



European Maritime Day Stakeholder Conference

Rome
18-20 May 2009

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Proceedings



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Maritime Day
Stakeholder
Conference**

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Table of Contents



Foreword

5

Concluding Statement

By JOE BORG, European Commissioner for Maritime Affairs and Fisheries and
ALTERO MATTEOLI, Italian Minister of Infrastructures and Transport

6

Keynote Speeches

9

| Opening Session

JOSÉ MANUEL DURÃO BARROSO | Tuesday, 19 May

10

RODI KRATSA-TSAGAROPOULOU | Tuesday, 19 May

14

ŠTEFAN FÜLE | Tuesday, 19 May

17

ALTERO MATTEOLI | Tuesday, 19 May

19

| Progress of the European Integrated Maritime Policy

JOE BORG | Wednesday, 20 May, 9:00-10:30

21

ALTERO MATTEOLI | Wednesday, 20 May, 9:00-10:30

25

ANDREA RONCHI | Wednesday, 20 May, 9:00-10:30

28

ELISABETH WALAAS | Wednesday, 20 May, 9:00-10:30

30

| Ministerial Panel on the Integrated Maritime Policy in the Mediterranean Sea Basin

ALTERO MATTEOLI | Wednesday, 20 May, 11:00-13:00

34

ANTONIO TAJANI | Wednesday, 20 May, 11:00-13:00

37

STEFANIA CRAXI | Wednesday, 20 May, 11:00-13:00

41

GIAMPAOLO MARIA COGO | Wednesday, 20 May, 11:00-13:00

44

| Contribution of Maritime Clusters to Competitiveness and Regional Development

GÜNTER VERHEUGEN | Wednesday, 20 May, 14:00-16:00

47

LUC VAN DEN BRANDE | Wednesday, 20 May, 14:00-16:00

51

| Closing Session

ALTERO MATTEOLI | Wednesday, 20 May, 17:30-18:00

54

JOE BORG | Wednesday, 20 May, 17:30-18:00

56

| European Cruise Council 2009 Conference

JOE BORG | Tuesday, 19 May

59



Reports from plenary sessions 61

- | 1 Opening Session**
Tuesday, 19 May, 14:30-15:30 62
- | 2 Progress of the European Integrated Maritime Policy**
Wednesday, 20 May, 9:00-10:30 64
- | 3 Ministerial Panel on the Integrated Maritime Policy
in the Mediterranean Sea Basin**
Wednesday, 20 May, 11:00-13:00 68
- | 4 Contribution of Maritime Clusters to Competitiveness
and Regional Development**
Wednesday, 20 May, 14:00-16:00 71

Reports from workshops 73

- | 1 An all-embracing stakeholder platform
for a holistic Maritime Policy**
Tuesday, 19 May, 9:00-10:55 74
- | 2 Raising awareness of common maritime heritage
as a cultural pillar of the Integrated Maritime Policy**
Tuesday, 19 May, 9:00-13:00 78
- | 3 The reform of the Common Fisheries Policy
as part of the Integrated Maritime Policy**
Tuesday, 19 May, 9:00-10:55 80
- | 4 A new agenda for excellence in maritime transport**
Tuesday, 19 May, 9:00-10:55 81
- | 5 How can atlases help to organise and promote the seas?**
Tuesday, 19 May, 9:00-10:55 83
- | 6 High-level Round Table on Integrated Maritime
Governance in EU Member States**
Tuesday, 19 May, 11:05-13:00 86
- | 7 Scientific input to the integrated management of sea basins**
Tuesday, 19 May, 11:05-13:00 89



 8 Towards better governance for a sustainable use of the Mediterranean Sea	92
Tuesday, 19 May, 11:05-13:00	
 9 Progress towards a Maritime Transport Space without barriers	95
Tuesday, 19 May, 11:05-13:00	
 10 Energy from the ocean – Emerging technologies	98
Tuesday, 19 May, 11:05-13:00	
 11 Optimising sustainable use of sea space through maritime spatial planning	101
Tuesday, 19 May, 16:30-18:30	
 12 Maritime Industries: maritime prosperity in challenging times	103
Tuesday, 19 May, 16:30-18:30	
 13 Adapting to the impacts of climate change on coastal regions	104
Tuesday, 19 May, 16:30-18:30	
 14 Towards an integrated surveillance systems	107
Tuesday, 19 May, 16:30-18:30	
 15 Supporting sustainable growth in coastal tourism	110
Tuesday, 19 May, 16:30-18:30	
Reports from stakeholders' events	113
 TPMB – Technology Platform of Mediterranean and Black Seas	114
Monday, 18 May, 09:00-13:00	
 Watersports face the double problem of waste and water quality by Surfrider Foundation Europe	117
Monday, 18 May, 14:00-18:00	
 European Cruise Council 2009 Industry Conference by European Cruise Council (ECC)	119
Tuesday, 19 May, 9:00-13:00	
 Maritime traffic monitoring in Italy and synergy with European and EUROMED countries by Italian Port Informer Association	120
Tuesday, 19 May, 10:00-13:00	
 Aquamarina – Regional Maritime Cluster Managers Meeting	121
Tuesday, 19 May, 16:30-18:30	

Foreword



The sea has always played a key role in Europe's history and prosperity. Our continent has some 70 000 kilometres of coastline, and 22 of the EU's 27 Member States border the sea or are entirely surrounded by it. Our maritime regions are home to 40% of our population, and generate a similar percentage of our economy.

4

5

Each year, European Maritime Day shows the importance of the sea and oceans in everyday life and for economic growth, in coastal communities and inland. It highlights opportunities and challenges that maritime regions and sectors face.

In 2009, a major stakeholders' conference brought together more than 1 200 decision makers and practitioners from throughout Europe and neighbouring regions in Rome on 18, 19 and 20 May. The high level political participation included European Commission President José Manuel Barroso, Vice-President of the European Parliament Rodi Kratsa-Tsagaropoulou and Stefan Füle, Minister for European Affairs of the Czech Republic representing the Presidency of the Council of the EU; government ministers, and leading representatives of maritime organisations.

They considered ways to combine a wide range of policies and practices to enhance the sustainable development of coastal regions while respecting the marine environment, in particular in the context of the economic crisis. Ideas expressed in the conference's workshops, panel discussions and plenary sessions brought a fresh wind to further development of the EU's Integrated Maritime Policy. In parallel with the conference, various stakeholder organisations held their own workshops or presentations.

As part of European Maritime Day, scores of events were organised by stakeholders throughout Europe to present their sea-related activities to the broader public and other stakeholders.



European Maritime Day

Rome, 18-19-20 May

Concluding Statement



European Maritime Day confirms that the sea links up peoples and states. The sea, as a geographical feature, has proved to be a great catalyst of shared interests, and is especially important for Europe.

With the Integrated Maritime Policy, the community of stakeholders working with the sea and benefitting from the sea is more evident. The Integrated Maritime Policy acts as a champion in mobilising actors and in creating a new dynamism of dialogue and cooperation with the common goal of sustainable growth in coastal regions and maritime sectors. We need to pursue our efforts to involve interested parties in the further development of this policy.

European Maritime Day has, once again, confirmed that the sea is an essential resource to the European Union as:

- 22 Member States are coastal States;
- There are more than 1 200 sea ports in Europe;
- 3 to 5 % of EU GDP comes from industries and services belonging to the maritime sector;
- Maritime regions produce more than 40 % of GDP;
- 90 % of foreign trade and 43 % of trade within the EU take place via maritime routes;
- European shipbuilding represents 10 % of global production and we are world leaders in value of production;
- There are around 95 000 boats involved in fisheries and aquaculture;
- The sea is a source of energy: besides traditional energy extraction, renewable off-shore energy is being used in many countries. The possibility of power plants powered by the sea is being studied and considered;
- The sea is a fragile environment and is exposed to different types of threats, such as chemical pollution and the discharge of dangerous and non-degradable substances. It is also subject to high-impact phenomena such as climate change, coastal erosion, the depletion of fish resources and natural habitats. The implementation of the European Directive for the environmental protection of the sea (the 'Maritime Strategy Framework Directive') is therefore a priority;
- The sea represents a great opportunity and a challenge for research on issues such as the impact of climate change, environmental protection and sustainable fisheries, as well as maritime technologies and shipbuilding.



On the left, Altero Matteoli, on the right, Joe Borg

The sea-related sectors of the economy are very much affected by the global economic crisis. In order to overcome this crisis, we must invest in maintaining and further developing the maritime transport sector, ports and shipbuilding. The sustainable development of these sectors can be further enhanced by focusing more on green ships and green shipping.

6

7

European Maritime Day has shown, once more, that the circulation of goods and people by maritime transport is becoming more and more an essential feature of the way forward for all countries.

Through a far-sighted approach, the European Union has always acknowledged that the sea transport sector plays a primary role. Through the identification and development of the 'Motorways of the Sea' and through the initiative for a common European Maritime Transport Space without Barriers, the EU has launched new effective and efficient ways of overcoming the challenges in this sector.

During the workshops, the subject of maritime security was also debated. This critical issue must be dealt with through a common and effective action by Member States. This is an indispensable common action in order to reach concrete and tangible results.

The Integrated Maritime Policy, together with these various activities, is a real driving force for growth and sustainable development in coastal regions and of maritime sectors throughout Europe.

JOE BORG
*European Commissioner
for Maritime Affairs and Fisheries*

ALTERO MATTEOLI
*Italian Minister
of Infrastructures and Transport*



Keynote Speeches

p. 9-60

Keynote Speeches

Tuesday, 19 May



Opening Session

JOSÉ MANUEL DURÃO BARROSO,
President of the European Commission

*Prime Minister,
Ministers,
Ladies and gentlemen,*

We are here today to commit ourselves to a sustainable future for the oceans and seas, for the maritime sectors and for our coastal regions. I am delighted that you have come in such great numbers to share this commitment.

Europe is a maritime continent. Half her inhabitants live less than 50 km from the sea, like here in Italy for instance, and the maritime area under our Member States' jurisdiction is greater than their territorial land mass! So it is no surprise that the sea has always played such a central role in the lives of Europeans.

Even in the wake of the most serious economic crisis since the Second World War, that central role will not decline. European shipping continues to control 40% of the world fleet, European shipbuilders still have the assets to remain world leaders in terms of turnover and innovation, and Europe's coasts remain an attractive asset to people and industry, in particular the coastal and maritime tourism industries.

Millions of people are employed in maritime sectors and we will do all we can to offer them a prosperous future. With the new European Integrated Maritime Policy, that we are building, our coastal regions will remain instrumental in securing Europe's global competitiveness and a high quality of life for all our citizens.

In the past, the only brakes on our mastery of the oceans have been technological constraints

and the forces of nature. But there is increasing evidence that we have been wrong about this. The loss of biodiversity is very worrying and puts all the wealth we draw from marine resources at risk.

To ensure a prosperous future for our coastal regions, we must also act to both fight and adapt to climate change. We have to make sure that rising sea levels, coastal erosion, increasingly prevalent storms and flooding, drought and salination – particularly in the Mediterranean – do not become insurmountable barriers to investment and growth.

More than ever, our maritime challenges require a firm response. We must demonstrate that the EU's Integrated Maritime Policy is not a luxury for fair-weather days, but the key – in good times and bad – to creating investment, jobs and wealth by making the best use of our seas and oceans.

And I insist that this can be done while enhancing the sustainability of our seas. The loss of our oceans as a source of wealth would mean the end of a way of life and of our maritime identity. Impoverished biodiversity and the irreversible effects of climate change would plunge us into debts we could never pay back.

If we – politicians, administrations, scientists and industry – join forces, like here today, we can lead the world into a new era of genuine sustainable maritime activity. We can do more for green transport, for energy efficiency, for ways to deal with climate change.

Together we can push for research and technology, to innovate and change the way we do business. To give but one illustration, we have just allocated € 500 million to investment in renewable ocean energy, as part of our response to the economic downturn.



José Manuel Durão Barroso

Ladies and gentlemen,

Our initiative for an Integrated Maritime Policy has the tools to get us to our destination.

Our integrated approach has led us away from dispersed efforts under environmental, transport or industry policies. We now have a consistent framework to steer our efforts in the same direction in a co-ordinated manner: towards our ambitions for sustainable growth in maritime sectors and coastal economies. We now have the means to deliver maritime prosperity and sustainability. And I am very proud to say that this vision is the joint achievement of all Europe's maritime community, to which many of you have contributed.

Two thousand years ago, the Roman philosopher Seneca declared: 'if one does not know to which port one is sailing, no wind is favourable'. And for the Integrated Maritime Policy, it is time to choose our next port of call. It is time to look at what should be the future of the Integrated Maritime Policy.

This Commission has pursued an ocean-oriented agenda without precedent since the Treaty of Rome was signed more than fifty years ago. As a result, the EU's Integrated Maritime Policy has been at the forefront of an international trend towards integrated maritime governance. Australia, Canada, Japan and the US have spearheaded the movement through dedicated ocean policies, but they have not been alone in this. In Europe, Norway, France, Portugal and the Netherlands have gradually been applying integrated approaches.

More recently, we have witnessed a real sea change – if you'll excuse the expression – with initiatives towards integration in many Member States, including Germany, Ireland, Poland, Sweden and the UK.

In short, everyone is on board. It is now time to prepare for the next phase of consolidating and enhancing our policy for the future. I think the best way to do this is to concentrate on five strategic directions.

First, governance. The Commission will continue to develop its forward-looking vision and translate it into not only a combined maritime agenda but a specific Commission work programme. Only by coordinating our sea-related initiatives from a very early stage will we be able to achieve a genuine integrated approach to maritime affairs. We trust that other EU institutions will continue to accompany us in building the governance structure needed to deliver on this agenda.

Member States must also continue their progress in integrating their own policy-making, at both central and regional level. And we will continue to strengthen stakeholder involvement and support the organisation of stakeholders across different interests.

Second, in the context of integrated governance, we need to pursue the logic of cross-sectoral tools, notably to support economic development.

For example, we will promote further maritime spatial planning to allow new, growing uses of the sea. We will promote maritime clusters, access to knowledge and data on marine issues, as well as joint research programming.

We will also integrate fragmented sectoral surveillance systems, thereby enhancing safety, security, environmental monitoring and law enforcement on the seas; this is vital for Europe's security, for the health of our oceans, and for quality of life on our coasts.

Third, we must further enhance a sea-basin approach to address specific maritime challenges in the Mediterranean, the Baltic, the North Sea and others.

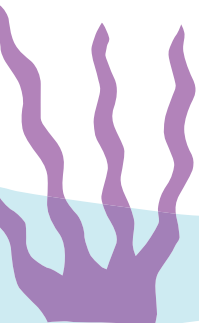
Our sea-basin approaches have considerable economic potential. They can help unlock and co-ordinate investment into such key infrastructure as pipelines or power cables. They can help approach the ecosystem in a much more consistent manner and conduct joint environmental impact assessments.

Fourth, we need to look beyond Europe. Oceans and seas have no borders. We will push to make the idea of an Integrated Maritime Policy an established principle and practice in international maritime governance.

Fifth, we can do better to demonstrate that not only economic benefits, but truly sustainable development will be derived from our integrated approach to maritime affairs. In this vein, we will explore strong synergies between the European Energy Policy and the Integrated Maritime Policy. We will promote energy generation from the sea and we will use it more for energy transportation as well.

We will also link better Europe's Climate Change Policy with Integrated Maritime Policy. We will invest in knowing much more about the role of the oceans in climate change. We will develop a strategy for adaptation to climate change in our coastal and maritime areas, aiming at protecting our critical coastal infrastructure and in preserving our much threatened marine biodiversity.

On the issue of preserving the marine environment, we will use the integrated approach to push for full implementation of the Marine Directive and assist Member States to deliver the initial assessments of their marine waters.





We will also have to work hard and promote better maritime transport. We will deliver on the actions of our Strategy for Maritime Transport for 2018. More specifically, we will act to make the Motorways of the Sea a reality, and improve our programme for short sea shipping.

We will create the necessary conditions for the full implementation of the European Maritime Area without Barriers, proposed by the Commission earlier this year, and we will deliver the guidelines we have promised on state aid to ports and on ports expansion.

Aiming at the economic development of our maritime activities, it is also important to streamline the application of tonnage tax regimes and the related state aid guidelines to shipping, so as to stimulate maritime employment and investment in EU-flagged shipping.

Finally, we will remain determined to advance the idea of clean ships not only to give European shipyards and our marine equipment industry a competitive technological edge over other regions of the world, but also to make maritime transport more sustainable.

In conclusion, when addressing the Integrated Maritime Policy and looking into the sectoral policies that are sea-related, we will systematically put the emphasis on growth and job creating initiatives.

Ladies and gentlemen,

Last year in Strasbourg, when launching this celebration for the first time, I said that I truly hoped 20 May would become a symbol of a new European vision for our oceans and seas.

Today, just one year later, I have no doubts: with the support and even enthusiasm of all of you, this day we celebrate is not only the symbol of a new vision, but its engine as well.

Thank you.

Keynote Speeches

Tuesday, 19 May



Opening Session

RODI KRATSA-TSAGAROPOULOU,
Vice-President of the European
Parliament

*Monsieur le Ministre (Affaires européennes
de la République Tchèque – Štefan Füle),
Monsieur le Président de la Commission
européenne – (José Manuel Barroso),
Monsieur le Ministre (Infrastructures
et Transports – Altero Matteoli),
Monsieur le Maire (adjoint) de Rome
– (Mauro Cutrufo),
Chers collègues, Commissaires et Députés,
Mesdames et Messieurs,*

Sono molto felice di essere oggi qui con voi
a Roma per festeggiare la Giornata Europea
del Mare.

In quanto greca non posso che rallegrarmi
che Italia e Grecia si affaccino e condividino
lo stesso mare, il mare Ionio.

Inoltre, essendo nata a Zante, tutto mi ricorda
l'Italia, da Foscolo alla musica, a molti aspetti
della nostra vita quotidiana.

È in questo spirito che io partecipo ai nostri
lavori qui a Roma.

* * *

Permettez-moi de vous dire que c'est un grand
honneur pour moi de représenter le Parlement
européen lors de cette célébration **de la Journée
Maritime Européenne**. Cette Journée me tient
particulièrement à cœur, étant donné que j'ai eu
le privilège, étant membre de la commission des
transports et du tourisme du Parlement européen,
d'avoir lancé cette initiative, il y a trois ans déjà.
Elle a pu se réaliser avec le soutien personnel du
Président Barroso et l'engagement continu et
infaillible de notre **Commissaire** responsable
pour les Affaires maritimes, **M. Borg**.

Le but de notre initiative a été de souligner le
rôle crucial joué par les mers et les océans et de
contribuer à une meilleure visibilité des secteurs
maritimes et de leur potentiel humain, ainsi
qu'à une plus grande reconnaissance de leur
importance pour notre économie, pour notre
qualité de vie.

Nous aimerions également souligner le rôle
principal de l'environnement marin et les dan-
gers qui le menacent, mettre en exergue la beauté,
le rôle des régions côtières, des îles et des régions
périphériques de l'Union européenne, et célé-
brer également l'héritage maritime européen.

Il faut donner cette visibilité de l'importance
de nos mers auprès des citoyens, car n'oublions
pas que l'Europe est bordée de nombreuses îles,
dispersées dans quatre mers – la Méditerranée,
la mer Baltique, la mer du Nord et la mer Noire
– et par deux océans – l'Atlantique et l'Arctique.

Les Européens ont toujours été nombreux
à vivre près de la mer. Gagne-pain pour les
pêcheurs et les marins, source de santé et de
plaisir, la mer offre aux hommes de nouveaux
horizons et un champ d'une grande richesse,
qui alimente la littérature et la culture popu-
laire. Du fait de sa géographie, notamment,
l'Europe a toujours entretenu des liens privilé-
giés avec les océans. Depuis les temps les plus
reculés, les océans ont eu une influence pri-
mordiale sur le développement de la culture,
de l'identité et de l'histoire européenne.

Aujourd'hui, le transport maritime et les ports
sont essentiels pour les échanges internationaux.
22 États membres de l'UE sont des États côtiers
et les transports maritimes constituent un lien
essentiel pour l'ensemble des modes de transport
et du système commercial européens. 90 % du
commerce extérieur de l'Union européenne se
fait par la mer. Notre flotte représente 40 % de
la flotte mondiale, étant incontestablement le
numéro un de ce secteur.



Chaque année, 3,5 milliards de tonnes de fret et 350 millions de passagers transitent par les ports maritimes européens. Les ports et les services connexes emploient quelque 350 000 personnes, ce qui représente une valeur ajoutée de 20 milliards EUR environ.

De nos jours la crise mondiale de ces derniers mois a fini par frapper l'industrie maritime européenne également. Les difficultés commerciales dues à la crise bancaire et le recul de l'activité économique sur les principaux marchés se font directement sentir sur le rythme des achats et des ventes de marchandises sur le marché international et, par conséquent, sur leur transport. Les premières estimations font état d'une chute des prix du transport de fret de 20 à 30 % pour les cargos de grande capacité, de 10 % pour les tankers, de 15 % pour les transporteurs de conteneurs et de 8 % pour les cargos de fret sec, ce qui aura sans doute de graves répercussions sur l'emploi. Quant à la construction navale, le nombre de contrats annulés en raison de la difficulté de l'acquéreur d'obtenir un financement devrait être extrêmement élevé et avoir une incidence sur les économies nationales ainsi que sur l'emploi. En même temps le développement de nos concurrents chinois, coréens, et autres est de plus en plus senti en Europe.

Mesdames et Messieurs,

Pour faire face à la crise et se préparer pour la reprise il est plus que jamais nécessaire de mettre en place un cadre cohérent afin d'exploiter les synergies entre les différents domaines liés à la mer et pour une meilleure coopération parmi tous les acteurs impliqués, à savoir les institutions de l'UE, les États membres, les régions côtières et insulaires, le secteur public et privé.

Dans le cadre de la politique maritime, le Parlement européen, a été de façon permanente pour les autres institutions européennes, un partenaire constructif et fiable, tant en ce qui concerne les aspirations et les stratégies politiques qu'en ce qui concerne l'élaboration de la législation. À la fin de l'année dernière, en tant que Vice-présidente du Parlement, j'ai eu l'honneur, de conclure avec succès, la Conciliation sur le Troisième Paquet pour la Sécurité Maritime, un dossier très difficile mais aussi très important, qui devrait accroître encore plus la protection de l'environnement maritime, les droits des consommateurs et qui prend en considération la nécessité de la protection de la compétitivité de notre industrie maritime.

Le Parlement européen a toujours souligné que nous devons continuer à développer des nouveaux outils qui peuvent renforcer une approche plus intégrée, de la politique maritime, de la construction navale et du transport, jusqu'aux ports et la pêche, de la production d'énergie en mer, du tourisme, de l'environnement et du patrimoine maritime.

Il est essentiel de fournir un grand éventail d'informations sur le secteur maritime, en particulier en vue de promouvoir le savoir-faire européen en matière de navigation, de formation professionnelle maritime, ainsi que de l'emploi et de la carrière de marins européens qualifiés.

Aujourd'hui, en ouvrant cette Conférence à Rome, nous faisons preuve de notre volonté politique et de nos engagements concrets pris, il y a un an – le 20 mai lors de la session plénière à Strasbourg – avec la déclaration tripartite commune que les institutions européennes (Commission, Parlement, Conseil) ont signée et adoptée.

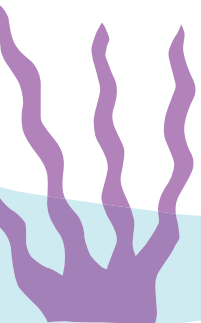


| Rodi Kratsa-Tsagaropoulou

Je souhaiterais, Mesdames et Messieurs souligner que cette célébration est désormais liée à la nouvelle politique maritime intégrée pour l'UE, proposée et appliquée par la Commission européenne depuis octobre 2007. Elle pourrait s'inscrire également dans le cadre des actions de l'Union pour la Méditerranée et particulièrement de celle sur la protection de la Grande Bleu. Nous pourrions nous engager aujourd'hui à élargir cette action.

Chaque année cette journée nous offre une occasion de mobilisation exceptionnelle, d'information et d'engagement pour une politique maritime à l'hauteur de notre histoire et des défis régionaux et mondiaux.

Je vous remercie de votre attention.





Keynote Speeches

Tuesday, 19 May



Opening Session

ŠTEFAN FÜLE,
Minister for European Affairs
of the Czech Republic

*Dear President, dear Vice-President,
Minister, ladies and gentlemen,*

I am delighted to represent the Czech Presidency at the *European Maritime Day* (EMD) in Rome, for three reasons:

First, the Council was one of the three institutions that initiated the EMD a year ago. As a representative of the Council presidency I am glad to see the Integrated Maritime Policy progressing. Let me use this opportunity to thank President Barroso and his team for being a main driving force behind this conference.

Secondly, the idea of the EMD fits well with the Czech Presidency's motto – *Europe without barriers*. Why? Because only within a politically and economically integrated European Union free of barriers the Integrated Maritime Policy can fully realize its potential.

Last but not least, being in Rome in the capacity of the new Minister for European Affairs of the Czech Republic has a very special significance for me. It was in this city, that more than 90 years ago our first President Tomáš Garrigue Masaryk started in December 1914 his political campaign for the independent Czechoslovak state.

The importance of Integrated Maritime Policy is not limited only to the coastal states. The Czech Republic clearly demonstrates the potential that the Landlocked Countries have in the European maritime industry – particularly as sub-suppliers for shipyards. To illustrate, there are about

170 direct and other 13 000 indirect industrial sub-suppliers for the maritime industry and ship-building in the Czech Republic alone.

The role of the Landlocked Countries in the Maritime policy of the EU was discussed in detail at the Conference on Maritime Clusters in Landlocked Countries, the Czech Presidency organized together with the European Commission in Prague last month (27/04/09).

The Conference showed that clustering plays a significant part in the overall European maritime industry and it should be granted greater attention by individual Member States in particular through supporting infrastructure and financial aid for national clusters.

One of the major conclusions of the Prague Conference was the fact that Landlocked Countries are very well placed when it comes to innovation and research in the maritime industry. This is in particular the case of the Offshore maritime technologies.

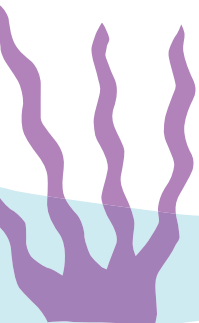
Promoting Innovation and research is crucial for the EU to be able to better counter not only the impact of the economic crisis but also the intense global competition within the maritime industry. That is why, the EU's Landlocked Countries are very serious about it and fully support the objective of the *Light Industry* that is one of the goals of the Lisbon Strategy.

Furthermore, the Czech Presidency negotiated a compromise at the Spring European Council on the 5 billion EUR package under the EERP (European Economic Recovery Plan). It includes funds for the Offshore Wind Energy and LNG infrastructure projects – both part of maritime technologies and industry policies of the EU – and thus provides concrete financial means for reaching our goals within this sector.



The fact that this conference takes place in Rome is not only pleasant for all of us, who will never stop admiring this beautiful city, but also very logical. Italy is not only a country with a unique geographic situation and rich maritime heritage. It is above all one of the most active and committed players in the European context. I would like to sincerely thank our Italian colleagues for what they do in this field.

Europe is without any doubt a maritime continent. The length of its sea borders just illustrates that. I am glad to see that, after what the EU has done for instance in the Maritime Security area, the approach is becoming much broader. In other words, it becomes a widely recognised fact that the EU needs an ambitious, well defined and truly **Integrated** Maritime Policy.





Keynote Speeches

Tuesday, 19 May



Opening Session

Senatore **ALTERO MATTEOLI**,
Ministro delle Infrastrutture e dei Trasporti
della Repubblica Italiana

*Sig. Presidente della Commissione Europea,
Sig.ri Commissari, Gentili Colleghi,
Rappresentanti di Associazioni italiane
ed europee del settore marittimo;*

E' per me un grande onore presiedere questo importante evento che ha portato qui a Roma, in questa bellissima capitale al centro del Mediterraneo, molti Ministri europei e dell'area del Nord-Africa.

La scelta, infatti, della città non è stata causale, perché l'evento di oggi non vuole essere una giornata di commemorazione ma di valorizzazione di tutte quelle attività che ruotano intorno al mare e per noi il Mare, da sempre, storicamente e per antonomasia è il «Mediterraneo».

I nostri diretti antenati, i Romani, avevano, con grande lungimiranza, capito che il Mare Mediterraneo era il più importante crocevia di scambi commerciali, culturali, artistici ed anche antropologici. Un crocevia che di fatto ha reso nel tempo molto simili le abitudini dei popoli che vivono sulle sue sponde.

Il vero valore aggiunto del Mediterraneo è, infatti, l'elevato fattore interagente fra Paesi con diverse caratteristiche e risorse, ma con una cultura e una storia comune.

Non a caso molte delle più importanti civiltà della Storia sono fiorite proprio sulle coste del Mediterraneo.

Per questo motivo abbiamo creduto opportuno, anche per la strategia che l'Unione Europea ha lanciato negli ultimi anni nei confronti dei Paesi non comunitari, ed in particolare dell'Area del Mediterraneo, di coinvolgere alcuni dei Ministri dei Trasporti di importanti Paesi Terzi che si affacciano sul Mediterraneo, con i quali abbiamo

già avviato una serie di iniziative per il rilancio del settore marittimo, invitandoli ad intervenire a questo importante momento di confronto.

Abbiamo ritenuto che l'occasione della Giornata Europea del Mare poteva essere il momento per estendere la riflessione sul futuro del Mediterraneo e dei processi di integrazione che coinvolgono altre aree fuori degli attuali confini dell'Unione europea, valorizzando la carica di sviluppo dell'area mediterranea, e, soprattutto, le esperienze di Paesi che, in questi anni, hanno registrato alti tassi di crescita del prodotto interno lordo, maggiori di quelli che si sono verificati nei Paesi europei.

Oggi, celebriamo la giornata europea del Mare – un evento importante che la Commissione europea ha ideato, fra le numerose iniziative per la promozione di tutte le attività marittime – al fine di elevare il livello di attenzione dei cittadini e delle istituzioni nazionali sulla futura politica marittima, e sul ruolo strategico che essa giocherà nel futuro sviluppo dell'intera Europa.

Scopo di questa giornata è quello di catturare l'attenzione dell'opinione pubblica e della politica nazionale sulle tematiche legate al mare ed alle innovative prospettive di sviluppo della politica marittima comunitaria, promuovendo, in tal modo, iniziative di sensibilizzazione nei confronti dei cittadini, degli operatori e delle istituzioni di tutti i Paesi Membri.

Con la Commissione Europea si è voluto, sin dall'inizio, avviare un pieno coinvolgimento degli operatori europei che, a vario titolo, sono i protagonisti del mondo economico marittimo e mercantile, nonché di tutti i clusters marittimi europei a cui fanno capo tutte le Associazioni nazionali di settore più rappresentative.

Quindi, un evento non solo istituzionale, ma un evento vivo di confronto lasciato anche alle iniziative degli operatori, dei cittadini, degli utenti, e di questo ne è testimone il fitto programma di eventi che, sempre in questa bellissima e prestigiosa sede, hanno preso il via già dal 18 maggio.

Devo dire, con piena soddisfazione, che l'ottimo lavoro svolto, in collaborazione con gli Uffici della Commissione Europea, dalle nostre Amministrazioni ed il fattivo contributo delle Associazioni nazionali di settore hanno reso possibile creare un evento di grande spessore.

Sono, infatti, molto soddisfacenti i risultati di queste prime due giornate di lavoro che hanno preceduto l'incontro istituzionale di oggi e che hanno visto coinvolti esperti europei, nazionali e dell'intero Mediterraneo in un confronto aperto e costruttivo su importanti e strategiche tematiche che saranno alla base dello sviluppo futuro della nuova politica marittima europea e del Mediterraneo.

Oggi la presenza di numerosi colleghi e di alte cariche dello Stato e delle Istituzioni Comunitarie conferiscono all'evento un alto valore politico e, soprattutto, rafforzano la volontà degli Stati Membri di continuare a sostenere gli sforzi dell'Unione Europea che, con determinazione, punta a raggiungere importanti traguardi nello sviluppo della nuova politica marittima comunitaria.

L'Italia, sin dall'inizio, ha sostenuto la nuova politica marittima europea consapevole del fatto che rilanciare l'intera economia marittima significa rilanciare l'economia di molti Paesi Membri.

Abbiamo subito condiviso la necessità di avere un approccio globale ed integrato ad una nuova politica del Mare; una politica in cui sono ben evidenti la sommatoria dei campi di azione legati al mare e la complessità e la numerosità delle aree tematiche da trattare.

Il mare, quindi, interpretato in logica di sistema, è la griglia su cui vengono a disegnarsi, in concreto, tutti i processi di liberalizzazione e di armonizzazione; è la griglia su cui le volontà teoriche si misurano nella più severa concretezza; è una griglia in cui non trovano posto semplici buone intenzioni, ma reali convincimenti.



Altero Matteoli

Concludo sottolineando il fatto che oggi, in occasione della Giornata Europea del Mare, è necessario ribadire l'importanza di favorire l'applicazione del diritto comunitario e di garantire, concretamente, un approccio integrato degli affari marittimi in tutta l'Unione, nel rispetto assoluto del principio di sussidiarietà.

Ritengo che questo è il primo obiettivo che dobbiamo perseguire incoraggiando gli Stati membri e le altre parti interessate ad adottare provvedimenti mirati a garantire un approccio integrato degli affari marittimi nel quadro dei propri ambiti di governance.

Come avrò modo di ribadire nel mio intervento di domani questa Conferenza ci farà apprezzare ancora di più la funzione aggregante del mare.

Ci farà capire meglio quanto una caratteristica geografica, che per secoli ha amplificato le distanze tra i popoli, si è, in questi ultimi venti anni, trasformata nel più grande catalizzatore delle convenienze e degli interessi dei popoli.



