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## **ANNEX**

### **BACKGROUND PAPER NO. 11**

#### **ON**

#### **NATIONAL APPROACHES TO MARITIME AFFAIRS<sup>1</sup> *MEMBER STATE EXPERT GROUP ON MARITIME POLICY***

##### **Disclaimer:**

The present document has been elaborated by European Commission services for the purpose of providing background material and information to supplement the Green Paper on Maritime Policy (COM ... 2006).

This background document is therefore purely illustrative and is not intended to represent the political views, nor to indicate or announce possible future initiatives of the European Commission.

#### **1. QUESTION I: GOVERNANCE OF MARITIME AFFAIRS**

##### **General overview of governance in the Member States and Romania**

France, the Netherlands, Italy and Slovenia indicate that they follow an integrated approach on maritime affairs co-ordinated by one central entity; also landlocked countries, such as Hungary and Luxembourg concentrate responsibilities for maritime affairs that are relevant for their countries. The other countries indicate to follow a decentralised approach.

Some Member States have set up bodies or specific procedures for coordination of Maritime Affairs. Others have dominant lead ministries who cover a majority of subjects related to maritime affairs. In some cases, ministries apply a degree of integration of policies, which may be distributed among a number of ministries in other Member States.

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<sup>1</sup> Experts from all Member States and Romania returned a questionnaire.

A number of Member States employ a clear-cut division of labour between different sectoral ministries (usually transport, economics, environment, agriculture and fisheries, defence, interior), with some – often unspecified – procedures to ensure coordination of policy making and implementation relating to maritime affairs.

Some Member States also apply a division of labour between different levels of government (central, regional, local), with more or less clear-cut systems to ensure co-ordination.

Non-state stakeholders are usually not participating in the governance structures.

### **Specific country descriptions**

#### Belgium

Responsibilities are distributed between the federal government and the Flemish region. On the federal level, 15 Ministries are involved. The distribution of responsibilities is set by law and intra-state agreement.

Coordination is taken on by different ministries, depending on the issue (e.g. foreign affairs, Europe, environment). There is a “Steering Group” North Sea and Oceans, which coordinates policy in relation to environmental and international concerns.

The relation between the Flemish Region and the federal level as to operational management of the coasts and the sea area is set out in an agreement based on the following principles: each level works within its own responsibility and with its own means; parties have equal value; each party respects the legal responsibilities of the other party; and double investment shall be excluded through optimal use of infrastructure and means.

The Governor of Flanders is the general coordinator for the accident plan “North Sea”. A full time guard is maintained by both parties, in coordination. On the federal level, the government programme foresees that one Minister is charged with North matters and that a Task Force “North Sea” is set up among ministries.

#### Cyprus

The basic competence lies with the Department of Merchant Shipping (DMS) of the Ministry of Communications and Works (MCW). There are however specialised or shared competences (e.g. coastguard, protection of the environment, engineer officer’s training etc...)

#### Czech Republic

A wide variety of Ministries is involved, with the Ministry of Transport being the central organ for maritime transport and also performing the function of the Maritime Office.

#### Denmark

Maritime Affairs is the responsibility of the central government, with a division of labour between a number of authorities and agencies. No formal structure for coordination exists, but a cooperation committee meets at least once a year. There is also an obligation on any lead ministry to consult other departments who may be interested. Specific Task Forces are set up ad hoc, if necessary (e.g. on use of pilots and safety of the sea).

#### Estonia

There is a strictly sectoral division of labour between various ministries.

#### Finland

Permanent and ad hoc coordination procedures as well as established good practices of cooperation over sectoral barriers exist. The Åland Islands have their own responsibility for maritime affairs.

#### France

Various ministries are involved in maritime affairs, which are co-ordinated by the Secretariat general for the sea, under the authority of the Prime Minister. The executive action at sea falls within the competence of maritime prefects in three regions (Channel/North, Atlantic, and Mediterranean) who represent each ministry as well as the whole government. This action is coordinated at the central level by the Secretariat general for the sea.

Very few competences related to maritime affairs are de-centralized, thus fall within regional or local responsibility. A new coast council is planned to enhance co-ordination of activities of different levels of government relating to the seas and the coasts.

#### Germany

Law making as to many maritime matters falls within the competence of the federation. In the federal structure, the general principle is that federal legislation is implemented by the states. The government on the federal levels knows the position of a maritime coordinator in the Ministry for Economics, who coordinates industrial policy relating to the maritime economy.

#### Greece

The lead Ministry for maritime affairs in Greece is the Ministry of Mercantile Marine. A number of other ministries are involved, and meetings ensure coordination.

#### Hungary

There is a special IMO Committee within the Ministry of Economy and Transport. The Ministry also controls the shipping authorities.

#### Italy

In Italy, maritime issues are mainly treated by the Ministry of Infrastructure and Transport, which incorporates the former Ministry of Merchant Marine, with the involvement of Ministries of Environment, Interior, Defence, Economy and Finance. Territorial management functions lie with the regions and port authorities; decisions are executed by the Corp. of harbour offices and the Coast Guard.

#### Ireland

No single authority exists to govern maritime affairs in Ireland. The Department of Communications, Marine and Natural Resources, the Department of Transport and the Department of Environment, Heritage and Local Government cover most of the ground, with a number of other government and semi-state agencies having specific responsibilities.

#### Latvia

There is no special coordination for the work of the different services involved in maritime affairs. The Latvian Port Council brings together members of the central government, local authorities, managers of the ports and stake holders representatives, to coordinate port policy.

#### Lithuania

Various ministries of the central government share responsibility as regards maritime affairs.

#### Luxembourg

The Commissariat des Affaires Maritimes deals with ship registration, control, crew issues and international maritime affairs.

#### Malta

The Malta Maritime Authority manages the provision and supervision of the primary maritime services and advises the government on policy making, with some other aspects being handled by a number of other government agencies (Tourism, cultural heritage, and environment). The Prime Minister has established a Maritime Jurisdiction Commission.

#### Netherlands

North Sea policy in the Netherlands is a responsibility of the central government. The Minister of Transport, Public Works and Water Management is responsible for the co-ordination of North Sea affairs.

The policy areas for the North Sea are co-ordinated by a Board of Directors from the different ministries involved in the different aspects of North Sea policy, which meets on a regular basis. The ministries most involved in maritime affairs and coastal management are Transport, Public Works and Water Management (co-ordinating ministry); Economic Affairs; Housing, Spatial Planning and Environment; Agriculture, Nature and Food Quality.

The North Sea Directors Board is responsible for a harmonised, coherent and integrated approach to North Sea policy, both at national and international level. The Board also acts as a Steering Committee for (the planning of) the operational management of the North Sea, as provided by the North Sea Directorate, the Netherlands Coastguard and other governmental services. A specific co-ordinating entity exists for the co-ordination of North Sea enforcement policy and planning, in which participate the ministries and the public prosecutor responsible for (the enforcement of) regulations for the North Sea area.

The 2005 “Integral North Sea Management Plan 2015” is the integral policy framework for the management of the North Sea area and its coastal zone, covering issues such as spatial planning, shipping traffic, seaports, coastal management, water management, wind-farming, oil and gas exploration, extraction of sand and nature development.

### Poland

There is a strict division of labour between various sectoral ministries, although working groups can be set up regarding specific issues (e.g. the Maritime Fishing and Shipping Three Party working group or the Shipyards Working Group). Competence for spatial planning and management of the coastal zone is shared between central, regional and local administrations.

### Portugal

In July 2005, the Council of Ministers set up a Task Group on Sea affairs with a mandate for one year. Its tasks are to propose the actions and measures to develop and implement an integrated governance model of the maritime affairs articulating all the government and private entities with sea related management functions;

To identify the main guidelines for a sustainable sea development strategy for based, where applicable, on the conclusions of the Strategic Commission for the Oceans<sup>2</sup>:

To identify a short-term action plan;

To co-ordinate national contributions to the definition of a European Maritime Policy;

To present recommendations and proposals to the Portuguese Council of Ministers;

To produce all legislation necessary to pursue the previous objectives.

### Slovenia

The lead Ministry working on maritime affairs is the Ministry of Transport; with the involvement of the Ministries of Environment and Defence, whereby the latter performs co-ordination tasks.

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<sup>2</sup> [http://europa.eu.int/comm/fisheries/maritime/portuguese\\_oceans\\_report\\_en.pdf](http://europa.eu.int/comm/fisheries/maritime/portuguese_oceans_report_en.pdf)

## Slovakia

The Ministry of Transport, Post and Telecommunications is in charge of sea navigation. It notably authorises classification activities, it manages the ship register (registration, control, and crew issues), international maritime affairs. Other issues are dealt with on a sectoral basis.

## Spain

The responsibility for Maritime Administration (dealing with issues as shipping, traffic, safety, assistance and rescue, marine environment, is located in the Ministry of Infrastructure. A number of other public entities are involved in maritime issues. All players are guided by the principle of institutional co-ordination, but there is no single lead body. Yet, some specific bodies were set up, (e.g. on international maritime affairs, transport of hazardous goods, lighthouses, rescue or shipbuilding) in which various departments are represented. The local port authority, in charge of traffic, safety and inspection of vessels within ports, acts as an auxiliary to the Maritime Administration.

## Sweden

There is a decentralised distribution of competences.

## UK

There is no formal system for the co-ordination of the work of the different government departments and agencies in charge of aspects of maritime policy. Policy is co-ordinated by the sectoral department, which works closely with other interested departments at both official and Ministerial level to ensure interdepartmental agreement on UK policy. The main Departments with maritime interests are the Department for Trade and Industry, Department for Transport, Department for Environment, Food and Rural Affairs, the Crown Estate, the Foreign and Commonwealth Office, Department for Culture, Media and Sport and the Ministry of Defence. Also, the devolved administrations in Scotland, Wales and Northern Ireland have maritime responsibilities.

## Romania

In the field of the maritime safety, the Ministry of Transport, Constructions and Tourism establishes the development policy and drafts the legislation. The law enforcement and the effective enforcement observation is carried out by Romanian Naval Authority and by the port administrations. Competences in the maritime sector are decentralized.

## **2. QUESTION II - ORGANISATION AND MANAGEMENT OF GOVERNMENT FUNCTIONS**

Government activities on coastal waters in the EU and Romania cover a wide spectrum of sea-related areas. These are organised differently in each country, which is often a result of old and well-rooted traditions; also historical background played decisive role in the maintenance of today's systems. In general, the system applied

by the Member States and Romania is, to a greater or lesser extent, decentralised, whereby functions are shared among different services.

The table in the annex shows that most countries do not clearly distinguish between bodies responsible for defining policy in the areas of their competence (taking into account and implementing both Community law and relevant international legislation) and those in charge of operational functions to safeguard the compliance to the law.

An almost common feature is that certain governmental activities are performed by Ministries of similar, in terms of widely conceived competence, nature. Hence, Ministries of Transport (or Ministry of Mercantile Marine in Greece) are responsible for issues relating to maritime transport and traffic, whereas Ministries of Environment for matters pertaining to marine environmental protection. However, the above mentioned “similarity” does not necessarily mean that these Ministries have the same structure or execute their tasks in a same way. Differences exist, both in terms of competences and in terms of the subordinated agencies or organisations that have been entrusted with the duty to monitor and to ensure proper implementation of the legislation in force by those concerned.

In some countries maritime government functions (mainly operational) are carried out by the Ministries of Defence through either the Coast Guards falling under their command or the military forces (Navies) themselves. In this context, substantial involvement, either exclusively or cooperatively, of Ministries of Defence exist in the following countries:

- Denmark (customs control, surveillance of territorial waters, border protection, navigational aid, AIS, pilots, setting shipping lanes, traffic support, monitoring, SAR operations, maintenance and manning of pollution control oil vessels and oil pollution response);
- Finland (maintenance and manning of pollution control oil vessels, cooperation in SAR operations);
- France (immigration control, border protection, policy on fisheries matters, SAR operations and accidents/disasters’ response);
- Greece (SAR operations);
- Italy (immigration, police activities, border protection);
- Ireland (customs control, sea border protection, fisheries management/control, cooperation in SAR operations);
- Latvia (search and rescue/accident and disaster response);
- Lithuania (sea border protection);
- Malta (surveillance of territorial waters, border protection, SAR operations/accident and disasters response);

- Netherlands (the Coast Guard is under the command of the Royal Dutch Navy and carries out the tasks described in the relevant box of the annexed table);
- Poland (sea border protection)
- Portugal (border protection, environmental protection, maritime traffic and maritime transport, ship safety and security, SAR operations and accident/disasters response, mapping and licensing of research activity);
- Slovenia (participation of the Navy in a national coordination group, which tackles the maritime related common problems);
- Sweden (the Coast Guard of the Ministry of Defence is responsible for border protection, surveillance of the open sea and coastal waters, fisheries management and control, ships' security, SAR operations).

### 3. QUESTION III – COASTAL MANAGEMENT AND PLANNING

#### There is a wide variety of operational models

The heterogeneity in administrative set-up in the various Member States and Romania, regardless of their federal or centralised structures, originates from differences in history, geography and administrative culture.

#### Most Member States apply shared public competences

Responsibility for marine and coastal spatial planning is usually shared by national, regional and local policy-makers. Some countries (e.g. France) apply a strong central organisation, whereas others (e.g. the UK) are organised in a more diffuse way or have no organisation at national level (e.g. Ireland or Italy). Some autonomous regions have far-reaching powers, such as the autonomous Communities in Spain and the Åland islands in Finland.

#### A number of cross-border agreements and co-operation schemes exist in this area.

#### There is little strategy or consideration for the specific maritime dimension in coastal planning

At present, the most important initiative recognising the need for coastal zone planning is the EU Recommendation on ICZM. As shown by the table below, the strategy is only partially implemented. Hereby, it should be noted that the UK, the Member State with the longest coastline in the EU, has only recently started to effectively implement the recommendation.

			Number of coastal Member States	Representing x km of EU coastline*
Developing	an	ICZM	9	64.635 (64%)

Strategy		
Additional action to promote ICZM	7	<b>18.332 (18%)</b>
Undecided	1	<b>4.578 (5%)</b>
No reply	3	<b>13.260 (13%)</b>
<b>Total</b>	<b>20</b>	<b>100.805 (100 %)</b>

Source DG Environment, \* EuroSION coastline definition

Generally, there seems to be little dissatisfaction with the fact that the prevailing planning instruments (such as regulations, databases, statistical tools, maps, control and surveillance networks) are not adapted to marine areas.

Also, no specific references were made to the work of international organisations such as OSPAR (to which a number of them have signed up) that has a recognised role in marine spatial planning in the North-Sea, the Channel and the North-East Atlantic. No reference is made either to the work of CIEM/ICES in this area.

Some Member States are exploring integrated management and planning systems for their coasts and seas. Sweden is considering a tool with emphasis on the protection of the marine environment. The UK and Ireland have teamed up to study the feasibility of the “*Irish sea pilot project, coastal and marine spatial planning Framework*”.

#### 4. IV. IMPORTANCE OF THE MARITIME SECTOR

Table 1 – The most important economic sectors per country as indicated in the questionnaire

	AT	BE	CY	CZ	D K	EE	ES	FI	FR	DE	EL	H U	EI	IT	LV	LT	LX	MT	NL	PL	PT	SK	SL	SV	U K	R O
Shipping		*	*		*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*		
Shipbuilding				*	*				*	*	*			*				*	*	*		*	*		*	
Equipment			*	*	*			*	*	*	*									*					*	
Construction & engineering		*	*							*	*		*					*	*	*					*	*
Ports		*	*					*	*	*			*	*	*			*	*	*	*		*			*
Maritime services		*	*		*			*		*	*		*	*			*	*		*					*	
Tourism & leisure		*					*		*	*	*		*	*	*			*	*	*	*		*			
Oil/ Gas					*				*				*					*	*						*	
Renewable energy		*			*					*								*	*					*		
Fishing/aquaculture/process.		*			*	*	*		*	*			*	*	*			*	*	*	*		*			*
Extraction of materials		*							*	*			*					*	*	*			*			
Marine Biotechnology									*																	
Environmental activities									*	*	*		*					*			*					
ICTs/cabling			*															*								*
R&D	*								*	*			*					*	*	*					*	

Edu&Training				*					*									*		*		*			*	
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Table 2 – Support measures

	RTD Innovation	Clusters Networks	Infrastructure	Regulation Administration	Skills	Other
Austria						
Belgium	*	*	*	*	*	*
Cyprus		*	*	*	*	
Czech Rep				*	*	
Denmark	*	*	*	*	*	
Estonia	*		*	*	*	*
Finland	*	*	*	*	*	*
France	*	*		*	*	*
Germany	*	*	*	*	*	*
Greece	*	*	*	*	*	*
Hungary				*	*	
Ireland	*	*	*	*	*	*
Italy	*	*	*	*	*	*
Latvia			*	*		
Lithuania	*		*	*		
Luxemburg				*		
Malta	*		*	*	*	
Netherlands	*	*	*	*	*	
Poland	*	*	*	*	*	
Portugal	*		*	*	*	
Slovakia				*	*	
Slovenia	*	*	*	*	*	
Spain	*	*	*	*	*	
Sweden	*	*	*	*	*	
UK	*	*	*	*	*	
Romania	*	*	*	*	*	
	RTD Innovation	Clusters Networks	Infrastructure	Regulation Administration	Skills	Other
	14	12	15	17	14	6

## **Examples of support measures in the Member States and Romania**

### Research and Development, Innovation

France launched a number of regional competitiveness poles; four of which relate to the sea, covering issues such as security, safety, fisheries and manufacturing. These aim to harness knowledge-based economic performance and encourage cluster activities by bringing together large firms, SMEs, educational institutes and researchers.

