



CRPM CPMR

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

6, rue Saint-Martin 35700 RENNES - F
Tel. : + 33 (0)2 99 35 40 50 - Fax : + 33 (0)2 99 35 09 19
e.mail : secretariat@crpm.org - web : www.crpm.org

JULY 2009

TECHNICAL PAPER FROM THE CPMR GENERAL SECRETARIAT

MAIN POINTS EMERGING FROM THE BRAINSTORMING MEETING ON EU MARITIME POLICY

6 JULY 2009 - AZORES (FAIAL)

The points below do not constitute an extensive report of the day's debates, which were extremely productive. Instead, the aim is to highlight some significant points that were identified by the participants of the CPMR General Secretariat for each of the five thematic sessions.

The list of questions drawn up by DG Mare and CPMR, which served as the basis for discussion, can be found in the annex, together with the list of attendees.

SESSION I: MARITIME POLICY FOR WEALTH CREATION

Maritime Transport

This is an EU sectoral policy area in which much still remains to be done to help the development of short sea shipping and medium distance routes, which reduce the overall environmental impact of transport and related carbon emissions:

- Review of State aid: public authorities need to be able to give sustainable financial support to loss-making routes insofar as they are needed to improve territorial cohesion;
- The rules on State aid for shipbuilding also need to be reviewed;
- Review on international regulations in favour of green shipping;
- Develop eco-innovation, smart logistical concepts, such as seatrucks for short sea shipping routes;
- Need to develop mobility for workers (maritime Erasmus), idea of establishing minimum qualifications in maritime training, introducing attractive training schemes, taking into account the participation of women in this sector of activity;
- Assess the obstacles to implementing Motorways of the Sea and organise stakeholder debates on this issue;
- Short sea and medium distance shipping suffers from a lack of representation of its interests with the EU, in contrast to deep sea shipping and other modes of transport;
- Maritime safety issues need to be kept on the EU agenda: responsibility of the flag state, shipowners' liability brought into play, etc.; Aquamarina will shortly be making some proposals.

Energy

- Develop new technologies to explore off-shore and ocean energy in general;
- Support or develop reliable methods of financing offshore renewable energy;
- Regional renewable energy clusters exist, how to promote their development?;
- Upgrade the regulatory framework;
- The development of offshore wind energy justifies a maritime spatial planning approach;
- Exploit seabed resources, especially gas;
- Develop links between EU energy and maritime policies;

- Big investments need to be made for the supply of renewable energy. This can generate many jobs and requires thought to be given to the issue at European level. It would be interesting to evaluate the required amount of investments and compare this with the recently approved American plan.

Research/innovation

- Give more room for maritime issues in the Framework Programme on Research & Development, either vertically (maritime dimension identified as a specific theme) or horizontally as is currently the case;
- Clusters: clarify the concept to give a better basis for future priorities for action, how to take forward Aquamarina's work in this area?

Tourism

- EU policy given a stronger status in the Lisbon Treaty;
- In the coastal regions, diversify products and services and promote eco-tourism;
- Ensure the balance between tourism and the living conditions of the local population and integration between seaside and cultural tourism;
- The economic crisis can be an opportunity to develop higher quality tourism: environmental and social certification of tourist amenities.

Need for forward studies to build scenarios and make forecasts in terms of economy and employment so that the essential place of maritime policy in future EU policies is given credibility.

SESSION II: MARITIME POLICY AND MARITIME AND COASTAL TERRITORIES

Maritime Spatial Planning (MSP) and ICZM

- This is a sensitive issue, where Member States have exclusive powers and where cross-border cooperation is necessary;
- The European Commission should restrict itself to setting out principles, and leave their application up to the MS and Groups of MS, which should themselves be responsible for coordinating with the Regions;
- This coordination is not easy insofar as (like in Brittany), the MS and the Region sometimes develop uncoordinated studies. In some MS there is an overlapping of national and regional competences in the coastal zone: these could be made to converge on the basis of shared terms of reference setting out the aims to be achieved;
- MSP lacks long-term objectives; it could be substituted by the notion of strategic planning;
- The MS and the Regions are not familiar with the 3 concepts of ICZM, MSP and ecosystem management (marine strategy), which gives rise to scepticism and justifies efforts to clarify them.
- ICZM has proved difficult to implement, whereas MSP is easier;
- The European Commission should identify the best practices of MSP, even if exchanges of experience remain difficult from one MS to another;
- A working group of regions could be set up to exchange best practice in MSP;
- Member States and Regions with deepened knowledge in MSP would gain in working together;
- MSP is important since it gives investors security for operations over a length of time;
- Experiences in developing the coastal strip in Martinique (artificial reefs) have helped to regenerate the fish stocks of the continental plateau; these experiences can be transferred to other places;
- Aquatic tourism can be developed as part of MSP.

