

“Towards a future Maritime Policy for the Union: A European vision for the oceans and seas”

I. Introductory text

Dear Respondent,

The following questionnaire compiles the questions posed in the Green Paper on the Maritime Policy for the EU. The questions are grouped according to chapters and subchapters of the Green Paper.

Ideally, we would like you to tackle all the questions, in accordance with the holistic approach to the oceans and seas that we promote in the Green Paper. **However, feel free to answer as many or as few of them as you wish, depending on your area of expertise and interests.**

Your contributions are of utmost importance as they will assist us in shaping a future EU maritime policy.

Your opinions will be analysed and summarised in a report which will be published on our website at the end of 2007. **If you do not wish your comments to be made public, please tick the corresponding box in the questionnaire.**

The Green Paper on Maritime Policy which is the basis for this consultation is available for downloading here, along with supporting documents.

You can also choose to answer a shorter and more general multiple-choice questionnaire on marine and maritime issues. You are also invited to send us any additional comments or a more formal contribution by e-mail.

Please be aware that you have maximum 90 minutes to submit your answers.

In order to assist you, it is possible to download the questionnaire beforehand either in MS Word or Acrobat Reader format, so that you can ponder your replies.

II. Respondent Profile

Q1 CPMRs Baltic Sea Commission in close collaboration with CPMR North Sea Commission, BSSSC, B7 and Regional Authorities in the Baltic Sea Area

Q2 European organisation of Maritime Regions

Q3 29 regions in 9 countries around the Baltic Sea representing 14 million inhabitants in coastal regions.

Q4 The CPMR Baltic Sea Commission Secretariat is located on Gotland, Sweden.
The president of the organisation is in Porvoo Finland.

Contact details

Q5 Sweden

Q6 Visby

Q7 Schweitzergränd 3

Q8 621 71

Q9 anne_stahlmousa@msn.com

Q10 www.balticseacommission.org

Q11 Ståhl Mousa

Q12 Anne

Q13 Ms

Q14 Executive Secretary

Yes, I agree that my comments may be published in full or in part.

III. The Questionnaire

SECTION 1: INTRODUCTION

MARITIME POLICY CHALLENGES IN THE BALTIC SEA REGIONS

The Baltic Sea Commission (BSC) is one of seven Commissions under the umbrella of CPMR (the Conference of Peripheral Maritime Regions). Further information on the activities of the North Sea Commission is available at: <http://www.balticseacommission.org>.

CPMR Baltic Sea Commissions welcome the EU Green Paper on Maritime Policy. There is a great potential of future economic growth in the Baltic Sea Regions if resources are being managed in a concerted and sustainable way. There is a need for long term thinking on global changes, both in economic and environmental terms. A future European Maritime policy must include close co-operation with countries outside the European Union.

Our common maritime resources must be managed in a competitive and sustainable way. Maritime transportation, fisheries and fish farming, energy production etc must be carried out in harmony with the marine environment, supported by research and innovative actions. Sea use planning could serve as a tool to prevent conflicts of use in intensively used offshore areas. The preparation of spatial plans for offshore areas, wherever appropriate, and a cross-sectoral assessment of specific offshore projects would support such a tool. However, sustainability also means a sound basis of income for the coastal population. In this context, the further development of maritime clusters is important – linking businesses to research and training.

The debate on the Green Paper has provided an opportunity to review a number of sectoral policies. From a regional and democratic perspective has been excellent to be able to feed in the points of views from those who are often the directly concerned in the regions. It is however important that the dialogue will be kept on going after the consultation period with local communities. The regions should also have a role in the future decision-making process.

The expected development in North-West Russia is important for Baltic and North Sea Regions. The logistic pattern, for example, will undergo fundamental changes. Therefore, the establishment of a Northern Maritime Corridor is important, as well as strengthened development of east-west corridors between North and Baltic Seas and development of the transnational intermodal transport corridors proposed by the high level group: Motorways of the Sea and the Northern Axis, also for areas outside the Baltic and North Seas.

Baltic Sea and North Sea Commissions urge Member States' Governments to raise these issues within the European Union and support the development of these corridors in their areas. The expected increase in goods volume means a sharpened focus on better sea transportation and intermodality in the future.

Motorways of the Sea should fit into existing or new TEN-corridors in order to attract intermodal logistic chains, especially rail and sea. A well-functioning ice-breaking is of utmost importance to sea transports in the Baltic Sea.

Up to now, the INTERREG programmes have been a useful instrument to support maritime policy in the Baltic and North Sea Areas, resulting in a number of important projects. In the new Objective 3 Baltic and North Sea Programmes 2007-2013, the maritime dimension should be emphasized. The Maritime Safety Umbrella Operation, initiated by the INTERREG North Sea Region, should be developed into a Pan-European instrument. This Maritime Policy should also be formed in co-operation with the Helsinki Commission, HELCOM, a national body active in the Baltic Sea area, who has invited representatives from the CPMR Baltic Sea Commission in its work. HELCOM works to protect the marine environment of the Baltic Sea from all sources of pollution through intergovernmental co-operation between states around the Baltic Sea (included Russia) and the European Union. The Maritime Policy should also be developed along the lines of the BSR countries drafting of Appropriated Protection Measures within the PSSA (Particularly Sensitive Sea Area).

In order for the Maritime Policy to fulfil its aims and objectives it must support the Lisbon and Gothenburg Agendas. Furthermore, there is a need for co-ordination with a number of EU initiatives, like the Motorways of the Sea, Short Sea Shipping, the Maritime Safety Packages and the Marine Environmental Policy. Common actions between all levels of administration are necessary to secure sustainable development in the Baltic and North Sea Areas.

Acknowledging the Baltic Sea as a Separate Sea Area

The Baltic Sea area has a significant economic and strategic position within Northern Europe as a gateway linking the east with the west. The Baltic Sea countries form a rapidly growing economic area within the EU. In the region are highly developed Western European states (Germany and the Scandinavian countries) and rapidly developing eastern bloc countries (Russia, the Baltic States and Poland). There are some 80 million people living in the Baltic Sea region, i.e. 20 per cent of the total population of the EU. The Baltic Sea provides a particularly effective and traditional way of uniting the surrounding countries.

The Baltic Sea countries seek to become prominent participants in European maritime policy making. We consider it essential to increase the prominence and the input of the Baltic Sea countries in EU-wide decision making and in

discussions concerning the Union's future. We seek to ensure that there is a common will to act, which can be harnessed to generate real action. The status of the Baltic Sea must be raised to equal that of the Mediterranean, and the Baltic must be acknowledged as a separate sea in its own right.

The region's maritime policy must be based on the principle of subsidiarity. There is a very clear need to acknowledge the role of regional and local administrations in maritime policy making. Many maritime policy problems that emerge are of a size that can effectively be handled at a regional level, rather than at a local or a national level.

It is positive that the various sea basins' are pointed out and recognised, like the Baltic Sea, and that these sea basins' have their own characteristics' that could differ substantially from one another. The conclusion then must be that these sea basins should be treated according to their own characteristics' and needs in the implementation of the strategy. This aspect is however not clearly pointed out in the green paper.

EU could increase the value of the existing initiative through implementing an integrated/holistic approach in its decision process's e.g. by having consequences being analysed prior to making the decisions and in these analysis widen the scope to others than those directly dependant of the decisions.

Regarding the priorities the two pillars, the Lisbon strategy, aiming at stimulating work and growth is the primary, and the eco system approach set as number two could be questioned: Shall the economy, that is the use of resources (nature and people) be set prior to the recourses that shall be used? Without resources to use there is no prerequisite for a sustainable economic growth and work. The presented strategy is taking the reverse point of view and this is seen as a weakness if the set goals should be achieved.

Today there is no lack of decisions and agreements but a lack of accomplishments'. The green paper is touching up on this dilemma but does not try to point into a direction in which it could be solved.

An implemented Maritime Strategy should be able to improve on the situation though realistically progress will not be immediate. To have an impact the choice of tactics chosen is equally important. Within certain areas there is already present a neighbouring policy, e.g. regarding fishing. To achieve the goals of the Maritime Strategy and the fishing policy e.g. the fishing policy they will have to be integrated.

Sustainable Coastal Communities and Economies

The core goal of the Maritime Policy should be to maximise the quality of life in coastal regions in a sustainable manner. An eco-system based approach to the management of human activities and economic growth should also be encouraged, provided that this is based on sound scientific knowledge. These aims can only be achieved through policies which effectively balance the economic, social and environmental aspects of sustainable development.

Maritime industries are promoters of growth and help to improve quality of life within coastal regions. However, it is important to recognise the wider economic importance of maritime industries and services for the European economy and citizens as a whole. Ninety percent of global transport is carried out by the shipping industry, with forty percent of the global fleet based in Europe. Efficiency and sustainability in sea transportation are therefore crucial for economic growth in Europe. The fisheries sector is another example of the importance of maritime sectors to European economic growth. Demand for seafood is rising globally, giving the European fisheries sector the opportunity to meet high market demand with high quality products however this need to be balanced with a sustainable approach in industrial fishing.

The EU Maritime Policy must recognise the needs of traditional industries which are central to the economies, culture and heritage of maritime regions. The policy should help to support these industries to adapt to and remain competitive, while environmentally sustainable, in the changing global environment, particularly in coastal areas which suffer from economic decline and deprivation.

Innovation is not only about developing new technologies through research and development – it is also about using existing resources and products in different ways. The fisheries sector, for example, will require the development of better regulations and control and enforcement schemes than at present to be truly sustainable. Moreover, improved knowledge on the interactions between marine eco-systems and the fisheries sector would be beneficial in supporting policy-makers in fisheries management.

New industries including aquaculture and blue biotechnology should also be fostered through the Maritime Policy in order to diversify and grow coastal economies. Linkages between sea and land-based industries and the public and private sectors should be encouraged through the Policy in order to cohesively develop maritime industries. More generally, interactions between the sea and land should be prioritised by the Maritime Policy. Particular attention should be placed on developing solutions to the potential threats facing coastal areas through climate change, notably coastal erosion and flooding. The qualities of coastal areas are not only enjoyed and valued by coastal communities, but society in general. The growth in coastal tourism over the last century has made seaside locations major attractions in many European counties. The preservation of environmental quality and cultural life in coastal areas is therefore a concern for all citizens who appreciate the opportunity to visit and enjoy coastal areas. Sustainable and integrative policies for coastal development are of fundamental value for all citizens, not just those who live in coastal areas.

In order for maritime industries and coastal communities to be sustainable, it is important that the environmental costs of each sector's activities are recognised and reduced. While sustainable maritime development will only be achieved through a global and holistic approach, ultimate responsibility for sustainability lies with all levels of governance and actors, including individuals. The economic benefits of improved environmental quality and the economic costs of doing nothing to improve coastal environments should be highlighted through the Policy. Raising awareness of environmental factors among individuals should be supported by the Maritime Policy through education initiatives.

Education also has an important role to play in promoting Europe's heritage. Education can do this directly through raising awareness among coastal communities of their maritime heritage. Education can also support this aim indirectly by helping foster competitive and innovative maritime sectors. Equipping potential and existing employees with new skills in the fields of maritime safety, environmental conservation and entrepreneurship could help to bring new ideas and standards to many industries. The Maritime Policy should aim to develop new or harmonise existing qualifications to create mutually-recognised maritime qualifications. Through fostering a culture of lifelong learning and innovation through education, the Maritime Policy could help support initiatives which would improve the competitiveness, safety and sustainability of maritime sectors.

Competitive and innovative maritime sectors help to develop coastal economies and subsequently give coastal communities a sense of pride in their maritime heritage and achievements. Industries such as the tourism sector can in turn capitalise on this heritage through the development of new tourism products based around the sea, further enhancing the economies and security of coastal communities. Maritime regions are also of strategic importance for Europe's industries at a global level. Co-operation between Europe's maritime sectors (e.g. ports) to improve Europe's competitiveness in the world should be encouraged through the Maritime Policy. Given the international dimension of maritime industries, it is imperative that a level playing field for maritime industries is obtained at the global level.

Transport links will play an important role in enhancing Europe's global competitiveness in maritime sectors. The Maritime Policy should encourage diversification in transport, with a particular focus on improving the availability and attractiveness of sea-based transport in relation to other modes. An increase of maritime transports will however require high demand of them being environmentally sustainable and doesn't add to the already existing problems (e.g. waste dumping and emptying sanitary tanks from commercial liners into the sea must be prevented). Ensuring that ports have adequate capacity and inter-modal links with land-based transport will be key to the competitiveness of maritime transportation. Developing competitive maritime sectors will make industries more profitable, leading to improved wages and quality of life for employees. In addition, improving working conditions and safety in maritime industries could help encourage more people to enter the sector. Many maritime jobs have a negative image based on perceived poor conditions and safety which must be overcome for the long-term survival of many industries.

Enhanced maritime research should be facilitated through the development and co-ordination of maritime clusters and research networks. A European Maritime Research Network should co-ordinate the activities of existing maritime research networks and involve all stakeholders in cross-sectoral research with a 'bottom-up' approach to agenda setting. These could support the competitiveness of maritime industries through the development of new technologies.

Emerging technologies such as renewable energy have great potential to support sustainable growth in coastal regions and should be a particular focus of the policy. A particular focus on how to better connect peripheral regions as producers of renewable energy and core areas as consumers could be a focus of such research and its subsequent applications. Research into areas where knowledge is lacking is also important to equip policy-makers with the tools with which to make correct decisions. As such, research into the functions of eco-systems in areas such as the North Sea would be particularly welcomed.

Management of the marine environment

The natural environment of the Baltic Sea is unusual compared to any other sea environment within the EU, and even globally. The Baltic Sea is the world's second largest brackish water basin. The temperature and salinity of the Baltic Sea are affected by the area's narrow, shallow connection with the Atlantic Ocean through the Danish straits, the large quantity of fresh water entering into the Baltic Sea through rainfall and from rivers. The average depth of the Baltic Sea is approximately 55 metres only, whereas in the Mediterranean, for instance, the average depth is approximately 1,450 metres.

Because of its natural environment, the effects of climate change are felt more acutely in the Baltic Sea. The main problem facing the Baltic Sea is eutrophication, which has a negative impact on the maritime environment of the area. The Baltic Sea is also plagued by the problems caused by heavy metals, organic compounds, and the entry of foreign species into the natural environment.

There is a real risk of an environmental disaster occurring in Baltic Sea due to the increase in transportation of oil within the area. The accident risk is compounded by the area's shallow, narrow fairways, and the difficulties caused by ice. The impact of a large-scale oil spillage on the ecology of the Baltic Sea would be far-reaching and devastating, due to the area's enclosed sea basin and harsh winter conditions.

Society, Governance & Management

Research would be invaluable in improving marine and maritime data through specific studies and mapping the seas. A dynamic, easily accessible (online) and up-to-date atlas based on existing mapping initiatives would be a very useful tool. This work will be essential for the development of strong policies based on sound knowledge. A holistic, cross-sectoral approach to governance in maritime affairs should be encouraged in order to develop such effective policies which benefit all maritime sectors. Sectoral legislation can often have unforeseen consequences on other industries and groups, hence it is important that policies are viewed in a broader context than at present. Promoting the sharing of best practice could be one way of changing the way in which maritime sectors and interest groups think and relate to each other.

Local communities and all relevant stakeholders should be given the opportunity to discuss common issues in regional fora to support a holistic approach to policy-making. Regional fora, based around sea regions/ecosystems are perhaps best equipped to co-ordinate actions and develop effective joint policies in shared seas. It is important that the Maritime Policy recognises regional specificities and accepts that a 'one size fits all' approach to policy making will be ineffective. Moreover, a clear link between the chosen means and desired ends of policies should be demonstrable. A cross-sectoral and partnership approach to spatial planning, based around regional seas, would be particularly desirable. It will also be necessary to co-ordinate Marine Spatial Planning with Integrated Coastal Zone Management. Subsidiarity should be respected when developing any form of spatial planning or policy.

The EU should support regional partnerships that can contribute to the implementation of a maritime policy such as: CPMR Islands Commission and Baltic Sea Commission, Baltic Sea States Subregional Conference (BSSSC) Union of Baltic Cities (UBC), Baltic Europe Intergroup (BEI); B7 Baltic Islands Network (B7)

The Maritime Policy should support the principle of multi-level governance based on the principle of subsidiarity and involve all appropriate stakeholders in the decision-making process. In particular, sub-national authorities have extensive experience of maritime affairs and engagement with local communities, which should be utilised when developing outcomes from the Maritime Policy. Tri-partite contracts between the European, national and sub-national levels of governance could also prove a useful tool in setting out the responsibilities and consequences of actions of different stakeholders in maritime affairs.

The Maritime Policy must take note of the reality of the decreasing & aging population Structural problems relating to key parts of the workforce, high health costs and strong conservative influences. Urban areas are often seen as more attractive to young people and investors. On islands and in peripheral coastal regions opportunities for youth are scarce and with a limited tertiary education and training opportunities. Higher education and R&D are vital element in for innovation, creativity, economic growth and sustainable development.

Attention must also be given to the international legislative environment, given that a large number of regulations are based on international agreements. The European Union should endeavour to strengthen Europe's voice in the international arena and ensure that international agreements (e.g. on IUU fisheries) are respected by their signatories. Europe should lead by example in the international arena, but must also safeguard its competitiveness by not being overly restrictive and regulated in comparison with other parts of the world.

Policy makers should take account of the maritime dimension of all relevant policies. The inclusion of a maritime paragraph in relevant European legislation could encourage an integrated approach to maritime governance at the European level. The Maritime Policy Taskforce would be well-placed to monitor and co-ordinate this through studying relevant policy developments. The existence of a taskforce which works across Directorate Generals of the Commission would also help to ensure that conflicts between sectoral policies could be identified and resolved at an early stage. It would also be desirable for existing European legislation to be reviewed and or revised in order to eliminate conflicts between and unforeseen consequences of sectoral policies. In some cases, EU action in harmonising national policies of Member States may prove useful in reducing instances of duplication in legislation.

