

# MINUTES OF THE SEAS AND COASTAL AREAS INTERGROUP HEARING AT THE EP

4 December 2013 – European Parliament – Room PHS 5B001

## “IMPLEMENTING LEADERSHIP 2020 FOR THE FUTURE OF EUROPEAN MARITIME INDUSTRIES”

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### Opening speech

**Sergio Cofferati, MEP, (S&D)** opened this hearing by defining its purpose: industrial production of maritime activities that encompass traditional sectors of activity that are sometimes in difficulty. The European maritime industry particularly suffers from the reduction in demand as well as competition from Asia. The challenge now is to revive the industry, to allow it to keep its rightful place in European industry.

According to Sergio Cofferati, Leadership 2020 contains some very interesting proposals for this sector of European industry. It is indeed important to develop relevant tools to support European production.

### The EU’s strategy to foster maritime industries: Leadership 2020

**Corinne Lepage, MEP (ALDE)** underlined the importance of maritime industry in Europe, importance that the European Council must take into consideration. Renewable energies must be part of all future initiatives – tidal turbines, offshore wind farms, floating wind turbines – that will be taken in the coming years. We should rebuild or continue to build on the basis of these. Marine renewable energies could therefore constitute an area for diversification of the shipyards.

**Amalia Sartori, MEP, President of the ITRE Committee (PPE)** underlined that the EP and the EC have demonstrated their ability to create tools helping to overcome the deindustrialisation affecting Europe. Certainly, European industry is suffering, but it still manages to be a source of jobs and wealth.

The States are key players in this sector, therefore the European Union will not substitute them. The European actors must create the necessary conditions for the development of European maritime industry. According Amalia Sartori, the ability to innovate is central to the future of the industry. Horizon 2020 is a tool that the sector must rely on to develop new applications and thus guarantee the future of maritime industry.

**Christophe Clergeau, 1st Vice-President, Region of Pays de la Loire** noted that over the last two years, the attitude towards maritime industry has changed. There is now talk of “opportunities” linked to blue growth and renewable energies and no longer of “industry in decline”.

Companies that seemed “condemned” are now vectors of a collective innovation dynamic.

Leadership 2020 is an excellent starting point to continue and further develop this recovery. The Regions want to see the “try” converted: the guidelines should become a real work programme.

According to Christophe Clergeau, young people must be attracted to the maritime industries and an increase in skill levels in companies and in their mutations within other sectors should be supported. In this context, a certain number of Regions have set up training to respond to this, training that must be complemented by European tools such as a maritime Erasmus, that would be part of the continuity of the Vasco da Gama initiative as well as the setting up of a sector skills council. The attractiveness of the sector cannot be strengthened without addressing such issues as compliance with the labour law in trade and maritime transport or the excesses and abuses of the implementation of the Posting of Workers Directive.

The PPP (Public Private Partnership) can be a powerful tool to accelerate European industrial cooperation, allowing, in particular, the development of safer and cleaner vessels. The Regions also want a PPP on wind energy - innovation investments could help to quickly reduce the price of renewable energy.

It is a welcome development that Europe provides a new industrial ambition. The conclusions of the next European Council must take the sea and maritime industry into consideration, particularly through blue growth.

### **Skills for the maritime industry of the future: training and employment**

*Session chaired by Gesine Meissner (ALDE Coordinator, Committee on Transport and Tourism)*

**Wolfgang Hehn, Policy Officer, DG ENTR** believed that the most important and complex part of Leadership 2020 focuses on training, the development of new skills and employment, which are the pillars needed to develop maritime industry.

According to Wolfgang Hehn, the following points illustrate this observation (cf. [PowerPoint](#)):

- The vessels built are increasingly complex;
- The supply chains are becoming more complex in parallel;
- The availability of skills as a decisive factor in a global context;
- The opportunities for implementation.

**Douwe Cunningham, Secretary General, Sea Europe** completed Mr Hehn's speech with figures on maritime industry (cf. [PowerPoint](#)).

Leadership 2020 has identified areas in which stakeholders must take advantage in order to develop new sectors of activity. In Holland and Lithuania, there is a lack of skilled workers, and shipyards must resort to using Chinese labour. We need to improve the image of the industry to attract young people. Sea Europe, in collaboration with the *IndustriAll* union will establish a Skills Council in order to identify future needs and opportunities.

**Ulrich Eckelmann, Secretary General, IndustriAll Europe** regretted that the sector's structural problems are now amplified by the economic crisis. He encouraged all initiatives aiming to improve skills in maritime industry, which should be supported by European investment opportunities.

In the North, the measures related to training and education within the scope of the industry exist and should continue to be encouraged. In south of Europe, massive investments are

needed and training measures supporting diversification, particularly to other sectors, should be implemented.

Tackling insecurity should be a priority for the industry and the establishment of a dialogue between the social partners has already led to progress. The role of employers is important in this, including for the rebuilding of the image of the shipping industry.

He described the competition between States - which sometimes use State Aid to create competitive advantages which result in a weakening of European shipyards - as "unhealthy". These protectionist practices are a very dangerous practice in Europe.

Leadership 2020 must be implemented, it is waiting for a follow-up by the EC on what has already been decided. *IndustriAll* hoped that the social partners will be supported by the European institutions, as the workers must be prepared for the developments and innovations that the European maritime industry will experience and on the importance of attracting young people to the sector.