Adaptation to Climate Change

- This is a core issue for the Regions which need to propose bottom-up approaches;
- The framework Directive on marine strategy needs to go further with regard to adaptation to climate change and allow for policies adapted to the different sea regions.

SESSION III: MAKING THE EUROPEAN MARITIME POLICY CONSISTENT BOTH GEOGRAPHICALLY AND ACROSS SECTORS

Major Sea Regions

- Which geographical areas are relevant? How to have a dynamic vision of these areas, especially with the help of tools such as ESPON?
- Sea basin approaches should always be developed under the umbrella of EU policies;
- The Arctic is an interesting area that is evolving quickly because of climate change. Should the Arctic Council not have more permanent observers, including the European Commission?
- Despite all the difficulties that are concentrated in the area, is not the Black Sea somewhat neglected by the EU to the detriment of a Danube Strategy and the Eastern Partnership?
- What are the respective parameters for an Atlantic Sea Area and a North Sea Area in the huge maritime region that stretches from Andalusia to Iceland?;
- In the North Sea, would it be possible to imagine ministerial meetings in which the Regions could be involved?
- The Baltic Sea Strategy is considered to be relevant;
- Transnational cooperation is already being developed within parts of the sea basins, e.g. Trilateral Cooperation in the Wadden Sea within the North Sea area;
- In order to be able to compare the different approaches between sea basins, a joint impact study could be carried out;
- A policy needs to be designed to help actors organise themselves at this particular level;
- Study the concept of 'European regional sea coordinator' inspired by the coordinators of the major transnational transport projects.

In the Regions

- After the failure of tripartite agreements between the EU-State-Region, what new instruments could be considered to bring together the different actors?

SESSION IV: EUROPEAN MARITIME POLICY IN A WORLDWIDE CONTEXT

Outermost Regions

- The Outermost Regions are bridges between Europe and the other continents, global projections of Europe, and are included in strategies at this level, such as the Azores in a North Atlantic strategy;
- However, EU policies do not always enhance the value of this asset, and transport policy is not adapted. Marco Polo does not provide benefit for the OMR. Motorways of the Sea link up the Canary Islands to Norway but not to Mauritania or Senegal. How can short sea shipping be encouraged between these Regions and Mauritania or Senegal? What assistance can be given to the West African ports? Why not introduce a programme promoted by DG Mare to develop cooperation actions such as those between Morocco and the Canary Islands?
- The sea regions in which the OMR are located, such as the Caribbean or Atlantic Basins, can be subject to the transit of hazardous goods.

Global aspects of maritime policy

- DG Mare is working on a communication on the place of maritime Europe in global institutions, neighbourhood relations, possible alliances with the USA and drawing up international standards, etc. The Commission wishes to structure itself in this area, in relation with the Member States;
- The USA is present on the world scene: on 12 June 2009, Barack Obama launched a maritime policy task force; the global forum on oceans is dominated by American and Canadian interests and the World Bank;
- There remains much to be done in the field of maritime safety: border control, drug and human trafficking, interoperability of safety systems.

SESSION V: FUNDING THE FUTURE EUROPEAN MARITIME POLICY

"Why do we need money? What to finance? How is it supposed to work?"