All appropriate European financial instruments should be adapted at the mid-term review of the Financial Perspective in order to take full account of the maritime dimension. It may also prove desirable to develop new, specific maritime instruments for the 2014-2021 period. The value accorded to coastal areas in terms of quality of life and marine resources must be reflected in the financial resources made available to sustain and secure their future. It is important that the Maritime Policy does not lead to an overburdening level of bureaucracy without providing the tools to administer policies and develop solutions to common problems.

It is also important that existing EU and international legislation is effectively implemented and enforced. Existing EU initiatives such as Motorways of the Sea and Short Sea Shipping policies should be further developed and expanded in geographical scope in order to support Europe's maritime industries.

Encouraging modal shift of freight transport from road to sea through these policies would not only enhance the competitiveness of the shipping sector, but would also help to improve environmental quality. For the latter to be fully achieved, it will be necessary to tackle pollution from shipping and ports through improving the quality of marine fuels and supporting the introduction of onshore electricity infrastructure in ports. Any economic development must be

sustainable, necessitating the need for increased integration of sustainable development principles in all maritime-related policies.

For the islands of the Baltic Sea the problem of being peripheral meaning that there is always an extra journey away from anywhere it is thus important that competition policy do not discriminate against islands. Today comparative disparities Policies often favour major centres. Islands experience the disadvantage of limited synergy benefits and freedom from competition from neighbouring regions. Islands need policies that support economic growth & diversity.

The introduction of an EU Maritime Policy also provides an opportunity to bring an ecosystem approach to the centre of fisheries management. The ecosystem approach represents a holistic perspective on fisheries where the interests of the fisheries industry are integrated with the ecological concerns of the marine ecosystem as a whole. The Maritime Policy could provide a framework through which the full implementation of the ecosystem approach can be supported in policies such as the Common Fisheries Policy.

Maritime Safety & Security

Co-operation among actors in monitoring and policing Europe's seas should be facilitated through EU actions. Improving capacity in this area will be essential if Europe is to monitor, mitigate against and deal with incidents and illegal activities at sea. Ensuring that vessel tracking systems are interoperable and compulsory for all shipping operating in Europe's waters will be essential if maritime safety and security are to be enhanced. More efficient port-State controls should also be encouraged through the Maritime Policy.

Improving safety at sea should also be a priority of the Maritime Policy, given the huge costs of incidents to lives, the environment and economies. Risk assessment should be undertaken in order to identify potential threats and to develop mechanisms to respond to unfortunate incidents. Risk assessment should be applied in the fields of human activities, such as shipping and environmental threats such as coastal erosion. Improving risk-management strategies at the European level should also be a priority of the Maritime Policy. The EU should also be equipped to respond to and mitigate against (where possible) natural disasters, both within its own waters and at the international level.

As such, the EU should also develop a stronger position and voice in international maritime groups. Participation at the international level would enable the EU to help resolve issues (e.g. flag state responsibilities, illegal fishing, pollution etc.), while also promoting Europe's maritime industries and heritage to international markets. It is of paramount importance that a level playing field exists in the global level for Europe's maritime industries and that high standards in safety, security and environmental protection are uniformly applied at the global level.

Islands are particularly vulnerable to pressures on the marine life at sea and shore. The marine life is often a large part of the foundation on which the islands build their economy. The Maritime Policy must include instruments to minimize the risk of disasters resulting from major increase in oil transport through the Baltic Sea.

Developing a traffic system

Maritime traffic in the Baltic Sea is on the increase. This increase results in the main from the economic growth of Russia, with its burgeoning exports of oil. There are peculiarities to the Baltic Sea that make it particularly vulnerable to negative impacts from human activity. But it must also be remembered that the countries of the coastal regions of the Baltic Sea are highly dependent on sea transportation as means of transport in foreign trade. This means continuous efforts to find a perfect balance between the use of the sea and the protection of the sea.

Fast transport links by land and by sea are essential to secure the right conditions for industry. One of the goals of the EUs transport policy is to switch freight from congested roads to railways and sea routes. The transport chains must be observed in their entirety. Intermodal transport chains demand a close link between the EUs maritime policy and the Community's other transport policies. Short sea shipping and intermodal transportation must be actively promoted, and the routing of sea transport must be improved with the aid of motorways of the seas and Marco Polo programmes, amongst others.

The use of the transport system must be encouraged. A key method of managing the congestion on roads and improving the state of the environment is to switch from land-based to sea-based transportation, and to develop effective solutions for maritime transportation. This must also be a key focal area of the region's maritime policies. Sea transport must emphasise the principle of door-to-door transportation. Hinterland connections are vital to a logistics chain, and these can be used to create joined-up land-sea transport corridors without bottlenecks or missing links.

Maritime transport services potentially offer an opportunity to reach peripheral areas of Europe whilst by-passing the congested central areas. Local seafaring can be used as a means of transferring goods from one means of transport to another (for example from the road to the sea) or of developing accessibility to remote areas. For this reason, sea policies must emphasise the importance of sea transport with regard to accessibility and cohesion.

Maritime policy must secure and build on the specialist features and the competitiveness that have already been achieved by our ports and maritime transport operators. Maritime policy must acknowledge the regional ports, their specialists and

particular features. The use of several regional ports would prevent central ports from getting congested and avoid major environmental problems further hinterland.

Maritime policy must also address the issue of maritime safety, particularly in wintry conditions, which is particularly acute in the Baltic Sea. Issues affecting our region are the freezing of the sea, the narrowness of fairways through the archipelago, and the shipping of oil in difficult icy conditions. In our view, the Green Paper does not take these unusually harsh wintry conditions sufficiently into consideration.

1	SECTION 1: INTRODUCTION
1A	Should the EU have an integrated maritime policy?
1A.1	Yes. The development of a common Maritime Policy would provide policy-makers with a common vision and framework in which to work. An integrated maritime policy would help to co-ordinate cross-sectoral maritime activities. This co-ordination would in turn enable more efficient and effective management of Europe's marine resources. Effective management would help to ensure against conflicts between different groups and to examine synergies between different spheres of activity.
1A.2	Such an integrated, holistic approach to maritime policies should be based on the principle of subsidiarity and maintain a balance between the social, economic and environmental pillars of sustainable development. As such, a common European Maritime Policy should rest firmly on the two pillars of the Lisbon and Gothenburg strategies. It is also important that a long-term strategic outlook towards global economic and environmental changes is taken by the Maritime Policy.
1A.3	Increasing human activity in areas such as the Baltic Sea will require effective management in the future. Policies should not be looked at in isolation, but should be co-ordinated to ensure against legislative conflicts and to ensure that the future of Europe's marine environments is preserved and enhanced. A flexible and co-ordinated system of regional marine management, involving sub-national partners is highly desirable.
1B	How can the EU add value to the many national, local and private initiatives which already exist in the maritime field?
1B.1	The EU's position as an overarching structure for governance in Europe places it in an ideal position to facilitate the co-ordination of cross-sectoral and multi-national policies. The EU has the political weight to ensure compliance with legislation in shared waters, and the experience of marine management gained through fisheries and ports policy experience. The EU can be particularly instrumental in ensuring that all European Member States are both subject and committed to the same regulatory standards and overall global policy objectives. Moreover, the EU is in a strong position to harmonise national policies from Member States, helping to reduce the potential of duplication of legislation.
1B.2	The scope of the EU also covers many policies of relevance to maritime affairs, notably culture, customs, employment and social affairs, energy, enterprise and industry, the environment, fisheries, regional policy, research, trans-European networks and transport. These sectoral approaches to policy-making will continue to be important in developing expertise and effective policies. The role of the common Maritime Policy should be to co-ordinate these policies in a cross-sectoral manner.
1B.3	The EU could act as a conduit through which agreement on and awareness of best practice in marine management could be channelled and communicated. The EU has a role to play in setting the overall policy framework for action and a common understanding with which to address global issues stretching beyond national borders. The Union has been very successful to date in facilitating cross-border and interregional co-operation and could build upon this success through the common Maritime Policy.
1B.4	The Union could also where relevant and necessary introduce, in collaboration with relevant stakeholders, legislation to better manage Europe's seas and coastlines. In this respect, the EU could also revise existing legislation to improve the effectiveness of existing maritime-related policies. An integrated approach to maritime-related sectoral policies should result in better, and perhaps fewer, regulations.
1B.5	Sub-national authorities would have a key role to play in implementing maritime policies, and, where appropriate should be at the forefront of decision-making in this field. Sub-national authorities also have extensive experience in delivering maritime initiatives, which should be capitalised upon when developing a common European Maritime Policy. The European Union should play a co-ordinating role in delivering the maritime policy and should only legislate in areas where this can add value or is absolutely necessary.
1B.6	The EU could also add value to national, local and private initiatives through the introduction of new financial instruments targeted towards achieving the Union's maritime objectives. This would enable financial support for cross-sectoral maritime projects to be secured. Alternatively, the scope of existing financial instruments could be adjusted or redirected towards supporting common maritime goals through the mainstreaming of the maritime

	dimension within existing financial instruments.
1B.7	Other organisations will have a key role to play in implementing a common maritime policy, notably pan-European regional partnerships such as the Conference of Peripheral Maritime Regions' Geographical Commissions. These organisations, like the sub-national authorities which comprise their membership, have extensive experience in facilitating joint work on cross-sectoral maritime issues. The EU could add value to their work through financial support for regional organisations such as these.
1B.8	In order to clarify the roles and responsibilities of each actor and to co-ordinate their activities, tripartite contracts between the European, national and sub-national levels of governance could be beneficial.
1B.9	The EU is also in a strong position to create a level playing field for maritime industries in Europe and to extend this to the global level through participation in international fora.
1B.10	<p>As far as the Green Paper is concerned it would be appreciate it if the Task-Force of the Commission would:</p> <ul style="list-style-type: none"> • base the “Green Paper” on a sound analysis of the geographical, economical, ecological social and legal realities related to maritime affairs in Europe, including the maritime dimension given to the EU by its outermost regions; • review the maritime-related activities and policies of authorities in the member states, including examples and best practice of European regions; • include information about the national maritime strategies developed by countries outside the EU; • address the international dimension of ocean and sea affairs (Law of the Seas and related international affairs); • outline the different sectional policies affecting a European Maritime Policy already existing in the <i>Acquis Communautaire</i>; • identify the potentials for beneficial interfaces and synergies between the sectional policies and the right balance between the economic, social, security safety, and environmental dimension of sustainable development in the EU policies; • integrate these existing legislation and policies into a general concept of a future European maritime strategy by using a “holistic approach”; • incorporate the future EU maritime strategy into the renewed Lisbon-process to support medium- and long-term economic growth, competitiveness and employment in the EU; • outline first conclusions for the future practical implementation of a European maritime policy, be it EU-legislation, recommendations to the member-states, and/or supportive measures taken by the EU Commission; • consider special regional concepts and recommendations in the overall EU maritime strategy, addressing the particular needs and potentials of greater European maritime regions. In this context it might make sense to integrate parts of the future EU maritime policy into existing EU regional strategies like the “<i>Northern Dimension</i>” or “<i>Barcelona Process</i>”. It is obvious that challenges of the Baltic Sea area differ to a certain extend from those of the Mediterranean basin.
1B.11	For regional organisations such as BSC and BSSSC it is crucial that the process of compiling and drawing up the Green Paper about EU maritime policy be based on a transparent and structured consultation-process including the national and regional level. The process leading to the White-Paper on “ <i>European Governance</i> ” or the consultation-process for the reform of the “ <i>European Cohesion Policy</i> ” could be taken as models for the necessary consultations. Policy-assessment and an intensified dialog between the EU Commission and the EU citizens and their organisations are a special commitment of the Barroso Commission. The formulation of the EU maritime policy could be a point in case. The Task Force should at least envisage a number of regional conferences covering separately the Baltic Sea area, the North Sea area, the <i>Arc Atlantique</i> , the Mediterranean, and the Black Sea.
2	SECTION 2: RETAINING EUROPE’S LEADERSHIP IN SUSTAINABLE MARITIME DEVELOPMENT
2.1	Sub-section 2.1: A Competitive Maritime Industry
2.1A	How can European maritime sectors remain competitive, including taking into account specific needs of SMEs?
2.1A.1	A common European Maritime Policy has great potential to contribute to the achievement of the Lisbon strategy

	through stimulating economic growth and job creation in a sustainable way. There are a number of key European maritime-related industries in operation in the Baltic Sea region, including fisheries, shipping, renewable energy and tourism. Many of these traditional maritime sectors are facing many challenges at present in the ever-competitive global market. These industries must adapt to meet new challenges, and will require support - both practical and financial - to do so.
2.1A.2	There is no doubt that deprivation and social exclusion is particularly acute in coastal areas. Providing financial support to areas of coastal deprivation is still necessary to create sustainable communities and to secure an increase in jobs through coastal regeneration. In addition, any tools that can be provided by the European Union to encourage the development of public-private partnerships in areas undergoing economic decline and regeneration are of value. New marinas could be considered as key assets forming part of the urban regeneration of coastal towns.
2.1A.3	In areas undergoing traditional market decline, there should be support to invest and refocus on emerging markets. There should be recognition that new sectors, such as offshore renewable energy, rely on and can learn from traditional maritime industries such as the oil and gas and shipbuilding sectors.
2.1A.4	On the practical level, it is imperative that the EU takes into consideration the economic impacts of legislation on maritime industries. In attempting to address issues at a sectoral level, unforeseen consequences can arise from the implementation of legislation. For instance, legislation to improve the marine environment can often have cost implications for businesses, which cannot always absorb these.
2.1A.5	The focus of the draft Green Paper on a holistic, cross-sectoral approach to maritime affairs is therefore welcomed. It is of paramount importance that the Maritime Policy facilitates better co-ordination between policy sectors and levels of governance.
2.1A.6	Another way in which the Maritime Policy could support maritime industries on a practical level would be to facilitate exchange of best practice, highlighting good examples and to produce a toolkit for maritime businesses to improve their competitiveness. It is important that maritime sectors aim for high standards of quality in the field of products, services in education. Examples of best practice would help them to achieve this.
2.1A.7	Maritime regions (sub-national) have an important role to play in enhancing the competitiveness of maritime industries. Maritime regions are of strategic importance for industry and commerce. The availability of efficient ports with the capacity for multi-modal transportation is of fundamental importance for industrial competitiveness and international trade and is usually managed by sub-national authorities.
2.1A.8	The maritime areas need support in order to foster competitiveness, sustainability and efficiency in traditional maritime industries. Maritime regions should also prioritise the development of new industries utilising maritime resources as their base. In particular, sub-national authorities need support from the European and national levels for the development of established and emerging maritime industries through education, research and supporting networks of private and public stakeholders.
2.1A.9	Other EU initiatives such as Motorways of the Sea and Short Sea Shipping should be progressed alongside the Maritime Policy, given the potential benefits for the shipping and logistics sectors, as well as the environment. Reducing congestion on roads, providing more environmentally friendly transport and transferring transport from road to sea is of great importance.
2.1A.10	On the financial level, resources from the Seventh Framework Programme for Research and Technological Development (FP7) should be made available to support the development and application of new technologies relevant to maritime sectors.
2.1A.11	Furthermore, it is also important to remember that innovation is not purely a research and technological development issue – innovation can equally apply to using existing resources and technologies in new and innovative ways. The Competitiveness and Innovation Programme (CIP) should help to support such projects. Furthermore the CIP should provide support for entrepreneurs and, in collaboration with the European Investment Bank, access to risk capital for innovative projects.
2.1A.12	Funding from the European Regional Development Fund should be made available for the improvement of port infrastructure and increasing accessibility to ports. There is a clear need for improved development and co-operation on port infrastructure, particularly rail infrastructure connecting ports to their surrounding areas as well as community infrastructure to accommodate the local workforce. Long-term forward planning is needed to rationalise investment and plan mitigation work. Support for developing initiatives of this kind would be welcomed.
2.1A.13	The European Social Fund should have the capacity to provide training for existing maritime sector employees, those wishing to join existing maritime sectors, and those wishing to develop new maritime sectors.
2.1A.14	Europe must capitalise on its strengths – a strong capacity for innovation and research and a well-educated workforce – in order for its maritime industries to remain competitive. As such, the Maritime Policy should aim to stimulate entrepreneurship and innovation through improved scientific knowledge and fostering a well-educated and experienced workforce. International harmonisation of qualifications is to be encouraged. For example, the health and safety standards in offshore renewable energy industries should be harmonised across the EU.

