



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 10.10.2007  
SEC(2007) 1278

**COMMISSION STAFF WORKING DOCUMENT**

*Accompanying document to the*

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL  
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**An Integrated Maritime Policy for the European Union**

{COM(2007) 574 final}

{COM(2007) 575 final}

{SEC(2007) 1279}

{SEC(2007) 1280}

{SEC(2007) 1283}

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## 1. INTRODUCTION

The Commission has put forward<sup>1</sup> the main elements of a new European integrated maritime policy, including its founding principles and main objectives, the required governance framework and appropriate tools for integrated policy-making.

All together, this represents the delivery of a new vision for Europe's oceans and seas as decided in the European Commission's Strategic Objectives for 2005-2009.

The new integrated maritime policy will truly encompass all aspects of the oceans and seas in a holistic, integrated approach: we will no longer look only at compartmentalised maritime activities, but we will tackle all economic and sustainable development aspects of the oceans and seas, including the marine environment, in an overarching fashion.

The integrated approach is not only innovative, it is also strongly endorsed by all stakeholders who participated in the wide debate throughout Europe, during the consultation process following the launching of the Green Paper *on a Future Maritime Policy for the Union*.

The integrated maritime policy with its overarching strategy provides an analytical framework and a selection of objectives to allow us to define the actions needed to attain both these objectives and the overall goals of the new policy.

This Action Plan enumerates a set of actions that the European Commission proposes to take as a first step towards the implementation of a new, integrated maritime policy for the European Union.

In line with the proposed integrated, collaborative approach these actions are the result of the collective efforts of a number of Commissioners and services of the European Commission, working together for over two years. They reflect the new integrated approach to maritime affairs, covering a wide spectrum of issues related to sustainable development ranging from maritime transport, to the competitiveness of maritime businesses, employment, scientific research and the protection of the marine environment.

The actions proposed by the Commission will help the European Union move towards the attainment of the key objectives of the EU's integrated maritime policy, i.e. maximising the sustainable use of the oceans and seas, building a knowledge and innovation base for maritime policy, delivering the highest quality of life in coastal regions, promoting Europe's leadership in international maritime affairs, and raising the visibility of Maritime Europe.

The coordinated development of current sectoral policies also calls for integrated and cross-cutting actions to create the necessary links between them. Tools such as spatial planning, an integrated approach to data collection processing and delivery, and the coordination of surveillance and monitoring activities and processes are examples of such actions and will be the first measures proposed under this Action Plan.

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<sup>1</sup> Communication: An Integrated Maritime Policy for the European Union - COM(2007) 575, 10.10.2007.

## 2. MARITIME GOVERNANCE

An integrated maritime policy requires a governance framework that applies the integrated approach at every level, as well as horizontal and cross-cutting policy tools.

### 2.1. Action towards integration of Maritime Affairs across the EU

#### *Background*

The Commission has set up a maritime policy function, with the task of analysing maritime affairs and the policies affecting them, coordinating between sectoral policies, ensuring that interactions between them are taken into account, and piloting the development of common policy tools. It has also started bringing together the EU agencies involved in maritime activities, with a view to ensuring that they collectively contribute to the development of maritime policy.

Some Member States have started developing co-ordination mechanisms in their maritime policy-making.

#### *Action*

The Commission recommends that Member States take further steps to embrace a more integrated governance approach, and invites them to draw up their own integrated national maritime policies, based on a series of common principles and working closely with their stakeholders, in particular the coastal regions.

To this end, the Commission **will issue in 2008** a set of guide lines on common principles and stakeholder involvement for maritime policies and will **report on the Member States actions by 2009**.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

A Maritime Policy for Europe requires a number of common arrangements to be agreed at European level. It will realise its potential only if analogous arrangements are also adopted by Member States, in line with the subsidiarity principle, to provide for the improved coordination of all maritime-related affairs.

### 2.2. Regulatory obstacles

#### *Background*

The Green Paper on Maritime Policy identifies:

- unintended impacts of sectoral regulations
- regulatory simplification and streamlining

as potential areas for action in a cross-cutting maritime policy.

### *Action*

A list containing examples of such regulatory obstacles will be compiled. Such a list will provide the basis for further reflection on possible regulatory amendments in the future.

Examples of regulatory barriers include those that inhibit maritime heritage activities. The Commission will produce a first report on this subject **in 2008**, with proposals for consultation on appropriate regulatory changes.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

An integrated approach to maritime policy should develop policies and legislative proposals that are coherent and mutually compatible. One of its tools should be a list of existing obstacles or inconsistencies, in order to allow the streamlining and improvement of a coherent regulatory framework.

## **2.3. Collective learning – exchange of best practice**

### *Background*

The development of the new modes of thought and innovative mechanisms required by an integrated Maritime Policy for the European Union will depend to a large extent on its capacity to integrate experiences and best practices. The effective organisation of such a policy therefore should include the development of tools for collective learning and linkages between networks.

### *Action*

The Commission will move forward with proposals **in 2008** to promote the establishment of networks of best practices between maritime stakeholders, for example between maritime clusters, between coastal regions and islands, between Member States in spatial planning, on linking maritime heritage with other activities, or between ports and port cities. The Commission will also promote cross-fertilisation between these networks and the broad participation of interested stakeholders in each of them.

This activity will require the active participation of stakeholders for it to be a success. In accordance with the principle of subsidiarity, the collective learning process should be driven by local experiences.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

A holistic approach to the development of maritime policy will benefit greatly from stakeholder involvement. The conditions for such involvement include the opportunity to exchange information, best practice and learning from experiences.

## **3. TOOLS FOR INTEGRATED POLICY-MAKING**

A new integrated governance framework for maritime affairs requires cross-cutting tools to help policy makers and economic and environmental actors to join up their policies, interlink their activities and optimise the use of the marine and coastal space in an environmentally sustainable manner.

These tools, as set out in the Integrated Maritime Policy Communication comprise: the development of a more **integrated network of surveillance systems** for European waters, the development of **maritime spatial planning**, assisted by a road map drawn up by Commission, and an **EU Marine Observation and Data Network (EMODNET)** to optimise and bring coherence to the current fragmented initiatives that gather data on oceans and seas.. Indeed, the improvement in data and information, in planning, and in the monitoring and surveillance of our oceans and seas will facilitate cross-fertilisation between all maritime policy activities, ultimately leading to a more integrated approach.

The actions on surveillance, spatial planning and data, presented below will contribute towards the development of the tools for integrated policy-making, as set out in the Integrated Maritime Policy Communication. The Commission will launch preparatory/pilot projects with a view to evaluating needs and options for future legislation and possible financial impacts. The outcome of these actions will thus contribute to determining future actions of the Commission in this context.

### 3.1. Surveillance Activities

#### *Background*

The Green Paper on Maritime Policy in the EU raises the question of how offshore activities by governments in the EU could be organised better with a view to creating synergies and improving efficiencies. Under existing EU maritime safety legislation tools are being developed, notably with the technical assistance of the European Maritime Safety Agency (EMSA), to improve ships' identification and traffic monitoring in EU waters.

In the Communication on Reinforcing the Management of the EU's Southern Maritime Borders<sup>2</sup>, the Commission proposed to establish a permanent *Coastal Patrol Network* for the southern maritime external borders and to create a *European Surveillance System for Borders*. Following the conclusions of the European Council of 14/15 December 2006 on these matters, the European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the EU (FRONTEX) coordinated the setting up of the European Patrols Network (EPN), which is covering defined areas of the Mediterranean Sea and the Atlantic Ocean since May 2007.

In February 2008, the Commission will adopt a Communication on a European Border Surveillance System (EUROSUR). In several phases, the existing reporting and surveillance systems and mechanisms at Member States level should be interlinked, common tools and applications for border surveillance should be developed and implemented at EU level and a common information sharing environment for the maritime domain, covering in a first step the Mediterranean Sea and the Black Sea, should be created. Such a "system of systems" should enhance the co-operation between Member States' authorities and thereby increase the internal security by preventing illegal immigration, trafficking of human beings, etc., but also should reduce considerably the tragic death toll of illegal immigrants by rescuing more lives at sea.

Space applications can contribute significantly to the surveillance of activities at sea, and a strategy under GMES-Security is currently being defined in cooperation with relevant

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<sup>2</sup> COM (2006)733, 30.11.2006.

Commission and Council services. The GALILEO system will provide an advanced technological platform for the development of satellite-based surveillance applications.

#### *Action*

The Commission will propose specific actions to take forward an integrated approach to maritime surveillance at EU level, which brings together and makes interoperable the various surveillance systems which are in place or planned, such as the European data centre for long-range identification and tracking. It will build on the ongoing technical work by the EMSA, FRONTEX, and the Communities Fisheries Control Agency. The Commission will work with Member States and the High Representative to determine how naval assets and systems could most effectively contribute to this process.