- Should we maintain the Committee of the Regions' idea of a fund dedicated to maritime industries and regions? The European Parliament has decided not to go down this route;
- Such a fund could help coastal protection (climate change) and connections between ports and the hinterland;
- Coastal protection will be very costly, and the EU must find a financial solution to address this challenge;
- A specific financial instrument would raise the profile of EU maritime policy among the general public;
- Why not a coastal and island fund?
- Regional policy gives Regions the choice of which territories and areas of investment they wish to favour. It is based on multi-annual programming that offers security to project developers and is the only instrument that establishes a contractual relationship between the EU level and sub-state levels;
- Should maritime projects be earmarked within the existing instruments: e.g. devote part of the ERDF to adaptation to climate change, part of Marco Polo to modal shift?
- Should there be a specific maritime theme in FP8?
- It is difficult to conduct an integrated maritime policy at regional level, since EU funding is received in a segmented way from different issuing offices;
- How to co-finance cooperation in all its forms between Regions on maritime issues?
- The OMR "govern" maritime and coastal territories that are not only strategic for Europe, but also very wide with regard to their populations and economic potential. The future EU maritime funding instruments will need to take account of this;
- On a more general level, it is often the regions with high maritime potential that have the lowest budget resources to exploit them: how can this issue be addressed?
- This debate depends on the options chosen regarding the type of priorities for the EU after 2013. If the EU decides to prioritise thematic approaches, then the sea should be one of them;
- Although the EU has so far not created a specific maritime financial instrument, maritime projects have become more visible on the EU agenda since 2005;
- How to get the net contributors to the EU budget interested in maritime affairs?
- Is maritime policy decisive or not in overcoming the crisis: a study on this?
- Besides funding, how can Europe intervene in terms of taxation and providing a framework for State aid to support all maritime activities which, although they may be strategic and contribute towards sustainable development, may not be economically profitable?
- Aquamarina could work on financing issues in the coming months.

It would be useful to hold another meeting of this type in 12 or 15 months' time, when preparations for the post 2013 programming period will be entering a strategic phase.

Suggested questions/proposals for discussion

10.00 Session I: Integrated maritime policy (IMP) for wealth creation

Policy areas addressed: innovation, research, exploitation of resources (biological, energy), opportunities for the outermost regions, etc ...

Questions/proposals from DG Mare

- 1/ What measures could support an economic re-launch in coastal regions and maritime sectors, particularly to make a step change towards sustainability? What could be the role of (regional) industry clusters?
- 2/ What more could be done to support and accelerate wealth creation from non-living marine resources, including offshore renewable energy?
- 3/ What role do you expect from the IMP in ensuring better links between peripheral maritime regions and islands with economic centres? What more can be done to accelerate the development of sea-borne transportation?
- 4/ What measures are needed to ensure attractive maritime careers, e.g. in terms of training, mobility and working conditions?
- 5/ How can the ultra-peripheral and outermost regions contribute to the IMP, also in an international context? What could be the priorities and the objectives of a specific IMP initiative and dialogue on islands?

Questions/proposals from the CPMR

- 1 **The exploitation of off-shore energy resources** imperatively requires satisfactory access to the grid. An ambitious programme of sub-sea cable building must be supported in all areas which have a high renewable energy yield potential, especially in peripheral and island areas - in conformity with the Treaty article referring to the TEN-T.
- 2 **Exploitation of off-shore renewable energy resources** is a risky business (for off-shore wind energy, but even more for other sources of renewable marine energy). Access to risk capital and affordable borrowing is a prerequisite to get the private sector involved. What is the EU's ambition in that field?
- 3 **Short-sea shipping** is not being developed at a rate that is appropriate to the highly pressing environmental issues. How can the EU pursue a **pro-active policy to bring about a massive modal shift?** EU control of state aid must be radically revised in order to permit constant public funding for national or international services between peripheral ports (as opposed to just at the start-up phase). How can the Eurovignette Directive and TEN-T review contribute to this? **How can the European Commission's forthcoming White Paper, which follows on from the Communication of 17 June, fully take into account the urgent need for a radical change in EU policy in this field?**
- 4 With regard to **training and human resources**, what can the Commission to improve make maritime occupations more attractive, in partnership with the regions? How can the idea of a **Maritime Erasmus Programme** be followed up, and on what basis could this be launched in conjunction with the regions as a symbol of the maritime Europe?
- 5 **Living and working conditions**: How is the Commission going to deal with issues related to living and working conditions in the Integrated Maritime Policy (IMP)? How will the measures contained in the social part of the Blue Book be followed up (safety for fishermen, exclusion for the maritime sector from social legislation etc.)? Is the Commission intending to go further by **really making social initiatives an integral part of the common maritime area to be developed?**
- 6 What **short-term measures** can be introduced to support coastal areas and the maritime industry?
- 7 **The Common Fisheries Policy (CFP)**. How can the IMP help to reform the CFP? The rationale and importance of the relationship between the reform of the CFP and the IMP becomes clear in coastal areas, where the conflicts of use are the most severe. These conflicts concern small-scale fishing and above all fish farming. It would be a good thing if the IMP managed to overcome the difficulties that are currently hampering the development of fish farming (lack of space, health restrictions, water quality criteria).

