



## FINAL CONFERENCE

# ACHIEVEMENTS AND FUTURE OF THE EUROPEAN MARITIME POLICY BEYOND 2014 TOWARD AN ECONOMIC, SUSTAINABLE AND INCLUSIVE BLUE GROWTH

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## MINUTES

29 January 2014

### Opening Session

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After welcoming the participants, **Corinne Lepage, MEP, ALDE, President of the Intergroup**, highlighted the successes of the Seas and Coastal Areas Intergroup since it was launched in March 2010 with the aim of raising maritime issues in the European Parliament. She thanked the 39 members of the Intergroup and the CPMR. Members of the Intergroup (ITG) had supported amendments and key reports related to:

- Budget priorities in the context of discussions on the Multiannual Financial Framework;
- Defending the Integrated Maritime Policy (IMP) with the Meissner report and defence of its budget;
- Safety of offshore oil and gas activities, stressing that much still remains to be done;
- Maritime safety, taking into account the Erika ruling and the opportunity for an Erika 4 package;
- Making maritime professions more attractive.

Coordination within the Intergroup should help to promote amendments, own initiative reports or oral questions. The oral question on the consequences of the Erika judgment, adopted on the initiative of the Intergroup, by three parliamentary committees is one example. The Intergroup can be a powerful vehicle for mobilising MEPs.

Corinne Lepage was committed to supporting those who were willing to sustain the Intergroup.

**Carla MONTESI, Director at DG MARE**, recalled that when the IMP was launched, the European Commission had supported the idea of setting up a cross-cutting Intergroup on maritime issues.

From the adoption of the Limassol Strategy in 2012 and on the basis of the Strategy for the Baltic Sea, DG MARE has launched a strategy for the Atlantic and the Adriatic-Ionian Sea. The sea basin approach has been successful and will remain a priority for the European Commission. Support from the Intergroup and the CPMR was essential in this approach.

The support of the European Parliament ensured that the reform of the Common Fisheries Policy was a success and opens the way for a sustainable future for European fisheries. Maritime policy has had other successes:

- The Leadership 2020 strategy for shipbuilding and maritime industries;
- Strategic guidelines for aquaculture;
- Adoption of the new research framework programme Horizon 2020;
- Strategy for the development of marine energy.

The European Commission will work on the following topics with the Greek Presidency, which is strongly focused on the sea:

- Communication on maritime and coastal tourism;
- Communication on maritime innovation;
- Action Plan for the Adriatic-Ionian macro-region;

- Proposal for the integration of European maritime surveillance systems;
- European maritime safety strategy.

She thanked the European Parliament and the Intergroup – especially MEPs Gesine Meissner, Isabelle Thomas and Guido Milana - for their support for the proposed Directive on “Maritime Spatial Planning and Integrated Coastal Zone Management”, which is currently under consideration. MSP and ICZM are essential tools to promote real integration, to give investors the confidence and visibility required for any investment in new sectors, to limit the impact of different maritime activities on the ecosystems and to kick-start blue growth. An agreement needed to be reached before the end of the legislature.

We need to consolidate the strategy for blue growth, particularly as regards research, biotechnology and the exploitation of mineral resources, and also strengthen ties between innovation and industry. Professions in the maritime sectors need to be more attractive, marine research needs to be boosted to generate more competitiveness and European leadership. The development of the maritime economy is leading to a problem of how to manage activities on the high seas. The EU must provide the necessary instruments to guarantee the sustainable development of maritime activities while protecting biodiversity, and provide a maritime dimension in the EU’s external relations, as in the case of the Arctic strategy in collaboration with the EEAS. Commissioner Maria Damanaki passed on her special thanks to Mrs Lepage for her energetic Presidency of the ITG and to the Intergroup for working to promote an ambitious maritime policy.

**Annika ANNERBY Jansson, President of the Regional Council of Skåne and President of the CPMR**, underlined evidence of the EU added value of the Integrated Maritime Policy, which includes a strong territorial dimension. The draft MSP-ICZM directive needs to establish a link between sea- and land-based activities, while ensuring compliance with the principle of subsidiarity. Regions must naturally play an important role.

Many important issues for the CPMR have been taken into account, especially by the EP, and we are still faced with many issues, such as how to strengthen the industrial dimension in the blue growth approach, how to combine existing and emerging maritime sectors or how to strike a balance between economic, social and environmental aspects.

The Vasco da Gama project on training young people in maritime careers, for which members of the European Parliament have expressed their support, has kicked off and is being funded by the European Commission.

It is essential for the Intergroup to continue its work. Marine resources, maritime industries, maritime safety, tourism, and maritime spatial planning are all areas that should be the subject of a cross-cutting political debate.