The Commission will publish in **October 2007** a set of working documents prepared by Commission services to describe the organisation of offshore activities in each littoral Member State and the existing cooperation and coordination in each of the maritime areas: Black Sea, Mediterranean Sea, Atlantic Ocean, North Sea, and Baltic Sea, and to identify the surveillance, monitoring and reporting systems currently in place in the EU.

**In the 2<sup>nd</sup> half of 2008**, the Commission will announce, in the form of a Communication, a detailed work plan for further steps towards the integration of all European maritime surveillance systems, thus covering all the above mentioned maritime areas and also non-border related aspects.

This project will progress more rapidly the more Member States move towards more integration between their own systems and agencies engaged in or using maritime surveillance. The work plan may envisage the inclusion of new technologies and applications derived from GMES-Security. Further important contributions to be considered will be the linkage with private sector work in this area, and the integration of systems developed or operating at regional level.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

This is the second area where a clear need exists for the integration of existing or planned actions. If surveillance and monitoring systems can be made more efficient and more compatible, ultimately allowing government agencies in the Member States access to a fully integrated, single picture with complete information on ship movement and activities, all government activities concerned will benefit. This would also help the Member States to carry out search and rescue activities more efficiently, thus preventing loss of life at sea.

### **3.2. Maritime Spatial Planning and integrated coastal zone management**

#### *Background*

The Green Paper on Maritime Policy identifies the increase in often competing activities on coasts and seas as a source of potential conflict that needs to be managed. As part of an overall integrated management approach, spatial planning is seen as a potential aid in this regard.

#### *Action*



Building on existing EU initiatives with a strong maritime spatial planning dimension, including the ICZM Recommendation and the proposed Marine Strategy Directive, which introduces elements of maritime spatial planning, the Commission will propose a road map **in 2008** to facilitate and encourage the further development of maritime spatial planning in the Member States.

**In 2008**, it will examine the needs and different options, including for zoning, to making compatible different maritime activities, including the maintenance and strengthening of biodiversity.

**In 2009**, the Commission will also set up of a system for the exchange of best practice among authorities in maritime spatial planning and integrated coastal zone management.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

This is a key planning instrument that has been identified as a suitable tool for integrated maritime policy development. Integrated maritime spatial planning across EU waters is a fundamental requirement for the continued sustainable development of maritime economic activities, because it provides a neutral tool to arbitrate between conflicting or competing activities or interests.

However, it will yield its full benefits only if all coastal Member States introduce such systems, that they use compatible and comparable systems, and learn from each other's experiences.

### **3.3. European Marine Observation and Data Network**

#### *Background*

Data on oceans and seas are available from many sources but assembling them for particular applications takes considerable effort and there is no overall policy for keeping them for posterity. The objective here is to integrate existing, but fragmented initiatives in order to facilitate access to primary data for public authorities, maritime services, related industries and researchers.

The European Marine Observation and Data Network should open up opportunities for high-technology commercial companies in the maritime sector, improve the efficiency of activities such as marine observation, management of marine resources and marine research in European laboratories. Integrated with GEOSS and GMES, it will increase the precision of estimates of the magnitude and impact of climate change.

#### *Action*

The European Commission, with the support of a specially constituted advisory group, will prepare **by 2009** an EU action plan to make progress in this area on the basis of a road map to be published **in 2008**. It will provide an overview of the main data and information service categories to be covered and some of their sources and uses, as well as examples of benefits and added value of better integration, and clarify how this initiative relates to other initiatives. **In the second half of 2008** it will also propose a programme for the development of mutually compatible and multi-dimensional mapping of seas in Member States' waters. Further initiatives will follow, including the development of an integrated socio-economic database aiming at supporting Maritime Policy actions.

The active participation of Member States and other actors will be essential to the success of this project. The Commission will set up the appropriate consultation mechanisms to this end.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The integration and linkage of data sources and supply mechanisms is closely related to marine environmental protection, science and research, and technology development. It is one of the cornerstones of an integrated approach: integrated access to data will enable better use of data and the provision of customised services to different users, thus facilitating progress in many other areas.

#### **4. MAXIMISING THE SUSTAINABLE USE OF THE OCEANS AND SEAS**

Europe is intimately linked to the seas and oceans that surround it. It is not just the shipping or fisheries industries and their related activities. It is also shipbuilding and ports, marine equipment and offshore energy, maritime and coastal tourism, aquaculture, submarine telecommunications, blue biotech and the protection of the marine environment. Many of these activities are growing fast keeping Europe as a world leader in the global maritime economy, with its large fleet and vibrant shipping services industry, its cutting-edge cruise liners and its numerous ports. Nevertheless, in the fierce competition of today's globalised economy Europe's leadership cannot be taken for granted.

Europe should therefore not only focus on maintaining the competitiveness of existing sea-related industries and activities but should also actively promote their development over the long term and the creation of more and better jobs. In line with the Lisbon Strategy, this is what the Commission intends to pursue with the aim of maximising the use of Europe's oceans and seas.

This use, however, needs to be sustainable as the marine environment is the base resource for all maritime economic activities. The question of sustainability is a critical one in the Commission's vision for our oceans and seas, and is therefore central to both the Integrated Maritime Policy and the Thematic Strategy for the Marine Environment that is its environmental pillar. Indeed, the very scale of the oceans and seas has traditionally led people to perceive them as an inexhaustible source of wealth. Nevertheless, the current fragmented approach to maritime activities and their sectoral policies has not allowed us to decouple economic development from environmental degradation. Huge strides in technology, climate change impacts and the growing coastal population have combined to create added pressures on available resources, particularly in relation to fishing, transport, recreational navigation and the exploitation of oil and gas as well as the marine environment itself.

Good governance and an integrated approach require us to move towards a more overarching strategy that joins up sectoral policies for maritime activities and environmental policy relating to Europe's seas. The Commission intends to follow this path with the aim of maximising the sustainable use of the oceans and seas.

With this objective in mind, the Commission is proposing a number of actions covering maritime transport; ports and logistics; the development of multisectoral clusters enhancing the competitiveness of Europe's maritime companies; the strengthening of careers and employment in the maritime sectors; sustainable maritime tourism; reduction of air pollution from ships; ship dismantling; mitigation and adaptation to climate change; and the protection

of the high seas; these will be accompanied by action strengthening the ecosystem approach to maritime activities and to fisheries in particular.

#### **4.1. Development of multisectoral clusters and regional centres of maritime excellence**

##### *Background*

Local and regional clusters bringing together different sectors and different stakeholders to develop synergies between their activities are a promising development in the European maritime community. These clusters contribute to better quality and higher standards for European maritime products and services, and enhance the integration of the maritime economy. They thus contribute to economic growth and employment as well as the sustainability of the maritime economy overall. Their success will depend largely on innovative action by the private sector, and other stakeholders, particularly in the case of regional clusters. However, the EU can provide a framework to facilitate this.

##### *Action*

**In October 2007**, the European Commission will present a staff working document on Maritime Clusters that will take stock of the situation with regard to maritime clusters in the EU with a view to building a bridge between Maritime and Cluster Policies, identifying some of the drivers and characteristics of successful European Maritime Clusters and outlining upcoming initiatives and future work in this area, including the promotion of a European network of maritime clusters.

##### *Benefits of an integrated approach/relevance for an integrated maritime policy*

Clustering works particularly well for many maritime businesses, as their activities (e.g. shipping, shipbuilding and ports) are often closely inter-related. The benefits are numerous, ranging from increased awareness of market developments via better connections between research and technology development to the strengthening of employment through targeted training and better mobility. That is why the development of an integrated maritime policy that creates the right framework conditions for integrated maritime clusters can help them become engines of value creation and prosperity.

#### **4.2. Maritime Transport**

##### *Background*

Maritime transport is vital for Europe's trade, both within the European Union and with our trading partners across the world. Almost 90% of the European Union's external trade and over 40% in tonne/km of its internal trade goes by sea.

A strategic vision for this transport mode, looking at the development of shipping, ports and related sectors over the short, medium and long term is therefore essential, especially at a time when sustainable and competitive alternatives to road transport need to be developed.

The Community legislative acquis on maritime safety and pollution prevention will be reinforced with the adoption of the measures included in the third maritime safety package. In addition, the constant monitoring, with the assistance of the European Maritime Safety Agency, of the measures in place, will be essential to maintain a high level of maritime safety.

The human element is a key factor in maritime safety and the protection of the environment. This should be reflected the training and certification of seafarers and appropriate labour conditions for those working on board ships.