- 8 **Innovation and research.** Can the European Commission make a specific assessment of the Structural Funds' contribution to innovation and research in the maritime economy, as well as the synergies with the **R&D Framework Programme** in this field? A series of case studies would be welcome, for example. This might highlight the differences between maritime regions that develop maritime technologies and those that pursue strategies entailing the absorption of these technologies.
- 9 How much attention will be given to **maritime clusters** in the forthcoming studies made by the European Cluster Observatory (more attention has been given, but there could be an even greater focus) and future cooperation projects in the **Competitiveness and Innovation Programme** (CIP) and R&D Framework Programme. Bearing in mind the guidelines on European cluster policy, isn't the Commission concerned that these two programme will mainly finance clusters that mainly involve large companies that already operate internationally, to the detriment of many other clusters that are less visible but nonetheless vital for maritime economies?

*

**

11.30 Session II: Maritime policy and maritime and coastal territories

<i>Policy areas addressed: adapting to climate change, ICZM, maritime spatial planning, tourism.</i>
--

Questions/proposals from DG Mare

- 1/ How can Integrated Coastal Zone Management (ICZM) and maritime spatial planning¹ (MSP) best be implemented? Should there be European Frameworks for ICZM and MSP and, if so, how should these be designed? Should there be sea basin specific approaches to ICZM and MSP?
- 2/ Is there a need for special focus on coastal adaptation to climate change, and, if so, what should be its priorities, generally and specific to the sea basins? How can the IMP and its cross-cutting tools facilitate the development of adaptation strategies?²
- 3/ What more can the EU do to support specific coastal policies and activities, improve their impact on the environment and accelerate growth and job creation?
- 4/ How can IMP tools underpin the implementation of the Marine Strategy Framework Directive, whilst ensuring a favourable economic outlook, in each of the sea basins?

Questions/proposals from the CPMR

1. **There is a risk that the concepts of maritime spatial planning and integrated coastal zone management (ICZM) can get confused and overlap with one another.** There is a need for clarification in order to take account of the different public practices used in different geographical areas;
2. The guidelines contained in the June 2008 Communication on **best practice in integrated maritime governance and stakeholder consultation** should be fleshed out, in order to introduce a little more order and coherence into this complex situation, where the constant addition of new legislation constitutes a major problem;
3. **Sharing and ensuring greater consistency between scientific and technical data.** The current situation regarding data generates more confusion (the increased number of insufficiently coordinated initiatives) that assistance. Through Aquamarina, the CRPM is proposing that these data and indicator systems should be thoroughly overhauled at EU level; this could be achieved by organising a technical seminar in early 2010.
4. **Specific island-related circumstances.** Any framework for ICZM must be adapted to local realities, and at all costs avoid the "one size fits all approach". This is especially true for islands which are by definition surrounded by a coastal zone, and where economic development is closely interwoven with environmental issues. Will the EU be prepared to take on board the need for a modicum of flexibility for islands in any future legislation?
5. Regarding **maritime safety**, there are two priority fields of action: on one hand, **greater consideration should be given to social issues** (working and living conditions on vessels); and the **UN Convention on the Law of the Sea needs to be "tidied up"** in order to take account of the new maritime transport context.

¹ http://ec.europa.eu/maritimeaffairs/spatial_planning_en.html#6

² http://ec.europa.eu/maritimeaffairs/climate_change_en.html

6. **Territorial contracts.** Maritime policy is a field in which **tripartite contracts** could usefully be drawn up. Does the Commission intend to take any new initiatives to promote the use of contracts between the Union, the member states and the regions?

*
**

14.00 Session III: Making the European maritime policy consistent both geographically and across sectors

Policy areas addressed: consideration of maritime issues by the European Parliament, integration of sector-based policies at sea basin level, complementarity with marine strategy (environment), governance at the various levels, national/European policies, the role of regional and local authorities and of the stakeholders.

