.07.
		Work plan for an integrated network of all European maritime surveillance systems; second semester 2008.	Non-paper on maritime surveillance, SEC(2008)2337, 13.10.08. Call for proposals for a Pilot project in the Mediterranean and Atlantic approaches – published 17.12.2008 (MARE/2008/13) and for a Pilot Project in the Northern European Sea Basins (MARE/2009/04). Communication 'Towards the integration of maritime surveillance in the European Union' (COM(2009) 538 final and SEC(2009) 1341).
3.2	<b>Maritime Spatial Planning and Integrated Coastal Zone Management</b>	Road map on development of maritime spatial planning by Member States; 2008.	Roadmap for Maritime Spatial Planning: Achieving Common Principles in the EU, COM(2008) 791, 25.11.2008.
		Establishment of a system for exchange of best practices; 2009.	Workshops in 2009 to discuss the options for implementation and the key principles set out in the Roadmap: - Kick-off conference, Brussels 26.02.2009; - Workshop, Ispra, 23/24.04.2009; - Workshop, Azores, 02/03.07.2009; - Workshop, Stockholm, 02.10.2009.

Action Plan Reference		Specific Action	Overview of documents and actions taken
			An action on coastal zone management exchanges of experience and comparative analysis for integrated coastal zone management' started on 16/12/2008 for 38 months with a budget of € 1 million (ref. 2008/S 110-146912; <a href="http://ec.europa.eu/environment/funding/pdf/specifications_en08042.pdf">http://ec.europa.eu/environment/funding/pdf/specifications_en08042.pdf</a> ).
		Examination of options needed to make the uses of different maritime activities more compatible; 2008.	See Roadmap on development of maritime spatial planning by Member States, COM(2008) 791.
3.3	<b>European Marine Observation and Data Network</b>	Roadmap in 2008 leading to Action Plan in 2009.	<p>Preparatory actions for European Marine Observation and Data Network (MARE/2008/03) launched to define the appropriate processes, best technology and approximate costs of a final network and provide the first system components.</p> <p>Commission Staff Working Document 'Building a European marine knowledge infrastructure: Roadmap for a European Marine Observation and Data Network', SEC(2009)499, 07.04.2009.</p> <p>Consultation to assess stakeholder opinion on the current state of Europe's marine knowledge infrastructure and how the EU could act collectively to improve (until 02.06.2009). <a href="http://ec.europa.eu/fisheries/cfp/governance/consultations/consultation_emodnet_en.htm">http://ec.europa.eu/fisheries/cfp/governance/consultations/consultation_emodnet_en.htm</a>.</p> <p>Preparatory action: Study on the legal aspects of environmental data (<a href="http://ec.europa.eu/maritimeaffairs/study_lamed_en.html">http://ec.europa.eu/maritimeaffairs/study_lamed_en.html</a>).</p>
		Proposal on a programme for multi-dimensional mapping of the sea in Member States' waters; second semester 2008.	Preparatory action for development and assessment of a European broad-scale seabed habitat map. (MARE/2008/07) launched.
4.1	<b>Development of multi-sectoral clusters and regional centres of maritime excellence</b>	<p>A staff working document on Maritime Clusters; October 2007.</p> <p>This will prepare the ground for future work, including the establishment of a European network of maritime clusters.</p>	<p>Maritime Clusters, SEC(2007) 1406, 17.10.07.</p> <p>Study: 'The role of maritime clusters to enhance the strength and development of maritime sectors' describing characteristics and functions of clusters with a view to facilitating cooperation and learning from best practice, November 2008.</p> <p>Focus on maritime clusters during events around the European Maritime Day 2009.</p>
4.2	<b>Maritime Transport</b>	Consultation on a European Space for Maritime Transport without barriers; October 2007.	<p>Consultation on a European maritime transport space without barriers reinforcing the internal market for intra-European maritime transport, SEC(2007) 1351, October 2007.</p> <p>Results of the Internet consultation on a European maritime transport space without barriers reinforcing the internal market for intra-European maritime transport, 2008.</p>