Shipowners in deep sea shipping markets traditionally cooperate. The Commission will provide additional guidance to the sector on the limits of this cooperation under EU competition rules.

Short Sea Shipping differs from Deep Sea Shipping as it is engaged in fierce competition with land transport. However, short sea shipping has lower externalities than land transport, has a high potential for maintaining European technological know-how in maritime transport and is essential in order to create jobs for European seafarers.

However, voyages by ship from a port of one EU Member State to another are always considered international even when cargo transported is internal market-cleared goods. A vessel is considered to leave the customs territory when it leaves a Community port as part of the external border. This has implications for the efficient operation of shipping and business around the EU, among other things in terms of the time taken to complete the necessary clearances, with additional costs for operators. This also impacts the development of Short Sea Shipping (SSS) and Motorways of the Sea (MoS) as an alternative to road transport, for voyages within the Community.

The effective implementation of Single Market concepts in a European Maritime Space Without Barriers will require changes to the existing regulatory and administrative framework.

#### *Action*

**Before the end of 2007**, the European Commission will launch a wide-ranging study to assess trends and shipping scenarios over the period 2008-2018. The study will aim to prepare a European strategy for maritime transport. A European conference is also planned in this regard **during the first half of 2008**.

**In October 2007**, the Commission will launch a consultation of stakeholders on the concept of a European Space for Maritime Transport without barriers and the options to implement it. At the same time, the Commission will present a staff working document indicating the state of play and future orientations for the Motorways of the Sea.

The Commission aims at adopting a proposal **before the end of 2008** on the establishment of the European Space for Maritime Transport without barriers as well as a White Paper on the EU Maritime Transport strategy in the horizon 2018.

**In 2009**, a complementary policy document focusing on the deployment of e-maritime services, based on open standards for maritime value-added broadband applications integrated with other on-board and land-based monitoring and communication systems, will propose ways to improve the integration of shipping in the various logistic chains, simplification of paperwork on board ships (e.g. e-learning, telemedicine, office and personal communications).

In **September 2007** the Commission published draft Guidelines on the application of EC competition rules (Article 81) to liner and tramp shipping conferences for an eight week

public consultation<sup>3</sup>. The final Guidelines are due to be adopted before **October 2008**. The Commission will also launch a review of the block exemption regulation for liner shipping consortia with a view to its revision before **April 2010**.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The development of maritime transport policy is of interest not only to the sector itself but also for the further development of the European Maritime economy in coastal regions. Eliminating obstacles to Short Sea Shipping in the EU will both benefit growth and economic development, and strengthen the integration of transport policy with environment policy by facilitating the modal shift from road to sea.

### **4.3. Strengthening careers and employment in the maritime sectors**

#### (a) Promotion of employment for Seafarers

##### *Background*

The competitiveness of the maritime sector and its sustainable development will depend on its ability to attract a high-quality workforce and to improve working conditions at sea.

What is needed is action to create an attractive seafaring profession, while exploring the potential of increased professional mobility as a tool to improve employment levels and make up for shortages of qualified personnel in the industry.

##### *Action*

The Commission will work with Member States, the social partners, the maritime clusters and the maritime academic institutions to enhance the status of seafaring careers and provide young Europeans with more attractive prospects for a life-long career in the maritime clusters and facilitate mobility between sea- and land-based jobs. All skilled activities, including navigation, engineering, and electronics, will be covered.

A set of actions will be put forward to meet the above mentioned goals by the **end of 2009**.

At the same time the Commission will continue to support the European Community Shipowners' Association (ECSA) and the European Transport Workers' Federation (ETF) in their current negotiations to reach a European agreement transposing certain elements of the 2006 ILO Maritime Labour Convention. If and when agreement is reached and the Social Partners so request, a proposal for a directive on the basis of Article 139 ECT could be envisaged, possibly in 2008.

Subject to such agreement being reached, the Commission will also examine the possibility of presenting a proposal for a directive on the basis of Article 80.2 ECT concerning the enforcement of provisions in respect of maritime labour standards on board ships calling at Community ports.

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<sup>3</sup> Draft Guidelines on the application of Article 81 of the EC Treaty to maritime transport services (OJ C 215, 14.9.2007, p. 3).

The Commission also envisages presenting a proposal for a Council decision authorising and encouraging prompt ratification by the EU Member States of the 2007 ILO convention on work in the fishing sector. The Commission will explore, in close cooperation with social partners, the current situation and the way forward concerning the implementation of its standards (this action is linked with Action 4.8).

(b) Qualifications of seafarers

*Background*

Given the cost structure in the industry, European seafarers cannot compete on wage levels. However, given the increasingly high-tech nature of the shipping industry, there are significant benefits for employers in recruiting highly qualified personnel whose skills can guarantee the safe running of today's complex ships and the protection of the environment. This will also contribute to developing shipowners' reputation for quality.

The aim is to raise the quality and skills of European seafarers to ensure safety at sea and the protection of the environment, take account of the prerequisites and needs of the industry and raise the status of seafaring professions. Furthermore, European seafarers would be able to compete on the job market despite their higher wages.

In the aftermath of the Maritime Labour Convention adopted by the International Labour Organisation in 2006, and following a specific Communication by the Commission, the EU social partners have decided to engage in negotiations with the objective of reaching an agreement transposing certain elements of this Convention. The social partners aim to conclude negotiations by the end of 2007.

*Action*

The Commission will, in full co-operation with Member States, social partners, the maritime clusters and maritime educational and training institutions, work towards establishing a Certificate of Maritime Excellence, to be endorsed on a voluntary basis, with the aim of supplying highly knowledgeable personnel to the shipping industry and the maritime clusters. The Commission will also ensure that with respect to seafaring, this Certificate of Maritime Excellence is intended to enhance the skills and competencies of seafarers.

It will propose an Action Plan in this regard by the **end of 2009**.

(c) Exclusions of maritime professions from EU social legislation and working conditions.

*Background*

Maritime sectors are excluded from the scope of some EU social legislation. In addition, other legislation allows the Member States to introduce or maintain exclusions.

*Action*

The Commission will reassess the situation concerning exclusions of maritime professions from EU social legislation and working conditions in a communication to be launched in **October 2007** (this action is linked with Action 4.8).

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

Maritime development will only be genuinely sustainable if it is socially acceptable and allows the maritime professions to share in the benefits of the EU social model. Seafarers in the European Union, and the maritime clusters, would benefit from a more integrated approach to employment ; this type of work will require not only coordination of all actors in the maritime cluster, but also linkages between a number of EU policies including employment, transport, fisheries and education policies. The different levels of competence also mean that a successful approach in this area will require the support and active participation of Member State and regional authorities and institutions.

In all of the above areas of maritime employment, action by Member States and their support in their areas of competence will be crucial to ensure the successful development and implementation of the proposed actions.

#### **4.4. Ports policy**

##### *Background*

Ports and port cities are part of the worldwide logistics chain. They are also confronted with problems undermining their good functioning, such as insufficient inland connections inadequate service quality, administrative bottlenecks, or a lack of adaptation to new forms of transport organisation.

To achieve growth, ports and port cities need to adapt, and expand their capacity at the same time; a challenge but also an opportunity. The planning process, public policy and the legal framework will have to facilitate sustainable port expansion and better use of the European ports network against a background of increasing competition for space in and around ports. There is a need to see how sustainability and environmental protection can be ensured while allowing port capacity to develop in line with these requirements.

##### *Action*

**In October 2007**, the European Commission will adopt a Communication on Ports.

The Commission will also develop guidelines on the application of the relevant Community environment legislation to port development.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The development of ports and ports cities in harmony with their environment requires dealing above all with the logistics aspects first, but there are linkages to many other areas. These include tourism, environmental protection and spatial planning. In addition, many ports are not destined to play an expanding role in the logistics function but rather to specialise in other activities, including fishing. The action described here will be developed with the linkages to other areas in mind as well as the need to ensure joined-up policy development regarding all aspects of ports, including their contribution to the culture and tourist potential of port cities. This broader view of the multifunctional role of ports will need to be developed in close consultation with all stakeholders.

## **4.5. Air Pollution by Ships**

### *Background*

Ship emissions of substances such as Sulphur or NO<sub>x</sub> and particulate matter are still too high and must be further reduced, as well as emissions of greenhouse gases. These contribute to problems with air quality, especially in ports and coastal areas, and to global warming. This is a global issue and should best be addressed at global level, for example in IMO or UNFCCC in the case of Greenhouse Gas emissions.

A linked issue is the important impact that emissions from ships have on ports and ports cities. The results of the implementation of Recommendation 2006/339 on the promotion of shore-side electricity for use by ships at berth in EU ports will be an important factor in determining further action.