Keynote Speeches

Wednesday, 20 May, 9:00-10:30



Progress of the European Integrated Maritime Policy

JOE BORG,
Member of the European Commission,
Responsible for Maritime Affairs
and Fisheries

*Ministers,
Ladies and gentlemen,*

Welcome to this morning's discussion – I am delighted to be here on this very special occasion. I am also grateful to the Italian Government – in particular, to the city of Rome – for hosting the 2009 European Maritime Day with their customary, warm hospitality.

What more appropriate location than this illustrious city and this magnificent palace could we wish for our discussions on European maritime affairs?

In terms of adopting a more integrated outlook to the decision-making process in maritime affairs, I believe that the Integrated Maritime Policy has delivered. Impressive steps have been made at a European level, within Member States and their regions and, last but not least, at the initiative of stakeholders.

Before giving the floor to my fellow panellists, I would like to take a look at how the EU Integrated Maritime Policy came into being and how it has evolved since work first started four years ago.

Before the advent of the EU Integrated Maritime Policy, there was a myriad of maritime activities taking place. They took place within the realm of different sectors all the while being related to one another due to their dependence on the sea. However, more often than not it

appeared that the right hand did not know what the left hand was doing, and vice versa.

Clearly something needed to be done to better rationalise the way we were doing things, both to ensure a balance was maintained between development and preservation but also to avoid a duplication of effort, to avoid conflict and to avoid Europe's maritime activities being undervalued.

What we have achieved since, is nothing less than a complete overhaul of the way in which we do things and how our oceans and seas are perceived.

Europe's oceans, seas and lengthy coastline have now regained the full attention that they deserve. There has been a strong move towards integration in the way in which matters related to the oceans, seas and coasts are handled. And a better balance has been found between exploitation of the seas resources and the sustainability of our marine environment.

This sea-change can be felt everywhere.

We see a number of initiatives taking place along our shores in new regional maritime charters, new awareness at a grass roots levels and events, such as this, which bring the maritime sector firmly into the spotlight. Many of these actions reflect principles that were outlined by the Commission in a set of Guidelines presented in June of last year. These guidelines refer to the key components of integration in maritime governance based on good practice that has been observed around the world. They advocate strong political leadership, cooperation between governments, the participation of maritime regions, stakeholder involvement and cooperation at a sea-basin level. These principles are also flexible, accepting that one-size-does-not-fit-all, so that Member States can each chart their own course towards an integrated maritime approach.

After an unprecedented consultation of our stakeholders, the Commission issued the Blue Paper which defined the vision and a framework for the policy. This constituted a concrete programme of action with sustainable growth, capacity building in research and innovation, quality of life, international leadership and visibility as its main focus. To turn these words into deeds, we then followed a multi-layered approach, pursuing a concrete set of actions, promoting integrated governance structures and developing cross-sectoral instruments.

The process to arrive at this juncture was steered by a group of ten Commissioners who gave direction and impetus towards the development of this joint agenda from a variety of different perspectives. The Council, the European Parliament, the Committee of the Regions and the Economic and Social Committee also played their part, by welcoming our approach, which was then endorsed by the European Council in December 2007.

The various rotating Presidencies of the EU have, since then, deployed the resources necessary to take the Integrated Maritime Policy forward, mostly through the conclusions in the General Affairs Council. This Council, with its policy coordination role, is indeed a forum *par excellence* to discuss Integrated Maritime Policy.

The European Parliament too have played a role, responding vigorously to the new Policy with six committees working together under an enhanced cooperation procedure to produce a joint opinion.

While I am delighted with these results, I feel that it is now necessary to reflect on how EU policy-making in the maritime sphere can be better organised for the future. We need to ensure that our work continues and brings better and better results.

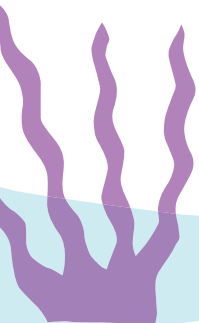
In this respect, I would welcome a change in the way in which the various interlocutors exchange ideas and design policies.

I look forward to working with the new Parliament which takes shape after the June elections. While Parliament will certainly decide how best to organise itself, I would see great merit in the establishment of a Committee for Maritime and Coastal Affairs which could look at the full range of maritime issues from all the different perspectives of its members.

We have also invited our stakeholders to take a broader view of maritime issues which is important to change our very sectoral focus to a broader view. This will afford all of us a better understanding of each other's positions and can only help with finding new solutions, new forms of cooperation and new, innovative products that have been perhaps hitherto, unimagined. Maritime regions, science, industry and NGOs



| Joe Borg





have responded to our call and steps are being taken towards establishing an overarching stakeholder platform. I commend such initiatives wholeheartedly as it is the practitioners in the field that can best advise us. Looking forward, I would like to see stakeholders become a truly established part of integrated maritime governance.

This integrated approach does not focus solely on a new governance framework or on establishing momentum with stakeholders. It is also a powerful catalyst to champion or foster maritime affairs within a wide range of sectoral policies which in one way or another impact on the oceans and seas.

In this context, I can list achievements which include the Maritime Safety Package, the Maritime Transport Strategy for 2018, the Ports Communication and our bold proposal for a European Maritime Transport Space without Barriers. In parallel, there have also been the Marine Strategy Framework Directive – the environmental pillar of our policy, a strategy on Ship Recycling, the Green Paper on Adaptation to Climate Change, a Communication on Offshore Wind Energy, the Marine and Maritime Research Strategy, the Eurosur initiative for border patrols in the Mediterranean, and a proposal to reassess the Exclusions that apply to Seafarers regarding certain Social Rights. We have also just recently also launched a debate on reform of the Common Fisheries Policy.

Another important development in our approach is a focus on specific sea-basin strategies. Europe's sea basins are very different in nature and, while the overall logic of integrating maritime matters remains valid, it can and must be approached differently in the Mediterranean, the Atlantic, the Baltic or the North Sea. A first step in that direction was our Communication on the Arctic which looked at the Arctic by taking into

consideration its own peculiarities. This year, the Commission will also adopt policy documents on the Baltic and on the Mediterranean.

I firmly believe that the sea basins are where the EU Integrated Maritime Policy can demonstrate its full potential: creating significant growth and jobs whilst simultaneously triggering profound improvements in environmental sustainability. It is in this context that the maritime dimension of any territorial cohesion policy that we may develop for the future becomes clear. Europe is not solely a territorial entity but a maritime one too.

We are also developing new cross-sectoral policy tools or instruments, namely: maritime spatial planning, integrated maritime surveillance and marine data collection and knowledge.

The aim of maritime spatial planning, for example, is to promote a rational use of Europe's maritime spaces while balancing different sectoral interests that comes into play when planning future economic activities. It also adopts an ecosystem-based approach. Through maritime spatial planning we hope to encourage investments that were previously hampered by uncertainty and a short-term view. Bringing new investments to light should contribute, in no small way, to Europe's economic recovery – a fact which is particularly relevant in today's climate.

Maritime surveillance is paramount to sectors such as border and customs control, crime prevention, and maritime safety and security. Cooperation and information exchange in this area will provide all concerned with a deeper and broader range of information. The Commission has undertaken a first assessment of the idea for a European maritime surveillance network that cuts across sectors. A pilot project has been launched in the Mediterranean Sea and

its Atlantic approaches to conduct field tests showing what benefits enhanced surveillance can offer.

The third cross-sectoral instrument is marine knowledge. About 85 % of the sea bed remains uncharted and new species are being discovered regularly. In fact, our knowledge of the depths of the oceans is still very limited. Yet understanding ocean phenomena is indispensable for a variety of reasons, not least for halting climate change. Many government bodies, research organisations and private companies hold data, but this is often not widely shared. Greater access to marine data and observation, in a network setting, would give them all a stronger basis for research, policy and innovation. This is a longer-term project on which we will produce a first Communication by the end of the year.

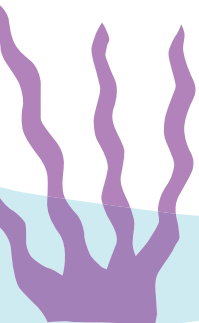
Ladies and gentlemen,

With this overview I have sought to provide you with snapshot of our progress at an EU level. We will prepare a full progress report, as requested by the European Council, by October 2009. Apart from telling us where we have come from, this report will also lay out the work ahead for the years to come.

I would like to take this opportunity to thank you for your support so far.

We should all be proud of what we have created – a momentum through which a truly Europe-wide maritime community is starting to emerge. Our presence here today, together with the other celebrations elsewhere in Europe on European Maritime Day, are a strong illustration of our commitment and the signal of our firm will to prolong this momentum for many years to come.

Thank you.





Keynote Speeches

Wednesday, 20 May, 9:00-10:30



Progress of the European Integrated Maritime Policy

Senatore ALTERO MATTEOLI,
Ministro delle Infrastrutture e dei Trasporti
della Repubblica Italiana

Gentili Colleghi,

L'Italia nel corso di questi ultimi anni ha sostenuto e condiviso l'approccio globale trasversale ed integrato in materia di governance degli affari marittimi, lanciato dalla Commissione nell'ottobre 2007 alla base della politica marittima integrata per l'Unione europea (il «Libro blu»).

Del resto già la stessa Convenzione delle Nazioni Unite sul diritto del mare del 1982 afferma che *«i problemi degli spazi oceanici sono strettamente collegati e devono essere considerati nel loro insieme»*.

Siamo convinti che un approccio integrato quindi costituisce uno strumento fondamentale per la formulazione e l'attuazione di politiche che interessino tutti i settori e i livelli di governance e che trascendano le frontiere, in modo da permettere l'identificazione sistematica di sinergie o inefficienze.

Ciò consente di disporre di mezzi più efficaci per raggiungere obiettivi politici convergenti e facilita inoltre la messa a punto di strumenti condivisi e trasversali.

Tuttavia la formulazione di politiche ottimizzata potrà essere attuata pienamente solo a condizione che l'approccio integrato riesca a diffondersi a tutti i livelli dell'amministrazione, e fra le parti interessate.

Molti Paesi nel mondo hanno già riconosciuto l'importante contributo offerto alle loro economie dalle attività connesse al mare, evidenziando, però, il fatto che l'esercizio intensivo di queste attività può costituire una minaccia per lo sviluppo sostenibile e per lo sfruttamento delle risorse marine.

Ecco perché è necessario definire una politica globale che renda possibile un approccio esaustivo e coordinato, garantendo lo sviluppo sostenibile delle varie risorse e attività marine.

Purtroppo, in passato, in Europa gli affari marittimi sono stati tradizionalmente oggetto di politiche settoriali distinte e tale compartimentazione della governance marittima resta la caratteristica predominante ai diversi livelli di potere sul piano internazionale, europeo, nazionale, regionale e locale.

L'approccio integrato agli affari marittimi costituisce soprattutto una risposta chiara alla necessità di conseguire una maggiore coerenza interna tra i diversi settori e approcci politici.

Per questo motivo, è necessario favorire l'applicazione del diritto comunitario ed un approccio integrato degli affari marittimi in tutta l'Unione, nel rispetto assoluto del principio di sussidiarietà e dell'attuale ripartizione delle competenze.

Questo è il primo obiettivo che dobbiamo perseguire incoraggiando gli Stati membri e le altre parti interessate ad adottare provvedimenti mirati ad un approccio integrato degli affari marittimi nel quadro dei propri ambiti di governance.

È opportuno altresì che gli Stati membri sviluppino le proprie politiche marittime integrate nazionali, in funzione del proprio ordinamento giuridico e dei propri contesti economici, sociali, politici, culturali e ambientali, in tal modo emergeranno i problemi specifici che caratterizzano i diversi bacini marittimi.

In questo contesto appare indispensabile coinvolgere anche le regioni costiere che hanno stretti rapporti con il mare, e, spesso, hanno già messo a punto le proprie strategie integrate, adeguate alle loro esigenze specifiche.

Lo stesso coinvolgimento deve valere per le parti interessate, per gli operatori e gli utenti del settore marittimo che dovrebbero adottare un *approccio integrato* costituendo **«poli di attività marittime»**

in grado, a loro volta, di collaborare con altri operatori e con la società civile creando delle reti che riuniscano le parti interessate del settore marittimo.

La visione europea degli oceani e dei mari, definita nel **Libro blu** su una politica marittima integrata, non è, infatti, rivolta esclusivamente ai governi nazionali ma si estende anche a tutte **le parti interessate e, in particolare, a tutti coloro che possiedono interessi specifici nel settore marittimo**, le industrie, i servizi che dipendono dal mare per le loro attività economiche, le parti sociali, le ONG ambientali e di altro tipo, le università e i centri di ricerca nonché le organizzazioni di tutela del patrimonio marittimo.

Anche per le celebrazioni di questa Giornata marittima europea, la partecipazione delle parti interessate all'attuazione della politica marittima integrata europea ha costituito una priorità fondamentale.

La sfida della governance è anche quella di ottimizzare l'efficacia della cooperazione nei bacini marittimi regionali e di garantire che essa apporti un valore aggiunto ai lavori in ambito comunitario, una più stretta cooperazione fra Stati membri in settori chiave come quelli connessi alla protezione dell'ambiente marino, alla sicurezza e alla sorveglianza dei vasti spazi marittimi europei nonché alla ricerca marina e marittima.

In uno di questi ultimi temi, quello della **Sorveglianza marittima**, posto dalla Commissione come elemento prioritario della politica marittima integrata dell'Unione Europea, possiamo portare una recente esperienza di integrazione nel Mediterraneo, sulla base di un primo ed importante **grande successo** costituito dalla partecipazione dell'Italia, insieme a Francia, Spagna, Portogallo, Malta e Grecia, al recente bando europeo per la presentazione del primo Progetto Pilota sulla sorveglianza marittima nel Mediterraneo.

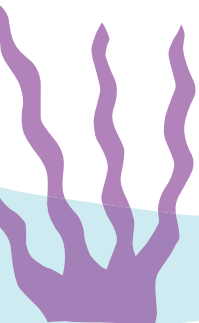
L'obiettivo è ambizioso e al tempo stesso necessario: **raggiungere un comune livello di conoscenza della situazione effettiva che di minuto in minuto si sviluppa in mare, come presupposto ineludibile della concezione e della conduzione di una comune politica e di comuni azioni da parte degli Stati Membri e dell'Unione tutta.**

A questo sforzo comune l'Italia contribuirà attraverso il lavoro ed il *know-how* dei diversi Ministeri che hanno competenza sul mare ed Enti specializzati quali l'ASI (**Agenzia Spaziale Italiana**) impegnando risorse tecnologiche avanzate come la costellazione di satelliti di osservazione della terra *Cosmo-Sky-Med*.

Riteniamo anche che nell'ambito della Sorveglianza marittima, tema che la Commissione ha identificato prioritario nell'ambito delle tematiche in discussione sulla politica marittima europea, sia importante avviare una discussione franca e costruttiva sull'aspetto dell'**immigrazione clandestina** e della **Pirateria**, due temi che sono ormai entrati prepotentemente nelle cronache di tutti i giorni.

Il **primo, quello della immigrazione clandestina**, molto più vicino alla nostra quotidianità; ogni giorno arrivano nel nostro Paese, e nei Paesi Membri che si affacciano sul Mediterraneo centinaia di immigrati clandestini, spesso gente disperata soggetta alle diverse bande di predoni e mafie locali che hanno fatto di questo traffico umano un mero business e una fonte certa di guadagni.

Non possiamo più permettere che ci sia gente che si arricchisca con questi traffici illeciti. E' necessario intervenire con segnali chiari per far capire che i Paesi Europei non intendono subire questi traffici, non intendono subire i mercanti di schiavi, **ma che va creato un sistema affinché l'immigrazione da illegale, diventi un'immigrazione controllata nel rispetto delle norme internazionali.**





From left to right: Rodi Kratsa-Tsagaropoulou, Altero Matteoli, Joe Borg

Il secondo punto, quello legato alla Pirateria, è un altro importante problema che sta sempre più assumendo delle connotazioni gravi e complicate e che non va sottovalutato solo perché si svolge in aree più distanti dalle nostre coste.

Questa emergenza che oggi si sta concentrando, in modo particolare, lungo le coste della Somalia, sta di fatto creando dei seri problemi alle società di navigazione che solcano quei mari ed, indirettamente, a tutto il traffico commerciale mondiale, che rischia, per evitare le aree in cui operano questi «**pirati della ultima generazione**», di vedersi addirittura costrette a modificare le storiche rotte di navigazione, con costi aggiuntivi, notevoli che non ricadranno certamente solo sul vettore, ma che arriveranno fino al consumatore.

Alcuni armatori già si lamentano di non riuscire a reperire marittimi per gli equipaggi delle navi che solcano quelle rotte, perché ormai anche tra gli equipaggi c'è la paura di rimanere coinvolti in un rapimento.

Anche in questo caso è necessario avviare, a livello comunitario, un approccio integrato a queste delicate ed importanti tematiche e soprattutto affrontare, in modo determinato e deciso, le problematiche che da esse ne scaturiscono.

Per questo colgo l'occasione di segnalare al Commissario Borg che sarebbe opportuno che nell'ambito della Sorveglianza Marittima, si giunga presto ad avviare una consultazione con i Paesi Membri su queste specifiche tematiche.

Emerge, penso, da queste mie considerazioni che il mare è, a tutti gli effetti, un patrimonio comune; un patrimonio che risponde, per alcuni versi, ai principi della sismica: **una piccola scossa in un punto produce danni anche a distanze chilometriche rilevanti.**

Il «mare» quindi è il tessuto connettivo su cui entrano in crisi provincialismi o contrapposizioni territoriali immotivate e si rafforzano, sempre più, le strategie che ottimizzano gli interessi comuni.

Keynote Speeches

Wednesday, 20 May, 9:00-10:30



Progress of the European Integrated Maritime Policy

ANDREA RONCHI,
Ministro delle Politiche Comunitarie
della Repubblica Italiana

L'Italia, per la sua conformazione geografica, guarda con particolare interesse e favore allo sviluppo di una politica marittima europea ed ha infatti attivamente partecipato alle diverse fasi di costruzione di questa politica, sin dal suo avvio.

Concordiamo pienamente con l'approccio «integrato» proposto dalla Commissione per l'elaborazione e la pianificazione delle nuove politiche di quello che possiamo definire «sistema mare», basato sul superamento della visione settoriale delle attività marittime e sull'adozione delle misure volte a massimizzare le sinergie tra le diverse componenti del sistema.

L'innovativo approccio intersettoriale richiede necessariamente un forte e costante coordinamento a livello nazionale. In tale ottica il Dipartimento Politiche comunitarie fornirà il suo contributo per la definizione di posizioni comuni e concordate da tutti i soggetti interessati che rendano più autorevole ed ascoltata la voce dell'Italia in Europa.

Dato il contributo che la politica marittima può fornire in termini di sviluppo economico, di crescita e di occupazione, essa si inquadra naturalmente nella Strategia di Lisbona. Intendo valorizzare questo ruolo nell'attività che svolgo come coordinatore nazionale per la Strategia, anche per gli importanti effetti in termini di sviluppo locale e delle piccole e medie imprese, che sono il tessuto portante della nostra economia.

La politica marittima ha evidentemente una molteplicità di aree di intervento. Ambiente, pesca, industria cantieristica, turismo, professioni marittime, sono temi fondamentali, ma in questo mio intervento mi concentrerò su **trasporti e infrastrutture**, di cui vi ha già parlato il collega Matteoli e su cui aggiungerò qualcosa, e sulla **sicurezza**, con particolare riferimento alla lotta contro la criminalità organizzata, l'immigrazione illegale e il terrorismo.

Nell'ambito della Strategia di Lisbona, le infrastrutture di trasporto sono una delle priorità del nostro Paese. Considerate le caratteristiche geografiche dell'Italia, è evidente il ruolo del trasporto marittimo per la logistica e lo sviluppo, oltre che per chiari fattori geopolitici e geostrategici.

Le Autostrade del Mare, facenti parte dei progetti di Reti Transeuropee TEN-T, finalizzate a far viaggiare camion, container e automezzi sulle navi, rappresentano una soluzione alternativa e spesso complementare al trasporto stradale ed una occasione di valorizzazione da cogliere pienamente.

Voglio rimarcare qui ancora una volta che questo strumento è assolutamente strategico per migliorare il sistema logistico del nostro Paese, ancora troppo dipendente dal trasporto su gomma, e per ottenere un risultato importante in termini di sostenibilità ambientale. L'esigenza, introdotta da una recente decisione del Consiglio dei Ministri dell'UE, di ridurre le emissioni nei settori non industriali, e in particolare in quello dei trasporti, rende l'investimento nelle Autostrade del Mare una scelta direi obbligata.

Infine, il miglioramento delle infrastrutture di trasporto ha effetti positivi sulla produttività delle imprese e sulla loro competitività, e questo vale in particolare per le piccole imprese. E' essenziale inoltre che il sistema dei porti italiani si mantenga efficiente e competitivo nei confronti di altri scali del Mediterraneo e del Nord Europa.



Andrea Ronchi

Sulla sicurezza, credo sia di particolare interesse il rapporto tra Politica Marittima e Politica Europea di Vicinato (PEV). Molto francamente, vi dirò, senza entrare troppo nella polemica di questi giorni, che è evidente il **bisogno di politica** nelle relazioni con la sponda sud del Mediterraneo. L'Italia ha già stretto importanti accordi con la Libia, e intende continuare con fermezza nella sua azione di contrasto all'immigrazione clandestina. La Politica Marittima può essere un importantissimo strumento aggiuntivo per scoraggiare l'immigrazione illegale e favorire lo sviluppo dei Paesi del Nord Africa e dell'Africa Subsahariana.

Inoltre, ma questo è naturalmente tema di competenza del collega Frattini, una maggior enfasi sulla componente «marittima» della Politica Estera di Vicinato potrebbe avere funzione di riequilibrio, a favore del Mediterraneo, rispetto alla dimensione prevalentemente terrestre dei rapporti con i Vicini orientali.

Il pieno sviluppo di un sistema di politiche integrate per il mare costituisce per la UE l'occasione di dimostrare il proprio valore aggiunto, l'impatto concreto sulla vita dei cittadini e la propria capacità di risolvere i loro problemi. In un momento di crisi e scetticismo da parte dei cittadini, potrebbe contribuire al rilancio della cosiddetta «Europa dei risultati».

In conclusione ritengo importante sottolineare un ultimo aspetto. Il dibattito previsto a seguire è dedicato alla politica marittima integrata nel bacino del Mediterraneo. Non dimentichiamo la centralità del mare su cui si affacciano alcuni dei principali Paesi fondatori e cerchiamo di tutelarla nelle fasi di negoziato delle misure e delle azioni da intraprendere. Molte proposte e scelte, ultimamente, hanno tenuto conto in misura marginale dei Paesi mediterranei. Facciamo in modo che la politica marittima integrata sia fortemente incentrata sulle specificità e sulle esigenze del nostro mare.

Keynote Speeches

Wednesday, 20 May, 9:00-10:30



Progress of the European Integrated Maritime Policy

ELISABETH WALAAS,
Secretary of State, Ministry
of Foreign Affairs of Norway

I am very pleased to take part in this second gathering on the European Maritime Day and the stakeholder conference here in Rome.

The European Union is – through the Integrated Maritime Policy – contributing strongly to strengthened maritime governance in Europe. EU initiatives in this field are indeed important for countries also outside the EU, especially maritime nations like Norway.

Let me also commend the excellent work of Commissioner Borg and the manner in which the Commission has handled the process and not least his inclusive approach to Norway – an approach that we trust will be followed by the next Commission.

Norway has actively contributed with input to the development of the Integrated European Maritime Policy since the launch of the Green Paper. We appreciate being invited as observers in the Member State Expert Group and the High- Level Focal Points on the European Integrated Maritime Policy.

We have many common interests with the EU in the field of maritime policy and we will do our utmost to contribute to its further development.

The Integrated Maritime Policy comprises a vast range of important issues, and I would like to share with you my reflections on some of them.

One of the main challenges is related to maritime activities and its impact on the environment.

On 8 May, the Norwegian Government presented its integrated management plan for the Norwegian Sea. The plan establishes a holistic and ecosystem-based management framework for the activities in this sea area. This means that all activities in the area should be managed within a single context and that the total environmental pressure from activities should not threaten the structure, functioning and productivity of the ecosystems.

A first plan for the Barents Sea and the sea areas off the Lofoten Islands was presented in 2006. We are also committed to the development of a management plan for the North Sea by 2015, in close co-operation with our North Sea neighbors.

We have noted with great interest the Commission's proposal to strengthen the capacities of the European maritime transport system by establishing an integrated information system to enable the identification, monitoring, tracking and reporting of all vessels to and from European ports and in transit through or in close proximity to EU waters. We strongly support this initiative which is important to the competitiveness of the maritime transport sector and the same time improve maritime safety and the environmental protection of coastal areas.

Shipping is an energy efficient mode of transport and pollutes less than alternative modes of transport. Still, this industry is a substantial source of emissions with an untapped potential for reductions. We are pleased to see that the need to reach an international agreement on binding targets for green house gas emissions from ships is addressed in the Communication on a European Maritime Transport Policy.

Norway is very pleased that the European Union has taken a lead in global efforts to fight climate change. We will do our utmost to support EU initiatives to develop an environmentally sustainable maritime policy.



Climate challenges are crosscutting and require both European and global solutions. We must bear in mind that maritime transport is a truly global industry. Unilateral or regional rules should therefore be avoided. We want to work closely with the EU ahead of the Copenhagen summit in efforts to reach an agreement within the framework of the IMO.

We support the view presented in the Communication on a European Maritime Transport policy that the European maritime transport industry should maintain and develop further its global leading position. This corresponds to the ambitions in our Government Strategy for the maritime industries (October 2007). A progress report on the implementation of this strategy will be presented before the summer holiday.

Allow me also to share with you some reflections about the challenges that we are facing in the High North:

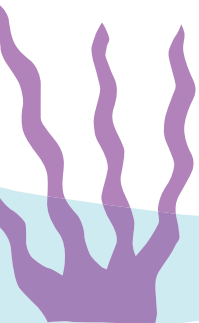
- The Arctic is a region characterised by close cooperation and the absence of conflict, an area of peace and stability.
- However, profound changes are occurring. Today we know that climate change is taking place most rapidly and most visibly in the Arctic. It is happening before our eyes: The sea ice is retreating at a pace never seen before.
- This was the back drop for Arctic Council's Foreign Ministers when they met in Tromsø on 29 April. The meeting was a success – never before had so many ministers gathered for a Ministerial in the Council – 12 ministers including non-members like Italy which was represented by the Minister of Foreign Affairs Frattini. The meeting reconfirmed the Arctic Council as the international body for discussion of Arctic issues. Ministers made a number of important decisions. I would like to share with you the main points and conclusions from the meeting:

- The five countries surrounding the Arctic Ocean – the United States, Canada, Russia, Denmark/Greenland and Norway – have internationally recognised sovereignty over their land areas.
- The Arctic Ocean is not subject to a specific regime or treaty. But this does not leave the Arctic in a legal vacuum. The legal framework for the Arctic is already in place. The Arctic is governed by the principles and rules enshrined in the United Nations Convention on the Law of the Sea, in addition to various environmental and fisheries agreements, IMO rules and other general regulations. More than 150 states are party to the Law of the Sea Convention. It reflects international customary law on a broad range of key issues.
- The challenges facing the region have more to do with a lack of implementation of existing rules than with an actual lack of rules. To put it simply, the problem is not a lack of rules, it is a lack of policies. Our responsibility is to help formulate these policies.
- Thus, what we need today is not a new, comprehensive international legal regime governing the Arctic Ocean – but rather for governments to come together to develop policies and more specific rules to manage the increasing human activity in the region.
- The history of organised cooperation in the Arctic is brief. However, the Arctic Council is becoming an increasingly important body. It is the world's only truly circumpolar organisation. It is also unique in that, in addition to the governments of the United States, Canada, Russia and the five Nordic countries, it includes permanent participants representing indigenous peoples, as well as a number of observer states.
- The Arctic Council's role is decision-shaping rather than decision-making.



Elisabeth Walaas

- Norway see a clear need for the Arctic Council to play a more active part in providing guidelines, best practices and knowledge for other international forums where decisions are made.
- We are in favour of including more permanent observers in the Arctic Council, including the European Commission. It is Norway's view that the Arctic Council is served by having officially sanctioned observers. Formalisation of the status of observers strengthens the undisputed role of the Arctic Council as the leading Arctic circumpolar body. Everyone agrees that the observers are important partners, and we will continue to discuss the ways in which, and the extent, to which they can participate in the Council's work.
- The Arctic, and especially the Arctic Ocean, has always been remote and difficult to access. This is now about to change. The sea ice has been dramatically reduced in recent decades and could soon disappear altogether during the summer.
- The consequences may be dramatic for the environment and for the people who depend on the ice for their livelihoods. At the same time, new opportunities will arise for commercial activities such as shipping, fisheries and the offshore petroleum industry.
- These developments will have to be addressed by the Arctic states in order to protect the environment and ensure sustainability. It will be a huge balancing act.
- However, the Arctic Council is already addressing these new challenges. This work is far from completed, but we have initiated projects in relation to many of the emerging activities in the Arctic. Let me briefly mention five steps forward in this respect:
 - **First**, a comprehensive study on oil and gas activities has just been finalised and was endorsed by Ministers in Tromsø. It makes a number of important recommendations. In addition, the recently revised guidelines for oil and gas exploration in the Arctic define minimum procedures and standards. Norway would urge all – as a minimum – to implement these standards and procedures in oil and gas exploration in the Arctic. We strongly support a deepening of the cooperation on these crucial issues.
 - **Second**, several projects have been launched to address maritime safety in the Arctic. The Arctic states have agreed to cooperate actively within the International Maritime Organization (IMO) on establishing guidelines for ships operating in ice-covered





waters, and on the development of mandatory international regulations on safety and environmental protection in Arctic waters. This is a matter of urgency. There is also a need to develop and implement oil spill prevention measures in connection with increased maritime transport in the Arctic. Of particular importance here is the Arctic Marine Shipping Assessment.

- **Third**, the Arctic Council Ministers endorsed the recently finalised a report on ocean management that sets out agreed requirements for ecosystem-based ocean management, including living marine resources.
- **Fourth**, we approved a new project on the development of safety systems in connection with the implementation of economic and infrastructural projects in the Arctic. Russia and Norway will take the lead in this project, and we believe we should start by strengthening cooperation on the prevention of, and response to, accidental spills of oil and hazardous substances. Norway and Russia will take the lead on this.

- **Fifth** – and finally – we have agreed to strengthen cooperation on search and rescue in the Arctic, by establishing a task force to develop and negotiate an international instrument on cooperation in this area.

I said earlier on that the challenges facing the Arctic region have more to do with a lack of policies – and the need for governments to come together to develop policies and develop more specific rules to manage the increasing human activity in the region.

This is exactly what these five projects are doing. Strengthening cooperation. Focusing on implementation.

I thank you for your attention and I look forward to hearing your views and participate in the discussion today.

Keynote Speeches

Wednesday, 20 May, 11:00-13:00



Ministerial Panel on the Integrated Maritime Policy in the Mediterranean Sea Basin

Senatore ALTERO MATTEOLI,
Ministro delle Infrastrutture e dei Trasporti
della Repubblica Italiana

Gentili Colleghi,

La Commissione ha più volte ribadito che la partecipazione delle parti interessate all'attuazione della politica marittima integrata europea costituisce una priorità fondamentale.

In questo contesto l'Italia ha sostenuto l'importanza di un'azione coordinata dei Paesi che si affacciano su un determinato Bacino marino.

Ed è per questo che abbiamo ritenuto, in questa edizione della Giornata Europea del Mare, di estendere l'invito ai Paesi del Nord Africa che si affacciano sul Mediterraneo. Sono convinto che il Loro contributo potrà essere fondamentale nel definire assieme strategie comuni per la protezione e la valorizzazione del Bacino Mediterraneo nel suo insieme.

Anche nella comunicazione della Commissione del 26 giugno 2008, sugli «*Orientamenti per un approccio integrato della politica marittima*» gli Stati e gli operatori economici di un determinato bacino sono stati invitati, ad adottare un approccio integrato costituendo «**poli di attività marittime**» in grado a loro volta di collaborare con altri operatori del settore nell'ambito di forum di dialogo della società civile e di reti che riuniscono le parti interessate del settore marittimo.

Gli Stati membri che definiscono le proprie politiche marittime integrate sono invitati ad incoraggiare e favorire la creazione di strutture adeguate di operatori del settore, autorizzando una vasta partecipazione di queste ultime alla governance degli affari marittimi e garantendo la trasparenza del processo decisionale.

In questo contesto diventa naturalmente strategico avviare una maggiore cooperazione e dei contatti efficienti a livello dei bacini marittimi regionali e, naturalmente, nel nostro caso del Mediterraneo.

Molti aspetti, infatti, della politica marittima integrata vanno trattati di preferenza a livello di bacino marittimo regionale.

In questo senso va anche la direttiva quadro sulla strategia per l'ambiente marino che impone agli Stati membri e alla Commissione di cooperare maggiormente a questo livello e di fare il miglior uso possibile, ove del caso, del valore aggiunto offerto dalle convenzioni marittime regionali multilaterali come HELCOM e OSPAR e le convenzioni di Barcellona e di Bucarest.

In risposta a una richiesta del Consiglio europeo del 14 dicembre 2007, la Commissione sta elaborando una strategia comunitaria per la regione del mar Baltico, che includerà misure il cui campo di applicazione andrà oltre la sola politica marittima.

La Commissione ha inoltre avviato una riflessione su una strategia globale per la politica marittima nel Mediterraneo.



La sfida della governance è di ottimizzare l'efficacia della cooperazione nei bacini marittimi regionali e di garantire che essa apporti un valore aggiunto ai lavori in corso su scala comunitaria, negli Stati membri e nei paesi limitrofi.

Il futuro del Mediterraneo deve consistere nell'immettere sul mercato mondiale nuovi prodotti e servizi di qualità superiore a quelli di altre aree geografiche.

