



CONFÉRENCE DES RÉGIONS PÉRIPHÉRIQUES MARITIMES D'EUROPE
CONFERENCE OF PERIPHERAL MARITIME REGIONS OF EUROPE
KONFERENZ DER PERIPHEREN KÜSTENREGIONEN EUROPAS
CONFERENZA DELLE REGIONI PERIFERICHE MARITTIME D'EUROPA
CONFERENCIA DE LAS REGIONES PERIFÉRICAS MARÍTIMAS DE EUROPA
CONFERÊNCIA DAS REGIÕES PERIFÉRICAS MARÍTIMAS DA EUROPA
ΔΙΑΣΚΕΨΗ ΤΩΝ ΠΕΡΙΦΕΡΕΙΑΚΩΝ ΠΑΡΑΚΤΙΩΝ ΠΕΡΙΟΧΩΝ ΤΗΣ ΕΥΡΩΠΗΣ

XXIIIrd CPMR General Assembly 26-27 October 1995, Donegal (Ireland)

Meeting on 26 and 27 October 1995, in Letterkenny (Donegal, Ireland), on the occasion of the XXIIIrd General Assembly of the Conference of Peripheral Maritime Regions of the European Union, the mandated representatives of the following 89 Regions present:

ABRUZZO (I), AÇORES (P), ÅLAND (SF), ALENTEJO (P), ALGARVE (P), ANDALUCIA (E), AQUITAINE (F), ATTIKI (GR), AVON (UK), BALEARES (E), BASSE-NORMANDIE (F), BOHUS (S), BORDER (IRL), BORNHOLM (DK), BRETAGNE (F), CALABRIA (I), CANARIAS (E), CATALUNYA (E), CENTRAL SCOTLAND (UK), CENTRO (P), CHESHIRE (UK), COMUNIDAD VALENCIANA (E), CORNWALL (UK), CORSE (F), CYMRU/WALES (UK), DEVON (UK), DORSET (UK), DRENTHE (NL), DUMFRIES AND GALLOWAY (UK), DYTIKI ELLADA (GR), DYTIKI MAKEDONIA (GR), FIFE (UK), FRIESLAND (NL), FRIULI- VENEZIA-GIULIA (I), GALICIA (E), GOTLAND (S), GOZO (MALTE), GLOUCESTERSHIRE (UK), GRAMPIAN (UK), GRONINGEN (NL), GUADELOUPE (F), HAMPSHIRE (UK), HORDALAND (N), HUMBERSIDE (UK), ISLE OF MAN (UK), ISLE OF WIGHT (UK), ISLES OF SCILLY (UK), ITÄ-UUSIMAA (SF), KYMENLAAKSO (SF), LANGUEDOC-ROUSSILLON (F), LAZIO (I), LINCOLNSHIRE (UK), LISBOA E VALE DO TEJO (P), MADEIRA (P), MARCHE (I), MARTINIQUE (F), MID-EAST (IRL), MID-WEST (IRL), MURCIA (E), NORTE (P), NORTH OF ENGLAND ASSEMBLY (UK), NORTHERN IRELAND (UK), NOTIO AIGAIO (GR), ORKNEY (UK), OSTFOLD (N), OSTROBOTHNIA (SF), PAIS VASCO (E), PAYS DE LA LOIRE (F), PELOPONISSOS (GR), POITOU-CHARENTES (F), PROVENCE-ALPES-COTE D'AZUR (F), REUNION (F), ROGALAND (N), SARDEGNA (I), SCHLESWIG-HOLSTEIN (D), SHETLAND (UK), SICILIA (I), SOMERSET (UK), SOUTH-EAST (IRL), SOUTH-WEST FINLAND (SF), SOUTH-WEST (IRL), STRATHCLYDE (UK), TAYSIDE (UK), TELEMAR (N), TOSCANA (I), VIBORG (DK), VORIO AIGAIO (GR), WEST (IRL), WESTERN ISLES (UK).

Wished, through their presence, to express their solidarity with and their political support for the establishment of a lasting peace in Northern Ireland and in the border counties, such as the county of Donegal which welcomed them on this occasion.

Thanked Senator McGowan for his initiative of inviting CPMR to hold its General Assembly in Donegal, and thanked the Region for the exceptional welcome granted to them.

Thanked in particular the Irish Prime Minister, The Taoiseach Mr John Bruton TD, for honouring the Assembly with his presence and for his support for its activities.