Initiatives such as the Clean Ship Project can improve knowledge and develop cutting edge technology to reduce air pollution from ships, improve their efficiency (enhancing hull form to improve operating efficiencies, engine design, etc) or use of alternative fuel. Alongside international and EU action, stakeholders themselves through voluntary initiatives can contribute significantly to progress in this area.

### *Action*

The Commission is following closely the IMO discussions on the revision of MARPOL Annex VI and if it concludes that the results are insufficient it will consider alternative proposals for action.

The Commission will take action to further promote the use of shore-side electricity by ships at berth in EU ports at EU level, including the revision of Directive 2003/96/EC to apply total or partial exemptions from electricity taxes to ships using shore electricity from the harbour so that it is competitive with untaxed bunker fuel.

The Commission will further evaluate the economic, technical, legal and administrative aspects of options for EU legislation to reduce greenhouse gas emissions from maritime transport, and will consult with stakeholders thereon..

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The potential benefits of action in this area will range from better fuel economy to increased use of renewables and a cleaner environment in and around ports – including for tourism. The development of proposals on reduction of air pollution by ships should thus be seen both in the context of the EU's action on the environment and climate change, and in the context of a joined-up approach to ports and port cities and the quality of life in coastal regions.

Finally, addressing air pollution by ships is part of an overall drive for the development of the quality shipping concept, which itself is part of the two concepts of a quality maritime economy and a quality coastal state and is a key element of a strategy to keep European shipbuilding and shipping competitive.

## **4.6. Ship dismantling**

### *Background*



On 22 May 2007, the European Commission adopted a Green Paper on ship dismantling, requesting stakeholders' contributions for 30 September 2007. The Commission's work in this area is linked to the draft international Convention on the Safe and Environmentally Sound Recycling of Ships which is being discussed in the IMO and scheduled for adoption in 2009. Discussions are also ongoing in the context of the Basel Convention on transboundary waste and its disposal, which may lead to exemption of end-of-life ships, provided the IMO Ship Recycling Convention establishes an "equivalent level of control" to that for waste shipments under the Basel Convention. At the same time, projects for technical assistance to developing countries where shipbreaking takes place are being carried out or planned under the auspices of ILO, IMO and the Basel Convention, as well as by several Member States. The Green Paper on better ship dismantling proposes EU participation.

A study by COWI/DHI on "Ship dismantling and pre-cleaning of ships" was concluded in June 2007. On this basis, a study on the use of EU certification schemes for ship recycling was launched by EMSA in the summer of 2007.

#### *Action*

Taking account of environmental, social and economic aspects, the Commission is developing an EU strategy for ship dismantling which will be based on the results of the consultation launched in 2007, and presented as a **Communication on ship dismantling in mid 2008**. Options currently considered are:

- Exploring possibilities for technical assistance to developing countries to improve ship dismantling facilities
- Promoting voluntary action by industry on clean ship dismantling, e.g. by distribution of information on "green" facilities and by developing certification and award schemes
- Promoting research on ship dismantling

In parallel, the European Commission will continue to participate in the work of the IMO on a Ship Recycling Convention, and in the work of the Basel Convention on the same subject.

Furthermore the European Commission will propose to promote better implementation of EU legislation on shipments of hazardous waste as well as to improve respect of the current international legal framework under the Basel Convention.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The coordination of action involving all international partners as well as EU policies in various sectors will lead to a solution that takes into account the interests of the shipping industry, dismantling operators and host countries, and will benefit the environment.

### **4.7. Action on marine-based energy infrastructures and resources**

#### *Background*

Europe's energy situation and policy imply more reliance on oceans, seas and ports. Firstly, maritime transport of energy in European waters (oil and gas tankers, undersea pipelines and electricity interconnectors) is projected to grow considerably in the next years, with the

development of the internal energy market, the growth in global energy trade and European imports, and the development of offshore energy technology and resources. Secondly, marine energy resources, both fossil and renewables, will be important in the diversification of Europe's energy supply. In this context, the Commission, in its Communication<sup>4</sup> on an Energy Policy for Europe, declared that it will be necessary to develop further the use of oceans and seas to promote the EU's energy goals, given their potential to support the generation of energy and to diversify energy transport and methods.

As in the TEN-E guidelines, the Priority Interconnection Plan and endorsed by the European Council in March, European coordinators have been nominated to monitor and facilitate the implementation of the most critical identified priority projects. One such project is off shore wind connections in the Baltic and North Sea areas.

#### *Action*

A Commission Services Working Document "Energy policy and maritime policy: ensuring a better fit", prepared in the context of the package on maritime policy, looks at the connections and synergies between Europe's energy policy and maritime policy.

The Guidelines for Trans-European Energy Networks (Decision No 1364/2006/EC of the European Parliament and of the Council of 6 September 2006) will be revised, along the lines set out in the Priority Interconnection Plan (COM(2006)846), and supporting the energy policy targets agreed by the European Council in March 2007. Marine-based energy infrastructures and resources will be considered, including Liquefied Natural Gas and offshore wind.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

A long term and stable maritime policy will, for example, facilitate the high-quality investments in marine-based energy infrastructures and resources which need to be made over the next years. Geared to the European market as a whole or at least to large regions within it, these investments will normally be large-scale and involve the territories of several Member States; and are likely to encompass innovative technologies. Clear, stable regulations and transparent, predictable permitting, underpinned by good knowledge of impacts and assessment of risks, will be essential.

In the framework of Europe's energy policy, regulatory and other cooperation is already being developed to facilitate cross-border and other common interest energy infrastructure investments. As many of these involve undersea connections and offshore resources, experience with marine-based energy projects is growing. A clear, coherent approach to maritime affairs will therefore certainly help.

#### **4.8. Action on developing the situation of fishermen at sea**

The current situation of European fisheries cannot be deemed as satisfactory. Efforts to achieve capacity reduction, and the conservation and restoration of fish stocks must go hand-in-hand with improving the social well-being of those active in the sector.

#### *Background*

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<sup>4</sup> COM(2007) 1.

Fishing is one of the most dangerous professions. Working conditions, the regulations affecting the fishermen's workplace at sea, and other elements need to be reviewed in order to improve this situation. For example, although EU health and safety at work legislation covers all sectors of economic activity, and thus applies to the fishing sector, the requirements for fishing vessels to be considered as and thus subject to these safety rules exclude boats below 15 meters in length. A large number of European fishermen work on fishing boats that fall below this length threshold.

At the same time, the role of fishers in the current approach to the sector isolates them from many related maritime activities. "Reconversion" efforts are being undertaken, but these remain piecemeal.

#### *Action*

A Report of the Commission on the practical implementation of the provisions of the Directive 93/103/EC concerning the minimum safety and health requirements for work on board fishing vessels is due for **adoption in 2008**. This Report will provide a thorough analysis of the impact of the Directive on the protection of the health and safety of European fishermen and allow identifying the needs for action with regard to both the EU regulatory framework and the practical implementation of the provisions of the Directive on the ground which will indubitably trigger a public debate on fishermen's safety and working conditions (this action is linked with Action 4.3)..

The Commission will further explore options for a more comprehensive approach to the future of fishing communities, including the development of local labelling initiatives. In addition, a working document will be published on the potential role of fishers as Guardians of the Sea, performing environmental and other services to the community, **in 2008**.

In order to be able to develop adequate proposals in this area, accurate and detailed information from Member States, in particular on accident statistics in fisheries based on the European Statistics on Accidents at Work (ESAW) methodology will be crucial.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The integration of fishermen into the broader maritime economy can be beneficial, both for their job prospects, and for the overall development of the conditions under which they work and under which their sector operates. In addition the well-being of traditional fishing communities is an important element of the quality of life in coastal areas. The Commission's joined-up approach to maritime policy is needed to ensure that the necessary linkages are developed. Close consultation with fisheries communities and their representatives will also be necessary.

#### **4.9. Implementation of the Eco-System Approach in European Fisheries**

- (a) Strengthening the implementation of the Eco-System Approach in the Common Fisheries Policy

### *Background*

One of the objectives of the Basic Common Fisheries Policy Regulation of 2002<sup>5</sup> is the progressive implementation of an eco-system approach to fisheries management.

Several steps have been taken to ensure the progressive implementation of an ecosystem approach in fisheries, such as legislation on the by-catch of cetaceans, the protection of vulnerable habitats, the progressive move to more long-term approaches in fisheries management or the recently adopted MSY strategy. This is continuously being pursued, but a coherent overview and approach is still missing. Since an ecosystem approach to managing the seas must be a cross-sectoral approach, and since the proposed Marine Strategy Directive constitutes the general basis for the ecosystem approach to the marine environment, sector policies such as the CFP must be linked to this framework.