Action Plan Reference		Specific Action	Overview of documents and actions taken
		A staff working document on the Motorways of the Sea; October 2007.	Report on the Motorways of the Sea, State of play and consultation, SEC(2007) 1367, 18.18.07.
		Study to assess trends for the period 2008-2018; 2007.	Study 'OPTIMAR – Benchmarking strategic options for European shipping and for the European maritime transport system in the horizon 2008-2018', September 2008.
		Communication from the Commission providing guidance on State aid complementary to Community funding for the launching of the motorways of the sea.	Short State aid communication aimed at aligning duration and intensity of complementary State aid with duration and intensity of Community funding of Marco Polo and TEN-T selected projects for the realisation of the motorways of the sea. OJ C 317, 12.12.2008, p.10.
		Final Guidelines on the application of competition rules to maritime transport; 2008.	Guidelines on the application of Article 81 of the EC Treaty to maritime transport, SEC(2008) 2151, 01.07.08.
		Conference on trends and shipping scenarios; first semester 2008.	Discussed in the context of European Maritime Day 2009.
		Proposal on establishment of European Space for Maritime Transport without barriers; 2008.	Communication and action plan with a view to establishing a European maritime transport space without barriers, COM(2009) 10, 21.01.09 and proposal for a Directive, COM(2009) 11 final/2009/0005 (COD).
		White Paper on Maritime Transport strategy to 2018; 2008.	Strategic goals and recommendations for the EU's maritime transport policy until 2018, COM(2009) 8, 21.01.09.
		Communication providing guidance on State aid to ship management companies.	Short State aid communication extending to crew managers and technical managers of ships the eligibility to the tonnage tax under certain conditions. OJ C 132, 11.6.2009, p.6.
		Policy document on e-maritime services; 2009.	No documents available yet.
		Review of block exemption regulation; before April 2010.	No documents available yet.
4.3	<b>Strengthening careers and employment; the maritime sectors</b>  <b>(a) Promotion of employment for Seafarers</b>	Support ECSA and ETF in their ongoing negotiations to transpose elements of ILO Maritime Labour Convention.	Agreement concluded by ECSA and ETF on the Maritime Labour Convention 2006, 19.05.08.

Action Plan Reference		Specific Action	Overview of documents and actions taken
		Proposal for a directive on Article 139 ECT (implementation of ILO Convention).	Council Directive implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006 and amending Directive 1999/63/EC, COM(2008) 422, 02.07.08 – 2009/13/EC of 16.02.2009.
		Action Plan to enhance status of seafaring careers; 2 <sup>nd</sup> semester 2009.	No documents available yet.
		Proposal for Directive on enforcement of labour standards (Article 80.2); 2009-2010.	No documents available yet.
		Proposal for Council decision for ratification by EU MS of ILO convention on work in the fishing sector.	Proposal for a Council Decision authorising Member States to ratify, in the interests of the European Community, the Work in Fishing Convention, 2007, of the International Labour Organisation (Convention 188), COM(2008) 320, 27.05.08. EP approval 14 January 2009.
		Explore implementation of ILO convention on fisheries standards.	Social partners analysing the possibility of starting negotiations in view of concluding an agreement.
	(b) Qualifications of seafarers	Action Plan on qualifications of seafarers; 2 <sup>nd</sup> semester 2009.	No documents available yet.
	(c) Exclusions of maritime professions from EU social legislation and working conditions	Communication launching the reassessment of the exclusions of maritime sectors from EU labour law; October 2007.	Reassessing the regulatory social framework for more and better seafaring jobs in the EU (first phase consultation of the social partners at Community level provided for in Article 138(2) of the Treaty), COM(2007) 591, 10.10.07. Reassessing the regulatory social framework for more and better seafaring jobs in the EU: Second consultation of the European social partners on the revision of exclusions concerning seafaring workers contained in Directives 2008/94/EC, 94/45/EC, 2002/14/EC, 98/59/EC, 2001/23/EC and 96/71/EC, C / 2009 / 2211, 02.04.2009.
4.4	Ports policy	Communication on Ports; October 2007.	Communication on a European Ports Policy, COM(2007) 616, 18.10.07.
		Guidelines on State Aid to ports.	No documents available yet.
		Guidelines on the application of Community environment legislation to port development.	No documents available yet.
4.5	Air Pollution by Ships	Promote use of shore-side electricity by ships at berth in EU ports.	No documents available yet.