2.1A.15	The EU Maritime Policy should always look beyond Europe when considering the competitiveness of European maritime sectors. Fierce global competition and a level international playing field for maritime sectors are important drivers for innovation and quality. It is therefore important that the EU Maritime Policy addresses issues and practices that concern the competitive framework for maritime industry at European and international levels.
2.1A.16	The potential of the renewable energy sector to deliver sustainable development in coastal areas should be recognised in a European Maritime Policy. In order to create a level playing field for this sector, the harmonisation of state aid legislation is required, particularly in the fields of offshore renewable energy and maritime transport (e.g. ferries).
2.1A.17	Competitive industries need an effective level-playing field in which to flourish, both at the European and global levels. The Maritime Policy could advance this agenda through enhancing co-operation at the European and cross-border levels. Furthermore, the unique selling points of European maritime industries should be strengthened and promoted at a global level, notably the availability of highly skilled workers and a solid knowledge infrastructure.
2.1A.18	Fishing is a fundamental part in the concept of island and of vital importance for the economy directly, through fishing and processing as a profession, and indirectly through recreational fishing; as well as for the conceptual perception.
2.1A.19	Fisheries should still be part of an islands heritage and future. Aquaculture is the key to future fish production and islands maintaining their fishery competencies and skills.
2.1A.20	In the sector of aqua-culture and fishing there is a growing competition for space and a trend to move the aqua farms further away from shore. This must not lead to leaner regulations and demands on outlets than for the facilities close to land.
2.1A.21	Fishing is an important industry and its link to aquaculture is today strong as fish is a major fodder source to the aquaculture. The growing aqua culture industries and the market demand for fish to the households is sometimes leading to dramatically decreasing populations of species. In the coming EU Fishing policy it must be pointed out the importance of returning to small scale- and coastal fishing as the way towards a sustainable use of the wild fish resources' for the future.
2.1A.22	There is no strategy presented nor discussed on how the paradox between, at one hand, the EU pillar on free movement and a free market and, on the other, how the distancing from these ideals' in the strategy will be overcome. For the coastal areas the 'small scale' coastal fishing is of much greater importance to a larger coast and hinterland area than is the concentrated large scale 'industrial' fishing at sea. It is almost symptomatic that the direct following section ' <i>The importance of being competitive</i> ' in most every aspect is only dealing with industry' (transport and wharfs) and that values held to the light in section 1 or 2.1 is hardly even mentioned. Where has the integrated / holistic perspective gone?
2.1A.23	The Maritime Policy must take into account tourism in coastal and archipelago areas, as this in the long run will be a growth industry. Tourism will be a key factor affecting people's wellbeing and the use of their leisure time. Tourism has and will have a major financial impact on our own archipelago, amongst others.
2.1A.24	Maximising Quality of Life in Baltic Islands/Coastal Regions This should not mean "rich" city interests moving into islands and pricing out local citizens as has happened in many English villages. A way of obtaining a balance must be found ensuring local youth to be able to buy family homes at a price "possible to pay" from a islander often weaker economically perspective.
2.1A.25	The Baltic Sea is the gateway to North-East Europe and to EU's most important neighbour, Russia. The area is characterised by rapid economic growth –exceeding that of many other European regions. This development is inevitable, considering the expected 40% increase in traffic until 2010. It is indispensable for the Baltic Sea area to build and invest in further maritime-related traffic infrastructure. The <i>Baltic Gateway</i> programme or the <i>Fehmarn-Belt-Crossing</i> are examples for major traffic infrastructure-projects in the area.
2.1A.26	Fostering sea transport in the Union is a classical example of an integrated European maritime approach in combining several existing and developed sectional policies in the EU. Drawing on the experiences of the Baltic Sea area, a European Maritime Policy should: <ul style="list-style-type: none"> • support the increasing need of transport infrastructure by prioritising sea and coastal shipping. This particularly cheap and sustainable mode of transport will foster general economic development and relieve overcrowded roads and railways; • establish in the Union the general principles of "mass-transport by sea", shifting transport-traffic to the "Motorways of the Sea" wherever possible; • develop on the basis of the "Trans-European Networks" in the EU, special strategies for each European Sea of how the maritime traffic could be the backbone of the transport sector in the area ("<i>Motorways of the Sea</i>"). Attention has to be given to integrated port regulations and the "hinterland connection" in this context; encourage public/private partnership by European infrastructure programs to stimulate the development of the European transport sector by boat.
2.1B	What mechanisms should be in place to ensure that new maritime development is sustainable?

2.1B.1	Ensuring that maritime activity is co-ordinated across different sectors would help to ensure that the development of the maritime economy is sustainable. By linking policy-making across sectors, greater consideration and understanding of the impacts of sectoral decisions on other policy sectors would be achieved. This would help to ensure that all users of Europe's marine environment could live and work along side each other in a sustainable manner.
2.1B.2	Where relevant and appropriate, regional organisations should be set up, and paid, to co-ordinate and/or monitor marine activities. These should be composed of all relevant stakeholders and operate under the principle of subsidiarity.
2.1B.3	It is also greatly important that EU and international legislation is uniformly and adequately transposed into national legislation. Given that maritime industries such as transport are truly global in nature, international legislation should be applied/developed to ensure high global standards of safety and environmental quality at sea. In particular, the ratification and entry into force of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships and the International Convention for Control and Management of Ships Ballast Water should substantially contribute to a healthier marine environment and more environmentally friendly shipping.
2.1B.4	Timescale is important when considering sustainable development. Long-term strategies for perhaps twenty-five years should be developed by governments, with the merits of plans and initiatives judged on their long-term as well as short-term impacts.
2.1B.5	To reduce or avoid coastal pollution and environmental damage when accidents occur at sea, it would be recommended to impose restrictions on using heavy oil fuel in inter-European coastal transport and to impose regulation on the usage of light marine diesel or preferably gas.
2.1B.6	It is important that the environmental costs of each maritime sector's activities are recognised and reduced. In particular, it is important to raise awareness among consumers of the environmental impacts of their choices (e.g. food miles). While sustainable maritime development will only be achieved through a global and holistic approach, responsibility for sustainable maritime development lies with all levels of governance and actors, right down to sub-national authorities and individuals.
2.1B.7	Baltic nations are dependent on sea transportation. The viability of the country's cross-border shipping must be ensured in a way that is environmentally friendly, safe and economic and this must be supported by the Maritime Policy and EU passing regulation in a global context.
2.1B.8	It is important to integrate the needs of the fragile ecosystem with the ever-increasing volume of Baltic Sea shipping. Active steps must be taken to prevent environmental disasters and to ensure international cooperation to limit nutrient emissions.
	A key goal of the Commission's Green Paper on Maritime Policy is to ensure that the area's ecosystem is taken into consideration when managing the marine environment. The natural environment of the Baltic Sea makes the area's ecosystem unusually fragile; for this reason, these conditions must be considered and acknowledged in the EU's decision-making. In particular a reduction of future nutrient emissions into the Baltic Sea should be addressed.
2.2	<i>Sub-section 2.2: The Importance of the Marine Environment for the Sustainable Use of our Marine Resources</i>
2.2A	How can maritime policy contribute to maintaining our ocean resources and environment?
2.2A.1	Through facilitating dialogue and cross-sectoral examination of marine policies and activities, a common maritime policy could help to ensure that Europe's ocean resources and environment are maintained and enhanced. It is important that all sectors and policies take into consideration their environmental impact and sustainability in general. In order to maintain and improve the state of the marine environment, an eco-system based approach to management, built on sound scientific knowledge, is highly desirable. A particular focus should be placed on encouraging dialogue between the scientific and fishing communities through organisations.
2.2A.2	The eco-system approach and related management measures must be clearly understood and evenly applied in response to EU Directives in order for the policy to be fair and effective amongst stakeholders in Europe. The formulation of models for distinct eco-systems and regions could contribute to the maintenance of ocean resources and the environment. However, in order to be effective, such models must be based on reliable, comprehensive and compatible data; and must take account of economic activities and social factors. As long as environmental, economic and social concerns are included and integrated into the policy development at a European level, it should be possible to achieve effective solutions to the challenges commonly faced in Europe.
2.2A.3	The EU is a leader in environmental legislation, and should continue to set goals for environmental sustainability and improvement. In particular, tightening up of the regulations on discharges of radioactive waste from nuclear power stations would be welcomed. Through co-ordinating a common Maritime Policy, the EU could ensure complementarity between any existing legislation and future Maritime legislation.
2.2A.4	In particular, the Maritime Policy should ensure that the consequences of the Water Framework Directive, which affect delta and coastal as well as inland waters, are integrated into an effective Maritime Policy. Indeed, the Maritime Policy should take account of linkages between coastlines, inshore waterways and oceans.
2.2A.5	Underpinning the Maritime Policy with the Thematic Strategy for the Marine Environment could be a useful way

	of ensuring that diverse maritime-related sectoral policies are compatible with environmental legislation. Recognising and demonstrating the added value and economic benefits of improved environmental quality could help the Maritime Policy to ensure that the environmental components of sectoral policies are not always perceived as costly or inconvenient. Moreover, the economic costs of doing nothing to tackle environmental problems should also be highlighted through the Policy.
2.2A.6	The EU should continue to set goals for environmental sustainability and improvement. This should also address the issue of the reclaiming of military waste disposed in the seas after the wars.
2.2A.7	It is important to consider the sustainable use and maintenance of the islands and archipelago areas, and the development of coastal economies, as central planks of the EU's maritime policy. The special characteristics of coastal areas must be taken into consideration in regional development and spatial planning. Certain sectors of industry benefit more than others from being close to the logistics services provided by coastal regions and the special characteristics of coastal regions place particular demands on industries that locate within those regions. Port activity and the use by industry of logistics centres and areas must be planned in a way that can co-exist harmoniously with other potential uses of these areas, such as residential living and leisure use, and in a way that upholds environmental protection.
2.2A.8	BSC and the BSSC is aware that to defining an acceptable strategy for a <u>sustainable management</u> of the economic potentials of the seas poses the biggest challenge for the future European Maritime Policy. Again, this policy must also find an answer to the highly politicised question of how far the economic use has to comply with sustainability. The European Council 2005 stated that these objectives are not contradicting factors. A European Maritime Policy should to take this overall approach as a starting point.
2.2A.9	The European Maritime Policy as a long-term strategy cannot avoid the problems related to the general flow and ultimately decreased use of maritime resources. Scientific monitoring points to the fact that the global resource flow need to be cut in half to allow for global equity. A sustainable management of the economic resources of the European waters might not ask for such drastic changes. But a European Maritime Policy has to come forward with more solid information and a clear orientation for the European Dimension in this respect. Otherwise such a policy would lake one of its basic objectives.
2.2A.10	Conservation of the environment and sustainable management of any natural resource cannot be realised successfully by a centralized top-down process. Such an approach needs partners from all walks of life and strata of society. The regional and local levels in all EU member-states provide a surprising expertise in combining economic progress with the necessary sustainability. It will be essential for the environmental dimension of the future European Maritime Policy to address and win over these potential actors as possible allies.
2.2A.11	<p>The Baltic Sea area looks back on a long international engagement to revive and protect the ecological balance of its sea. At the same time, the area provides a lively and increasing host of activists who concentrate on the sustainable development of the region. A future European Maritime Policy should take the experiences and best-practice of these efforts into account.</p> <p>In this regard the Task-Force should consider and draw possible conclusions from</p> <ul style="list-style-type: none"> • the over 200 <i>HELCOM</i> recommendations as international agreed measures to revive and protect oceans and seas (<i>HELCOM RESPONSE</i>), • the problems relating to the 0-time compliance of the <i>HELCOM</i> Convention and recommendations to develop better instruments for the enforcement of commonly agreed policies by governments, • the efforts to harmonize the <i>HELCOM</i> recommendations with EU directives and decisions as a possible example of how to integrate existing EU and regional/sectional regulations into a common maritime strategy, • the “Action Plan for the Baltic Sea” developed by <i>HELCOM</i>, • an assessment of the implementation and outcome of the many EU-funded projects fostering regional and local aspects of sustainable developments related to the Baltic Sea. The assessment should focus on the question of how these projects activated sub-national authorities and the civic society to pursue ecological and sustainable objectives, • this assessment could include a review of the Baltic Sea related projects supported or financed by the Northern Dimension Environmental Partnership.
2.2A.12	<p>In part two under intermodality transport system it says that there is a myriad of organisations working in this field. This part should be a separate part in the text and a conclusion should be included in the text.</p> <p>In the same part the sentence starting with “the InterBaltic project” should be a separate part in the text, so that the project is more visible in the text.</p> <p>Proposition:</p>

	<p><i>“CPMR Baltic Sea Commission notes that the EU High Level Group on extension of the major trans-European transport axes to the neighbouring countries and regions in its report “Networks for Peace and development” has defined a Northern Axis including Motorways of the Sea that covers the whole Baltic Sea area.</i></p> <p><i>The InterBaltic transport project initiated by the CPMRs Baltic Sea Commission’s transport working group aiming at shifting freight flows from road to rail and sea, may serve as framework for this cooperative work and also following up the EU report “networks for peace and development” in the Baltic sea area.</i></p> <p><i>There is a myriad of organisations, initiatives and projects working with strategies within the fields of transport and infrastructure partly overlapping each other. Co-operation between different organisations, the CPMR – BSC working group of transport and the InterBaltic project is of great importance to get synergy effects and avoid double work.”</i></p> <p>By reversing or at least including the reverse perspective, e.g. were the environment and the resources commence the starting point instead of, as now, the other way around. “How could we use resources in a long term sustainable way, rather than for how long could we still be using our recourses?”</p>
2.2A.13	Tourism is a growing industry for the whole area Baltic Sea Area an area that will need to protect its different strands including sailing, outdoor activities, and the participation in its cultural heritage and richness in order to make tourism develop in the future.
2.2B	How can a maritime policy further the aims of the Marine Thematic Strategy?
2.2B.1	The Thematic Strategy for the Marine Environment is of fundamental importance to the development of sustainable and competitive maritime sectors in Europe. The Maritime Policy must endeavour to ensure that all maritime activities become ecologically as well as economically sustainable. Given that the management of fisheries and maritime transport are beyond the scope of the Thematic Strategy, the Maritime Policy should contribute to a holistic approach to sustainable development by further integrating marine environmental concerns into these sectors.
2.2B.2	A common Maritime Policy should aim to secure a holistic and ecosystem-based approach to sustainable management of European waters, based on sound scientific knowledge. The challenge is to establish a scientific and monitoring framework that secures continuity in the observations of the oceans’ behaviour, thereby strengthening predictive tools and instruments.
2.2B.3	The Maritime Policy can help to ensure that the aims of the Marine Thematic Strategy are taken into consideration when other sectoral policies are developed. The Maritime Policy should act as a conduit through which different sectoral policies, such as fisheries, transportation, energy, the environment and the economy, are assessed and co-ordinated.
2.2B.4	The impacts of sectoral policies on other sectors must be taken into account when drafting legislation. In the case of the Marine Thematic Strategy, this would involve ensuring that the environmental implications of sectoral policies were taken into consideration.
2.2B.5	The Maritime Policy could also help to advance specific initiatives at the European level. For instance the “Clean Ship” approach, pioneered in Northern Europe, could be promoted throughout the European Union and beyond by the Maritime Policy. The “Clean Ship” approach is the concept of vessels designed, constructed and operated in an integrated manner to eliminate harmful discharges and emissions throughout their working life. This approach supports many of the goals set out in the Marine Thematic Strategy and would be a good example of cross-sectoral working.
2.2B.6	The shipping sector is vital to Europe’s maritime economy, but can also have a negative environmental impact. The Maritime Policy could help to address specific environmental problems, such as those associated with the ship-to-ship transfer of oil in inshore waters and pollution in ports, both through legislation and finding solutions to these problems. Furthermore, co-operation between EU ports, particularly in the field of environmental co-operation, should be stimulated through the Maritime Policy in order to maintain European competitiveness in a sustainable manner.
2.2B.7	Setting up regional cross-sectoral networks to work on such localised problems could be a high profile and effective output from the Maritime Policy.
2.2C	How can risk assessment best be used to further safety at sea?
2.2C.1	Improving safety at sea should be an important focus of the Maritime Policy. Incidents at sea can have tragic consequences for both people and the environment. Improving the safety of workers at sea is key not only to averting further loss of life, but also of encouraging people to pursue careers in maritime sectors. Risk assessment can be used to further safety at sea for seafarers in a number of ways.
2.2C.2	Identifying and quantifying potential risks gives policy-makers a sound basis on which to make decisions. In order to adequately solve problems, it is important to know exactly what they are.

2.2C.3	Risk assessment can support the diversion of resources towards tackling key problems, and enable simple solutions to be found such as the Fishsafe initiative. The Fishsafe initiative, as a joint project of the fishing and energy sectors, is a good example of a cross-sectoral approach to risk management. The development of a common approach across different sectors in establishing sound risk management systems is of fundamental importance.
2.2C.4	Risk assessment could evaluate ‘accident blackspots’ and try to ensure that high concentrations of shipping avoid these stretches of water. Introducing satellite-tracking systems of vessels would help to monitor this and to ensure compliance. Moreover, in the event of an accident, vessel-tracking technologies would enable the relevant authorities to know who owns the vessel, its cargo (which is essential to assess the potential risk to the environment) and its flag country.
2.2C.5	Risk assessment of post-incident scenarios could also help to encourage joint-working across sectors and member states to mitigate against and prepare for accidents at sea. In particular, the dissemination of evaluation reports of incidents at sea could contribute to the ability of the relevant authorities to understand and respond to incidents at sea.
2.2C.6	In addition to risk-assessment, the EU should encourage the strengthening and improvement of risk-management in Member States through creating a European database of best practice. In this way, knowledge and expertise on how best to deal with incidents at sea (which materials/strategies to use/implement etc.) could be shared.
2.2C.7	The expertise of organisations such as the European Maritime Safety Agency (EMSA) should be capitalised upon. EMSA could act both as a provider of data and analyses, and as a consultant body through which an effective risk assessment of safety at sea could be undertaken.
2.2C.8	It is necessary that Europe’s Baltic Sea resources are enhanced and maintained. Research and practical actions are required to redress pollution problems.
2.2C.9	The EU should take common actions regarding the intensions within the IMO. If the EU works together it constitutes a considerable force.
2.2C.10	The timetable for the thematic strategy for marine environment is too long.
2.2C.11	For the Baltic Sea, with its fragile ecosystem and rapidly growing commercial traffic it is particularly important with internationally binding legislation to help preventing environmental disasters (particularly accidents involving oil or chemicals).
2.2C.12	Regarding the presently very important issue on oil transports in the Baltic Sea; there are risk analyses made but no decisions taken upon them.
2.2C.13	The increase in maritime - and coastal traffic is automatically related to the problem of maritime safety in general as well as in the European waters. The efficiency, safety and optimisation of marine transportation are key issues in this sector. In recent years several severe accidents have demonstrated in Europe the vulnerability of the existing emergency systems and the uncontrollable ecological and economic consequences for the adjacent coastlines.
2.2C.14	On one hand the EU has responded to these accidents with the Erika-Package I and II as well as the establishment of the “ <i>European Maritime Security Agency</i> ” (EMSA) 2004. On the other hand, the EU has initiated the introduction of <i>GALILEO</i> as a fundamental tool for bringing innovation and progress in navigation besides many other marine activities such as fishing, oceanography and oil and gas exploitation.
2.2C.15	The Baltic Sea is particularly susceptible to ship accidents due to the ever-increasing sea traffic and to its particular fragile ecological balance. These general problems are aggravated by the fact the Northern part of the Baltic Sea is covered by ice in winter. The ice creates special threats for shipping, especially for oil-carrying ships. The bottlenecks for shipping in the <i>Cadet-Channel/Greater Belt</i> , <i>Öresund</i> and <i>Bornholm</i> , the shallowness of its waters and the ice covered Northern part during winter as well as the deplorable state of the Russian tanker fleet are the main factors for this susceptibility.
2.2C.16	BSC and the BSSSC point to the fact that maritime safety in the Baltic Sea is of particular concern for the regional authorities in the area. Regions in the South of the Baltic Sea area have organised three conferences in the last year (Kiel May 4 th and, Trelleborg May 10 th 2004, Brussels March 16 th , 2005) to draw special attention to the regional and local dimension of maritime safety and preparation for ship accidents.
2.2C.17	A number of practical consequences have followed to raise accident preparedness at the regional and local level besides the responsibilities of the established national emergency systems. The immediate participation of over 40 regional authorities in an Interreg supported project, “ <i>Baltic Master</i> ”, is the best example for this growing awareness about managing maritime safety and accidents at this level.
2.2C.18	Drawing on these local and regional experiences in the Baltic Sea area, BSC and the BSSSC recommends taking up the following issues in future maritime policy: <ul style="list-style-type: none"> • Ratification and implementation of all relevant international conventions, together with EU directives and regulations, in the fields of maritime safety and security, state control of ports, liability and compensation. • Implementation of one compulsory Tanker Transit Route in the Baltic Sea. • Expanded use of pilots in narrow and restricted waters of the Baltic Sea.