Moreover, an ecosystem approach to fisheries management should also integrate the issue of impacts due to climate change and responses to prevent and mitigate these impacts and adapt to them. It should be based on current impacts and projections of expected impacts on the marine environment, and in particular its living marine resources, with a view to prepare efficient climate change adaptation strategies urgently.

### *Action*

**In 2008**, the Commission will adopt a Communication on the overall application of the eco-system approach to the Common Fisheries Policy.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

This action is part of an overall approach towards the eco-system-based management of maritime activities, and part of an integrated marine environment strategy to ensure a seamless and coherent approach to the sustainability of the EU's maritime economy.

- (b) Implementation of a policy to progressively eliminate discards in European fisheries

### *Background*

The dumping overboard of dead, unwanted fish caught as by-catch is a serious issue that needs to be addressed as a priority by the Common Fisheries Policy. In its Communication of March 2007<sup>6</sup>, the Commission set out the principles of a policy for the progressive elimination of discards.

### *Action*

The principles for implementing the policy to progressively eliminate discards and reduce unwanted by-catch in EU Fisheries will be discussed with Member States, and with stakeholders in the course of 2007.

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<sup>5</sup> Council Regulation (EC) No 2371/2002 of 20 December 2002 on the conservation and sustainable exploitation of fisheries resources under the Common Fisheries Policy.

<sup>6</sup> COM(2007) 136.

**In 2008**, the Commission **will present a roadmap** for the preparation of relevant legislation and will indicate first concrete examples of the new policy.

*Benefits of an integrated approach/relevance for an integrated maritime policy*

The reduction of the environmental impacts of human activities on the seas has a significant fisheries component, and a number of linked actions are proposed to ensure that the CFP plays its part in increasing the sustainability of these human activities. In this context, the proposed action for the progressive elimination of discards is one of a series of actions aimed specifically at reducing the environmental impact of fisheries, thus strengthening the eco-system approach to the management of maritime activities.

**4.10. Proposals on the protection of fisheries resources in international waters**

(a) Action to eliminate Illegal, Unregulated and Unreported (IUU) Fishing

*Background*

Action against IUU Fishing has been ongoing for some time, including a European Commission Action Plan adopted in 2002<sup>7</sup>. International work in this area is also continuing, both in the UN (FAO) context, and within regional fisheries management organisations.

*Action*

The European Commission is preparing a regulatory instrument - a draft Regulation on combating IUU Fisheries – to tackle those aspects of IUU that can be covered by EU legal instruments.

*Benefits of an integrated approach/relevance for an integrated maritime policy*

This action is part of an integrated approach towards the protection and sustainable management of marine resources, and is linked to actions for the protection of the high seas, the integration of the eco-system approach within fisheries policy, and the regulation of destructive fishing practices

(b) Action on Destructive Fishing Practices

*Background*

Scientific evidence has demonstrated the very damaging effects of certain fishing practices, including bottom trawling, on the marine environment. Coherent action is required in EU waters, Regional Fisheries Organisations and also in the high seas. For the latter, the European Commission has been playing a lead role in the discussions of this subject in international fora.

*Action*

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<sup>7</sup> COM(2002) 180, 28.5.2002.

The Commission will continue its work on the implementation of relevant UN resolutions. It will come forward, in **October 2007**, with a legislative proposal to regulate destructive fishing practices on the High Seas by EU fishing vessels.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

This action is also part of an overall approach towards the eco-system-based management of maritime activities, and part of an integrated marine environment strategy to ensure a seamless and coherent approach to the sustainability of the EU's maritime economy.

### **5. BUILDING A KNOWLEDGE AND INNOVATION BASE FOR THE MARITIME POLICY**

An integrated maritime policy has to be based on sound knowledge of how the oceans and seas work, and how they can best be managed.

While our understanding of the factors affecting the sustainability of the marine environment is increasing all the time, intensive scientific research is still needed to ensure the preservation of its ecosystems. We also need to be able to deal with the cumulative impacts we make on the oceans and seas and not continue dealing with them separately. This is another key reason to change the current governance framework of maritime affairs by introducing a new and more integrated maritime policy.

European companies are continually developing further know-how in pollution control, renewable marine resources, oceanographic research, deep-sea exploration and maritime works and coastal engineering. Such innovative knowledge constitutes an opportunity for Europe's economy and deserves to be supported. Indeed, science and technology are one of the keys to reconciling the economic growth of sea-based activities with environmental sustainability.

Therefore, in the context of the Integrated Maritime Policy Communication, we need to take a qualitative step forward in strengthening marine research, linking it to technology development. The following action on an EU strategy for marine research will give Europe the basis for this step and will deliver the science and research pillar of the EU maritime policy.

#### **5.1. European Maritime Research**

##### *Background*

An integrated approach to Maritime Policy in the EU requires an interdisciplinary scientific and technological knowledge base. A very large number of maritime research and technology activities are ongoing in the EU. A series of consistent integration efforts have been conducted and these efforts need to be redoubled to ensure efficiency and synergies.

##### *Action*

To provide the interdisciplinary knowledge base to underpin the future EU Maritime Policy, the European Commission has decided to take action to develop a Maritime Research Strategy, in consultation with Member States and with stakeholders in a European Marine Science Partnership. The Strategy will:

- Identify ways and means for the partnership to be sustainable on a long-term basis, taking in consideration already established key structures;
- Take into consideration the need to support specialised infrastructure, research vessels, databases, information management, education and capacity building as well as advanced technologies, with Member States participation and coordination via the existing schemes ;
- Identify themes that will benefit from a new cross-cutting approach as well as procedures and instruments for their financial support;
- Propose the best instruments for strategy development, such as foresight mechanisms, conferences, fostering of knowledge and technology transfer and development of an in-house research and innovation capability in indigenous maritime industries, and cooperation with neighbouring states.

The Strategy will be proposed in a Communication **in 2008**.

In parallel, the Commission will launch the first cross-cutting calls for proposals under the Seventh research framework programme, bridging existing framework programme themes on maritime issues.

*Benefits of an integrated approach/relevance for an integrated maritime policy*

Science, Research and Technology are themselves cross-cutting activities that underpin all aspects of maritime policy, including economic activities and the work done to ensure sustainability and environmental protection. Their linkage through an integrated and targeted research strategy, and their connection with day-to-day business are essential foundations for a sound approach to maritime policy and sustainable maritime development. The importance of the task at hand requires the mobilisation of the resources and expertise of all EU stakeholders, including Member States.

## **6. DELIVERING THE HIGHEST QUALITY OF LIFE IN COASTAL REGIONS**

Europe's coastal regions, including the outermost regions, are its gateway to the sea and, beyond that, to the wider world. They are a source of wealth, and a store of history and culture, in their own right. So it is not surprising that they have been one of the strongest supporters of the Commission's consultation on the Green Paper on a Future Maritime Policy for the Union.

Coastal Regions have also been quick to recognise the challenges and opportunities, of an emerging maritime policy for Europe's coasts and maritime sectors.

The opportunities are clear: while more and more Europeans wish to live and to work in our coastal regions and islands, because of the growing economic opportunities they offer and the attractiveness of the coastal environment, the maritime regions already generate over 40% of Europe's GDP. The economic potential offered by the sea in an age of globalisation is enormous. A worldwide boom in maritime transport, especially in container shipping, has triggered rapid growth in port construction and shipbuilding, as well as in related services. Demand for seafood is constantly rising and maritime and coastal tourism growing steadily, while blue biotech holds out the promise of new uses for the sea's natural resources.

Meanwhile, off-shore wind farms, together with tidal and wave energy, are set to provide an increasing share of renewables in Europe's energy mix.

However, only if we can strike the right balance between economic development and environmental sustainability can we ensure that the quality of life in our coastal regions continues to grow along with their GDP. To do this effectively, the right mixture of central coordination and decentralised decision-making must be found.

The following actions constitute a first step by the European Commission in addressing this central objective of promoting the quality of life in Europe's maritime regions.

### **6.1. Provision of information on Community projects in coastal regions and their funding**

#### *Background*

The European Commission believes that more transparency on projects funded by European budgets in coastal regions would provide a better foundation for strengthening the dissemination of best practices among the regions, and creating the synergies and interlinkages necessary for the development of an integrated EU Maritime Policy.

#### *Action*

The European Commission will set up a database on projects in Maritime regions and their funding and make it available online **by the end of 2008**.