A questo può certamente giovare una governance integrata degli affari marittimi indispensabile per realizzare un certo grado di coordinamento transfrontaliero, che consenta lo scambio delle migliori pratiche e una più stretta cooperazione fra Stati membri in settori chiave come quelli connessi alla protezione dell'ambiente marino, alla sicurezza e alla sorveglianza dei vasti spazi marittimi europei nonché alla ricerca marina e marittima.

Proprio in materia di ricerca ed innovazione tecnologica l'Italia ha sostenuto con forza la creazione di una Piattaforma nazionale Tecnologica Waterborn, nata sullo schema di quella europea istituita a Bremen nel 2005, per finalizzare tutte le esperienze di ricerca e innovazione tecnologica nel settore marittimo.

Questa esperienza frutto di una importante sinergia tra Amministrazioni ed Associazioni di Categoria ha portato ad importanti risultati che hanno spinto l'Italia ad estendere all'intero Mediterraneo questa esperienza e proprio nella prima giornata di questo evento, si è dato vita alla **Piattaforma Tecnologica Marina per il Mediterraneo**, che siamo certi contribuirà in

modo attivo e concreto a sviluppare la cooperazione nel settore della ricerca e dell'innovazione tecnologica nel settore marino, nel bacino del Mediterraneo. All'iniziativa hanno aderito positivamente i Paesi membri dell'UE e molti Paesi terzi rivieraschi dell'area mediterranea.

Una simile operazione favorirà lo sviluppo della ricerca e dell'innovazione tecnologica nel settore marittimo nell'ambito di un specifico bacino che in larga parte raccoglie analoghe problematiche e può trovare le adeguate sinergie per soluzioni soddisfacenti.

Riteniamo che tale tipo di cooperazione vada anche sostenuta nelle altre aree di interesse dell'intero comparto marittimo: dalla salvaguardia della vita umana in mare, alla cantieristica, alla promozione delle autostrade del mare, allo sviluppo e potenziamento del trasporto marittimo a corto raggio, alla formazione, alla sorveglianza, al turismo nautico, etc.

Notevole contributo, almeno per parte Italiana, alla cooperazione in tali settori nevralgici e strategici viene fornito dalle Capitanerie di porto che con la professionalità delle loro donne e dei loro uomini assicurano un costante monitoraggio degli spazi marittimi del bacino mediterraneo in funzione di salvaguardia della vita umana in mare, di vigilanza sui flussi migratori e più in generale di sorveglianza degli spazi marittimi.

In tale quadro un ulteriore passo in avanti è stato compiuto con l'attivazione del Sistema AIS che a breve vi presenterò con l'ausilio dell'Ammiraglio Raimondo Pollastrini Comandante Generale delle Capitanerie di Porto.



Altero Matteoli

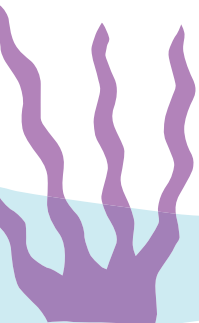
Questo sistema, che sarà gestito dalla Centrale Operativa del Comando Generale delle Capitanerie, rappresenta un'ulteriore riprova dell'eccellenza italiana sia in campo tecnologico che nella capacità dei propri Organismi di coordinare un sistema così complesso.

Prima di concludere ritengo opportuno ribadire l'importanza della R.A.M. «Rete Autostrade mediterranee» attore fondamentale per la realizzazione di questo evento. Una simile iniziativa, anzi una simile strategia si configura come la più grande iniziativa ambientalista, come una delle iniziative più condivise a scala comunitaria, come una operazione che, in fondo, fa scoprire ai Paesi interni ed esterni alla Unione Europea una nuova offerta modale ed infine è un interessante processo organizzativo che

coinvolge molti soggetti: gli autotrasportatori, gli armatori, i gestori dei porti portuali, i gestori delle reti stradali e ferroviarie, gli enti locali.

Ringrazio il Vice Presidente della Commissione Europea On. Antonio Tajani, per aver condiviso la mia proposta di rivisitazione delle reti TEN; in tale lavoro il Mediterraneo e le reti terrestri che, direttamente ed indirettamente, gravitano in tale bacino assumeranno un ruolo chiave per la crescita e lo sviluppo.

L'incontro di oggi, quindi, servirà da stimolo per gli operatori e per le Amministrazioni interessate, in tal modo, il Mediterraneo non solo diventa riferimento portante delle nostre future azioni politiche ma, da ambito geografico diventa, finalmente, ambito geo economico.





Keynote Speeches

Wednesday, 20 May, 11:00-13:00



Ministerial Panel on the Integrated Maritime Policy in the Mediterranean Sea Basin

ANTONIO TAJANI,
Vice-President of the European
Commission

Introduction

Mesdames, Messieurs, j'ai de nombreuses raisons de me réjouir de me trouver parmi vous à Rome pour célébrer la journée européenne de la mer. Mais la plus importante est que l'Union européenne a naturellement associé les États voisins du bassin méditerranéen à la célébration de cette journée européenne.

Cela constitue une démonstration visible, pas seulement pour les nombreux experts présents à Rome, mais pour les citoyens qui sont attentifs à nos travaux, que la gestion de la mer Méditerranée ne peut pas être appréhendée sans une coopération étroite de tous les États riverains.

La coopération est en effet indispensable pour développer une politique maritime intégrée durable, cohérente et efficace dont les transports sont une partie incontournable. Une telle politique joue un rôle de catalyseur de l'activité économique et des échanges au bénéfice non seulement des gens vivants le long des côtes, mais de tous les citoyens.

Dans ce contexte, et suite à ma communication sur la future politique de transport maritime de janvier 2009, la Commission compte publier une Communication intitulée: «Vers une politique maritime intégrée en Méditerranée» le mois prochain.

Les transports dans le partenariat Euro-méditerranéen

L'Union européenne a déjà engagé un travail très avancé avec ses partenaires méditerranéens dans le secteur du transport, que ce soit par la coopération régionale Euro-méditerranéenne (EUROMED) ou par la politique d'extension des grands axes transeuropéens de transport à la région méditerranéenne lancée de façon très visionnaire par ma regrettée prédécesseur Mme Loyola de Palacio.

L'Union pour la Méditerranée s'est engagée à accorder une attention particulière au développement d'une politique maritime harmonisée dans le cadre du partenariat Euromed à compter de 2009. Elle a également positionné de grands projets transports au cœur de ce partenariat. Ensemble, nous devons promouvoir et mobiliser les financements de projets d'infrastructures, des autoroutes de la mer et des projets de sécurité maritime qui constituent *l'acquis* de notre coopération euro-méditerranéenne.

Dans le contexte du partenariat euro-méditerranéen, je tiens à souligner l'importance de la coopération sous-régionale dans les domaines des transports et notamment l'initiative du **GTMO 5+5** pour le transport en Méditerranée occidentale, une coopération que je ressens comme très stimulante pour notre coopération pour l'ensemble de la Méditerranée. Après un excellent et productif mandat sous la présidence Tunisienne, il revient à l'Italie de présider les travaux du GTMO. La conférence ministérielle du GTMO 5+5 de cet après-midi marque officiellement cette investiture.



Antonio Tajani

Les réseaux transeuropéens de transport et les autoroutes de la mer

Toute coopération dans le domaine du transport doit s'appuyer sur la construction des infrastructures. La Commission présentera avant la fin de cette année des nouvelles orientations pour les réseaux transeuropéens. Ces orientations mettront un accent particulier sur les **interfaces** entre modes de transport et notamment les **ports**, ainsi que sur le déploiement des **nouvelles technologies** de l'information, de communication et de surveillance.

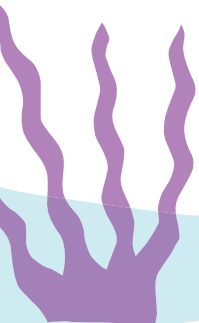
Les **Autoroutes de la mer** pour la Méditerranée auront un rôle important non seulement pour relier les pays européens entre eux, mais aussi pour connecter l'Europe et l'Afrique et se projeter dans un avenir où existeront des réseaux transeuropéens et réseaux transafricains de transports connectés. Afin d'assurer leur valeur ajoutée en termes de durabilité, les infrastructures côtières, en particulier les ports, devront être conformes aux règles relatives à la préservation de l'environnement. Cela est partie intégrante de notre politique de transports durable, dont

le transport maritime est un pilier essentiel, et prendre en compte la dimension d'aménagement spatial des autres activités côtières et maritimes.

Un transport maritime de qualité

En effet, le transport maritime est un élément essentiel de la croissance économique et de la prospérité en Europe. Comme vous le savez, l'Europe joue un rôle majeur dans le monde du transport maritime, vu que 41 % de la flotte mondiale est aux mains de compagnies européennes. Nous avons donc un intérêt crucial en des conditions de concurrence stables et prévisibles au niveau mondial.

C'est pourquoi la recherche de la qualité à long terme du transport maritime est un objectif essentiel d'une politique maritime intégrée en Méditerranée. Et c'est pourquoi la Commission européenne a présenté, en janvier dernier, sa **stratégie de transport maritime à l'horizon 2018**: pour établir un cadre attractif pour des transports et des transporteurs maritimes de qualité en Europe. Cela contribuera au succès





de la stratégie de Lisbonne pour la croissance et l'emploi, en renforçant la compétitivité des pôles d'activité touchant à la sphère maritime.

Cette stratégie vise au delà de la crise actuelle, mais elle contient aussi des éléments pouvant contribuer à la relance économique. Je suis par ailleurs en permanence à l'écoute de l'industrie maritime pour connaître les problèmes auxquelles elle est confrontée, et trouver des moyens de passer la crise de façon optimale avec elle.

Un des éléments clés pour le «quality shipping» est la **sécurité maritime**. Le Parlement européen et le Conseil ont récemment adopté le troisième paquet de sécurité maritime: l'Europe a mis en place un cadre pour la protection de l'environnement – et du citoyen – qui améliorera considérablement la prévention d'accidents maritimes et, le cas échéant, la gestion de leurs conséquences, et renforcera la responsabilité de tous les acteurs concernés. Un rôle important est attribué dans ce cadre au «*bras armé de la sécurité maritime en Europe*», qui est l'agence européenne de la sécurité maritime, l'EMSA.

Dans le **domaine social**, notre Stratégie de transport maritime trace les orientations d'action et objectifs stratégiques au sujet du facteur humain, concernant notamment la promotion de l'emploi, les aptitudes des équipages et les normes de travail. Comme annoncé, nous créerons une Task Force «*conditions d'emploi et compétitivité*», qui se penchera notamment sur l'attractivité des professions maritimes, la formation, les conditions d'emploi.

En outre, garantir des conditions de travail et de vie décentes à bord de tous les navires faisant escale dans les ports européens, nous voulons prendre une initiative législative afin d'assurer le contrôle de la mise en œuvre de la convention de l'Organisation internationale du travail sur le travail maritime de 2006. Par ailleurs, la Commission contrôle l'application des règles internationales dans ce domaine non seulement

par les États membres, mais aussi par les pays tiers d'où viennent les marins.

Un espace sans barrières

Une mesure de soutien réalisable à court et moyen terme est l'établissement de l'**Espace de transport maritime sans barrières**. La simplification administrative nécessite un changement des mentalités dans les administrations nationales. C'est un long processus, que nous avons l'intention de poursuivre avec détermination et endurance. En outre, par le déploiement et l'utilisation des systèmes e-maritime et SafeSeaNet, nous montrerons que ces nouvelles technologies peuvent beaucoup améliorer l'efficacité et la sécurité du transport maritime, ainsi que son intégration avec les autres modes de transports.

L'Union européenne se penche d'ailleurs sur un projet plus vaste, témoignant concrètement de l'approche holistique poursuivie dans le cadre de la politique maritime intégrée. Il s'agit de la **coordination en Europe des systèmes majeurs de surveillance maritime** afin d'assurer une protection plus efficace des mers entourant l'Union européenne à l'égard des risques de toute nature dont elles sont l'objet où des actes illégaux qui peuvent s'y produire. Dans cette optique de construction d'un «système de systèmes» de surveillance, SafeSeaNet jouera un rôle majeur. Nous allons démontrer que des investissements valent la peine, car ils donneront des retours en termes d'efficacité et de compétitivité.

Un des sujets qui me préoccupe fortement est bien sûr la recrudescence des actes de **piraterie**. Même si la mer Méditerranée n'est pas touchée directement par ce phénomène elle en est affectée puisque l'endroit du monde où les actes de piraterie sont les plus nombreux, le golf d'Aden, se situe à ses portes. L'Union européenne s'active beaucoup pour éradiquer ce phénomène par deux voies: d'une part la protection assurée par les

forces navales participant à la force internationale Atalante pour répondre à la demande de protection urgente, d'autre part le soutien aux États de la région pour résoudre le problème à la racine, via la coopération pour augmenter les capacités des États de faire face eux-mêmes au phénomène et les aides au développement économique qui apporteront une solution durable.

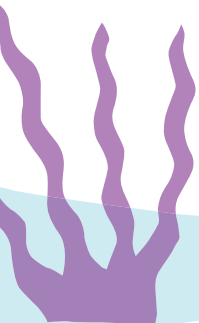
Dans ce contexte, notre législation en matière de sûreté maritime a aussi un rôle à jouer. La combinaison de mesures de prévention et les inspections – par mes propres services – de la Commission européenne aidera aussi à «alerter» [*raise awareness*] les opérateurs aux dangers potentiels.

Je réserve le mot de la fin à la protection de l'environnement et à la lutte contre le changement climatique auquel le transport maritime doit contribuer. Dans le cas du transport maritime, ces préoccupations majeures ne doivent pas être perçues comme des contraintes, mais comme de nouveaux débouchés pour la construction navale et l'industrie du transport maritime ainsi que le commerce Nord-Sud.

Déployées de façon durable, d'autres activités industrielles pourront également développer leur potentiel de croissance: les ports en développant leur rôle de collecteur de déchets d'exploitation des navires et des résidus de cargaison, l'énergie en développant les renouvelables et le tourisme en pérennisant les investissements en des lieux déterminés par un aménagement côtier et maritime approprié.

Le transport maritime, un élément incontournable de la politique maritime intégrée, présente des qualités indéniables par rapport aux autres modes de transports, qualités qui doivent être encore développées. L'industrie doit donc se montrer proactive, et mes équipes, et bien sûr moi-même, serons toujours disposés à l'écouter et à appuyer ses efforts, avec tout l'empressement et l'enthousiasme nécessaires.

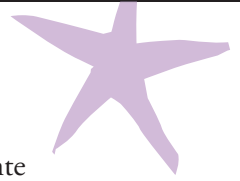
*Mesdames, messieurs,
je vous remercie de votre attention.*





Keynote Speeches

Wednesday, 20 May, 11:00-13:00



Ministerial Panel on the Integrated Maritime Policy in the Mediterranean Sea Basin

STEFANIA CRAXI,
Sottosegretaria di Stato agli Esteri
della Repubblica Italiana

Sono lieta di partecipare ai lavori di questa seconda **Giornata Europea del Mare**, per la prima volta congiuntamente organizzata dalla Commissione e da un Paese Membro.

Desidero inoltre felicitarmi con entrambi gli organizzatori di questa Conferenza, il Commissario Borg ed il Ministro Matteoli, per avere dedicato una sessione al Mediterraneo, estendendola ai rappresentanti non solo degli Stati membri che si affacciano su questo mare, ma anche ai Paesi della sponda sud.

L'Italia ha fin da subito **condiviso l'obiettivo strategico proposto dalla Commissione, di integrare in un approccio sostenibile le differenti politiche settoriali relative al «sistema mare»**. Per il nostro Paese **la definizione di una Politica Marittima Europea rappresenta un salto di qualità rispetto alle azioni finora realizzate in maniera meno sistematica nei vari settori con diverse finalità**.

L'Italia si è mossa lungo gli assi portanti di sviluppo di una politica integrata che si determini nel rispetto del principio di sussidiarietà: lo sfruttamento sostenibile degli oceani e dei mari, la creazione di una base di conoscenze e innovazione per la politica marittima, il miglioramento della qualità della vita nelle regioni costiere, un ruolo guida per l'Europa negli affari marittimi internazionali.

L'approccio integrato si rivela particolarmente importante in **un'area come il Mediterraneo, storicamente caratterizzata anche da importanti criticità e tensioni, tenuto conto che è necessario prendere in considerazione la specificità degli Stati membri e l'azione quotidiana che essi svolgono per il mantenimento della maritime safety, della maritime security, della protezione dell'ambiente e della tutela della sicurezza pubblica e dei diritti degli individui**.

Il tema della sicurezza è presupposto indispensabile alla stabilità e allo sviluppo dell'intera Regione: la molteplicità delle crisi che minacciano l'area deve essere affrontata sulla base di un programma di **«sicurezza condivisa»** concordato in **un'ottica di co-ownership**. Occorre sviluppare un nuovo concetto di sicurezza in grado di **trasformare il bacino del Mediterraneo in un'area di maggiore stabilità e cooperazione, senza erigere barriere tra le sponde nord e sud**.

In quest'ottica l'Italia, alla Ministeriale Esteri dell'Unione per il Mediterraneo di Marsiglia (novembre 2008) ha dato un forte impulso allo sviluppo della collaborazione nel settore della soft security, in particolare promuovendo e organizzando, il 6 e 7 maggio scorso a Genova, **il Primo Forum Mediterraneo delle Guardie Costiere**, sul modello degli analoghi esercizi già avviati nell'Atlantico del Nord e del Pacifico del Nord.

L'iniziativa è stata caratterizzata da un ottimo livello di partecipazione ed ha prodotto un buon risultato in termini di proposte per lo sviluppo di collaborazioni regionali e sub-regionali. Genova, che già ospita istituzioni di primo piano nel campo della formazione e dell'addestramento marittimi, è stata scelta quale sede dell'evento a riconoscimento delle sue tradizioni e della sua vocazione mediterranea ed è quindi la candidata naturale ad ospitare future nuove iniziative europee o euro-mediterranee nel campo della sicurezza marittima.

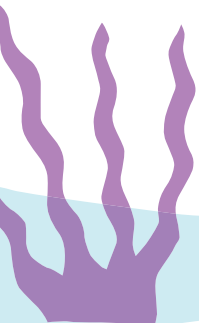


Desidero sottolineare in particolare la partecipazione al Forum di Genova di quasi tutti i Paesi europei e mediterranei, inclusi numerosi Paesi arabi, nonché quella di alto livello della Commissione Europea e delle maggiori Agenzie specializzate in ambito marittimo. È stato coralmente recepito il carattere innovativo dell'evento che ha colmato un vuoto istituendo un essenziale strumento di collaborazione per il Mediterraneo, un mare che per la sua geografia e per le comuni sfide che lo caratterizzano – politiche, economiche, ambientali, migratorie – deve trasformarsi in un'entità sempre più coesa e integrata.

Il Forum di Genova ha affrontato tematiche fondamentali per la sicurezza collettiva, quali la sicurezza delle installazioni e delle rotte marittime, la collaborazione in caso di catastrofi naturali e ambientali, il soccorso in mare, la lotta all'inquinamento marino e la tutela delle risorse ittiche. Il Forum ha inoltre messo in rilievo il ruolo umanitario che le Guardie Costiere svolgono quando si tratta di salvare vite in mare come accade ogni giorno o di intervenire in qualità di braccio operativo della Protezione civile, si tratti di sismi, incendi o altri eventi naturali che così spesso affliggono la nostra regione.

I lavori di Genova hanno posto le basi per un primo piano d'azione, integrato e condiviso, in materia di soft security. Auspichiamo quindi che ciò che è stato originariamente concepito come un arricchimento alla cooperazione settoriale euro-mediterranea possa presto trasformarsi in un organismo strutturato, con regole proprie e periodiche riunioni annuali. La creazione di un Segretariato del Forum, basato in Italia e destinato a coordinare lo sviluppo della nuova organizzazione, potrà rappresentare un primo importante passo in questa direzione.

Dall'iniziativa del Forum presa come punto di partenza potremmo allargare ulteriormente la sfera della cooperazione mediterranea ad altri settori cruciali per il nostro sviluppo. Una cornice di sicurezza è infatti funzionale alla promozione di quei grandi progetti di sviluppo infrastrutturale e industriale lanciati dal Vertice dell'Unione per il Mediterraneo di Parigi della scorsa estate. Iniziative comuni possono essere ad esempio sviluppate in relazione all'ambiente, alla formazione al sistema dei trasporti, alle infrastrutture, in primo luogo alle autostrade del mare.





Su questa stessa linea, un ruolo di primo piano ha l'iniziativa che l'Italia promuoverà il 20 e 21 luglio prossimo a Milano: il primo **Forum Economico-Finanziario** costituirà l'occasione per rappresentanti di Governo, imprenditori ed economisti delle due sponde del Mediterraneo per discutere in un quadro informale le prospettive di sviluppo della Regione e la possibile partecipazione del capitale privato alle grandi iniziative progettuali euro-mediterranee. Il Forum, che mira a divenire un appuntamento annuale di collaborazione economica e finanziaria, una sorta di «Davos mediterranea», sarà dedicato quest'anno in primo luogo alle tematiche dell'energia, delle infrastrutture e del sostegno alle PMI.

L'Italia, in ragione delle sue tradizionali competenze nel campo della Difesa, della Guardia costiera e della Protezione civile, nonché delle sue eccellenze industriali e tecnologiche nel settore marittimo, continuerà ad impegnarsi per promuovere la cooperazione nel campo della «sicurezza condivisa» nel Mediterraneo, nel quadro delineato dal Forum di Genova e in tutti i fori multilaterali di collaborazione del Mediterraneo. Soltanto attraverso un comune percorso di collaborazione potremo affrontare con successo le sfide globali che interessano la nostra regione che, pur nella complessità dei suoi equilibri geopolitici, conserva un grande potenziale di sviluppo da valorizzare con uno sforzo condiviso.

Il mare è teatro cruciale per i trasporti. E' anche **cerniera tra l'Unione ed i Paesi vicini**, ai quali guardiamo per lo sviluppo dei nostri flussi commerciali e turistici. **Spiace rilevare qualche polemica di troppo emersa in questi giorni**

a proposito dell'azione italiana di contrasto all'immigrazione clandestina. L'azione del governo non è rivolta contro chi ha bisogno, categoria questa che ci vede da sempre quale Paese attento e sensibile. E' contro chi traffica esseri umani, contro le organizzazioni che fanno della disperazione il loro business che abbiamo deciso di intensificare l'azione di contrasto.

Il Mediterraneo rappresenta, anche semanticamente, meglio di altre distese marine, uno spazio di interconnessione e di scambio. È necessario rafforzare l'impegno dell'Unione Europea nella realizzazione delle Reti transeuropee, che si configurano non solo come volano per la crescita e lo sviluppo del mercato interno, ma anche come strumento per estendere gli interessi dell'Unione verso l'Est e verso l'Africa.

A questo proposito, l'Italia ha proposto di avviare un monitoraggio sullo stato di avanzamento dei progetti delle Reti Transeuropee di Trasporto, che aggreghi in modo organico quanto deciso nel quadro della Politica europea dei trasporti, della Politica di Coesione (Programmi operativi nazionali e regionali) e dell'Unione per il Mediterraneo. E i grandi assi individuati con le Reti transeuropee di trasporto non possono arrestarsi ai confini dell'Unione.

Mi è sembrato utile sottoporre queste considerazioni in un evento che confidiamo possa rappresentare un momento di riflessione politica utile e fattiva. E che periodicamente possano verificarsi con precisione i concreti passi in avanti compiuti in tale ambito.

Keynote Speeches

Wednesday, 20 May, 11:00-13:00



Ministerial Panel on the Integrated Maritime Policy in the Mediterranean Sea Basin

Prof. GIAMPAOLO MARIA COGO,
Presidente di Rete Autostrade
Mediterranee (R.A.M.) S.p.a.

*Onorevoli Signori Ministri,
Autorità,
Signori ospiti,*

In questi ultimi anni il Programma delle «Autostrade del Mare», da felice intuizione ha dato progressivamente luogo a concrete attuazioni che hanno reso più prossimo l'obiettivo di trasferire una quota rilevante del traffico commerciale dal trasporto stradale alla modalità del trasporto marittimo, decongestionando la viabilità, soprattutto autostradale, insieme all'abbattimento dei costi energetici e delle emissioni inquinanti.

Nel «Libro Verde» del febbraio 2009, con il quale la Commissione Europea ha provveduto al riesame della politica riguardante la Rete Transeuropea di trasporto, TEN-T, l'importanza del Progetto prioritario «Autostrade del Mare» viene espressamente riconosciuta insieme all'esigenza di rafforzare tale strumento multimodale, per ottimizzare l'interconnessione del trasporto terrestre con quello marittimo; in considerazione del fatto che le previsioni di crescita del trasporto merci (un aumento del 34% nel quindicennio 2005-2020) evidenziano l'urgenza di apprestare valide ed adeguate alternative alla modalità del trasporto stradale su gomma.

Il Programma delle «Autostrade del Mare» costituisce essenzialmente un Progetto integrato che coinvolge infrastrutture, impianti, procedure, tecnologie e servizi, e quindi più soggetti:

- i porti, come snodi essenziali della rete, che vanno adeguatamente potenziati per favorirne l'accessibilità ed il raccordo con la grande viabilità e le ferrovie;
- l'armamento, che in questi ultimi anni ha investito risorse ingenti su nuove linee delle «Autostrade del Mare»;
- l'auto-trasporto, che va incentivato ad utilizzare la via marittima mediante più agevoli condizioni operative nell'interconnessione terra-mare e con interventi specifici di sostegno.

A tale riguardo, si registra positivamente l'iniziativa del nostro Paese di erogare un contributo (c.d. Ecobonus) agli autotrasportatori che scelgono di utilizzare la modalità marittima; tale incentivo ha dato ottimi risultati ed è apprezzato dai *partners* comunitari come una delle *best practices* italiane. Nell'arco dei prossimi due anni, l'Ecobonus consentirà di erogare 241 milioni di euro alle imprese di autotrasporto che sceglieranno di utilizzare la modalità marittima.

Il trend di crescita delle «Autostrade del Mare» risulta dal dato che l'offerta settimanale di carico (espressa in metri lineari) relativamente alle linee internazionali, nel quadriennio 2004-2008 è pressoché raddoppiata (+ 93%); ed il numero di TIR che hanno utilizzato la modalità marittima è cresciuto del 19%, mentre sulle 25 rotte ammesse al contributo dell'Ecobonus, nel 2007 è stato effettuato un totale di 500 000 viaggi.

La rilevanza del fenomeno, le tradizioni marinare e la posizione del nostro Paese rispetto al programma delle «Autostrade del Mare» hanno determinato l'adozione da parte del Governo italiano di uno strumento operativo appositamente dedicato mediante la costituzione, nel 2004, della società a capitale interamente pubblico, Rete Autostrade Mediterranee S.p.a., che ho l'onore di presiedere.



Per impulso del Ministro delle Infrastrutture e dei Trasporti, che ne controlla la governance e ne indirizza l'attività, la R.A.M. S.p.a. ha di recente realizzato il proprio rafforzamento istituzionale ed operativo, svolgendo attività in house del Ministero delle Infrastrutture e dei Trasporti volte alla piena attuazione del Programma «Autostrade del Mare» attraverso la promozione della realizzazione di nuove linee.

Con la snellezza propria dell'organizzazione aziendale che consente una conduzione manageriale – *dei cui lusinghieri risultati, va espressamente riconosciuto merito all'Amministratore Delegato Dott. Affinita, che ha saputo tradurre con piena efficacia gli indirizzi ministeriali ed i programmi operativi valutati dal Consiglio di amministrazione* – R.A.M., oltre a provvedere alla gestione dell'Ecobonus a sostegno dell'auto-transporto, riducendone sensibilmente i tempi dell'erogazione, è attivamente partecipe e propulsore dei più importanti progetti comunitari di settore; soprattutto, intende caratterizzare la sua missione come «facilitatore di sistema», per coordinare e mettere a fattor comune i diversi soggetti interessati allo sviluppo delle «Autostrade

del Mare»; ponendo attenzione all'acquisizione di tutti gli elementi di conoscenza atti alla ricognizione complessiva ed aggiornata delle relative problematiche, riguardo alle quali ha in programma di redigere un «Rapporto annuale» entro fine 2009.

Sempre in quest'ottica, R.A.M. ha anche promosso ed attuato il «Master Plan» nazionale delle infrastrutture, mediante il capillare monitoraggio del fabbisogno infrastrutturale dei porti, con particolare riferimento alle esigenze del cosiddetto «ultimo miglio», cioè dei raccordi con il sistema viario retrostante ai nodi portuali.

Per il reperimento delle risorse necessarie agli investimenti nelle infrastrutture portuali, R.A.M. si sta impegnando nell'individuazione di percorsi di finanziamento innovativi, a carattere misto, coinvolgendo il capitale privato e mettendo a frutto la collaborazione con istituzioni finanziarie internazionali, a cominciare dalla BEI; così da mobilitare consistenti flussi di risorse intorno ai progetti mirati allo sviluppo delle «Autostrade del Mare».

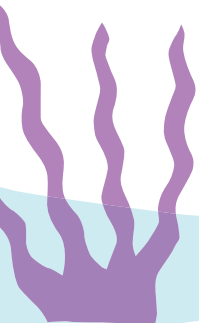
R.A.M. intende inoltre svolgere un ruolo di affiancamento con le Regioni, estendendo le intese già stipulate in modo da tradurre il «Master Plan» in piani regionali orientati alla valorizzazione della modalità marittima.

L'obiettivo è di ampliare il numero delle linee sviluppato in questi ultimi anni soprattutto sul versante tirrenico, nonché sulla direttrice Nord-Sud della Penisola; mediante l'attivazione di ulteriori linee dorsali, anche con funzioni di *by-pass* rispetto a situazioni di forte criticità della rete stradale: basti pensare alle pesanti strozzature sulla direttrice Salerno – Reggio Calabria, ovvero alla sempre più forte congestione dell'autostrada Livorno-Genova-Ventimiglia per i collegamenti verso la Francia e la Spagna.

R.A.M. presta soprattutto grande attenzione alla funzione strategica delle «Autostrade del Mare» nell'ambito dell'intero Bacino Mediterraneo, nei confronti di tutti i Paesi, anche non comunitari, che si affacciano o gravitano sulle sue sponde.

Il successo delle relazioni euro-mediterranee avviate in questi ultimi anni potrà essere favorito, in misura non marginale, dalla capacità di realizzare un fitto reticolo di nuove rotte – appunto di «Autostrade del Mare» – in grado di raccordare, scorrevolmente, economie e popoli, contribuendo tra l'altro a disinnescare i fattori dell'ostilità e dello scontro e ad esaltare invece le ragioni della vicinanza., perseguendo concretamente la prospettiva dell'autentica convivenza pacifica.

Come ebbe a scrivere Fernand Braudel «*il Mediterraneo è un antico crocevia. Da millenni tutto è confluito verso questo mare, scompigliando e arricchendo la sua storia*». Il Mediterraneo può svolgere allora una funzione decisiva, riproponendosi come l'antico crocevia di commerci e di culture che, nello scambio reciproco, si mescolano ed appunto si arricchiscono.





Keynote Speeches

Wednesday, 20 May, 14:00 - 16:00



Contribution of Maritime Clusters to Competitiveness and Regional Development

GÜNTER VERHEUGEN,
Vice-President of the European
Commission, Responsible for
Enterprise and Industry

*Distinguished Guests,
Ladies and gentlemen,*

Introduction

I am very pleased to have this opportunity to speak with you in these beautiful surroundings and I would like to thank the Italian government and my colleague Commissioner Borg for organising this remarkable event.

I want to speak today about the competitiveness of our maritime industries in these difficult economic times and acknowledge the importance of our Integrated Maritime Policy and maritime clusters.

Industrial Policy & Market Outlook

There is no doubt that business conditions in the maritime industries are going to remain very difficult during 2009. We gather here at a time of unprecedented economic turmoil that is affecting the open and globalised maritime industries particularly hard.

My job is to ensure that our European policies create the necessary framework conditions to help industries compete and thrive even in difficult times like these.

The shipbuilding industry in its broadest sense is of strategic importance for Europe and not only worthy in its own right but also a vital part of the solution to our transport and environmental goals. That is why we developed the LeaderSHIP 2015 strategy – about which I'll say a few more words in a moment.

But first, I'd like to briefly refer to the latest market situation...

Trading conditions are currently very difficult with a worrisome lack of demand for new ships.

It is however fortunate that Europe's maritime industries have largely specialised in a range of market niches and have retained only a small market share in the mass markets that will bear the brunt of the crisis. Our industries have generally made wise decisions with regard to product portfolios and this will hopefully provide a certain buffer against the worst effects of the crisis. But I also have no illusions about the difficulties being felt in almost all market niches; with our Asian competitors competing fiercely and not always fairly.

No one has a silver bullet or quick fix solution to respond to these challenges that are being experienced by many industries in most countries and regions. But I firmly believe that the maritime industries have, in the LeaderSHIP 2015 initiative, the best possible structure to face up to the current challenges. We now need to build on the progress achieved in recent years and initiate whatever new actions are deemed necessary without yielding to excessive alarmism or pessimism.

LeaderSHIP 2015

In recent years the maritime sector has maintained or gained competitiveness in a number of market segments. They have responded flexibly and appropriately to changing market conditions and have been busy investing and innovating.

LeaderSHIP 2015 remains an appropriate framework for our maritime sector policies and we will continue to translate its recommendations into concrete actions to help deliver competitive maritime businesses.

But as the facts and challenges change, we must also be open to changing our minds and policy responses. That is why I will organise a high-level, roundtable discussion on the next phase of LeaderSHIP 2015, in Bremen, in September. I intend to use such a meeting with key industry leaders and government Ministers to take stock of progress made in achieving our goals, chart our future course and consider possible new work items.

To mention just a few of the key issues on the agenda, I would cite:

Research, Development and Innovation (RDI)

Because Europe's competitive advantage is based upon its ability to construct the most advanced vessels, LeaderSHIP has specifically focused support on innovation. The relevant rules set out in the Shipbuilding State Aid Framework allow for the industrial application of innovative products and processes.