	<ul style="list-style-type: none"> • Effective plans for access to places of refuge (anchorage, roadsteads, and ports). • Permanent provision of emergency tugs along main shipping routes. • Lean decision making structures for accident/disaster management together with authority over intervention and methods of control. • Networks of accident management, authorities with joint plans for alarm, support, and control. • Networks of port security authorities in the implementation of the ISPS-code. • Co-operation in education and training in all fields of maritime safety and security, especially at the regional and local level. • Consistent execution of tasks by Flag State Control and Port State Control as well as strengthening of activities to investigate and prosecute infringements against provisions to prevent pollution of the sea • Promotion and implementation of further protective measures following the designation of the Baltic Sea area as PSSA. • Accelerated implementation of safe and environmentally sustainable removal of ship-generated wastes and cargo residues (e. g. utilization of port reception facilities, implementation of a no-special-fee-system). • Support the <i>HELCOM</i> ship traffic monitoring system which will help to establish a risk-based assessment of the needs for further measures. • Implementation of the EU- and IMO-Regulations for the phasing out of single hull tankers by 2010 at the latest. • <i>GALILEO</i>: Satellite navigation will be a benefit for maritime applications, including commercial vessels, unregulated and SOLAS regulated ships as well as leisure boats. Each application will take advantage of the new characteristics offered by <i>GALILEO</i>: increased accuracy and integrity, certified services and high availability. • <i>GALILEO</i> will be an additional means for the marine navigation regulated by the <i>International Maritime Organisation</i> (IMO). It will support implementing the regulations on <i>Automatic Identification Systems</i> (AIS) and vessel traffic management systems. It will increase navigation safety and collision prevention. AIS depends on satellite navigation. For the time being, the only source is GPS. <i>GALILEO</i> will improve AIS reliability and thus contribute to increased safety and vessel traceability.
2.3	<i>Sub-section 2.3: Remaining at the Cutting Edge of Knowledge and Technology</i>
2.3A	How can a European Marine Related Research Strategy be developed to further deepen our knowledge and promote new technologies?
2.3A.1	In many ways, we know more about space than the oceans. This, coupled with the development of new technologies dependent on the marine environment (notably renewable energies) clearly demonstrates the need for enhanced knowledge of Europe's oceans and seas and the new industries which depend on them.
2.3A.2	As the sea is still relatively unexplored, it is expected that research will change the connotations of the term 'marine resources'. It remains to be seen how this would affect the use of coastal waters when such a change in perception occurs. However, it is certain that the need for a common Maritime Policy will become even stronger as the sea becomes more heavily utilised in a number of ways. As such, it is highly desirable that the next Framework Programme contains specific opportunities for marine-related research.
2.3A.3	A joined-up approach to research in maritime affairs could be achieved through effective co-ordination and financing of research at the European level through a European Marine Related Research Strategy. A separate Marine Research Strategy could prove to be a useful tool in co-ordinating maritime research, much in the way that the Framework Programmes have been in other sectors. Such an approach would encourage a strategic vision to be developed for marine-related research in Europe. Cross-sectoral working practices both within and across sectors, organisations and levels of governance should be encouraged through the Strategy.
2.3A.4	A European Maritime Research Network should be based around education and research, industry and government, with all levels of government being open to participation in the network. Rather than initiating an entirely new research network, it would be advisable to use and develop existing networks. A number of these networks could co-operate/combine to undertake cohesive maritime research. Through these networks, concrete

	outcomes and results could be achieved and implemented in maritime economies. A bottom-up approach to setting the research agenda should also be considered, given the considerable knowledge and expertise on maritime issues which can be found in businesses and localities.
2.3A.5	Marine-related research in Europe is too fragmented at present. Therefore, a vision and strategy for marine/maritime research in Europe is desirable to avoid duplication of efforts, close knowledge gaps and create synergies. The Marine Research Strategy should identify gaps in our maritime and marine knowledge and prioritise those which must be addressed in the first instance, based on the consequences identified in risk assessment.
2.3A.6	Embryonic technologies such as renewable energies have the potential to thrive in the Baltic Sea's maritime regions. Their potential has yet to be fully exploited through more intensive research and commercialisation. Through supporting renewable technologies, a common Maritime Policy could contribute towards Europe's objectives on: climate change and the environment; employment and social affairs; enterprise and industry; regional and cohesion policy; renewable energies and reducing dependency on third countries.
2.3A.7	A marine-related strategy should take into account all types of marine and maritime research, including marine biology, chemistry, climatology, hydrology, oceanography, geophysics, sociology, economics, applied technology and maritime transport. It is important that institutions and organisations and organisations dealing with these different disciplines and issues work together in a cross-sectoral and holistic way when conducting marine-related research.
2.3A.8	As for island it is important that they should be involved in maritime research projects and data collection.
2.3B	Should a European Marine Research Network be developed?
2.3B.1	A European Marine Research Network should be developed in order to pursue the aims identified in the response to the previous question. This network should involve all relevant stakeholders and develop and exploit existing expertise in Europe's maritime regions. Developing and linking maritime clusters should be a priority of a European Marine Research Network.
2.3B.2	It is important to recognise that there are already many marine-related research networks in Europe. As such, a dedicated European Marine Research Network should aim to foster co-operation between existing bodies, perhaps through an annual conference on marine and maritime research. The EU could add value to the work of such a network through providing it with sound data for various analyses.
2.3C	What mechanisms can best turn knowledge into income and jobs?
2.3C.1	As knowledge is a prerequisite for new and better jobs, public and private funding of research, economic incentives and closer co-operation between universities, research institutes and industry are crucial to the development of a sustainable European maritime economy.
2.3C.2	Ensuring that all relevant stakeholders, including sub-national authorities, universities, economic development agencies and the private sector, are given the opportunity to work collaboratively on joint projects would support the application of knowledge into the employment market. Private businesses should be encouraged to offer their workforces life-long learning opportunities.
2.3C.3	Educational establishments have a duty to provide such training and can efficiently do so if the demand for training exists. Private companies should also foster closer links with educational institutions, both as a means to identifying 'gaps' in knowledge, and as a means to commercialise research. Student placements in relevant businesses could be advantageous for students, who would gain a better understanding of how companies operate; and businesses, would learn from and build links with ongoing research in universities.
2.3C.4	The EUs Education and Training Programmes and Actions could be further developed to encourage such placements, in particular between universities and areas with a strong reputation in maritime fields. Steps should be taken to ensure that support to entrepreneurs and small businesses specialising in maritime industries is provided by DG Enterprise and the Competitiveness and Innovation Programme (CIP). A particular focus should be placed on areas and sectors which lack the capacity to appreciate and invest in the commercial potential of emergent technologies.
2.3D	In what ways should stakeholders be involved?
2.3D.1	Stakeholders can bring new perspectives to the debate on how best to foster and implement research in maritime affairs. Close co-operation between all relevant stakeholders helps to formulate a holistic, cross-sectoral view of how best to achieve common goals. Close co-operation can also reduce the risk of conflicts between sectoral policies through raising awareness of the needs of other stakeholders in Europe's shared marine environment. As such, all relevant stakeholders should be encouraged to become involved in research networks (perhaps funded through FP7 or INTERREG).
2.3D.2	It is important that effective consultation with stakeholders is continued in the drafting of European legislation and research programmes. In this way, the EU can benefit from the expertise of those organisations who implement European legislation on a day-to-day basis. Extensive consultation would also help to ensure that

	unforeseen consequences of legislation would be avoided.
2.4	<i>Sub-section 2.4: Innovation under Changing Circumstances</i>
2.4A	What further steps should the EU take to mitigate and adapt to climate change in the marine environment?
2.4A.1	The EU should continue its efforts to meet the Kyoto Protocols and should ensure that Member States comply with existing environmental legislation. Further measures could be taken at the European level in the fields of transport, energy, construction, agriculture and fisheries, particularly promoting energy efficiency. Improved energy efficiency has great potential, as shown by the Commission, and could contribute to Europe becoming less dependent on imported energy and substantially reduce Europe's emissions of Greenhouse Gases. The development of alternative fuels such as biofuels and hydrogen should be actively encouraged and supported at the European level, both through policies and financial instruments such as the Seventh Framework Programme for Research and Technological Development (FP7).
2.4A.2	Renewable energies for electricity generation should also be actively encouraged through legislative and financial instruments. Investment in renewable energies and fuels is key to mitigating the effects of climate change. Not only will the development of these sectors help to reduce the potential impacts of climate change, but they could also have major economic benefits for Europe's maritime areas. Europe's maritime territories often have the necessary resources (wind, wave, sun), which can be harnessed to sustainably meet Europe's ever-increasing energy needs. As discussed previously, the development of this sector could be supported through changes to the State Aid regime.
2.4A.3	In the global context, Europe is well-placed to become a world leader in renewable energies, through its innovative approach to developing new technologies and its commitment to addressing the issue of climate change. Europe should make great efforts to export these technologies across the world and to put political and diplomatic pressure on major global polluters. It is only through co-operation at a global level in developing and applying solutions to climate change that major environmental change can be averted.
2.4A.4	A committing regime for the regulation of emissions from international shipping and aviation, based on improved data on emissions from these sources, would also help to reduce the extent of climate change through greenhouse gas emissions. The work of the International Maritime Organisation through the development of a resolution on reducing greenhouse gases from shipping would be a useful starting point for European action in this area.
2.4A.5	The sequestration and geological storage of carbon dioxide should also be encouraged through the Maritime Policy in order to mitigate against climate change and ocean acidification. In particular, the development of further technical guidance for the geological storage of CO ₂ would be welcomed, as has the EU commitment to install carbon capture and storage in several fossil fuel power stations by 2015.
2.4B	How can innovative offshore renewable energy technologies be promoted and implemented? How can energy efficiency improvements and fuel diversification in shipping be achieved?
2.4B.1	Nurturing the development of offshore renewable energy technologies would benefit Europe's environment, economy and security of energy supply. Much work on promoting and implementing offshore renewable energy technologies has already begun which should be supported and exploited by the European Union.
2.4B.2	Research, development and demonstration activities in emergent renewable energy technologies such as offshore floating wind-energy concepts should be encouraged and supported through the common Maritime Policy. The pros and cons of each type of renewable energy should be evaluated in a long term sustainable context when considering the application of emergent technologies.
2.4B.3	As discussed in the previous section, Europe has the potential to become a world leader in developing and exporting renewable energy technologies. Europe should lead through example in moving away from a carbon-intensive economy towards a more sustainable and environmentally friendly system. In order to fully achieve this, physical infrastructure links between peripheral regions as providers of renewable electricity and core regions as users needs to be enhanced. However, the negative impacts of larger electricity grids, particularly in scenic rural areas also need to be taken into account.
2.4B.4	Energy efficiency improvements can be made through innovative approaches to building construction and powering. A number of new technologies and construction procedures exist across Europe, and are waiting to be tapped and exploited to the benefit of Europe's economy and environment. Exchange of best-practice, and following this up with the application of existing initiatives across the continent, should be supported by the Maritime Policy through Objective 3 of the 2007-2013 Structural Funds.
2.4B.5	With regards to shipping fuels, diversification could be initially encouraged through legislating upon the quality of marine fuels. The low-quality fuel often used by shipping is very polluting. A Directive on the quality of marine fuels could ensure that minimum environmental standards were kept, which is a particular problem for ports.
2.4B.6	In the short term, the use of less-polluting fossil fuels, such as gas, should be encouraged in the shipping sector through environmental taxes. In the long-term, we should aim to transfer shipping to no- or low-carbon fuels. The Maritime Policy should encourage the application of existing emergent technologies, such as hydrogen fuel

	cells, to new sectors such as the shipping sector.
	Regarding innovation and change - Using islands, for instance, would be efficient as testing grounds in a clearly defined area to help promote renewable energy technologies. Also it is important that risk analysis always is a natural partner to innovation.
2.4C	What is needed to realise the potential benefits of blue biotechnology?
2.4C.1	Research and development is needed to introduce new species into aquaculture and blue biotechnology. Such research should be supported by pilot projects in co-operation with relevant stakeholders. The allocation of physical space to blue biotechnology activities, a long-term strategic framework for the development of this sector and the establishment of a level playing field could also contribute to the realisation of the potential benefits of blue biotechnology.
2.5	<i>Sub-section 2.5: Developing Europe’s Maritime Skills and Expanding Sustainable Maritime Employment</i>
2.5A	How can the decline in the number of Europeans entering certain maritime professions be reversed and the safety and attractiveness of jobs ensured?
2.5A.1	Ensuring that working conditions at sea are enhanced through legislation and training would greatly encourage Europeans to enter maritime professions. It is also imperative that legislation is enforced, and that a two-tier system of those working under European flags and those who are not is eliminated.
2.5A.2	As discussed in previous sections, advances in safety at sea will encourage many people to consider entering maritime sectors. The perception of maritime industries as dangerous and uncomfortable needs to be addressed in order to reverse the decline. Introducing minimum training standards and supporting educational institutions in implementing these training programmes could greatly benefit safety at sea and the number of employees entering maritime sectors. International harmonisation of qualifications is also to be encouraged. For example, the health and safety standards in offshore renewable energy industries should be harmonised across the EU.
2.5A.3	A well-trained workforce would also be better equipped to develop solutions to problems through problem-solving skills and knowledge acquired from further education. These skills could also enable the workforce to address economic issues affecting the competitiveness of their industries and improve the viability and profitability of their industries but also bring understanding to the importance of sustainable usage of the marine resources and environment. The increased wages, living-standards aboard ships and job security which could potentially be better achieved by a well-skilled workforce, would then encourage others to enter the sector.
2.5A.4	It is important to recognise that a decreasing number of people choosing to go to sea also reduce the number of people able to undertake inshore and land-based maritime careers (e.g. pilots). As such, effort must be placed on promoting sectors which transcend the land-sea interface as well as sea-based careers. The shipping industry should be encouraged to engage more fully with shore-side support companies in order to decide how best to maintain the skills level of the maritime sector. Mobility between sea and land-based maritime activities and between different sectors should also be supported through the Maritime Policy. A joined-up approach from both the public and private sectors should be developed to address the decline in the popularity of maritime professions.
2.5A.5	Its important seeks to develop education in seafaring and port activities, and to increase future investment in this sector. Current educational provision is somewhat lacking, and overall understanding of the maritime cluster’s activities is often scant. The educational activities must take into account the entire maritime sector, and include: safety, technology, environment, and fishing industry, as well as regional development and international cooperation.
2.5B	How can better working conditions, wages and safety be combined with sectoral competitiveness?
2.5B.1	Improving working conditions, wages and safety will help maritime businesses to attract the best people into their sectors. This in turn will enable them to become more efficient, more effective, environmentally aware, and more economically viable on the global stage. Europe’s best resource is its workforce. If they are duly rewarded for their hard-work and commitment to their respective sectors by financial recompense, job security and satisfaction, they are more likely to commit to maritime sectors and drive them forward to meet new challenges. As such, the rapid implementation of the Maritime Labour Convention of 2006 should be encouraged through the Maritime Policy.
2.5C	How can the quality of education, training and certification be assured?
2.5C.1	The quality of education, training and certification can be assured through the development and harmonisation at European level of mutually recognisable qualifications in key sectors. For instance, by ensuring that those working at sea must obtain a safety-related qualification, safety standards would be greatly improved. The standard which must be achieved should be initially agreed at European, and subsequently global levels.
2.5C.2	The gains made in ensuring that each worker acquires basic safety competence should not be undermined by the operation of unqualified workers from outwith the EU in territorial waters. Hence, negotiation with flag-states outwith the EU and at UN level should be undertaken to ensure that all workers are given the same safeguards.
2.5C.3	The establishment of a package of qualifications for maritime workers at European level should also be encouraged by the Maritime Policy. A number of modules could be offered throughout the EU, each meeting a set of requirements agreed at EU-level. Each module would have a different focus, such as safety,