The Commission will also examine the possibility of specific provisions in Community instruments for the funding of maritime projects in coastal regions and islands.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

Regions along the coasts of Europe have been active in developing projects to strengthen their maritime economy and its sustainable development. An integrated approach to maritime policy calls for the best practices developed in these projects to be made visible and used for future initiatives. It is equally important to ensure coherence in both the design of projects and their funding to achieve the kind of added value that is sought by an integrated maritime policy. Progress depends on ensuring transparency on current EU assistance and future possibilities.

### **6.2. Europe's Outermost Regions and Islands**

#### *Background*

The seven outermost regions give the EU maritime policy a global dimension. They have a close relationship with the sea shaped by their maritime economic activities and their marine natural heritage, but also by their vulnerability to climate change and to extreme weather phenomena. Their full integration in an EU Maritime Policy is of particular importance.

Existing networking projects in the field of marine biodiversity have shown that the outermost regions are able to create research networks in a field specific to them and based upon the development of their assets.



### *Action*

The Commission believes that the creation of a network for the exchange of best practice between islands, the outermost regions and other isolated maritime regions could contribute both to overcoming the effects of isolation and to furthering sustainable maritime development.

It will therefore further promote the participation of both the islands and outermost regions in the networking activities under the *Regions for Economic Change* initiative **during 2008**.

On the basis of a Communication on Outermost Regions adopted **in September 2007**, the Commission opens the debate on various a number of subjects, including the promotion of tools of governance within the various maritime basins (Caribbean Sea, South Eastern Indian Ocean, Macaronesia), the specialisation of the Outermost regions in certain RTD segments, the exploitation of economic activities linked to the maritime environment of these regions, the fight against illegal fishing, and the sustainable coastal zone management in these regions.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

EU Maritime Policy should recognise the specific situation of remote regions and islands and adapt maritime policies to take these specificities into account, thus placing these regions in a better position to exploit their particular assets.

## **6.3. Action on Mitigation and Adaptation to Climate Change**

- (a) Action on risk reduction policies and their economic impacts in coastal regions

### *Background*

Coastal regions are increasingly exposed to risks, due to increased development and the effects of climate change. While several hazards are subject to Community policies and legislation, coastal regions have to cope with many risks interacting with each other. An integrated approach is needed, covering all aspects of risk reduction management and duly incorporating the management of risks into regional development and planning.

### *Action*

The Commission will propose a Community strategy for disaster prevention and the development of a Strategy for adaptation to Climate Change, with a focus on coastal regions, **in the course of 2008**.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

Strategies for the protection of coasts and risk prevention are to be developed in the context of climate change adaptation policies, risk reduction strategies, and EU crisis management policies, and have strong links with regional policy initiatives and/or regional projects. An integrated view of these actions is thus crucial. The Commission will use its networks of exchange of best practice to ensure close consultation with stakeholders, particularly in coastal regions. Activities already underway, and the considerable potential for more action in and by Member States also have an important role to play here.

## (b) Carbon Capture and Storage

### *Background*

Climate change can affect the oceans in a number of ways, including acidification and changes in hydrographical and biological features. New off-shore technologies such as carbon capture and geological storage are essential to meet the Community's climate change objectives, and also provide significant economic opportunities. They place Europe at the forefront of technological innovation to mitigate and adapt to climate change. Several research projects supported under the 4th, 5th and 6th Framework Programmes have addressed the practicality, environmental consequences and safety of carbon storage and the European Council has urged Member States and the Commission to take action to bring it into effective operation, if possible by 2020.

### *Action*

The Commission intends to propose, **by the end of 2007**, an enabling legal framework for CCS covering conditions for the CO<sub>2</sub> streams for storage, risk management and the adaptation of existing legislation to enable CCS, including the removal of obstacles to storage in subsea formations. The success of the action will, however, depend on the innovative capacity of European industry, which can establish a world lead in this area.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

Technologies developed for seabed storage of CO<sub>2</sub> will have important interlinkages with other forms of seabed exploration and their compatibility must be ensured. Seabed exploration also needs an international legal framework, and international cooperation to be operational. The transport of CO<sub>2</sub> to subsea sites must also be included in maritime spatial planning. Last but not least, the technology used must ensure that the environmental gain from carbon storage is offset by deterioration of the local marine environment. An integrated approach to the maritime aspects of CCS can thus ensure a joined-up set of actions at EU level.

## **6.4. Sustainable Maritime Tourism**

Maritime and coastal tourism have numerous linkages to other policies such as environment, transport, employment or research. The development of tourism as a major sector in the EU maritime economy requires that positive linkages are made between the tourist economy and other economic sectors and that environmental requirements are fully included, turning potential conflicts into practical benefits.

Stakeholders have demonstrated their interest and support for action at EU level towards more sustainable and competitive maritime and coastal tourism.

### *Action*

The European Commission will adopt **in October 2007** the Communication "Agenda for a sustainable and competitive European tourism". This Communication will acknowledge the *importance* of maritime and coastal tourism and demonstrate the commitment of the Commission for a sustainable and competitive sector.

In the context of the Agenda for sustainable and competitive European tourism, the Commission seeks to enhance the production and sharing of knowledge, to promote sustainable destinations, to further mobilise EU financial instruments and actors at different levels and to mainstream sustainability and competitiveness in Commission policies.

Tourism policy, together with initiatives taken in the context of the integrated maritime policy, such as the promotion of marine research, maritime spatial planning or enhancement of maritime identity and heritage, will provide the basis to promote sustainability and competitiveness in the maritime and coastal tourism sector. The promotion of best practice exchange, especially towards integrated quality management (IQM), as well as the diversification of tourism products and services can contribute in a significant way to the competitiveness of the coastal and island destinations. This could also help extend the tourism season.

The Commission will continue in its efforts to promote the development of quality coastal tourism. The cruise industry, for instance, is a sector that has grown considerably in recent years and also contributes significantly to the European economy. As a first step, the Commission intends assessing the interlinkages between the cruise industry, marinas, ports, maritime industries alongside other issues concerning the competition between land and maritime uses in coastal environments. Such assessment should also include analysis of the benefits for ports to invest in infrastructure and facilities for receiving tourists notably through cruise tourism.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

There are multiple links between the marine and coastal environment, ports development, quality of life in coastal regions and tourism. The sustainable development of maritime and coastal tourism must therefore be planned at all levels (local, regional, national, trans-border and European). There is no doubt that although the Commission can play a facilitator role in this area, the achievement of sustainable development will be greatly determined by national and particularly local policies and decisions.

### **6.5. Improving Socio-Economic Data for maritime sectors and maritime regions**

#### *Background*

The Community Statistical Programme 2008 – 2012 includes a specific mention of Maritime Policy. Studies carried out in the course of the preparation of the Green Paper point to both the inadequacy and the lack of harmonisation of available data.

#### *Action*

The Commission plans to address these inadequacies in a working document for improving socio-economic data on the maritime economy especially in coastal regions, which it will publish **in 2009. Among the follow-up actions will be an integrated socio-economic database for maritime sectors and coastal regions.**

Data on the following areas have been identified as being of particular interest:

Employment by public services operating on the water; quality of employment; supply and demand for seafarers and the overall maritime labour market, turnover, profits and employment in important sectors of the maritime economy; development of emerging sectors

in the marine sector, notably blue biotechnology in terms of turnover, growth, and employment; socio-economic consequences of more frequent/different types of natural disasters in the EU's coastal areas; indicators specifically concerning coastal regions; environmental and coastal protection.

The information obtained should help to monitor and assess the EU Maritime Policy and its programmes, to provide contextual information for a sustainable coastal and ocean development, and to identify and understand the linkages between socio-economic activities and the environment.

For this project to be successful the active participation of national, regional, and sectoral stakeholders will be necessary, in order to provide the primary data to be collated at EU level.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

Policy design and projects, as well as the maritime clusters and regions themselves, need more and better data covering all socio-economic aspects of the maritime economy. The development of widely accepted and used concepts and definitions, and better data collection, assessment, and dissemination methods should provide the basis for an integrated maritime policy and hence be one of its objectives.

## **7. PROMOTING EUROPE'S LEADERSHIP IN INTERNATIONAL MARITIME AFFAIRS**

Europe's leading position in maritime activities and scientific research gives it a duty to maximise its influence in international maritime affairs. Bringing the EU external policy and its development and cooperation instruments into the core of an integrated maritime policy will allow the EU to play this leadership role.

The following actions will develop the external dimension of the European Maritime Policy, in line with the objective of promoting Europe's leadership in international maritime affairs.

### **7.1. The EU's profile in international fora and relations with partners**

#### *Background*

The Green Paper on Maritime Policy raises the issue of the role of the EU in international maritime organisations. This issue is of concern both in terms of competences, and in terms the need for effective, and coherent, international cooperation on the development, implementation, and enforcement of international action on maritime issues.