Germany launched the R&D and innovation programme “Shipping and marine technology for the 21<sup>st</sup> century” and ‘Innovative shipbuilding secures competitive jobs’. The Federal States are also actively supporting RTD, e.g. a public-private partnership allowed the establishment of the “Hamburg School of Logistics.

The UK Department of Trade & Industry has identified, in consultation with Industry, a Marine Sector Technology Plan, the key technologies and R&D requirements. It aims to stimulate joint research between the marine engineering sub-sectors and other industries where there may be common technology requirements. The main funding streams will be national and European research programmes.

Slovenia plans to upgrade maritime traffic control through radar sensors to cover the Bay of Trieste, which is particularly important for fisheries controls and other small vessels without AIS equipment. This would provide an overview of the entire vessel traffic in the navigation area of Slovenia’s territorial sea.

The Polish Ministry in charge of research noted that funds for maritime research are estimated at 2% of expenditure on science. There is also support for economic development initiatives, e.g. between 2000-2005 period 10 projects of Polish shipyards benefited from public participation of 4 million PLN.

The Romanian “Grigore Antipa” National Institute for Marine Research and Development (Constanța) is the national technical operator for marine monitoring and through it the administration can unfold international cooperation.

### Clustering and networking

Many Member States refer to maritime cluster concepts (viewing the maritime industries and services as a coherent and interdependent group). Austria stressed the relevance of maritime clusters to them, as they link into many sectors across the entire EU.

The Dutch government financially supports the Dutch Maritime Network Foundation, which aims to reinforce and promote the Dutch Maritime Cluster, and to increase the cohesion and visibility of eleven maritime sectors.

The Danish Maritime Authority launched a project for the maritime cluster focusing on political framework conditions. While setting quality shipping as a prerequisite, the project concentrates on knowledge with notable attention for innovation and education. To identify the Danish challenges, Danish performance is benchmarked against competitors.

In Germany, the function of “coordinator of the Federal Government for the maritime industry” was created. In the context of this function, national conferences are held on a regular basis and dialogue is ongoing with sister organisations. In 2005 a regional maritime cluster with a maritime coordinator was set up in Schleswig-Holstein.

In Poland, the cluster concept has also been set up and now is in its implementation phase to reach full integration among all participants involved.

The Greek administration set up a network of 169 regional coastguard authorities covering a full range of services related to shipping. A worldwide network of 24 maritime attaché posts aims to police and provide services for Greek-flagged vessels and Greek seafarers. The Greek administration also organises round tables on Short Sea Shipping with relevant parties seeking better co-ordination and necessary responses.

### Infrastructure

Several Member States financially support port infrastructure. For example, in Flanders, port financing concentrates on interventions on ensuring equal access to all users, whereby ports are responsible for commercial infrastructures. In Germany the Federal States support initiatives to increase the competitiveness of their seaports, whereby the Federal government provides support for hinterland connections and considers the role of seaports in their transport infrastructure planning. The Polish Ministry of Infrastructure supported sea access infrastructure to ports and during 2004-2006, it will invest € 160 million in port infrastructure of which 120 million EUR comes from European funds.

The Dutch support infrastructure for shipping and ports connections through the fairway infrastructure, land reclamation, dredged approach channels, vessel traffic services or aids to navigation. Finland provides support for fairways, ice breaking, hinterland connections of ports and telematics applications.

Greece implements a modern system for monitoring maritime traffic, which ultimately should be integrated into the Trans European VTMS. To fully exploit the system, the administration proposed to study the system’s extension to more uses, the provision of integrated logistics and added value services.

### Regulation and administration

As part of a wider policy on better regulation, the Danish Maritime Authority engages in reducing administrative burden and promoting digital services for the maritime sector. To further enhance transparency, all maritime legislation in force is easily available on the Internet. Denmark expects to save around € 4 million per year for the shipping sector.

Greek regulation is guided by the principles that vessel registration should be simple and efficient, that one Ministry should be dedicated to maritime transport and that there should be global maritime regulations allowing open markets and free and fair competition. The Greek administration is modernizing its service by introducing concepts such as e-government and one-stop non-stop shops.

The University of Malta organises specialist courses in the international regimes regulating maritime issues, with particular emphasis on the Mediterranean.

#### Availability of skills

To turn around the declining interest in maritime professions, Flanders takes several initiatives such as organising round table conferences bringing together the maritime sectors and the educational institutes and '*Are you waterproof?*' to interest youngsters in a maritime education. Despite the recent creation, the maritime educational institute experiences an increasing number of applications. A campaign addresses highly educated people to present the maritime sectors as attractive employers.

Because Germany fully complies with international and European standards in maritime education and training, it has always been on the IMO's 'White List'. The Federal States are in charge of education and training institutes, while the Federal Government sets the overall legal framework. To preserve and develop maritime skills, the Federal Government also formed a Maritime Alliance between the Association of German ship-owners, the trade union and the federal coastal states.

Greece aims at improving the level of its maritime training institutes and the skills of certified seafarers. The courses -based on IMO's models- go beyond the minimum requirements as regards the level and duration of studies. Three public educational centers focus on post-training for certain categories of officers and a number of special courses are offered. The Ministry funds the courses, which are free of charge to seafarers.

To enhance the standards of the maritime industry and to ensure good vocational education, Malta has set up an Institute for Maritime Studies, evidencing the national commitment in the field of maritime training. The International Maritime Law Institute established under the auspices of the IMO is a specialised agency of the United Nations which operates in Malta to provide various degrees and short courses in Maritime Law.

Poland has a great tradition in educating personnel for the maritime sectors in a number of academies, universities and schools. Education covers a broad range of areas such as shipping, shipping industry, inland waterway shipping, maritime fishing, maritime tourism, research services. The Ministry of Infrastructure supervises the high quality of teaching and provides financial resources to cover the costs of special expertise and analyses.

The UK Department of Trade and Industry is working with the sector skills council for the marine engineering sector (SEMTA) to ensure the availability and deployment of adequate skilled resources. Based on the analysis of skills needs, SEMTA is completing a Marine Sector Skills Agreement (SSA) designed to deliver actions to meet the Industry's skills needs. The key areas in which the Marine SSA will focus are: management and leadership; productivity and competitiveness; workforce development; manpower planning and recruitment. This framework is expected to be in place during autumn 2005.

In Romania maritime training is carried out by two units at university level; perfection is carried out in a centre under the authority of the Ministry of Transport,

Construction and Tourism. The Hungarian Ministry of Economy and Transport controls and audits maritime training courses. The Czech Maritime Administration co-operates with a number of foreign maritime administrations to ensure the high quality education for Czech seafarers.

#### Other forms of support

France has taken measures to boost the competitiveness of the maritime sector through cuts in social charges and taxes and support for investments. Feasibility studies and operation aid are available in the area of short sea shipping and multimodal transport.

Finland financially supports traffic in the archipelago, acquisition of cargo ships, ships in the foreign merchant ship register, aids to be paid from seamen's welfare and risk levy, financing the seamen's services, promotion of shipping and other water traffic, funding the Finnish Seamen's mission, rescue services, the Frontier Guard, the Finnish Navy, prevention of environmental damages (pollution of the water by ships).

Germany mentions the cooperation of the Ministry of Transport in Schleswig-Holstein with the non-profit port association; Ireland the maritime colleges for education and training and Greece tonnage-based taxation and reduced tax rates for seafarers. Estonia deploys activities to fulfil EC/Schengen requirements. Belgium provides support in relation to state aid guidelines on maritime transport.

## **5. QUESTION V – MARITIME HERITAGE**

A range of initiatives are undertaken to value Europe's maritime heritage. These can be broadly categorised as follows: Museums, Underwater Heritage, Education, legal/binding initiatives. A list of links to websites on heritage initiatives can be found in the annexes.

#### Museums

- The majority of the Member States have maritime museums or museums focusing on a specific maritime aspect. Some examples include:
- Belgium has a Scheepvaartmuseum (shipping) and a Sea Front Theme Park;
- Denmark has a number of public and private museums dealing with issues such as natural and cultural heritage connected to the oceans and seas;
- Finland has a Maritime Museum, with new exhibits to be launched in 2008 and several museums exist in the Åland Islands;
- France has many maritime museums, for example the Naval Museum in Paris and museums and oceanographic initiatives in the regions;
- Germany will open an International Shipping and Maritime Museum within the next two years, other museums also exist in Mecklenburg – Western Pomerania;

- Greece has a Directorate of Museums located within its Hellenic Ministry for Culture. Various state museums such as the archaeological, historical, ethnological and folklore museums occasionally promote different maritime heritage issues through temporary and moving exhibitions, publications, conferences and educational programmes;
- Hungary has maritime museums that are mostly operated on a private basis;
- Lithuania has a Public Maritime Museum which is currently under renovation in order to expand its exhibitions;
- Malta has a Maritime Museum housed in the British Naval Bakery in Vittoriosa, managed by Heritage Malta;
- The Polish Central Museum in Gdansk preserves maritime relics and propagates information on Poland's maritime history and economy. The Maritime Museum in Szczecin has an extensive archaeological section depicting West Pomerania's dependence on the sea;
- The Swedish National Heritage Board works closely with regional museums in order to promote maritime heritage.

#### Underwater Heritage

- Finland has had an underwater park since 2000 at the wreck site of the Kronprins Gustav Adolf off Helsinki;
- The Ephorate of Underwater Antiquities under the Hellenic Ministry of Culture exhibits findings to the public, for example in an archaeological park. The Hellenic Institute of Marine Archaeology, an NGO, works closely with the Ephorate;
- Hungary has located its ancient battleship Szent Istvan. So far initiatives to salvage and renovate the wreck have not materialised because resources were lacking;
- Sunken ships and archaeological remains are also located and kept under surveillance in Spain.
- Lithuania is engaged in research in the area of underwater heritage since 2000;
- A number of coastal areas in Italy are included in the World Heritage List;
- The British Joint Nautical Archaeology Policy Committee joins representatives from institutions and government bodies involved with underwater cultural heritage. The Committee developed a code of practice to be used by all sectors looking to develop the seabed around the UK.

#### Education

- Finland's Åland Islands are involved in education through art and literature;

- The Ephorate of Underwater Antiquities (part of the Hellenic Ministry of Culture) deals with educational programmes, notably for children and youth and exhibits;
- Italy highlights its tradition of maritime studies supported by institutes and universities;
- Poland's Central Maritime Museum has an educational division offering lessons on maritime history, geography, technology and cultural heritage of Pomerania.

#### Legal/binding Initiatives

- Finland has legislation pertaining to marine cultural heritage related to diving;
- The French public Coastal Protection Agency conducts appropriate land-use policies for the protection of threatened natural areas pursuant to the Rural and the environment codes;
- Ireland's National Parks & Wildlife Service, within the Department of the Environment, Heritage and Local Government, manages nature conservation responsibilities under National and European Law;
- The Latvian Law on the North Vidzeme Biosphere Reserve aims for the protection of landscapes, species and biological diversity of the territory, sustainable economic and social development of the territory, and the restoration of damaged to the ecosystem;
- More than 20% of the Slovenian coast is a protected area;
- The Netherlands refers to the Malta Convention on the preservation of archaeological heritage, which is presently incorporated into national law;
- The Swedish Heritage Conservation Act protects the country's historic environment, including archaeological finds, geographical names, and the export of specified artefacts. The Swedish parliament adopted environmental quality objectives, which define an ideal environmental state and provide a framework to reach results;
- The UK set up a Heritage Protection Review providing a legislative framework for the conservation of the historic environment. A consultation was launched for similar initiatives at by the regions.

#### Other maritime heritage initiatives

- Portugal held its EXPO 98 on 'The Oceans: A Heritage for the Future' as well as the Ocean Policy Summit and the celebration of the World Maritime Day in 2005;
- In the Baltic, heritage projects include Estonia's establishment for an Oil Pollution Compensation fund and Latvia's emphasis on the objectives of the LIFE-Nature project. Finland referred to the MOSS project which monitors, safeguards and Visualizes North-European Shipwreck Sites, the application of its Kvarken water

archipelago to the World Heritage list and a working group on Coastal Culture and Maritime heritage;

- Germany, Greece and the UK have Institutes or Units, which explore the cultural historical development of certain regions, cooperate with research centres in Europe and advise government departments on funding priorities for maritime heritage issues;
- Germany is involved in the LANCEWAD project funded by INTERREG III-B, which made an inventory of cultural heritage in the Wadden Sea region, resulting in a common data base and geographical information system for the countries involved. LANCEWAD also encourages the inclusion of maritime heritage in regional planning;
- The Czech Republic, France and Greece address maritime heritage through the media;
- Luxembourg's 'Commissariat des Affaires Maritime' provided technical and logistics support to a sailing boat that participated in a rally around the world and maintained an Internet site about the initiative.

## **Annexes**

Annex I - Question II- Country descriptions

Annex II - Question IV - Country descriptions

Annex III - Question V - Weblinks

Annex IV - Norwegian response to the questionnaire

## Question II - Country descriptions

Country	Activities
<b>Austria</b>	Austria, as a landlocked country, does not administer territorial waters. Government functions for the marine water on the areas indicated in the questionnaire are managed by respective Ministries, whereas the Ministry in charge is responsible for the national coordination in this field. Concerning the organization structure, units and divisions are in charge of managing maritime affairs.
<b>Belgium</b>	<ul style="list-style-type: none"> <li>• In customs and excise duties, it is the Federal Ministry of Finance which deals with crime and illegal transport, fisheries control, control on cargo or bunkering, veto-sanitary controls, compliance with legislation on using non-living sea resources and picking up illegals, when found, who will then be handed over to the police, the primary responsible body. For these tasks, the services work together with the neighbouring Member States and internally with the coastguard. Tasks include observation, controlling ships, capture of suspect ships and check artificial structures at sea. A maritime brigade is being set up with the aim to ensure a continuous surveillance.</li> <li>• The police deals with compliance with legislation at sea and on board of ships; border control; seizure of ships; and judicial and administrative police tasks at sea. The services in charge of customs and excise within the Ministry of Finance play a leading role in managing the EU's external borders. It is notably involved in goods-related safety, criminal and terrorist threats; environment, public health and security. The task is gradually expanding to cover the entire transport logistics chain.</li> <li>• To ensure environmental protection at sea, the Federal Ministry of Environment and Public Health has set up a new service to ensure more centralisation and integration in 2004. Support for its tasks is provided by the Management Unit of the Mathematical Model.</li> <li>• The Flemish Ministry for Agriculture develops policy for fisheries at sea; is involved in controlling compliance to measures and coordinates the execution of the Common Fisheries Policy. The service is in charge of taking temporary measures, follow-up of quota, registration of data, studies on the fisheries sector, managing licences, tracking fishing vessels and some support to fishermen. Some controls are executed together with or by the Marine component of the Defence structure. The police and the services dealing with customs and excise are also competent for fisheries controls.</li> <li>• The Flemish Ministry for Environment and Infrastructure deals with shipping and its contribution to mobility, civil protection and pilotage. It cooperates with the Dutch on VTS. The Flemish Nautical Authority deals with maritime waterways (in case of the Schelde together with the Dutch), port policy and (with the Dutch), regulations in this fields, future mobility and a long-term</li> </ul>