Thanked also the representatives of the Irish, British, Spanish and French governments whose participation gave them the opportunity of expressing their desire to see an open and constructive dialogue established between the Regions, the States and the European Commission.

Finally, thanked the representatives of the Committee of the Regions, the European Parliament, the European Commission, the Economic and Social Committee, for their participation in the work of the Assembly and for the constant interest they have taken in the cause of the Maritime Periphery of Europe.

At the close of the debates which focused on "THE POSITION OF THE PERIPHERAL MARITIME REGIONS IN THE EUROPEAN SPACE" - they adopted the following resolutions:

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Main resolutions

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Memorandum on Regional Development and Regional Planning
(Presented by the Political Bureau)

Meeting in General Assembly, the Conference of Peripheral Maritime Regions of the Atlantic, the Baltic, the Islands, the Mediterranean and the North Sea,

1. NOTES

1.1 That the recent analysis of the evolution of the European Union gives no indication of a reduction in the disparities in development between the Central and the Peripheral Regions of the Union. At times the available data shows a widening of the gap.

1.2 That, on the contrary, a certain number of the Union's policies by sector (trans-European networks, common agricultural policy, the information society) is reinforcing the centres and thereby increasing the peripheral nature of other Regions. This risk is expressed, in particular, in the first drafts of the trend scenario for the European Spatial Development Perspective.

1.3 That, despite the adoption, some time ago now, of the Coastal Charter, the development of the full potential of the peripheral maritime facades, as assets of the Union as a whole, remains no more than wishful thinking, thus leading to the degradation of coastal economies and of the natural environment.

1.4 That Europe is thus accumulating, at one and the same time, the costs of central build-up/congestion at the centre and of the absence of production prospects at the peripheries.

2. AFFIRMS THAT

2.1 The success of the Social and Economic Cohesion policy, the central pillar of the Treaty, constitutes, for the inhabitants of the Regions, the condition *sine qua non* of the pursuit, the strengthening and the enlargement of the construction of Europe. Today, it runs the risk of appearing as a mere instrument of compensation and insufficient to offer everyone the chance of competitiveness and employment in the 21st century and thus, in the end, of leading to a two-speed Europe which would prove economically, socially and politically unacceptable, both to the Peripheral Regions themselves and to the Central Regions. Such an evolution would penalise the Union in its race with the other driving forces of the world economy. It would weaken the frontier Regions whose neighbours are not members of the Union.

2.2 A European policy on Land Use and Management should be worked out and included in the Treaty as the spatial expression of the wish for social and economic cohesion. It should be the point of reference on which choices concerning policies by sector on agriculture, transport, information, the environment, employment and relations with the neighbouring Regions of the Union are established and put into practice.

2.3 The role of public policies, both national and European, is to provide solutions to the permanent handicaps suffered by the Peripheral Regions, in order to ensure their full participation in the production of wealth.

2.4 To this end, inter-regional and trans-national cooperation should make it possible to support large peripheral and maritime units which, by their size and organisation, would be able to exist as autonomous entities, generating development, activity and wealth at the heart of a polycentric European model which sets a value on diversity.

3. THEREFORE

3.1 Calls on the Regions of the Baltic and the Black Sea to join the Conference which, since its foundation, has always been in advance of the institutions before which the specific peripheral and maritime problems are to be exposed.

3.2 Calls for work to be continued on the European Spatial Development Perspective and requests the close association of the European Commission, the European Parliament and the Member States. The Regions also call upon the Assembly of European Regions and the Committee of the Regions to make this key issue their own. They plan to make their specific contribution within the framework of the working calendar.

3.3 Welcomes the development of a legal basis for inter-regional and trans-national cooperation. Nevertheless, the Conference feels that it cannot be successfully implemented without the full and whole-hearted participation of the Regions and therefore urges the European Parliament, the Member States and the European Commission to enter upon this new phase in close collaboration with it. The Conference also believes that these perspectives should be worked out on the basis of the geographical zones resulting from the Europe 2000 studies.

3.4 Calls on the European Commission to undertake a joint examination of their participation in the demonstration programme on the management of coastal areas.

3.5 Calls on the European Commission, the Member States and other associations working in this field to set up a Cooperation Group to examine and establish a policy for the maritime facades, especially as regards port economy.

3.6 Calls on the European Commission, the Member States and local authorities to establish an efficient complementary framework for cooperation in the management of the environment.