The European Union plays a leading role in developing and setting international standards for maritime action. It is all the more important to ensure that the EU itself and its Member States ratify and implement such international rules speedily.

#### *Action*

The European Commission will produce **in 2008** an assessment of the situation of the EU within all the international organisations with maritime objectives, from the IMO to the IWC.

The aim of this action is to lay the foundation for a more detailed reflection on the EU's role and position in the international context, to ensure appropriate EU action in relation to its

international partners, for example on the implementation of rules agreed in international bodies, and to promote European standards internationally. At present, the situation varies widely between different fora. In some cases there has so far not been EU coordination (e.g. on whaling), whereas in others the EC is a full member (e.g. the FAO).

In addition, the Commission will, as part of its external relations activities, develop specific proposals for the further inclusion of maritime issues in dialogues and negotiations with third countries and for increased support to developing countries in the implementation of the international maritime policy agenda and of their maritime commitments under international law.

The Commission will maintain a database on the ratification by Member States of international conventions in the maritime area and on a case-by-case basis encourage Member States to implement and ratify international conventions as appropriate. This must not preclude the EC (or the EU) becoming part of such international conventions in due course. The Commission intends to publish a scoreboard of ratifications **on an annual basis**.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

Maritime issues do not stop at the limit of European waters. They need international action. The international nature of shipping and governance of global commons demands that their activities be governed to a very large extent by international rules, which also need to be implemented. The linkage that exists between environmental concerns and economic activities is as important in the high seas as in EU waters. To be consistent, therefore, the integrated approach to European maritime affairs must also be reflected in our contacts with international bodies and partners, and coherence of EU action must be ensured as much here as at home.

## **7.2. Inclusion of Maritime Policy objectives in dialogue with third countries sharing regional seas**

### *Background*

The Green Paper on Maritime Policy raises the question of how integrated EU action on Maritime Affairs could and should be reflected in relations with our neighbours. It is important to ensure coherence between internal EU Action and action undertaken by our neighbours, particularly in shared regional seas.

### *Action*

The European Commission is planning to organise a specific workshop on maritime spatial planning in the Mediterranean, in the Euromed context, involving all EU neighbours in the Mediterranean Sea region.

Once the European Maritime Policy is adopted, the Commission services will work to include its objectives within the EU's regular policy dialogue with candidate and potential candidate countries and partner countries under the European Neighbourhood Policy, making particular use of the joint Sub-Committees established with them in all relevant sectors under the Association Agreements as well as Partnership and Cooperation Agreements and in the context of the Black Sea Synergy initiative. Similar initiatives will be undertaken in the framework of the Northern Dimension.

The Commission will involve neighbouring countries in the development of EMODNET (see 1.1); improved surveillance programs (see 1.2) and spatial planning (see 1.3).

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

It is in the EU's interest to ensure that the integrated approach pursued in the EU is reflected in neighbouring countries and waters. Its success in doing so will depend on the extent to which it can successfully share its vision of an integrated maritime policy with third country partners.

### **7.3. Report on strategic issues for the EU relating to the Arctic Ocean**

#### *Background*

The Green Paper on Maritime Policy raises the issue of the consequences of climate change in the Arctic oceans. The response of stakeholders demonstrated the diverse interests within the EU in the Arctic, relating to issues such as environmental protection and biodiversity, energy, maritime transport, fisheries, arctic technology, tourism and security.

#### *Action*

**In 2008**, the European Commission will produce a report on strategic issues for the EU relating to the Arctic Ocean, building on work already done under the Northern Dimension Policy and in other fora.

The aim of this action is to lay the foundation for a more detailed reflection on the European interests in the Arctic Ocean and the EU's role in this respect.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The diversity of the issues raised relating to the Arctic Ocean make requires an integrated, cross-sectoral approach for the report. This will allow us to arrive at an overall assessment of European interests and concerns, based on an analysis of different sectoral interests and their interrelationships. A better understanding of the diverse interests within Europe relating to the Arctic Ocean will provide an important basis for the future integrated maritime policy.

### **7.4. Action for the Protection of the High Seas**

#### *Background*

The Green Paper on Maritime Policy highlights the importance of protecting the marine environment and biodiversity in Areas Beyond National Jurisdiction (ABNJ), including through a multilateral implementing agreement protecting marine biodiversity under UNCLOS. These initiatives are necessary to meet the objectives agreed in the World Summit on Sustainable Development Joint Plan of Action to significantly reduce current rates of biodiversity loss by 2010 and to establish representative networks of marine protected areas by 2012.

#### *Action*

International negotiations are focussing on developing an international regulatory framework that will allow coordinated action to protect marine biodiversity in the high seas, including through the establishment of marine protected areas in ABNJ. They also include participation

by the EU in international discussions on marine genetic resources in ABNJ to better understand the underlying environmental and socio-economic issues.

Negotiations are ongoing in several global fora, including in particular the United Nations General Assembly context (law of the sea), the Convention on Biological Diversity and sectoral organisations.

At regional level, negotiations are ongoing under regional seas conventions (e.g. North Atlantic, Mediterranean, Baltic) and regional fisheries organisations.

Delivering on these objectives will depend on the outcome of such international negotiations, which makes it difficult to estimate a timetable.

In addition to these negotiations, the Commission will **before the end of 2009** put forward a strategy for the protection of high seas biodiversity through the designation of marine protected areas.

#### *Benefits of an integrated approach/relevance for an integrated maritime policy*

Action in this area must be seen in conjunction and coherent with EU internal action on the protection of habitats, and the across-the-board implementation of an eco-system-based approach, including in fisheries. Furthermore, an integrated approach to these issues aims at going beyond the current sectoral fragmentation of measures in the high seas. The joint implementation of international commitments under UN instruments is necessary to ensure coherent action by economic sectors in the high seas, a condition for sustainable development in areas beyond national jurisdiction.

## **8. RAISING THE VISIBILITY OF MARITIME EUROPE**

*"European citizens have grown up with tales of the great explorers who first helped us to understand that the globe is round, and to locate the continents accurately upon it. Many enjoy their holidays beside the coast, the bustle of fishing ports, seafood meals in a harbour restaurant and walks along a beach beside the surf. (...) Others spend their leisure time restoring and sailing old wooden boats. (...) But how many realise that these activities are interlinked? How many are conscious that they are citizens of a maritime Europe?"<sup>8</sup>*

Following the Green Paper on a Future Maritime Policy for the Union, and in response to the strong support shown by many stakeholders during the consultation process for the new policy to promote Europe's maritime culture and heritage, the Commission has focused on raising the visibility of *Maritime Europe* as one of the key objectives of a holistic, integrated maritime policy.

The Commission will begin to pursue this goal through a number of proposals, including the decision to celebrate a European Maritime Day and the creation of a European Atlas of the Seas.

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<sup>8</sup> Extracts from the Green Paper "Towards a Future Maritime Policy for the Union: A European Vision for the Oceans and Seas", Chapter VI *Reclaiming Europe's Maritime Heritage and Reaffirming Europe's Maritime Identity*.

## **8.1. European Maritime Day, Annual Report, Awards and awareness campaigns**

### *Background*

The aim of these combined projects is to raise the visibility of the maritime sectors and build upon best practice to support the further development of an integrated approach to maritime affairs. A second aim is to ensure continued contacts with and consultation of stakeholders. The methods for achieving this visibility include the announcement of a European Maritime Day, which will launch a week comprising an annual conference building on and benchmarking best practice networks, annual awards for those contributing to raising the visibility and enhancing the image of the maritime sectors, an annual report to highlight developments in maritime affairs, specific awareness campaigns on maritime topics such as careers and the organisation of a series of events bringing together networks of best practice. Another aim will be to bring together maritime heritage organisations, museums and aquaria, to exchange experiences.

All these actions would be linked and take place over the same time period so as to ensure maximum visibility and media coverage.

The success of these initiatives in raising the profile of maritime activities will be determined in large measure by the extent to which other EU institutions, Member States and stakeholders adopt this annual event as their own. It should be the maritime community in Europe which comes together. The role of the Commission will remain that of facilitator.

### *Action*

The Commission will make public its proposals for a European Maritime Day and associated events in **2007**

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The successful implementation of an integrated approach to maritime policy will require constant contact with and involvement of stakeholders. It will also require the deliberate networking of actors who do not otherwise automatically get in touch. It will finally require a visible recognition of successful actions undertaken by stakeholders in order to generate further efforts and stakeholder commitment as well as innovative ideas.