	<p>vision on the Schelde.</p> <ul style="list-style-type: none"> <li>• Safety (ships and traffic regulation) and security is a responsibility of the Federal Ministry for Mobility and includes tasks such as shipping regulation, certification, port state control. There is a Federal Committee dealing with port security.</li> <li>• Search, rescue, piloting and beaconage are dealt with by the Flemish Ministry for Environment and Infrastructure. There is a Maritime Search and Rescue Coordination Centre for notification of all incidents. This service then contacts one or more of the 12 services that may be involved in reacting to the incident. There is a plan for disasters, managed at regional level.</li> <li>• There is an advisory committee under the Ministers for Economics and Environment to coordinate all engaged in exploiting marine resources, which deals with studies and reports and defines policy and regulation where necessary. The Flemish government is in charge of maintaining port access. The management of the Westerschelde is organised together with the Dutch and involves regular and structured dialogue. The two most important committees are the Permanent Committee dealing with shipping and port issues, nautical management and pilotage. The Technical Committee deals with technical and infrastructural questions. Cooperation has even increased in the past decade and now includes more competence on works in this area. The UNESCO Intergovernmental Oceanographic Committee has opened an international data centre in Oostende.</li> </ul>
<b>Cyprus</b>	<ul style="list-style-type: none"> <li>• Immigration activities are carried out by the Immigration Department and the Police.</li> <li>• All police activities at sea including border protection are a responsibility of the Marine Police.</li> <li>• Prevention of marine pollution from Cypriot-flagged vessels, ship safety, ship and port security (implementation of the ISPS Code), search and rescue activities (mainly through the RCC Cyprus) are tasks executed by the Department of Merchant Shipping of the Ministry of Communication and Works.</li> <li>• Coastal protection, combating pollution and fisheries control fall to the Department for Fisheries and Marine Research.</li> </ul>
<b>Czech Republic</b>	<p>The Ministry of Transport is the central body for maritime transport, performs the function of the Maritime Office and supervises the implementation of certain IMO Conventions (ISPS Code, IMDG Code, STCW). It co-operates with other administrative bodies on issues relating to UNCLOS, ILO Conventions, the SUA Convention, the UN Convention against illicit traffic in narcotic drugs and psychotropic substances.</p>
<b>Denmark</b>	<ul style="list-style-type: none"> <li>• Customs control by sea is managed by the Customs authorities, with the cooperation of the Ministry of Defence.</li> </ul>

- The Ministry of Justice has the overall responsibility for the Danish police activities. However, no central authority exists in Denmark for policing the Danish waters. Police districts located next to the sea or water organizes the possible police activities in the Danish waters. The Danish Navy carries out the task of surveillance of the Danish waters and supports and complements the national police in maritime policing.
- The border protection is managed as an integral part of the surveillance and sovereignty regime and is carried out by multiple contributors (Royal Danish Navy, Danish Customs etc.)
- The Environmental Protection Agency administers the two basic laws that regulate the protection of the environment in Denmark.
- The Ministry of Food, Agriculture and Fisheries has the overall responsibility for fisheries management in Denmark, whereas the Directorate of Fisheries is responsible for the administration, regulation, monitoring and inspection of fisheries activities in Denmark.
- Maritime traffic responsibility is divided between the Danish Maritime Authority of the Ministry of Economic and Business Affairs (safety of navigation, including routing measures) and the:
  - Royal Danish Administration of Navigation and Hydrography (aids to navigation, AIS, pilots and establishment of shipping lanes)
  - Admiral Danish Fleet (traffic support, monitoring)
  - Danish Meteorological Institute (weather forecasts)
  - Danish Environmental Protection Agency (places of refuge)
  - Danish National Survey and Cadastre (nautical chart and handbook production)
- The Danish Maritime Authority is responsible for ship safety and security, including inspection of ships.
- The Danish Search and Rescue Service ensures the best possible use of available assets in order to assist and save people or vessels in distress.
- As from 1 January 2006, the collocation of the Joint Rescue Coordination Centre, the Maritime Assistance Service and the Admiraldanfleet Operations Centre at the Danish Navy Headquarters in Aarhus will be effected. The location and integration of the three functions at one place will ensure that all actors with interests in maritime matters are provided with the same information at the same time under the unity command of ADMIRALDANFLEET. This also encompasses the responsibility and conduct of all maritime environmental tasks including maritime and airborne surveillance as well as oil spill response and contingency planning.
- The exploitation of natural resources falls under the competence of the Danish Forest and Nature Agency and the Danish Energy Authority.

	<ul style="list-style-type: none"> <li>• Mapping and licensing of economic activity rests with the Danish Forest and Nature Agency.</li> <li>• Mapping and licensing of research activity is the responsibility of the Ministry of Food, Agriculture and Fisheries.</li> <li>• Cross-border cooperation is mainly focused on environment protection (BALANCE multilateral project), cross-border operations with regard to maritime matters in the Baltic and North Sea region, energy projects (Concerted Action Offshore Wind Energy Deployment-COD). Moreover, bilateral cooperation with Germany on marine environment in relation to offshore wind power.</li> </ul>
<b>Estonia</b>	<ul style="list-style-type: none"> <li>• The Border Guard is responsible for border protection and clean-up operations at sea.</li> <li>• The Police, in cooperation with other authorities, have a responsibility to investigate criminal offences in maritime questions.</li> <li>• The Ministry of Economic Affairs and Communication and the Ministry of Interior are competent for environmental protection.</li> <li>• Cross-border cooperation relates to fisheries (through EC institutions), border protection and SAR/accident and disaster response (bi and plurilateral and inter-ministerial agreements, cooperation protocols almost all Baltic countries plus Norway, Hungary and Ukraine).</li> </ul>
<b>Finland</b>	<ul style="list-style-type: none"> <li>• The Border Guard (under the Ministry of Interior), together with the Navy, carries out border control activities..</li> <li>• The Ministry of Agriculture and Forestry is responsible for fisheries administration. It supervises the fisheries units that carry-out fisheries control for ensuring compliance with the provisions of the EU Common Fisheries Policy. The Customs Authorities are responsible for fishing control and salvage operations. They also handle passport control on fishing and cargo vessels at ports.</li> <li>• The Ministry of Transport and Communications is, in cooperation with the Ministry of the Environment, responsible for the environmental legislation and policy framework. The Finnish Navy maintains and mans pollution control vessels in cooperation with environment authorities (under the Ministry of Environment). The Finnish Maritime Administration carries out administrative and control functions relating to the prevention of ship-source pollution. It is competent maritime traffic and maritime transport, ship safety and security.</li> <li>• The Finnish Maritime Administration of the Ministry of Transport and Communications is also responsible for ship safety and security, including inspection of ships.</li> <li>• Search and rescue operations are conducted by the Border Guard. The Finnish</li> </ul>

	<p>Navy also participates in SAR operations.</p> <ul style="list-style-type: none"> <li>• The Ministry of Education deals with seafarers' training.</li> <li>• The Ministry of Trade and Industry is responsible for the exploitation of natural resources and mapping and licensing of economic and research activity.</li> <li>• Finnish interagency cooperation in maritime affairs is effected through a State Council decision under the title: 'co-operation between officials concerning sea-surveillance in Finland has to be rationalized'.</li> <li>• Cross-border cooperation appears on many fields and in particular, on customs, border protection (Baltic Sea Region Border Control Cooperation-BSRBCC), SAR (agreements with many Baltic countries and Norway), marine environment (HELCOM, Council of the Baltic Sea States, Union of Baltic cities, Baltic 21, International Baltic Sea Fisheries Commission, ERA-NET BONUS network of national research funding agencies, Northern Dimension Environmental Partnership Fund, Vision and Strategy around the Baltic Sea for spatial planning), fisheries management and control, maritime traffic and maritime control (GOFREP, Baltic Icebreaker Management), energy cooperation through the Nordic Council of Ministers, delimitation of maritime areas (bi and trilateral treaties with Sweden, Estonia and the Russian Federation). There is also horizontal co-operation with Russia.</li> <li>• Issues in the area which are specific to Finland relate to the environmental protection (in order to achieve a good ecological state in the Baltic Sea, steps will be taken in six main areas: combating eutrophication, decreasing the risks of hazardous substances, curbing the risks caused by various uses of the Baltic Sea, preserving and increasing biodiversity, increasing environmental awareness, and research and follow-up), fisheries management and control (special working conditions for Finnish fishermen and fish farmers in comparison to the fishermen in other parts of EU) and maritime traffic and maritime transport (80% of the Finland's foreign trade is transported by sea, all maritime transport to and from Finland is short sea shipping, Finland is the only EU country where all harbours are ice-bound during normal winters).</li> </ul>
<b>France</b>	<ul style="list-style-type: none"> <li>• Customs duties are carried out by the Customs authorities of the Ministry of Finance.</li> <li>• Immigration control falls to the competence of the National Police, which acts in cooperation with the Navy, Customs and the Ministry of Transport (Administration for Maritime Affairs).</li> <li>• Border protection is a responsibility of the French Navy, which executes its duties in cooperation with the Customs and the Ministry of Transport (Administration for Maritime Affairs).</li> <li>• Policy on matters relating to the marine environment protection belongs to the Ministry for Environment. The delivery issue is a joint responsibility of different French Ministries, depending on the source, nature and location of</li> </ul>

	<p>the pollution. In principle, the Ministries for Transport (Administration for Maritime Affairs), Justice, Environment are responsible for carrying out this task.</p> <ul style="list-style-type: none"> <li>• Policy on fisheries matters belongs to the Ministry of Agriculture. Fisheries inspection and control is coordinated by the Ministry of Transport (Administration for Maritime Affairs) and carried out by the Administration for Maritime Affairs, the Navy, Customs and Gendarmerie Nationale.</li> <li>• Maritime traffic and maritime transport, ship safety and security, including inspection of ships (Port State control and Flag State control) fall into the competence of the Ministry of Transport (Administration for Maritime Affairs).</li> <li>• SAR operations and to accidents/ disasters' response is a joint responsibility of the Ministry of Transport (Administration for Maritime Affairs) and the Navy.</li> <li>• The Ministry for Industry is responsible for exploitation of natural resources (fish excluded).</li> <li>• The Ministry of Foreign Affairs along with the Ministry for Research are competent for mapping and licensing of research activities.</li> <li>• Mapping and licensing of (economic) resources and environmental conditions are responsibilities of the Ministry of Industry.</li> <li>• Cross-border cooperation focuses on fisheries protection and marine environment protection through participation in international and regional organizations (e.g. IMO, NAFO, ICCAT, IOTC etc) and implementation of international and regional conventions/agreements (IMO conventions, Barcelona Convention, Carthagene Convention, OSPAR etc.). Also, France is active in the suppression of drug trafficking on the high seas (cooperating with several MS in order to create a permanent structure for the centralization of data relating to the illegal traffic of drugs by sea) and fighting against illegal immigration (cooperating with FRONTEX).</li> </ul>
<b>Germany</b>	<ul style="list-style-type: none"> <li>• The Federal Police is responsible for: <ul style="list-style-type: none"> <li>○ the protection of vessels flying the German flag outside the territorial sea.</li> <li>○ borders protection</li> <li>○ Environmental protection outside the territorial waters (along with the customs authorities).</li> <li>○ In some cases, fisheries inspection</li> </ul> </li> <li>• The Water Police is responsible for:</li> <li>• carrying out border police checks at the ports of Hamburg and Bremen.</li> <li>• Environmental protection within the territorial waters.</li> <li>• The Federal Customs Administration is the main competent body for fisheries</li> </ul>

	<p>inspection. It also controls, along with the Federal Police and the Federal Waterways and Shipping Administration, the activities relating to exploitation of natural resources.</p> <ul style="list-style-type: none"> <li>• The Federal Waterways and Shipping Administration is responsible for maritime traffic and maritime transport and, in particular, for executing both waterway policing and shipping police activities.</li> <li>• Safety of navigation, in terms of maritime prediction and warning services, is a responsibility of the Federal Maritime and Hydrographic Agency of Germany (BSH). This Agency is also competent for checking ships' own security measures as well as the exploitation of natural resources. The See-Berufsgenoossenschaft is competent for monitoring of the seaworthiness and operational safety of ships, including such matters as minimum safe manning rules, qualification and proficiency of master and crews.</li> <li>• The military staffed Rescue Co-ordination Center of Gluecksburg is responsible for aeronautical SAR operations, whereas similar sea-borne operations are carried out by Maritime Rescue Co-ordination Center of Bremen.</li> <li>• Exploitation of natural resources fall within the competence of the authorities of the coastal Laender. Monitoring of activities subject to permission is done under the Federal Police, the Federal Customs Administration and the Federal Waterways and Shipping Administration, respectively.</li> <li>• Mapping and licensing of economic and research activity are a competence of the Federal Maritime and Hydrographic Agency.</li> <li>• Mapping of economic resources and environmental condition is the responsibility of the Federal Maritime and Hydrographic Agency (for non-living resources) and the Federal Agency for nature Conservation (for living resources).</li> <li>• Cross-border cooperation focuses on police cooperation (Council of the Baltic Sea States, Task Force on Organized Crime in the Baltic Sea Region, Baltic Sea Region Border Control Cooperation).</li> </ul>
<b>Greece</b>	<ul style="list-style-type: none"> <li>• Customs activities and investigation of fiscal offences are carried out in Greece by the Ministry of National Economy and Finance (Customs Authorities).</li> <li>• Matters relating to immigration, policing and border protection constitute a combined activity, which is carried out by the following Greek Ministries/authorities:</li> <li>• The Ministry for Interior Affairs is responsible for drawing the national immigration policy and adopting the respective national legislation, taking into account, inter alia, the relevant provisions of the community acquis.</li> <li>• The Ministry of Public Order is responsible, at national level, for controlling</li> </ul>

	<p>the entry to and exit from the Greek territory of all persons, whether Greek nationals or not.</p> <ul style="list-style-type: none"> <li>• The Greek borders protection against any type of illegal activities (illegal immigration, smuggling etc.) has been assigned to the Hellenic Police (subordinated to the Ministry of Public Order-for land borders) and the Hellenic Coast Guard (subordinated to the Ministry of Mercantile Marine- for sea borders).</li> <li>• In particular, as far as the Hellenic Coast Guard (H.C.G.) is concerned, it is noted that, among others, it has general duties for policing ships, either at sea or in ports (subject to the relevant provisions of UNCLOS), and enforcing the law not only in sea areas but also in land areas (coastal zones) of its competence.</li> <li>• The Ministry of Rural Development and Foods is competent for the implementation of the Common Fisheries Policy in Greece, while the Ministry of Mercantile Marine, through the Hellenic Coast Guard, conducts controls and inspections for preventing and combating, when necessary, any illegal fishing activity.</li> <li>• The Ministry of Environment, Physical Planning and Public Works (YPEHODE) assumes responsibility for Coastal Zone Management as well as for setting out the policy framework and priorities regarding marine environmental protection (including management of ecosystems and conservation of threatened species). YPEHODE bases its national policies to a great extent respectively on the EC Recommendation on Integrated Coastal Zone Management<sup>3</sup>, as well as on commitments undertaken within the Barcelona Convention and its related Protocols. With the exception of the Dumping and Emergency Protocols (pollution due to ships) mentioned below. YPEHODE is the focal point for all activities covered by the Barcelona Convention and the Mediterranean Action Plan, including for the Mediterranean Ecosystems and Species Protocol. YPEHODE has launched a programme of environmental studies for the most vulnerable NATURA and bird sites and has established already 27 Protected Areas with a Management Body, 13 of which are coastal and/or marine. There is close co-operation between YPEHODE and the Ministry of Mercantile Marine for the control of possible illegal activities and the implementation of protection measures concerning these coastal/marine protected areas.</li> <li>• In the field of the marine environment protection from pollution due to navigation, it is the Marine Environment Protection Directorate (MEPD) of the Hellenic Ministry of Mercantile Marine that has been nominated as the Greek Operational Focal Point and, in this capacity, is entitled to act on behalf of Greece in relation to measures of mutual assistance and cooperation between Parties in the framework of the implementation of the 2002 Protocol concerning Cooperation in Preventing Pollution from Ships and, in case of emergency, in Combating Pollution of the Mediterranean Sea (Prevention</li> </ul>
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<sup>3</sup> EC Directives 79/409 and 92/43.