Questions/proposals from DG Mare

- 1/ What should be the main components of integrated sea basin strategies at EU level? How do you see the role of the regions in taking this further?
- 2/ How should the Baltic Sea Strategy and the Communication on the EU and the Arctic be taken forward and what are your views on the IMP in the Mediterranean, which will be subject to a forthcoming Communication, including on targeting innovation and research needs and priorities for co-operation with non-EU neighbours?
- 3/ Where do you see most potential for intensifying the sea-basin approach? Should the North Sea be the subject of a strategy in 2010, and which other sea basins should be dealt with? What would be relevant sea basins to consider in the Atlantic?
- 4/ How can the cooperation of sectoral regional organisations (environment, fisheries, transport, energy, etc.) be improved with a view to furthering cross-sectoral coherence on maritime matters?
- 5/ How can we ensure a strong maritime dimension to territorial cohesion and with what specific benefits in mind? Further to the Commission guidelines on Integrated Maritime Governance to Member States³, is there a need for promoting integrated maritime governance within regions? How can Parliaments and outside stakeholders be involved in furthering integrated governance?

Questions/proposals from the CPMR

1. **Pilot sea basins** ..., How can some centres of integrated maritime governance be developed within pilot sea basins, as from 2009? Which sea basins could be used for experimental purposes? How can the marine strategy initiatives of the regional conventions, the Regional Advisory Councils (RACs) for fisheries and the CPMR's geographical commissions be coordinated? Could there be a single European coordinator for each basin, similar to the TEN-T priority project coordinators. Is a "stakeholder forum" approach for each basin appropriate?
2. ... **or the implementation of pilot projects in all sea basins** in order to gather together information on planning experiences? We need a more comprehensive and objective insight into the situation on the ground in order to demonstrate the need for distinct approaches.
3. Wouldn't it also be appropriate **to develop a sea basin approach for adaptation to climate change**?
4. **Sea basin governance.** How does the Commission perceive its relationship with maritime regions in the longer term, and in which formal framework? Might it be possible to draw some sort of contract, for a given sea basin, between Europe, the member states and neighbouring regions?
5. **The added value of transnational and interregional cooperation.** The contribution that these instruments make to IMP must be strengthened: this could be achieved by giving experts assignments in 2010 to identify priority projects for the next programming period and by setting the criteria that should be used for their selection. In all circumstances, the need to involve the European Commission in these cooperation projects should be emphasised.
6. **Can the ecosystem zone approach selected for marine strategy** be effective if, in parallel, there is no suitable system of governance for implementing it and evaluating the progress made in different regional seas? Is it not unrealistic to set water quality improvement targets if member states with coasts are just asked to coordinate their action?

³ COM(2008)395

7. **The issue of drainage basins.** Pollution coming from the land comes down to the sea via rivers. How can this situation be taken into consideration in the European debate, in particular when the pollution comes from outside the EU (as is the case in the Mediterranean, for example). What sort of governance system should there be, involving the regions, even when they are located outside the EU and are very weak in administrative, legal and political terms?
8. How can the quality of contacts between the **regions and the European Parliament** be improved, with a view to promoting maritime programmes and legislation?
9. Is progress being made on the creation of the **stakeholder platform** further to the Venice Declaration, which was launched on European Maritime Day in Rome in May 2009?
10. What developments may be expected as a result of the **EU strategy for the Arctic**?

*
**

15.15 Session IV: European Maritime policy in a worldwide context

Policy areas addressed: seas and neighbourhoods, development of the International Law of the Sea, the outermost regions' regional seas.

Questions/proposals from DG Mare

- 1/ How should sea basin strategies target co-operation with non-EU neighbours?
- 2/ What are the key issues we should raise with Russia and our Southern Mediterranean neighbours?
- 3/ What are the key issues we should raise with Norway and Iceland in the context of North sea and Atlantic strategies?
- 4/ What would be the specific needs and priorities of regions in the context of an EU Strategy to strengthen the global governance of the seas, based on the rule of law and work in international/regional organisations? What would be European regions' main expectations from a dialogue with key EU strategic partners such as Canada, China, Japan, Russia, or the US?