This framework has now been renewed until the end of 2011 and we must make the most of the exceptional possibilities provided by it. It would indeed be unfortunate if research and innovation budgets were significantly cut in order to reduce costs in the short term, without due consideration of the negative long term effects of such cutbacks. And with the WATERBORNE Technology Platform, I trust RDI will continue to be one of the main drivers of maritime success in the coming as well as recent years. Indeed, the current economic crisis also provides an opportunity for Europe to deploy its world-leading innovative capabilities to emerge after the downturn with new level of environmentally friendly ships. To that effect, the Commission is also exploring the possibility of launching a 'Clean ship' initiative with a view to dramatically increasing the environmental performance of all shipping activities.

Trade

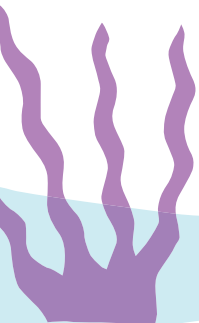
Because of the well known absence of a level playing field in the shipbuilding market, we must – now more than ever – do everything we can to avert a global subsidy race and unfair pricing practices. To that effect, efforts to re-launch the relevant negotiations on a global shipbuilding agreement – with enforceable disciplines on both subsidies and prices – are ongoing. Our main competitors (principally Korea and China) however, still need to show sufficient commitment to seriously address unfair pricing in any agreement, before we can agree to go back into negotiations.

In the absence of progress in these arenas, the Commission is pursuing bilateral contacts with the relevant countries; reminding them, for example that full participation in a globalised marketplace confers responsibilities as well as rights and urging them to desist from market distorting subsidies.

Financing

Problems with access to finance in the shipbuilding industry were present long before the financial crisis hit and they will remain after the general crisis has abated. The Competitiveness Council has recognised the importance of the issue and my services are now working to prepare the ground for an effective European scheme.

In the interim, Member States are encouraged to apply national rules flexibly and pragmatically to prevent the bankruptcy of competitive maritime businesses due to short term financing difficulties and thereby save viable companies and jobs.





Günter Verheugen

Intellectual Property Rights

Our maritime competitiveness is based on having superior products and we must work to ensure that the knowledge and experience that helps create them is properly protected. To that effect, I'm pleased to announce that we will organise a series of IPR workshops in appropriate locations throughout Europe in the coming year with a view to reaching the people dealing directly with these issues.

I can also commend the Guardship and other initiatives that industry has taken to protect its intellectual property.

Skilled Workers

I would also like to stress the crucial importance of skilled, flexible and well trained workers in your industries and invite the social partners to

draw on the very good record of constructive dialogue in the sector to forge common solutions to upcoming challenges. The need for talented fresh blood and well trained workers in the sector needs to remain a priority for the industry even during these trying times.

Ladies and gentlemen, all of these actions are underpinned by our Integrated Maritime Policy and taken forward by businesses that form part of our vibrant maritime clusters...

Integrated Maritime Policy & Clusters

The Integrated Maritime Policy initiative has contributed to a revival of interest in maritime affairs and highlighted the importance and interconnected nature of sea-sustained activities. The maritime industries matter and contribute significantly to Europe's prosperity. And in today's knowledge economy, the creation of the

most favourable conditions for innovation is vital. Innovation arises when a critical mass of like-minded, highly skilled and knowledgeable actors interact and share their insights. That is why innovation often benefits from geographic proximity. It is also why it makes sense to nourish and nurture such togetherness – in the form of clusters – in the maritime sphere as elsewhere.

Clustering works very well for many maritime businesses, as their activities (e.g. shipping, ship-building and ports) are often closely inter-related. Strong maritime clusters often give businesses access to assets that they cannot afford individually. Clusters can especially help small and medium sized enterprises and research institutes to get access to research projects. Clusters can help in increasing the productivity of companies, drive innovation and productivity growth, stimulate the formation of related, new businesses and make the whole greater than the sum of its parts.

That is why the European Commission is already doing a lot to support maritime clusters. In addition to the support given to clusters in regional, research and other policies, specific initiatives like the Maritime Industries Forum and the Waterborne Technology Platform are helping maritime stakeholders forge common solutions to current challenges. Meanwhile, a range of other activities in this field, like the European Network of Maritime Clusters, are further helping to promote and reinforce maritime Europe.

In addition, the Commission adopted a Communication on Clusters, last October which sets out for the first time a coherent policy framework to support cluster excellence and cooperation in the EU. Concrete and creative actions in the fields of cluster mapping and others in the European Cluster Observatory, European Cluster Alliance, or European Cluster Policy Group contexts are delivering useful results.

We are rapidly gaining a better understanding of the nature and potential of maritime clusters in Europe and this will contribute to the elaboration of any appropriate interventions and policies going forward.

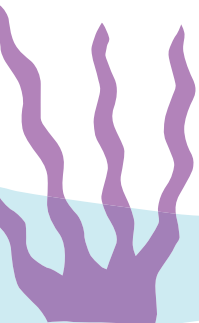
The Commission's policy framework in this context is also enhanced through its recent Communication outlining an 'Agenda for Sustainable and Competitive European Tourism'. Coastal tourism ranks alongside shipping and off-shore energy exploitation as one of the top three maritime sectors in terms of jobs and turnover. It is a dynamic and innovative industry that is integrated with the cruise sector and other parts of the maritime cluster and driving sustainable growth in many European regions.

In this respect, I might also take the opportunity to acknowledge the regional significance of maritime activities. Shipyards cannot be moved in the same way as some other industries. Historically, this has led to regional centres, characterised by a cluster of maritime industrial activities. Traditionally many subcontractors have been located near the yards which are often at the heart or origin of a distinct maritime cluster. But, as we heard last month at the Prague Conference on Maritime Clusters in Landlocked Countries, economic activities and jobs are also frequently generated in regions further away.

Conclusion

Ladies and gentlemen, this gathering in Rome bears witness to the importance of the maritime sector in our culture, history and hearts as well as for our economy. Even in this Eternal city, we cannot expect eternal prosperity; but I am confident that the future of our world class maritime industries is bright and I will continue to strive to ensure that the best policy mix is being crafted and applied at EU level to meet the challenges ahead.

Thank you.





Keynote Speeches

Wednesday, 20 May, 14:00 - 16:00



Contribution of Maritime Clusters to Competitiveness and Regional Development

LUC VAN DEN BRANDE,
President of the Committee
of the Regions

*Commissioner G. Verheugen,
Committee of the Regions colleague,
Mr Le Drian,
Representatives of the European
maritime activities,
Ladies and gentlemen,*

It is an honour for me, as president of the Committee of the Regions, to take part in this panel discussion on the contribution of maritime clusters to regional development, in particular in the context of the economic crisis affecting directly maritime activities. It is also a great pleasure to have Commissioner Günther Verheugen here with us, with whom our institution has enjoyed close and productive relations over the last five years.

Before getting to the heart of the matter, I would like to congratulate the European Commission, and particularly Commissioner Joe Borg, on this second European Maritime Day, which perfectly illustrates the high profile and vitality of maritime Europe. I believe that we are on the right track, and that the EU has truly become aware that the sea is set to become the first pillar of the global economy, and that our century will see a stronger focus on the maritime than any other in mankind's history.

Thanks to the joint efforts of industry professionals and the maritime and coastal regions to raise awareness of the importance of our maritime heritage and its potential; thanks,

also, to the vision of certain Member States and the European Commission; European maritime policy has, today, become a policy in its own right, aiming to bring consistency to all those sectoral policies that have an impact on the seas and oceans. Presenting an overarching vision and preventing or handling usage conflicts between policies as diverse as fisheries, industry and science is no easy task and highlights the ambitious stance taken by the EU in this specific field.

I would therefore like to emphasise the commitment shown by our institution, whose members include almost 90 elected representatives of maritime regions and as many alternates, who have supported the EU's initiatives to promote an integrated, sustainable and active maritime policy. Indeed, our elected representatives of maritime regions – including Brittany, whose president, Mr Jean Yves Le Drian, is here today – welcomed the fact that *'in its Annual Policy Strategy for 2009, the European Commission confirms that maritime policy represents one of its political priorities'*, but deplored *'the low level of funding foreseen in this field in 2009, involving the redeployment of EUR 6 million from the resources available under the fisheries policy'*⁽¹⁾.

The Committee of the Regions is currently working on an opinion (*adopted by the COTER commission on 5 May*)⁽²⁾ on maritime and coastal policy, highlighting the key role played by local and regional authorities in this field. Regional authorities are best placed to promote coordination between different sectoral policies on the ground. In addition, local and regional authorities in coastal areas have a special responsibility concerning spatial planning in those areas: they have to manage the tensions resulting from usage conflicts on the coast and at sea, and aim for economic development and a level of employment that are compatible with the need to protect the

1. CdR 22/2008, *An Integrated Maritime Policy for the European Union* (Rapporteur: Ms Kalev), 10/04/2009.

2. CdR 416/2008, *Maritime Package* (Rapporteur: Mr Delebarre) (adopted by COTER on 5/05/2009).

marine environment. Consequently, they have developed expertise in integrated strategic approaches to this type of territory, including policies as varied as transport, port development, security, maritime spatial planning, vocational training and Integrated Coastal Zone Management.

Therefore, a form of governance that more directly involves local and regional players is absolutely necessary for the proper implementation of European maritime policy. There is such significant interaction between maritime activities that this new form of maritime governance would be unable to function without industry professionals, whether they be private maritime transport or fishing firms or research centres working in the field.

With the escalation of international trade over the last decades, maritime activities have marked up spectacular growth rates: maritime cargo flows have increased fivefold in the last 30 years alone; by 2020, it is estimated that the shipping industry will transport 14 to 15 billion tonnes (against 6-7 today), compared to the 180 000 tonnes transported by aeroplane (against 65 000 today). The emergence of maritime clusters all over the world indicates just how dynamic the global maritime sector is, even though the current shrinking of economic activities has impacted negatively on the results of maritime activities, in particular in the field of transport.

In such a context, also marked by the strong emergence of the Asian nations in the shipbuilding and shipping sectors, I believe it is essential to maintain and even strengthen the European Union's maritime power. Industry professionals have already realised this, for the very idea of a cluster is to benefit from the synergies between

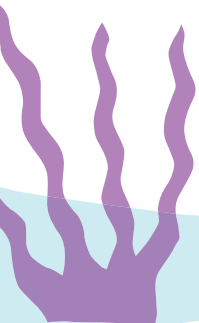
the different maritime activities in a particular region, and to stimulate economic growth by bringing research and industry closer together.

To our minds, there is no doubt that clusters – *when they are successful* – are drivers for growth and employment in the hosting territories, as they favour the diffusion of innovations, not only in high tech industries, thereby providing opportunities for SMEs to compete in the global markets and creating skilled jobs. By definition, whenever a cluster exists, public authorities are interested in its present performance and ongoing trends. However public authorities should refrain from systematically translating this interest into policy measures: they should act only when their intervention can bring real added value, and refraining from acting when this is neither necessary nor useful.

Another difficulty with public intervention stems from the need to approach cluster policy in an integrated manner. As regional elected representatives, we are very familiar with the idea of an integrated approach, as has been promoted for some ten years by the European regional policy. However, this kind of approach, which we would like to see applied to all the sectoral policies for a given region (whether outlying, coastal or inland) in order to better achieve territorial cohesion, has not yet become common governance practice for us.

We believe that only an integrated, partnership-based approach to public policy can result in improved efficiency (by ensuring consistency between measures taken in a given region) and greater cohesion.

Therefore any national, regional or European policy, should acknowledge that clusters have by definition a territorial nature that should be taken into account: clusters inhabit territories





Luc Van den Brande

which have a multiplicity of relevant players. Not involving them is a recipe for failure, irrespective of the more or less centralised or federalist nature of each country.

Today, the financial support given by the European Union to maritime clusters is mainly based on regional policy, particularly in the context of the Interreg programme which is designed to enhance territorial cooperation. For example, the InterMareC programme – which Mr Le Drian is certainly familiar with, as Brittany is one of the programme's partners, along with Schleswig-Holstein and Pomerania – has made it possible to lay the groundwork for an interregional maritime cluster. This should open up tremendous prospects of growth in the maritime sector and create significant impulse for the regional economy and job market. This project has also fostered cooperation between local and regional actors from the maritime sector, especially by creating innovative cooperation between maritime private companies, scientists and public authorities.

These exchanges of good practices and networking initiatives to me represent some of the greatest value added to European public policies.

*Commissioner Verheugen,
Mr Le Drian,
Ladies and gentlemen,*

To conclude, I would like to emphasise the Committee of the Regions' support for an Integrated European Maritime Policy, as we believe it is absolutely necessary to heighten consistency between the different sector-specific measures at work in the maritime sphere. The objective of territorial cohesion – which should soon become a political goal of the EU – is a strong reason for this. Indeed, just as territorial cohesion does not stop at the frontiers of the EU, nor does it stop at its land borders. The regional development of coastal and island areas, which are home to almost half of our population (i.e. 240 million inhabitants⁽³⁾), is at stake.

Given the intrinsic diversity of its members, the Committee of the Regions also wishes to stress that each of Europe's maritime regions has its own specific features, which make them so different and, above all, so distinctive: as a result, these regions do not form a uniform whole. Despite the efforts of some, the 'Europe of the maritime regions' does not yet exist. Nonetheless, the first faint stirrings can be heard, as the maritime clusters in certain Member States have begun the process of forming a European maritime cluster, thus uniting our ambitions for a maritime Europe that is competitive, powerful, innovative and respectful of the environment and of our sea and ocean heritage.

Thank you for your attention.

3. Population living within 50 km of the sea or the ocean.

Keynote Speeches

Wednesday, 20 May, 17:30-18:00



Closing Session

Senatore ALTERO MATTEOLI,
Ministro delle Infrastrutture e dei Trasporti
della Repubblica Italiana

*Sig.ri Commissari,
Gentili Colleghi,
Rappresentanti di Associazioni italiane
ed Europee del settore marittimo,*

La Celebrazione della 2° giornata del Mare europea si conclude oggi in questa splendida cornice di Palazzo Colonna e credo sia doveroso fare un minimo di resoconto di quanto avvenuto in questi tre giorni di incessanti lavori.

E' stato un grande onore per l'Italia, e per la città di Roma, poter ospitare questo importante evento, che ha rappresentato un alto momento di confronto europeo a livello istituzionale ma, anche, tra operatori, utenti e cittadini che hanno dato vita ad una serie di workshop tematici nelle due giornate del 18 e 19 maggio. Giornate di lavoro che hanno riscosso molto successo, contribuendo in modo costruttivo e propositivo a sviluppare delle proposte che saranno, certamente, tenute in forte considerazione da parte della Commissione Europea nella futura proiezione della politica marittima europea.

Dicevo, quindi, un grande successo, ma soprattutto una grande partecipazione da parte della società civile, degli operatori e dei cittadini europei.

Abbiamo ricevuto complessivamente più di 1 700 adesioni da tutta Europa, adesioni che hanno costretto i nostri Uffici e quelli della Commissione europea a dover svolgere un delicato e non facile compito di contenimento dei partecipanti per motivi ovviamente legati a problemi logistici e funzionali.

Questo, però, naturalmente non fa che confermare quanto in realtà la **Politica Marittima** rappresenti, per i cittadini europei, un tema importante per lo sviluppo dell'intera economia dell'Europa e per quella dei popoli che si affacciano sui mari europei.

A questo proposito devo, ovviamente, ringraziare tutte le personalità oggi convenute, i colleghi Ministri Europei ed in particolare i Ministri del Nord Africa che hanno consentito a quest'evento di diventare non solo un momento di celebrazione della **Politica marittima europea ma un momento di riflessione e confronto per una Politica Marittima allargata del Mediterraneo.**

Questo importante contributo mediterraneo, in linea con quanto auspicato dalla stessa Commissione europea nella comunicazione del 26 giugno 2008, sugli «Orientamenti per un approccio integrato della politica marittima», ci ha dato la possibilità di rilanciare la sfida per una futura politica marittima integrata del Mediterraneo con un alto grado di coordinamento transfrontaliero; una politica che consenta l'integrazione delle conoscenze e una più stretta e concreta cooperazione fra Stati membri in settori strategici.

A questo proposito siamo convinti che la creazione della **Piattaforma Tecnologica Marina per il Mediterraneo**, presentata in questa manifestazione, contribuirà in modo attivo e concreto a sviluppare la cooperazione nel settore della ricerca e dell'innovazione tecnologica marina, nel bacino del Mediterraneo, e che sulla base di tale esperienza presto si avvieranno nuove attività di cooperazione in altri settori.

Per quanto riguarda la Politica Marittima europea mi sento di dire che questa giornata ha centrato lo spirito e l'obiettivo che l'Italia insieme alle istituzioni comunitarie si erano posti: **quello di elevare il livello di attenzione dei cittadini**



e delle istituzioni nazionali ed europee sull'importanza della futura politica marittima, e sul ruolo strategico che essa giocherà nel futuro sviluppo dell'intera Europa.

Devo dire che questi principi escono rafforzati alla fine di questa importante Conferenza e, soprattutto, viene ribadito l'impegno e lo sforzo dei Paesi Membri, delle Associazioni di categoria e degli operatori di settore, a sostenere la strategia che l'Unione Europea ha tracciato negli anni scorsi sulla politica marittima, raccogliendo la sfida tesa a sviluppare, attraverso il rilancio dell'economia marittima, il complesso dell'economia europea, in un momento particolarmente difficile per l'intera economia mondiale.

A questo proposito corre l'obbligo di dover ringraziare quanti hanno lavorato incessantemente per l'ottima riuscita di questo evento: un ringraziamento va agli Uffici della Commissione Europea – DG Mare, ed in particolare del Gabinetto del Commissario Borg, alla società RAM, agli Uffici del mio Ministero ed alle altre Amministrazioni italiane che hanno partecipato all'organizzazione dell'evento, ma, soprattutto, un ringraziamento va alle Associazioni di categoria europee ed italiane che con la loro partecipazione hanno reso possibile creare un evento di successo.

Sono sicuro che il confronto aperto e costruttivo avviato, in queste tre giornate di lavori, su importanti e strategiche tematiche, sarà adeguatamente utilizzato dalle istituzioni comunitarie per l'implementazione e lo sviluppo delle future linee guida sulla nuova politica marittima europea e del Mediterraneo.

Sono convinto che oggi a Roma, a conclusione delle Celebrazioni della Giornata Europea del Mare, l'elemento più importante che possiamo registrare è certamente l'impegno da parte di tutti i partecipanti a garantire un approccio integrato degli affari marittimi nel quadro dei propri ambiti di governance, l'impegno a costruire una maggiore cooperazione ed una effettiva integrazione europea di tutte le attività marittime.

Questo impegno, questo diffuso convincimento testimonia che il mare si conferma sempre più come il più grande catalizzatore delle convenienze e degli interessi dei popoli e per questo motivo ho ritenuto utile proporre che queste Giornate producessero un **«manifesto conclusivo»** utile per ribadire questa coscienza comune.

Keynote Speeches

Wednesday, 20 May, 17:30-18:00



Closing Session

JOE BORG,
Member of the European Commission,
Responsible for Maritime Affairs
and Fisheries

*Minister Matteoli,
Ladies and gentlemen,*

Three days of successful discussions on different aspects of maritime policy lie behind us. They have allowed us to go further in strengthening an integrated approach to the development of seas and coastal regions and in reinforcing dialogue among maritime stakeholders.

First of all I would like to thank Italy, Prime Minister Berlusconi and Minister Matteoli for having invited us to this beautiful venue, for their hospitality and their commitment to maritime policy. The Italian Maritime Cluster has also been instrumental in securing the success of this event, for it first came up with the idea of celebrating European Maritime Day in Italy, in the Mediterranean Sea basin. Although it is located some twenty kilometres from the Mediterranean coastline, Palazzo Colonna has been the perfect vantage point from which to look at our oceans and seas through fresh eyes.

I would like to emphasise that the European Maritime Day celebrations go far beyond this central conference, because they also include around 40 events staged by stakeholders throughout Europe. I would like to thank the organisers of those events and all stakeholder organisations who have decided to hold special events here in Rome in response to our call to come and discuss maritime issues with us.

I am especially glad that we managed to have forward-looking discussions, not only taking stock of what has been achieved over the last years, but also, perhaps more importantly,

reflecting on how we can consolidate the Integrated Maritime Policy and steer in on a steady course for the years to come. Our discussions here in Rome have shown that there is space for another quantum leap of our policy for the greater benefit of our seas, our coastal regions, and the whole of Europe.

In his speech yesterday, President Barroso highlighted five strategic directions for the future.

He mentioned governance, which is and will remain key in our efforts to integrate and improve policy-making towards the oceans, not only in Brussels but also in national capitals and in coastal regions.

He mentioned our promising sea-basin approaches, as the best manner to embed the maritime policy and respond to the diversity of challenges faced by Europe's seas and coasts.

He mentioned our cross-sector instruments, starting with spatial planning, integrated surveillance, and marine data and knowledge.

He mentioned the international dimension of the policy and the need to promote it in the international arena, together with like-minded partners and all those interested in sharing their experience and learning from ours.

Last but not least, he mentioned the need to use further this policy in order to implement Europe's other sectoral policies, such as energy, climate change and maritime transport, thereby fostering the Union's sustainable development.

We said from the start that the Integrated Maritime Policy constituted a winning formula for the economy and the environment and that it could unleash a considerable economic potential. For years we have not been able to tap this potential. Now that we are facing the worst economic crisis in our lifetime, it would be even more absurd to deprive ourselves of these opportunities.



Joe Borg

In these concluding remarks, I would like to pay particular tribute to stakeholder involvement. The huge interest on the part of stakeholders in participating in the events and discussing – in a cross-sectoral manner – a range of issues from governance, maritime transport, maritime heritage, climate change and maritime spatial planning to maritime clusters and the maritime response to the economic crisis, has confirmed once again that the way paved in the Blue Paper was the right one: an Integrated Maritime Policy must develop hand in hand with our stakeholders. This European Maritime Day has been a strong illustration of our shared commitment.

All of you have an important role to play:

- The industry: here we have the Maritime Industries Forum and the European Network of Maritime Clusters. As we have seen yesterday and this afternoon, they all have a networking function and a common goal – namely, to foster regional development and competitiveness.
- Environmental non-governmental organisations have provided important intellectual input for the Marine Strategy Framework Directive. They will remain vigilant and continue demanding further efforts in order to safeguard the marine environment.

- Then there are the maritime and marine science communities, who had started to cooperate and integrate even before the idea of the Green Paper arose, with the Galway Declaration, leading later to the Aberdeen declaration, which inspired the Commission's Marine and Maritime Research Strategy.
- And the regions, of course: coastal regions and stakeholders have a unique insight and know-how and are ideally placed to contribute to integrated policy-making at regional and national level alike. The work of the Conference of Peripheral Maritime Regions was very much part of the original driving force behind an integrated approach.

I think it is fair to say that, without each and every of you, this policy would not exist. You are all an integral part of this integrated policy.

What I would like to see taking shape as soon as possible is a more systemic involvement of stakeholders in the Integrated Maritime Policy. You could, indeed, you should become part of the very design of the policy.

Those of you who are familiar with fisheries know it: I have been a consistent advocate of

this approach towards fisheries stakeholders during my term in the Commission. I think this is an even greater necessity in the case of the Maritime Policy, where you have demonstrated your ability and your willingness to be formidable driving forces. In this respect, I welcome Professor Johan Vande Lanotte's initiative to bring together representative organisations from industry, regional authorities, environmental NGOs, science communities and users of the sea. I trust that this 'network of networks' or 'platform of platforms' will prove itself to be an inspiring forum for exchange. We also look forward to the platform working with us and future hosts in discussing the agenda for future maritime days from the very outset.

Today I wish to call on all stakeholders present to reflect on how this involvement in policy design could become possible. At EU level, one way forward could be the setting up of a consultative committee on maritime affairs where you would come together regularly and feed us with your experience, your enthusiasm and also your criticisms. But there may be other ideas on how best to put this in place, both in Brussels and in Member States. We would welcome your suggestions before the summer break, so we can take them on board in preparing our October progress report.

Ladies and gentlemen,

Five months from now, the Commission will report to the European Council on progress in the EU Integrated Maritime Policy. As you could hear from President Barroso's speech yesterday on the way ahead, this document will be forward-looking. It will not be a mere stock-taking exercise and it will come up with new

proposals for the Integrated Maritime Policy. We will try our best to nourish this report with the spirit of these three days and the many suggestions you have made.

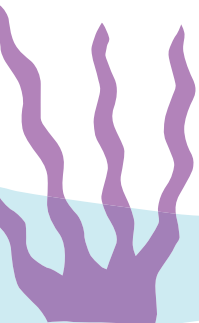
And as our three days come to a close, I can only repeat what I have said many times over the last five years. The Commission owes it to you and to all European citizens to set a very high standard of ambition for Maritime Policy. Your resilience will be critical in consolidating the Integrated Maritime Policy and with it the momentum it has generated throughout Europe.

But this policy can only succeed with the continued engagement of the other European institutions and our Member States as well. In this respect, I am happy to see that the incoming Swedish Presidency shares our enthusiasm and ambition for the future. And I am also very glad that the Spanish authorities are willing to host the 2010 edition of the Maritime Day, with the proactive support of their Maritime Cluster.

In a context of economic crisis, I would like, nevertheless, to finish with a note of confidence and optimism, as the future I see for our Maritime Europe is a future full of great hopes and success. We have the natural resources – a long coast line, dynamic coastal regions, two oceans and four seas – we have the know-how and the human resources, we have the knowledge and the technology, we have the inspiration of our rich European maritime heritage and, allow me to say, we have now the right policy in place.

This is what we should be proud of and why we are celebrating today!

Thank you for your attention.





Keynote Speeches

Tuesday, 19 May



European Cruise Council 2009 Conference

JOE BORG,
Member of the European Commission,
Responsible for Maritime Affairs
and Fisheries

Ladies and gentlemen,

I am pleased to be addressing your annual conference during European Maritime Day 2009. This is, of course, more than a happy coincidence. It proves that the cruise industry has embraced the guiding principles of the EU's Integrated Maritime Policy, devised in response to the needs of maritime stakeholders such as you.

The Integrated Maritime Policy and the cruise industry alike can only succeed if they tackle opportunities and challenges in an integrated, cross-sectoral way.

Today's cruise lines are pushing the boundaries of technology. For this they depend on competent partners in the leading European shipyards, which in turn seek innovation-based partnerships in the marine equipment industry. Cruise lines are thus profiting from the focus on knowledge and innovation which European shipbuilders and the Commission have developed together under the LeaderSHIP 2015 initiative.

Cruising is part of the tourism industry, but it also remains a genuine shipping activity. So it must comply with the full regulatory framework for maritime transport, while delivering an enjoyable on-board experience to its clientele.

The cruise industry is doing this very successfully and continuing to display healthy growth the length and breadth of Europe. Europe's impressive coast, river and seascapes, unrivalled cultural wealth and fascinating varieties of lifestyles make it a genuine maritime continent. Moreover, they help make cruising and Europe a natural match – a fact recognised by Europeans and non-Europeans alike. A quarter of the cruise passengers embarking in European ports are not from Europe, which shows how attractive Europe is as a cruise destination.

So today we can proudly champion the importance of cruising to Europe's maritime activities. It provides work for our shipyards and marine equipment producers, employment in ports, coastal communities and the wider regions, and valuable economic benefits all around.

Our study into tourist facilities in ports has revealed the wide-ranging economic benefits of cruise industry activities. We need to build on this and remove remaining obstacles in order to integrate cruising with regional tourism in the best possible way. This is one challenge we are facing.

Other challenges include environmental protection and reconciling the interests of the various users of the maritime space. This is especially true of the Mediterranean, a prime destination for cruise tourism, where further efforts are required to ensure that, while cruise tourism grows, environmental impacts are kept to a minimum.

Cruise ship tourism in polar waters is another issue we must address. While the reasonable growth and diversification of economic activities in these remote regions of the planet is to be welcomed, it also brings challenges.

Binding international requirements for cruise ships navigating in polar waters are not yet in place. Moreover, as cruise vessel traffic in the polar regions increases, surveillance and rescue infrastructure, along with passenger safety needs, have become a growing concern.

Encouraging developments are underway here – not least the work of the Cruise Ship Safety Forum and the environmental and safety guidelines adopted unilaterally by many cruise ship companies operating in the polar regions.

But we must do more. We need to pursue our work on the relevant IMO guidelines. And we would urge cruise ship operators to pre-empt any general standards and to develop and share best practice.

Good regulation is an asset, because it provides planning security for economic operators. It can also establish best practice around the world, especially on the environmental front. The Integrated Maritime Policy contains a number of tools of relevance here, of which I will mention just three.

- **Firstly**, the promotion of shore-side electricity is an effective way to tackle local pollution concerns. I am optimistic that we will soon get the required impetus for investments to make shore-side electricity a reality in many ports, including in neighbouring countries in the southern Mediterranean. The Commission will address the issue of taxation, and the relevant standardisation bodies are close to an agreed standard for the ship-to-shore connections. This is not about imposing a technological option, but rather about moving forward on a very particular problem facing the cruise industry.

- **Secondly**, maritime spatial planning helps public authorities and stakeholders coordinate their actions and thus optimises the use of marine spaces to benefit both economic development and the environment. Cruising needs state-of-the-art port facilities and it derives a huge profit from unspoilt natural sites. Maritime spatial planning is, therefore, of great importance to the cruise industry.

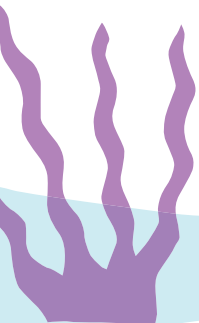
- **Thirdly**, the current economic crisis also provides an opportunity for Europe to deploy its world-leading innovative capabilities to emerge after the downturn with new class of environmentally friendly ships. The Commission is therefore exploring the possibility of launching a ‘Clean ship’ initiative. I would like to invite all of you to consider your possible involvement in such an initiative which aims at implementing new technologies to dramatically increase the environmental performance of all shipping activities, including of course also cruising.

These are just three examples of policy action that have come out of our Integrated Maritime Policy – a policy aimed at delivering concrete benefits to all stakeholders.

I would like to express my gratitude to the cruise industry for having worked with the Commission so productively in developing the European Integrated Maritime Policy.

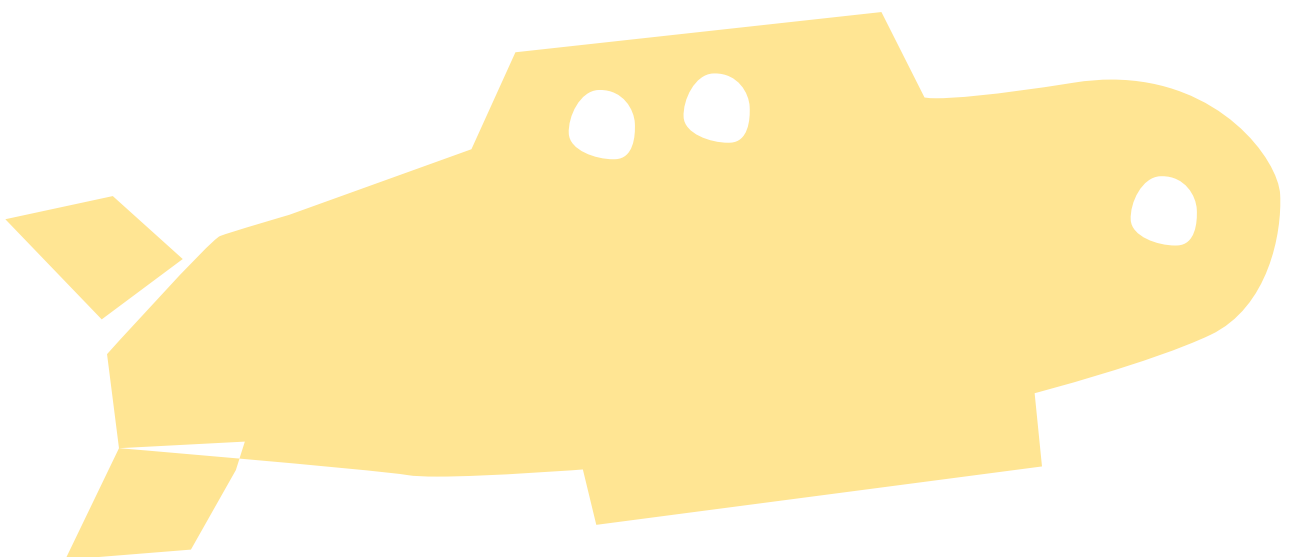
This event is further evidence that we have found a good way of working together. I am confident that the cruise industry will continue to thrive, especially in Europe’s waters, and will thus play a valuable part in Europe’s economic recovery.

Thank you.



Reports from plenary sessions

p. 61-72



Plenary Session 1

Tuesday, 19 May, 14:30 - 15:30



Opening Session

After welcome addresses by Mauro Cutrufo, Deputy Mayor of Rome and Altero Matteoli, Minister of Infrastructures and Transport of the Republic of Italy, keynote speeches were given by the signatories to the Joint Tripartite Declaration establishing European Maritime Day, signed in Strasbourg on 20 May 2008: José Manuel Barroso, President of the European Commission, Rodi Kratsa-Tsagaropoulou, Vice-President of the European Parliament, and Stefan Füle, Minister for European Affairs of the Czech Republic representing the Presidency of the Council of the EU.

President Barroso emphasised the importance of Europe's leading competitive position in maritime activities despite the economic crisis. He stressed the need to take action to invigorate these activities, while at the same time investing in environment-friendly solutions to ensure sustainable development of the oceans, seas and coasts.

