



CONFÉRENCE DES RÉGIONS PÉRIPHÉRIQUES MARITIMES D'EUROPE  
CONFERENCE OF PERIPHERAL MARITIME REGIONS OF EUROPE

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## FINAL DECLARATION OF THE CPMR MEMBER REGIONS ON MARITIME SAFETY

**SANTANDER (E), 13-14 APRIL 2007**

1. Representatives of the member Regions of the Conference of Peripheral Maritime Regions of Europe (CPMR), meeting in Santander on 13 and 14 April 2007 at the invitation of Cantabria Region (Spain) and Santander Port Authority, reiterate their commitment to directly involving maritime regions in the delivery of maritime safety policy.

They maintain the grounds for their strategy, which was adopted in Nantes in November 2003 and based on the following three points:

- Promoting an EU maritime policy;
- Building partnerships with international and EU bodies in charge of maritime safety;
- Using cooperation instruments to initiate cross-border, interregional and transnational maritime safety projects.

2. The maritime Regions first of all wish to applaud the European Commission's role in tightening maritime safety measures over the past few years which enabled the adoption of the Erika 1 and 2 packages. However, they express concern over the time taken to adopt the Erika 3 package. They urge the Member States and Parliament to do everything in their power to ensure a rapid adoption of this package in its entirety, but particularly the measures in relation to areas of refuge and the availability of equipment and resources to respond to incidents. Some of the presented proposals might be legitimately discussed or amended, though this should not cause delay to vital advances or empty the "package" of its substance. The expected growth in maritime transport reinforce the need to do this sooner rather than later. Also the fact that the EU is so dependent on global trade makes it imperative that there is global cooperation on maritime safety.

It is also noted that there is still a need for greater transparency and accountability of all the parties involved in maritime shipping and that action is required to deal with accidents involving in containerships and non toxic pollution, especially in relation to the deficiencies in the liability and compensation regime. While recognizing that commercial ship to ship transfer of oil between two vessels is necessary, it should only be undertaken in strictly controlled conditions where one vessel is secured to a jetty.

As well as adopting measures, it is also necessary to emphasise the conditions for applying and monitoring them. The maritime Regions wish to be fully involved in these application processes insofar as – despite the differing situations within the States – a certain number of them have competences, capacity for action and resources, making them indispensable partners.

3. Concerning the first area of the strategy as recalled in point 1, the maritime Regions welcome the initiative launched by the European Commission in favour of the EU's maritime dimension. They consider that an integrated maritime policy is liable to step up the application of safety rules and recall that integration also implies involving all tiers of governance. In addition, such integration can find an essential application in the field of maritime surveillance, which is considered as a crucial factor for, among others, the enhancement of maritime safety in the EU.

The Regions underline the importance of the social dimension of such a policy for the development of maritime safety, in particular through training and improvement of working conditions to increase competence and reduce crew fatigue mainly caused by insufficient numbers of crew, and ask for high priority to be given to the human aspect. A certification system for crews is already contained in the 2006 ILO Convention, however it still remains to be ratified by many Member States. The Regions should lobby Member States to adopt the Convention.

They support the approach presented in the Green Paper on the maritime dimension which uses risk assessment as an instrument for drafting policies, but underline that such an assessment should be conceived in a general way rather than on a risk-by-risk basis.

They draw attention to the importance of capitalising on the results of research in new technologies as a factor in improving safety alongside regulatory type measures.

4. With regard to building partnerships between the maritime Regions and EU and international bodies in charge of maritime safety policy, the Regions would like to applaud the IOPCF which has granted them observer status. It is clear from working with the IOPCF that if the Regions wish to influence what the fund will pay for – particularly with regards to environmental costs - they need to lobby Member States since they determine what is eligible.

They appeal to the Commission and Member States to authorise the European Maritime Safety Agency (EMSA) to extend the scope of its action beyond the strict framework of its mission to provide technical assistance to the States only. They ask them to agree to extend this assistance to all partners exercising responsibilities in this policy area. The Regions ask in particular that, in its capacity as representative of levels of governance with certain competences in this area, the CPMR might be granted the status of observer or associate member on EMSA's administrative board. The Regions welcome the initial positive response in principle from the Agency to the suggestion for cooperation and agree the need to approach the IMO as well.

5. Finally with regard to cooperation instruments – Objective 3, Neighbourhood Instrument -, the Regions note that there is a great deal of diversity from one country to another in the responsibilities delegated to them by the States for preventing and controlling pollution caused by maritime transport. Although this diversity means that we must exclude seeking a common model to be applied across the board, it does not limit exchanges of experiences or cooperation actions on technological progress, or partnerships between Regions located within the same sea area. Consequently the Regions undertake to implement and update the 11 priority projects identified by the fact-finding mission on transnational cooperation and maritime safety carried out on the initiative of the Atlantic Area. In order to do this, they request the States and the Regions in the Monitoring Committees of the Objective 3 cooperation areas to maintain maritime safety as one of the priorities of their programme and to put out specific invitations to tender during the 2007-2013 period. They want the coordination and preparation initiatives of these priority projects to be extended to cover all cooperation areas concerned on the basis of the "Maritime Safety Umbrella Operation" operation initiated by the North Sea, Baltic, North West and Northern Periphery cooperation areas.