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TECHNICAL PAPER FROM THE CPMR GENERAL SECRETARIAT

## EU MARITIME POLICY COMPARISON BETWEEN THE GREEN PAPER & CPMR PROPOSALS

### CONTEXT

This paper follows up on the main lines of the draft Green Paper on future EU maritime policy presented by a representative from the Maritime Task Force at the Europe of the Sea project meetings held on 7 April last in Brussels. It aims to establish a brief comparison between the known elements of the GP proposal and the proposals put forward by the CPMR in its two contributions in October 2005 and February 2006.

This exercise should allow us to identify the work and study areas for the CPMR over the 13 months of public debate (from 1 June 2006 to 30 June 2007), which will carry over from the Europe of the Sea project due to be completed next July.

### THE OVERALL STRUCTURE AND GENERAL PRINCIPLES OF THE DRAFT GREEN PAPER

The draft GP is divided into 7 chapters each covering a number of topics and setting out a series of broad-based questions designed to initiate the debate:

- Introduction: the maritime vision of the European Union
- Retaining European's leadership in sustainable maritime development
- Maximising quality of life in coastal regions
- Providing the tools to manage our relations with the oceans
- Maritime governance
- Reclaiming Europe's maritime heritage and reaffirming its maritime identity
- The way forward - the consultation process

This cross-cutting structure covers most of the 17 themes the CPMR listed as being of interest for the Green Paper in its 1<sup>st</sup> contribution in October 2005. Moreover, the general guiding principles of the Green Paper, as set out in the introduction, largely coincide with those proposed by the CPMR, viz:

- An integrated and inter-sectoral maritime policy
- Application of the principle of sustainable development
- The principle of subsidiarity
- Basing future EU maritime policy on two pillars: the Lisbon agenda and a marine environment dimension
- Consultation of all players, as mentioned in the chapter on maritime governance.

Generally speaking, two points remain to be clarified:

- The place given to maritime transport, since this is not covered by a specific chapter. What coordination may be expected between the GP and the mid-term review of the Transport White Paper?

- The 'regional sea' level: the CPMR deems this dimension to be essential, though it is not really given much emphasis in the GP (cf. chapter on maritime governance).

## 1 - RETAINING EUROPE'S LEADERSHIP IN SUSTAINABLE MARITIME DEVELOPMENT

There are five proposed means of achieving this:

- Improving coordination and cooperation in the field of **marine research** in order to maintain Europe's leadership, notably by setting up a network of researchers;
- Adapting to new challenges (climate change, increasing pressure on energy resources, potential in "blue biotechnology") by ensuring greater **innovation**;
- Developing **maritime clusters** and improving their competitiveness;
- Improving the attractiveness of the **seafaring professions** and breaking down legislative barriers to the mutual recognition of qualifications between Member States, with a view to ensuring a highly skilled workforce working under the best conditions;
- Improving and simplifying the **legislative framework** by eliminating the contradictions between different EU sectoral policies and improving economic incentives in the different maritime sectors. The GP also proposes to look at introducing an optional EU register.

The CPMR's proposals are covered by this approach. Work has already been undertaken on maritime clusters, since an initial typology has been defined and a number of case studies have been carried out and remain to be finalised under the Europe of the Sea project. These elements could help to identify which actions could be taken by different tiers of government to strengthen their competitiveness.

The CPMR also welcomes the fact that the issue of professional qualifications and related social aspects has been taken on board in the GP. The CPMR has started to look at this area under the Europe of the Sea project and will be taking forward its considerations after June 2006 in coordination with its employment and training working group.

## 2 - MAXIMISING QUALITY OF LIFE IN COASTAL REGIONS

Although all chapters concern the coastal regions, some issues specific to these areas are dealt with in this particular chapter:

- **Limiting coastal risks** - whether natural or directly or indirectly linked to human activity - by increasing European know-how in natural risk management, developing early warning systems and extending international cooperation.
- **Developing and diversifying quality sustainable tourism in coastal areas and islands**, notably by developing good practices for the conservation of ecosystems.
- **Coordinating the land/sea interface** by implementing integrated coastal zone management (ICZM) and an ecosystem-based management of coastal waters as presented in the thematic strategy for the marine environment. The GP proposes to consider introducing an EU-wide mechanism for comparative analysis and an exchange of best practice on ICZM.
- **Developing port capacity.**

The CPMR's work and proposals focus mainly on:

- *Limiting coastal risks.* In this area, value added from the Regions can be provided through interregional cooperation. Further to its fact-finding mission to identify priority cooperation projects in the field of maritime safety, the CPMR has called for similar exercises to be carried out in other areas to ensure rapid and effective implementation under the "interregional cooperation" objective as of 2007. Along the same lines, the CPMR has launched a consultation among its 6 Geographical Commissions in order to determine how the issue of adapting to climate change is being addressed by its member regions and to draw up a work schedule accordingly.
- Implementing ICZM. Discussions have so far focused on which type of instrument should be introduced (binding or non-binding) and the place of the Regions in these instruments. This discussion will be taken forward during the course of the public debate, and in particular at a seminar on this issue in early 2007 in Gijon (Asturias).

Little work has so far been carried out in the field of sustainable tourism. This is notably due to a lack of reliable data on the subject. The CPMR could begin looking into this issue through its sustainable tourism working group.

### 3 - PROVIDING THE TOOLS TO MANAGE OUR RELATIONS WITH THE OCEANS

The GP proposes to introduce or improve on three types of tools:

- **Collecting and processing maritime-related data.** The GP proposes to set up a European Marine Observation and Data Network and introduce schemes to develop the comprehensive mapping of European coastal waters. In the long run, the aim would be to develop a veritable “Atlas of EU coastal waters” which could serve as an instrument for spatial planning and help raise public awareness of Europe’s maritime heritage.
- Creation of a **system of spatial planning for maritime activities** on waters under the jurisdiction of or controlled by the Member States. This should be based on the marine strategy, and needs to be designed in collaboration with all relevant stakeholders and coherent with ICZM.
- **Community financial instruments.** In addition to continued support for coastal regions, the GP refers to possible funding through the European Investment Bank and consideration on how future maritime policy should be taken into account in the European budget. In this regard, the GP deems it necessary to assess the overall level of EC and national assistance and how it is distributed among different maritime activities in coastal areas.

The first tool corresponds to the “European maritime economy management chart” proposed by the CPMR in its two contributions. It could also include the idea of a maritime clusters observatory. The CPMR has already begun looking at this issue within the Economy and Employment focus group of the Europe of the Sea project. An initial meeting between the CPMR and Eurostat on 6 April last allowed us to assess the scope of the task in hand. This cooperation will continue over the coming months.

### 4 - MARITIME GOVERNANCE

The GP proposes three points of entry:

- **Within the EU,** it encourages other EU institutions to introduce the coordination mechanism set up within the Commission, and proposes an annual conference on best practice in maritime governance, which would bring together different tiers of government and other stakeholders;
- **Governance of offshore activities.** There is a trend towards a Common EU Maritime Space which would encourage a more efficient management of EEZs. At national level, it calls for better coordination and greater commonality with regard to the authorities that manage offshore activities (coastguard, customs, fisheries inspection, etc);
- **Global governance.** The GP maintains that the EU’s role as an actor can add to the efficiency of international agreements if it has the firm support of the Member States, and that in this respect, it is necessary to review the EU’s status in international maritime-based organisations. Moreover it proposes that the legal system based on UNCLOS be further developed to face new challenges. Finally, this also means necessary coordination with neighbourhood policy.

The CPMR recognises the importance of these three dimensions, which it has addressed specifically in its own contributions. However, it is vital that the issue of coordination between different levels of government be clearly debated and result in concrete proposals, particularly with regard to:

- The role of sub-national authorities in formulating and delivering EU maritime policy and related mechanisms;
- The place of the ‘regional seas’ level

The CPMR will begin looking at these aspects in the second half of 2006, particularly within the framework of a seminar to be held in Tuscany in November.

## 5 - RECLAIMING EUROPE'S MARITIME HERITAGE AND REAFFIRMING ITS MARITIME IDENTITY

Proposals are based on:

- The EU Atlas of the Seas which should serve as an educational tool;
- Fostering links between the modern maritime sectors and the organisations whose vocation it is to preserve the maritime heritage of the past. An action programme should be developed for this.

The CPMR has not yet looked at this aspect. It will address the issue from a general perspective as part of the Europe of the Sea project. Concrete action in this area does however fall within the remit of sub-national authorities (regional and local authorities), working either individually or in cooperation within the Geographical Commissions. In this respect, two initiatives are currently being developed:

- A travelling exhibition on Port Cities, supported by the Conference of Atlantic Arc Cities;
- A travelling summer university; "Europe of the Sea, an Inter-disciplinary Vision", to take place between Lisbon and Oviedo in July and August 2007.