	<p>and Emergency Protocol). Moreover, under the approved national organizational structure, the Hellenic Coast Guard performs the necessary government functions aimed at an effective marine environmental control by using a modern fleet of air operational means (aircrafts and helicopters), which survey the Greek territorial waters for, among others, tracking down and preventing illegal discharges from ships.</p> <ul style="list-style-type: none"> <li>• The Safety of Navigation Directorate of the Hellenic Mercantile Marine Ministry is responsible for monitoring the maritime traffic in the Hellenic seas. A VT-MIS system is in operation covering a large part of the Greek waters, whereas its extension to the remaining sea areas is in progress.</li> <li>• Government functions in respect to maritime transport in any sense have been assigned to the Ministry of Mercantile Marine. The Ministry is responsible for implementing the governmental shipping policy, the enforcement of the existing national, European and international legislation, the adoption of new legislation and the representation of the country in international maritime fora, as well as in the EU Maritime Transport Council.</li> <li>• Ship safety and security, including inspection of ships are functions falling under the competence of the Ministry of Mercantile Marine. Some of these functions have been delegated to Recognized Organizations.</li> <li>• The Safety of Navigation Directorate of the Ministry of Mercantile Marine is also responsible for operating the Hellenic Search and Rescue Centre (JRCC Piraeus). This Center consists of personnel from the Hellenic Coast Guard, the Air Force and the Hellenic Navy. Special SAR units of the H.C.G. are available to the J-RCC Piraeus, whereas air units belonging to the Hellenic Air Force and naval units belonging to Hellenic Navy are also used whenever such need exists.</li> <li>• Cross-border cooperation has been declared on issues relating to the protection of the Marine Environment (Barcelona Convention and bilateral agreement with Italy) and search and rescue (bilateral agreement with Italy).</li> </ul>
<b>Hungary</b>	<p>The Ministry of Economy and Transport controls the shipping authorities dealing with maritime affairs, which are embedded in General Inspectorate of Transport (first instance) and Central Inspectorate of Transport (second instance).</p>
<b>Ireland</b>	<ul style="list-style-type: none"> <li>• The Irish Revenue Commissioners (Customs and Excise branch) is responsible for customs and immigration and border controls, (the latter with the support of the Irish police service).</li> <li>• The Irish Police service (An Garda Síochána) is responsible for police activities and border protection (the latter with the support of the Irish Defence Forces).</li> <li>• The Department of Transport is responsible for offshore ship-sourced oil pollution controls &amp; environmental protection, maritime traffic and maritime transport, ships' safety and security, including inspection of ships, search and rescue/accident and maritime disaster response and policy development of</li> </ul>

	<p>hydrographic services.</p> <ul style="list-style-type: none"> <li>• The Department of Communications, Marine &amp; Natural Resources (DCMNR) is responsible for coastal zone management, fisheries management and control (with input by the Defence Forces), exploitation of natural resources, mapping and licensing of economic activity, mapping and licensing of research activity, mapping of economic resources and environmental resources.</li> <li>• The Department of the Environment, Heritage &amp; Local Government (DEHLG) is responsible for shore-based environmental protection, hazardous substances and water quality - together with the Environment Protection Agency. The National Parks &amp; Wildlife Service, part of DEHLG is responsible for effective conservation and protection of the natural heritage.</li> <li>• Cross-border cooperation exists between Ireland and UK on issues relating to border protection, maritime traffic, ship safety and security and SAR operations.</li> <li>• Specific issues in the maritime area pertain to the Irish responsibility for fisheries control off the Irish coast relative to the size and benefits that accrue to the national fishing industry when compared to the cost of the Common Fisheries Policy measures.</li> </ul>
<b>Italy</b>	<ul style="list-style-type: none"> <li>• The Agency of Customs (of the Ministry of Economy and Finances) is responsible for customs controls in Italy. Immigration control involves operative structures and competences of the Ministry of Infrastructures and Transports, the Ministry of Interiors, the Ministry of Defence and the Ministry of Economy and Finances.</li> <li>• Police activities are carried out through the resources and competences of the Ministry of Infrastructures and Transports, the Ministry of Interiors, the Ministry of Defence and the Ministry of Economy and Finances.</li> <li>• Border protection falls under the competence of the Ministry of Defence and it is carried out by the Italian Navy with the participation of the other State Armed Corps.</li> <li>• For marine protection, the Italian Ministry of Environment and Territory has activated a public service aimed at the prevention and response to marine pollution along Italian coasts, through the use of vessels supplied by a contracting company. Contracting vessels carry on surveillance activities along programmed routes and intervene for the recovery of oil at sea and for routine waste collection operations. Furthermore, the Italian Coast Guard orients its surveillance activities towards areas of high vulnerability to maritime transport since 2001.</li> <li>• With the transfer of the functions of the former Ministry of Merchant Marine to the Ministry for the Environment and Territory, technical/operations activities in the sector, including the surveillance of Protected Marine Areas, have been assigned to the Coast Guard Corps, according to directives issued by this Ministry. In order to provide more prompt and efficient support, the</li> </ul>

	<p>Coast Guard Marine Environment Department (R.A.M) has been set up to carry out Environment Ministry functions directly.</p> <ul style="list-style-type: none"> <li>• Fisheries management and control falls under the competence of the Ministry of Agricultural Policies.</li> <li>• To comply with European fishing regulations, the National Fishing Control Centre (CCNP) has been set up in Italy, within the Coast Guard General Command. The main task of the CCNP is the supervision of fishing and associated economic activities (catches, transport, processing).</li> <li>• On maritime traffic and transport, the major part of the relevant activities fall under the competence of the Ministry of Infrastructures and Transports, which incorporates the former Ministry of Merchant Marine.</li> <li>• Ports' management is carried out by the Port Authorities.</li> <li>• VTS system is in operation and ran by qualified Coast Guard staff, in order to assure safety for maritime traffic, taking action in the event of emergency potentially dangerous situations at sea - including SAR operations, and improving sea pollution prevention. VTS also provides central and decentralised State bodies, international bodies and users in general with information and facilities that assure safety in territorial and international waters (of interest to the State), and in ports.</li> <li>• As regards safety of navigation, Coast Guard carries out "safety" and "security" activities. "Safety" means to comply with regulations that protect ships against unforeseen risks (maritime accidents) and "security" to avoid harmful and intentional events such as terrorism. Main tasks pertaining to safety relate to inspections on board Italian ships and, by delegation of powers also on board foreign ships, in order to issue safety certificates; inspections on board national, merchant and fishing vessels, in order to issue safety certificates, certificates concerning hygienic conditions and habitability of ships as well as certificates on professional training of crews; and, inspections on board foreign ships which call at Italian Ports (Port State Control) in an effort to combat the phenomenon of "substandard shipping".</li> <li>• As to "security", the General Command of the Coast Guard Corps is the authority and the benchmark which through its Operative Centre receives distress messages from threatened ships. The Capitanerie di Porto are responsible for approval of security plans concerning ships and port facilities; as well as inspections on board Italian ships in order to issue a security certificate.</li> <li>• The organization and coordination of search and rescue activities at sea (S.A.R. – Search and Rescue), disciplined internationally by the Hamburg 1979 Convention, were entrusted to the General Command of the Capitanerie di Porto.</li> <li>• The General Command, in fact, assumes the function of I.M.R.C.C. (Italian Maritime Rescue Coordination Centre), which heads the complex of activities</li> </ul>
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	<p>with the aim of search and rescue of human life at sea, with the help of the air-sea component of the Corps of the Capitanerie di Porto, and with the eventual aid of other military and civil rescue units.</p> <ul style="list-style-type: none"> <li>• The Maritime Directions have the function of Secondary Maritime Rescue Centres (M.R.S.C.-Maritime Rescue Sub Centre), thus assuring the coordination of maritime search and rescue operations, each within their own jurisdiction. The Port Commands, Maritime department offices, and local maritime offices are identified as Unit Coast Guard (U.C.G.) and arrange the intervention of aero-naval rescue crafts dislocated in the proper jurisdictional area and maintain operative control, unless the I.M.R.C.C. decides otherwise.</li> <li>• The Sea Emergency Operations Centre (C.O.E.M.) (within the State Civil Defence Department), in which Coast Guard staff serves, is involved in activities relating to the prevention, control and handling of emergencies at sea.</li> <li>• For exploitation of natural resources, the national legislation establishes the need of a prior written authorization for seabed exploration and exploitation which is issued by the Ministry of Industry. As far as discharging "<i>produced waters</i>" is concerned, during the authorization procedure IMET usually consults ICRAM on the assessment of environmental effects. Monitoring plans of the potential impact of such discharges are requested and implemented and, to this end, related guidelines have been developed by IMET with ICRAM's support.</li> <li>• Mapping and licensing of economic activities, activities are carried out by the "Registro delle Imprese", which has been entrusted to the Chamber of Commerce.</li> <li>• As far as mapping and licensing of research activity is concerned, it is the Waterborne Technology Platforms, which is involved in this area.</li> <li>• On mapping of (economic) resources and environmental conditions, the Ministry of Industry shall organize a network for the monitoring of the marine and coastal environment and, to this end, shall establish a national data co-ordination centre.</li> <li>• In cross-border cooperation, Italy has developed initiatives with Member states of Mediterranean Sea: <ul style="list-style-type: none"> <li>– Border countries Initiatives: Adriatic-Ionic Initiative</li> <li>– Motorways of the Sea (common initiative among Italy, France and Spain for maritime transport development)</li> <li>– Elaboration of East Mediterranean Motorways of the Sea Master Plan with the cooperation of Greece, Cyprus Malta, Slovenia.</li> <li>– In maritime search and rescue framework, in conformity with the 1979 Hamburg Convention, the national centre of Maritime Rescue</li> </ul> </li> </ul>
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	<p>Coordination is in direct contact with similar foreign states organizations granting cooperation at international level for search and rescue activities.</p> <ul style="list-style-type: none"> <li>– In illegal immigration control, there are on due course agreements regarding illegal immigration with Albania, Malta, Tunisia and Libya.</li> <li>– In marine environment protection, Italy is Party to the Barcelona Convention, co-operation agreement for the protection of the Mediterranean basin. In 1976, Monaco, France and Italy signed the “RAMOGE Agreement” concerning the protection of the waters of the Mediterranean Coastline, which was revised in 2003. Within this framework, in 1993 an Intervention Plan to combat accidental pollution, known as the RAMOGEPOL Plan, was drawn up and adopted by the three participating States. REMPEC was informed.</li> </ul> <p>In 2000, an international debate on environmental cooperation for Adriatic and Ionian Seas was promoted through the “Adriatic and Ionian Initiative” among Italy, Albania, Bosnia-Herzegovina, Croatia, Greece and Slovenia. Finally, according to the Osimo Agreement signed among riparian Adriatic Sea Countries a Trilateral Commission (Slovenia-Croatia-Italy) was established. Within this framework, several joint programmes have been developed aiming at monitoring Adriatic ecosystem and pollution impact. In Trilateral <b>Commission</b> framework (Slovenia-Croatia-Italy) a Sub-regional Contingency Plan for the response to accidental marine pollution in Adriatic Sea has been negotiated and recently signed in Portoroz, Slovenia, in November 2005.</p>
<b>Latvia</b>	<ul style="list-style-type: none"> <li>• The Office of Citizenship and Migration Affairs (Ministry of Interior) carries out immigration functions.</li> <li>• The Security Police, State Police (subordinate to the Ministry of Interior) and municipal police carry- out police functions.</li> <li>• The State Border Guard is responsible for border protection.</li> <li>• The Marine and Inland Waters Administration (structural unit of the State Environmental Service of the Ministry of Environment) is the competent body for the environmental protection.</li> <li>• The National Board of Fisheries of the Ministry of Agriculture deals with fisheries management and control. The Marine and Inland Waters Administration ensures the functioning of fishing vessel monitoring system and fish lading control in Latvian ports.</li> <li>• Search and rescue operations/accident and disaster response are carried out by the Ministry of Defence, National Armed Forces Coast Guard Service. Coast Guard is competent for the coordination and performance of SAR operations, the elimination of the consequences resulted from ship accidents and disasters, leakage of oil, dangerous and hazardous substances into the sea. Moreover, it ensures the operation of the coastal communication network of the Global</li> </ul>

	<p>Maritime Distress Safety System (GMDSS).</p> <ul style="list-style-type: none"> <li>• The Maritime Administration of Latvia (operates under the authority of the Ministry of Transport) is the main administrative body dealing with maritime matters.</li> <li>• In the field of the exploitation of natural resources, the Latvian Fish Resources Agency is the governmental institution under the Ministry of Agriculture that deals with fisheries research and aquaculture. The Marine and Inland Waters Administration is the competent body for the marine environment quality and use of natural resources of its competence. Additionally, the Latvian Ministry of Economy issues the license for hydrocarbon prospecting.</li> <li>• On the mapping and licensing activity, the Marine and Inland Waters Administration issues licenses and logbooks for fishing in Latvian marine and inland waters.</li> <li>• As far as cross-border cooperation is concerned, agreements for cooperation in SAR activities have been concluded with Sweden and Lithuania.</li> </ul>
<b>Lithuania</b>	<ul style="list-style-type: none"> <li>• The Migration Department and the State Border Guard Service deal with all issues of immigration quotas, controlling immigration and border protection from illegal protection.</li> <li>• The environmental protection of the sea is under the responsibility of the Ministry of Transport together with the Ministry of Environment.</li> <li>• The Fisheries Department is competent for the fisheries management and report.</li> <li>• The Lithuanian Maritime Safety Administration and Klaipeda State Seaport Authority are responsible for maritime traffic and maritime transport.</li> <li>• The Lithuanian Maritime Safety Authority is also competent for ships' safety and security, including inspection of ships.</li> <li>• SAR operations are executed maritime and aviation rescue centers, which are composed the Lithuanian Maritime Safety Administration and Civil Aviation Administration, accordingly.</li> <li>• Cross-border cooperation focuses on SAR operations (agreements with Sweden and Latvia).</li> </ul>
<b>Luxemburg</b>	<p>Luxemburg indicated that it has no object in this area.</p>
<b>Malta</b>	<ul style="list-style-type: none"> <li>• The immigration authorities in Malta are within the Police Force. However, the Armed Forces of Malta are given special powers in respect of surveillance of the territorial waters.</li> <li>• Search and rescue operations at sea are primarily dealt with by the Armed</li> </ul>

	<p>Forces. Such matters as search and rescue/accident and disaster response are co-ordinated with the Police and the Civil Protection Department.</p> <ul style="list-style-type: none"> <li>• Police activities are the responsibility of the Police. The Administrative Law Enforcement, in cooperation with MEPA, amongst other issues, also enforces environmental marine issues. An example of this would be illegal hunting at sea or illegal dumping from ships in the sea.</li> <li>• The primary function of border control over maritime areas is within the ambit of the Armed Forces of Malta. These operations are carried out in liaison with the Police and, on reaching shore, persons apprehended by the Armed Forces of Malta at sea, are immediately handed over to the Police for necessary action, both administrative and judicial.</li> <li>• The Environment Protection Directorate, within Malta Environment and Planning Authority is the competent body for environmental protection, including the establishment of marine protected areas, control of pollution, enforcement of environmental regulations and monitoring and surveillance of protected species, habitats and protected areas.</li> <li>• The Malta Environment and Planning Authority is also responsible, amongst other duties, for authorization of movement of protected species under the CITES Convention.</li> <li>• Malta is also party to the following treaties: <ul style="list-style-type: none"> <li>– Barcelona Convention;</li> <li>– The CMS/ BONN convention [The ACCOBAMS agreement which protects cetaceans falls under the framework of this convention];</li> <li>– The Bern Convention.</li> </ul> </li> <li>• The Malta Resources Authority is the regulator for energy, mineral and water resources. It is the nominated competent authority as far as ground water and sections of inland water is concerned and the Malta Environment and Planning Authority in as far as transitional coastal and marine waters as well as certain inland surface water and inland waters that are protected under the Development Planning Act and the Environment Protection Act. Breaches of the law and the relative criminal charges and prosecution are the ambit of the Police. The Malta Resources Authority is competent and currently is developing a strategy for the exploitation of renewable energy sources.</li> <li>• The Fisheries Conservation &amp; Control Division falling under the Ministry for Rural Affairs and the Environment is the competent body on fisheries management and control. This Division is also involved in scientific monitoring research and development through the Malta Centre for Fisheries Sciences and offers technical advice to the industry.</li> <li>• As far as maritime traffic and maritime transport is concerned, the Malta Maritime Authority is competent on navigational and safety issues in ports and</li> </ul>
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	<p>territorial waters and on the prevention of marine pollution. Its main concerns are activities in the Port of Valletta and any navigational aspects within port approaches.</p> <ul style="list-style-type: none"> <li>• Within the broader framework of maritime transport, the functions of the Authority, inter-alia include the efficient operation and further improvements of ports and yachting centres, the overall control for the preservation of good order in the territorial and internal waters of Malta, in the ports and in their land and sea approaches, the provision of appropriate safety measures related to ports and shipping, advice to government on matters relating to maritime activity and its development; as well as the prevention and control of pollution of ports.</li> <li>• It is the responsibility of the Merchant Shipping Directorate within the Malta Maritime Authority to ensure, within limits, that ships irrespective of flag, leaving Maltese waters on international voyages are being maintained in accordance with the required international standards.</li> <li>• On mapping and licensing of economic activity, the Malta Resources Authority is responsible for granting licences, permits or other authorisations, for the carrying out of operations or activities relating to energy, water and mineral resources. The Malta Tourism Authority is responsible for licensing tourism service providers including accommodation establishments. Malta Environment and Planning Authority also the grants licences, permits or other authorisations, for the carrying out of certain development relating to water and natural resources. Malta Environment and Planning Authority also authorises licensing for research on protected and/or endemic species and certain habitat types. MEPA is also responsible for development control and strategic planning of marine environment.</li> <li>• The Superintendence of Cultural Heritage is responsible for the establishment and management of a national inventory of cultural property, including underwater cultural property.</li> <li>• Marine observations and monitoring activities in Malta are mainly conducted by the Physical Oceanography Unit established within the International Ocean Institute (IOI) - Malta Operational Centre at the University of Malta; the Department of Biology at the University of Malta; the Environment Protection Directorate within MEPA, and the Department of Public Health (Environmental Health Branch).</li> <li>• The oil Exploration Department implements and administers the provisions of the Petroleum Production Act (Cap. 156), the Continental Shelf Act (Cap. 194) and the Petroleum (Production) Regulations, 2001. It also administers related terms on petroleum exploration and production as set out in contracts with oil companies operating in Malta. The Department generates and promotes exploration opportunities, negotiates contracts with oil companies and provides technical support to Government in the form of advice, analysis of data and contractual terms, monitoring of contractual obligations, keeping of samples and data and surveillance of exploration activity on Malta's continental shelf.</li> <li>• Specific issues in the maritime area refer to the richness of the Maltese</li> </ul>
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	marine resources, which requires financial resources for adequate management that may be beyond the country's financial resources.
<b>Nether-lands</b>	<p>The Netherlands Coast Guard operates under the operational coordination and command of the Royal Netherlands Navy. It coordinates mainly operational functions pertaining to:</p> <ul style="list-style-type: none"> <li>• Vessel traffic management, services and monitoring;</li> <li>• Maritime distress and safety communications;</li> <li>• Aeronautical and maritime search and rescue;</li> <li>• Emergency response and pollution control;</li> <li>• General enforcement/policing;</li> <li>• Customs;</li> <li>• Immigration and border control;</li> <li>• Enforcement with shipping rules and regulations;</li> <li>• Enforcement of environmental regulations;</li> <li>• Enforcement of fisheries regulations.</li> </ul> <p>• At policy level, a number of Ministries is directly or indirectly involved in policy with regard to government functions and responsibilities to the oceans and/or seas. In particular:</p> <ul style="list-style-type: none"> <li>• Water quality, coastal protection and dike reinforcement, shipping traffic and transport: Ministry of Transport, Public Works and Water Management;</li> <li>• Exploitation of oil and gas, wind-farming, general policies or industrial activities and tourism: Ministry of Economic Affairs;</li> <li>• Spatial planning, general policies on environment: Ministry of Housing, Spatial Planning and Environment;</li> <li>• Fisheries, development of nature and landscape, recreation: Ministry of Agriculture, Nature and Food Quality;</li> <li>• General policies on enforcement, immigration and border control: Ministry of Justice;</li> <li>• Military uses and exercises: Ministry of Defence;</li> <li>• General policies on governmental administration and management: Ministry of Home Affairs;</li> <li>• General foreign affairs policies, international law of the sea issues: Ministry of</li> </ul>