	competitiveness, sustainability, economics, problem-solving etc. The completion of all modules could lead to a recognised qualification.
2.5C.4	The potential benefits of a well-trained workforce would be greater ability to solve problems and drive forwards the competitiveness and sustainability of Europe's maritime industries. The Maritime Policy is well placed to help to promote such an initiative, to set standards in conjunction with stakeholders, and to support workers in achieving such qualifications.
2.5C.5	It is important that the Baltic Sea islands should not lose their maritime competences and skills, but should look for ways to develop them. Better education in environment and safety matters is crucial. Thus also the status of work at sea can be increased.
2.5C.6	The importance of maritime safety is magnified in the Baltic Sea, particularly in wintertime. The freezing of the Baltic Sea, the narrow fairways in the archipelago and the difficulty of transporting oil in wintry conditions all add to the difficulty of shipping. To overcome the difficulties not only technical surveillance and regulations are needed but good education to be able to handle the special conditions in the Baltic Sea Area.
2.6	Sub-section 2.6: Clustering
2.6A	What role can maritime clusters play in increasing competitiveness, in particular for SMEs, in improving the attractiveness of maritime jobs, and promoting a sense of maritime identity?
2.6A.1	Maritime cluster development should be strongly encouraged. Clusters bring together many different organisations with expertise in maritime industries. As such, they facilitate exchange of ideas and co-operation across inter-related sectors, and often highlight potential synergies. This enables both existing technologies to be adapted for use in different fields, and the development of new technologies through exchange of ideas, enhancing the competitiveness of European maritime industries.
2.6A.2	Maritime clusters could also contribute towards mitigating climate change by seeking to develop more efficient and innovative renewable energy systems and ensuring buy-in to international agreements and commonly agreed legislation.
2.6A.3	Successful industries can offer opportunities and attractive remuneration packages to potential employees, both factors which enhance the attractiveness of maritime jobs. The development of clusters of expertise can also increase the prestige of maritime industries through enhancing local economies.
2.6A.4	By bringing tangible economic benefits to maritime areas, a sense of pride and achievement in an area's maritime identity can result. Maritime clusters exist as or can develop into centres of maritime excellence, and thus encourage the development of a common sense of maritime identity within the local population, and within Europe as a whole.
2.6A.5	Strong clusters give individual businesses access to assets that they cannot afford individually, such as knowledge, export markets, common distribution or marketing. Clustering works very well for many maritime businesses, as their activities are closely related. Many initiatives to develop clusters at sub-national level are already ongoing. Europe as a whole would gain if emergent clusters could benefit from the experience of more mature clusters. Identifying the characteristics of successful maritime clusters that improve the competitiveness of the entire sector is important in promoting maritime clusters.
2.6A.6	Some research-orientated clusters can achieve support within the research Framework Programme and integrate research to regional strategies for economic development. Under FP7, rural and maritime economies are priorities of the 2007 work programme. Boosting the development of regional and local maritime clusters and the activity of maritime-related industries may promote the sense of a maritime identity. The Open Days 2007 arrangement by the Commission and the Committee of the Regions will feature several projects sharing best practice from maritime regions.
2.6A.7	Local, national and European networks of interrelated maritime companies and institutions are able to increase competitiveness within the global economy. Maritime clusters exist at sub-national, national and the European level. Sub-national clusters form part of national clusters, and these national clusters form part of the European cluster, which is based upon innovation and knowledge. Successful clusters require interaction and the flow of information between different parts of the cluster. This is essential for each component of the cluster to develop its own competitiveness and contribute to the overall competitiveness of the European maritime sector in the global context.
	The significance of the Baltic Sea as one of the economic regions of the EU is growing, and the Baltic must be acknowledged as a separate sea area in its own right. The success of its maritime clusters will have an impact on pan-European competitiveness and on internal cohesion within the EU.
	Maritime clusters play in increasing competitiveness, in particular for SMEs, in improving the attractiveness of maritime jobs, and promoting a sense of maritime identity. Clusters of the type described (description is rather more off a network) could be positive. Cluster could also be interpreted as a "concentration of knowledge-, hot-spots, centres of excellence and so on" and could contribute to competence development and increased global competitiveness but may threaten to deplete the regions. Strong modern maritime clusters create competitiveness and thriving industries in several regions, including the

	Baltic Sea, by providing full employment and better education. In order to succeed, a maritime cluster needs partners in neighbouring regions. The success of individual maritime clusters has an impact on pan-European competitiveness and on the EU's internal cohesion.
2.6B	How can the EU promote synergies between interrelated sectors?
2.6B.1	By establishing and supporting regional networks which co-ordinate and engage with relevant stakeholders, the EU can play a vital role in promoting synergies between interrelated sectors. Advisory Councils tasked with studying our oceans and seas in a holistic and multi-sectoral way could be a means of providing a forum for stakeholders from all relevant sectors and levels of governance to engage with each other.
2.6B.2	In this way, greater appreciation of the impacts which sectors have on each other and the potential for them to mutually benefit from joint endeavours and solutions to common problems would be achieved. These Councils could, where appropriate, be consulted at all levels of governance when relevant policies are drafted or evaluated, and should be encouraged to become centres of expertise whose knowledge and views can be effectively incorporated into decision-making processes.
2.6B.3	Another way through which the EU can promote synergies between interrelated sectors is through initiatives such as technology platforms, where representatives from different but interrelated industries and organisations come together to develop new technologies and solutions to common problems. The EU should encourage wider participation in these industry-led platforms, and perhaps support the introduction of smaller-scale versions at the sub-national level. In this way, key stakeholders could receive support to tackle local issues and export their experience and solutions to other areas of Europe facing similar problems.
2.6B.4	The EU could also promote synergies between interrelated sectors through supporting cross-sectoral projects. For example, projects focussing on food at all stages of its production or consumption target a number of sectors and stakeholders.
2.6B.5	The region's maritime policy must focus on regional forms of co-operation in different sectors. The competitiveness of the Baltic Sea region can be enhanced by the implementation of cluster policies. National and regional maritime clusters need to be established that will cover the entire EU area. Based on these sea clusters, suitable sea strategies must be created for each one of the Union's sea areas. This process will generate a dialogue that will be useful to solve the maritime problems experienced by the various member states and by local people and organisations. At the same time their views on maritime policy can be canvassed.
2.6B.5	Within the Baltic Sea Area are many good examples of very well developed interregional cooperation, including national as well as regional and local stakeholders and actors with many projects and activities in the direction of a maritime policy. HELCOM, the <i>Northern Dimension Environmental Partnership</i> or the <i>Baltic Master</i> and the BSC may be taken as three examples out of many others.
2.7	Sub-section 2.7: The Regulatory Framework
2.7A	How could the regulatory framework for the maritime economy be improved to avoid unintended and contradictory impacts on maritime goals?
2.7A.1	The European Commission has a role to make sure that primarily, legislation is not too onerous or impractical and that it is also evenly applied across the EU. The European Commission's intention to conduct a review of existing EU legislation affecting maritime sectors and coastal regions is welcomed. Legislation should be periodically reviewed to ensure that it is achieving what it set out to do and to ensure that unforeseen and negative effects of policies are resolved.
2.7A.2	The assessment of the maritime dimension of all key European Commission policies by the Maritime Policy Taskforce/Multi-DG meetings could help to ensure that a holistic approach is taken to maritime policy. Each government department and level of governance should be encouraged to work in partnership with each other. Again, bodies such as Regional Advisory Councils may provide a useful forum for achieving this goal. Any new piece of legislation should be preceded by a thorough impact assessment and based on solid facts. A clear link between the chosen means and desired ends should also be demonstrable.
2.7A.3	The evaluation of existing legislation which has had unforeseen consequences on other sectors should be encouraged. In this respect, stakeholders should be invited to identify existing pieces of EU legislation which they would like to see simplified. For instance, it may prove necessary to evaluate State Aid guidelines for environmental support to achieve the sustainable development goals of a common Maritime Policy.
2.7A.4	An example of unforeseen legislative conflict relates to closed and protected areas. For instance, the Birds and Habitats Directive has the widely-supported goal of protecting habitats for wildlife, yet can often severely restrict human activities in designated areas without taking into consideration the impact on local communities. As such, the Baltic Sea Commission would call for planning of closed areas to have clear aims and objectives; involve thorough consultation with local communities; take account of local needs and cultures; be time bound; and have ongoing evaluations. Legislation should be subject to periodic review to ensure that it is delivering its intended goals. During such evaluation, it is important to assess any unforeseen impacts on other sectors through engaging with stakeholders and local communities.
2.7A.5	Wide consultation with the communities and stakeholders most affected by legislation should be undertaken from its inception to its conclusion. It is also of fundamental importance that new and existing legislation is examined

	in a broader context than permitted in the sectoral approach to policy-making. The impacts of one sector's legislation can negate the benefits of another's or lead to conflicts. Partnership working across sectors and levels of governance is the only evident way to effectively mitigate against such conflicts.
2.7A.6	The social, economic and environmental impacts of any maritime policy must be taken into consideration to minimise the risk of unintended and contradictory impacts on maritime goals. Moreover, the addition of a maritime paragraph in relevant EU legislation, identifying potential implications for coastal areas, should be encouraged.
2.7A.7	The international dimension to legislation will be of vital importance to ensuring that a level playing field for maritime sectors exists. As such, priority should be given to developing global rules and regulations and ensuring that these are ratified in signatory States.
2.7A.8	The island dimension must be included in any regulatory framework.
2.7A.9	It is important that the Maritime Policy is supported by EU taking common actions towards the IMO.
2.7B	Which exclusions of the maritime sector from some EU social legislation are still justified? Should further specific legal instruments on employment conditions in the maritime sector be encouraged?
2.7B.1	As discussed in previous sections of this response, legislation which contributes towards improving conditions and safety within Maritime Sectors is to be encouraged. However, the economic costs of introducing legislation should be taken into consideration in a cross-sectoral approach to policy-making. Land-based solutions are often not suitable for application on board ships (e.g. working time); hence the specificities of different industries should be taken into consideration when drafting social legislation.
2.7C	How can EU safety regulation be simplified while maintaining high-level standards?
2.7C.1	Co-ordinating existing safety regulations into a single instrument would be highly beneficial to maritime safety. This would clarify the responsibilities of employers and employees and would enable legislators to easily identify areas of overlap and conflict between existing legislation. This legislation should be periodically reviewed in conjunction with stakeholders to ensure that it is achieving its purpose. In addition the Maritime Safety Umbrella Operation, supported by the INTERREG North Sea Programme could be developed into a pan-European instrument.
2.7D	To what extent can economic incentives, self-regulation and corporate social responsibility complement government regulation?
2.7D.1	As mentioned in previous sections of this response, legislation can often place a heavy financial burden on businesses which are required to implement it. Economic or other incentives to achieving high standards and complying with government regulation would be welcomed by many businesses and could really make a difference in their ability to meet legislative requirements. Such incentives could include differentiated port and fairway dues, differentiated tonnage taxes or other systems and innovations.
2.7D.2	A good example of this is the introduction of the "Clean Ship" initiative, where there is imminent need of a classification or certification as an incentive to ship-owners to improve the sustainability performance of ships. The "Clean Ship" initiative is improving the opportunities for transport managers to choose environmentally sound sea transport options.
2.7D.3	The business community often shares the goal of high standards with legislators, but it is often difficult for them to find the resources to achieve these standards. This is a particular problem for many of Europe's traditional maritime industries in the face of economic uncertainty and the question of their future viability.
2.7D.4	Self-regulation can be beneficial, provided that some form of forum is established to bring together all the relevant stakeholders to identify what needs to be done, how best to do it, and to evaluate its success. The benefits of corporate social responsibility should be promoted to businesses. It is in the interests of all that high standards for maritime safety, the marine environment and working standards are achieved.
2.7E	What further EU action is needed deal with to the inadequacies of sub-standard flags and to provide incentives to register under European flags?
2.7E.1	The EU should continue to lobby the UN to tighten up on flag-ship regulations and to ensure compliance with these regulations. EU Partnership agreements with neighbouring countries should take into consideration the country's performance as a flag-state, and should encourage poorly-performing countries to improve their standards. This could be achieved through both the political and financial components of Neighbourhood Agreements. The work of the International Maritime Organisation in auditing flag states should also be supported by the European Union.
2.7E.2	The targeting of ships for port-State control, based on the history of their flag State, could also help to encourage poorly performing flag States to improve their standards. Work on developing more efficient port-State control which targets sub-standard ships effectively, should be encouraged.
2.7E.3	A combination of improved legislation, improved enforcement, and financial incentives would be the most complete approach to tackling the numerous problems of flag-states flaunting their responsibilities.

2.7F	Should an optional EU register be made available? What conditions and incentives could be contemplated for such a register?
2.7F.1	As a number of EU Member States have already developed quality registers, it is unclear as to whether or not an optional EU register to add value to national initiatives. Caution must be exercised where such an initiative could be interpreted as introducing a form of flag preference in international shipping or protectionism.
2.7G	How should the Common Fisheries Policy be further developed to achieve its aim of sustainable fisheries?
2.7G.1	It is important that the model for sustainable marine resource management is based on certain key principles, notably sustainable harvesting, the ecosystem approach, adequate regulations and an efficient control and enforcement scheme. An effective management system will help to rebuild major fish stocks to sustainable levels and to meet the challenge of overcapacity in the fishing fleet.
2.7G.2	A ban on discards in some fisheries should be put in place, provided that fishermen are equipped to meet the ban, would be desirable. Support measures for fishermen could include detailed specifications on gear, rules for by-catch, real time closure of fishing grounds, prohibition to fish during a fixed period of the year, during spawning times, and use of selective gear. There is also a need to consider not only how fishing affects individual commercial species and the food chain, but also how by-catch of non-commercial species, discarding and physical disturbance affect the marine ecosystem as a whole.
2.7G.3	A better understanding of the marine ecosystem and its cross-relationship with fishery matters is required: this included the changing face of deep sea and inshore fishing and the related opportunities and threats. Continued support from the European Fisheries Fund should also be encouraged.
2.7G.4	The introduction of a Maritime Policy in the EU offers an opportunity to bring an ecosystem approach to the centre of fisheries management. The ecosystem approach represents a holistic perspective on fisheries where the interests of the fisheries industry are integrated with the ecological concerns of the marine ecosystem as a whole. The Maritime Policy could provide a framework through which the full implementation of the ecosystem approach can be supported in policies such as the Common Fisheries Policy.
2.7G.5	The Common Fisheries Policy should have a stronger focus on consumers and markets, with support for the development of fisheries designed with consumer preferences in mind. Fish products provide the food sector with high-quality products; hence the continued provision of such products should be encouraged through the Maritime Policy and CFP. There is increasing consumer demand for nutritionally-rich fish from sustainable stocks, which should be met by the development of innovative and high quality seafood products.
2.7G.6	Some fish which are rich in nutrients such as Omega 3, are not always in demand with consumers. However, through product development, these fish could be processed into high-value end products more attractive to consumers. Improved product quality, sustainability and attractiveness should become more important in a sector led by market demands.
2.7G.7	Clear and long-range rules that are felt sensible are fundamental. This is not the case now. The MSY is an example of this for fishing was the rules and the application is important. The political structure is here regarded as heavy. Still, fishing will benefit from a more integrated policy but that will have to imply that fishing is standing on equal terms with the political level and that its not political agenda that determine the decisions.
2.7G.8	In this section on the marine environment is amongst other things fisheries treated. "Environment- and fishing policy must be seen as partners" and "Efficient decision-making must integrate environmental issues in the maritime policy" giving our maritime sector the predicted direction it is needed – as in 2.1.
2.7G.9	The protection and re-establishing of the fish population for the fishing-industry, still important to many regions of the Baltic Sea Area and this re-establishment must be able to lean on the support of the Maritime Policy.
2.7G.10	A European Maritime Policy has to address fishery. Not only because fishery has been traditionally one of the most important sources of income and a socio-cultural factor in the Baltic Sea area. Fish are one of the most important renewable products of the "resource sea", and remain an indispensable part of our nutrition. Fishery remains an important activity all over Europe. It is a significant part of the European food-industry, the EU being the largest market for processed fish products in the world, with a market over 20 billion €. It continues to be an important economic factor at the European regional level, especially for remote regions where other economic activities are difficult to realise.
2.7G.11	A European approach to fishery is nothing new. Since 1983 the EU has dealt with a <i>Common Fishery Policy</i> (CFP) concentrating on the conservation and management of the Europe's fish stock. But one has to acknowledge that the CFP did not fulfil its main objectives: to curb over-fishing and to provide the fishermen of Europe with a stable income. The consequences are a rapid decline of the European fishing sector and the endangerment of a number of species like cod.
2.7G.12	There are a number of reasons why the CFP failed to reach its objectives. Three reasons should be touched on here only briefly. First, the EU quota system has proved an inadequate tool to ensure the conservation and the recovery of fish stock in European waters. Second, the commonly agreed fishing-rules have been inconsistently implemented in the member-state. Third the CFP is generally unpopularity among Europe's fishermen who see it as a centralised, top-down process infringing their right to fish. The problems of the fishery sector in Baltic Sea do not differ from those in EU at large.