Affirming the importance of the Integrated Maritime Policy (IMP) in organising all maritime policy efforts across sectors in a mutually reinforcing way, the President set out the strategic directions for the coming years:

- enhancing coordination of EU sea-related policy efforts, within the Commission and with partners, public authorities and private stakeholders, within the European Union;
- developing the logic of cross-sectoral tools to support policy in an operational manner, notably to support economic development;

- enhancing the sea basin approach to address specific maritime challenges and unlock economic potential in a sustainable way;
- pushing the goals of the EU Integrated Maritime Policy globally and making the integrated governance approach the standard internationally;
- delivering tangible economic benefit in a truly sustainable way by promoting the principles of Integrated Maritime Policy in synergy with other EU policies such as environment, energy, transport and industry.

Vice-President Kratsa-Tsagaropoulou stressed the importance of the oceans and seas for European economies, in particular in times of economic and financial crisis. She also drew attention to the role of the marine environment and the dangers threatening it, and the role of the coastal regions, islands and the peripheral regions of the European Union in ensuring a sustainable development of the coasts.

The Vice-President said that, to cope with the crisis and prepare for the recovery, it was more than ever necessary to set up a coherent framework in order to exploit synergies between the various maritime-related sectors. She also underlined the need for better cooperation between all the players involved, the EU institutions, Member States, coastal and insular regions, the private sector and civil society.

She highlighted the role of the European Parliament as a constructive and reliable partner in terms of political aspirations, the evolution of strategy for the Integrated Maritime Policy, and the development of legislation. The European



José Manuel Durão Barroso

Parliament has always emphasised the need to develop new tools to strengthen an integrated approach to our seas: from shipbuilding, maritime transport, ports, fisheries and offshore energy to tourism, environment and the maritime heritage.

Minister Füle hailed President Barroso as a driving force behind the Integrated Maritime Policy and pointed out that the Council of the EU was one of the three institutions that initiated the European Maritime Day in 2008. He emphasised that the IMP can only realise its potential fully within a politically and economically integrated European Union, free of barriers, and emphasised that the significance of the IMP is not limited to the coastal states: the Czech Republic clearly demonstrates the potential of the Landlocked Countries in contributing to the European maritime industry, particularly as sub-suppliers to shipyards.

The participation of these countries in the maritime policy of the EU was discussed in detail at the Conference on Maritime Clusters in Landlocked Countries held by the Czech Presidency, in collaboration with the European Commission, in Prague in April 2009. This Conference showed that clustering plays a significant role in the European maritime industry and deserves greater attention from the Member States, in particular through support for infrastructure and financial aid to national clusters. One of the main conclusions of the Prague Conference was that the Landlocked Countries are well placed in terms of innovation and research in the maritime sector. Taking all the achievements of the last two years into account, the need for an ambitious, well defined and truly Integrated Maritime Policy is evident.

Plenary Session 2

Wednesday, 20 May, 9:00-10:30



Progress of the European Integrated Maritime Policy

CO-CHAIRS: JOE BORG, Commissioner for Maritime Affairs and Fisheries
ALTERO MATTEOLI, Italian Minister of Infrastructures and Transport

Commissioner Borg opened the session by acknowledging the impressive steps made towards adopting an integrated approach to the decision-making process in maritime affairs, in the context of the EU's Integrated Maritime Policy (IMP). A complete overhaul has been made, including specific initiatives on maritime clusters, increasing awareness, a set of guidelines on governance emphasising the need for political leadership and stakeholder involvement. A series of actions has followed the adoption of the Blue Book in 2007, together with cross-sector instruments.

Other institutions have welcomed the IMP approach. Successive Presidencies have supported and promoted the policy, and six European Parliamentary Committees have delivered opinions under an enhanced co-operation procedure.

Among recent achievements are the maritime safety package, the ports package, the maritime transport strategy, the Marine Strategy Framework Directive, the debate on reform of the Common Fisheries Policy (CFP), the development of sea-basin strategies, progress on maritime surveillance, the launch of a specific project in the Mediterranean, a Communication on EMODNET now under preparation, and a strategy on marine and maritime research.

Future priorities include the establishment of an EP Committee on coastal and maritime affairs, and the inclusion of stakeholders as an established part of an integrated governance policy.

In conclusion, Commissioner Borg announced the preparation of a full progress report detailing projected IMP work and initiatives, to be submitted by October 2009 as requested by the European Council.

Commissioner Borg was followed by **Altero Matteoli**, Italian Minister of Infrastructures and Transport, who asserted that Italy had already endorsed an integrated approach to maritime affairs that is essential to identifying and exploiting potential synergies. The 1982 United Nations Convention on the Law of the Sea (UNCLOS) affirms the need for a common policy on sea-related activities.

However an integrated approach needs to be implemented at the appropriate levels, in accordance with the principle of subsidiarity, and integrating the interests of the coastal regions and other stakeholders, industry, academia, and other important players. An integrated approach to maritime affairs will help contribute to a global policy for sustainable development and economic growth. Greater cooperation is needed within sea basins, particularly on environmental matters, surveillance, and marine and maritime research.

Italy is committed to contributing fully to the proposed maritime surveillance pilot project in the Mediterranean. Maritime surveillance is becoming increasingly important in the light of the concerns about piracy and illegal immigration, a specific challenge that demands a specific system of control.



Minister Matteoli concluded that it is imperative to consult Member States on such maritime surveillance matters.

Franco Frattini, Italian Minister of Foreign Affairs, stressed that the Integrated Maritime Policy implies major political choices and initiatives. This calls for enhanced cooperation and agreement between the Commission and the Council, which still adjudicates on such important maritime issues as piracy and immigration.

The European Neighbourhood Policy has a very important political role to play, particularly in the Mediterranean: an integrated approach to maritime affairs needs to be included in such external relations. The Union for the Mediterranean was launched last year, but an integrated approach still needs to be fully embedded in the EUROMED framework.

Further capacity is essential to meet shared challenges, particularly illegal immigration and organised crime at sea, known as ‘the new slavery of the 21st century’. This challenge and its roots – extreme poverty, war, geopolitical problems, etc. – have to be tackled at the international level.

Piracy groups, which can quickly adapt to European and international political developments, have the capacity to operate far out at sea and with total autonomy. The international community has to learn to act in unison by patrolling the Gulf of Aden and the eastern seaboard of Somalia. A brainstorming session on this issue will be held shortly in Rome.

Andrea Ronchi, Italian Minister for EU Affairs, emphasised that while Italy fully supports the Integrated Maritime Policy’s integrated approach, continued coordination at national level is essential. The IMP provides important opportunities for fostering employment and growth, in line with the Lisbon Strategy.

While the Policy covers a multitude of issues, two major areas are the need for improved transport infrastructure (‘Motorways of the Seas’, enhanced logistics, etc.) and improved maritime security and surveillance. Italy has signed an agreement with Libya on this second issue. Minister Ronchi also stressed the need to give increased focus to the problems of the Mediterranean Sea basin.

Diego López Garrido, Spanish Secretary of State for European Affairs, spoke of two key IMP instruments: the 2007 Blue Book and the Marine Strategy Framework Directive. He went on to stress the potential of the Integrated Maritime Policy to contribute to the task of countering the current economic crisis by sponsoring maritime activity and supporting sustainable development.

Coordinated maritime surveillance at the EU level is essential in ensuring human rights and ensuring our security. Immigration and piracy are the most cogent examples of the need for intervention at the EU level. Other key issues are maritime cluster development, the fuller involvement of local authorities, island communities and other outlying areas, and the need to develop the external dimension of the IMP and EMODNET.

Spain will use the occasion of the Council Presidency next year to promote IMP developments, including the country’s commitment to organise the European Maritime Day.

Jean-Francois Tallec, French Secretary-General for the Sea, highlighted the importance of maritime policy and the numerous opportunities it provides to meet the challenges of the 21st century. The Integrated Maritime Policy has important implications for Europe’s citizens, including the employment opportunities it offers. It plays an important role in cooperation with other countries, especially in the areas of maritime surveillance and piracy.



Joe Borg and Altero Matteoli

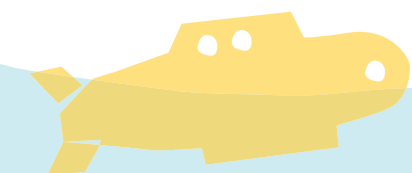
Important steps have already been made, from the adoption of the Blue Book in 2007 to the creation of the High Level Focal Points group. France has fully supports integrated maritime governance and a maritime strategy will be adopted by end-2009 following the long consultation process after publication of the Poseidon report. Secretary-General Tallec endorsed earlier comments on developing the external dimension of the IMP, especially within the Mediterranean Sea basin.

Gabriella Lindholm, Swedish Ambassador for the Marine Environment, reported that a bill was recently tabled in the Swedish Parliament in support of an ‘ecosystem’ approach, and of cross-sectoral and regional cooperation within the EU, with the participation of all stakeholders.

She acknowledged that the IMP had been successful in creating awareness and fostering a more cross-sectoral approach, with identification of new areas for cooperation, in particular improved data access, Maritime Spatial Planning and surveillance.

Future priorities include increasing cross-sectoral methods and instruments, carrying out value-added tests before adopting new initiatives, countering fragmentation, and finalising the Baltic Sea Strategy. The last of these is a key priority for the forthcoming Swedish Presidency.

Elisabeth Walaas, Norwegian Secretary of State, Ministry of Foreign Affairs, stated that the IMP is already contributing to integrated governance.





An Integrated Management Plan for the Norwegian Sea has been tabled to counter environmental impacts, and a similar plan will be drawn up for the North Sea by 2010. All related activities need to be developed in accordance with ecosystem-based management, and attention should also be given to greenhouse gas emissions from shipping. The capacity of maritime transport systems, particularly for tracking and monitoring, also needs to be strengthened: the European Commission's initiatives in this regard are welcomed.

Secretary of State Elisabeth Walaas stressed that policies need to be developed for vulnerable regions such as the Arctic, addressing such issues as climate change and the retreating ice caps. The Arctic Council of Ministers has already agreed on guidelines for oil exploration, the development of safety provisions within the International Maritime Organization, cooperation on search and rescue operations, etc. This approach may serve as an inspiration for the other sea basins.

Antonio Tajani, Vice-President of the European Commission responsible for Transport, expressed confidence in the advanced legislative framework of the Third Maritime Safety Package, and appreciation for the work done by EMSA on surveillance issues.

Potential future developments include the 'maritime transport space without barriers' and a specific task force on maritime professions. Application of the 2006 Convention on Maritime employment is also crucial, particularly in its references to working conditions at sea and to competitiveness.

Vice-President Tajani expressed the intention to develop, together with Commissioner Dimas, guidelines on port development, an important initiative in revitalising different sectors of the economy. He also announced the forthcoming presentation, on 25 June 2009, of a Commission Communication on developing connections with Africa, which will be highly important for the economic development of the African continent.

Plenary Session 3

Wednesday, 20 May, 11:00-13:00



Ministerial Panel on the Integrated Maritime Policy in the Mediterranean Sea Basin

CHAIR: ALTERO MATTEOLI,
Italian Minister of Infrastructures
and Transport

Altero Matteoli, Italian Minister of Infrastructure and Transport, introduced the session by insisting on the importance of developing the Integrated Maritime Policy in the Mediterranean Sea.

Antonio Tajani, Vice-President of the European Commission, stressed that cooperation between the EU and its Mediterranean partner states is a cornerstone for the future development, economic growth and prosperity of the Mediterranean Sea basin.

The extension of the Trans-European Networks to future trans-African networks, linked by 'Motorways of the Sea', constitutes a pillar of such cooperation. It complements the Commission's Lisbon Strategy for sustainable growth, as well as other Commission initiatives such as the maritime transport strategy 2018, the Maritime Transport space without borders, SAFESEANET and the EU's 3rd maritime safety package. All these initiatives bring Europe to the forefront of efficient and sustainable maritime transport, a cornerstone of the Integrated Maritime Policy.

Security is a major priority. Military operations such as the ATALANTA mission to the Horn of Africa demonstrate the effectiveness of cooperative initiatives by Europe's naval forces. However tackling piracy and illegal human trafficking in the Mediterranean Sea calls for a political strategy, in order to stabilise and develop the Northern African environment.

Ms Stefania Craxi, Italian Undersecretary of State at the Ministry of Foreign Affairs, in charge of the Mediterranean Basin, asserted that the European Maritime Day in Rome shows that Italy, the European Commission and other Mediterranean partner countries can work together towards realising the Integrated Maritime Policy. This policy provides an ideal framework for sharing the resources of the Mediterranean in an efficient and sustainable way.

The imperatives are that the sea be safe and free of access. The Mediterranean Coast Guard Forum (MEDFORUM), held in Genoa on 6-7 April 2009, was a success and may become the instrument for a future European Coast Guard Service.

Linking the Trans-European Networks with Africa is an imperative, but financing such infrastructures remains a challenge that still needs to be addressed.

Amar Tou, Algerian Minister of Transport, agreed that efficient Mediterranean transport systems, and in particular the 'Motorways of the Sea', are the key to further development in Northern Africa. However North Africa's transport systems need to be adapted to the organisation demands inherent in the 'Motorways of the Sea'.

In the domain of air transport, Algeria, Morocco, Libya and Mauritania will be engaging in negotiations towards an 'Open Skies' agreement that will foster development, trade and growth.

In succession to Tunisia and Italy, Algeria will be taking over the next presidency of the Group of Transport Ministers of the Western Mediterranean (GTMO 5+5).

Abou-Gendayah, Egyptian Ambassador, speaking on behalf of Mohamed Mansour, Egyptian Minister of Transport, confirmed that enhancing



transport services across the Mediterranean by land, air and sea is the key to the basin's economic development. The 'Motorways of the Sea' play a vital role.

The European Union is the leading trade partner for Egypt, which is developing into an important logistics platform and a Mediterranean transport hub. The country is also developing its agricultural produce trade with Italy and other Mediterranean partners.

Mohamed Zedan, Libyan Minister of Transport, said that the Mediterranean must remain a region of peace, trade and communication ruled by law. To tackle piracy and illegal human trafficking at their roots, the EU has to find the political will to secure and support the economic development of the countries concerned.

Maritime pollution in the Mediterranean stems from fleets that are about 90% controlled by EU interests. The southern Mediterranean states therefore need the EU's support in enforcing the established system of maritime anti-pollution rules.

Walter Balzar, Maltese Ambassador, speaking on behalf of Augustin Gatt, Maltese Minister of Transport, said that the European Union had now completed the first steps towards the IMP. In the Mediterranean basin, characterised by its social, economic and religious diversities, a holistic policy is the ideal approach towards better governance of the sea.

The EU's third maritime package, cluster developments and fair competition on global IMO rules are key priorities in ensuring further sustainable growth. The humanitarian dimension of migration is also a problem that needs addressing at the EU level rather than on the level of individual Member States.

Karim Ghellab, Moroccan Minister of Transport, said that the IMP is of great importance to Morocco, where maritime transport has been fully liberalised since 2007. The now operational Tanger Med port and related ship

maintenance facilities are key examples of developments that should be promoted through the Union for the Mediterranean.

In the context of the Group of Transport Ministers of the Western Mediterranean (GTMO 5+5), Morocco proposes that all coastal countries should jointly control maritime traffic in order to cope with pollution risks, in particular along the southern Mediterranean coasts.

Moussa Seydi Boubou Camara, Mauritanian Minister of Transport, pointed out that, though situated on the Atlantic coast, his country has traditionally maintained cultural links with the Mediterranean basin. The salt trade linked Mauritania with the Mediterranean and the incident leading to the famous 'Raft of la Medusa' painting occurred on the Mauritanian coast.

Maritime safety issues, in particular piracy and illegal human trafficking, cannot be addressed by military means alone, but must be solved through political channels.

Mario Lino, Portuguese Minister of Transport, recalled that, on 20 May 1498, Vasco de Gama reached India by sea. The date is therefore appropriate as European Maritime Day.



Mario Lino

In today's economic and environmental context, the 'Motorways of the Sea' are a decisive instrument in developing sustainable economic growth. Portugal is deploying 'Motorways of the Sea' projects on both its Mediterranean and its Atlantic coasts.

In parallel, maritime surveillance systems, such as SAFESEANET and CLEANSEANET, are important instruments for containing the pollution risks inherent in maritime transport.

Abdelrrahim Zouari, Tunisian Minister of Transport, reminded the audience that, in the seventh to second centuries BC, Carthage was the most powerful city in the Mediterranean and maintained its significance in later Mediterranean history.

Today, the northern and southern Mediterranean coasts can benefit from further development by deploying the 'Motorways of the Sea' concept while also addressing the problems of illegal immigration and maritime pollution. About 200 vessels a day sail along Tunisia's 'White Coast' and pose a major pollution risk. Close cooperation with the EU on maritime surveillance is increasingly important.

A coherent Integrated Coastal Zone Management should be a priority for the entire Mediterranean littoral, as such an approach would make a major contribution to sustainable economic growth in the basin. Maritime Days may also be organised in the Maghreb in future, in order to create awareness of the IMP all round the Mediterranean.

Ioannis Tzoannos, Secretary-General of the Greek Ministry of the Mercantile Marine, insisted that the United Nations Law of the Sea Convention should remain the foundation for development of the IMP, which Greece strongly supports.

The increased and sustainable use of limited sea resources will require coordinated planning of

the maritime environment, and integrated maritime surveillance systems will facilitate safety and security matters at sea. Two pilot projects are now being launched, one for the Mediterranean and its Atlantic approaches and the other for Northern European seas. Greece is actively participating in this process.

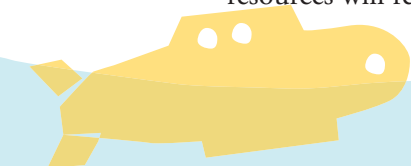
The Secretary-General pointed out that the immense fresco covering the ceiling of the Palazzio Colonna Hall, in which this plenary session was held, pays tribute to Marcantonio Colonna who led the papal fleet to victory against the Turks in the great naval battle of Lepanto in 1571.

Vice-Admiral Raimondo Pollastrini, Commandant of the Italian Coast Guard, indicated that European Commission Directive 2002/59/EC provides that all ships fulfilling certain criteria and calling at a port of a Member State shall be fitted with an Automatic Identification System (AIS).

Managed by the European Maritime Safety Agency (EMSA), the AIS system was inaugurated by Minister Matteoli during this plenary meeting: about 5,000 vessels were featured in real time on an electronic map of the Mediterranean Sea.

Professor Giampaolo Maria Cogo, President of Rete Autostrade Mediterranee (RAM), the Mediterranean Motorway Network, said that the 'Motorways of the Sea' (MoS) concept is of major importance, not only to Italy but to all countries and stakeholders around the Mediterranean Sea. Italy alone disposes of 25 MoS connections and key questions related to the development of the infrastructure, technologies, investments and financing still need to be answered.

Though not managing the 'Motorway of the Sea' network, RAM provides support in the form of a sectoral master plan that explores, among other things, new ways of infrastructure financing through the European Investment Bank and the World Bank.





Plenary Session 4

Wednesday, 20 May, 14:00 - 16:00



Contribution of Maritime Clusters to Competitiveness and Regional Development

CHAIR: NIKO WIJNOLST, Chairman of the European Network of Maritime Clusters

European Commission Vice-President Günter Verheugen stressed the impact of the economic crisis on the European Union's shipyards. Whilst they had specialised earlier and were not yet fully exposed to the market downturn, they needed to strengthen their position now. The Commission is undertaking to review the LeaderSHIP2015 initiative with industry in order to refocus policies. A shipbuilding crisis summit will be held in Bremerhaven on 11 September 2009.

Mr Verheugen viewed the crisis as an economic opportunity for the industry, with the emphasis on developing 'green ships'. A level playing field in shipbuilding worldwide is also a continued priority, and the European Commission will continue to push for an international shipbuilding agreement in the OECD, though neither Korea nor China are showing the necessary commitment. The Commission is also studying and aims to implement a EU-wide shipbuilding financing scheme for refund guarantees.

Other important policy areas are better protection of intellectual property rights (IPR), for which a number of regional workshops will be organised, an intensified social dialogue, and a strengthening of the cluster dynamics of the sector, including the creation of the new Euro-Mediterranean Maritime Cluster. Tourism is also a major maritime economic activity.

In response to a question from the floor, Mr Verheugen made clear that the Commission would not seek to restructure the European shipbuilding industry: this should be left to the market.

Luc Van den Brande, President of the Committee of the Regions, noted that the regional bodies are increasingly working together, sharing best practices on economic development. Key working areas are Marine Spatial Planning (MSP) and up-to-date regional governance of maritime matters. Regional cluster conferences, building on existing structures wherever possible, should provide a forum for debating issues.

Focal areas for successful regional maritime clusters are the spatial planning of ports, advanced logistics, multi-modal links, maritime centres of excellence, education and skills development, shipping, shipbuilding, tourism, maritime heritage and upstream/downstream activities. Progress on these issues will strengthen the territorial cohesion of the European Union.

These keynote speeches were followed by a panel discussion on actions in response to the economic crisis:

Corrado Antonini called for a greater focus by the shipbuilding industry on innovation and the life-cycle management of ships. Energy efficiency is the greatest challenge. Demand levels in the volume shipbuilding market will remain low for at least two more years and there is a risk of a total collapse of the sector. Old tonnage, especially ferries, should be scrapped. Tax lease schemes and EIB financing should be used to encourage construction of new short-sea shipping tonnage. **Niko Wijnolst**, session chairman, and various panellists agreed that the idea of a 'scrap and build' programme for European coastal shipping tonnage should be explored.

Pim Van Gulpen noted that clusters are the key to innovation and prosperity. The EU needs to adopt an innovation-friendly industrial policy, and access to R&D programmes has to be improved, especially for SMEs. The situation is exacerbated by the problems of an ageing workforce and the lack of interest of young people in a profession in the maritime industries.

Jean-Yves Le Drian, President of the Region of Brittany, reported that, in Brittany, 10 per cent of all employment is in these industries. On the subject of clusters, he made a distinction between *'pôle naval'* and *'pôle mer'*. The former encompasses the existing economic activities of ship-building and ship repair, and is mainly concerned with questions of public visibility, image, skills development, and optimisation of supply chains. The latter relates to future economic activities (e.g. new wind energy solutions and modern selective fisheries) and calls for forward-looking innovation policies.

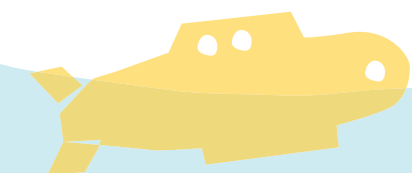
Ida Skard described the different maritime clusters in Norway and stressed the combination of centralised and de-centralised organisational structures. The Ministry for Industry organises regular meetings and provides a coordinating function. The current concern is the modernisation of Norwegian coastal shipping, with focus on more efficient logistics and environmentally friendly gas-powered ships.

Jean-Yves Perrot, President of IFREMER, stressed the role of research in response to the economic crisis, but also saw a risk of 'moving

in the wrong direction'. Focus had to be on living and non-living deep sea resources, bioremediation, selective fishing techniques, oceanic biofuels and aquaculture. The link between research and industry remains too weak, there is a need for greater coordination of EU-funded research, while biodiversity has still not been the subject of serious research.

Arturo González Romero, General Manager Spanish Maritime Cluster, emphasised the continued need for product and technology innovation. Geographical proximity is a key asset in exploiting maritime cluster potential, which also demands openness (not picking winners), collaboration between the private and public sectors, realistic market testing, and uniqueness.

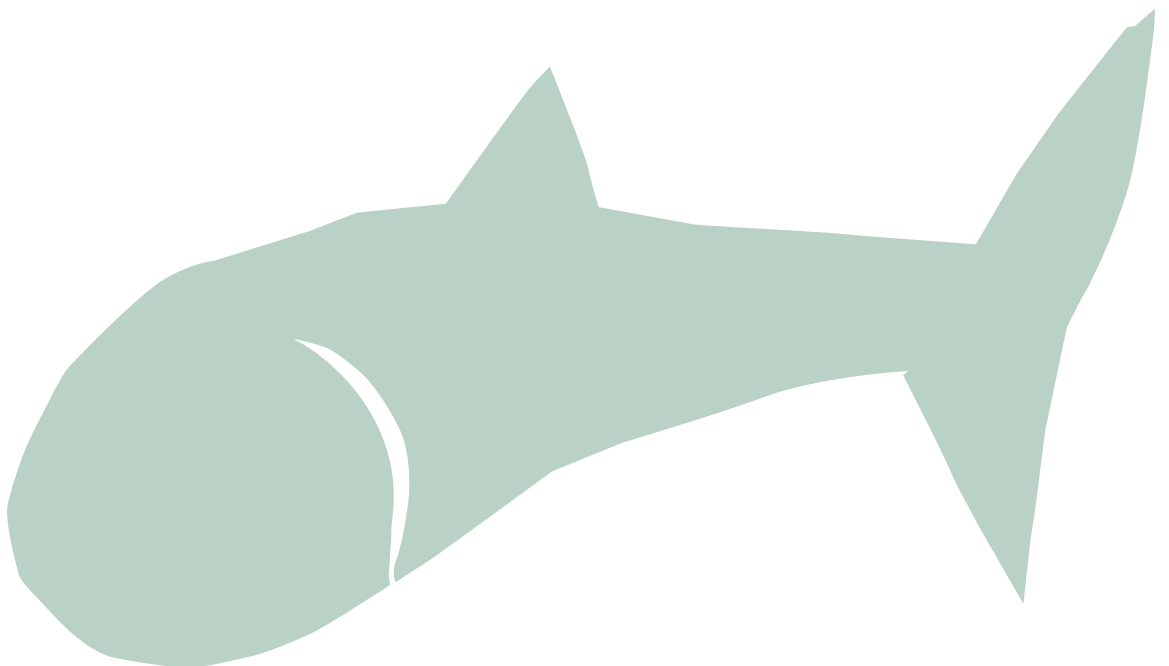
Patrice Lefeu reported on the Green Atlantic Sustainable Development project (GASD) which focuses principally on tourism, shipping and fisheries. Each area calls for a project-driven approach, spearheaded by a number of major projects.





Reports from workshops

p. 73-112



Workshop 1

Tuesday, 19 May, 9:00-10:55



An all-embracing stakeholder platform for a holistic Maritime Policy

CHAIR: JOHAN VANDE LANOTTE,
President of the Coastal & Marine
Union (EUCC)

Key conclusions of this workshop were support for dialogue between maritime stakeholders, and between them and public authorities; the need to take into account the diversity of interests of stakeholders; and support for a coordinating group based on the five pillars of science, industry, environmental NGOs, regions, and users of the sea. Work will start shortly after the Rome conference.

In his introduction **Johan Vande Lanotte** (EUCC) tabled the proposal for a marine and maritime platform to promote stakeholder consultation. This platform would contribute to a holistic policy on maritime affairs, involving the actors more directly, stimulating dialogue and setting priorities for the new European Commission. The platform, which would complement structures and networks, would have five pillars: science, industry/employment, environmental concern, public authorities/regions and leisure/users of the sea. It would be action-driven, open, without necessarily looking for consensus. As a first step, he proposed setting up a coordination group to prepare the foundations for this platform.

Xavier Gizard, (Secretary-General, Conference of Peripheral and Maritime Regions – CPMR) recognised the need for such a platform. He recalled the steps the CPMR had taken to launch a maritime policy and the progress achieved in implementing an action plan. The IMP has an important part to play in the economic recovery, and a significant role as a new development model for industry, growth and jobs. He highlighted the territorial dimension of the IMP

and the importance of multi-level governance, implying different levels of public responsibility. Mr Gizard stressed that stakeholders had varying interests in joining the platform and addressed the issues of its form (round table), organisational structure and overarching character.

Lars Horn (Chairman, Marine Board, 15 member organisations in 40 countries) said that the scientific communities have been supportive of the IMP from the very start (Galway declaration, Bremen conference 2007, Aberdeen Declaration 2007, Aberdeen +). Reflecting the wish to expand scientific partnerships, he gave his full support to the creation of an overarching platform of maritime stakeholders. Such a platform should be all-inclusive, based on an open and transparent dialogue.

Monica Verbeek (Seas at Risk) said that her organisation planned to be part of the dialogue on the grounds of its environmental concerns and as a technical and political platform for its 11 member organisations. The main motivation is the need for a healthy marine environment and principal issues include climate change, fisheries, environmental matters overall, and the impact of shipping. Seas at Risk, which studies the links between the Marine Strategy Framework Directive and Integrated Maritime Policy, has the aim of uncoupling maritime activities from environmental damage (e.g. the ‘clean ship’ approach and low-impact fisheries). She called for a clear vision for the platform and the inclusion of all stakeholders: an overarching platform could be an entry point for stakeholders, a step towards integrated policy-making, and could both enhance direct information exchange and have a policy advisory role.

Nathalie Van Den Broeck (Coordination Director for the Mediterranean Sea, Surfrider Foundation Europe) presented her organisation, created in 1990 as a global network with a grassroots structure to support the protection of the oceans and the maritime environment. Its work includes education and awareness-raising,



Pannelists of Workshop 1

research and innovation, lobbying, concertation/consultation, and legal action when consultation fails. The Surfrider Foundation deals with issues such as shipping safety and pollution (action against illegal oil spills), and anticipates risks and threat. It also participates in consultation on the Grenelle of the Sea. Ms Van den Broeck said that her organisation planned by 2011 to establish a network against pollution spills which would include OSPAR, NGOs, public institutions, universities and sea users. She confirmed the interest of the Surfrider Foundation in being part of the platform, as a 'network of networks'.

Reinhard Lünen (Secretary-General, Community of European Shipyards Associations – CESA) represented the Maritime Industries Forum. The MIF was created in 1992 and represents 25 industrial sectors, commercial activities, shipping, marine equipment, fleets and research institutes. It is also involved in R&D issues through a technology platform, Waterborne. Mr Lünen said that MIF's experience in bringing stakeholders together, with clear objectives but often varying goals, had been positive. He believed that a broader stakeholder platform could achieve the same, as a forum for direct exchange to understand one another better, though how to achieve this was not self-evident. He highlighted the existing cooperation between industry and the environmental NGOs with a shared interest in the 'clean ship' approach and in business opportunities, and close

cooperation with the marine sciences and the regions. Mr Lünen confirmed that industry is much in favour of stakeholder consultation, and suggested a pragmatic approach to the platform, as a non-bureaucratic round table, with the European Commission acting as mediator.

Paul Nemitz (Head of Unit for Maritime Policy Development and Coordination, DG MARE, European Commission) emphasised that the establishment of the platform was a dynamic process and proof of living democracy: a broad stakeholder dialogue would be a source of innovation for competitiveness and policy-making. He added that the Blue Paper called for a stakeholder structure in order to ensure an exchange of viewpoints: the Commission supports the principle of the autonomous organisation of civil society, and the proposed platform would make the EC more accountable to stakeholders. The European Commission will follow the initiative with interest, but is not anxious to provide the secretariat. He pointed out that financial support for a future maritime platform is not excluded.

The meeting was then opened to the floor. In general, while participants expressed their support for a future platform for maritime policy stakeholders, a number of specific issues on the scope and value added of the platform were addressed.

Mário Ruivo (Chairman, Portuguese Committee for IOC, leader of the Maritime Stakeholder Platform in Portugal) insisted that a platform at European level is needed to overcome a lack of dialogue and of interaction between sectors.

Iain Shepherd (Chairman, Marine South East and EU Ambassador of the Sea ⁽¹⁾) and Allan Graveson (Chairman, European Federation of Transport Workers – ETF) expressed their support for joint action by stakeholders. The latter however emphasised that the platform should have a carefully defined thematic focus.

Geoffrey O’Sullivan (Marine Institute Ireland) emphasised that a future platform would need specific objectives, taking into account different approaches and the views of different groups of stakeholders.

Pim. Van Gulpen (Chairman of the Board, European Marine Equipment Council – EMEC) highlighted the need to involve technologies.

Carlos Berrozpe Garcia (Policy Officer – Team Leader for Marine Environment and International Water Issues, DG ENV, European Commission) pointed to the need for a regional, sea basin-based approach by the platform, bearing in mind the Marine Strategy Framework Directive and the differences between sea basins (e.g. the Mediterranean and the Baltic Seas).

Luigi Rebuffi (CEO, European Organization for Security – EOS ⁽²⁾) said that the challenge facing the platform will be to reconcile different views and define common objectives. At the same time, maritime stakeholders have to start talking in order to contribute to a global holistic approach and use a common language for the benefit of the public.

Mélanie Lamaison (European Bureau for Conservation and Development) expressed an interest in joining the platform and asked about the criteria for membership. In response, the Chairman stressed the open nature of the platform, which would be all-inclusive for all maritime stakeholder organisations.

Some questions related to environmental concerns and the need for discussion between industry and the environmental NGOs. On ‘green shipping’, **Monica Verbeek** stressed that a specific regulation at EU level could be extended through the IMO and pointed to the role of NGOs in discussions on this issue: the European shipping industry would have a competitive advantage if ‘green shipping’ technologies were already implemented. **Reinhard Lüken** commented that an effective way to tackle environmental concern is to turn it into business opportunities: industry may be able to reach common accord with environmentalists on the market risk issues.

Arnoud Heeres (Programme Manager, LIFE Unit, DG ENV, European Commission) informed participants of the launch on 15 May 2009 of the third LIFE+ call for proposals, with up to €250 million available for co-financing of projects under three headings: nature and biodiversity; environment policy and governance; and information and communication.

The discussion also focused on the relationship between different pillars of the maritime stakeholder organisations. On the correlation between the future platform and regional sea-basin initiatives, the Chairman explained that the platform would have a different objective from that of regional cooperation: it would be a place for dialogue between stakeholders and with public authorities.

1. http://www.seavisionuk.org/news.cfm?widCall1=customWidgets.contentItem_show_1&cit_id=4192

2. <http://www.eos-eu.com/>





Monica Verbeek commented that her organisation had experience of working regionally, but recognised the need for coordinated work within a ‘network of networks’.

Questions from the floor highlighted the importance of industry in the future platform and its close links with the scientific community.

Lars Horn argued that industry will increasingly depend on science and therefore needs to increase its R&D involvement, as future progress will be based on scientific know-how. **Reinhard Lüken** responded that shipyards are already spending 10% of turnover on research.