	<p>Foreign Affairs;</p> <ul style="list-style-type: none"> <li>• General policies on science, scientific research and cultural heritage: Ministry of Education, Culture and Science;</li> <li>• General policies on social welfare and employment, occupational safety and occupational health: Ministry of Social Affairs and Employment;</li> <li>• General policies on public health: Ministry of health, Welfare and Sport.</li> </ul> <p>Cross-border cooperation is focused on emergency towing (agreement with Germany), pollution response (under the Bonn Agreement), shipping inspection/PSC (Paris MOU), vessel traffic management (agreements with Belgium and Germany), immigration/police activities (Schengen Agreement, Benelux Treaty, Treaty with Belgium, ministerial agreement with Germany, participation in the European Police Chiefs Task Force), fisheries control and management (North Sea Regional Advisory, operation ‘Shark’ with UK, etc.).</p> <p>Specific issues in the maritime area relate to protection of land against flooding: most of the Netherlands lies below sea level, spatial planning: a relatively high number of economical activities in a relatively small sea-area, and estuarial areas as seaward borders with neighbouring countries.</p>
<b>Poland</b>	<ul style="list-style-type: none"> <li>• The Maritime District of Border Guard is responsible for immigration control and border control.</li> <li>• Environmental protection tasks are supervised by the Ministry of Infrastructure (in cooperation with regional maritime offices), and the Ministry of Environment (through the institution of the Inspection for Environmental Protection).</li> <li>• Fisheries management and control tasks are under the authority of the Ministry of Agriculture and Rural Development (Fisheries Department and three Regional Fisheries inspectors).</li> <li>• The Department of Maritime Transport and Inland Navigation in the Ministry of Transport and Construction is the competent body dealing with ship safety and security, including inspection of ships. It is also competent for certain matters relating to ports (development, security, programming and financing port waterways infrastructure, hinterland connection to sea ports and technical infrastructure in ports)</li> <li>• Search and rescue operations are carried out by the Maritime Search and Rescue Service.</li> <li>• The Ministries of Treasury, Environment, Transport and Construction share responsibility for issues relating to the exploitation of natural resources.</li> <li>• Maritime tourism falls under the competence of the Ministry of Economy and Labour.</li> </ul>

	<ul style="list-style-type: none"> <li>• Cross-border cooperation is declared, but not identified, in all the above mentioned areas.</li> <li>• Other functions of particular interest for Poland are relevant to the organization and management of ports, the shipyard industry (sector with high export potential, 90% of its overall production goes abroad. Building and maintenance of ships gives direct employment to 20 thousands people in shipyards settled on the coast. Approximately 800 servicing undertakings and production companies is cooperating with shipyards), as well as maritime tourism.</li> <li>• Specific issues in the maritime area relate to environmental protection. The territory of Poland contains 18% sub-basin of Baltic Sea and there are 40% of people living within the sub-basin borders. River affluent is one of the main sources of marine water pollution and Wisła and Odra compose one of the three biggest river systems in Baltic Sea area. This causes one of the most significant pollution flows to Baltic Sea from territory of Poland. However, when taking into account the numbers in per capita relation or the area unit, they are in the middle of the stake or belong to the minor ones among all Baltic Sea countries.</li> </ul>
<b>Portugal</b>	<ul style="list-style-type: none"> <li>• On customs and immigration, there is a joint responsibility of the Ministry of Justice (Judiciary Police), the Ministry of Finance (Customs and Special Duties General Administration) and the Ministry of Home Affairs (National Republican Guard-Fiscal Brigade/Borders and Foreigners Service).</li> <li>• Police activities are carried out jointly by the Ministry of Home Affairs (National Republican Guard-Fiscal Brigade) and the Ministry of National Defence (National Maritime Authority/General Command of Maritime Policy).</li> <li>• Border protection tasks are executed by the Ministry of Defence (Portuguese Navy/ Portuguese Air Force).</li> <li>• Competence on environmental protection lies with the Ministry of Environment, Territorial Planning and Regional Development (Environment Institute / ICN), Ministry of National Defence (National Maritime Authority / General Command of Maritime Policy / Portuguese Navy / Portuguese Air Force).</li> <li>• Fisheries management and control is conducted by the Ministry of Agriculture, Rural Development and Fisheries (General Direction of Fisheries and Aquiculture - SIFICAP (System of Supervision and Fishing Activity Control)</li> <li>• In maritime traffic and maritime transport, there exists a joint responsibility of the Ministry of National Defence (National Maritime Authority /Portuguese Navy / Portuguese Air Force) and Ministry of Public Works, Transport and Communications (Institute of Ports and Maritime Transportation).</li> <li>• Ship safety and security, including inspection of ships, belongs to the Ministry of National Defence (National Maritime Authority) and Ministry of</li> </ul>

	<p>Public Works, Transport and Communications (Institute of Ports and Maritime Transportation).</p> <ul style="list-style-type: none"> <li>• SAR operations and accident/disaster response are jointly performed by the Ministry of National Defence (National Maritime Authority/ Portuguese Navy/ Portuguese Air Force) and Ministry of Public Works, Transport and Communications (Institute of Ports and Maritime Transportation).</li> <li>• In the exploitation of natural resources, the Ministry of Economy and Innovation, Ministry of Environment, Territorial Planning and Regional Development, Ministry of Agriculture, Rural Development and Fisheries, are jointly responsible.</li> <li>• Mapping and licensing of economic activity is under the competence of the Ministry of Economy and Innovation, Ministry of Environment, Territorial Planning and Regional Development, Ministry of Agriculture, Rural Development and Fisheries and Ministry of Public Works, Transport and Communications.</li> <li>• Mapping and licensing of research activity belongs to the Ministry of Economy and Innovation, Ministry of Environment, Territorial Planning and Regional Development, Ministry of Agriculture, Rural Development and Fisheries.</li> <li>• Cross-border cooperation with Spain has been declared with regard to fisheries management and control.</li> </ul>
<b>Slovak Republic</b>	<p>The Slovak Republic, as a land locked country, does not administer territorial waters.</p>
<b>Slovenia</b>	<ul style="list-style-type: none"> <li>• The Customs Administration (of the Ministry of Finance) is the competent body that controls and supervises export of goods and imports of products from third countries, collects customs duties, excise duties and VAT. The role of the Customs has been increased also in the area of providing security and protection for society, fight against illegal trafficking of drugs, arms, ammunition, radioactive substances, sub-standard products, products containing substances with adverse health or environment effects, infected meat, meat products, milk and milk products, and also in the area of protection of intellectual property rights, protection of national heritage and endangered species.</li> <li>• Police is competent to assure sovereignty of internal waters and territorial sea. It also carries out migration surveillance and border protection. Furthermore, it covers tasks involving nature protection measures, sea fisheries control, submarine activities control and search and rescue tasks.</li> <li>• Fisheries management is responsibility of Ministry for Agriculture, Forestry and Food. Control is responsibility of Inspectorate of the RS for Agriculture, Forestry and Food, with help from Maritime Police and Slovenian Maritime Administration.</li> </ul> <p>On maritime traffic and maritime transport, the Slovenian Maritime Administration carries out a wide range of tasks encompassing all aspects of</p>

	<p>maritime activity and covers provisions about the safety of navigation, development of the port infrastructure, search and rescue operation, pollution prevention, seaways, ports and harbours, ships survey, issuing of certificates and documents required to be carried on board ships, port state control, registration of ships and pleasure boats, issuing of certificates for the seafarers and boat leaders certificate.</p> <p>The Republic of Slovenia doesn't have a Coast Guard. The common problems on sea solves a coordination group, where are the representatives of The Slovenian Maritime Administration, Border police, Custom, Navy, inspection for fisheries and sea guard service.</p> <p>In ship safety and security, it is the Slovenian Maritime Administration that takes care for safety at sea through the Maritime Safety Inspectors (Port State Control).</p> <p>The police and Port State Control cooperate and regularly inform one another about security measures. Both of them carry out inspections of ships, which are in the port from the aspects of safety at sea, border control and security.</p> <ul style="list-style-type: none"> <li>• The Slovenian Maritime Directorate with its department for traffic monitoring and search and rescue (MRCC Koper) is responsible for Search and Rescue operations in Slovenia and is supported by the Slovenian Border-Patrol (Police).</li> <li>• Slovenia is engaged in cross-border cooperation in the field of environment through the Agreement on cooperation. The Commission on the protection of the maritime environment was established for the cooperation between Slovenia, Croatia and Italy.</li> </ul> <p>Recently Slovenia, Croatia and Italy signed Sub-regional Contingency Plan for the prevention of, preparedness for and response to major marine pollution incidents in the Northern Adriatic.</p> <p><i>Slovenian police cooperates with Western Sea Border Centre, which endeavours to prevent illegal migrations on the sea.</i></p> <p>The Republic of Slovenia is full member of General Fisheries Commission for the Mediterranean (GFCM)</p> <p>In May 2000 Italy and EU start political sub-regional Adriatic- Ionian Initiative AII. Slovenia chair the Round table Environment and development with priority issues relating to a Contingency Plan for Adriatic, an Integrated Coastal Area Management and a ballast water management plan.</p> <p>In the frame of Slovenian-Croatian-Italian commission for protection Adriatic sea and its coast in 2004 start WG for BWMP /ballast water management plan/ for Adriatic according with IMO standards (Portoroz, may 2004/may 2005).</p> <p>Slovenia is active member of MAP/UNEP and the Barcelona Convention and its Protocols.</p>
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<b>Spain</b>	<ul style="list-style-type: none"> <li>• In the areas of Customs and Immigration / Police activities / Border protection State competences belong, fundamentally, to the Interior Ministry. National legislation assigns exclusively to the Civil Guard the competence to perform the policing functions stipulated in the applicable law with respect to territorial waters and, exceptionally, beyond them, in accordance with the provisions of the International Treaties currently in force to which Spain is party. The relevant legislation assigns to the Maritime Service of the Civil Guard missions related to the areas within territorial limits referred to in this questionnaire.</li> <li>• As regards the environmental protection, competence lies partially either with the Central Government (for example, the management of the Public Domain property on the coast) or the Autonomous Communities (for example, the management of maritime protected areas in the landward zone). In any case, the Departments of the General Administration of the State that are competent in this respect are the Environment Ministry and the Ministry of Infrastructure.</li> <li>• Activities relating to fisheries management and control are controlled by the Ministry of Agriculture, Fisheries and Food (particularly by the General Secretariat for Maritime Fishing). The regulation and control of extractive fishing activities in inland waters is the responsibility of the Autonomous Communities, whereas in the territorial waters, the EEZ and the high seas is the responsibility of the State. As regards the commercialization of fish products, the unloading process is regulated by the State, while the commercialization process is regulated by the Autonomous Communities. Finally, the control of the transportation of the fish products falls in the competence of the State, with various services being involved (e.g. the Civil Guard carries out controls on roads and highways, whereas sanctions are imposed by the Autonomous Communities).</li> <li>• As far as maritime traffic and maritime transport, and ship safety and security (including inspections of ships) is concerned, the State-level competences are shared between the Interior Ministry and the Ministry of Infrastructure (specifically the Directorate-General of merchant Shipping).</li> <li>• In search and rescue, and accident and disaster response, there is a mixed competence of the Ministry of Interior and the Ministry of Infrastructure.</li> <li>• Competences regarding exploitation of natural resources, mapping and licensing of economic and research activities, and mapping of (economic) resources and environmental conditions, are exercised either by the State or by the Autonomous Communities.</li> <li>• As to marine research, the development of research activities in the public sector belongs to the Spanish Oceanographic Institute (IEO) of the Ministry of Education and Science, and the Research Centres of the Higher Council of Scientific Research (CSIC). It also belongs to University Departments.</li> <li>• With respect to fisheries research, the IEO operates as an advisory body to the Secretariat General for Maritime Fishing as a contribution to drawing the government's fisheries policy. IEO also provides information and advise to the Ministry of Environment, the Interior Ministry and the Ministry of</li> </ul>
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	<p>Foreign Affairs and Cooperation on mapping and licensing of research and economic activities, as well as mapping of (economic) resources and environmental conditions, whenever these activities take place in Spanish territorial waters. As for Environmental Protection, the IEO advises the Centre for the Prevention of and the Fight against Maritime Pollution.</p> <ul style="list-style-type: none"> <li>• In cross-border cooperation, Spain has indicated the establishment of a solid framework for cooperation with neighbouring countries in a considerable number of areas. In particular, cooperation exists with Italy, France, Portugal and Morocco on issues falling in the competence of the Interior Ministry. Also, the Ministry for Agriculture, Fisheries and Food cooperates with neighbouring EU countries, and two specific Commissions have been established, namely the Franco-Spanish and the Portuguese-Spanish Fisheries Commission (COFEP and COLEP, respectively). Moreover, in research, IEO has concluded collaboration agreements with its counterpart Institutes in France, Portugal and Morocco. Other cooperation instruments relate to search and rescue/ accident and disaster response, and environmental protection.</li> </ul>
<b>Sweden</b>	<ul style="list-style-type: none"> <li>• Customs and immigration falls under the competence of the Swedish Customs</li> <li>• Police activities in Sweden are carried out by the national Police service, which is responsible for the entire territory (land, sea or air). The Coast Guard, which is responsible to the Ministry of Defence, surveys the open sea and coastal waters in order to prevent crime regarding i.a. hunting, fishing and sea traffic safety.</li> <li>• The border protection is a task undertaken by the Police, while the Coast Guard, which has an independent responsibility for the surveillance of the borders and border control at sea.</li> <li>• The Swedish Environmental Protection Agency is the central authority responsible for the protection of the environment, as a whole.</li> <li>• Responsibility for fisheries control, biodiversity and environmental aspects within the fisheries sector belongs to the Swedish Board for Fisheries and the Coast guard.</li> <li>• The Swedish Maritime Administration is the competent authority for maritime traffic and maritime transport, ship safety and security, including inspection of ships (Inspectorate and Coast Guards-for security), search and rescue (along with the Coast Guards).</li> <li>• The Ministry of Industry, Employment and Communications and the Geological Survey of Sweden are responsible for the exploitation of the natural resources.</li> <li>• Mapping and licensing of economic resources and environmental conditions is a responsibility of various Swedish authorities and institutions.</li> </ul> <p>Cross-border cooperation focuses on marine environment protection (HELCOM, OSPAR Commission, North Sea Conference), energy (COD project) and fisheries (agreements with neighbouring countries, participation in regional fisheries organizations-NEAFC, NAFO, IBSFC AND NASCO)</p>