2.7G.13	<p>A European Maritime Policy could contribute to a more consistent and sustainable European fishery in addressing the following problems:</p> <ul style="list-style-type: none"> • Assessing uncompromisingly all problems related to Europe’s fishery. • Increasing independent research about the European fish-stock, and their life-cycle and movements in the different European waters. This research should stimulate as well cooperation with fishermen in the scientific research. • Demanding the development of an overall recovery scheme for the endangered fish-stock in Europe and ensuing that the management and recovery plans become legally binding in the member-states. The examples of the management of Baltic cod stock or the <i>Salmon Action Plan</i> of the IBSFC could be taken as examples how these forms of recovery-schemes have to be improved. • Enforcing the implementation of and compliance with the EU fishery regulations and quotas. National fishing fleets should not remain in the exclusive control of each member-state. A sufficient European control-system using new technologies like satellite monitoring seems to be indispensable. • Considering a new quota-system based on so-called individual transferable quotas (ITQ), which could increase individual responsibility as opposed to overexploitation, in engendering a sense of ownership in individual fisherman. • Involving Europe’s fishermen in the formulation of the annual or multi-annual EU fishing regulations and quota systems by extending the functions of the regional advisory councils. The <i>Regional Advisory Council</i> (RAC) of the Baltic region could be taken as a test and model organisation. • Promoting aqua-culture as a new and promising sector in the European fish-production market.
3	SECTION 3: MAXIMISING QUALITY OF LIFE IN COASTAL REGIONS
3.1	<i>Sub-section 3.1: The Increasing Attraction of Coastal Areas as a Place to Live and Work</i>
3.1A	How can the quality of life in coastal regions of Europe be maintained, while continuing to develop sustainable income and jobs?
3.1A.1	One of the most important issues in maritime policy is the balance between economic growth, the utilisation of natural resources and the protection of the marine environment and human culture. Job creation and the development of local industries determine the viability of our coastal areas. The maintenance and improvement of environmental quality in coastal areas can strengthen the quality of life they provide, as well as improving tourism products.
3.1A.2	Coastal areas are becoming increasingly attractive as places not only to live and work, but as places to retire and to visit as tourists. Tourism and its considerable growth potential is an opportunity for job creation in the coastal areas. Adventure tourism, coastal marinas and the restaurant industry serving high-quality seafood caught locally by inshore vessels are all part of the atmosphere which draws visitors to coastal areas and creates jobs. But equally important is the activity of the local fishing community, with its modern fish-farming industry operating side-by-side with the reintroduction of coastal fisheries providing high-quality seafood for a growing local market. These high-quality seafood products can also be exported to the more sophisticated markets in central areas of Europe through air transport, creating an all-year activity for inshore fisheries.
3.1A.3	Maintaining quality of life in coastal areas also means giving room to activities which celebrate the cultural and historical heritage of coastal areas. Fishing and music festivals stimulate a lot of interest and job creation, and are popular events in local communities, boosting their sense of maritime identity.
3.1A.4	Quality of life in coastal areas will benefit from the development of sustainable incomes and jobs in a number of ways. Greater job security will encourage people to stay in coastal areas and maintain the cohesion of coastal communities. Job security will help to stem the flow of young and better-educated people to large urban conglomerations. Improved wages and quality jobs will also be required to maintain the viability of coastal communities.
3.1A.5	The development of coastal areas frequently requires improvements to transport links and infrastructure; good access to services; provision of services in rural and remote areas through Information and Communication Technologies; and the facilitation of e-business, e-learning etc. This is important not only to foster sustainable coastal communities, but also to support tourism growth.
3.1A.6	Better training, recognition of the importance of the coastal economy to Europe and economic investment will all be key components of improving the quality of life in Europe’s coastal areas. It is important that such economic developments are environmentally sustainable. Increasing understanding of the human impact on coastal environments will help with the identification of problems and the developments of solutions to them.

	Investment, research and the application of environmentally-friendly processes and technologies should also enhance the coastal environment.
3.1A.7	A cross-sectoral approach to policy-making which engages coastal communities would also benefit the viability of Europe's coast. Europe's coastal communities have much in common, but are also very diverse in many respects. It is essential that the opinions of coastal communities and their unique perspectives are taken into consideration when introducing legislation and initiatives, particularly at the European level. A 'one size fits all' approach to marine management will not be effective.
3.1A.8	Address the growing tendency of the transformation of coastal societies into summer- and tourist areas and "a living cost and archipelago".
3.1A.9	<p>Quality of life on Baltic islands is closely linked to:</p> <ul style="list-style-type: none"> • Access • Cultural identity & social wellbeing • Maintaining a full range of services for the island society • Quality and range of jobs • Environment: on land, the air and in the sea • Opportunities for economic and growth • Development of competences <p>EU and national funding investment support is needed to reduce comparative disparities and ensure an integrated – not isolated - approach to development.</p>
3.1A.10	Regarding the labour market, the need to diversify products and services on the basis of regional potentials has to be underlined. Exchanges about innovations in this sector have to be continued.
3.1A.11	<p>The contribution of a European Maritime Policy in the field of maritime tourism could centre on: the following objectives:</p> <ul style="list-style-type: none"> • The policy should make the sustainable development of the eco-systems in all European waters one of its over-arching objectives. • The policy should promote the enhancement of bathing-waters by controlling and holding responsible polluters, even outside regional or national boundaries. Modern techniques make possible the detection of pollution even over long distances. • The Policy should take different geographic and climatic conditions into account, and guarantee "equal chances for all" in the European tourist sector by applying the EU-state-aid regulations in all "corners" of Europe. <p>The Policy should include the development of maritime tourism into the priority objectives of the EU Cohesion Policy.</p>
3.1A.12	The European waters and coastlines form the central part for all recreation activities. In spite of the fact that the Baltic Sea area represents the North and North-East of Europe, the area is highly valued for its particular tourist attractions, and the tourist industry is of growing importance. Maritime related tourism plays even an important part here.
3.1A.13	The development of recreation opportunities and the tourist industry remains in principle a national as well as a regional and local challenge. Member-states and their regions excel differently in their capacity to exploit the "resource sea" for their tourist industry. The responsibility for the maritime-related recreation and tourism should remain at these levels.
3.1A.14	A European Maritime Policy has to acknowledge the particular contribution of oceans and seas to the quality of life in Europe and should regard the exploitation and economical use of the European waters always with respect to the conservation of this resource.
3.1B	What data needs to be made available for planning in coastal regions?
3.1B.1	No comments.
3.2	<i>Sub-section 3.2: Adapting to Coastal Risks</i>
3.2A	What must be done to reduce the vulnerability of coastal regions to risks from floods and erosion?
3.2A.1	While efforts must be maintained to reduce the speed of climate change, the EU must recognise that changes are already happening and take action to mitigate against the effects of such change. Coastal areas are particularly vulnerable to climate change through rising sea levels and flooding. Resources must be made available for flood prevention and coastal barriers, which will be placed under ever-increasing pressure in the coming years.
3.2A.2	Public expenditure on coastline protection against the risk of erosion and flooding is inadequate in many areas of Europe. Long-term public investment is required, which must be well targeted and therefore must rely on sound scientific and up to date knowledge of our maritime environment and economic benefits.
3.2A.3	Scientific studies should be commissioned to undertake a comprehensive risk assessment of Europe's coastal

	areas, and identify possible solutions. The EU has a key role to play in ensuring that pan-European research is undertaken into more effective ways to deal with floods and coastal erosion, and to ensure that Member States appreciate the severity of the risk posed to coastal regions.
3.2A.4	The Commission should be encouraged to utilise FP7 for part-financing research into new technologies particularly applicable to the management, including risk management, of coastal erosion. A proactive preventative approach to risks and threats is supported, with risk assessment proving a valuable tool in policy development.
3.2A.5	Further co-operation between emergency planning personnel and sharing of knowledge between Member States would also be helpful. It is hoped that through the Commission's development of an inventory of policies and practices in addressing floods and erosion throughout the Union, best practice will be shared and highlighted. Recognition is needed that the economic and physical regeneration of many coastal towns in decline is reliant on regenerating brownfield sites along waterfronts, often in flood-risk zones. Best practice is required to adapt these areas to flood-risks, as is funding to support flood protection measures.
3.2A.6	The EU could also reduce the risks of flooding faced by low-lying coastal communities by promoting the creation and development of 'climate-resistant' coasts. This could be achieved through encouraging neighbouring countries to tune and harmonise their integrated coastal management plans, particularly with regards to coastal protection infrastructure such as dikes. The ComCoast INTERREG project is a good example of the development of innovative methods of high-tide protection.
3.2B	What further cooperation is needed in the EU to respond adequately to natural disasters?
3.2B.1	Co-ordination between different organisations and across EU Member States must be enhanced to ensure that adequate responses to natural disasters can be facilitated. Natural disasters are rarely contained within the borders of a single Member State. Even those which are often require solidarity and support from other EU states. Risk assessment has a key role to play in identifying threats and the best means to address them. It is only by analysing information and data and evaluating the potential risks that effective strategies are developed. Training and practice drills involving organisations and numerous Member States should be encouraged.
3.2B.2	The majority of natural disasters occur outside of the EU, and it is important that the Union has the ability to respond quickly and effectively to natural disasters throughout the world. The slow and cumbersome decision-making process is often reactive rather than proactive in this sense. The EU needs to anticipate where disasters are likely to happen and effectively prepare for its response well in advance of any unfortunate incidents. Risk assessment may again prove a useful tool in this context.
3.2B.3	With regards to flooding, the development of a warning system/network around cohesive areas such as sea basins could help the EU to respond to natural disasters. The work of pilot initiatives such as 'Escape' and 'Chain of Safety' in the North Sea area could be promoted and further developed through the Maritime Policy.
3.2B.4	Where appropriate, Islands should have control of instruments, and resources where they bear the heaviest consequences of coastal risks.
3.2C	How can our shores and coastal waters be better policed to prevent human threats?
3.2C.1	Co-operation between relevant authorities and across Member States is essential to ensure that our coastal waters are effectively policed. The EU is well-placed to co-ordinate such activity through the Maritime Policy. Resources must be made available to ensure that coastlines and coastal waters are not easy transit routes for traffickers and terrorists. Again, the EU is best placed to co-ordinate such activity given that the problems associated with the policing of the seas are rarely contained to a single Member State. However, it is important that the EU works in partnership with local, regional sub-national and national stakeholders who will have the main jurisdiction and responsibility for implementing such activities.
3.2C.2	Islands need measures designed to not only safeguard but also develop their environment, culture and heritage.
3.3	Sub-section 3.3: Developing Coastal Tourism
3.3A	How can innovation in services and products related to coastal tourism be effectively supported?
3.3A.1	Innovation is not only about developing new technologies through research and development – it is also about using existing resources and products in different ways. The exchange of experiences facilitated through trans-national co-operation and European integration in general helps to foster new ideas and apply knowledge from one area to another. The Maritime Policy should actively support such exchange of experience.
3.3A.2	Cross-sectoral working also helps to produce interesting synergies between different policy areas, and can again lead to the development of innovative services and products. Education is key to nurturing innovation, both through the transfer of knowledge but also by encouraging independent thought.
3.3A.3	Finally, support for businesses through grants and access to risk capital is essential to enable the transfer of knowledge to the market place. Both EU State Aid regulations and financial instruments must take account of this.
3.3A.4	See 3.1 and: fishing tourism is a potential source of income for the coastal regions and inhabitants, the fishermen included. This presupposes that the structural funds could cooperate. Today the structural fund does not support

	fishing tourism; it should be regarded as a part of rural development. This is a Challenge for the future.
3.3A.5	“Islands open all year”. A sustainable tourism and leisure industry with a high proportion of full time (not just seasonal) jobs.
3.3A.6	Measure to assist to brand the Baltic Sea region globally.
3.3A.7	Maintaining and upgrading harbour and airport infrastructures are key to islands’ having access to the rest of Europe and the world.
3.3B	What specific measures promoting the sustainable tourism development of coastal regions and islands should be taken at EU level?
3.3B.1	The EU should facilitate exchange of experience and invest in sustainable energy technologies which reduce the environmental impacts of travel and tourism.
3.3B.2	Sustainable entrepreneurship should be an overarching theme in facilitating innovation in coastal tourism services and products. Eco tourism could be one area where pilot projects could be commissioned to reduce the environmental impact of tourism. An example of this would be a project to study and stimulate accessibility to coastal regions by means other than by car.
3.3B.3	When considering the sustainability of coastal and island tourism, it is important to avoid dependence on a single mode of transport, notably airplanes. These will in future be subject to environmental restrictions, such as regulations on polluting emissions, which will affect their adequacy and availability. Instead, the EU should promote the universally agreed principle that all modes of transport carry their own external costs. This will stimulate innovative thinking in the tourism industry, enabling it to become sustainable in the long-term. Thus, the EU should facilitate exchange of experience and invest in sustainable technologies (including energy), which increase the independence of remote areas and reduce the environmental impacts of travel and tourism. In this context it is also important to realise that large-scale tourism may not be compatible with high quality tourism in all places.
3.3B.4	The EU Maritime Policy could also support initiatives which encourage the development of sustainable cultural tourism. Such actions could include collating inventories of cultural tourism sites and best practices, the latter of which should be exchanged across Europe. Indeed, the EU Maritime Policy could bring an international dimension to cultural tourism in Europe through supporting international education programmes for management and staff.
3.3B.5	Any cultural tourism initiatives should form part of wider development strategies facilitated through the Maritime Policy. These strategies should aim to link local heritage with tourism products, particularly through co-operation between the public and private sectors. Development strategies should aim to foster the preservation of heritage sites through development and increasing the accessibility of heritage to citizens.
3.3B.6	Supporting innovation in tourist services should be encouraged at a European level. Sustainable tourism can contribute to the development of coastal areas. In particular, diversification into other products and services, away from the beach (e.g. visits to cultural and natural sites), is important in terms of reducing environmental damage, extending the tourist season and providing sources of income to rural and coastal communities, which are not necessarily situated on the sea front. The success of such innovative tourist services will rely on good accessibility and infrastructure.
3.3B.7	Tourism in maritime regions might be professionalized by creating or strengthening existing international academies, connecting different countries along the seas.
3.3B.8	Main focus of the further development must be the sustainability of tourism, which includes the protection of the landscapes as a basis of tourism and the stabilization of the employment sector.
3.3B.9	Quality management of enterprises, resorts and destinations claims a higher priority than the quantitative development. European contests such as the “Blue flag” shall be continued.
3.3B.10	The condition of the water and the coastal zones as well as the condition of the infrastructure such as harbours and beaches are of existential importance for tourism on islands. Therefore, the support of these matters is very important.
3.3B.11	Small harbour villages are starting points of various maritime activities (sailing, ship excursions) and location of culinary heritage, arts and crafts and maritime trades. They have a huge positive impact on the surrounding rural areas. Innovative and ecological adapted forms of infrastructure of harbours in Europe have to be developed together.
3.3B.12	The common marketing of maritime potentials should be strengthened.
3.3B.13	In combination with the increasing trends of wellness and health tourism, the further development and marketing of cycling- and hiking tourism along the coastal zones could be a success story. This as well would be a contribution to connecting Europe.
3.4	<i>Sub-section 3.4: Managing the Land/Sea Interface</i>
3.4A	How can ICZM be successfully implemented?
3.4A.1	Integrated Coastal Zone Management (ICZM) can only be successfully implemented through the engagement of all relevant organisations and sectors with local communities and all levels of governance. ICZM is an effective and valuable means of delivering sustainable development through local partnerships. Strong involvement and

	empowerment of local authorities combined with active participation of all stakeholders in planning processes will be key to the success of ICZM. This is by no means an easy task and requires high-level co-ordination at EU level.
3.4A.2	Where a local dimension to ICZM is lacking, the establishment of some form of Regional Advisory Councils could be explored and financially supported. These Councils could be composed of representatives from communities, industry, government, the scientific community, and any other interested parties. They could be tasked with implementing and monitoring ICZM in areas of a suitable scale and geographic coherence. The work of these organisations could be co-ordinated at EU level to ensure that they do not in themselves become isolated entities and that they work together with one another to ensure harmonisation. Co-operation projects in regard to trans-national implementation of ICZM could be beneficial.
3.4A.3	The Maritime Policy must also promote the idea that national boundaries do not stop at the water's edge amongst Member States who have made little or no progress towards ICZM. Targets should be set at European level for Member States to reach and these should be effectively monitored.
3.4A.4	It is also important to emphasise that maritime activities do not merely take place at sea, but also include land-based activities in the coastal area. The impact of maritime economic activities within coastal areas can even spread further inland when suppliers are taken into consideration.
3.4A.5	Indeed, the current sectoral fragmentation of policies makes it difficult to reconcile competing uses of coastal areas and to define common priorities. Sectoral policies should therefore be co-ordinated and integrated. The co-ordination and integration of these policies is necessary both vertically across, and horizontal within different levels of governance. The introduction of a tripartite partnership between the EU, Member States and sub-national authorities could facilitate more effective strategic planning and implementation of maritime policies.
3.4A.6	ICZM is more about the development of harbours? (See earlier comments in section 1 on the need for a more integrated approach).
	National implementation of the EU Water Framework Directive, and grounding of the EU ICZM Strategy, is the prerequisites for proper coastal management on islands.
	The approach is that an island, as a whole, is constituted as the coastal zone (islands have no "inland"). Thus, the economic and environmental issues, risks and vulnerability inherent to coastal zones apply to the whole island. Topics of focus: <ul style="list-style-type: none"> • Legal definition of the coastal zone, with inclusion of marine areas at sufficient distance seaward (up to exclusive economic zone?) • Promotion of cross-sectoral, holistic planning programmes, • Enhance islands' capacity and readiness under increased risks of environmental safety
3.4B	How can the EU best ensure the continued sustainable development of ports?
3.4B.1	Modal shift to sea transportation for freight transport is of vital importance to reducing congestion and pollution. The development of ports will naturally be important to ensure that such modal shift can take place. EU actions should concentrate on improving infrastructure in and around ports. For instance, road and rail links to ports must be improved to ensure that multi-modal transportation chains are effective. A portion of ERDF funding should be targeted towards achieving this goal. Indeed, it has been disappointing to see so much of the ERDF 'earmarked' towards achieving the Lisbon innovation goals to the detriment of traditional infrastructure development, which is very much needed in coastal and peripheral areas. If sustainable modal shift to sea-based transportation is to be achieved, it is essential that sufficient infrastructure is in place and that port development policies take environmental factors into consideration.
3.4B.2	A European ports policy should focus on the concept of ports as efficient logistics terminals in the overall transport network. Large and small ports face differing challenges of overcapacity and efficiency respectively. The opening up of new transport corridors which utilise less-congested ports (including leisure ports) and routes is strongly recommended. Each European port has a unique history, size, location and function, which must be accommodated through a European ports policy and European Maritime Policy. Efforts must be made to co-ordinate the ports policy with the Maritime Policy.
3.4B.3	The competitiveness of ports in regards to other forms of transportation is distorted by additional security burdens. As such, evaluation of existing security rules for ports and ships is desirable and should lead to the avoidance of unnecessary and costly duplication of control mechanisms. The SafeSeaNet system, which reduces the number of messages ships are obliged to send to government agencies through a 'single window solution' could be beneficial in this respect.
3.4B.4	In order to improve the sustainability of such developments, it will be necessary to deal with pollution. Air pollution in ports is a particular problem, particularly given the low quality of marine fuels. Two potential solutions to this issue would be the introduction of onshore electricity facilities for shipping, eliminating the need for their engines to run while docked; and a Directive on the quality of marine fuels, ensuring that minimum standards for marine fuels were set. Oil pollution is another problem in inshore waters, often caused by the ship-to-ship transfer of fuel. Again, the EU must take action against such practices to ensure that ports and shipping as a whole becomes sustainable.