Workshop Chairman **Johan Vande Lanotte** proposed that work on setting up a coordination group should start shortly after the Rome conference. The coordinating group would comprise about 10 people, representing different pillars, but would remain a flexible structure. An email list would be drawn up for transparency, and the first meetings would be held on EC premises. The ‘non-paper’ would constitute a first basis for discussions, in cooperation with the EC.

All panellists agreed with this approach. Lars Horn added that the process of building the platform should be undertaken in confidence but with full transparency and avoiding the risk of dilution of existing structures.

Xavier Gizard said that governance of sea basins should be a priority and proposed that the platform should set out common objectives for EMD 2010. On the issue of dilution, **Paul Nemitz** pointed out that the Commission would consider messages from the platform as more powerful and more effective: in addition to contact with the Commission, it should promote new alliances, develop new solutions and sharpen messages from the industry.

Tiago Cunha (Cabinet of Commissioner Borg, European Commission) highlighted the three steps in building an Integrated Maritime Policy in line with the Blue Paper: first the recognition that maritime matters call for a joint policy across sectors; second, the need for inter-institutional efforts to encourage Member States, the Council of Ministers and the European Parliament to tackle sea-related issues in a cross-sectoral manner; and third, the involvement of stakeholders who should go beyond parallel dialogue and the assumption that different sectors have different concerns. What is needed is a mutual understanding of the varying interests of stakeholders, and the platform is the right step in that direction.

Paul Nemitz congratulated the chair, the panellists and the audience for a fruitful discussion. He added that the Commission supported the process and was looking forward to further developments.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop1_en.html

Maritime Industries Forum:

<http://www.mif-eu.org/>

Marine Board:

<http://www.esf.org/research-areas/marine-board.html>

Seas at Risk:

<http://www.seas-at-risk.org/>

Surfriders Foundation Europe:

<http://www.surfrider.eu/fr.html>

Coastal and Marine Union (EUCC):

<http://www.eucc.nl/en/index.htm>

Venice Platform:

http://www.eucc.nl/veniceplatform/Venice_Platform_Declaration.pdf

Workshop 2

Tuesday, 19 May, 9:00 - 13:00



Raising awareness of common maritime heritage as a cultural pillar of the Integrated Maritime Policy

CHAIR: Professor Dr. JÜRGEN ELVERT, University of Cologne, Faculty of History II

The range of individual projects across Europe proves that there is a common maritime heritage which can be used as the cultural pillar for an Integrated Maritime Policy. However, only some of these projects are clearly identified as European and are therefore not perceived by the public as genuine European maritime heritage. Others are too specialised to be regarded as of general importance, and these deserve more widespread recognition, a task which could be adopted by the European institutions. Since their specialisation precludes a common approach, it seems reasonable to focus on a few but carefully chosen projects. The European Commission could, for example, develop a framework within which a network of projects could be established. These projects should be carefully selected and should meet a number of criteria such as quality, the European dimension and public interest, in order to safeguard both standards and sustainability.

In opening the session, **Professor Elvert** explained that the main purpose of the debate was to gather views and identifying the major topics.

Patrick Verhoeven (Secretary-General of the European Sea Ports Organisation – ESPO) stressed the question of port-city interaction and the need for ports to regain visibility and public acceptance. He pointed out the traditional link between ports and the world of art and

emphasised the ‘romantic’ dimension of port life and maritime heritage in general.

Per Jessing (President of the European Maritime Heritage – EMH) reported on the difficulty of finding partners in the southern regions of the European Union for activities relating to traditional ships. A Memorandum of Understanding involving a number of countries is in preparation. He highlighted one very specific problem: safety approvals for traditional ships are hard or even impossible to come by.

Martijn Manders (Rijksdienst voor Archeologie, Cultuurlandschappen en Monumenten, the Netherlands) spoke of the underwater cultural heritage (UCH) which is under threat and needs to be recognised in the MSP frameworks. He stressed the availability of modern technologies for tracing and managing UCH.

Manuel María París-Leston, (Cofradía de Pescadores de Lira, Spain) presented a Culture2000-funded project dealing with traditional fisheries. While the project was mainly about networking and awareness-building, the actual implementation supported regional tourist activities and also resulted in the increased involvement of local youth in the fishing communities. Five thematic maritime routes have been set up in Galicia: fisheries, energy, ports, ethnography and wrecks.

Catherine Perepelytsya (Medway Council, UK) described the ‘Maritime Trails’ project which impacted positively on the promotion of her region and provided added value for tourism. The project received ERDF support.

Martin Scicluna (Europa Nostra) spoke of his organisation’s Heritage Awards, which are open to maritime projects, citing five examples of maritime projects that have received EN awards in the past. He promised to give more attention in future to maritime projects and pointed to the on-going call for submissions.



Pierpaolo Campostrini (CORILA Consortium for Managing Research Activities on the Lagoon of Venice, Italy) described how Venice's maritime heritage is being managed in a holistic way, reconciling economic, environmental, social and cultural concerns. He pointed out that the Marine Environmental Strategy does not refer to heritage, although the link seems evident.

Eric Van Hooydonk (Chairman, Flanders Water Heritage, Belgium) spoke about port-city interaction. He has worked extensively on the issues, analysing how 'soft' values can have a direct impact on the prosperity of a port community. He has developed recommendations to this effect for the cities of Helsinki and Antwerp, and has also developed a ranking of port cities as 'maritime icons'. He cited a number of 'best

practice' examples, showing how fairly simple measures can integrate maritime heritage with tourism and thus benefit the local economy.

Dr. Emmanuel Magro Conti (Senior Curator Heritage, Malta Maritime Museum) presented the MERCATOR project, which is basically a network of maritime museums along historical trading routes in the Mediterranean.

Professor Dr. Joseph Mifsud (Euro-Mediterranean University- EMUNI, Piran, Slovenia) gave an overview of the activities of the recently founded university. His aim is to set up a post-graduate summer school course on the Euro-Mediterranean maritime cultural heritage, for tourism managers amongst others.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop2_en.html

Workshop 3

Tuesday, 19 May, 9:00 - 10:55



The reform of the Common Fisheries Policy as part of the Integrated Maritime Policy

CHAIR: POUL DEGNBOL, European Commission, DG Maritime Affairs and Fisheries, Directorate A, Scientific Adviser

The workshop considers there is a need for a thorough reform of the Common Fisheries Policy (CFP) to ensure environmental sustainability and economic and social viability for the fisheries sector (capture and aquaculture) and for coastal communities. The future CFP must be integrated with the Maritime Policy, notably in relation to spatial planning. European fisheries are an important provider of food and jobs in coastal communities and are dependent on a healthy, clean environment both for capture fisheries and aquaculture.

Katarina Veem (Programme Director, Balticsea 2020 – Best practices for fisheries management) stated that her organisation had tabled a report, with case studies from Norway, USA and Canada, which provided orientations for CFP reform. This concludes that objectives should be clear, precise and transparent to help ensure a smooth decision-making process. The only solution is the use of the subsidiarity principle, which means taking decisions close to stakeholders. Strong compliance is a key to providing high-quality data and to reducing fishing mortalities.

Joost Paardekooper (Policy Officer, Common Fisheries Policy and Aquaculture, DG MARE, European Commission) presented the Green Paper on the CFP Reform. This Green Paper, adopted on 22 April 2009, launches a broad consultation process between Member State administrations, stakeholders, NGOs and all civil society. It tackles the aspects of the current CFP that are not effective and poses questions designed to gather opinions on what the CFP

should be and should deliver. This consultation will be open until the end of the year, and the results will be published in the first half of 2010. The Commission will then start preparing legislative proposals for discussion.

Javier Garat (Executive Secretary, CEPESCA and Chairman of the Advisory Committee on Fisheries and Aquaculture) considered that the Commission had drawn, in its Green Paper, too negative a picture of the CFP: the last reform has produced some good results and is producing more, so it is too early to make a final assessment. However, it is a provocative document and the sector will take advantage of the opportunity and work together with the Commission to arrive at the objective of sustainable fisheries. The Commission is going in the right direction with its Green Paper, but a balance needs to be established between socio-economic feasibility/viability, supply of the EU fish market, and the protection of marine resources: the socio-economic aspect should be the major consideration.

Richie Flynn (Executive Secretary, IFA Aquaculture) said that aquaculture is the fastest-growing sector in the world, but is not fully integrated into the CFP. This sector should be regulated at Member State level because aquaculture development is a national competence. However, sustainable development of coastal areas should include aquaculture as an alternative. A key issue for the industry is competition for space.

Euan Dunn (Head of Marine Policy, Royal Society for the Protection of Birds – RSPB) commented that, from an environmental perspective, the CFP calls for radical reform. Ecological sustainability is a *sine qua non* condition and the Green Paper is weak in this respect. We need to reflect on what kind of fleet we want, and we should put the emphasis on the qualitative aspects, giving access to operators who comply with the ecological criteria.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop3_en.html



Workshop 4

Tuesday, 19 May, 9:00 - 10:55



A new agenda for excellence in maritime transport

CHAIR: HERCULES HARALAMBIDES, Professor of Maritime Economics at Erasmus University and Professor of International Transport Logistics at the Rotterdam School of Management

The principal conclusions of the workshop were that, as a global industry and a global leader, the European shipping industry faces global problems which demand global solutions and an integrated global approach. Despite the crisis, there should be no protectionism, but a strategy for exploiting the opportunities, including the 'greening' of shipping. The maritime labour market suffers from a shortage of manpower and skills relevant to cluster development while, on the Internal Market side, the role and fragility of short-sea shipping is evident in the lack of inter-modal networks, port investment and finance.

Dimitrios Theologitis (Head of Unit for Maritime Transport and Ports Policy, Maritime Security, DG TREN, European Commission) stated that, over recent years, the European Union has made a significant effort in promoting quality shipping, in particular with the recent adoption of the 3rd maritime safety package. It now has the world's most advanced and binding legal framework on maritime safety and environmental protection. Both the maritime administrations of the Member States and the European shipping industry have invested heavily in quality shipping. The economic crisis represents a threat, as it can lead to aggressive competition and lowering of safety, security, social and environmental protection standards; but the present crisis can also offer an opportunity for new and useful developments. The most recent legislative initiatives and actions by the Commission – Maritime Transport Strategy until 2018, the Common Maritime Transport Space without Barriers, the social agenda and

ports policy, etc. – are set to play in favour of EU competitiveness and will help counter the crisis.

Professor Paolo Costa (Member of the European Parliament, Chairman of the Committee of Transport and Tourism) stressed the aim of extending the Single Market in the maritime transport sector to short-sea shipping, as well as the highlighting the external dimension of Europe's maritime transport, in which ports and the hinterland connections also play a very crucial role. There is much work to be done on the supply side of the transport chain in order to improve excellence, with a lot of investment opportunities as well. The so-called 'greening' of the economy is an opportunity worldwide to improve environmental standards, but also an opportunity for the maritime transport sector to develop, attract investment and reactivate economies.

Alfons Guinier (Secretary-General of European Community Shipowners' Associations – ECSA) insisted that, in terms of any initiative affecting European maritime transport, shipping is a global industry, therefore needing a global approach and global solutions. Europe's world leadership should not only be preserved but reinforced, and that any protectionist measure or approach to combat the crisis should be refuted. One of the main problems of the industry is the endemic shortage of qualified seafarers. In addition to a global approach to tackling these problems, impact assessments should always be made to help protect short-sea shipping from the unexpected adverse effects of new measures, like an undesirable modal shift back from back to road.

Manuel Gómez Martín (Vice-President, ESPO, European Sea Ports Organisation) acknowledged that the ports sector shared this view of rejecting any kind of protectionism because of the crisis, and advocated completing the Internal Market for maritime transport in order to promote greater opportunities and competitiveness in Europe. A lot of work has been done and is still being done to increase efficiency and performance in



port operations, where the issues of concessions, customs, environment and greater transparency are crucial.

Ms Cecilia Eckelmann-Battistello (President, FEPOR, Federation of European Ports Operators) said that freedom from regulation was the preference of port companies, especially in the present difficult situation which has seen a 30% drop in cargo volumes in some locations. The problem of overcapacity might even affect some port infrastructures around Europe if the situation does not improve soon.

Remo Di Fiori (European Transport Workers Federation, Maritime Transport Section) referred to the social problem affecting the maritime transport sector in terms of shortage of skilled labour, and expressed concern that the problem was affecting the whole maritime cluster and its industries, with difficult times ahead.

Emanuele Grimaldi (Managing Director, Grimaldi Group) advocated a practical solution to the severe crisis affecting the shipping industry,

while deploring the potentially devastating effects for certain European regions in terms of reverse modal shift resulting from the dramatic limits set on sulphur levels (marine fuel sulphur content of below 0.5% is considered unsustainable). He proposed eliminating those ships that pollute the most and are the oldest. Today's ro-ro/ferries reportedly pollute only half as much as in the 80's in terms of tonne/km transported. He proposed more port investment, regretted that about 2 000 vessels are now idle or laid up as a result of the profound crisis, and urged a ban on ships more than 30 years old as a measure to reactivate markets and freight rates, with side benefits in terms of safety, the environment and the social sector.

During the following debate, the topic of investments was commented on again by **Mr Costa**, in the context of the present review of the TEN-T Guidelines which could be readapted to cover port-hinterland connection needs more directly. The need for better and clearer rules of the game, in terms of state aid and monopolistic practices, was also raised. More regulations for port operators should, however, be avoided, even if the need for increased competition seems to be widely supported. As costs and rates are currently being dramatically reduced in all sectors of shipping, the same effort should be expected from the ports sector, where monopolistic situations seem to prevail. **Mr Grimaldi** insisted on the rationale of his proposal for an old ships ban, suggesting that the crisis, in terms of shipping companies recovering or returning to 'healthy balances', was unlikely to end before 2015, the most affected sectors being container ships and bulk carriers. Besides a ban, some scrapping subsidies could also be envisaged in a 'carrot and stick' approach, in the same way as measures in the trucking industry, leaving the legislator to decide how to apply the criteria, either by flag of registry or ownership/control.

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LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop4_en.html





Workshop 5

Tuesday, 19 May, 9:00 - 10:55



How can atlases help to organise and promote the seas?

CHAIR: PHILIPPE VALLETTE,
Directeur Général Nausicaä,
Author of 'Atlas de l'Océan Mondial'

Key messages from this workshop are that atlases help people visualise, intuitively and succinctly, the complexity of the marine environment, and notably Europe's sea basins, and they can attract a wide and varied audience and generate interest in the many aspects of the seas and their coastal regions. The European Atlas of the Seas, in particular, can help convey and promote in a lively way the EU's Integrated Maritime Policy initiatives and, at the same time, support other initiatives and interlinkages to mutual benefit.

Manfred Leier (Author, 'World Atlas of the Oceans') said that atlases have been used since the end of the 19th century as encyclopaedias on geological and political subjects, and they are still a very important instrument for schools. Their advantages are that their users can obtain detailed information directly and clearly presented. Since the 1960s, modern graphics have extended the scope of atlases and allowed specialised sectors to be targeted. Maps focusing on economics, environment, traffic, health, climate, etc. are now included in modern atlases. However atlases of the oceans, other than maps of specialised items for scientific purposes, are still very rare. The first general atlas of the oceans published in 2001 is a combination of painted GEBCO maps and painted map panoramas of the sea beds, with ridges, trenches, mountains and volcanoes: this combination is obviously of interest to many people who want to inform themselves on maritime facts and sciences.

Juan Luis Suárez de Viveroà (University of Seville, Author, 'Atlas of Maritime Europe') stated that atlases can help in the management of the seas and oceans, contributing to their advancement by presenting the political dimension of maritime Europe and making it more widely known. Maps can increase maritime visibility, which is one of the aims of the Blue Paper and the Action Plan. Atlases can therefore be valuable instruments in creating an awareness of such issues as maritime leadership, sustainability, connectivity through trade, and governance. Atlases have an important role to play in organising and structuring the spatial frameworks within which maritime uses and activities take place. Global, European and local scales are all relevant to understanding maritime affairs and the way the different institutional levels are involved in policy-making.

Louis Shurmer-Smith (Co-Author, 'Channel Spaces') introduced the presentation of an atlas case study which focuses primarily on the historico-geographical context. He said that seas are 'territorial' and increasingly 'appropriated' spaces and, with the intensification of their varied and often conflicting uses, there is a need, as for the land, to manage space. The narrow European sea represented by the English Channel, historically a long, internationally contested space, albeit alternating between 'union' and 'division', is today strategically important as the maritime 'Gateway to Europe', as well as the locus of growing cross-Channel integration around this Anglo-French 'pond'; the signing of numerous inter-university and inter-regional accords in various domains over the last decade, together with the creation of 'Arc Manche' and the launch of the successful EU INTERREG programme EMDI, underline the need for an atlas that maps the spatial dynamics of this maritime transfrontier zone in such a way as to underpin the development of an integrated strategy.



Louis Shurmer-Smith

Pascal Buleon (Research Director, University of Caen, and Co-Author, ‘Channel Spaces’ and ‘Émergences caraïbes. Éléments de géographie politique’) concluded this case-study presentation by explaining that the specific purpose of ‘Channel Spaces’ is to contribute to the strategic aim of a sea basin, displaying a regional coherence in terms of the historical, economic and social dimensions. This requires not only the analysis of every phenomenon, but also an attempt to unravel and decode complex realities in their multiple representations. The project also aims to articulate the interplay between different geographical scales (the atlas analyses the Channel’s relationship to the world in terms of both past and present), and to develop a strategy by, on the one hand, identifying the major issues at stake where their impact is most evident and, on the other, offering a mental map as well as a visual representation for different

reading publics. The latter obviously include political and economic leaders, in order to provide an immediate context and framework for their ideas, but also a wider public. In the final analysis, an atlas can offer a vision, provoke questions and reflection, and give direction to an integrated strategy.

Michaela Gensheimer (Cluster Coordinator/ Project Expert, Project Development and Coordination, ESPON – European Observation Network on Territorial Development and Cohesion) insisted that maps and atlases are important tools for the communication of maritime and coastal/territorial development opportunities and challenges, and can help policymakers explore alternative development paths. To serve their purpose in the best possible way, the target group(s) and their specific information needs should be known.





Philippe Vallette (Directeur Général Nausicaa, Author, 'Atlas de l'Océan Mondial') said that the purpose of such an atlas must be to raise ocean awareness in three ways: first, by providing keys that explain the links between man and ocean (living resources, pollution, coasts under pressure, ocean and climate change, intensive maritime transport, energy and minerals, leisure); second, by delivering a global image of ocean-related issues (essential strategic issues, international waters, 'one world one ocean', the dynamic ocean, source of life, common heritage of humankind, a life support system); and, last, by raising public awareness and inspiring action (protecting the ocean, 'everyone can act', World Ocean Network).

The workshop closed on the following notes:

Atlases are very useful. One map is worth a thousand words. The European Union should use more maps and less text to communicate. Atlases are needed for education, including in schools.

Paper versus web atlases. Paper atlases and web atlases complement each other. Paper atlases are expensive and difficult to update but needed in some circumstances. Web atlases are easier to update and more accessible, but do not fit all needs (schools, politicians, etc.).

Cost of atlas production. The issues of intellectual property and payback terms were raised in the context of the labour and other costs incurred in creating a map and the ease with which it can be copied. Producing a page with a map can be 1 000 times more expensive than text, which explains why so few atlases have been produced.

Targeted audience. An atlas needs to be designed with a targeted audience in mind: children, the broad public, professionals, experts. Approach and content depend on this.

Involvement of stakeholders: public authorities, interested parties. Developing an atlas around a sea basin implies long and intensive cooperation between countries and stakeholders, emphasising common identity and challenges, and identifying priorities for action. Some issues need the involvement of stakeholders, such as drawing territorial boundaries, raising awareness of a sea basin identity, creating cooperation with non-EU states, etc.

Availability of data (quality and quantity).

The quality and density of data is a real issue, as in some areas data is absent, while in others it is available in excess. There is a need for better coordination and interoperability of the available data within the European Union.

International Coastal Atlas Network (ICAN).

The strategic aim of this Network is to share experience and to find common solutions to Coastal Web Atlas development, while ensuring maximum relevance for end-users. In 2010, a Handbook will be published on Web Atlas Design and Implementation. The fourth in a series of workshops will be held in Trieste, Italy, November 16-20 2009.

European Atlas of the Seas: an informal meeting on this European Commission project was held after the workshop.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/marimeday/workshop5_en.html

Workshop 6

Tuesday, 19 May, 11:05 - 13:00



High-level Round Table on Integrated Maritime Governance in EU Member States

CHAIR: FOKION FOTIADIS, Director General, DG Maritime Affairs and Fisheries, European Commission

Three key messages emerged from this workshop: first, the need to create a political will to change things (place the oceans, seas and coasts on the political agenda, and combine a long-term strategy with short and medium-term responses to priority issues); second, governance needs to be organised at EU, national, regional and sea basin levels (every level should be allowed to play its role on the basis of devolution of powers and subsidiarity, and every level should be left to do what it can do best, with coordination between levels to address sea basin-specific issues); and, third, stakeholders must be involved for reasons of legitimacy and consensus, but also to draw on their experience and knowledge.

Fokion Fotiadis opened the workshop with a short introduction stressing the sustained progress made towards integration throughout Europe. He highlighted the Commission's Guidelines for an Integrated Approach to Maritime Policy⁽¹⁾, which set out the key elements for integrated maritime governance (based on examples of good practice around the world) and noted that, apart from the examples on the agenda of this workshop, numerous other initiatives are being taken throughout Europe and on a global scale.

Brad Watson (OBE, President of the Channel Arc Manche Assembly, West Sussex Cabinet Member for Communications) endorsed the principle of cross-border cooperation around sea basins, which has proved its worth in the Channel area: with its multiple challenges, busy shipping, dense population, ports and fishing, the Channel is a suitable pilot for other sea basins. The initiative of a joint assembly resulted in both a strategic approach and specific outcomes such as a sea atlas and measures for ships in distress. This assembly allows coastal communities to have an influence on their destiny, and public authorities at different levels of government can benefit from their experience.

Miguel Sequeira (Head of the Task Group for Maritime Affairs, Portugal) described the evolution of the Portuguese Ocean Strategy project: after a first report in 2005, the Strategy was adopted in 2006, advocating a three-dimensional vision of the ocean, looking below the waterline, above it, and at all the activities that take place on it. The strategy focuses on knowledge, maritime spatial planning and bringing national issues onto the international agenda. Besides inter-ministerial cooperation, a formally organised stakeholder platform has been created to involve civil society in the maritime challenges.

Uwe Döring (Minister of Justice, Labour and European Affairs, Schleswig-Holstein) shared his experience of developing a maritime strategy in Schleswig-Holstein, initiated in 2004 with the 'Sea our Future' report and the appointment of a maritime coordinator, and furthered with the adoption of a Maritime Action Plan in 2008. He emphasised that maritime policy starts with political vision and explained how the Action Plan implements this vision. It is important to mobilise a broad range of policymakers and stakeholders, all well-placed to address concrete



regional issues: this can be achieved through maritime clustering, multidisciplinary research and outreach to the public.

Jean-François Tallec (Secretary General for the Sea, France) emphasised political will and the appropriate government structures as ingredients for successful integrated policymaking. He described the French governance system, with a *Secrétariat Général de la Mer* managing local prefects as a system capable of adapting to circumstances, and stressed that, while this particular model fits well within the French administrative structure, other models will suit other governance structures. The French Poseidon report on the sea, issued in 2006, fed into discussion on the EU Blue Paper. The French government is now preparing a ‘Grenelle de la Mer’, advocating an integrated approach to maritime affairs with strong stakeholder involvement.

Gabriella Lindholm (Ambassador for the Marine Environment, Sweden) reported on Sweden’s new government bill on a coherent maritime strategy. Despite state-of-the-art knowledge and the strong commitment around the Baltic Sea, the latter is very polluted. Ministries in charge of agriculture, shipping, fishing, environment etc. need to collaborate more effectively. The bill proposes a single management agency and a budget for regenerating the environment and avoiding further deterioration. The far-reaching programme will include measures such as banning phosphates from detergents and encouraging mussel farming, in order to reduce eutrophication. The Swedish initiative will be reinforced by the EU Baltic Sea strategy, providing a broader framework for action at sea basin level. Sweden also supports the idea of making the Baltic a pilot region for the implementation of the EU Marine Strategy Framework Directive.

The debate was then opened to the floor.

Geoffrey O’Sullivan (Irish Marine Institute and European Marine Board) emphasised the importance of science in addressing the future ocean challenges evoked by the speakers. As there is fierce competition for funds, there is a need to pool resources for maritime and marine knowledge gathering and to use them efficiently. He proposed more integration in funding maritime policy development, including for example the use of the EU Framework Programmes for RTD, the Regional Funds and other sources.

Iain Shepherd (MARCOM Defence, UK) added that funding would also need to focus on transferring research results to industrial product development. He also initiated a discussion on how to organise cooperation between the national and regional levels: this concluded that regional actors are important, but the optimal degree of devolution has to fit with the country’s government structure. For example, the coast-guard is managed nationally in France, but local prefects operate with a degree of autonomy. Different models and diverse approaches do not stand in the way of developing cross-border cooperation towards shared goals.

Professor Mario Ruivo (Portuguese stakeholder platform) offered suggestions on institutional arrangements and emphasised the need to mobilise the players (including regional focal points, stakeholders and civil society) and engineer a fundamental attitude change in order to achieve sustainable development of the oceans. He confirmed the need for political leadership in aligning all the necessary players behind an integrated approach.

Miguel Sequeira pointed to the mismatch between the short-term expectations of the political arena and the long-term agenda of maritime policy, for example in relation to



Pannelists of Workshop 6

environment protection and education. The discussion then focused on how to overcome the challenge of a long-term strategy in attracting attention in time-limited political cycles: the conclusion was that the policy should strive to establish itself as a permanent value capable of addressing topical issues such as the present economic crisis.

After hearing of positive examples of integration at various levels of government in the Member States and the European Commission, the Chair noted that such structures were not yet in place

to permit discussion of maritime affairs in an EU context. Solutions could be found by organising joint meetings of sectoral Council groups or under the General Affairs Council. The European Parliament could establish a cross-sectoral forum to discuss maritime issues in several committees. **Brad Watson** noted that political structures help to put ocean and sea affairs firmly on the political agenda. The discussion concluded that integrated maritime governance is all about mobilising people, across all levels of government and society, to pursue a common maritime agenda.

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LINKS

- EU Integrated Maritime Governance – Governance in Member States:
http://ec.europa.eu/maritimeaffairs/governance_memberstates_en.html
- ChannelArcManche Assembly:
<http://www.arcmanche.com/en/the-arc-manche/presentation/>
- Task Group for Maritime Affairs Portugal:
<http://www.emam.com.pt/>
- Sea our Future – Schleswig-Holstein:
http://www.schleswig-holstein.de/MWV/EN/SeaOurFuture/SeaOurFuture_node.html
- Secretariat Général de la Mer:
<http://www.sgmer.gouv.fr/>
- Sweden – Government for a Coherent Maritime Policy:
<http://www.regeringen.se/content/1/c6/12/40/65/311a8c1f.pdf>

Presentations by speakers:
http://ec.europa.eu/maritimeaffairs/maritimeday/workshop6_en.html





Workshop 7

Tuesday, 19 May, 11:05 - 13:00



Scientific input to the integrated management of sea basins

CHAIR: JØRN KROG, Secretary General, Ministry of Fisheries and Coastal Affairs, Norway

This workshop concluded that the task of ensuring healthy and productive seas for Europe calls for strong marine science input and a structured science policy interface. Marine research and maritime technology are essential to the sustainability and competitiveness of the maritime industries, and the key is an effective science/industry interface. Moreover, the management of the sea basins requires investment in continuous scientific monitoring.

Andris Andrusaitis (Programme Manager, BONUS) explained that BONUS is a Community-supported regional environmental research programme that aims to assess the pressures and impact of human activities in the Baltic Sea, in order to provide scientific input for integrated management of the system. The Sea comprises 0.4 million km² of sea with 1.7 million km² of drainage, 14 countries and 95 million inhabitants. The Baltic Sea research programme has come some way in assessing the pressures and modelling the impacts, as well as helping policymakers develop answers. Eutrophication is one of the most important environmental challenges, and an evaluation of the cost of the options for dealing with it has already been made based on an assessment, using the NEST model, of the (nitrogen- and phosphorus-based) nutrient reduction necessary. Model calculations suggest a minimum annual outlay of approximately € 2.6 billion for a cost-effective combination of measures to meet the targets of all the countries in the Baltic Sea region, in line with their action plans (cost of measures to reduce nutrient loads).

BONUS supports the view that it is possible to have an effective science/policy interface, but this has to recognise a number of key principles, including the strong political commitment and willingness that is already evident in the coastal Member States. At the regional level, BONUS has succeeded in developing a joint research programme through the BONUS-Plus ERA-Net Plus initiative, with integrated funding across the participating States and sectors. Other key factors are scientific relevance to policy, transparency and stakeholder involvement. It should be stressed, however, that modelling relies on an observation and science infrastructure: in that regard, it may be necessary to add two NEST institutes (in Poland and Finland) to the two existing ones.

Evangelos Papathanassiou (Research Director, Hellenic Centre for Marine Research) outlined the SESAME project, which covers two research areas: coastal ecosystem functioning and deep-sea processes in the Mediterranean and Black Seas. The project collected existing data and tested 12 different models, in order to find the best possible solution for monitoring these ecosystems. But there are still gaps to be filled in the models, the data and the research.

SESAME has already identified critical topics: these include marine invasions, unsustainable fisheries and aquaculture, algal blooms, climate change, natural hazards, waste from land, maritime transport, and lack of knowledge of extreme ecosystems. SESAME scientists are assessing the current ecosystem status, as well as historical changes within it, in order to predict future responses, in addition to the products and services the ecosystem can provide.

The aim of the SESAME project is to provide scientific input to policymakers and decision-makers that will eventually affect their decisions and, thus, the future of the areas in question. The project will also provide an integrated ecosystem management approach, based on models



Evangelos Papathanassiou

for fisheries, jellyfish populations, etc. SESAME scientists are developing transfer mechanisms, while emphasis is placed on training, education and public outreach initiatives. Stakeholder meetings and consultations integrating the human impact factor, as well as designing policy scenarios, have also been organised in the context of the project's innovative bridging of natural science and socio-economics. The development of the science-policy interface remains a key challenge, as getting scientists and policymakers to collaborate still poses some difficulties. The limited data on the Southern Mediterranean Sea, and the attitudes of the neighbouring countries, also point to some problems that will hopefully be resolved in future.

Fernando Torrent (European Aquaculture Technology and Innovation Platform – EAITP,

Chair for the Thematic Area 'Integration with the environment') stated that the aquaculture industry, more than any other, is dependent on the GES. As the industry is expected to grow, it will have to rely on clear, user-friendly and scientifically based guidelines to ensure its sustainable development. Most environmental impacts of aquaculture can be managed and minimised through an understanding of the processes, responsible management and effective siting of farms, and by avoiding repeating past mistakes. Competing claims for space will make this even more necessary and represent a major challenge. Public awareness of aquaculture interaction with the environment must be enhanced.

The development of aquaculture needs support from excellence in research and innovation. EAITP will provide stakeholders with a strategic research agenda, which responds to the challenges identified, among others sustainability. A key objective is to ensure effective mechanisms for the dissemination and transfer of technology. There is also a need to ensure there is sufficient scientific capacity.

Willem Laros (The European Technology Platform WATERBORNE) insisted that there are synergies to be exploited between marine research and maritime technology. The present situation opens up new opportunities for transferring skills to renewable sectors and developing concepts such as the 'Clean Ship Project'. This can be facilitated by linking the marine and maritime industries. Areas of synergy have already been targeted by the WATERBORNE platform and are being discussed with marine stakeholders through the MARCOM project supported by FP7: this very positive process started when developing the Aberdeen+ partnership.





A broader group is cooperating on the second project in EMARES which, again, is a support action to bring science and the industry stakeholder community together in FP7 (EAITP and WATERBORNE and also the oil industry, including the International Association of Oil & Gas Producers (OGP), are partners networking on this project). There is a need to consolidate these processes: the added value of ‘Venice’ and the role of this new stakeholder forum initiative for science is questionable, as we should build on what has already been developed and supported.

Jørn Krog said that we need to invest in science and research and this must be publicly funded. Governments have two roles: science for policy and funding of pre-competitive research by industry. Only science can provide policymakers with sound advice on sustainable development and harvesting of the seas. Structured arenas for science policy dialogue are a prerequisite, as well as long-term funding. Clustering between maritime industry sectors can create important areas for synergy and the transfer of knowledge, also extending to new areas: CCS, renewable energies, growth in existing ‘blue biotech’ by absorbing new technology breakthroughs and spillover between technologies. Publicly funded science, which must be open, can provide valuable input to industry.

The workshop concluded that, as evidenced by the Baltic Sea integrated programme, marine science can provide effective support to policymakers on integrated management of sea basins. However, for this to happen, science must be relevant to policymakers and speak the language of the politicians. This is a challenge, because transferring relevant knowledge to policymakers is different from producing pure scientific knowledge for publication. It requires specific skills and resources, and should be valued as such.

Science, which must be seen as an investment, needs a long term perspective, as advice tomorrow must build on knowledge created today. In particular, we need to move away from a situation where scientific monitoring of the seas is done on a project basis to a situation where continuous scientific monitoring becomes an integral part of the management of sea basins.

The maritime industries are environmentally responsible and prepared to move towards more environment-friendly technologies and production processes, in line with policy requirements. They recognise the value and innovation potential of cooperating with marine science.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop7_en.html

Workshop 8

Tuesday, 19 May, 11:05 - 13:00



Towards better governance for a sustainable use of the Mediterranean Sea

CHAIR: FABRIZIA BENINI,
Head of Unit, Maritime Policy
Mediterranean and Black Sea,
DG Maritime Affairs and Fisheries,
European Commission

The workshop identified the challenges faced in reinforcing the governance of maritime affairs in the Mediterranean. These are to build on existing sectoral structures and organisations, and to strengthen the enforcement powers of coastal States, under the United Nations Convention on the Law of the Sea (UNCLOS). The establishment of a forum to discuss these issues, inclusive of Southern Mediterranean States, is the key.