<b>United Kingdom</b>	<ul style="list-style-type: none"> <li>• Responsibility for immigration control falls to the UK Immigration Service (UKIS).</li> <li>• The Police have the power to investigate an offence occurring within the territory of England and Wales.</li> <li>• Border control is carried out by the UKIS Border Control officers, who cooperate with representatives of the other UK's border control agencies (H.M. Revenue and Customs, and Police Special Branch ports' units).</li> <li>• Nature conservation in the UK territorial waters is devolved to the Administrations in Scotland, Wales and Northern Ireland. The police and fisheries agencies also participate in enforcing some of marine nature conservation legislation.</li> <li>• Sea fisheries management is split between four devolved administrations (namely, the Department for Environment Food and Rural Affairs, the Welsh Assembly Government, the Scottish Executive Environment and Rural Affairs Department, and the Department for Agriculture and Rural Development). Each one of those authorities, inspection services is carried out by the Sea Fisheries Inspectorate, the Defra's Sea Fisheries Inspectorate, the Sea Fisheries Protection Agency and the Sea Fisheries Inspectorate, accordingly.</li> <li>• Maritime traffic and maritime transport, ship safety and security, including inspection of ships, and search and rescue/accident and disaster response are areas of responsibility of the Secretary of State for Transport, who discharges his responsibilities largely through the Maritime and Coastguard Agency (MCA).</li> <li>• Mapping and licensing of economic resources and environmental conditions is a responsibility of various British authorities, depending on the nature of the resources and conditions concerned.</li> </ul>
<b>Romania</b>	<ul style="list-style-type: none"> <li>• Customs duties are carried out by the Customs Authority.</li> <li>• Police activities in the maritime sector are the responsibility of the Romanian Frontier Police, which deals with: <ul style="list-style-type: none"> <li>○ fight against illegal immigration, implementation and monitoring of the state frontier judicial regime;</li> <li>○ prevention and fight against piracy, terrorist acts and acts related to organized crime;</li> <li>○ environment protection either in case of waste waters discharge or in case of accidental pollution;</li> <li>○ fight against illegal exploitation of natural resources;</li> <li>○ fight against illegal fishing, visit and inspection of ships infringing the national legislation on inland waters, territorial sea, contiguous zone and exclusive economic zone;</li> <li>○ search and rescue at sea as well as intervention in case of accident or maritime disasters;</li> <li>○ inspections for ensuring the compliance with the standards relating to maritime safety in waters included in its area of competence and in ports, together with the area body of port captaincy;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ notice of economic activities (concerning industrial or sportive and recreational fishing) unfold in the frontier maritime waters;</li> <li>○ restriction to the access of ships in certain maritime waters areas;</li> <li>○ protection and participation in the protection of objectives of major importance.</li> </ul> <ul style="list-style-type: none"> <li>• The environmental protection falls to the Ministry of Environment and Water Management</li> <li>• Fishing activities are managed by the National Agency for Fishing and Agriculture.</li> <li>• For maritime traffic and maritime transport, it is the Romanian Naval Authority which has in its competence the safety of carrying out the maritime traffic by the port service control.</li> <li>• In the field of ships' safety and security, it is the Romanian Naval Authority which is responsible for the port facilities and port administrations. This Authority is also competent, along with other authorized organizations, for the inspection of ships.</li> <li>• The Romanian Naval Authority coordinates search and rescue/accident and disaster response activities, whereas the effective intervention is done through organizations or private companies contracted with it.</li> <li>• Cross-border cooperation relates to environment protection and marine research in the Black Sea area (Convention for the protection of the Black Sea against pollution) as well as to fighting against illegal activities in the Black Sea through e.g. annual meetings of the chiefs of Police/Frontier Services/Coast Guards, the Information and Coordination Center in Bulgaria.</li> </ul>
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**Question IV – country descriptions****Belgium**

- The direct added value of the shipping cluster is estimated in 2004 at € 750 million (60% construction, 10% tugging, 30% merchant fleet), indirectly at € 350 million (72% construction, 3% tugging and 25% merchant fleet). This means a global value of 1.1 billion and jobs for about 12.000.
- The 7 maritime ports handled some 204 million tonnes of goods; Antwerp ranked as third biggest port in Europe and the 11<sup>th</sup> in the world in the port sectors employed in 2004 around 105.000.
- In 2004 more than 107 million tonnes of good were traded in Short Sea Shipping, which is an increase of 4% compared to 2003 and of 21% compared to 1999. This transport mode accounts for around 50% of total activities and is key to the ports of Oostende and Brugge-Zeebrugge. Short Sea Shipping is a rising business with its growth exceeding the overall growth of maritime transport.
- Toerisme Vlaanderen promote Flanders as a tourist destination and publishes annual publishes statistics in 'Toerisme in cijfers'.
- At the end of 2003, the EC fleet register contained 125 Belgian fishing vessels. The total delivery of Belgian vessels in 2003 declined (-8% in tonnes and -2% in value) arriving at 23.637 tonnes and € 90,40 million.
- Annual sand and stone extraction has risen from 370.000 m3 in 1979 to 1.700.000 m3 in the mid nineties. In 2001 production exceeded 1.900.000 m3 and then revolved around 1.600.000 m3. 30% of worldwide dredging on the free market is done by Belgian firms.
- Belgium first installed wind farms in 1983 in Zeebrugge (25 mills producing 8.6MW). Of the ambition to produce 6% of electricity through renewables, around 40% is expected to be realised by wind energy. Of the capacity of 750 MW, around a third is to be installed at sea.

**Cyprus**

The 2002 study by the Cyprus Shipping Council provides background information and can be found in the Department of Merchant Shipping.

**Denmark**

Water transport (which includes ship owners and shipping companies) represents about 15,4 % of total Danish exports and ranks among the ten largest in the world. Danish ship owners and their overseas affiliates together operate a fleet of an estimated 50 million dwt. Its value amounted in 2004 to 120 billion DKK and the sector accounts for about 7% of employment. This industry has remained its competitive edge by investing in technology, skills and know-how that has developed in concord with longstanding Danish maritime traditions. Denmark also offers an important range of different maritime services and marine equipment producers.

Ship building in Denmark has decreased over the last two decades and today, only one major shipyard is active.

The fishing industry employs around 15000 people; a significant number is employed in related industries. Fisheries is especially important in certain regions.

Offshore oil and gas extraction comprises activities onshore and offshore (mainly in the North Sea). Denmark is a net oil and gas exporter. New activities concern offshore electricity power plants such as wind farms and wave power contributing to cutting greenhouse emissions. As of 1 January 2005 Denmark had a wind capacity offshore of 424 MW wind turbines and the Danish Energy Authority intends to establish 400-MW new offshore wind-turbine capacity.

## Estonia

- The following web links are referred to for further information:
- [http://pub.stat.ee/px-web.2001/I\\_Databas/web.2001/I\\_Databas/Economy/10Fishing/10Fishing.asp](http://pub.stat.ee/px-web.2001/I_Databas/web.2001/I_Databas/Economy/10Fishing/10Fishing.asp)
- <http://pub.stat.ee/px-web.2001/dialog/statfileri.asp>

## Finland

Over 80 per cent of Finnish foreign trade is transported by sea. Well-developed and efficient maritime transport and ports are vital for Finland's foreign trade and competitiveness.

The Finnish maritime cluster consists of sectors associated with shipping, marine industries and port operations in the public and private sectors. The large international firms in the cluster, thriving on advanced technology and innovation, are of great importance to the Finnish economy. The cluster also includes associated maritime services, such as insurance, financial services and maritime classification. The maritime cluster allows the various industries and sectors to interact bi-laterally and in networks, through which the large cluster companies extend their influence to the biggest part of the country. The economic impact of the cluster is most significant in the Åland Islands, as well as in the regions of Helsinki, Turku and Rauma. The majority of the companies associated with the maritime cluster are naturally located on the coastline, but there are also a significant number of inland maritime cluster companies.

An extensive study ("The Finnish Maritime Cluster study") was carried out in 2003 to assess the significance and map the networks of the Finnish maritime cluster as well as to describe its economic and societal importance. The study showed, that the total turnover of all companies directly associated with the maritime cluster (2 400 companies) is some 11.4 billion euros. The maritime cluster directly employs approximately 47 000 people in the private sector and in ports. Its indirect impacts through consumption are manifold.

According to the Maritime cluster study the figures for the key sectors are:

Sector	Turnover (mio €)	Personnel
Shipyards	1 549	6 657
Shipyard subcontractors	2 681	10 848

Shipping companies	2 123	9 558
Ports	182	1 067
Companies related to shipping and ports (port operators, port related companies etc.)	1 173	6 603

Relevant websites include:

- Statistics Finland”: [http://www.stat.fi/index\\_en.html](http://www.stat.fi/index_en.html)
- Environmental key figures in the Baltic Sea Portal: <http://www.fimr.fi/en/itamerikanta.html>
- ‘Finnish Maritime Cluster –study’ by the National Technology Agency of Finland (TEKES): [http://www.tekes.fi/eng/publications/Finnish\\_Maritime\\_Cluster.pdf](http://www.tekes.fi/eng/publications/Finnish_Maritime_Cluster.pdf)
- Statistics and Research on Åland (ÅSUB): [www.asub.aland.fi](http://www.asub.aland.fi)

## **France**

The 2005 edition of the ‘Cluster maritime français’, published by the French ‘institut français de la mer’ (IFM) shows that the maritime industries account for 2 to 2,5 % of GNP and globally maritime activities around 5 à 10 %. See also [www.ifmer.org](http://www.ifmer.org)

The ‘Données économiques maritimes françaises 2003’ by IFREMER shows a contribution of the maritime economy in 2001 of € 18,5 billion in value added and 442 000 jobs. See also [www.ifremer.fr/drvsem/donnees/synthese-2003.htm](http://www.ifremer.fr/drvsem/donnees/synthese-2003.htm)

## **Germany**

The maritime shipping sector continues its rapid expansion despite heavy competition. Owing to the positive situation of the shipping markets and the considerable enlargement of the merchant fleet under German management (German and foreign flags) the turnover can be expected to increase significantly in 2004 and 2005 (the turnover totalling about 14.1 billion in 2004 and about 16.4 billion in 2005). With total employment of more than 270,000 persons and total value-added of a good DM 28 billion in 2001, the maritime industry is one of Germany’s most important economic sectors. Some 90 per cent of the overseas trade and 28 per cent of Germany’s overall foreign trade is carried out by sea (taking into account shipping via German sea ports only).

Economic data and reports are available and, for example, on the following websites:

- [www.Reederverband.de](http://www.Reederverband.de)
- [www.zds-seehaefen.de](http://www.zds-seehaefen.de)
- [www.vsm.de](http://www.vsm.de)
- [www.igmetall-kueste.de](http://www.igmetall-kueste.de)
- [www.vdma.org](http://www.vdma.org)

- [www.iaw.uni-bremen.de](http://www.iaw.uni-bremen.de)
- [www.maritime-technik.de](http://www.maritime-technik.de)

Further data on the federal states concerned:

- Hamburg: Statistical Office for Hamburg and Schleswig-Holstein [www.statistik-nord.de](http://www.statistik-nord.de)  
[www.bwa.hamburg.de](http://www.bwa.hamburg.de) Agency for Trade and Labour
- Bremen: <http://www.bremen-ports.de/evopage/index.php?id=32&languageid=1> and  
<http://www2.bremen.de/wirtschaftssenator/start/haefenframes.html>
- Mecklenburg-Western Pomerania: Statistical Office of Mecklenburg-Western Pomerania  
[www.statistik-mv.de](http://www.statistik-mv.de)
- Analyses of the potential of the maritime industry in Schleswig-Holstein: [www.wtsh.de](http://www.wtsh.de)
- Studies on socio-economic and socio-cultural-data in the Wadden Sea Region: Common  
Wadden Sea Secretariat (CWSS)// Wadden Sea Forum

## **Greece**

Shipping is the key maritime sector in Greece, which together with tourism underpins the national economy.

The fleet registered under the Greek flag, comprises 1540 ships (above 100gt) of 32 million gt. Greek owned fleet (including vessels registered under the Greek flag) ranks first globally, comprising of 3338 vessels of 182,540,868 total DW and 109,377,819 total GT. Greek interests now control 14.1% of the world fleet expressed in gross tons, or 16.5% of the world fleet dead-weight. The Greek fleet ranks first at EU level, representing 23.48% of the EU fleet expressed in gross tons. The average age of the Greek owned fleet has been reduced to 15.9 years, while the Greek flag is included in the “white list” of the Paris Memorandum of Understanding on Port State Control.

The operation of 1075 foreign shipping companies in Greece resulted in an inflow of a total amount of 2 billion USD for 2004. Shipping and related activities provide jobs to an estimated 200.000 people. In 2004, the above companies employed 11.041 persons (9753 Greeks and 1288 foreigners). More than 30.000 seafarers work on ships of the Greek controlled fleet.

2004 proved to be very prosperous for Greek shipping. Particularly, the direct contribution of merchant shipping to the GDP was 4.8% while the net inflow of maritime transport services covered 31% of the trade balance deficit. During 2004, maritime exchange inflows reached € 13,307 billion. According to provisional data from the Bank of Greece, maritime exchange inflows for the 1<sup>st</sup> semester of 2005 reached € 7.075 million against 6.513 million for the 1<sup>st</sup> semester of 2004. For June 2005, maritime exchange inflow reached 1.202 million Euros against 1.151 million for June 2004, representing an increase of 4.38%. Travel (including tourist) exchange amounted to € 10.3 billion (in the year of the Olympic Games).

Greek shipping companies also constitute the main dynamic for an array of shipping related maritime services and manufacturing industry.

## **Hungary**

There is no detailed database on the GDP share of the Hungarian maritime sector. Nevertheless, services of the maritime transport are of big interest for Hungary. Roughly speaking 2/3 of the Hungarian GDP is realised by foreign trade. At the same time maritime transportation takes a significant part of the export - import trade.

## **Italy**

Maritime activities have a great impact on the Italian economy and the growth of their economic importance confirms their status as an invaluable resource for Italy's development. The maritime system is crucial for Italy, considering the strong interdependence of our economy with foreign markets, as well as Italy's coastal and inland layout and the civic and economic importance of sea towns.

The maritime sectors' global output exceeds many traditional production sectors, such as textile and clothing, post and telecommunications, automotive or wood. The sectors provide more jobs than sectors as post and telecommunications or the wood industry, and generating a higher added value per employee than a sector as textile-clothing.

In 2004, 567 millions ships arrivals were recorded in 146 Italian ports, with a throughput of 485 million tonnes. Between 1996 and 2002 container traffic doubled to 7,4 millions of TEU. Italian ports offer some 1119 places of boarding and 282 kilometres of quays. Tourist ports offer 116.873 berths.

For more information see the web site of the National Statistic Institute [www.istat.it](http://www.istat.it).

## **Ireland**

Ireland is dependant on sea-borne trade and the economic significance and importance of adequate shipping services to the prosperity of the country is self-evident. With 90% of Ireland's volume of trade going by sea transport, it remains Ireland's most important mode for international trade. The shipping sector in Ireland contributes about €145 billion to the Irish economy every year. On average 17,000 cargo vessels per annum call to Irish ports with a throughput in 2004 of more than 900,000 containerised cargo units. On average 46 million tonnes of goods are handled by Irish ports.

There were approximately 700 Irish based seafarers employed to end 2004 mainly on regular passenger and ferry services operating between Ireland, the UK and France. This employment figure is complemented by some 700 jobs ashore in support areas such as freight forwarding, shipbroking and agency services, insurance, financial and legal services. The sea-going sector was dealt a substantial blow during 2005 when Irish Ferries offered a voluntary severance package to its 543 seafaring employees.

