



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

11 SEPTEMBER 2009

TECHNICAL PAPER FROM THE CPMR GENERAL SECRETARIAT

IMPLEMENTATION OF THE EUROPEAN INTEGRATED MARITIME POLICY: PROSPECTS FOR THE REGIONS

This is a progress note for the member regions of the CPMR, to provide an update on integrated maritime policy issues, both at EU institution level and within CPMR.

The 2008–2009 EU Action Plan on integrated maritime policy is entering its final phase. The Aquamarina Group, which is chaired by Brittany Region, was set up to monitor this Action Plan proactively and reactively; it is therefore starting to assess its activity and is thinking about future forms of action and organisation.

For their part, the CPMR's geographical commissions are continuing to develop the content and meaning of the governance concept at sea basin level.

The new European Parliament is just starting work and therefore organising itself internally. The extent to which it takes maritime issues into account is important for the future, and the CPMR has taken steps to raise MEPs' awareness about them.

The final section of this paper will be devoted to **maritime spatial planning**, which is a key aspect of maritime policy for the regions and a priority for both the CPMR and the European Commission.

1 - Initial results of the 2008-2009 EU Action Plan

European maritime policy has now been set in hand, but it is too early to say whether or not it is fully operational. Many initiatives have been taken in the form of white papers (for example, maritime transport), or studies and proposals which should be put into practice in coming months. So work has started on some major fields of action, which the maritime regions are particularly interested in and will support as they progress, with the same attitude of constructive criticism they have had until now:

- European marine and maritime research strategy, and above the related system of governance. As a result of the work accomplished by the group led by Schleswig-Holstein, the maritime regions have been the only non-scientific partners to give an opinion on the proposed research policy;
- maritime transport strategy, in particular aspects relating to the human dimension, motorways of the sea and short sea shipping. However, it may be regretted that the great common maritime space promised by the Blue Book is now limited to a European maritime transport space and the removal of tax and customs barriers. Beyond the stated intentions, and eight years after they were conceived, the motorways of the sea must clearly now really be set up;
- Maritime spatial planning, which is the subject of a series of seminars throughout Europe. A later section of this paper will report on the debates and expectations in this field;
- Lastly, all the work accomplished on maritime industry data. The Aquamarina Group's contribution was prepared by Provence Alpes Côte d'Azur Region and has been sent to the Commission.

A few areas yet to be explored

While the overall results are encouraging and broadly positive, a look at the Action Plan as a whole shows that there are a few areas that still need to be explored:

- This is the case for social aspects, which Brittany Region and the CPMR pointed out during the consultation on the Green Paper. Where is the report on health and safety in the fishing industry? What has happened with the debate on the exclusion of maritime occupations from social legislation?
- Along the same lines, maritime training and careers schemes still need to be developed. However, the fact that these issues figure highly in the maritime transport strategy gives grounds for optimism. The Commission therefore still has a few months to draw up some specific proposals. The creation of a specific group within Aquamarina to deal with the mobility of young people on maritime training courses in Europe (a maritime Erasmus programme) shows how much importance the regions attach to this issue and their enthusiasm for progress on the issue.

2 - Maintaining maritime issues as a top priority after 2009

The regions must work with the institutions to ensure that maritime issues are a major priority in the next European budgetary framework of the 2014-2020 period. After the current changes within the European institutions, maritime affairs must continue to be dealt with at an equally high political level and the future of European maritime policy must be guaranteed and given resources commensurate with the goals declared by President Barroso at the second European Maritime Day in Rome on 20 May 2009.

In the document supporting his candidacy for a second term as President of the Commission (Political Guidelines for the Next Commission), José Manuel Barroso gives an encouraging initial response. He considers the maritime industry to be a new source of growth and social cohesion. Even though he mainly deals with this issue from a sectoral point of view, Mr Barroso writes that "Europe should develop maritime spatial planning."

The CPMR should:

- pursue its partnership with the European Commission at all levels, including with the next Commissioner in charge of integrated maritime policy;
- pursue its partnership with the Committee of the Regions;
- ensure that the issue is taken up by successive EU presidencies. The first half of 2010 will set an example, in view of the contacts already established with the Spanish Presidency, which will culminate with the organisation of the third European Maritime Day in Gijón in Asturias on 19-21 May 2010.

The expected entry into force of the Treaty of Lisbon should encourage the CPMR and the regions to approach the European Parliament again. As soon as the results of the June 2009 elections were known, the General Secretariat made contact with the MEPs, firstly to inform them about our organisation's activities, and secondly to suggest the creation of an official Intergroup on Integrated Maritime Policy. In the absence of a Parliament Commission devoted entirely to this issue, this Intergroup option is a good way of enlisting the support of MEPs from various thematic Commissions for ambitious and coordinated maritime policies.

3 - Priorities for future maritime policy

At its meeting in June 2009, the Aquamarina Group proposed five major priorities for future European maritime policy:

Governance of European maritime policy and the role of the regions. This is the main priority. To be effective, future integrated maritime policy must be well administered. The CPMR will only be able to promote EU maritime instruments and budgets for the post-2013 period effectively if it has precise and relevant proposals on what should be done at regional and sea basin level. The brainstorming seminar held in the Azores in July 2009 made some progress on these issues. The work must be pursued in at least two areas:

- the pooling of good regional practices, which should be revived following the efforts made during the Europe of the Sea cooperation project that began in 2005;
 - the geographical commissions must continue to make an active contribution to the development of transnational maritime strategy:
 - either by working actively within existing programmes, as the Baltic Sea Commission is doing in DG Regio's Baltic Strategy;
 - or by playing a pioneering role, following the example of the Intermediterranean Commission, which is recognised as a major stakeholder in Mediterranean maritime cooperation, or the North Sea and Atlantic Arc Commissions, which are both working hard to have their areas recognised as suitable places for integrated strategies like the one in the Baltic.
- Marine research and innovation: a distinction may be made between two types of action in this area:

European support for maritime clusters with a regional dimension: the CPMR successfully organised a workshop on this theme during Maritime Day in Rome. There are plans to continue these efforts to develop networks and proposals for policy tools in close cooperation with the European Commission and other European organisations.