3.7 Calls on the European Commission and the European Parliament to examine the legal and financial measures needed to do away with present obstacles to the development of inter-regional and trans-national cooperation.

3.8 Calls on the Member States to take into consideration, in the course of the 1996 Intergovernmental Conference, the fact that some territories of the European Union are beset by geographic or demographic constraints of a permanent nature and request that appropriate measures be drafted in their favour during the process of modification of the Treaty, in accordance with the objectives of social and economic cohesion approved in Maastricht.

4. MANDATES

4.1 The Political Bureau and the Bureaux of the Commissions, to implement, in a cooperative manner, the actions approved above, by means of all the necessary contacts and the preparation of CPMR contributions.

4.2 The Political Bureau, in close collaboration with the Commissions, to look into and suggest the technical conditions in which the voice of the Peripheral and Maritime Regions would be best heard on these issues and in the course of the major debates of 1996. This applies particularly to liaison between the CPMR Secretariat and the Secretariats of the Commissions, as well as the establishment of closer links between the CPMR and the Union's institutions.

Unanimously adopted

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Memorandum on the Maritime Dimension of Regional Planning (Presented by Galicia)

1. Since its creation in 1973 the Conference of Peripheral Maritime Regions has done its best to ensure that the maritime economy is the spearhead of development of the Regions on the European periphery. Despite these undoubted efforts, it has observed that over the last few decades:

1.1. it is road transport that has won the day in the domain of intra-European transport, leading to the atrophy of the hinterlands of numerous ports, especially the small and medium ones, but also those of significant size, in the inner and outer European periphery;

1.2. with regard to trans-oceanic transport, there has been a considerable concentration of traffic in the major ports of the North Sea, where the share of port added value is already considerable at European scale and continues to grow, thus contributing to the progressive weakening of the maritime economy of the peripheral facades.

2. The Conference therefore welcomes the various initiatives which aim at relaunching maritime transport on a European scale. Nevertheless it notes that, on the whole, it is a question of a process of economic redeployment in the face of insufficient long distance overland transport, and that this redeployment takes place on the initiative of the most efficient economic operators (major ports, large industrial concerns and shipping companies). In this process of economic redeployment, which takes place in a climate of stiff competition, there will necessarily be winners and losers.

3. It is therefore particularly important to remain vigilant with regard to the initial conditions and the accompanying measures, especially in the framework of community policies.

4. From this point of view, the Conference is particularly concerned about the fact that:

4.1. the initial conditions of the process of redeployment are unfavourable to many peripheral maritime Regions, especially in the southern and Atlantic parts of the European Union. The inter-continental functions of the major ports have often regressed; many small and medium sized ports are losing steam, as are most short-sea shipping companies. Ports have not been sufficiently adapted to technological changes and modern intermodal equipment is not well developed;

4.2. the common transport policy does not take this initial handicap into account. In fact, the trans-European transport network programme allocates a ludicrous budget to the maritime area and forbids, on the grounds of competitive bias, the use of direct grants, especially those coming from structural funds, to be invested in port infrastructure and superstructure. The trans-European combined transport network gives clear priority to railway links serving the major ports of the North Sea. The Green Paper on short-sea shipping, recently published by the Commission, pays no attention to the need to relaunch the coaster fleets of the European periphery, or that of promoting the employment of European seamen.

5. Nevertheless, the Conference believes that, despite the unfavourable context, a certain number of opportunities is available and these should be seized. The Conference notes some encouraging changes in the behaviour of shipping and loading companies. It is technological evolution, however, which should offer the best opportunities. The introduction of fast vessels, a new generation of self-loading coasters and advanced systems of telematics are, in fact, very favourable to the development of small- and medium-sized ports. Profits no longer depend on quantity but on speed and the low running costs of ships and terminals. Sets of ports can thus be served in highly competitive conditions.

6. To make the most of such opportunities certain conditions must be fulfilled, among others, the issue must be included in the general question of regional planning and the trans-European network programme adapted to the imperatives of a regional planning favourable to the Regions of the maritime periphery. In fact, only an ambitious planning policy can successfully include the peripheral maritime Regions in an operation giving a new lease on life to maritime transport on a European scale. The development of integrated transport links, maritime networks and combined transport systems serving the ports, the location of continental relay-platforms associated with the ports, the reconquest of the hinterland, the promotion of inter-port networks and the development of info-ports combining maritime logistics and security clearly show that a narrow approach to the territory and to the local actors will prove insufficient. One must place oneself on an inter-regional, and often on a trans-national scale in order to boost maritime activities.