Questions/proposals from the CPMR

1. **A global supervisory framework:** it must be possible to adapt the UN Convention on the Law of the Sea to changes in the world of maritime affairs. its adjustment is a highly ambitious project. Procedural innovations may constitute the first step. Is the Commission prepared to support the introduction of a "preliminary ruling" system at the International Tribunal for the Law of the Sea, in addition to that which exists through the Court of Justice?
2. A "tidying up" of the UN Convention on the Law of the Sea could take account of the new maritime transport context.
3. **Many small island states** across the world are especially **vulnerable to the consequences of climate change** (some to the point of risking disappearing), even though they are hardly responsible for global warming as industrialised nations are. How could the EU pay special attention to these communities? How does it intend to ensure that a share of the proceeds of Emission Trading Allowances is allocated to their specific needs in term of adaptation?
4. How can the sea basin approach and the motorways of the sea concept be applied to **the outermost regions**?
5. **Sea basins shared with third countries.** How can this issue be incorporated within ENPI programmes and "development" programmes, with a clearly-defined role for regional authorities? Could the European Commission develop new policy instruments, or is it already looking into this?

*
**

16.45 Session V: Funding the future European maritime policy

Policy areas addressed: how to reorganise EU instruments to facilitate support for maritime projects, taking account of the territory, climate change issues, innovation, consistency between EU policies, their objectives, their implementation at the various levels, their governance.

Questions/proposals from DG Mare

- 1/ What are the key challenges to be addressed through funding in coastal regions and maritime sectors? Are they currently affected by underfunding as compared to other regions and sectors?
- 2/ What could a marine and coastal fund, as proposed by the Committee of the Regions, add to the means to support sustainable growth in coastal regions and maritime sectors?
- 3/ What would be the added value, function, links and delimitation from other funds including the EU's Cross-border co-operation programmes under the European Neighbourhood Policy Instruments? What actions should be funded, to which amount, and how should the fund operate?
- 4/ If a coastal fund would not be possible, what can be done to strengthen the maritime dimension of future EU structural or thematic funds?

Questions/proposals from the CPMR

1. As Interreg IIC was invented in 1997 to help encourage a new approach to territorial policy (transnational cooperation), what sort of instrument should be created (and given financial resources as from 2014) to fund initiatives such as the Baltic strategy? **Bearing in mind that the Baltic strategy is considered to have been a success and a step forward, a financial strand was very clearly missing. This should be taken into consideration before such an approach is developed.**
2. **How can the major efforts needed to adapt coastal areas to climate change be financed?**
3. Drawing on the experience of the "Lisbon earmarking" process during the current programming period, might it be possible to organise some **maritime earmarking** with regard to this policy and other ones (research, TEN-T) in order to guarantee that a significant proportion of the EU budget is devoted to maritime and coastal issues?
4. **Regarding research and innovation:**
 - Is progress being made in the discussions with the member states on the funding of the **European Strategy Forum on Research Infrastructures (ESFRI)** in the maritime field and the possible greater use of Structural Funds for this purpose? It would be useful to have more in-depth talks with the regions, because, at present, regional authorities have been almost completely left out the reports and conferences organised under ESFRI's regional dimension.
 - In the maritime field, could the European Commission introduce new funding mechanisms under FP8 or CIP2 to coordinate research programmes that would be more easily accessible for the regions than the current **Era-Net and Inno-Net schemes (especially Era-Net)**? Doesn't the Commission fear that joint programming (Article 169) – even on specific topics and, if appropriate, maritime issues – will fail to generate sufficient synergies with the regions?
 - In terms of **the integration of public and private marine and maritime research**, does the European Commission have a clear political view on the results achieved by the networks of excellence, the technology platforms and the European Technology Institute's knowledge communities? How does it plan to ensure coherence between these initiatives in the maritime field? Does it have a view on the impact these initiatives will have on the economies of all regions, including those that participate directly and the rest?
 - **Have the R&D Framework Programme and CIP generated any territorial dynamics at European level, at sea basin level** and in the maritime regions? How can it be ensured that these programmes do not always involve the same regions?