## **8.2. European Atlas of the Seas**

### *Background*

Much information is available about Europe's Oceans and about maritime activities, but there is a lack of published material bringing it all together in a form that would allow the general public, those interested in the sea, and young people at school to get to know the maritime world.

### *Action*

The Commission will launch a European Atlas of the Seas, using available spatial information and building on the work of a European Marine Observation and Data Network, with a view to its first publication in **2009**.



### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The development of tools to make visible the holistic nature of our maritime environment and heritage will contribute to raising a generation of citizens and stakeholders for whom an integrated approach to maritime policy is self-evident. The development of an EU Atlas of the Seas will demonstrate the relevance of setting up an integrated data network, and the importance of the cross-sectoral accessibility of such data.

### **8.3. Making information publicly available on Commission proposals on Maritime Affairs**

#### *Background*

The European Commission undertakes and proposes each year a large number of actions on maritime policy and related affairs. In the context of continued dialogue with stakeholders, transparent information on these actions is important.

#### *Action*

As part of the development of a comprehensive approach to Maritime Policy, the European Commission has on its website made information publicly available on all its actions related to maritime affairs until the end of the present Commission's mandate **in 2009**. It will continue to update this site.

### *Benefits of an integrated approach/relevance for an integrated maritime policy*

The development of an integrated approach to maritime policy also requires transparent information, and the visibility of the actions undertaken and the linkages between them. This in turn will allow stakeholders to respond to the EU's activities on maritime policy, pointing out inconsistencies or gaps. It will also contribute significantly to a sense of ownership among stakeholders and citizens.

**Action Plan for an EU Integrated Maritime Policy**

Action Plan Reference		Specific Action
2.1	<i>Action towards integration of Maritime Affairs across the EU</i>	Guidelines for national integrated maritime policies; first semester 2008
		Report on Member States' actions; 2009
2.2	<i>Regulatory obstacles</i>	Report on regulatory obstacles; first semester 2008
2.3	<i>Collective learning – exchange of best practice</i>	Establishment of networks of best practices (2008-2009)
3.1	<i>Surveillance Activities</i>	Working documents describing organisation of offshore activities and identifying surveillance, monitoring and reporting systems in Europe; November 2007
		Work plan for an integrated network of all European maritime surveillance systems; second semester 2008
3.2	<i>Maritime Spatial Planning and integrated coastal zone management</i>	Road map on development of maritime spatial planning by Member States; 2008
		Establishment of a system for exchange of best practices; 2009
		Examination of options needed to make the uses of different maritime activities more compatible; 2008
3.3	<i>European Marine Observation and Data Network</i>	Road map in 2008 leading to Action Plan in 2009
		Proposal on a programme for multi-dimensional mapping of the sea in Member States' waters; second semester 2008
4.1	<i>Development of multi-sectoral clusters and regional centres of maritime excellence</i>	<p>A staff working document on Maritime Clusters; October 2007</p> <p>This will prepare the ground for future work, including the establishment of a European network of maritime clusters.</p>

4.2	<b>Maritime Transport</b>	Consultation on a European Space for Maritime Transport without barriers; October 2007
		A staff working document on the Motorways of the Sea; October 2007
		Study to assess trends for the period 2008-2018; 2007
		Final Guidelines on the application of competition rules to maritime transport; 2008
		Conference on trends and shipping scenarios; first semester 2008
		Proposal on establishment of European Space for Maritime Transport without barriers; 2008
		White Paper on Maritime Transport strategy to 2018; 2008
		Policy document on e-maritime services; 2009
		Review of block exemption regulation; before April 2010
4.3	<b>Strengthening careers and employment; the maritime sectors</b>	Support ECSA and ETF in their ongoing negotiations to transpose elements of ILO Maritime Labour Convention.
		<b>(a) Promotion of employment for Seafarers</b>
		Proposal for a directive on Article 139 ECT (implementation of ILO Convention)
		Action Plan to enhance status of seafaring careers; 2nd semester 2009
		Proposal for Directive on enforcement of labour standards (Article 80.2); 2009-2010
		Proposal for Council decision for ratification by EU MS of ILO convention on work in the fishing sector.
	Explore implementation of ILO convention on fisheries standards.	
<b>(b) Qualifications of seafarers</b>	Action Plan on qualifications of seafarers; 2nd semester 2009	

	<b><i>(c) Exclusions of maritime professions from EU social legislation and working conditions</i></b>	Communication launching the reassessment of the exclusions of maritime sectors from EU labour law; October 2007
4.4	<b><i>Ports policy</i></b>	Communication on Ports; October 2007
		Guidelines on the application of Community environment legislation to port development; 2008
4.5	<b><i>Air Pollution by Ships</i></b>	Promote use of shore-side electricity by ships at berth in EU ports.
		Evaluate options for EU legislation to reduce greenhouse gas emissions.
4.6	<b><i>Ship dismantling</i></b>	Communication on a Strategy for ship dismantling; 2008
		Continuation of active participation in IMO work on a Ship Recycling Convention. Ongoing.
4.7	<b><i>Action on marine-based energy infrastructures and resources</i></b>	Revise Guidelines for Trans-European Energy Networks; 2009
4.8	<b><i>Action on developing the situation of fishermen at sea</i></b>	Working document on fishers as "Guardians of the Sea"; second semester 2008
		A Report of the Commission on implementation of provisions of Directive 93/103/EC (this action is linked with Action 4.3); 2009
4.9	<b><i>Implementation of the Eco-System Approach in European Fisheries</i></b>	Communication on eco-system approach in Fisheries; 2008
	<b><i>(a) Strengthening the implementation of the Eco-System Approach; the Common Fisheries Policy</i></b>	
	<b><i>(b) Implementation of a policy to progressively eliminate discards; European fisheries</i></b>	Roadmap for discards; 2008

4.10	<b><i>Proposals on the protection of fisheries resources in international waters</i></b>	Communication and Regulation on combating IUU Fisheries; 2007
	<b><i>(a) Action to eliminate Illegal, Unregulated and Unreported (IUU) Fishing</i></b>	
	<b><i>(b) Action on Destructive Fishing Practices</i></b>	Communication and Legislative proposal on destructive fishing practices; 2007
5.1	<b><i>European Marine and Maritime Research</i></b>	Communication on Marine and Maritime Research Strategy; 2008
		Cross-cutting calls for proposals for FP7; 2008
6.1	<b><i>Provision of information on Community projects in coastal regions and their funding</i></b>	Database on projects in Maritime regions; 2nd semester 2008
		Examination of possible funding of maritime projects in coastal regions and islands; 2009
6.2	<b><i>Europe's Outermost Regions and Islands</i></b>	Promote the participation of islands and outermost regions in the <i>Regions for Economic Change</i> initiative; 2008
6.3	<b><i>Action on Mitigation and Adaptation to Climate Change</i></b>	Community strategy for disaster prevention; 2008
		<b><i>(a) Action on risk reduction policies and their economic impacts; coastal regions</i></b>
	<b><i>(b) Carbon Capture and Storage</i></b>	Enabling legal framework for CCS; 2007
6.4	<b><i>Sustainable Maritime Tourism</i></b>	Communication on sustainable and competitive European tourism; 2007
		Assessment of interlinkages between the cruise industry, marinas, ports, and other maritime industries; 2009
6.5	<b><i>Improving Socio-Economic Data for maritime sectors and maritime regions</i></b>	Working document on socio-economic data leading to the development of an integrated socio-economic database; 2009
7.1	<b><i>The EU's profile in international fora and relations</i></b>	Publishing of a database and scoreboard on ratifications by Member States

	<i>with partners</i>	Assessment of the EU situation in international maritime organisations; 2008
		Introducing maritime affairs into the dialogues with third countries, including developing countries; 2008
7.2	<i>Inclusion of Maritime Policy objectives in dialogue with third countries sharing regional seas</i>	Organisation of a Euromed workshop on maritime spatial planning; 2008
		Objectives of Maritime Policy discussed with candidate and potential candidate countries and partner countries
		Neighbouring countries involved in development of EMODNET improved surveillance programs and spatial planning
7.3	<i>Report on strategic issues for the EU relating to the Arctic Ocean</i>	A report on Arctic Ocean; 2008
7.4	<i>Action for the Protection of the High Seas</i>	A strategy for the protection of marine biodiversity; 2009
8.1	<i>European Maritime Day, Annual Report, Awards and awareness campaigns</i>	Proposal for a European Maritime Day; 2007
		Proposals on the organisation of the events of Europe's Maritime Day and associated events; 2007
8.2	<i>European Atlas of the Seas</i>	European Atlas of the Seas; 2009
8.3	<i>Making information publicly available on Commission proposals on Maritime Affairs</i>	Website on all actions related to maritime affairs; ongoing.