3.4B.5	On the whole, the EU should promote exchange of experience in sustainability matters between ports, so that competition does not cause unnecessary delay in the implementation of EU environmental regulations and other sustainability measures. Co-operation between ports through sharing best practice and knowledge on environmental improvements should be stimulated at both the sub-national and European levels in order to maintain and improve European competitiveness while protecting the environment.
3.4B.6	The establishment of new and alternative maritime transport corridors will require considerable international co-operation. The INTERREG projects on the Northern Maritime Corridor are good examples of such co-operation between EU and EEA States and third countries such as the Russian Federation. The establishment of a Northern Maritime Corridor and the extension of Motorways of the Sea to non-EU countries should be a priority of a common Maritime Policy.
3.4C	What role can be played by regional centres of maritime excellence?
3.4C.1	Regional Centres of Maritime Excellence would be a welcome contribution to improving the quality of life, economies and environments of coastal communities. Clusters, bringing together all relevant parties from different sectors, industries and levels of governance would be a useful means of encouraging a cross-sectoral approach to maritime policy-making, as well as in creating and collating knowledge. As previously discussed, bringing together all stakeholders is a useful means of identifying problems and solutions, and encouraging synergies and innovative practices.
3.4C.2	Regional Advisory Councils could act as centres of maritime excellence in a generic sense. More specifically, business and research clusters should be set up on a smaller scale to encourage coastal areas to diversify and adapt their traditional industries or regeneration initiatives. Thematic clusters on specific maritime areas already exist, and should be supported through EU policies and financial interventions. The growing renewable energy clusters in areas such as the North Sea region are a prime example of this.

4	SECTION 4: PROVIDING THE TOOLS TO MANAGE OUR RELATIONS WITH THE OCEANS
4.1	<i>Sub-section 4.1: Data at the Service of Multiple Activities</i>
4.1A	On what lines should a European Atlas of the Seas be developed?
4.1A.1	A European Atlas of the Seas should be constructed in a way in which allows it to be easily read. Such an atlas should also have potential to be developed/adapted to support data analysis along regional/thematic lines. The atlas must also be dynamic, easily accessible (online) and kept up-to-date. Much of the information required to produce such an atlas already exists, hence the EU could play an important role in co-ordinating and harmonising existing knowledge into a readily accessible format. Norway has undertaken work in this field through the MAREANO programme, the experiences of which could be fed into a Europe-wide system.

4.1B	How can a European Marine Observation and Data Network be set up, maintained and financed on a sustainable basis?
4.1B.1	A European Marine Observation and Data Network could be established by building on already existing organisations and by giving some financial support to a small secretariat. For example, European co-operation in marine observation and data-storage is a major part of the work of the International Council for the Exploration of the Sea (ICES). The data collected and stored by the organisation is mainly from contributions from national fisheries and oceanographic institutes. National strengthening of such monitoring activities and encouraging further reporting to the ICES database through the Maritime Policy could secure continuation of this long-term work.
4.1B.2	Monitoring and tracking of vessel activities is essential to reduce the risk of maritime disasters that will affect all aspects of island life. Islands as far as possible should be involved in these activities.
4.1C	Should a comprehensive network of existing and future vessel tracking systems be developed for the coastal waters of the EU? What data sources should it use, how would these be integrated, and to whom would it deliver services?
4.1C.1	A comprehensive network of existing and future vessel tracking systems should indeed be developed for the coastal waters of the EU. Such a network will be essential for ensuring that authorities within the EU will be well-placed to combat criminal activity and respond to accidents at sea. Each vessel operating in EU waters should be fitted with a tracking device which should provide information on the owner of the vessel, its flag state, crew and cargo. Such a system should deliver services to the relevant public authorities and should be interoperable in all Member States. SafeSeaNet is one example of a potential vessel-tracking tool which could be used in European waters.
4.1C.2	Such vessel-tracking systems should be developed for use in inshore/delta areas as well as coastal waters, given that there is still a risk of an incident close to land. The information provided by vessel-tracking systems should also contain include details of the freight and crew of the vessel. This information would be invaluable

	and should be available to the relevant authorities that would be responsible for responding to incidents at sea.
4.1C.3	(page. 32 NGOs stat that mapping with eco-technology could harm marine mammals in a negative way, e.g. porpoise. Noise from wind-farms may also affect marine living mammals negatively, e.g. porpoise again. Not only EU is in need for a more holistic approach).
4.2	Sub-section 4.2: Spatial Planning for a Growing Maritime Economy
4.2A	What are the principles and mechanisms that should underpin maritime spatial planning systems?
4.2A.1	The European Commission has called for a system of spatial planning for maritime activities to be set up and governed by each Member State, but stresses that individual decisions on activities should still be taken at a national/local level. Further discussion on spatial planning is needed, particularly in view of activity moving further inshore.
4.2A.2	It is not clear, however, that anything short of a statutory system would be effective. The alternatives would appear to depend on continued development of the existing systems of individual sectoral controls, perhaps with the added complexity of new co-ordinating measures.
4.2A.3	If marine spatial planning is to be introduced, particularly as 'binding', then there may be an additional burden on national Government departments, sub-national planning bodies and other stakeholders, in executing the plan-making process. A binding, statutory plan will require an inclusive and transparent process of preparation and adoption. Some equivalent of the terrestrial 'Examination in Public' would seem necessary, which would have significant implications in terms of time and resources.
4.2A.4	Regional seas would appear to offer the best foundation unit for marine spatial planning. It will be important to have the flexibility to address different parts of the area in different ways as their circumstances justify thorough sub-regional plans. It is important that an unnecessarily complex planning structure is not created.
4.2A.5	The importance of adopting a transparent and inclusive process of plan making should be emphasised. It would be sensible to take the processes required for terrestrial plan making as an initial model, to be adapted as necessary. The plan making authority is required to produce and consult on a statement of community involvement describing how it intends to manage the process of consultation and community input into the development of the plan. Consultation is required by regulations at specific points in the process.
4.2A.6	It will be important to have a forum for the scrutiny of draft marine spatial plans. The regional spatial strategies' "Examination in Public", conducted by an independent panel, could be a possible model and potential solution to this. Such a forum would be essential if the marine spatial plan had 'binding' status. An alternative or perhaps complimentary model would be that of the Regional Advisory Councils, which have already been successful in many instances at bringing together diverse stakeholder groups to examine issues of common interest at the level of regional seas. A partnership approach to marine spatial planning in the North Sea would be beneficial in ensuring that all stakeholders are consulted.
4.2A.7	Thorough attention should be devoted to multiple spatial uses in order to ensure a healthy balance between the economy and the environment. There are often conflicts between these priorities, which must be minimised and resolved through spatial planning.
4.2A.8	The European Commission's concept of a Common European Maritime Space, in relation to the simplification of administrative and customs formalities for the shipping sector, is also a welcome development in the field of maritime spatial planning.
4.2A.9	Interregional and cross-border co-operation is another important principle which should underpin maritime spatial planning systems. The impacts of decisions on other States and localities should be taken into account through marine spatial planning. International agreements could have an important role to play in ensuring that this takes place.
4.2A.10	Better international regulations, exchange of knowledge, reduction of chemical substances and the impact from agriculture on the sea, safer transport of hazardous goods, such as oil, and common rules for ports and harbours are issues of great importance for islands.
4.2B	How can systems for planning on land and sea be made compatible? (open text)
4.2B.1	The co-ordination of Marine Spatial Planning with Integrated Coastal Zone Management initiatives will be necessary to facilitate effective governance of Europe's seas. It is important that boundaries between coastal zones and open waters are not artificially imposed, segregating planning in a similar way to policies.
4.2B.2	It will be very important for the legislation to provide clarity on how the functional overlap in the inter-tidal zone is to work. This could be achieved through establishing, for each sector or activity, whether the marine or terrestrial authority is the lead organisation with ultimate responsibility for decision-making and which of the two is the consultee partner.
4.2B.3	At a national level, a marine planning policy statement will be necessary to provide the context for the preparation of individual plans. It will be particularly important to provide a relatively high degree of consistency between plans, given the international nature of marine activity. This is where the European Union has a role. It will be important to balance the need for consistency with encouraging the development of

	regional solutions to regional issues.
4.2B.4	The key importance of ensuring that any new marine spatial planning system has a clear and mutually supportive relationship with other planning systems, notably the land-use planning system, must be emphasised. This imperative should be acknowledged as a specific objective of marine spatial planning.
4.2B.5	It is not clear that anything but a plan that is binding on decision-makers will bring the required degree of certainty to users and developers. However, it should remain possible to allow exceptions to the plan if appropriate and absolutely necessary.
4.2B.6	It will no doubt be necessary to prepare more detailed plans for areas with a high complexity of use or where particularly sensitive issues need careful resolution and management. However, there should be no general presumption that plans will be produced at various levels. Planning processes differ in each Member State, hence it is important to recognise that different approaches to harmonising land and sea planning will take place in different States.
4.2B.7	Some maritime activities lie wholly or largely within the purview of land use planning, such as coastal land use, tourism, ports and cultural heritage. This demonstrates the necessary interconnectedness of terrestrial and marine planning. It also emphasises the need for the legislation introducing a marine spatial planning system to be absolutely clear as to how the two plan-making processes are to work together and to differentiate between matters that are considerations or inputs to the marine planning process, and those that are for policy decision.
4.2B.8	There is a wealth of experience in developing sectoral maritime policy and integrated terrestrial regional special planning strategies that can be drawn on. It should be noted that the process of sustainability appraisal to meet the requirements of the Strategic Environmental Assessment (SEA) Directive brings a very specific template to the plan-making process.
4.2B.9	With regard to how conflicting aims on marine space should be addressed, the aim of terrestrial planning is, wherever possible, to eliminate or reduce potential land use conflicts through careful management of activities, so that multiple objectives can be met at a particular location at the same time. Doubtless this will also be the aim of marine spatial planning. Where this is not possible, then separation of activity is necessary.
4.2B.10	The allocation of ‘preferred areas’ for certain activities, future development or protection of resources, will doubtless be appropriate in certain locations. Wherever possible, the objective should be to manage multiple use of marine space rather than impose a rigid ‘zoning’ system.
4.2B.11	Consideration of the sustainability and environmental impacts of spatial plans, including the use of SEA in the process will be absolutely essential. Experience with terrestrial planning has demonstrated the advantages that properly integrated sustainability brings to the plan-making process in clarifying objectives; developing and reviewing policy options; and minimising and mitigating any residual adverse policy impacts.
4.3	<i>Sub-section 4.3: Making the Most of Financial Support for Coastal Regions</i>
4.3A	How can EU financial instruments best contribute to the achievement of maritime policy goals?
4.3A.1	Initiatives addressing certain needs of maritime communities are supported to an extent through various European funding instruments made available under different sectoral policy goals. Ensuring, however, that the specific needs of maritime areas are met remains limited. The North Sea Commission would encourage the European Commission to further mainstream maritime priorities into European funding programmes to ensure that maritime policy priorities are met. The value accorded to coastal areas in terms of quality of life and marine resources must be reflected in the financial resources made available to sustain and secure their future, which until now has not received their deserved and required levels of emphasis.
4.3A.1	ERDF: A proportion of the European Regional Development Fund should be made available for infrastructure which contributes to the achievement of maritime policy goals. In particular, funding should be targeted towards improving ports to ensure that they can operate in a sustainable, environmentally-friendly, multi-modal and efficient manner. ERDF funding should also support the development of renewable energy infrastructure and coastal defences.
4.3A.2	ESF: The European Social Fund should be made available to equip workers/potential workers in maritime industries with specialist maritime training. Mandatory qualifications for seafarers should be introduced to improve safety at sea. A holistic approach to maritime training, with specific interlinked modules on the economic, environmental and practical components of maritime industries, should also be developed through ESF support. Business and entrepreneurial training should also be specifically targeted towards maritime industries through the ESF.
4.3A.3	EFF: The European Fisheries Fund should be used to help the fishing industry to modernise and adapt to new challenges. Support for diversification into other maritime industries should be supported by the EFF, as should projects which contribute to sustaining the existing industry in an ecologically sound manner. The EFF will be a strong tool through which to address the need for life long learning and diversification to enable a sustainable fishing industry.
4.3A.4	RDP: The Rural Development Programmes should support the development of coastal tourism through

	support to projects in rural coastal areas. RDPs should also help to facilitate linkages between inland rural development activities and coastal communities and economies.
4.3A.5	Leader +: Leader + should provide support to community planning groups in rural coastal communities. Leader + funds should help coastal communities to study and develop their common maritime heritage and use this to promote coastal tourism and develop centres of excellence in their respective maritime fields. Leader + should help to fund small community groups and networks of such groups across Europe.
4.3A.6	CIP: The Competitiveness and Innovation Programme should encourage entrepreneurship in coastal communities through equipping potential entrepreneurs with the necessary skills, know-how and access to capital. A particular emphasis should be placed on sustainable sectors with strong potential for growth within coastal communities, rather than innovation in general. In addition, the CIP is well placed to support technology-transfer from maritime research to the market place. Small and Medium-sized Enterprises (SMEs) require support to manage the risks associated with promoting and developing new products through programmes such as the CIP.
4.3A.7	The CIP should examine ways of innovating without relying on research into new technologies. Innovation applies equally to the use of existing technologies and resources in new ways as well as to research and technological development. The potential for renewable energy developments in coastal areas should also be fostered by CIP interventions through the Intelligent Energy component of the Programme.
4.3A.8	FP7: The Seventh Framework Programme for Research and Technological Development should be used to part-finance research into new technologies which could be particularly applicable in the maritime context. For instance, continued work into renewable energies should be supported. Research into vessel-tracking, risk-management and coastal mapping systems should also be facilitated through FP7.
4.3A.9	Support for centres of excellence and maritime clusters should also be supported through the Capacities component of FP7. Finally, the People component of FP7 should encourage experts in maritime sectors to visit and/or work in areas with developing maritime clusters or specific maritime problems in need of address in order to share best-practice advice. Marine biologists estimate that 80-95% of the ocean is unexplored. A dedicated window for marine/maritime research will be of great importance in the next Framework Programme for research.
4.3A.10	Territorial Co-operation: The Objective 3 Territorial Co-operation Programmes can make a significant contribution to achieving Maritime Policy goals. The extension of the scope and financial resources of the Interregional programmes to accommodate concrete actions in relation to maritime affairs would be welcomed.
4.3A.11	The EU's territorial co-operation programmes should thus be tailored to support future projects addressing maritime issues in general to support the work of the Maritime Policy. The programmes should also support the utilisation of results from previous projects and involve as many stakeholder organisations as possible. Co-operation across programme boundaries (e.g. North Sea and Baltic Sea Programmes) should be encouraged to enable the development of effective solutions for maritime issues in interdependent seas.
4.3A.12	Only after establishing the issues on which the maritime policy will focus, can the required instruments be selected: whether that is harmonisation; exchange of knowledge and experience or financial aid.
4.3A.13	As islands depend heavily on good transport links, shipping is a key component of the islands logistics chain, which link us to the rest of the EU economy.
4.3A.14	B7 hopes that the PSO regime (Public Service Obligation) would be included in the future work of MGP. and in order to foster further inclusion of islands in the EU economy, PSOs between member states should be allowed, as opposed to the present situation, where it is only allowed inside the member states.
4.3B	Is there a need for better data on coastal regions and on maritime activities?
4.3B.1	There is a need for more comprehensive data which is directly comparable across sectors and Member States. Data collection systems should be interoperable, where possible, to ensure that a holistic picture of current maritime activities and future requirements can be developed. Such data will be necessary to fully implement Integrated Coastal Zone Management and to ensure that spatial planning is undertaken in a holistic and comprehensive manner. The expertise of the European Spatial Planning Observation Network could be utilised in this respect.
4.3C	How should maritime policy be reflected in the discussions relating to the next EU Financial Framework?
4.3C.1	Maritime Policy should be a cross-cutting theme and prominently reflected in discussions relating to the next EU Financial Framework. A number of policies and budgets are interrelated to the maritime policy, and this should be taken into consideration in discussions. Furthermore, it may be useful for specific financial instruments for Maritime Policy to be made available in the next Financial Perspective. Distinct Maritime Policy financial instruments would be desirable in order to support a holistic and co-ordinated approach to the management of maritime affairs and the marine environment. Alternatively, mainstreaming maritime priorities within existing financial instruments may prove appropriate in some cases. Either way, it is important that adequate financial resources are made available for projects which contribute to the attainment of common European maritime goals.