After presenting the MaritimeHubs project, **Anu Keltaniemi, MaritimeHubs Project Manager, Turku University of Applied Sciences** presented the most important factors in the development of the maritime industry (cf. [PowerPoint](#)). She stressed the importance of identifying the skills needed to develop businesses.

**Renzo Guccinelli, Regional Minister of Industrial development, Region of Liguria** reminded participants of the importance of this debate for Italy and Liguria in particular, where maritime activity has a high economic importance, despite the fact that the Region has little demographic weight. It focuses on numerous aspects of the maritime economy, from its maritime research centres to shipyards. He also highlighted the role played by the Italian Navy in the maritime dynamism of Liguria.

He stressed the importance of research and training, which are priorities for the Region, to provide answers and solutions to the crisis. The Region has developed a Smart Specialisation programme with stakeholders in the maritime industry.

The Leadership 2020 initiative can be an opportunity for maritime industries. The European Union and the Member States should give the Regions, which are the link between the institutions and the SMEs, the means to carry out innovation policies and for the development of skills.

The European merchant fleet cannot be modernised without research.

## **A PPP for the development of the ships of the future: cleaner and safer vessels**

*Session chaired by: Sergio Cofferati, MEP (S&D)*

**Sergio Cofferati** believed that there is convergence of interest on this sector, which is part of the history of Europe and which is also an integral part of its future. Research, innovation and development are the keys to the future of European maritime industry. Horizon 2020 can play a pivotal role in this area. Innovation should be encouraged in the methods and means of production and not just the final product. A PPP can be a relevant tool to achieve the objectives of the EU. He concluded his speech by underlining the central role played by SMEs.

After having briefly presented the Leadership 2020 initiative (cf. [PowerPoint](#)) **Liam Bresling, Head of Unit, DG RTD**, focused the second part of his speech on Horizon 2020. The end of his presentation focused on the elements/aspects of Horizon 2020 that can present opportunities for maritime industry and on the PPP to be launched in this context.

**Professor Paola Gualeni, University of Gênes** (cf. [PowerPoint](#)) underlined the need to encourage innovation in maritime industry by improving the link between research and industry through the PPP, essential for ensuring the mobilization of the actors in the sector and the multiplication of initiatives. Developing new vessels that are safer and cleaner requires a significant ability to analyse based on forecasting and monitoring tools. For example, in order to build energy-efficient vessels, it is necessary to share knowledge of hydrodynamics. The PPP avoids a multitude of projects being developed separately without any synergy, and instead leads to the creation of a very powerful tool.

In Europe, companies in the maritime industry are competing with companies in the sector from outside the EU and also between themselves. However, the development of innovation is a clear competitive advantage for a company, which can then be tempted to refuse to share this advantage with its European competitors.

The shipbuilding industry has an inherent capacity for innovation. This must be achieved by integrating the human element, with young people and universities too.

**Doctor Pierre C. Sames, Director of Technology and R&D, DNV GL Maritime** first of all reminded participants of the relevance of developing a PPP in the maritime industry sector. Secondly, he underlined the coherence of this approach with Europe's objectives for 2020 (cf. [PowerPoint](#)).

**Aoife O'Leary, Policy Officer, Transport & Environment** indicated that it is possible to significantly reduce greenhouse gas emissions through developing ships that are better designed in terms of hydrodynamics. *Energy Efficiency Design Index - Indice de Conception d'Efficacité Energétique* is a standard that aims to encourage the reduction of greenhouse gas emissions and to date, the best method to achieve this is to use slower ships.

The second issue is the reduction of NO<sub>x</sub> (nitrogen oxides) emissions by maritime transport. By 2020 the NO<sub>x</sub> emissions by maritime transport will exceed the emissions from land-based activities. International conventions are quite cautious on this point since they are only intended for new vessels.

In July the Commission proposed a control mechanism on CO<sub>2</sub> emissions from maritime transport. This is an important first step that must be accompanied by careful monitoring to ensure its effectiveness. This is also an opportunity to control NO<sub>x</sub> and sulphur emissions. It will also enable the maritime transport industry to know with accuracy the emission reductions of greenhouse gas emissions than its innovations help to obtain.

## Conclusions

After having thanked the MEPs present, **Annika Annerby Jansson, President of the Regional Council, Region Skåne, President of the CPMR**, expressed her support for the aspects developed by Mr Clergeau. EP support is important for the implementation of Leadership 2020. In parallel, in light of the next Council on industrial policy it should be underlined that maritime industry is an important part of European industry, that it is imperative to combine access to cheap energy with the commitments of the European Union with regard to sustainable development and the fight against climate change in the long-

term and the role of marine renewable energies in the European market must be reiterated. These must be the subject of an EC Communication, which should ideally address the links between themselves and existing industries.

The CPMR will also continue to work on MSP and ICZM, which concerns maritime industries, whilst seeking to ensure respect of the principles of subsidiarity and proportionality.

Finally, the CPMR calls on the European Parliament to ensure the continuity of Integrated Maritime Policy (IMP) by increasingly incorporating an industrial dimension.

**Sergio Cofferati**, reminded participants that maritime industry is an important part of European industry. He also highlighted that to come out of the period of economic crisis that it is currently experiencing, the European Union needs a growth and development policy, especially in the industrial sector. It is imperative to revive traditional industry, by renovating it and giving it the means to develop.