LISTE DES PARTICIPANTS / LIST OF PARTICIPANTS

Commission européenne / European Commission

Mr Joe BORG, European Commissioner, DG Maritime Affairs and Fisheries
Mr Tiago PITTA E CUNHA, Cabinet du Commissaire Borg
Mr Fokion FOTIADIS, Director General, DG Maritime Affairs and Fisheries
Mr Paul NEMITZ, Head of Unit, DG Maritime Affairs and Fisheries
Mr Gilles BERTRAND, Assistant to the Director-General, DG Maritime Affairs and Fisheries
Mr Haitze SIEMERS, DG Maritime Affairs and Fisheries
Mme Florencia VAN HOUDET, DG Maritime Affairs and Fisheries
Mr Patrick BERNARD-BRUNET, Policy Analyst, DG Regional Policy

Etats / States

Mr João MIRA GOMES, Secretário de Estado da Defesa Nacional e dos Assuntos do Mar , Portugal
Mr Jorge ARANDA, Conseiller Diplomatique du Secrétaire d'État à la Défense Nationale et aux Affaires de la Mer

Invités / Guests

Mr Juan L. SUAREZ-DE VIVERO, Professor, University of Seville
Mr Eduardo ISIDRO, Département d'Océanographie et Pêches, Université des Açores
Mr Gui MENEZES, Département d'Océanographie et Pêches, Université des Açores
Mr Mário Rui PINHO, Département d'Océanographie et Pêches, Université des Açores

Régions / Regions

Acores

Mr José ÁLAMO MENESES, Secrétaire Régional de l'Environnement et la Mer
Mr Rodrigo OLIVEIRA, Sous-secrétaire Régional des Affaires Européennes et Coopérations Extérieures
Mr Frederico CARDIGOS, Directeur Régional de l' Environnement
Mme Graça CABRAL, Cabinet du Sous-secrétaire Régional des Affaires Européennes et Coopérations Extérieures
Mme Maria MACHADO, Cabinet du Sous-secrétaire Régional des Affaires Européennes et Coopérations Extérieures
Mme Ana NUNES, Cabinet du Sous-secrétaire Régional des Affaires Européennes et Coopérations Extérieures
Mr Rogério MARTINS, Cabinet du Sous-secrétaire Régional des Affaires Européennes et Coopérations Extérieures

Aberdeenshire

Mme BELL Ann, MBE, Fishing Industry Co-ordinator - North Sea Commission Marine Resource Adviser

Asturias

Mme María José RODRÍGUEZ CARBAJAL, Head Of European Affaires
Mr Alberto VIZCAÍNO FERNÁNDEZ, Adviser Of The Regional Ministry of Environment

Basse-Normandie

Mr Christophe LE FOLL, Directeur adjoint des Affaires Européennes et des Relations Internationales, Chef du Service Fonds Structurels et Compétitivité Régionale

Bretagne

Mr Patrice CAROLLO, Chef de la Mission Mer, Conseil Régional de Bretagne

Canarias

Mr Carlos PORTUGUES CARRILLO, Director General de Relaciones con Europa

Martinique

Mr Sylvain BOLINOIS, Vice-Président du Conseil Régional de la Martinique

Schleswig-Holstein

Mr Thomas ENGELKE, Advisor for Maritime Policy, fisheries Environment & Energy

Telemark

Mrs Gunn Marit HELGESEN, County Mayor of Telemark
1ST Vice-President of the CPMR and President of the CPMR North Sea Commission

Toscana

Mr Giuseppe BERTOLUCCI, Assessore al Bilancio e alle Politiche del Mare
Mr Paolo GIANNARELLI, Consigliere del Presidente Martini

CRPM / CPMR

Mr Xavier GIZARD, Secrétaire général
Mr Patrick ANVROIN, Directeur
Mme Anne LEZIN, Assistante

Information Note to College

Commissioner Joe Borg's participation in the seminar on the future of the European Integrated Maritime Policy organised by the Conference of the Peripheral Maritime Regions of Europe (CPMR), 6 July 2009

On the 6th of July I participated in a brainstorming conference on the future of the European Integrated Maritime Policy (IMP) organised by the Conference of the Peripheral Maritime Regions of Europe (CPMR) in the island of Faial, Azores.

CPMR represents more than one hundred maritime regions of the EU and approximately 200 million inhabitants. The maritime Regions of the twenty-two coastal Member States of the Union also account for more than 40% of the EU's GDP. Europe's maritime regions are among the main stakeholders for the Integrated Maritime Policy, and CPMR has been playing a key role in promoting the policy in the European institutions and bodies, such as the European Parliament and the Committee of the Regions, and also with Member States governments and thereby in the Council. Indeed, CPMR was amongst the first to recognise the value of such a policy, and it has made excellent contributions towards shaping it.