Action Plan Reference		Specific Action	Overview of documents and actions taken
		Evaluate options for EU legislation to reduce greenhouse gas emissions.	Ongoing work is supported by a study with a duration of 12 months into possible policy options and their impacts.
4.6	Ship dismantling	Communication on a Strategy for ship dismantling; 2008.	An EU strategy for better ship dismantling, COM(2008) 767, 19.11.08.
		Continuation of active participation in IMO work on a Ship Recycling Convention. Ongoing.	Ongoing work, see <a href="http://ec.europa.eu/environment/waste/ships/index.htm">http://ec.europa.eu/environment/waste/ships/index.htm</a> 6 month study on options for new initiatives regarding dismantling of ships and the feasibility of a funding mechanism as from January 2009.
4.7	Action on marine-based energy infrastructures and resources	Revise Guidelines for Trans-European Energy Networks; 2009.	Green Paper – Towards a secure, sustainable and competitive European Energy Network, COM(2008) 782, 13.11.08 (public consultation until 31.03.09).
4.8	Action on developing the situation of fishermen at sea	Working document on fishers as 'Guardians of the Sea'; second semester 2008.	No documents available yet.
		A Report of the Commission on implementation of provisions of Directive 93/103/EC (this action is linked with Action 4.3); 2009.	A draft to be ready in autumn 2009 in order to insert amendments as requested.
4.9	Implementation of the Eco-System Approach in European Fisheries (a) Strengthening the implementation of the Eco-System Approach; the Common Fisheries Policy	Communication on eco-system approach in Fisheries; 2008.	The role of the CFP in implementing an ecosystem approach to marine management, COM(2008) 187, 11.04.08.
	(b) Implementation of a policy to progressively eliminate discards; European fisheries	Roadmap for discards; 2008.	See dedicated website.
4.10	Proposals on the protection of fisheries resources in international waters (a) Action to eliminate Illegal, Unregulated and Unreported (IUU) Fishing	Communication and Regulation on combating IUU Fisheries; 2007.	On a new strategy for the Community to prevent, deter and eliminate Illegal, Unreported and Unregulated fishing, COM(2007) 601 and Proposal for a Council Regulation COM(2007) 602, 17.10.07.  Council Regulation (EC) establishing a Community system to prevent, deter and eliminate Illegal, Unreported and Unregulated fishing, No 1005/2008, 29.09.08, OJ L/286/1.
	(b) Action on Destructive Fishing Practices	Communication and Legislative proposal on destructive fishing practices; 2007.	Communication on Destructive fishing practices in the high seas and the protection of vulnerable deep sea ecosystems, COM(2007) 604 and Legislative Proposal COM(2007) 605, 17.10.07.  Council Regulation (EC) on the protection of vulnerable marine ecosystems in the high seas from the adverse impacts of bottom fishing gears, No 734/2008, 15.07.08, OJ L/201/8.