We need to encourage the next Parliament to continue down the path opened by the Intergroup. CPMR will renew its support for this.

## **Session I - Strengthening a sustainable economic development of coastal areas, taking social issues into account**

*Session chaired by Ms Corinne LEPAGE, MEP, ALDE, President of the Intergroup*

**Sergio COFFERATI, MEP, S&D**, recalled that Europe was experiencing a very serious economic crisis with dire social consequences. We need to create new favourable conditions especially for young European.

Economic activities have a major historical importance in a Europe that has developed as a result of the sea (5 million workers, €500 billion per year and 75% of foreign trade and 37% of internal trade). Shipbuilding and Leadership 2020 are important within the blue economy. We must make better use of EIB instruments, with PPP. These funds will allow the construction of less polluting, cleaner and safer ships to transport goods and passengers. These are the conditions that will make the European shipbuilding industry globally competitive. Ship dismantling should be integrated into Leadership 2020, and this activity should not only be aimed at emerging countries.

**Spyros DANELLIS, MEP, S&D**, believed that the policy of blue growth was a realistic integrated framework. Maritime sectors should create 1.6 million jobs by 2020, but due to the crisis, the lack of cash continues to

hamper growth in the transport sector or elsewhere (tourist facilities, shipyards, blue biotechnology). We need to encourage investment as part of an integrated planning policy including the environment.

It is important to pursue policies to foster maritime industries, especially shipyards. There are prospects for growth, but labour is not always available, not always sufficiently trained and lacks specialisation. The social dimension is very important, and transnational mobility programmes should be considered such as Vasco da Gama.

**Gesine Meissner, MEP, ALDE**, spoke of the importance of the IMP for Europe, which has a coastal border 7 times larger than the United States. We need a tool to promote blue growth in a sustainable and environmentally friendly way. There needs to be growth and employment without harming ecological balances. If the EU wants to maintain an economically important position in terms of offshore work, new ships will be needed, and we need to keep shipbuilding in Europe. We need to make maritime professions more attractive through appropriate training and by making it possible to combine work with family life, for men and women alike. Raw materials available on the sea beds should be further exploited.

**Philippe ALFONSO, Political Secretary, European Transport Workers' Federation (ETF)**, indicated that the entry into force of the ILO Maritime Labour Convention on 20 August 2013, 8 years after the adoption of the Erika 3 package, offers an opportunity to address the lack of emphasis on social aspects in maritime economic development policy ([presentation](#)).

ECSA and ETF have worked hard to make sure this convention is transposed into the internal legislation of the Member States through agreements between social partners and provisions regarding port state and flag state control.

Nevertheless European jobs and know-how are being significantly eroded, while excellence in maritime training ought to be a competitive advantage in Europe.

The following points need to be emphasised:

- In Europe, maritime transport under the national flag represents just a tiny share, while transport managed by European operators is on the increase;
- Tonnage under flags of convenience escapes social and democratic control, thereby giving European companies using this system the possibility of depriving Europeans of jobs;
- State aid should be allocated to shipowners contributing to European targets to boost the employment of seafarers resident in Europe.

We should welcome the Vasco da Gama project on the networking of training institutes and exchange of good practices. ETF calls on the EP to adopt or put on the table a proposal on maritime safety which would be entirely focused on the human element.

**Douwe CUNNINGHAM, General Secretary, SeaEurope**, considered that blue growth cannot be achieved without technology ([presentation](#)). He recalled that it is a very diverse sector that brings together different but complementary and closely related activities. He then gave an overview of the different segments of the shipbuilding sector, presenting their economic weight and impact in terms of jobs. On this occasion he gave some very precise figures.

### Questions

**Anna ROSBACH, MEP**, stressed that seafarers in northern Europe have real possibilities for on-board entertainment and a real social life, at least on larger vessels. She recognised that on small fishing vessels there are fewer such possibilities. She pointed out that there were far more strenuous jobs.

**Jonathan WILLS, Councillor, Shetland Islands Council**, explained that the Shetland Islands (like other ports) do not have the necessary infrastructure to supply ships with liquid gas. He wanted to know the conditions of eligibility for EU aid for this type of development to accommodate cleaner boats.

**Marco DIGIOIA, Director, CLIA, European section of the World Cruise Lines Association**, Ask a question to Mr Cofferati: companies must comply with new EU directives on greening. What about emission limits for cruise ships?

He recognised the need to improve the social conditions of seafarers to comply with conventions in force. While he confirmed the figures indicated by SeaEurope on jobs created by the shipyards, he did not share all the views expressed.