CPMR is also one of the main players of the new Platform of Maritime Policy Stakeholders, which was formed as an outcome of the celebrations of the European Maritime Day held last May in Rome.

At a time when the Commission is preparing to launch its first progress report since the publication of the 2007 Blue Paper and the December 2007 European Council conclusions, I considered it appropriate to engage with such strategic partners in a genuine exercise of consultation and exchange on the future development and focus of the Integrated Maritime Policy.

Discussions at this conference thus concentrated on the IMP's potential for economic development and job creation in Europe; the contribution and benefits of the coastal regions vis-à-vis this policy; the development of regional maritime strategies for Europe's different maritime basins; the funding and means that the European maritime policy will need in order to pursue its aims; and the Maritime Policy in a worldwide context.

The key questions debated during this event were:

- What measures could support an economic recovery in coastal regions and maritime sectors, particularly while undertaking a step by step approach towards sustainability? What could be the role of (regional) industrial maritime clusters?
- What more could be done to support and accelerate wealth creation from non-living marine resources, including offshore renewable energy?
- What role do you expect from the IMP in ensuring better links between peripheral maritime regions and islands with Europe's economic centres? What more can be done to accelerate the development of sea-borne transportation?
- Further to the Commission guidelines on Integrated Maritime Governance to Member States, is there a need for promoting integrated maritime governance within regions?
- What are the key challenges to be addressed through funding in coastal regions and maritime sectors? Are they currently affected by underfunding as compared to other regions and sectors?
- What measures are needed to ensure attractive maritime careers, e.g. in terms of training, mobility and working conditions?

On the Commission's side, in addition to DG MARE, which was represented by the Director-General and several middle management staff, DG REGIO took also part in this meeting.

The Commission passed a positive message to Europe's maritime regions as to the considerable progress achieved in less than two years since the launching of the IMP. During this meeting, I explained how this Commission has been working comprehensively on maritime affairs, addressing all areas considered as priorities by the CPMR, including maritime transport, the protection of the marine environment, safety of navigation, and marine research. We have presented steps towards tailor-made sea-basin strategies, for the Arctic and the Baltic Sea, with a Mediterranean strategy due to follow soon.

In fact, we have put forward a new vision and taken steps to introduce a new method of maritime governance in Europe, which has received wide support. Practically all Member States are now taking steps towards integration of maritime affairs, as are a number of regions. By way of illustration, I pointed to the Coastal Charter adopted in Brittany, the development of the "Sea our Future" strategy in Schleswig-Holstein, the plan for integrated management of coastal areas in Asturias, and the "Arc Manche Assembly" to enhance co-operation between authorities from the French and English coastal areas.

Furthermore, as befits the Integrated Maritime Policy, we have taken steps to develop cross-sectoral instruments which cut across several EU sea-related policies such as maritime spatial planning, integration in maritime surveillance across borders and across countries, and a marine observation and data network.

Also one of the main points under consideration in this meeting was the manner in which Europe's maritime challenges have changed since the publication of the Blue Paper. On the one hand, we are faced by an economic downturn that no-one could have predicted would be so severe. Therefore, we need to act to push for economic recovery. Yet more than that, we need to do this in a way that gives a positive impetus towards economic renewal whilst also encouraging the use of environmentally friendly business practices.

During this brainstorming session, CPMR placed particular emphasis on the need for the Commission to push for an intra-European maritime transport system. It also placed importance on the way the IMP should be developed and consolidated in the near future, and on how it should be governed at its different levels, in particular within the sphere of the major sea areas such as the Baltic and North Sea, the Black Sea and Atlantic Arc and the Mediterranean.

There was consensus that cooperation on maritime matters needs to be organised between public actors and stakeholders working within regional seas by drawing on already existing bodies, such as regional environmental conventions and Regional Advisory Committees. In order to facilitate maritime coordination, the CPMR suggested appointing European coordinators for each sea-basin based on the same idea that proved to be a success with regard to the main European transport corridors.

All these elements, and the free exchange of ideas, will significantly help the Commission's forthcoming reflection on the future of the IMP, to be stimulated by the biannual progress report that it is due to be presented to the Council in the fall.

The active participation in this meeting of key maritime regions of Europe, from several different maritime basins, including the participation of the outermost regions, leave no doubt that the Integrated Maritime Policy is not just an initiative of this Commission, but has become a very clear demand of our European coastal regions and islands.