Action Plan Reference		Specific Action	Overview of documents and actions taken
5.1	European Marine and Maritime Research	Communication on Marine and Maritime Research Strategy; 2008.	A European Strategy for Marine and Maritime Research – A coherent European Research Area framework in support of a sustainable use of oceans and seas, COM(2008) 534, 03.09.08.
		Cross-cutting calls for proposals for FP7; 2008.	<p>FP7 proposed topics in a number of areas across the work programme to support the maritime policy and the European Strategy on Marine and Maritime Research, in particular through the Environment, Transport and Food themes. An estimated EC contribution of € 424 million has been allocated in 2007 and 2008 to marine and maritime-related research projects.</p> <p>Examples:</p> <p>WP 2008: Topic SST 2008 6.6 'Integration of Marine and Maritime Sciences in Waterborne Transport in support to the European Research Area'.</p> <p>WP 2009: Coordinated call 'sustainable use of seas and oceans', featuring in particular the topic ENV.2009.2.2.1.3 Support to 'Maritime Partnership' – Support to marine and maritime science communities to build on a 'Partnership' approach through e.g. the establishment of a Forum.</p> <p>WP 2010: Cross-thematic call 'The ocean of tomorrow: joining research forces to meet challenges in ocean management'. 5 Cooperation themes involved, 3 topics, EC contribution € 34 million.</p>
6.1	Provision of information on Community	Database on projects in Maritime regions; 2 <sup>nd</sup> semester 2008.	Study launched in November 2008.
	Projects in coastal regions and their funding	Examination of possible funding of maritime projects in coastal regions and islands; 2009.	<p>EP Resolution on the regional development aspects of the impact of tourism on coastal regions calls on the Commission, in the context of the next financial framework, to examine ways of better coordinating all future financial instruments that cover action in coastal regions – INI/2008/2132.</p> <p>Opinion of the Committee of the Regions on the Maritime and coastal package reiterates a simplified system for all maritime issues within a European Coastal and Island Fund in the context of the discussions on the next financial framework 2014-2020 COTER-IV-022.</p>
6.2	Europe's Outermost Regions and Islands	Promote the participation of islands and outermost regions in the <i>Regions for Economic Change</i> initiative; 2008.	See <a href="http://www.interreg4c.net/faqs.html">http://www.interreg4c.net/faqs.html</a>
6.3	Action on Mitigation and Adaptation to Climate Change	Community strategy for disaster prevention; 2008.	A Community approach on the prevention of natural and man-made disasters, COM(2009) 82, 23.02.2009
	(a) Action on risk reduction policies and their economic impacts; coastal regions	Development of Strategy for adaptation to Climate Change; 2008.	'White Paper: Adapting to climate change: Towards a European framework for action', COM(2009)147, 01.04.2009.
	(b) Carbon Capture and Storage	Enabling legal framework for CCS; 2007.	Adoption of the Proposal for a Directive of the European parliament and of the Council on the geological storage of carbon dioxide, COM(2008) 18, 23.01.08.

Action Plan Reference		Specific Action	Overview of documents and actions taken
6.4	<b>Sustainable Maritime Tourism</b>	Communication on sustainable and competitive European tourism; 2007.	Agenda for a sustainable and competitive European tourism, COM(2007) 621, 19.10.07.
		Assessment of interlinkages between the cruise industry, marinas, ports, and other maritime industries; 2009.	Study 'Tourist Facilities in Ports' in order to assess the benefits for coastal regions in investing in environmentally sustainable facilities in ports. The study includes also tool for calculating return of investments in these facilities.
		Other relevant actions.	Management of a network of Aquatic Tourism destinations, under the European Destinations of Excellence (EDEN) Preparatory Action.
6.5	<b>Improving Socio-Economic Data for maritime sectors and maritime regions</b>	Working document on socio-economic data leading to the development of an integrated socio-economic database; 2009.	Statistics in focus 47/2009 Key figures for coastal regions and sea areas, 20.06.2009.
7.1	<b>The EU's profile in international fora and relations with partners</b>	Publishing of a database and scoreboard on ratifications by Member States.	Commission Treaties Office will provide information when requested. <a href="http://ec.europa.eu/world/agreements/default.home.do">http://ec.europa.eu/world/agreements/default.home.do</a>
		Assessment of the EU situation in international maritime organisations.	Study conducted.
		Introducing maritime affairs into the dialogues with third countries, including developing countries; 2008.	Communication 'Developing the international dimension of the Integrated Maritime Policy of the European Union' COM(2009) 536 final.
7.2	<b>Inclusion of Maritime Policy objectives in dialogue with third countries sharing regional seas</b>	Organisation of a Euromed workshop on maritime spatial planning; 2008.	Conference on Maritime Policy in the Mediterranean Sea 10.06.08, Piran – Portorož (Slovenia).
		Objectives of Maritime Policy discussed with candidate and potential candidate countries and partner countries.	An online stakeholder consultation on Integrated Maritime Policy in the Mediterranean has been conducted.
		Neighbouring countries involved in development of EMODNET, improved surveillance programs and spatial planning.	EMODNET involves partners from third countries in the Black Sea (Ukraine, Russia) and cooperates with others through regional organisations in the Baltic Sea and the Atlantic Ocean. The Norwegian approach to maritime and coastal planning has been included when examining existing approaches to maritime spatial planning in Europe.
7.3	<b>Report on strategic issues for the EU relating to the Arctic Ocean</b>	A report on Arctic Ocean; 2008.	Communication on the European Union and the Arctic Region, COM(2008) 763, 20.11.08.