**George ALEXAKIS, Regional Councillor, Crete Region**, expressed his concern about a possible chemical pollution of the sea as a result of the Syrian conflict. He was concerned about the lack of control and supervision. How could this type of pollution problem be avoided?

### Replies

**Sergio COFFERATI** explained that nothing had been fixed yet regarding emissions. The information contained in Leadership in 2020 needed to be accepted, and thought needed to be given to the transition phase and a specific target in terms of deadline. The choice of fuel is important since it determines arrival and departure ports depending on their facilities. Changing the choice of fuel requires a review of port structures. These two things should evolve simultaneously with the same deadlines.

**Gesine MEISSNER** believed that it is necessary to improve working conditions for seafarers and make the sector more attractive to young people.

The growth of maritime transport calls for greener ships. The 0.1% reduction in sulphur emissions is not yet mandatory in the Mediterranean, but representatives of the cruise industry want to converge towards these targets to improve the sector's image and preserve the environment.

**Spyros DANELLIS** explained that we have the possibility to regenerate the maritime sector as a whole in Europe. But unlike southern Europe, northern shipyards work well because they have benefited from investments.

There are bans on dumping chemical weapons at sea. He regretted the European Union's lack of response on this issue. Since it has no common defence policy, the EU cannot monitor the situation at its direct borders. We are still waiting for answers to be provided.

**Philippe ALFONSO** joined Mrs Rosbach in the idea that we should not try to rank sectors based on how strenuous they are, but ask why the shipping industry is so unattractive and why the majority of operating personnel come from third countries. For officers the situation is obviously different. If the sector was that attractive, people would know about it.

**Corinne LEPAGE** recalled that the subject of international pollution and the failure to crack down on this is something she is very passionate about. She called for a criminal court for the environment to be established.

## **Session II - Preserving the marine environment**

*Session chaired by Isabelle THOMAS, MEP, S&D*

**Isabelle THOMAS, MEP, S&D** thanked the Intergroup and its President for their work, and also thanked the CPMR for managing the secretariat. Maritime policies have taken some time to make their way into EU policies. It has finally been acknowledged that economic activity has had an impact on the environment, on another activity, and that these issues should be addressed in a cross-cutting way.

Nevertheless, a lot of work still needs to be done:

- The oral question on maritime safety has helped raise the issue of maritime ecological damage. This positive step forward in Parliament now needs to be expressed through regulatory channels. Its initiators are considering a directive that would be addressed not only to oil tankers but also to container ships whose contents wash up on Europe's beaches;
- In terms of scientific knowledge especially as regards fisheries: In this perspective the EP fought to increase funding for data collection under the EMFF. MSP will also be a tool to move forward in acquiring this knowledge of the sea;
- Promotion of blue growth has a dual effect: MRE and Blue Biotechnology in particular can help bring about progress on environmental issues;

- The impact of land-based activities on the sea: 80% of sea pollution comes from the land. Fishing should not be used as the adjustment to compensate for the impact this pollution has on fish stocks.
- The coasts are experiencing increasing demographic pressure which will have an impact on coastal sea waters. Recreational fishing will have to comply with the logic of quotas.

**Kriton ARSENIS, MEP, S&D**, regretted that the lack of European control over what is happening in Syria could have dramatic consequences on our shores. Moreover, fish stocks need to be restored to sufficient quantities to ensure a sustainable fishing activity, as well as the future of coastal communities. In the Mediterranean, only 4% of species are protected.

**Anna ROSBACH, MEP, ECR**, spoke of her experience with Spyros Danellis in Norway, where she saw the first electric cruise ship providing all modern conveniences for the sailors.

Denmark has 500 islands ... which means that the maritime environment is a crucial issue at stake with direct repercussions on the quality of life and an impact on economic growth. As part of the Baltic strategy it was found that pollution did indeed come from land-based activities.

Blue motorways should help to split modes of transport: relieving the roads and promoting inland waterway transport.

**Marianne WENNING, Director, DG ENV**, stressed that the IMP is built around different pillars, the environmental pillar being the Marine Strategy Framework Directive (MSFD). After 5 years of implementation, we can finally process data received from Member States and know the state of our seas.

The main findings of these initial years are that:

- Member States have forwarded what they consider to be the good ecological state of their waters;
- Their reports show a lack of consistency, which makes it difficult to exploit the collected data;
- Many fish stocks are in trouble despite significant improvements;
- Targets are difficult to achieve because of human activities related to transport, tourism, fisheries and energy, which have an impact on the environment. These economic activities need to be developed in a way that is compatible with the marine environment.