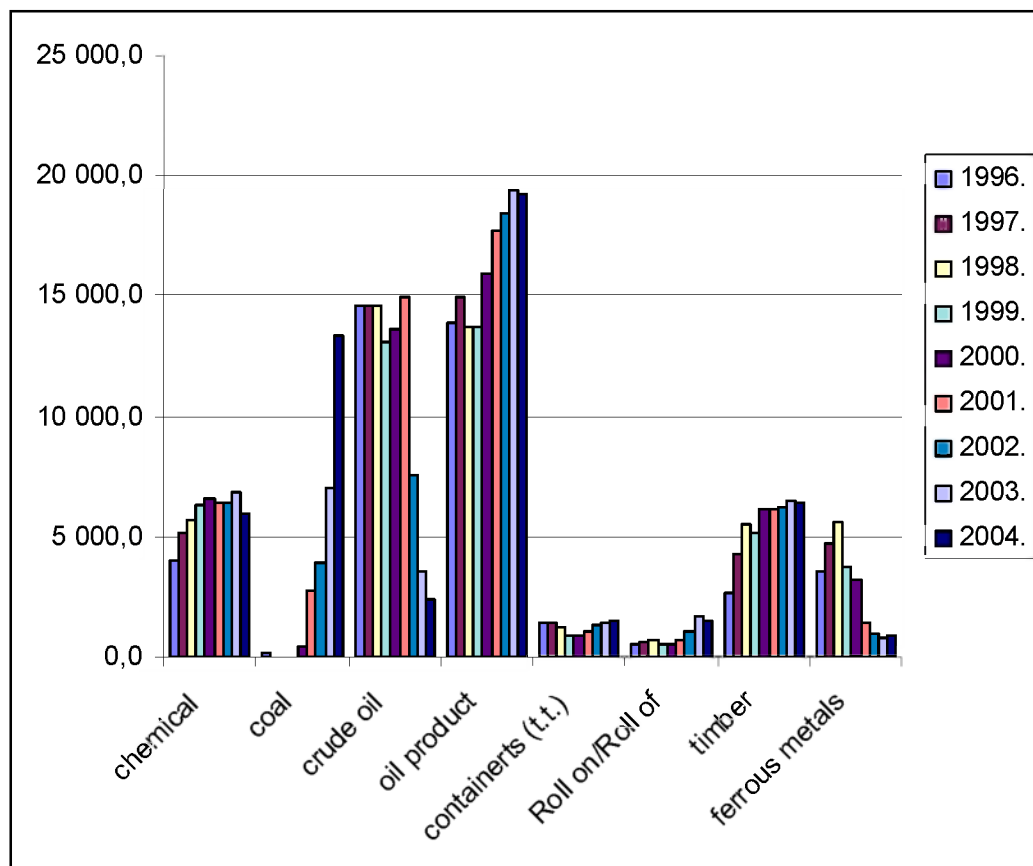
At the end of 2002, the EC fleet register contained 1,376 Irish fishing vessels. The fishing industry employs a significant number in related industries. Fisheries is particularly important in regional areas in Ireland with the value of fish landings into Irish ports annually approximately €180,000.

For more information see the following links for statistics on:

- Shipping/transport-  
<http://www.cso.ie/px/pxeirestat/database/eirestat/Transport/Transport.asp>
- Fisheries - <http://www.cso.ie/px/pxeirestat/database/eirestat/Fisheries/Fisheries.asp>

## Latvia

Comparison of cargoes in the ports of Latvia year 1996-2004:



Number of seafarers (*excluding catering staff*) (data 01.08.2005)

No	Item	Number
1.	Officers total - Masters incl. Deck Masters incl. Engine	8 215 3 830 4 385
2.	Ratings total	10 427
3.	<i>Total active seafarers employed in merchant fleet</i>	<i>18 642</i>
4.	Fishermen	1 500
5.	Inland water (mainly port service) seafarers	1 500
	<b>Total</b>	<b>21 642</b>

Age profiles of merchant seafarers(data 01.08.2005)

Masters		Up to 40 years	40 to 50 years	50 to 60 years	Over 60 years
1068		119	422	410	117
Officers	Up to 30 years	30 to 40 years	40 to 50 years	Over 50 years.	
7147	1302	1523	2138	2184	

Ratings	Up to 30 years	30 to 40 years	40 to 50 years	Over 50 years.	
10427	3832	2399	2395	1801	

\* Possess Masters certificates, but some 200 of them are employed as Deck Officers

Further information can be obtained via the following links:

- Statistical data <http://www.csb.lv>.
- Information about ports in Latvia:
- Port of Riga: <http://www.rop.lv/>;
- Port of Liepaja: <http://www.portofliepaja.lv/>;
- Port of Ventspils: <http://www.vbp.lv/>.

## Lithuania

<http://www.std.lt/web/main.php>

## Luxembourg

Luxembourg carried out an extensive study about its maritime sector in 2001 entitled “*Etude sur le secteur maritime au Luxembourg*”.

This study showed about 200 maritime enterprises (2000). Total turnover reached more than 20 billion LUF; some 138 vessels were flying the Luxembourg flag in 2000. These vessels together employed some 1700 people, but only 136 jobs were registered in Luxembourg. In total, around 350 people were estimated to work in maritime and coastal related sectors. Indirect economic effects of the creation of the maritime register were estimated at 772 million LUF (2000). The management of the technical register for leisure yachts in 2000 brought 4,4 million LUF in revenue for the state.

### Overview table of economic effects of Luxembourg maritime register

	31/12/99	31/12/98
Registered maritime enterprises	155	131
Number of vessels	116	89
<b>Direct effects</b>		
Turnover of maritime enterprises (LUF)		ca 22389003574
Mortgages	13	4
Credits for the Commissariat des Affaires Maritimes	31 454 000	29 342 000
<b>Direct fiscal effects (LUF)</b>		
Tax – 1 <sup>st</sup> inscription	19 089 222	6 352 342
Tax for renewal	14 622 709	12 152 661
Income tax	1 385 488	27 278 534
Local commercial tax	28 800	111600

Wealth tax	34 305 100	35 903 800
Fixed tax	98 474 062	
Radio licences	2 072 000	2 050 000
<b>Indirect effects</b>		
Employment in Luxembourg	123	99
Salaries	253 000 000	216 000 000
Other personnel costs	3 000 000	2 000 000
Rent	70 000 000	43 000 000
Office supplies	45 000 000	22 000 000
Third party services	120 000 000	93 000 000
Travel; representation	28 000 000	31 000 000
Maintenance, repair	22 000 000	19 000 000
Banking	139 000 000	81 000 000
<b>Leisure yachts register</b>		
	Number of files	Income (LUF)
Identification	31	31 000
Registration	712	3 817 013
Permits	274	548 000
Registration of new ownership	43	64 500
<i>TOTAL</i>		<i>4 460 513</i>

## Malta

The Contribution of the Marine Sector to the Maltese Economy (2000)			
	% of turnover	% of GDP	% of Employment
<b>Direct Extraction of Marine Resources</b>			
Fishing	0.08	0.08	0.15
Fish-farming	0.08	0.06	0.07
Production of Water	0.22	0.34	0.62
Other*	0.01	0.01	0.01
<b>Total</b>	<b>0.39</b>	<b>0.49</b>	<b>0.84</b>
<b>Services Related to Marine Products and Environment</b>			
Processing and sale of seafood	2.02	1.05	0.51
Tourism	4.73	6.9	9.03
Marine Transport and Communication	2.52	4.38	1.9
<b>Total</b>	<b>9.28</b>	<b>12.32</b>	<b>11.45</b>
<b>Activities Arising from Global Marine Environment</b>			
Building and repairing vessels	0.49	0.83	2.82
Vessel Certification and licensing	0.15	0.34	0.09
<b>Total</b>	<b>0.64</b>	<b>1.16</b>	<b>2.91</b>
<b>Investment of Infrastructural Activities</b>			
Construction of sea infrastructure	0.33	0.43	0.27
<b>Grand Total</b>	<b>10.64</b>	<b>14.41</b>	<b>15.46</b>

**Malta** \*includes production of salt and mineral resources

The performance of the marine economic sector is coupled to the wider ranging trends and characteristics pertaining to the Maltese economy as a whole, namely smallness, openness and insularity; scarcity of land and fuel resources; high dependence on international business; a reasonable level of economic development; sustainability concerns, emanating particularly from the external resource balance, the fiscal balance and the use and degradation of environmental resources; the restructuring phase of the economy towards regional integration as an EU member state; and an appreciable degree of diversification in the economy in spite of the heavy dependence on the tourism sector and on manufacturing exports.

The maritime sector generates some 6000 direct jobs, mainly shore personnel. Key activities centre on maritime transportation, marine services, marine leisure and coastal tourism, and the fisheries/aquaculture sectors. Malta has 24.2 million GT and ranks as the 8<sup>th</sup> largest maritime flag in the world and generating business estimated at around 1% GDP.

The maritime transportation industry, besides being the life-link for Malta, is the showpiece of the hub concept that Malta has promoted in recent years. The Malta Freeport handles over one million TEUs annually and has become a central node on all major transshipment routes. The cruise passenger traffic in the Grand Harbour has reached record handlings of over a third of a million passengers in 2002. In 2004, cruise passenger traffic declined over that registered in 2003, but during the first six months of 2005, the number of cruise passengers that visited the Maltese islands went up by 38.2 per cent to 106,381, an increase of 29,428 persons over the same period last year.

Aquaculture has now an annual production of around 2000 metric tonnes and the removal of the Common External Tariff upon membership to the EU will give extra impetus to this industry, even though it will have to adapt to more stringent environmental regulations.

Tourism is the largest sector; although figures do not specify which part is sea-related, coastal/marine resorts, services and facilities, including yachting and diving, offer a unique attraction to visitors. One could easily state that all tourism activity directly or indirectly depends on Malta's marine resources.

## Netherlands

sector	indicator		link
• Shipping and ports	Direct employment in Dutch seaports (nr. of active persons; 2002)	144.000	<a href="http://www.minvenw.nl">www.minvenw.nl</a>
	Indirect employment in Dutch seaports (nr. of active persons; 2002)	120.700	/traffic and transport
	Direct added value Dutch seaports (x billion euro; 2002)	12.8	/national seaports policy 2005-2010
	Indirect added value Dutch seaports (x billion euro; 2002)	9.7	
	Cargo throughput in Dutch seaports ( x 1000 tons; 2002)	435.400	
	Shipping movements (calls) into Dutch ports/year (2004)	>53.000	<a href="http://www.havenraad.nl">www.havenraad.nl</a>
	Shipping movements on Netherlands Continental Shelf (NCP) average/year	260.000	<a href="http://www.noordzeeatlas.nl">www.noordzeeatlas.nl</a>
Exploration of gas	Gas production on NCP/year (x billion m <sup>3</sup> ; 2004)	29.1	<a href="http://www.sodm.nl">www.sodm.nl</a>
Exploration of oil	Oil production on NCP/year (x million m <sup>3</sup> ; 2004)	2.1	annual report 2004, appendix D
Fisheries	Total catch landed at Dutch fish auctions (x tons; 2004)	>100.000	<a href="http://www.pvis.nl">www.pvis.nl</a>
	Total value of catch landed at Dutch fish auctions (x 1000 euro; 2004)	> 300.000	
Wind-farming	Official target wind-energy production on NCP (MW in 2020)	6000	<a href="http://www.offshorewind.nl">www.offshorewind.nl</a>
Cable- and pipe-laying	Total length of telecom-cables NCP (km)	2000	<a href="http://www.noordzeeatlas.nl">www.noordzeeatlas.nl</a>
	Total length of pipelines NCP (km; 2002)	2560	
Sand extraction	Sand-extraction on NCP/year (x million m <sup>3</sup> ; 2002)	35	<a href="http://www.noordzeeatlas.nl">www.noordzeeatlas.nl</a>
Shipbuilding	Orders in hand ( number of ships; end 2003)	147	<a href="http://www.vnsi.nl">www.vnsi.nl</a>
	Orders in hand ( gross tonnage; end 2003)	514.250	
	Orders launched (number of ships; 2003)	91	
	Orders launched (gross tonnage; 2003)	215.700	
Marine technology and supply	Number of companies (marine equipment and services)	700	<a href="http://www.hme.nl">www.hme.nl</a>
	Total direct turnover/year (x billion euro)	2.6	

## **Poland**

The following activities are regarded as the maritime economy:

- Cargo handling and storage in seaports – cargo handling and storage service;
- Enterprises, whose basic activity is cargo handling in seaports;
- Other activity supporting water transport – navigation, pilotage, life-saving;
- Dredging and underwater works, port and sea services, towage, mooring and others;
- activity of maritime transport agencies – custom agencies, marine agencies, ship broking agencies, maritime consultancy, marine experts, clearing services, stowage services, cargo control, sea forwarding and others;
- Sea and coastal water transport;
- Production and repairs of ships and boats – building and repairs of floating units in terms allowing floating on an open sea;
- Sea fishing.
- Further information on assets liabilities, receipts, costs, financial results, economic indicators (profitability rate, financial liquidity) and average employment is available in the ‘Statistical yearbook of maritime statistics 2004’, see also <http://www.stat.gov.pl/urzedy/szczec/morska.htm>

## **Portugal**

Economic indicators on the maritime sectors:

- GDP: 130511 Euro million / year
- Population: 10356 million
- Length of coastline: 1793 kilometres
- Sea area of EEZ: 1800000 square kilometres
- Number of ship calls: 10758 / year
- Seaborne trade: 58 million tonnes / year
- Seaborne trade value: 368 Euro million/year
- Fisheries: [http://www.ine.pt/prodserv/quadros/periodo.asp?pub\\_cod=002](http://www.ine.pt/prodserv/quadros/periodo.asp?pub_cod=002)
- Further information is also available from the Instituto Nacional de Estatística [http://www.ine.pt/apresent/apresent\\_eng.html](http://www.ine.pt/apresent/apresent_eng.html)

## **Slovenia**

There are 16 harbours along the Slovenian coast (3 marinas, 3 larger harbours with berths mainly for recreational and fishing vessels, 1 shipyard, 2 ports for cargo vessels and some smaller refuges for boats and pleasure crafts).

Slovenian transport/navigation involves around 18 million tons of cargo annually, but the sector shows a trend of fast growth. The Port of Koper is a large cargo port which receives 2000 ocean going vessels and moves about 12 million tons of cargo every year. Its convenient location (saving 2000 nautical miles to Mediterranean ports and places beyond Suez Canal, is giving the Port of Koper an advantage over Northern European ports. Its hinterland is vast and rapidly developing; it has its a rail connection and recently a new highway was completed.

Tourism is a key economic sector, which also experiences fast growth. There are numerous hotels, spas, beaches and other tourist facilities built along the coast, of which a lot concentrated in and around Portoroz. Nautical tourism is mostly transit, but well developed.

Fisheries serve both local and tourist needs.

## Spain

• Employment	• Fisheries	• Maritime transport
• 96	• 63 200 000	• 17 900 000
• 97	• 64 600 000	• 17 100 000
• 98	• 62 100 000	• 16 600 000
• 99	• 61 900 000	• 16 600 000
• 00	• 60 400 000	• 16 300 000
• 01	• 60 200 000	• 16 400 000
• 02	• 58 500 000	• 16 600 000
• Added value	• Fisheries	• Maritime transport
• 96	• 1 360 000 000	• 784 000 000
• 97	• 1 429 000 000	• 756 000 000
• 98	• 1 392 000 000	• 802 000 000
• 99	• 1 404 000 000	• 870 000 000
• 00	• 1 429 000 000	• 947 000 000
• 01	• 1 304 000 000	• 1 023 000 000
• 02	• 1 349 000 000	• 1 048 000 000

<b>Employment in fisheries</b>									
	<b>2002</b>			<b>2003</b>			<b>2004</b>		
	Full-time	Part-time	Total	Full-time	Part-time	Total	Full-time	Part-time	Total
<b>Harvest sector</b>	38	4 246	43	36 853	3 294	40	35 499	2 798	38
<i>Inland fisheries</i>	..	..	..	..	..	..			
Male	..	..	..	..	..	..			
Female	..	..	..	..	..	..			
<i>Marine fisheries</i>	20	1 782	22	19 849	1 669	21	17 689	2 522	20
Male	19	1 757	21	17 616	1 644	20	16 967	2 403	19
Female	797	25	822	772	25	797	722	119	841
<i>Marine fisheries (deep)</i>	18	2 464	21	17 364	1 535	18	17 810	276	18
Male	17	2 306	19	16 197	1 386	17	16 609	154	16
Female	1 223	158	1 381	1 167	149	1 316	1 201	122	1 323
<b>Aquaculture</b>	8 974	..	8 974	8 834	..	9 934	8 571		8 571
Male	2 606	..	2 606	2 546	..	2 546	2 531		2 531
Female	6 368	..	6 368	6 288	..	6 288	6 040		6 040
<b>Processing</b>	..	..	..	..	..	..			
Male	..	..	..	..	..	..			
<b>Female</b>	..	..	..	..	..	..			