Action Plan Reference		Specific Action	Overview of documents and actions taken
7.4	<b>Action for the Protection of the High Seas</b>	A strategy for the protection of marine biodiversity; 2009.	Further to Resolution 61/105 of the UN General Assembly on Sustainable Fisheries, the Commission adopted a Communication on 'destructive fishing practices in the High Seas and the protection of vulnerable deep sea ecosystems' and a proposal for a Council Regulation aiming at implementing the UNGA recommendations of December 2006 – COM(2007) 605, 17.10.07. On 15 July 2008 the Council adopted Regulation 734/2008 ( <i>see also under 4.10</i> ).  Commission Staff Working Document accompanying the Communication on a Mid-term Assessment of Implementing the EC Biodiversity Action Plan – Summary of Community level action; SEC(2008) 3042, 16.12.08.
8.1	<b>European Maritime Day, Annual Report, Awards and awareness campaigns</b>	Proposal for a European Maritime Day; 2007.	Joint Tripartite Declaration establishing a 'European Maritime Day', SEC(2007) 1631, 03.12.07.
		Proposals on the organisation of the events of Europe's Maritime Day and associated events; 2007.	European Maritime Day 2008, Brussels. European Maritime Day 2009, Rome. European Maritime Day 2010, Gijón – ongoing preparation.
8.2	<b>European Atlas of the Seas</b>	European Atlas of the Seas; 2009.	A contract for developing architecture, database and map services has been signed in January 2009. Another contract for developing text fiches per sea basin has been signed in July 2009. The atlas prototype is currently tested in DIGIT's data centre, as well as enriched with more data, maps and functionalities.  After further enrichment, optimisation of the performances and translation, the atlas will be launched between January and April 2010 (with the new MARE website), together with a public consultation. In 2010, the atlas will be improved taking into account the outcome of the public consultation.
8.3	<b>Making information publicly available on Commission proposals on Maritime Affairs</b>	Website on all actions related to maritime affairs; ongoing.	See <a href="http://ec.europa.eu/maritimeaffairs/index_en.html">http://ec.europa.eu/maritimeaffairs/index_en.html</a>

## Further relevant maritime initiatives

<b>Marine Strategy Framework Directive – 2008</b>	Directive 2008/56/EC of the European Parliament and of the Council establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive), 17 June 2008 / OJ L 164, 25.6.2008, pp. 19-40 <a href="http://ec.europa.eu/environment/water/marine/index_en.htm">http://ec.europa.eu/environment/water/marine/index_en.htm</a>
<b>Third Maritime Safety Package</b>	On 11 March 2009 the European Parliament adopted the third package of legislative measures for maritime safety after the agreement reached in conciliation last December and approval by the Council <a href="http://ec.europa.eu/transport/maritime/safety/third_maritime_safety_package_en.htm">http://ec.europa.eu/transport/maritime/safety/third_maritime_safety_package_en.htm</a>
<b>Revision of Trans-European Transport Networks Guidelines (TEN-T)</b>	Green Paper: TEN-T policy review. Towards a better integrated trans-European transport network at the service of the common transport policy, COM(2009) 44, 4.2.2009.
<b>Support action for offshore wind energy and other renewable sources of ocean energy</b>	Communication 'Offshore Wind Energy: Action needed to deliver on the Energy Policy Objectives for 2020 and beyond', COM(2008) 768, 13.11.2008.  Call For Proposals concerning a Programme to Aid Economic Recovery by granting Community Financial Assistance to Projects in the field of energy, 18.05.2009.
<b>Review of the CFP – Green Paper 2009</b>	Green Paper, COM(2009) 163, 22.04.2009. <a href="http://ec.europa.eu/fisheries/publications/reform_en.htm">http://ec.europa.eu/fisheries/publications/reform_en.htm</a>
<b>The European Union Strategy for the Baltic Sea region – 2009</b>	Communication concerning the European Union Strategy for the Baltic Sea Region COM(2009) 248 of 10.06.2009.
<b>Communication on the IMP in the Mediterranean – 2009</b>	Adopted on 11 September 2009 (COM(2009) 466 final).





European Commission

**Integrated Maritime Policy – Progress Report**

Luxembourg: Publications Office of the European Union

2010 — 66 pp. — 21 × 29.7 cm

ISBN 978-92-79-14119-5

doi: 10.2771/11415

<http://ec.europa.eu/fisheries>



Publications Office

ISBN 978-92-79-14119-5



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