Ms Benini, in the Chair, introduced the session by defining the term ‘governance’, recalling the EU’s Integrated Maritime Policy (IMP) and highlighting the need for better maritime governance in the Mediterranean in view of its characteristics and the challenges it faces, in particular pollution, climate change and the need to develop the interconnections across the basin. Three levels of governance have been identified: (1) policymaking at national level; (2) governance of the marine space (UNCLOS); (3) a multilateral approach (EUROMED process and international organisations active in the Mediterranean). The IMP also recognises stakeholder involvement as an important element of governance.

Representatives of the current co-Presidency of the Union for the Mediterranean then took the floor. **H.E. Min. Plen. Khalil** (MFA, Egypt) stressed the importance of fully engaging all countries around the Mediterranean Sea basin, with a view to meeting both ‘traditional’ and ‘untraditional’ challenges: e.g. different rates

of development across the Northern and Southern shores, and political instability. He listed a number of key messages: (1) there is an urgent need for improved governance of the Mediterranean, linked with coordination at all the relevant levels; (2) the basic framework for regional cooperation already exists, so we need to build on existing regional fora, such as the Barcelona Convention on the protection of the marine environment; (3) we need to achieve harmonisation of sustainability rules, without hampering the need and potential for economic development; (4) the means for implementing existing commitments at regional level should be enhanced, and the Union for the Mediterranean provides an opportunity for achieving this objective; and (5) the European Union’s IMP is a good step and should set an example for regional responses to global challenges, raise awareness on good maritime governance, and facilitate the development of best practices.

Mr Mocilnikar (Mission pour la Méditerranée, Paris) completed Mr Khalil’s presentation by recalling the Marseilles final statement of November 2008, where EUROMED ministers highlighted the need to define a maritime strategy for the Mediterranean. He also stated that the objective of the Union for the Mediterranean is not to replace other institutions, but to provide a forum at inter-ministerial level, enabling governments to define common policies.

Professor Nilufer Oral (Co-chair of the Oceans Specialists Group, Commission on Environmental Law, International Union for Conservation of Nature – IUCN) recalled IUCN’s ongoing work on governance challenges in the Mediterranean, particularly the issue of marine space and related legal aspects. The Mediterranean has been singled out as the most complex sea basin – territorial rights have been asserted, allowing national governments to exercise their duties within a 12-mile zone, but the establishment of zones outside this limit has proved particularly problematic. She highlighted that while, in an



ideal world, we would have declarations of Exclusive Economic Zones (EEZs) and full ratification of all international agreements and Conventions, the situation in the Mediterranean is rather different. The United Nations Convention on the Law of the Sea (UNCLOS) provides specific provisions for semi-enclosed seas, calling for co-operation and agreement amongst coastal states. Professor Oral stressed that a framework for such cooperation and agreement is needed, and that the Union for the Mediterranean could provide the necessary forum for multilateral dialogue on these matters. She concluded that for the IMP to become a reality in the Mediterranean, further harmonisation beyond national jurisdiction needs to be achieved, and a common understanding needs to be sought from all coastal states.

Professor Pinardi (Co-Chair of the Mediterranean Operational Oceanography Network – MOON) focused on the contribution of research and innovation to effective governance of the Mediterranean Sea. She emphasised that the Mediterranean is a very variable environment,

with temperatures growing at a faster rate than in any other sea, and highlighted the importance of operational oceanography for the protection, management and sustainable exploitation of marine areas and resources. The Mediterranean Operational Oceanography Network (MOON) brings together 13 nations and 31 institutions, and provides real-time data coverage on ocean currents at basin, sub-regional and shelf/coastal levels. She stressed the importance of ensuring a better interface between operational oceanography tools and the IMP.

The debate was then opened to the floor.

Carlos Berrozpe Garcia (DG ENV, European Commission) indicated that the EU's Marine Strategy Framework Directive is an important part of the IMP as it seeks to set the boundaries of sustainability. The Directive builds explicitly on the regional sea and co-operation with the EU's Southern partners. Dialogue with the Mediterranean's Southern partners on methodology and ecosystem-based management is being conducted under the Barcelona Convention on the protection of the marine environment.

H.E. Min. Plen. Khalil welcomed the fact that the EU is willing to take due account of regional differences and cooperate further with its Mediterranean partner countries. He asked whether the MOON system and data were also available to these Southern partners.

Professor Pinardi replied that the future MOON-GMES services, also the European Marine Observation and Data Network (EMODNET) currently being developed, all operate on the basis of a free access data policy. The main concern in the Mediterranean is that of enabling countries making fuller and better use of the actual data available and cross-checking it with other types of data.

Mr Jarmache (SGMer, France) added that the issue in the Mediterranean is not one of access to data but rather capacity-building. He suggested that a specific project on this matter should be developed within the Union for the Mediterranean.

Mr Simard (IUCN) stated that there is a lack of tools and instruments for effective cooperation on governance matters in the Mediterranean. A specific mechanism is also needed for jurisdiction, given the legal and political sensitivity of the matters at stake. The aim of such a cooperation mechanism should not be so much about achieving an end-result, but rather engaging in constructive dialogue.

Mr Jarmache agreed on the need to set up a forum for discussion on governance of the marine space, but stressed that such a forum should not be perceived as a mechanism that would override national interests.

Professor Oral supported these comments, arguing that fruitful discussion is essential between coastal States, rather than a single-minded focus on their respective rights.

A representative of the Ministry of Environment, Tunisia, stressed that one major governance concern in the Mediterranean is the multiplicity of agreements and stakeholders involved in maritime affairs and environmental issues. He argued that integration is not an easily attainable objective, given the multitude of actions and activities going on in parallel.

A representative from the Greek administration referred to UNCLOS and Article 123 thereof, which calls specifically for cooperation between coastal states around semi-enclosed seas. He also highlighted the importance of developing strategic projects in the Mediterranean such as the 'Motorways of the Seas', and stressed the need to take due note of the vulnerability of island regions and their specific needs and differences.

Ms Karen Fabbri (Research Programme Officer, Management of Natural Resources, DG RTD, European Commission) informed participants that a call for proposals for a research project on ICZM in the Mediterranean had been issued end-2008 under the EU's 7th Framework Programme. The project will be launched end-2009 and will focus on international co-operation.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop8_en.html





Workshop 9

Tuesday, 19 May, 11:05 - 13:00



Progress towards a Maritime Transport Space without barriers

CHAIR: KERSTI KARLSSON,
Chairman of the Shipping Group,
Council of the EU

The panellists and audience gave an enthusiastic reception to the Commission action plan for establishing a European Maritime Transport Space without Barriers (EMTSwB) in order to support Short Sea Shipping (SSS). However administrative simplification will require a lot of work and an integrated approach, involving numerous stakeholders and administrations. A balance has to be found between administrative simplification – which will benefit SSS vessels, including on calls at non-European ports – and safety/security. A wider use of interoperable information technologies will play a prominent role in reducing delays and the costs of administrative formalities, and enhance the competitiveness of EU industry.

The objective of the EMTSwB is to make maritime transport more efficient by abolishing administrative formalities for Community goods on arrival at, and departure from, EU ports. It will complete the internal market in maritime transport. The most important EU-level measure is the simplification of customs procedures for SSS vessels. The generalisation of electronic data transmission systems for administration-to-business communication, and the creation of an administrative ‘single window’ at national level, will facilitate overall administrative procedures.

Ms Kersti Karlsson, in the Chair, explained that the objective of the workshop was to exchange views between shipping companies, ports, shippers and national public administrations on the best way of implementing these short- and medium-term measures and maximising their positive effects for maritime trade. She recalled the Council Conclusions, adopted on 30 March, which are very favourable to the concept of EMTSwB and to the Commission action plan. For decades, there has been a consensus that SSS should be promoted, for both transport and environmental reasons. However, only limited progress had been made so far. Cutting red tape is necessary for SSS, but one should take care to avoid a trade-off between security/safety and administrative simplification.

Dimitrios Theologitis (Head of Unit, Maritime Transport and Ports Policy, Maritime Security, DG TREN, European Commission) presented the three short-term and four medium-term measures, as well as the four recommendations submitted by the Commission to Member States to simplify the administrative procedures applying to SSS. Customs simplification is the most important measure, and this will be tackled through an amendment of the implementing provisions of the EU Customs Code. In addition, the Commission has adopted a legislative proposal to clarify the application of the IMO/FAL requirements and rationalise procedures for the arrival/departure at/from EU ports. He also reported on the progress of discussions in the various EU institutions.

Paul Touret (Scientific Counsellor, Conference of Maritime Peripheral Regions) recalled the objectives of his organisation, notably to limit the negative effects of being on the periphery. SSS is a priority for the CPMR and, since excessive customs and administrative procedures



Kersti Karlsson

are an obstacle to the development of the industry, it supports the concept of the EMTSwB. The CPMR proposes the creation of a multimodal transport document/contract for door-to-door transport.

Willem van der Schalk (Chairman of the Maritime Transport Institute, CLECAT) reported the difficulties encountered by logistics providers: CLECAT represents the European freight forwarders and customs agents. Promotion of SSS is important in the present crisis and has the potential to stimulate EU trade: 41 % of intra-EU trade is carried by SSS, and of this 28 % is pure Internal Market. A level playing field should be established with the other modes, but the legislators must act cautiously in order to avoid contradictory effects. EMTSwB is one element in a broader picture, including the improvement of infrastructure, port services, technology and the human factor.

George Bax (Supply Chain Services, International Trade Operations Europe, Dow Benelux BV), representing the European Shippers Council, said there is considerable potential for improving the SSS market share for chemical products. Customs procedures must be made less cumbersome for maritime transport: electronic declarations will substantially speed up the maritime transport of goods, reduce errors and increase safety. The challenges for customs administrations are the ability to tackle last-minute changes rapidly, and disparities between Member States practices and transport modes. He pointed to the costs for shippers of developing different software solutions for different transport modes: administrative data should be transmitted in a single simpler and more efficient way.

Alfons Guinier (Secretary-General, European Community Shipowners Association (ECSA)) recalled past initiatives to support SSS, including the introduction of the Customs facilitation for Authorised Regular Shipping Services. Efforts should be continued to reduce the distortion between the procedures applied to the maritime and other transport modes. He stressed the need to avoid new customs measures which could have a contrary effect, notably in the case of feeder services. Travel between EU ports, including calls in third countries, should also benefit from simplification, as Community goods and non-Community goods could easily be distinguished and treated in different ways. His Association welcomes all the measures foreseen by the Commission action plan for the EMTSwB, for example the recognition of English as the language of shipping and the recommendation to Member States to grant Pilot Exemption Certificates to shipmasters





who have the necessary qualifications. He urged the entry into force of the Rotterdam Rules developed in UNCITRAL for a single contract.

Jonathan Williams (General Manager, FONASBA/ECASBA) described the tasks of shipping agents acting as port ‘single windows’. His association supports the implementation of the EMTSwB and most of the measures proposed. Considering the high cost of maritime transport and port calls, administrative procedures, and notably inspections, should match vessels’ needs, not inspectors’ demands. Existing simplifications such as the IMO/FAL Convention should be fully applied. Electronic data transmission should be generalised, but existing systems integrated rather than superseded. English is the *lingua franca* for maritime transport and should be used as such, in accordance with EU laws. ECASBA does not support the use of the ADR Regulation on the shipment of dangerous goods (the Regulation is not accepted by Third

Countries for maritime purposes), nor the concept of a separate area for SSS in ports, as this is seldom feasible.

The presentations were followed by an open debate on the EMTSwB and possible additional measures, notably the need to improve the environmental performance of SSS at the same time as its promotion. Reference was made to the role of pilots in ensuring safety in ports, and to the value of information to users in the form of updated guides on port services and maritime lines.

Ms Karlsson observed in conclusion that the EMTSwB is a very popular subject, but much still has to be done to make it ‘fly’. Simplification should not lead to increased safety/security risks. The issue involves a range of administrative and private stakeholders, so an integrated approach is essential to resolve it.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop9_en.html

Workshop 10

Tuesday, 19 May, 11:05-13:00



Energy from the ocean – Emerging technologies

CHAIR: THIERRY LANGLOIS
D'ESTAINTOT, Unit New and renewable
energy sources, DG Research, European
Commission

The workshop delivered four key messages:

- **the oceans, seas and coasts hold significant and largely untapped domestic energy resources, both fossil and renewable, that can help Europe respond to the challenges of climate change and energy security of supply;**
- **to tap these resources, research, technology and innovation are vital elements in promoting efficient and cost-effective marine-adapted technologies;**
- **the development of low-carbon-energy industry can bring significant benefits to coastal communities;**
- **however, to deliver all these benefits, these developments have to be managed within the appropriate and stable regulatory frameworks.**

We are at the beginning of what has correctly been called the 'third industrial revolution' – the rapid development of an entirely new energy system – and can expect a massive shift towards a carbon-free electricity system, huge pressure to reduce energy consumption and to develop cleaner and advanced fossil fuel technologies. To make this shift in a manner that not only maintains but increases Europe's competitiveness, promoting rapid technological development has to be a central part of the EU's energy policy. There has been little cooperation so far between the offshore energy sectors, and

all these technologies would benefit from cross-sectoral technology spillover and an integrated approach.

The Chairman outlined the objectives of the workshop: first, to present an overview of recent initiatives in energy technologies related to the seas, from oil and gas, offshore wind, ocean energies, methane hydrates to carbon capture and storage; second, to stimulate a debate between panellists and audience on the contribution the oceans can play in addressing Europe's energy challenges.

Professor Dr. Klaus Wallmann (Head of the Marine Geosystems Research Unit, Leibniz Institute of Marine Sciences, Germany) presented the SUGAR Submarine Gas Hydrate Reservoirs project. Launched in Summer 2008, it aims to produce natural gas from marine methane hydrates and to sequester carbon dioxide (CO₂) from power plants and other industrial sources as CO₂ hydrate in marine sediments. This large-scale national project is funded by two federal ministries and German industry. The total funding is € 13 million over an initial funding period of three years. Professor Wallmann highlighted the existence of vast amounts of natural gas (methane) trapped in marine gas hydrates (~3 000 Gt of carbon), as large as the total inventory of carbon in all known coal, oil and gas deposits. He stressed the win-win nature of such a project as it combines methane extraction and CO₂ injection into the seabed, reducing the CO₂ in the atmosphere. Additionally, recent studies show that methane hydrates are less and less stable, due to increased sea temperatures liberating more and more methane. He concluded, however, that the technology is at an early stage of development and would benefit from a Europe-wide research effort following the German example. A mapping study on the location and potential of methane hydrates in the seas of Europe would be a good start.



Richard Hall (International Oil and Gas Producers Association, London) affirmed that offshore oil and gas resources are essential for current and future EU energy balance. Current EU/EEA indigenous oil production (taking in the European Economic Area element which includes Norway) is the fourth largest in the world, with more or less 85 % produced offshore. However, the North Sea is becoming a mature and high-cost basin. Yet, despite the growing maturity of European fields, the offshore oil and gas sector has an important future. Potential resources are equivalent to up to 100 billion barrels of oil, representing more than 27 years' supply at current production rates. Production of gas, which prevails over oil, is predicted to be 1.9 billion barrels of oil equivalent (or 295 billion m³) in 2010 and 1.5 billion barrels of oil equivalent (or 230 billion m³) in 2030. Future business opportunities lie within the areas of mature fields by significantly increasing recovery rates, and by developing deep and ultra-deep water resources, tight natural gas and other non-conventional reservoirs. As less than half remaining natural oil and gas resources can be recovered with existing technology, two strategies are being implemented in parallel: enhanced recovery in conventional reservoirs, and new technologies to unlock the potential of unconventional oil and gas resources. But, in addition to technology support, an enduringly competitive regulatory regime is needed to exploit the remaining potential fully.

Jos Beurskens (Scientific Director, W E & Sea, Wind Energy Department, Energy Centre Netherlands) presented an overview of the development of offshore wind installations and some thoughts on future development. He recalled that, over the past decade, there has been a significant shift in the way power production and energy resources are viewed: this culminated last year in the adoption of a climate and energy package committing the 27 EU Member States to a target of 20 % renewable energy sources, representing 35 % of electricity production. In this shift, wind power has proved to be the most successful of the renewable

energies but so far most of the development has occurred onshore. At 1470 MW, offshore wind represents only 2 % of the wind power installed in the EU, but is now emerging as a promising complementary renewable source for a number of reasons. Resources greatly exceed EU electricity demand, the strongest and most consistent winds are located offshore and in relative proximity to major energy demand areas, and offshore installations escape the land use concerns evident in some countries, particularly those of Northern Europe around the North and Baltic Seas. Mr Beurskens reviewed the main technological challenges in harnessing this huge domestic resource in a cost-effective way and underlined the need for cooperation and technological spillover from other offshore technologies.

Alla Weinstein (President, European Ocean Energy Association, Brussels) reviewed ocean energy systems and possible development perspectives of technologies aimed at capturing energy from the water column and the waves. Ocean energy systems cover a wide range of applications that can be deployed both on the shoreline and offshore. Ocean energy has the potential to satisfy approximately 10 % of Europe's current electricity demands, and the technology is emerging for large-scale demonstration projects. Few prototypes exist yet, but most of them are in Europe. Research work covers shoreline and offshore wave energy devices, tidal current turbines and salinity gradient systems, and there are various flagship prototypes. In October 2008 the largest wave device, Pelamis, with a total capacity of 2.25 MW, was installed along the coast of Portugal. Increased R&D funding is critical to the development of ocean energy systems. Ocean energy technologies must solve two major challenges simultaneously: proving the energy conversion potential, and overcoming the high technical risks posed by a hostile environment: developers can lose five years of development and investment in a storm lasting only a few hours. Additional R&D funding would help mitigate the substantial technical risk, while robust regulatory frameworks can also help unlock these technologies.



Thierry Langlois d'Estaintot

Trine Ingebjørg Ulla (StatoilHydro, Norway) presented the Hywind concept, the world's first full-scale floating offshore wind turbine. Recently StatoilHydro, an integrated technology-based international energy company primarily focused on upstream oil and gas operations, took the decision to extend its capabilities from the oil and gas sector to build Hywind and test it over a two-year period offshore from Karmøy. The project combines known technology in an innovative way: a 2.3 MW wind turbine is mounted on a spar-buoy, a solution associated with production platforms and offshore loading buoys. Floating wind power is not yet a mature technology and commercialisation is a long way off, demanding extensive research and development. So far only wind turbines up to 40 metres high have been developed, for installation in the harsh environment of water up to 700 meters deep.

George Harper (Director, Argyll and Bute Council) presented the Kintyre Project. Argyll and Bute is a coastal region in the south west Highlands and Islands of Scotland. The biggest town on the peninsula is Campbeltown, which has a population of 6 800 and was once home to over 120 whisky distilleries. In recent times it has been defined as an area of under-employment and continues to suffer from the emigration

of its economically active and skilled population. The region has a huge renewable resource of hydro, wave, wind, tidal and biomass energy and a long history of renewable energy development. Renewable energy is considered a key sector in the area, as well as a source of significant future sustainable economic growth. In February 2009 the Crown Estate announced the awarding of Exclusivity Agreements to 10 offshore wind sites in Scottish territorial waters and three of the larger sites are off the coast of Argyll and Bute: Kintyre, Argyll Array and Islay. The recent announcement of the Welcon Towers project at Machrihanish also demonstrates the attractiveness of the area, and especially Kintyre, for the renewables sector, with an investment of £45million+ and the assurance of 300 jobs over three years. The Argyll and Butte project offers an excellent opportunity for economic growth and employment in a remote and peripheral area, directly in line with the EU's Lisbon Agenda for growth and jobs and with the climate and energy package.

The presentations were followed by a general discussion. In response to a question from **Mr Beurskens** about the energy balance of methane hydrates/CO₂ storage, **Professor Wallman** said that this was currently 50 %, a relatively low level and one demanding further research. A representative of the German Research Foundation raised the question of energy efficiency and savings in the oil and gas industry and the long-term perspective for storage technologies, in particular hydrogen, but also to cope with the intermittent nature of wind production. **Jos Beurskens** agreed on the long-term perspectives of developing storage technologies to meet the wind power problem, but stressed that hydrogen is only one of them (water reservoir, compressed air) and might not be the most cost-effective one. **Richard Hall** stated that the oil and gas industry is increasingly committed to energy efficiency and energy-saving measures.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop10_en.html





Workshop 11

Tuesday, 19 May, 16:30 - 18:30



Optimising sustainable use of sea space through maritime spatial planning

CHAIR: ALAN SIMCOCK,
former Chairman, OSPAR

The workshop agreed that Maritime Spatial Planning (MSP) helps resolve potential conflicts in sustainable use of the sea, but is different from land-use planning. It has to be an iterative process: the 10 principles in the EC Communication are valid, sufficient and important. MSP has to be organised to deal with complex management structures and needs a proactive focal point to succeed. Also improved tools are needed for it to succeed, especially cross-boundary, SEA and evaluation of conflicting claims.

Giuseppe Bortone (Director General, Ministry of Environment, Soil and Coastal Defence, Emilia-Romagna Region, Italy) stated that the ICZM guidelines were adopted by the Regional Council in 2005, and that the driving forces for development and adoption of these guidelines were the environmental sections in the regional government. The ICZM is an instrument to integrate coastal planning with terrestrial spatial planning, and the MSP is seen as a possibility to extend this approach out to the sea. The participatory process is important, particularly for sharing information (Emilia-Romagna in seeking to increase its knowledge base), while the MSP is seen as an instrument that helps to avoid conflict. Sound resource management will become increasingly important in future, particularly due to increasing erosion and the need to protect the coast.

Kees Polderman (Assistant Director, International Maritime Affairs, Directorate-General for Civil Aviation and Maritime Affairs, Ministry of Transport, Public Works and Water Management, the Netherlands) affirmed that the MSP is a condition *sine qua non* for solving

conflicts between different maritime sectors, although its concepts evolve with time. In principle there is no need for additional instruments, but new opportunities can be found in the development of common cross-border perspectives.

Teresa Gamito (Coordinator, Portuguese Maritime Space Master Plan) stated that the Portuguese MSP approach seeks to include all maritime sectors and to present both current and future maritime activities. The Roadmap of the European Commission is an important driver for Portuguese planning activities. Currently, there is one maritime spatial plan under development by a multidisciplinary team, but with three different approaches due to the varying needs, challenges and regulations applying in the Portuguese mainland, the Azores and Madeira. Estuaries are excluded from the current planning process as these areas are the subject of separate studies and plans.

Erlend Moksness (Research Director, Institute of Marine Research – IMR, Norway) presented the Management Plan for the Barents Sea and the area off the Lofoten Islands: transport corridors along the coast will be included by 2010.

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101



Teresa Maria Gamito

Haitze Siemers (Acting Head, Unit E1 – Maritime Policy Baltic and North Sea, DG MARE, European Commission) said that a key priority element is to link up maritime sectors and policies. Both governance and stakeholder involvement are essential, also a balanced and objective approach to the management of marine space. He recommended a common approach to the MSP, ideally implemented by all Member States, for reasons of shared overall objectives at the European level, MSFD implementation, shared marine basins and ecosystems, and a common understanding by Member States. The question is no longer whether we need MSP, but how we apply it.

The main points voiced by the panel were that MSP is a continuous dynamic process and should be flexible; ICZM and MSP are not the same; a distinction between competences is important (national level, regional level, etc.); there should be open and broad stakeholder involvement in a transparent process; a distinction should be made between territorial waters and EEZ; objectives need not only to be defined but also agreed upon; a proper knowledge of the environment being worked in is essential (not only ecology, but also socio-economic factors); and cross-border cooperation is important for the MSP and should be discussed in the regional seas conventions.

The debate was opened to the floor. **Job Donkers** (Deltares, the Netherlands) said that a stringent link could be built up between the MSFD, the indicators therein, and the MSP.

Kathy Belpaeme (IZCM Belgium) commented that the MSP is looked at in a very traditional way, so the approaches applied today do not seem to be very open: an innovative and more flexible approach to MSP is needed. Innovative tools need to be developed and experience from land-side planning should not just be transferred to the sea.

Alan Simcock stated that an innovative approach is very important, and we need a better understanding of how to control and manage space. The three dimensions of the sea (water surface, water column and seabed), as well as time as a fourth dimension, are much more important for the MSP than for land use planning.

Ivica Trumbic (UNEP/MAP) remarked that land-side planning took nearly 100 years to develop, so MSP will also need time to evolve. Property rights are often big obstacles in land-side planning. Is this not an advantage for MSP as no individual property rights are involved here?

Monica Verbeek (SAR) asked if space is designated for fisheries in the Dutch part of the North Sea or are there areas where destructive fisheries are not allowed?

Juan Luis Suárez de Vivero (University of Sevilla) asked which authorities manage the maritime space in national administrations, and how do they decide who takes the initiative?

Jon Moat (KIMO) queried what aspects are organised at municipal level and what at state level?

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LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/marimeday/workshop11_en.html





Workshop 12

Tuesday, 19 May, 16:30 - 18:30



Maritime Industries: maritime prosperity in challenging times

CHAIR: JOHN RICHARDSON, Adviser on Maritime Policy, FIPRA International

The workshop drew three main conclusions from the debate. First, that the European maritime industry is seeking to avoid protectionism by working on a level playing field: effective coordination of support from Member States and the European Commission is essential to fighting the economic and financial crisis. Second, that the maritime industry provides advanced scientific know-how and two million jobs in Europe: the sector requires continuing commitment from Member States and the Commission. Third, that the industry can respond with assistance from Members States and Commission to the challenges of climate change: hi-tech marine innovation is available as advanced solutions to meet new challenges with green technologies.

In his subsequent presentation at the plenary session, the Chairman added his interpretation of these messages, in the light of the current crisis in shipping. In the absence of government intervention, it may be a long time before significant shipping sectors begin to order new ships again. This means that the very considerable technological progress that is feasible in dealing with GHG emissions and reducing fuel use risks not being achieved in the near future. By the time new orders come in, many of the firms potentially involved may have disappeared. A programme of incentives to replace old ships that are part of current overcapacity by new 'green' ships should be considered.

ESPO and ECSA then made a joint presentation focusing on climate change (impact assessments demanded for any measures relating to GHG emissions) and on the economic crisis (rejection of any form of protectionism). CESA stressed that the economic crisis offered new business opportunities and gave some illustrations of this. WATERBORNE supported CESA with various examples of existing and future technologies, claiming that a 20-40% reduction in energy use by ships is possible with today's technologies. EMEC and ETF presented the political state-of-play in their respective areas.

Most of the time allotted for the workshop was devoted to the presentations of the MIF working groups' chairmen, and these were very comprehensive and covered all pertinent policy areas. There was only a limited discussion afterwards, during which representatives of the Venice cruise terminal asked the ESPO representative about the impact of maritime spatial planning.

102

103



Reinhard Lüken

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop12_en.html

Workshop 13

Tuesday, 19 May, 16:30-18:30



Adapting to the impacts of climate change on coastal regions

CHAIR: REINHARD PRIEBE, Director Atlantic, Arctic and Outermost Regions, DG Maritime Affairs and Fisheries, European Commission

Coastal zones are highly vulnerable to the impacts of climate change. Critical coastal infrastructure, tourist amenities, ports, centres of population, power plants and coastal ecosystems will be under threat.

Important community initiatives have been developed to address climate change adaptation in general and for coastal and marine ecosystems in particular: the White Paper on adaptation to climate change, the Marine Strategy Framework Directive, the PESETA study by the Joint Research Centre, and the study on the 'Economics of climate change adaptation in EU coastal areas'.

Some national and regional authorities are already undertaking actions to cope with climate change in coastal areas. Good practice examples were presented during this workshop, notably the long tradition of coastal management in the Netherlands, long-term planning for coastal protection in Schleswig-Holstein, management of water resources in Cyprus and the increasing interest of the insurance sector in climate change impact and adaptation in coastal areas.

The links between the Integrated Maritime Policy and climate change adaptation in coastal areas were explored. The workshop concluded that:

- climate change adaptation has a clear cross-border dimension, and cooperation across borders and around sea basins is crucial: an

integrated approach at the sea basin level is fundamental to properly addressing adaptation issues in coastal areas;

- exchange of expertise and knowledge among the relevant authorities should be further promoted through the exchange of good practices;
- regulation should be a last resort: the EC White Paper on adaptation proposes a framework, paves the way for a comprehensive adaptation strategy, and encourages Member States to adapt to the impacts of climate change (the European Commission will prepare European guidelines during the first phase of implementation of the Adaptation Strategy);
- the Integrated Maritime Policy provides the needed cross-cutting tools to address climate change more effectively: Maritime Spatial Planning or Maritime Knowledge.

László Szabo (Scientific/Technical Project Officer, Joint Research Centre, European Commission) presented the first results of the PESETA project on the economic impacts of climate change and climate change adaptation in coastal areas: he explained the methodology and highlighted some of the results in terms of the physical impact and the economic cost of action and inaction, using two scenarios – 2020 and 2080. The economic benefits of early action on adaptation were clear from these empirical models. Mr Szabo gave some indications of how best to pursue research on the economics of climate change: reduce uncertainty on the magnitude of impacts and responses, extend the adaptation options and financial consequences to be explored, etc. **Website:** <http://peseta.jrc.ec.europa.eu/docs/Coastalareas.html>

Prof. Chris Peeters (Policy Research Corporation) presented the results of the study on 'the economics of climate change adaptation in EU coastal areas'. This study was undertaken on behalf of the European Commission to provide insights into the state-of-play and financial dimension



Pannelists of Workshop 13

of the actions undertaken to prepare Europe's coastal zones, as well as the outermost regions, for the effects of climate change. The study shows that EU Member States are spending € 0.88 billion per year in coastal management-adaptation-protection during the period 1998-2015. Analysis per marine basin on vulnerability, actions undertaken and economic comparison between the theoretical models and the real expenditures were also presented, together with a set of policy recommendations for future action. **Website:** http://ec.europa.eu/maritimeaffairs/climate_change_en.html

Marco Gasparinetti (Head of Unit, DG ENV, European Commission) presented the White Paper on 'Adapting to climate change' adopted by the Commission on 01.04.09. The proposed EU framework on adaptation paves the way towards a comprehensive climate change adaptation strategy at EU level and complements the actions undertaken under the Water Framework Directive, the Water Scarcity and Droughts Communication and the measures aimed at reducing GHG emissions. He emphasised the importance of early action to adapt to climate change, primarily based on green infrastructures and soft measures, as well as the need to avoid 'maladaptation'. He also stressed that, while climate change is a global issue, its impacts will differ from country to country. In the longer term, once the knowledge gaps are filled, adaptation may require a mix of hard and soft measures, depending on local conditions and vulnerabilities. **Website:** http://ec.europa.eu/environment/climat/adaptation/index_en.htm

Andreas Moleskis (Permanent Secretary, Planning Bureau of Cyprus) tackled the important problems of water scarcity, droughts and water management in the Mediterranean. Cyprus has undertaken urgent actions in this regard: the Drought Mitigation and Response Plan was adopted in 2008 and significant investments – including development budget, solidarity funds and state aids – have been applied to water infrastructure and management. To ensure water supply without increasing GHG emissions, Cyprus is planning significant investments in state-of-the-art renewable energy solutions: desalination plants using concentrated solar power stored for 24 hours' operation. **Website:** www.planning.gov.cy

Hugo Niesing (Ministry of Transport, Public Works and Water Management, the Netherlands) presented his country's perspective on climate change adaptation in coastal areas. He described the vulnerability of the Netherlands, its long tradition of coastal protection, and future policy options being assessed for preparation of a National Water Plan, to be adopted in 2009, and offered some insights into the SAFECOAST project which focuses on cooperation against coastal flood risk in the North Sea region. Mr Niesing also highlighted the need to clearly define risk management goals in a integrated and long-term perspective, to use the full potential of the safety chain while being prepared to cooperate, to increase focus on local participation, to communicate the risks to affected communities, and to continue the international learning process. **Website:** <http://www.verkeerenwaterstaat.nl/english/>

Jacobus Hofstede (State Ministry for Agriculture, Environment and Rural Areas, Schleswig-Holstein) stressed that the many unknown factors intervening in climate change increase uncertainty in the decision-making process. It is essential to adopt redeemable and flexible measures in a holistic approach within a coastal risk management cycle that ensures the sustainability of the actions. He also illustrated the type of planning applied in Schleswig-Holstein.
Website: www.schleswig-holstein.de/mlur

Sandrine Noël (Head of Non-Life Insurance, Comité Européen des Assurances – CEA) reviewed some of the economic analyses performed by the insurance sector to assess the impacts of climate change on insured and non-insured assets. From the sector's perspective, adaptation to climate change brings higher economic benefits than inaction. Essential elements of a valid adaptation strategy are a reduction of the uncertainties in modelling and forecasting, increased awareness, the public availability of mapping and information, and spatial planning. Ms Noël analysed the different insurance schemes available in Europe and affirmed that a stable legal and political environment, strong involvement on the part of the national authorities, and a flexible political approach are all fundamental to the implementation of adaptation strategies. **Website:** www.cea.eu

The debate was then opened to the floor. The results and approaches of the PESETA Study and the study on the economics of climate change adaptation on coastal areas were broadly welcomed. A participant from the Irish Marine Institute suggested further analysis and critical assessment by the European Commission of the actions undertaken by the competent national and regional authorities. The differences between coastal adaptation to climate change and business-

as-usual coastal defence initiatives were also highlighted by participants who indicated the possible error of considering investments in normal coastal defence as adaptation expenditures. Professor **Chris Peeters** (Policy Research Corporation) signalled difficulty in breaking down figures due to lack of information from Member States.

The importance of green infrastructure, soft adaptation, and redeemable, flexible and adaptive measures to tackle climate change impacts in coastal areas was generally accepted. It was pointed out that, already in 1995, the 'Communication on the conservation and wise use of wetlands' (COM(95) 189) recommended the use of coastal wetlands to cope with floods and potential sea level rises.