Member States do not work together sufficiently when it comes to cross-border cooperation. We are about to enter the monitoring phase of the MSFD, with measures and actions to be taken. In addition, MSP and ICZM are two sides of the same coin and institutions are trying to reach an agreement within the scope of the Directive currently under negotiation.

After presenting the **Surfrider Foundation**, **Antidia CITORES** described the 5 specific areas of work of her association ([presentation](#)): marine litter, oil spills, water quality and health, artificialisation of the coast, heritage and landscape.

A simulation of the application of the Bathing Water Directive indicated that one beach in ten in Europe could be closed. Before the MSFD, no text referred to litter as a form of pollution, which is a step forward.

The adoption of a directive on oil rigs is a big achievement. The Oral Question on ecological damage submitted by Members of the European Parliament provides the opportunity to take stock of the Erika 3 package (the issue of chemical pollution which remains pending) and to raise the question of new texts on maritime safety. In December 2013, Surfrider published a White Paper on maritime safety with 45 proposals in 4 chapters (ecological damage, the human factor, the European flag state and the issue of container ships and their regulation). The next legislative package revising the directives on waste, landfill and packaging must include a section on marine litter, to reconnect land-based pollution with sea pollution. The next climate conference will take place in Paris, and if Europe wants to play a key role, it must set itself ambitious targets.

**Kathrine ANGELL-HANSEN, Director, JPI Oceans** stressed the need to address blue growth, climate change and the marine environment in a joined up way ([presentation](#)). Success is only possible based on cross-cutting and converging technologies, science, infrastructures, human capacity and efficient data collection. The aim of JPI Oceans is to develop a maritime economy based on knowledge, in connection with the MSFD and CFP. Management of these areas requires an ecosystem approach together with a stable framework and sustainable technologies for industry.

## Questions

**Eleni CHATZIGIANNI, Crete Region**, asked Ms Wenning to present the difficulties in implementing the MSFD differently depending on the country. She asked Mr Arsenis, if as regards the integrated productive platform of seas and oceans, Member States could participate at the regional level and, if this is not the case, if national contact points had already been set up.

## Replies

**Marianne WENNING** explained that the MSFD allows Member States some flexibility in the implementation of the Directive, which now depends on the Member States. She regretted the fact that Member States had not worked sufficiently together, meaning that there was no common basis for criteria to monitor how instruments are developing.

**Kathrine ANGELL-HANSEN**: All Member States were welcome in the structure. In some countries, maritime affairs are the responsibility of several ministries. It can therefore take time to manage to organise this type of initiative in a structured way.

## **Session III - Sea Basin Strategies**

*Session chaired by Damien PERISSE, Director, CPMR*

Maritime issues lend themselves to variations depending on the different sea basins, and a number of initiatives are underway in this regard in Europe.

**Guido MILANA, MEP, S&D**, thanked Corinne Lepage for the quality of the ITG's work over the recent years. It is important that this dynamic continues into the next legislature.

Litter recovered at sea is thrown back because the ports are not able to retrieve and treat it, and there is no policy to encourage fishermen to bring it back to land. Europe should be bold in putting forward ambitious proposals to protect the Sea.

The IMP has to become a determining factor in policies and be included fully in inter-institutional relations. States should adopt an integrated approach to land, sea and coastal issues. We do not have a single document covering all the economies that interact with the sea. The Mediterranean should be considered as a field to be cultivated, not exploited. Sea basin strategies and the IMP must become instruments designed to cultivate these regions through planning. The Adriatic-Ionian macro-regional strategy should be encouraged.

**Anders FASTH, Regional Councillor, Region Västra-Götaland, CPMR North Sea Commission (NSC)**, indicated that the NSC's objectives are:

- Promotion and awareness of the region as an integrated economic area in Europe.
- Setting up of joint development initiatives

It focuses on five thematic work areas: Marine Resources, Transport, Energy and Climate Change, Economic Development, Culture and Tourism.

A North Sea strategy 2020 aimed at demonstrating the added value of international and interregional cooperation was developed in 2009, and its priority areas are: Managing maritime space; Increasing accessibility and clean transport; Tackling climate change; Attractive and sustainable communities; Excellence, sustainability and innovation; but also MSP, striking the right balance between blue growth and environmental protection in the long term. Political and economic decisions must be underpinned by solid data.

**Damien PERISSE** called on the European institutions to give a very clear support for relaying sea basin processes already under way.

## Conclusion

**Corinne LEPAGE** thanked all participants. She emphasised the cross-cutting nature of the issues addressed and pointed out that this was the advantage of having an intergroup. In terms of a cross-cutting subject, the sea is a prime example.