4.3C.2	The Maritime Policy should focus on analysing the importance and potential of maritime sectors to the European economy and to the Lisbon and Gothenburg agendas during the 2007-2013 period. This work could then be built upon by more specific financial instruments targeted at addressing weaknesses and opportunities in the maritime sector in the subsequent programming period.
4.3C.3	The most important is to optimise the money available for cost- and sea

5	SECTION 5: MARITIME GOVERNANCE
5.1	<i>Sub-section 5.1: Policy Making within the EU</i>
5.1A	How can an integrated approach to maritime affairs be implemented in the EU? What principles should underlie it?
5.1A.1	An integrated approach to maritime affairs can only be implemented in the EU through a cross-sectoral, holistic approach to maritime affairs. The EU should lead by example in this respect. Within the European Commission, the Maritime Policy Taskforce is best placed to co-ordinate this. The Taskforce should evaluate relevant policies from across Commission Directorate Generals and ensure that sufficient recognition is given to the maritime dimension. The Taskforce would also be in a good position to identify any potential conflicts between legislation, and therefore to mitigate against undesirable consequences from new regulations in the maritime sphere.
5.1A.2	Legislation often has unforeseen and undesirable consequences for industries, as well as on other policies. Traditional oyster pits, for example, have been adversely affected by increased hygiene legislation. The consequence of this has been the virtual disappearance of centuries-old craftsmanship, eroding the maritime heritage and culture of parts of Europe.
5.1A.3	The Council of Ministers and European Parliament should also be encouraged to take the maritime dimension into consideration when evaluating new and existing policies. The insertion of a maritime paragraph in EU legislation, which considers its implications for coastal areas, would also encourage an integrated approach to maritime governance. However, the need for legislation will depend upon the issues upon which the Maritime Policy will focus. Where some issues will require legislative action, others would benefit from exchange of knowledge and experience or financial aid or a combination of these.
5.1A.4	In the wider context, commitment to multi-level governance and the principle of subsidiarity will be necessary to ensure that a future Maritime Policy is effective and reflective of local communities' needs. It is of fundamental importance that sub-national authorities and local communities have a strong voice and important role in shaping policies based around eco-systems, both through regional organisations and through effective consultation processes at the policy development and review stage. EU initiatives should be based on a recognised need and should be limited to areas where European intervention can add value to other initiatives.
5.1A.5	In this respect, tripartite (EU/Member State/Region) contracts which set out the role and responsibilities of each level of governance in maritime affairs could prove a useful tool in implementing the principle of subsidiarity. It is also of paramount importance that a balance between the social, economic and environmental pillars of sustainable development underlies an integrated approach to maritime affairs.
5.1A.6	Governance and management issues need to be adapted with respect to the challenges posed and perspectives described by the Green Paper on Maritime Policy. Integration, co-operation, co-ordination and cross-sectoral approaches are key concepts in maritime and coastal policy and decision-making.
5.1A.7	The communities of coastal zones have a natural concern, a profound knowledge, cultural heritage and long-term experience of the management of coastal and maritime issues. As such, the North Sea Commission feels that the sub-national level is the appropriate level for co-ordination of the majority of maritime issues. Maritime activities tend to appear in clusters in coastal regions, equipping sub-national authorities with daily and more general experience of managing maritime issues.
5.1A.8	History, traditions and culture play an important role at the sub-national level and for the formulation of coastal identities. In the decision-making process, it is of great importance that actors in these sectors are listened to. Again the tripartite process previously referred to, involving the EU, Member-States and sub-national authorities would be desirable.
5.1A.9	Regional Advisory Councils, and joint-work between these, could greatly support coherence between the endeavours of different levels of governance. Regional Advisory Councils could also provide a forum through which all relevant stakeholders are given their say. It is of paramount importance that businesses, local communities, the scientific community and all other important actors work together to ensure that a system of spatial planning is effective and meets Europe's needs both for today, and in the future.
5.1A.10	Expertise exists throughout the EU in differing maritime spheres. It is important that the Maritime Policy supports the co-ordination and cohesion of these activities and expertise for sustainable growth in coastal communities and beyond. Continued policy work on a sectoral basis, which is essential to develop detailed expertise and knowledge, must continue. The role of the Maritime Policy should be to co-ordinate such

	sectoral work in a cross-sectoral and holistic way to explore synergies and address legislative conflicts.
5.1A.11	To conclude, the principles of an integrated approach to maritime affairs should be: <ol style="list-style-type: none"> 1) Cross-sectoral working 2) Multi-level governance and subsidiarity 3) An ecosystem-based approach to marine management/co-ordination 4) Partnership working and co-operation with all stakeholders 5) The integration and co-ordination of policies 6) Promoting competitiveness and employment 7) Sustainable development
5.1A.12	The benefits and expertise of the BSC and its network of regions should be supported and utilised by the European Commission.
5.1A.13	"An all-embracing maritime policy for EU shall develop the economy in harmony with the environment", see the introductory statement: Does the strategy have the right perspective? The economy is set as prime priority. All general principals will be derived from the one prime perspective
5.1A.14	The B7 recommends that the EU continues with the "Maritime Policy Task Force" to ensure well formulated and co-ordinated policies and their effective implementation.
5.1A.15	The principles of an integrated approach should include: <ul style="list-style-type: none"> • Cross-sectoral working • Good governance • Regional management • Partnership working with all stakeholders
5.1A.15	The general approach by the Commission to present first a "Green Paper" and then, after a thorough discussion, gradually to introduce pro-active practical measures for a European Maritime Policy on a step-by-step basis is generally approved as a model.
5.1B	Should an annual conference on best practice in maritime governance be held? (open text)
5.1B.1	An annual conference on best practice in maritime governance could be a useful way of communicating new initiatives and ideas across the continent. Exchange of best practice has been a major success of the European Union in recent years. Such a conference could also help to facilitate many of the principles suggested in the response to the previous question by bringing stakeholders from different countries, organisations and sectors together to discuss Maritime Policy in a holistic manner.
5.2	Sub-section 5.2: The Offshore Activities of Governments
5.2A	How can the EU help to stimulate greater coherence, cost efficiency and coordination between the activities of government on EU coastal waters?
5.2A.1	The EU can act as a mediator between different national governments, and has the capacity to co-ordinate joint-actions. The EU should put forward concrete proposals to the Member States following research into how best the activities of governments on EU coastal waters can be co-ordinated. As such, the EU can put this item on the agenda, and explain the benefits of joint-working to Member States.
5.2A.2	The Baltic Sea is a nearly enclosed sea therefore maritime policies for the region should include the influence of all stakeholders.
5.2B	Should an EU coastguard service be set up? What might be its aim and functions?
5.2B.1	Further evaluation of the benefits of an EU coastguard service, and therefore its aim and functions is required before this question can be answered. An EU coastguard service would be a concrete example of greater coherence and co-ordination of Member States' activities in coastal waters. Once studies into this subject have been evaluated, consultation with stakeholders should be undertaken, and proposals presented to Member States. A degree of pooling of resources in order to achieve optimal monitoring and control should be encouraged, however.
5.2C	For what other activities should a "Common European Maritime Space" be developed? (open text)
5.2C.1	Many of the maritime safety, security and environmental protection rules applicable in Europe are international regulations. It is important to ensure that Europe-wide measures, such as the creation of a 'common European maritime space' do not seriously undermine the work of international bodies such as the International Maritime Organisation or the International Labour Organisation.
5.2C.2	As maritime industries in Europe are major exporters of goods and services, it is important to ensure that a 'common European maritime space' does not become a form of protectionism. Protectionism would seriously harm the interests of European maritime exporters and the shipping industry in general.
5.3	Sub-section 5.3: International Rules for Global Activities

5.3A	How can the EU best bring its weight to bear in international maritime fora?
5.3A.1	The EU can best assert its authority in international maritime fora in a number of ways. Firstly, the continuation of the Maritime Policy Taskforce would enable a dedicated team to closely monitor maritime issues. This would in turn provide the Commission with greater expertise and greater chance of putting forward concrete arguments and a strong, common EU position to maritime fora, than the current sectoral approach.
5.3A.2	Secondly, the EU should ensure that it is represented on all relevant international fora so that it can effectively influence international agreements. It is also essential that existing well-functioning international maritime treaties are respected and enforced, with the United Nations Convention on the Laws of the Sea being considered almost as a 'Constitution for the Oceans'.
5.3A.3	Thirdly, the EU should work closely with all experts/stakeholders in maritime affairs within its territory to ensure that intelligence is received and activities co-ordinated, where possible.
5.3A.4	Fourthly, the EU should lead policy development in international maritime fora by putting forward concrete European initiatives to the international community for possible extension across the globe.
5.3B	Should the European Community become a member of more multilateral maritime organisations?
5.3B.1	The European Community should become a member of more multilateral maritime organisations in order to support holistic, cross-sectoral policy making which involves all relevant stakeholders at all levels of governance.
5.3C	What action should the EU undertake to strengthen international efforts to eliminate IUU fisheries?
5.3C.1	The EU should take part in a review of flag State performance for fishing vessels and reefers as a measure to curb IUU fishing. Ever- closer co-operation and exchange of data between fisheries control authorities should also be supported through the Maritime Policy, as should a strengthening of Regional Fisheries Management Organisations. Comprehensive implementation of the port-state control regime in European waters is also desirable. Finally, a system of tracking of fish and fish products in order to deny imports and exports of illegally caught fish at the international level could strengthen international efforts to eliminate IUU fisheries.
5.3C.2	It is necessary to put stronger efforts into the fight against illegal fisheries in vulnerable areas of the North Sea, the Barents Sea and Svalbard. A stronger and more systematic co-operation on IUU fisheries between Norway and the EU is also desirable given that IUU affects all fisheries in Europe.
5.3D	How can EU external policy be used to promote a level playing field for the global maritime economy and the adoption of sustainable maritime policies and practices by third countries? (<i>open text</i>)
5.3D.1	EU External Policy should promote a level playing field for the global maritime economy through multinational fora, bilateral negotiations and financial support. The EU should table motions to international fora, such as the World Trade Organisation, which mitigate against 'dumping' of goods on the European market; which ensure that adequate environmental and health and safety practices are observed throughout the world; and recognition and respect of patents. Additional motions should be tabled with regards to respecting flag state obligations.
5.3D.2	Bilateral agreements with regards to trade and flag-state obligations should also be pursued through Neighbourhood Agreements and Development Policy. These should be supported financially where appropriate to enable countries struggling to meet their international obligations to do so. In this respect, the possibility of a "Marshal Plan" for third countries, co-financed by the EU and European industry, could be investigated.
5.3D.3	A sustainable maritime policy must maintain a healthy balance between on the one hand, setting an example for third countries and on the other hand, safeguarding our competitiveness by not being too restrictive and over-regulated compared to other parts of the world. Maritime transport, economies and industries need to have a level playing field at the global as well as European level to thrive.
5.4	<i>Sub-section 5.4: Taking Account of Geographical Realities</i>
5.4A	What regional specificities need to be taken into account in EU maritime policies?
5.4A.1	The EU must recognise that each region of the EU is unique in history, economy, environment and culture. Thus, a sub-national and regional dimension should be built into each aspect of the maritime policy. A one-size fits all approach to marine management will not be effective. The involvement of sub-national actors in the development and delivery of maritime policies is to be encouraged.
5.4A.2	The benefits and expertise of regional organisations such as the Conference of Peripheral Maritime Regions and its geographical commissions should be supported and utilised by the European Commission. In short, a future Maritime Policy should recognise local specificities and encourage partnership working with local actors and organisations.
5.4A.3	It is positive that the unique characteristic of each sea basin is pointed out. If the description imply a strategy were the Baltic Sea will be the area of wind-energy, the Mediterranean a tuna producing sea basin and the North sea seen as herring producing and the Atlantic Ocean exploited as before, these strategy could not be said

	to be sustainable.
5.4A.4	The islands dimension to be included in all aspects of maritime policy. Each region and island has a unique history, economy, environment and cultural heritage that contributes to the diversity of EU
5.4B	How should maritime affairs be further integrated into the EU's neighbourhood and development policies?
5.4B.1	Maritime Affairs should be integrated into Neighbourhood agreements with maritime States such as the Russian Federation. It is only through working in partnership with our neighbours with regards to shared waters that solutions to common problems can be found and realised. Co-operation outside of the EU with European Economic Area States such as Norway and Iceland would also help to improve the cohesion and effectiveness of a common European Maritime Policy.
5.4B.2	Activities in non-EEA States such as the Russian Federation may have important direct and indirect impacts on economic activities and the quality of the marine environment in the Northern waters of Europe. As such, a common Maritime Policy must engage with non-EU States through bilateral environmental co-operation, fisheries management, civil society participation, oil-spill recovery and contingency planning and monitoring of shipping traffic.
5.4B.3	Political negotiations and financial support should be given to developing countries who are struggling to meet international responsibilities in maritime affairs, particularly towards flag-state responsibilities, environmental legislation, and health and safety legislation/training.

6	SECTION 6: RECLAIMING EUROPE'S MARITIME HERITAGE AND REAFFIRMING EUROPE'S MARITIME IDENTITY
6A	What action should the EU take to support maritime education and heritage and to foster a stronger sense of maritime identity?
6A.1	The European Commission is to be commended for the inclusion in the draft Green Paper of the role of European maritime heritage in defining European identity. The Commission's dedication to conveying this identity to new generations of Europeans is also most welcome. However, the North Sea Commission feels that this chapter of the green paper has been given less emphasis than others, and that the European Maritime Policy should identify concrete measures to strengthen and define the spatial, social and economic development elements of maritime heritage. Further examination of how maritime heritage can contribute to sustainable tourism, sustainable growth and sustainable communities with high standards of living would also be appreciated.
6A.2	It is important to identify and value the aspects of maritime and coastal heritage that still play a decisive role in defining coastal identities, and are of a unique, place-bound character that will attract and interest visitors. Once these elements have been identified, a common European Maritime Policy could come up with measures to preserve and enhance these elements and also to define how such elements should be presented/used to maintain and enhance coastal/maritime identities. It would also be highly beneficial if the Maritime Policy studies how such elements can be developed into sustainable tourism assets.
6A.3	Specific socio-economic actions which could arise from this work could include the creation of inventories or maps of cultural heritage sites. Studies could be undertaken to examine coastal regional identities and the role of these identities in shaping Europe's maritime future. Research into, education on and the preservation of traditional coastal languages and skills would also be an important component of ensuring the long-term conservation of Europe's cultural heritage.
6A.4	A number of physical actions could also be facilitated through the Maritime Policy for the preservation and enhancement of Europe's cultural heritage. Projects could be commissioned to preserve traditional harbours, buildings and ships. The Maritime Policy could also encourage the consideration of cultural historic elements in spatial planning initiatives. These initiatives will require a degree of financial support to enable the full value of cultural identity to be recognised through the Maritime Policy.
6A.5	The EU should support a specific pan-European training scheme for workers in maritime sectors. This scheme should lead to a qualification which is mutually-recognised across the EU, and which gives students a holistic perspective to maritime industries. Such a qualification could address a multitude of subjects, such as maritime safety, the maritime economy, the maritime environment and ecosystems, the history and sociology of coastal communities, trade, business management, entrepreneurship etc.
6A.6	Less specifically, through supporting the development of maritime economies and through cultural projects in coastal areas, the EU can instil a sense of knowledge, pride and achievement in Europe's coastal communities. The promotion of coastal areas as tourist destinations, based on their history and sustainable tourism activities, could help to renew a number of declining communities, and encourage the younger generation to remain in coastal areas. Raising awareness among children and youngsters on maritime issues through education is also important.
6A.7	The environment and landscape are core components of Europe's heritage. By investing in and promoting opportunities for green space development and environmental education, we can reconnect our communities with

	the landscape and our historical relationship with it.
6A.8	Pilot projects and knowledge-exchanges which support the preservation of traditional skills, craftsmanship, sailing heritage, historical ports and ports-related buildings should be facilitated through the Maritime Policy. The latter could support the tourism potential and sustainability of coastal areas.
6A.9	Support for maritime-related infrastructure, such as ports and renewable energy developments could also help to breathe life into declining coastal communities. Not only would initiatives such as these help to ensure balanced territorial development in the EU, they would also focus coastal communities on their maritime heritage, given the renewed importance and benefits of maritime industries for the life of these areas.
6A.10	The maritime heritage and identity of coastal areas is an important asset which should be capitalised upon when developing new industries, creating new jobs and reinforcing the quality of established activities.
6A.11	The diversity of coastal areas, from fjords to deltas, should also be recognised in the European Maritime Policy. Coastal specificities such as coastal structure, population, employment and economies should be taken into account and promoted through the Maritime Policy.
6A.12	Islands are not islands without the sea. EU instruments must support islands strong maritime connections, and not result in maritime education, fisheries, aquaculture etc. becoming purely mainland activities.
6A.13	Fishing should be the sector closest associated with the marine heritage. This should be emphasised in a better way than formulations like “some catching a fish” or “others work as fishermen”.
6A.14	A comprehensive review must be undertaken to consider the utilisation of sea areas and the protection of the maritime environment. This will enable sustainable development to take place and will promote a balance between diverse interests that are sometimes in direct conflict with each other. It is particularly important to emphasise the importance of research, and to acknowledge that there is currently a lack of research into the impact caused by the different uses that the Baltic Sea is put to, and the interconnections between these different uses.
6A.15	<p>It is not surprising that an area, whose development is so closely linked to the resources of the Baltic Sea, has dedicated a considerable amount of its scientific activities on marine issues and problems. Around 50 maritime related scientific research and teaching institutions are located in the area, reaching from the renowned <i>Wold Maritime University</i> in Malmö, Sweden to the <i>Leibnizinstitut für Meereswissenschaften</i> in Kiel, Germany, a partner of the global marine science community.</p> <p>Marine science in general contributes to identify and qualify actual and potential maritime resources, provides better understanding of the eco-systems and eco-processes to support functioning sustainable development strategies and provides new and more efficient tools and technologies for the use of maritime resources. Aims and challenges of maritime research and development in the Baltic Sea area do not differ in this regard from those of the “European Marine Science Community”.</p> <p>To foster marine science BSC and the BSSSC follows and underlines the observations and proposals made by the marine science community as expressed in <i>Galway Declaration</i> from May 2004 and points at three major concerns which should be considered in the process of formulating a European Maritime Policy and drawing up a first Green paper:</p> <ul style="list-style-type: none"> • use the, the expertise, knowledge and networks of the marine science community in the Baltic Sea area, as well as in the EU at large, for a sound scientific base of a European Maritime Policy; • safeguard that marine science is included into priorities of the European research policy and the <i>7. EU Framework Programme</i> as a particular and independent factor, • stimulate the coordination of national and European marine science research programmes to reach a profound European added value in this sector. Enable the European marine science community to cooperate and compete at the global level. <p>How can a European Marine Related Research Strategy be developed to further deepen our knowledge and promote new technologies?</p> <p>Research in cooperation with ”stakeholders”, like fishermen, must be utilised and prioritised. The knowledge’s people in costal areas, fishermen and sailors must be heard and acted on.</p>

After having completed the questionnaire, please transfer your answers to an online form which is available at the following website: <http://ec.europa.eu/yourvoice/ipm/forms/dispatch?form=maritimepolicy>

Thank you for your cooperation.