Participants urged more research on climate change: a representative of the German Marine Research Consortium stressed that further analysis and studies into other the impacts of climate change on coastal areas, such as biodiversity and ecosystem loss, are needed.

A participant from the Irish Marine Institute stressed the need for wider dissemination of information, knowledge and expertise on climate change adaptation. Several initiatives – such as the exchange of best practices, the framework proposed by the White Paper on adaptation, and the OURCOAST project – were evoked as existing platforms for these purposes, but it was agreed that more needs to be done.

Marco Gasparinetti of DG Environment mentioned the 'LIFE +' call for proposals, published on 15 May and open up to 15 September 2009. Under certain conditions, projects related to adaptation to climate change in coastal areas are eligible for EU funding.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/maritimeday/workshop13_en.html





Workshop 14

Tuesday, 19 May, 16:30 - 18:30



Towards an integrated surveillance systems

CHAIR: Professor IOANNIS TZOANNOS, Secretary General, Ministry of Mercantile Marine, the Aegean and Island policy, Greece

The workshop delivered three key messages: integration of maritime surveillance systems is a major objective; but the challenges to be met are obstacles of a legal, administrative and technical nature; therefore the Member States and the European Commission must develop an efficient process, applying common principles, to improve cross-border and cross-sectoral cooperation.

Professor Ioannis Tzoannos, in the Chair, said that Integrated Maritime Surveillance is the flagship of Integrated Maritime Policy: it will provide greater effectiveness in surveillance at sea. European Commission documents (1) provide an overview of who is in charge of which surveillance activities in the EU, (2) indicate which systems are already available, and (3) indicate that the task of integrating surveillance is a question of overcoming the technical, legal and administrative obstacles. Two pilot projects are being launched to identify the problems, and Greece is actively supporting this process.

The purpose of this workshop is to assess the readiness of Member States to mobilise their systems for cross-border and cross-sectoral cooperation, to examine the technical, legal and administrative complexity of the overall project, and to review the principles under which joint efforts towards Integrated Maritime Surveillance can be pursued.

Dr. Carolina Matarazzi (Italian Space Agency) said that differences in existing maritime surveillance systems need to be taken into account when enhancing levels of integration. Air traffic

management, specifically Eurocontrol, can be a guiding example for integrating maritime surveillance. The issues to be solved are of institutional, technological and economic nature.

Georges Bosselut (Capitaine de vaisseau, État Major, French Navy) pointed out that, traditionally, different national departments have had different views on maritime surveillance. Common principles are necessary for the various actors to work towards open surveillance architecture, permitting secure data dissemination that respects ownership and confidentiality. The bank transfer system can be a source of inspiration. The European Commission's pilot projects provide a good opportunity to make progress.

Hans Lindqvist (Deputy Head, Swedish Coast Guard) described how, in the 1990's, general maritime traffic in the Baltic Sea increased by 20% and oil traffic by 90%; by 2010 a further 50% increase is expected. Integrating surveillance in the Baltic has proved both useful and cost-effective. The Swedish Coast Guard collects information from 10 different national and international authorities, aggregates it and distributes the compiled results to its partners. The new Baltic Sea Maritime Information System (BALMIS), designed to serve civil needs, should be launched in 2009.

Vidar Ulriksen (State Secretary, Norwegian Ministry of Fisheries and Coastal Affairs) stated that Integrating Maritime Surveillance is essential to enhancing surveillance efficiency and maritime governance. However, questions of data confidentiality, availability and security have still to be solved. Norway is interested in contributing to EU surveillance systems: his country also has good relations with Russia and surveillance in the Arctic will need to be satellite-based. While currently developing a single-window surveillance system, Norway proposes the development of a global data exchange network.



Umberto Pizzabiocca

Frank Goerke (Senior Chief Superintendent, Federal Police Regional Office for Maritime Security, Bad Bramstedt, Germany) commented that, in his country, efforts are being made to rationalise border management, enhance cooperation between police and customs services, and integrate information in a single data system. Integrated Maritime Management should be developed on a common basis throughout the EU.

Umberto Pizzabiocca (Captain, Marina Militare Italiana) said that, to secure the global economy and anticipate civil and military threats, Member States need to act nationally, focus regionally and envision globally. Navies have created the maritime awareness perspective in the Mediterranean, the Black Sea and the southern

American seas: this picture is managed by the Italian Navy in the Virtual Regional Maritime Traffic Centre (VRMTC).

Isto Mattila (Captain, Policy Officer Maritime Policy Mediterranean and Black Sea, DG MARE, European Commission) said that Integrating Maritime Surveillance is a key to a more efficient and less costly prevention of unlawful activities at sea. Existing systems should be linked up to ensure their interoperability, and three pilot projects are being launched to explore how to overcome the existing obstacles to integration. In parallel, the Coast Guard Services Forum (MEDFORUM) is exploring ways to enhance cooperation on maritime safety and security, including vessel traffic monitoring and environmental protection. The EU mainly faces asymmetrical threats which can endanger several Member States simultaneously. Multilateral information exchange is therefore indispensable, but data exchange must respect issues of control, sensitivity and ownership rights.

The debate was then opened to the floor. One participant remarked that maritime surveillance systems have been developed for maritime safety, but not for security aspects. Non-cooperative ships, those carrying out illegal activities, cannot be detected with the AIS system. The cost of patrolling EU coasts solely for immigration prevention amounts to about € 500 million per year, but this cost would be much higher when accounting for other tasks such as fighting criminal activities: patrolling only is not a viable option. He questioned when operational satellite images will be available and when a *dynamic* surveillance project, contrary to the present *passive* 'LRIT' and 'AIS' systems, will be implemented?





In response to the questioner, **Dr. Matarazzi** said that Search and Rescue ('SAR') satellites will be launched in 2010 and will then have to be correctly positioned (the cost of integrating satellite technology is estimated at about € 500 million). **Captain Mattila** remarked that satellite technology is very helpful for maritime surveillance, but obtaining good satellite images is difficult and costly. The Chair commented that the debate reveals the necessity of achieving economies of scale through an integrated surveillance system at EU level.

Another participant remarked that the Automatic Identification System ('AIS') is easy for pirates to fake. However, in the absence of prior suspicion of illegal activity, seeking and exchanging information about citizens or ships at sea is a matter of serious legal concern that still needs to be solved. In response, **Ms Fabrizia Benini** (DG MARE, European Commission) said that the legal obstacles to integrating maritime surveillance are important. The Commission has conducted a study into their identification and is in the process of considering how to address those obstacles that are present in Community legislation; these need to be tackled by both the European Commission and the Member States.

Another participant questioned why the Mediterranean surveillance pilot project is limited to its western approaches, and whether 'integrating surveillance' means linking existing systems or building a *new* integrated system? **Dr. Matarazzi** replied that the pilot projects are an essential step towards evaluating Member States' capacities to overcome practical obstacles to integrated surveillance; they are not meant to anticipate all the difficulties ahead. Integrating surveillance systems means building links between existing

systems to make them interoperable as well as developing the system further as a whole. The Chairman commented that, as Greece is participating in the surveillance pilot project, the eastern Mediterranean approach is covered.

Jean-Marie Lhussier (THALES Naval Division) concluded that the Integrated Maritime Policy developed by the European Commission is a reality. With the integrated projects currently being initiated or now under way (e.g. SAFESEANET and CLEANSEANET), the policy is taking shape in real-life applications. No doubt many difficulties such as the question of data protection still lie ahead, but these should be solved, at least partly, by technological developments. But, he asked, what is the roadmap for developing an integrated Management system to handle the process towards an Integrated Maritime Surveillance system? The Chairman responded that such a roadmap is now being developed by the Member States.

LINKS

Presentations by speakers:

http://ec.europa.eu/maritimeaffairs/marimeday/workshop14_en.html

Workshop 15

Tuesday, 19 May, 16:30-18:30



Supporting sustainable growth in coastal tourism

CHAIR: FRANCESCO IANNIELLO,
Head of Tourism Unit, DG Enterprise
and Industry, European Commission

In terms of employment in sea-related sectors, in addition to the shipping sectors and offshore and coastal wind energy, coastal tourism plays a prominent role. It accounts for 4 % of EU GDP, 4 % of the total labour force and 8 million jobs. If you include related sectors, these figures rise to 11 % of the Community GDP, 12 % of the total labour force and 24 million jobs. Within this context, the three main messages of this workshop are:

- **sustainable development is crucial to coastal regions,**
- **tools for sustainability include product diversification, indicators, networking, synergies, studies, and**
- **all-round support and coordination (political, stakeholder, consumer) are essential.**

Opening the session, the Chairman stressed that the Treaty of Lisbon creates a new legal basis entirely devoted to tourism. Tourism strategy has developed in the past under the umbrella of various EU policies. He outlined the CALYPSO social tourism initiative which addresses the issue of seasonality and promotes access for those who find going on holiday increasingly complicated, in particular senior citizens, disabled youngsters and families. The objective is to make tourism a sustainable sector from an economic, social and cultural point of view. Mr Ianniello also described

‘EDEN – European Destinations of Excellence’, an initiative led by DG ENTR and specifically directed at the national tourism administrations of all Member States, with the aim of promoting less-known destinations across the European Union. The project is based on national competitions that take place every year and result in the selection of a tourist ‘destination of excellence’ for each participating country. In selecting destinations, EDEN draws attention to the values, diversity and common features of European tourism, enhances the visibility of emerging European destinations, and creates a platform for sharing good practices and promoting networking between destinations. ‘Aquatic tourism’ is the theme for the 2010 edition.

The Chairman also informed participants that a European Commission survey conducted by Gallup shows that European citizens still want to go on holiday despite limited budgets. Economic operators should take the opportunity to innovate and develop new services and facilities to satisfy the needs of this changing segment of the market.

Enzo Finocchiaro (General Director, Sustainable Tourism Department, Provincia di Rimini, Italy) commented that there are 2 300 hotels on the 40 km of the Rimini coast and two-thirds of tourists visit the province in July and August, making the area a mass tourism destination. To tackle the issue of sustainability of the tourism sector, Rimini province has launched initiatives aimed at involving economic operators, local authorities and consumers. In 2001, the province participated in the first International Conference on Sustainable Tourism, which produced the ‘10 golden rules for sustainable tourism’ and the ‘Charter of Rimini on sustainable tourism’. Other relevant initiatives include a prize for the most sustainable beach and reimbursement of tickets for tourists arriving by train.



The conclusion is that to develop sustainable coastal tourism, it is important to have a long-term strategy and the support of economic operators who, in the first place, need to achieve results in the short term. Benchmarking is important, but avoiding duplication of other people's ideas is even more important.

Françoise Breton (European Topic Centre on Land Use and Spatial Information) questioned whether it is possible to use ICZM (Integrated Coastal Zone Management) to measure the sustainability of tourism. She stressed that there cannot be control without measurement, therefore it is necessary to develop indicators for assessing the European state of the coast in order to be able, in turn, to assess the sustainability of the tourism sector. In her view, the growth rate of the tourism sector should not be linked to the growth of the building sector (e.g. number of hotels), since urban development and planning policies need to be compatible with the coastal landscape. She mentioned that the impact of the cruise industry can be positive in terms of economic growth, while having an impact on the environment in terms of externalities.

Alan Vella (Policy Officer, Tourism Unit, DG ENTR, European Commission) highlighted the fact that the EU, as a tourist destination, is growing in terms of arrivals but has lost market share to Asia and the Pacific region. One of the main issues being addressed at the EU level is seasonality, with the twofold objective of unveiling the unexploited potential of tourist destinations in the low seasons and diversifying the offer, so that EU tourism industry can regain market share at the global level. He recalled the recent EU policy initiatives on tourism, namely the Communications of 2006 *A renewed EU Tourism Policy: Towards a stronger partnership*

for European tourism' and 2007 *Agenda for a sustainable and competitive European tourism*'. These Communications are at the core of subsequent initiatives such as EDEN, CALYPSO, European Tourism Forum, NECSTOUR and Knowledge Networks, all of which can be of interest to stakeholders involved in coastal tourism. Mr Valle also referred to the ongoing study by DG MARE on tourist facilities in ports, which aims to assess the benefits, notably for cruise tourism, of investing in environmentally sustainable facilities for tourists; this study demonstrates that cruise tourism can continue playing an important role in the economy, while at the same time addressing the issue of environmental sustainability.

Nigel Adams (Head of Policy and Regeneration, Tourism and Marketing, Welsh Assembly Government) said that the Welsh coast extends over 1 200 km and 70% of it is designated of environmental importance. The preparation of a Welsh Coastal Tourism Strategy was identified as one of the key priorities of the Wales Spatial Plan. Its purpose is to show a clear way forward for the development of coastal tourism, mobilising the economic potential of the Welsh coastline while respecting its environmental qualities and recognising the importance of ensuring direct benefit to coastal communities. Research suggests that there has been a decline of long holidays in coastal tourism over the past decade and an increase in short breaks. Tourism on the coast needs to adapt to the demands of new markets in order to prosper and the aim of the strategy is to have an integrated year-round coastal tourism industry. On methodology, the preparation of the strategy by a consultancy is being overseen by a steering group; subsequently it will be published for consultation and then finalised, taking into account the response.



Enzo Finocchiaro



Jamila Madeira

Jamila Madeira (MEP) presented her own-initiative European Parliament report, ‘Impact of tourism on coastal regions’. A significant part of the European population lives on the 89 000 kms of mainland European coast. Tourism, while typically the main activity in these regions and contributing to social and economic development, in terms of increased GDP and employment levels, can also have adverse territorial effects due to the seasonal nature of activities, employment of unskilled labour, lack of integration between coast and hinterland, lack of economic diversification, and degradation of the natural and cultural heritage. Key conclusions of the report are that it is important to consider the social dimension of the tourism sector; initiatives aimed at the protection of the environment should be

perceived as an opportunity, not a barrier to its development; structural funds can play a very important role in promoting sustainable coastal tourism; and there is a real need for an integrated approach. In particular the report stresses the importance of mobilising Structural Funds for coastal regions, and suggests creating a European sectoral network under the umbrella of the European Institute of Innovation and Technology and the Seventh Framework Programme. The report also advocates the creation of a database on maritime projects, and recommends that coastal Member States ensure high visibility for projects and simplify procedures for access to funding, with a view to attracting private financing for coastal tourism and facilitating the creation of partnerships between public authorities.

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LINKS

Presentations by speakers:


http://ec.europa.eu/maritimeaffairs/maritimeday/workshop15_en.html





Reports
from
stakeholders'
events

p. 113-121



Stakeholders' Events

Monday, 18 May, 09:00 - 13:00



TPMB – Technology Platform of Mediterranean and Black Seas

CO-CHAIRS: ENRICO PUJIA, Director-General, Italian Ministry of Infrastructure and Transport
MARIO DOGLIANI, Head of Corporate Project Financing, Registro Italiano Navale

This event saw the launch and promotion of a new initiative aimed at establishing a common platform for dialogue between all relevant stakeholders from the Mediterranean and Black Sea areas, including non-EU countries, active in the fields of Maritime and Marine Research, Innovation and Training. A second aim is to contribute to the allocation of financial resources mobilised from a range of sources, private/regional/national/EU and international.

The opening section of the event consisted of presentations by representatives of the EU institutions as well as various Italian Ministries, regions and industry focusing on the role of maritime and marine R&D and innovation:

Mr Dogliani briefly introduced the concept of the TPMB and outlined the experience of the Italian Technology Platform in achieving the widest possible consensus on the Strategic Research Agenda (SRA) for Italy, based on the EU's SRA. He described the two Italian initiatives: the RITMARE Programme, an Italian research programme with a marine component, and the 4MARE Project which focuses on human capital and on developing training facilities for the maritime professions.

Fabrizia Benini (Head of Unit, Maritime Policy Mediterranean and Black Sea, DG MARE, European Commission) welcomed the new TPMB initiative in enhancing cooperation between the Mediterranean and Black Sea countries. She stressed the importance of scientific knowledge and a technological base to maximise

the sustainable use of the seas and oceans, and the need for international cooperation and greater synergies in marine and maritime research. Ms Benini also described EC initiatives in this area, namely the recently published 'EU Strategy for Marine and Maritime Research', as well as the EMODNET project which addresses the issue of scientific data collection and use. Finally, she stated that DG MARE had translated the Blue Paper on the IMP into Arabic in order to facilitate promotion of this policy in the southern Mediterranean countries.

Massimo Baldinato (Member of the Cabinet of EC Commissioner Tajani) reviewed investment in research and innovation, establishing private-public partnerships to finance research, and stakeholder involvement in enhancing the development of the maritime industries in the Mediterranean and Black Sea countries. He identified new challenges in establishing sustainable and interoperable maritime transport systems and outlined the EU Maritime Transport Strategy 2018, adopted in January 2009, as well as ports policy and the Clean Shipping Project. Mr Baldinato underlined the importance of human capital and scientific/technological know-how in increasing efficiency in the maritime transport field, as well as the need for the right balance between economic, social and environmental factors in developing 'clean' maritime transport. The regulatory framework should be improved and common standards established in order to increase the interoperability, safety and accessibility of such transport systems: state aid rules could also play an important role in addressing the challenges faced by the industry.

Professor Francesco Beltrame (Italian Ministry for Research) shared his experience in integrating marine and maritime research within a national research agenda shaped around three main themes: ICT, marine/biological science and environment-related research. He underlined the importance of ensuring the smooth application of scientific research results, something that can still be difficult.



Susanna Longo (Piemonte Region) provided evidence that a region not situated on the coast can still become an important centre for maritime research. Piemonte has the right blend of research facilities and activities, and a number of innovative clusters and competitive industries that are relevant to the maritime industries. She presented the case of Navaltex, a company specialised in the production of specialised textiles used in passenger ships, luxury boats and yachts, as well as in the cruise industry. Piemonte is a member of the EU Technology Platform for Textiles and intends to join the TPMB.

Alberto Piantoni (Confindustria) stated that, in a globalised economy, industry needs to go international to remain competitive. The maritime industry is one of the best examples of how different sectors can cooperate in an integrated manner and promote innovation. He described the 'Made in Italy' programme, a €90 million initiative aimed at increasing cooperation between the IT industry and Italian SMEs active in sea-related sectors.

The event continued with an open forum at which participants shared their experiences:

Professor Bouchta El Moumni (University of Tangier, Morocco) described the successful cooperation between the University of Tangier and the Tangier-Med port of northern Morocco. Scientists provided tailored-made solutions, derived from research and innovation projects, to a number of problems faced by the port authorities and populations: these included increased traffic and port-related activities resulting in serious marine pollution that impacted fish stocks and the availability of potable water (affecting 150 million people). Tourism, an important source of economic growth and jobs in Morocco, is also a generator of pollution and freshwater demand. This problem has been partly addressed by targeted education projects and awareness campaigns.

Mr Thompson (Cyprus) and **Professor Guedes Soares** (Portugal) briefly described research-related activities in the area of marine ecosystems, fisheries, renewable energies, maritime transport, shipbuilding, ports, etc., carried out by their national Technology Platforms. Both the Cypriot and Portuguese Platforms are members of the EU Waterborne Platform and participate in EU research projects.

A letter read out in the absence of the Spanish TP representative, who was not able to attend the meeting, gave a commitment by the Spanish Platform to become an active member of the TPMB: there are several Technology Platforms in Spain which contribute to the development of marine and maritime research. Spain appreciates EU initiatives in the area of research and innovation, in particular the new EU Strategy for Marine and Maritime Research.



Fabrizia Benini

Professor Ionel Chirica (Romania) presented the Romanian Platform, focused essentially on shipbuilding as the most important maritime industry in his country. He underlined the importance of EU research projects focusing on the Black Sea, including the Black Sea-ERA NET project (networking on science and technology) funded under the 7th Framework Programme.

Dr. Laura Giuliano (CIESM, the Mediterranean Science Commission) sees a very clear role for science in policymaking in providing independent scientific advice. CIESM currently has 23 member countries and benefits from the work of 4 400 scientists conducting multilateral research projects in the Mediterranean and Black Seas. Maritime governance needs to be shared to be effective. CIESM has developed its own mechanism for identifying research topics at sea basin level and these have in many cases developed into long-term projects (10 years +): examples are the Trans-Med study on the impact of shipping/cruising on marine ecosystems, and water exchange monitoring between the Atlantic Ocean and the Mediterranean Sea. Currently CIESM, together with the Waterborne Platform, is carrying out a research project on the invasion of alien species via ballast water on ships.

Mr D'Amico (shipowner) emphasised the importance of human capital for shipowners and the shipping business, which represents 1.5% of the 7% of the EU workforce in the maritime sector. There is a need for constant professional improvement and specialised training for shipboard personnel: the 'excellence in maritime professions' concept, included in the Blue Paper on the IMP, attracts considerable interest. In addition, the interaction between sea and littoral calls for people with specific management skills, and these need to be trained as well.

Professor Cavarretta (Italian Research Centre) shared his experience in streamlining marine and maritime research in the National Research

Programme, and underlined the need for proper coordination and synergies between the different research topics. He welcomed the cross-thematic joint calls under 7 FP (ERA-NET and SEANET).

A. Di Martino (UCINA, the Italian leisure boats association), **Remo Giuseppe Pertica** (Finmeccanica, SIIT district technopole, Liguria region), **Giuseppe Balzano** (Confitarma) and **Dr. Danilo Farinelli** (AREA Science Park, Trieste) jointly emphasised their interest in the TPMB as an appropriate platform for sharing experience, strengthening cooperation and cross-sectoral research opportunities.

Prof. Mohamed Aziza (Osservatorio del Mediterraneo) focused on the cultural aspects of any type of multilateral and international cooperation, including in the field of research: the R&D sector has great potential in becoming a genuine bridge between cultures. He is convinced that the launch of the TPMB will contribute to cultural exchange and interaction. Prof. Aziza thanked DG MARE for translating the Blue Paper on IMP into Arabic and welcomed the quality of translation.

Finally, **Ioannis Tzoannos** (Secretary-General, Greek Ministry of Mercantile Marine) took the floor, welcoming the creation of the TPMB. He called for greater synergy of initiatives at all levels, including the EU level, and highlighted the main challenges for shipping: the growing shortage of skilled seafarers, increasing marine pollution, piracy-related issues, the need to improve the image of the shipping industry, and avoiding the negative impact of the regulatory framework in becoming more and more complex. Mr Tzoannos called for more synergies between the maritime industries and administrations responsible for maritime affairs.

The event concluded with the official launch of the TPMB: the next meeting of the Platform will be held in Morocco in October 2009.





Stakeholders' Events

Monday, 18 May, 14:00-18:00



Watersports face the double problem of waste and water quality

Organised by Surfrider Foundation Europe

CO-CHAIRS: NATHALIE VAN DEN BROECK (Surfrider), VERA COEHLO (Seas at Risk)

The quality of Europe's bathing waters is sensitive and needs to be carefully monitored and quantified. If EC Directive 2006/7/EC is properly enforced, bathing could be prohibited at up to 10% of European beaches.

Macro waste is the most visible contamination and is insufficiently recognised by legislators. Cleaning beaches to fight macro-waste is expensive, in particular for coastal regions and some cities not at the source of the pollution. A regulatory framework to address macro-waste is required.

Nathalie Van Den Broeck of Surfrider presented an overview of the impact and future challenges posed by macro-waste, the product of human activities that can be wind- and water-borne or left on site by careless people. According to UN statistics, one square kilometer of ocean can contain up to 1 200 000 floating plastic items. Ms Van Den Broeck argues that the lack of legal status for macro-waste constitutes the main impediment to seriously addressing this source of pollution by raising awareness and increasing scientific understanding of the impact. A recent beach cleaning operation rallied 2 000 participants who collected 2 000 m³ of such waste.

Vera Coehlo of Seas at Risk addressed the problem and opportunities of tightening international rules on Ship Source Marine Litter. Despite decades of regulation, ship-source litter still regularly finds its way into the sea. The OSPAR Beach Litter Monitoring programme claims 'no decrease in marine litter': 70% of all dumped waste sinks, so what ends up on the beach is a small part of the problem which is not only the quantity of litter but the type: refrigerators, washing machines, computers, batteries, oil barrels, steel wire, engine parts and other engine-room waste. There is also a giant rubbish 'soup' one-third the size of Europe in the Pacific. Marine litter is a serious problem, and existing regulations on shipping do not work: there is an opportunity at both the EU and IMO levels to call for the revision of the key international legislation.

The subsequent discussion and questions focused mainly on the macro-waste issue. Questions centred on the reliability of the data on macro-waste and legislative priorities: the lack of scientific and independent data constitutes a serious impediment to legal recognition of the issue. While macro-waste is highly visible, its impact on marine life is neither fully understood nor documented scientifically, although the scientific literature is gradually accumulating. According to Surfrider Europe, the macro-waste issue as a source of pollution is largely overlooked in the current legislation and, for this reason, no overall framework can be implemented to fight against it effectively on Europe's beaches.

For the European Commission, the issue of macro-waste as a source of pollution is increasingly recognised at international, European and national level. In terms of waste management, EU Member States already have a legal obligation



Nathalie Van Den Broeck and Joe Borg

to address pollution of the seas: other parts of the world have limited or no waste legislation at all, and pollution by sea ignores the limits of territorial waters. Failure by the public to respect such regulations as there are complicates the problem further. The recently adopted Marine Environment Framework Directive (2008/56/CE) provides a legal framework for EU Member States to reach appropriate environmental standards by 2020, and the European Commission is currently working with Member States on the methodology and criteria for national marine environmental strategies. This exercise should help enhance understanding of the macro-waste issue, which could be addressed in the various national strategies.

Another point of discussion was the cost of macro-waste disposal. 80% of the macro-waste collected on beaches comes from land-source pollution, but the cost is borne by the coastal communities. These costs tend to increase over time with strengthening legislation and the increased expectation of a quality environment in the major tourist locations. Financial mechanisms need to be developed to enforce the 'polluter-payer' principle.

Finally, the involvement of the different players – NGOs, public authorities at various levels, maritime industries and the general public – needs to be encouraged to ensure a move to cleaner beaches.

A petition with 10 000 signatures was presented to Commissioner Joe Borg the following day.





Stakeholders' Events

Tuesday 19 May, 09:00-13:00



European Cruise Council 2009 Industry Conference

Organised by European Cruise Council (ECC)

The third Cruise Council Annual Conference, organised by the European Cruise Council (ECC), brought together all key actors of the European cruise industry: cruise lines, shipyards, suppliers and ports. For the first time the conference was held in coordination with the European Commission on the occasion of its European Maritime Day. Topics included the status of the cruise industry in Europe, the economic forecast, ports and infrastructure, shipbuilding, and environmental and sustainability issues, as well as the European Commission's Integrated Maritime Policy.

The European cruise industry continues to increase its share of the global cruise market with 21.7 million passengers visiting a European port, 4.7 million joining their cruise in Europe, the industry generating € 32.2 billion of goods and services and providing more than 311 000 jobs in 2008. Despite the economic challenges, the ECC anticipates further growth in Europe.

A study published by the European Commission demonstrates that coastal and marine tourism is the most significant sector in terms of employment in almost all of the EU's coastal Member States. A further study on tourist facilities in ports, announced for September 2009, will answer the question of how economic benefits and job creation in coastal regions and islands can be increased, while reducing their environmental effects. The study will also aim to establish an indicator identifying the return on investment in tourism facilities.

Preconditions for further growth include the extension of port infrastructures, with better facilities for customer services, and additional innovations in the shipbuilding sector, an appropriate mix of public and private initiatives, and improved links between ports and other major conurbations.



David Dingle

The ECC indicated that the European cruise industry supports sustainable environmentally friendly tourism: a healthy cruise industry depends on a healthy environment. Continuous efforts are being made to enhance the energy efficiency of cruise liners at sea and in port by optimising their logistics, air-conditioning, lighting, heating systems, waste management and ultimately fuel consumption. Access to shore-side electricity supply is economically viable but requires special infrastructure: gas could be an alternative in special cases.

An open debate within the cruise industry is essential. The European Maritime Policy provides tools in support of these efforts by promoting shore-side electricity, raising the taxation issue, and launching the Clean Ship Project.

LINKS

Economic impact report 2009 'Contribution of Cruise Tourism to the economies of Europe', commissioned by the ECC in collaboration with Euroyards, MedCruise and Cruise Europe:
www.europeancruisecouncil.com

Speech by Commissioner Joe Borg at the European Cruise Council 2009 Industry Conference, Rome, 19 May 2009:

[European cruise industry: a vital contributor to the European economy](#)

Study 'Employment trends in all sectors related to the sea or using sea resources' sponsored by the European Commission:
<http://ec.europa.eu/maritimeaffairs>

Stakeholders' Events

Tuesday, 19 May, 10:00-13:00



Maritime traffic monitoring in Italy and synergy with European and EUROMED countries

Organised by Italian Port Informer Association

CHAIR: MARIA DE LUCA, President, Association of Italian Port Informers

The workshop was opened by the Chair, who introduced the main theme of the conference: the added value resulting from automatic surveying of maritime traffic for port owners, operators and stakeholders. Port informers are the players in this field, surveying official data on economic and security grounds. Collaboration with the maritime authorities, port Authorities and other administrations (e.g. civil and military) is fundamental to the success of this service, which already operates in 13 Italian ports and involves about 150 people experienced in the use of specialist technologies such as VHF, video cameras, meteo stations, AIS systems, radar, etc.

Currently Italian port informers' activities are regulated by the local Coast Guard in respect of local customs and operational issues. Due to the fragmented nature of Italian law, the service is not identical in every port in terms of the technologies used and procedures followed. For this reason, it is very important to find a common norm valid in all the EUROMED countries, in order to provide consistency and regulation of port informers' activities.

The objective of the Association is to create a single constitution for a large Consortium of Port Informers. This would mean increasing their presence in all major national ports, with recognised procedures and increased maritime

assistance based on the functional integration of National VTMISS. Common surveys used in the European Union include Long Range Identification and Tracking (LRIT), SAFE-SEANET for ship tracking, and CLEAN-SEANET for marine pollution monitoring.

Marta Lima Galvao, representing EMSA, and Coast Guard Officers **Carlo Falcicchio**, **Giuseppe Aulicino** and **Marco Gionfriddo** all emphasised that information systems, like those used by vessel traffic service (VTS) and Port Informers, will become progressively more precise and will allow the cost-effective performance of new simplified functions to optimise operational management of commercial traffic.

Admiral Luigi Lillo of the Italian Navy stated that VTS represents the service provider, with the objective of optimising the operations of maritime traffic. Port Informers will be inserted as the interface between the Maritime Authority and commercial users, giving precise and punctual information to satisfy all operator requirements, so that the Italian maritime sector is more competitive at the international level.

The role of advanced, intelligent and fully integrated information technologies can increase the competitiveness of the maritime sector, largely due to simplified data collection procedures and subsequent reduction of insertion time. This generally results in a faster response speed and execution of port operations, with improved sharing of information allowing quicker decision-making and further reductions in operational times. Developing these systems creates a 'fly-wheel' effect for improved integration and competitiveness of the sector and has a positive impact on security, environmental protection and commercial operations.



Stakeholders' Events

Tuesday, 19 May, 16:30 - 18:30



Aquamarina – Regional Maritime Cluster Managers Meeting

A total of 18 bilateral networking meetings were held during the European Maritime Day Conference to foster a direct exchange of views between cluster managers present at the event. Specific aspects of cluster organisation, structure, management and financing were discussed during these meetings. The issue of coordination at the national and European levels was also raised, as well as plans for future maritime cluster meetings.

The following persons participated in these bilateral meetings:

- **Anvrouin, Patrick**, CPMR Director in charge of agriculture, Europe of the Sea and transport.
- **Blazauskas, Nerijus**, Baltic Valley, Lithuania.
- **Bourbigot, Marie-Marguerite**, Pôle Mer Bretagne.
- **Cave, Isabelle**, Chargée de mission, Basse-Normandie.
- **Carbonniere, Aurélien**, Marine Board, European Science Foundation.
- **Coimbra, Joao**, Norte Portugal.
- **Engelke, Thomas**, Adviser for Maritime Policy, Hanse-Office, Schleswig-Holstein.
- **Hallouin, Florence**, Blue Cluster, Atlanpole.
- **Hoseas, Simone**, Project Manager of the Schleswig-Holstein Regional Maritime Cluster.
- **Hubert, Patrice**, Conseil Régional de Basse-Normandie – Chef du service mutations économiques.
- **Marchesini, Livio**, President of Ditenave, naval and nautical technological district of Friuli Venezia Giulia Region.

- **Marques, Christophe**, Mission Mer, Conseil Régional de Bretagne.
- **Olofsson, Linda**, Innovation adviser, Mare Novum.
- **Périssé, Damien**, CPMR Director in charge of innovation and competitiveness.
- **Raugaliene, Asta**, Deputy Director of Department of Regional Development, Klaipeda County Governor's Administration, Lithuania.
- **Reis, Alda**, Senior Assessor, Centro Portugal.
- **Rodriquez Carvajal, Maria-José**, Asesora UE, Principado de Asturias.
- **Shepherd, Iain**, Chair, Marine South East, South East England.
- **Sumser Lupson, Karen**, European Projects Manager, Marine Institute, University of Plymouth.
- **Van Houdt, Florencia**, DG MARE, European Commission.
- **Whitehouse, Ben**, Policy Officer, Southern England Local Partners, Brussels Office.

Examples of seven regional maritime clusters were featured in the meetings: South-East England, Brittany, Provence-Alpes-Côte d'Azur, Schleswig-Holstein, Friuli Venezia Giulia, Göteborg [Gothenburg]/Västra Götaland, and Lithuania. Key points raised in discussion included cluster organisation, fields of activity, economic impact, the regional dimension, and the roles of policy and research.

The event confirmed that maritime clusters are driving forces within their regions, and that the synergies between EU, national and regional/local policies call for closer attention.

120

121

LINKS

Conference of Peripheral and Maritime Regions (CPMR/CRPM):
www.crpm.org

An electronic version of this brochure is available at:



<http://ec.europa.eu/maritimeday>

European Commission

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