The European marine and maritime research strategy: the proposals made in the CPMR's policy position will be further developed in cooperation with different types of stakeholder (the managers of major European projects, regional officials involved in European projects in the field of marine and maritime research, including Era-Net, regionally-elected officials involved in the development of links between marine/maritime research and industry).

- The social dimension, including training issues

The Blue Book proposes some measures that are in line with the regions' contribution on social issues in the maritime field. Unfortunately, the action in this field announced in the Commission's documents is proving to be the most difficult to turn into practical schemes.

Social issues must therefore be a strong priority in future EU maritime policy. It is particularly important to remember that the maritime industry is becoming increasingly unattractive. Unions and employers' organisations expressed their alarm about this matter at the Aquamarina Group meeting in July 2008. They said that recruitment was their top priority. How will it be ultimately possible to implement maritime policy if maritime employment and skills renewal are left off the agenda?

Europe must make progress on this subject. It could make use of the concept of a common maritime space, which should not just be limited to the removal of tax and customs barriers. This is a fundamental stage, particularly to encourage modal shift. However, it should only be the first step in a more ambitious process.

- Climate change

Regarding efforts to tackle climate change, the regions are concerned with both mitigation and adaptation. It is estimated that nearly 80% of necessary measures come under the responsibility of sub-national levels of government, and especially the regional level for everything concerning strategies and the coordination of public policies.

Maritime regions are particularly concerned and threatened by the consequences of climate change, including threats to coastal areas, erosion, rising sea levels, etc.. They also face disturbance to the fishing and aquaculture industry.

Two possible areas of work have been identified: the first concerns the recognition of the role of the regions in the international negotiations starting in Copenhagen at the end of 2009; the second concerns future work at EU level, particularly when it comes to helping the regions cope with the effects of climate change. There are two specific objectives: firstly to undertake vulnerability studies on territories and regional economies; and secondly to access existing data, information, tools and methods in order to help the regions prepare development strategies that take this dimension into account.

In the medium term, the regions wish to ensure that efforts to tackle the consequences of climate change are included as one of the priorities of future cohesion policy.

- Maritime safety

Regional governments are deemed to have a vitally important role to play after oil slicks, when maritime regions are exposed to the ecological, economic and social disasters. However, their role in maritime safety is hampered by the way this policy is organised, as only central governments and international organisations are recognised at present.

The regions firstly want it to be acknowledged that they are capable of becoming fully-fledged partners within the bodies responsible for implementing this policy, in particular the European Maritime Safety Agency (EMSA), the International Oil Pollution Compensation Funds (IOPC) and the International Maritime Organisation (IMO). They also aim to ensure that lessons are fully learnt from the disasters of recent years, of which they were the first and biggest victims, and that the measures of three Erika Packages are all adopted and implemented with their involvement.

The third area of work concerns transnational and interregional cooperation in the maritime safety field. The regions want priority projects identified during the 2005 study in this field to be implemented through the cooperation programmes.

The last meeting of the Aquamarina Group, in its current form as a monitoring body for the Action Plan, will be held in Brussels in early 2010. On the basis of the responses to a questionnaire circulated to all of the Group's member regions, new organisational arrangements will be examined and a proposal submitted to the CPMR Political Bureau, in order to meet these challenges: development of the current sub-groups, creation of new sub-groups, relations with a possible European Parliament Intergroup, etc.

4 - Maritime spatial planning

The regions believe that an initiative in the field of integrated maritime spatial planning is one of the most important and sensitive aspects of the new Action Plan.

It is one of the most important aspects because sea usage, and in particular the use of coastal areas, will continually increase in coming years. It will be necessary to achieve sustainable coexistence and complementarity in a space that cannot just be limited to the marine environment but must also include the neighbouring land area because there are so many interrelationships. The need for such an initiative has therefore been proved and the regions intend to make a full contribution to the debate on the content, conditions and methods of implementation.

It is one of the most sensitive aspects because it requires an integrated approach, and we currently lack the conceptual and operational tools we need in order to implement it. This approach is also integral to a whole series of initiatives on the same type of space, such as marine strategy, integrated coastal zone management (ICZM), the Natura 2000 approach at sea, the coastal and marine strands of the White Paper on adaptation to climate change, the Water Framework Directive and the Common Fisheries Policy, which is currently being reformed.

So the CPMR will continue working on this subject in 2010. It will do so by pursuing the Aquamarina initiative and developing the following aspects, which it believes to be essential:

- identifying and taking into account the different spatial planning cultures used in the sea basins. It is particularly necessary to avoid imposing a particular spatial planning model and to draw on different existing practices and institutional and administrative contexts;
- giving priority to the creation of forums for dialogue and exchange, bringing together all of the partners and users of the maritime space;
- drawing on best practices in the field of integrated maritime governance and stakeholder consultation;
- rationalising the application of different EU initiatives on maritime and coastal areas, especially the ICZM and maritime spatial planning approaches;
- rationalising and giving access to existing and planned data, indicators, tools and methods in this field.

All of the work done on this subject should help to improve the coordination of EU policies on the maritime environment and give greater visibility to public intervention.