## Sweden

The maritime cluster includes 500 shipping companies, brokers, ports, shipyards and subcontractors with a total turnover of 40 – 50 billion SEK. 27 000 people are said to be employed in the cluster and over 150 000 people are estimated to be employed indirectly in cluster related companies etc.

The figures in the paragraph on the maritime cluster will most likely be revised as a new study, which has been commissioned, will present its result during the spring. Therefore the best would perhaps be to put the paragraph in square brackets for the time being.

A new progress report has been published but is only available in Swedish (<http://www.sjofartsverket.se/pages/8810/Sjöfartens%20utveckling%202005.pdf>).

For further reading/figures: The Swedish Maritime Sector – progress report [http://www.sjofartsverket.se/upload/Listade-dokument/Engelska/Sektorrapport\\_2004\\_eng.pdf](http://www.sjofartsverket.se/upload/Listade-dokument/Engelska/Sektorrapport_2004_eng.pdf)

Tourism-related key ratios for 2004 include 172 billion SEK of total turnover, 126 827 jobs, 2.58 % of GDP and 48,5 billion SEK export income/consumption by foreign visitors.

Today four small offshore wind farms are in operation comprising 18 turbines and 23 MW installed capacity. More than 70 large turbines will probably be built starting 2006. The effect on the national employment is limited, but the future expansion will have substantial local and regional effects on employment.

There is about 2000 Swedish fishermen (40% on the west coast, 40% on the east coast and 20% on the south coast). The landings were for 2004 around 250.000 tons, of which 50% were landed abroad, mostly in Denmark. A large part concerns herrings for the fish meal industry. The fishing industry occupies around 5000 persons, and there is around 400 aquaculture sites producing mostly fish for consumption, mussels and crabs and seed. The

recreational fishery land mostly under the summer around 1.500 tons, with net around 850 tons and anglers around 600 tons.

## UK

The marine engineering sector (commercial and naval shipbuilding, leisure boat building, ship repair and conversion and marine equipment manufacturing) represents 2.5% of all engineering manufacturing employment and contributes around £1.9bn to GDP. The sector currently employs an estimated 43,000 people.

The UK merchant shipbuilding industry is now reduced to some 500 employees and accounts for less than 0.1% of world production in terms of Gross Tonnage. The UK still possesses a substantial naval fabrication capability. A series of major orders from the MoD will provide significant levels of work for the UK naval shipyards and their suppliers over the next 15 years (it is Government policy to build warship hulls in UK shipyards). Naval shipbuilding employs around 6,000 people, excluding repair.

Ship repair and conversion are growth sectors, globally and in the UK. In 2003 the UK repair and conversion yards generated the second highest turnover in Europe at £285m, and this sector is growing while German repair turnover is in decline. The UK has 19% of the world market in ship conversion. The sector employs around 4,000.

There has been no Floating Production Storage and Offloading vessel fabrication at UK yards in recent years. Demand is forecast to decline in Europe although there are signs of strong growth in Africa, Asia and North America. However, the high price of oil and the likelihood of new areas of activity in the North Sea could bring about an upturn in the UK market.

The UK leisure marine industry is expanding, growing by more than 50% over the last seven years. Yacht building is a thriving export sector and some of the powerboat builders export more than 90% of their production. The total value of UK exports in 2004 was £839m, an increase of 5.6% on the previous year. There remains significant potential for both greater market share of existing markets and for the development of new markets. The 'superyacht' market, i.e. those vessels over 24 metres in length, is growing by around 6% per annum. Growth of the superyacht fleet has been in the order of 90% over the last ten years and this presents opportunities for both new build and refit and repair. In 2002 the world market was estimated at \$383m (£ 255m) for new-build and \$652m (£434m) for refit and repair. The sector employs some 16,000, including repair.

The marine equipment sector includes world-class suppliers of equipment and services for commercial seagoing vessels, warships, and naval auxiliaries, superyachts and large workboats. This represents an annual turnover of £1.7bn of which some 62% is exported. Overall productivity has increased by 10% since 1996. The sector employs some 17,000.

See also:

- [www.british-shipping.org](http://www.british-shipping.org)
- [www.dti.gov.uk/sectors\\_marine](http://www.dti.gov.uk/sectors_marine)
- [www.og.dti.gov.uk](http://www.og.dti.gov.uk)
- [www.dft.gov.uk](http://www.dft.gov.uk) (transport statistics)

- [www.britishmarine.co.uk](http://www.britishmarine.co.uk)

## **Romania**

For the undertakings where the main activity is maritime and coastal transport (NACE 611) Romania uses the following indicators: turnover, value added, average number of employees, the value of production and investments (according to Regulation 58/1997 on structural statistics). These are published in the Romanian Statistical Yearbook and in the publication *Results and Performances of the undertakings from trade and services sectors*.

### Question V – Weblinks

#### Belgium

<http://museum.antwerpen.be/scheepvaartmuseum/> - Museum

[www.seafront.be/](http://www.seafront.be/) - the Seafront theme park

[www.oostendevooranker.be](http://www.oostendevooranker.be)

[www.de-noordzee.be/](http://www.de-noordzee.be/)

#### Finland

[www.nba.fi](http://www.nba.fi) – The Maritime Museum of Finland

[www.mossproject.com](http://www.mossproject.com) – the MOSS Project

[www.nba.fi](http://www.nba.fi) – underwater park

<http://balticheritage.raa.se> – cultural heritage coop in Baltic Sea states

#### France

<http://www.nausicaa.fr> - Nausicaa in Boulogne/Mer

<http://www.citedelamer.com/> - La Cité de la Mer in Cherbourg

<http://www.oceanopolis.com/> - Océanopolis in Brest

<http://www.aquarium-larochelle.com/> – Aquarium in la Rochelle

<http://www.oceano.org/> – Oceanographic Institute in Paris

<http://www.garef.com/oceano/index.html>) – GAREF Océanographic, Youth Scientific Club in Paris

<http://www.infomer.fr/> - Le Marin, publication

<http://www.chasse-maree.com/> - Le Chasse-Marée, magazine

<http://www.sail-online.fr/> Sail-Online

<http://www.sos-planete-eau.org/> - SOS Mer Propre, Nicolas Hulot Foundation

<http://www.archeologie-sous-marine.culture.fr/> - L'archéologie sous la Mer – Ministry of Culture and Communication

[www.aquanaute.com/](http://www.aquanaute.com/) and [www.plongeur.com/](http://www.plongeur.com/) - diving sites

<http://www.raphaela-legouvello.com/> - Raphaela le Gouvello

<http://crrm.univ-lr.fr/> - CRMM

<http://www.circe-asso.org/> - CIRCE

<http://www.clubdesargonautes.org/> - Argonaut Club

[www.futura-sciences.com/](http://www.futura-sciences.com/)

[www.conservatoire-du-littoral.fr/](http://www.conservatoire-du-littoral.fr/) - The Conservatoire du Littoral

[www.musee-marine.fr](http://www.musee-marine.fr) – Marine Museum

[www.shom.fr](http://www.shom.fr) – Service Hydrographique et Océanographique de la Marine

[www.ifremer.fr](http://www.ifremer.fr) – IFREMER

[www.mer.gouv.fr/](http://www.mer.gouv.fr/) – Maritime Affairs

[www.equipement.gouv.fr](http://www.equipement.gouv.fr) – Direction Générale de la Mer et des Transports

[www.defense.gouv.fr/marine](http://www.defense.gouv.fr/marine) - Defence Marine

## **Germany**

[www.lancewadplan.org/](http://www.lancewadplan.org/) – LANCEWADPLAN Project

## **Greece**

[www.culture.gr](http://www.culture.gr) and [www.culture.gr/2/21/214/21408e/g21408e1.html](http://www.culture.gr/2/21/214/21408e/g21408e1.html) - Activities of the Ephorate of Underwater Antiquities

[www.hmm.gr](http://www.hmm.gr) (Hellenic Maritime Museum)

[www.tuc.gr/marmuseum](http://www.tuc.gr/marmuseum) (Maritime Museum of Crete)

[www.culture.gr/4/42/421/42104/42104b/g42104b1.html](http://www.culture.gr/4/42/421/42104/42104b/g42104b1.html) (Maritime Museum of Andros)

[www.chios.gr/museums/maritime\\_gr.htm](http://www.chios.gr/museums/maritime_gr.htm) (Maritime Museum of Chios)

[www.zacynthos.com/museummaritime](http://www.zacynthos.com/museummaritime) (Milaneion Maritime Museum, Zakynthos)

[www.ienae.gr](http://www.ienae.gr) – Hellenic Institute of Marine Archaeology

[www.minenv.gr](http://www.minenv.gr) – Ministry of Environment

## **Ireland**

[www.environ.ie](http://www.environ.ie) and [www.duchas.ie](http://www.duchas.ie) – National Parks and Wildlife Service Information

## **Latvia**

<http://www.biosfera.lv> - Administrative Center of North Vidzeme Biosphere Reserve

<http://piekraste.daba.lv/> - University of Latvia – Faculty of Biology

## **Malta**

<http://www.heritagemalta.org/maritimemuseum.html> - The Maritime Museum

<http://www.visitmalta.com/> - Malta Tourism Authority

<http://www.maltaculture.com/> - Malta Council for Culture and the Arts

<http://www.maltaculture.com/> - Professional Diving Schools Association

[http://www.mepa.org.mt/Environment/index.htm?SEA/SEA\\_MALTA.htm&l](http://www.mepa.org.mt/Environment/index.htm?SEA/SEA_MALTA.htm&l) - MEPA

## **Netherlands**

[www.archis.nl](http://www.archis.nl) – Further information on the preservation of Cultural Heritage

## **Poland**

[www.cmm.pl](http://www.cmm.pl) – Central Maritime Museum in Gdansk

[www.muzeum.szczecin.pl/muzeummorskie.htm](http://www.muzeum.szczecin.pl/muzeummorskie.htm) - Maritime Museum in Szczecin

## **Portugal**

<http://www.parquedasnacoes.pt/en/expo98/> - EXPO 98

<http://www.globaloceans.org/tops2005/> - Ocean Policy Summit

## **Sweden**

[www.miljomal.nu](http://www.miljomal.nu) – The Environmental Objectives Portal

[www.raa.se](http://www.raa.se) – The National Heritage Board

**Norwegian response to the questionnaire****6. QUESTION I: GOVERNANCE OF MARITIME AFFAIRS**

Norway follows a decentralised approach with a number of ministries responsible solely or cooperatively for different areas, such as external relations, defence, fisheries, coastal affairs, natural resources, environment, industry, transport and regional development.

**7. QUESTION II - ORGANISATION AND MANAGEMENT OF GOVERNMENT FUNCTIONS**

- With reference to customs and immigration, the Ministry of Finance and its subordinate agency, the Customs and Excise Administration share responsibility with the police.
- Maritime police activities (both military and civilian) are in the domain of the Norwegian Coast Guard (which is a part of the Norwegian Navy, thus the Ministry of Defence liability). Criminal offences are investigated by the Police and Prosecuting Authorities.
- Additionally, Water Police Service provides advice and guidance, rescue services and control functions.
- The responsibility for border protection lies with the Ministry of Defence.
- Environmental protection is in the domain of Ministry of Environment and its subordinate agencies. The ministry coordinates the development of integrated management plans for the marine environment.
- Ministry of Fisheries and Coastal Affairs is responsible for civil navigation policy, port policy, maritime infrastructure, sea safety and emergency response systems for dealing with pollution.
- Fisheries management and control is the Ministry of Fisheries and Coastal Affairs domain, with the Directorate of Fisheries as advisory and executive body. The Directorate is decentralised with seven regional offices and a number of local offices.
- Norwegian fisheries authorities consult the fishing industry on the formulation of regulations and distribution of fish quotas. Sales organisations (which are owned by fishermen and have a statutory monopoly on the firsthand sale of fish) are responsible for quota control and submit reports on landings to the Directorate of Fisheries.
- Shipping policies (including legislation concerning safety and security and seafarers' working conditions) is a responsibility of the Ministry of Trade and Industry. The Ministry of Fisheries and Coastal Affairs is responsible for maritime

infrastructure and together with the Ministry of Transport it undertakes the long-term transportation planning (including development of efficient multimodal transport corridors).

- Ship safety and security (including ship inspections) is ensured by the Norwegian Maritime Directorate, although some of its responsibilities were delegated to five classification societies. The Ministry of Fisheries and Coastal Affairs and the subordinate Norwegian Coastal Administration are responsible for safety in the sea lanes along the Norwegian coast, emergency response systems for dealing with oil and chemical pollution, harbour policy and civilian navigation policy.
- The Norwegian rescue services are based on cooperation between government agencies, voluntary organisations and private companies that have resources appropriate for rescue services. They are coordinated by the Ministry of Justice and the subordinate Joint Rescue Coordination Centres.
- The Ministry of Fisheries and Coastal Affairs is responsible for the exploitation of living marine resources. Oil and gas resources are the responsibility of the Ministry of Petroleum and Energy.
- Mapping and licensing of economic activity are in the domain of the Directorate of Fisheries. As regards oil and gas resources, the framework conditions, including awarding of exclusive rights for petroleum exploration and production, are the responsibility of the Ministry of Petroleum and Energy.
- Geological mapping and scientific research on the continental shelf is supervised by the Ministry of Petroleum and Energy.
- The Ministry of the Environment and the subordinate Norwegian Pollution Control Authority are responsible for licensing activities that may cause pollution, in accordance with the Norwegian Pollution Control Act.
- The Ministry of Education and Research is responsible for maritime education.
- Cross-border cooperation takes place in the following areas:
  - Border protection (association agreement with Schengen countries);
  - Environmental protection – Norway is a party to OSPAR Convention, the Copenhagen Agreement on marine oil pollution, and the Bonn Agreement on the North Sea region;
  - Fisheries management and control – Norway participates in several global and regional organisations responsible for management of fish stocks;
  - Ships safety and security – Norway is a member of IMO, ILO, IOPC Funds, Paris Memorandum of Understanding on Port State Control;
  - Regarding maritime traffic and transport, search and rescue and accident and disaster response there is extensive cross-border cooperation with Russia;

- With reference to mapping and licensing of research activity there is substantial cooperation, including Russia and Council for the Exploration of the Sea;
- Regional councils and cooperation arrangements for Northern Europe and the Arctic: CBSS, BSSSC, Nordic Council, Nordic Council of Ministers, the Barents Euro-Arctic Council, the Arctic Council, the EU Northern Dimension, INTERREG IIIB initiative.

## **8. QUESTION III – COASTAL MANAGEMENT AND PLANNING**

The national authorities are responsible for the design and approval of guidelines, rules and regulations. There is cross-institutional cooperation on strategic county planning (incl. coastal zones). At the local level, 212 of the 283 municipalities along the coast have either developed or are in the process of developing coastal management plans. Multiple activities in the coastal zones (e.g. growing aquaculture, increased maritime traffic) provoked the introduction of more advanced planning tools, broader involvement and also careful consideration of and planning for future needs.

## **9. QUESTION IV – IMPORTANCE OF THE MARITIME SECTOR**

The key maritime sectors in Norway are maritime transport, fisheries, aquaculture and offshore oil and gas. In 2004, the oil and gas sector with a value added of NOK 226 billion accounted for 21 % of the value creation in Norway and 47 % of total Norwegian export. It employed over 75 000 people in 2003.

With a total value added of NOK 63 billion in 2004, the maritime sector (excluding oil and gas) is the third largest industry sector in Norway, 2-3 times larger than fisheries and aquaculture (seafood) sectors. In 2005, the Norwegian-owned foreign-going fleet comprised 1618 vessels, 62 % of which were registered under Norwegian flag.

Norway undertakes activities to support the maritime sectors in the following areas: research and development and innovation, clustering and networking, infrastructure, regulation and administration, availability of skills.

Norway pays great attention to support activities related to R&D in the oil and gas, marine and maritime sectors, taking into account environmental aspects. These sectors form strong clusters. Maritime sectors rely on ICT, nanotechnology and biotechnology, which are developed with maritime clusters in mind. Maritime clusters cooperate at international level to share research costs.

## **10. QUESTION V – MARITIME HERITAGE**

There is increasing interest in the field of cultural heritage among the public and politicians. The project Conservation of Monuments and Sites along the Coast and the Lighthouse Preservation Plan are being used to safeguard a number of important areas along the coast. A number of NGOs promote public interest in the cultural heritage in coastal areas. The International Centre for Maritime Archaeology at the

Norwegian University of Science and Technology in Trondheim is one of the world leaders in its field. There are maritime museums in Oslo, Bergen, Stavanger, Tromsø and Trondheim.