7. Such a regional planning policy should :

7.1. make it possible to make up the deficit in infrastructure and equipment in the ports of the European periphery, especially thanks to the use of structural funds;

7.2. contribute to building up dynamic port hinterlands by modernising land infrastructures and developing relay-platforms at the service of ports;

7.3. give priority to combined transport axes serving the ports on the periphery ;

7.4. favour the development of hubs and multi-port systems, making it possible to obtain substantial results, benefit from the considerable investments made and associate the public and private sectors ;

7.5. support the re-launching of the coaster fleets of these facades by harmonising the conditions of access to credit and the fiscal measures linked to maritime investment ;

7.6. simplify the administrative procedures in ports by granting intra-Community maritime traffic the same status as is enjoyed by over-land transport ;

7.7. give a new lease on life to small- and medium-sized ports by encouraging their specialisation, their inclusion in inter-port networks and helping them to take advantage of the new maritime technology available;

7.8. promote the concept of info-ports, by making use of all the resources provided by computer and telematic networks in order to make port communities more dynamic, favour economic exchange and increase maritime security ;

7.9. encourage a greater synergy between the port and the port city by integrating the sea front in the current growth of tertiary activities in the port sector, whilst giving its full value to the architectural heritage.

8. The Conference considers that the boosting of the land/maritime interface of the European periphery should, therefore, be regarded as a priority issue in the regional planning strategies and issues being set in motion in the Community at inter-state and inter-regional levels. It is essential that it constitute a substantial part of the European Spatial Development Perspective and that pilot schemes be devoted to the issue on the different maritime facades of the European periphery with significant Community backing. The trans-European transport network should be reviewed and adapted accordingly.

9. The Conference urgently calls on Community institutions and the Member States so that the peripheral maritime Regions can obtain the maximum benefit from the renewal of maritime transport on a European scale.

Unanimously adopted

Resolution on the Establishment of a Baltic Sea Commission organised under the umbrella of CPMR

(Presented by Åland, Bornholm, Gotland, Itä-Uusimaa, Kymenlaakso, Ostrobothnia,
Schleswig-Holstein and the North Sea Commission)

1. Considering that the enlargement of the European Union to the North and the agreements with the three Baltic States, Poland and Russia have highlighted the Union's interest in the affairs of the Baltic Sea Region.
2. Bearing in mind that overall state level policies in the Baltic Sea Region aim to strengthen stability in this Region by supporting security and the reform process.
3. Wishing to strengthen the legal principles and practices of democracy, to support an economically, socially and culturally sustainable development and the integration of the area in the European economy, as well as to improve the environmental conditions of the Region.
4. Considering the "Report of the past year's activities and outlook" by the North Sea Commission, which supports the establishment of a Baltic Sea Commission.

THE XXIIIrd GENERAL ASSEMBLY OF THE CPMR SUPPORTS:

- * The setting up a of Baltic Sea Commission organised under the umbrella of the CPMR,
- * The setting up a body - under the guidance of CPMR - to prepare the creation of a Baltic Sea Commission together with the Regions around the Baltic sea.

Unanimously adopted

Resolution on Spatial Development and the Trans-European Network

(presented by the Political Bureau)

The CPMR:

1. Regrets that the decisions concerning the trans-European networks, important elements for structuring a European spatial development policy, were drafted before the European Spatial Development Perspective was defined.
2. Deplores that the infrastructures on which shipping activities depend, in particular the ports, receive only a marginal mention in the action undertaken ("Coastal Shipping and Infrastructure Projects in relation to the Ports - total cost ECU 3 billion out of a total of ECU 190 billion) and that these projects are not granted any priority. In addition, the fact that no indication is given of the siting of the projects planned gives rise to fears that these projects will be used to further strengthen the port potential of the central Regions whereas the organisation and the expansion of short-sea shipping is an efficient means of developing peripheral maritime Regions and their hinterlands.
3. Understands that most priority projects initially designed at the national level artificially qualified as trans-European projects by the simple addition of sections in bordering elements.
4. Notes with satisfaction that the relative financial preference for rail transport may contribute to removing disparities between road transport and rail transport. It fears, however, that the resulting improved efficiency of traffic in the central zones may further contribute to a concentration of activities in the centre with a parallel reduction of the comparative advantages of the peripheral Regions.
5. Deplores the slowness of the decision-making process, which was set in motion by decision 93/628 EEC from the Council dated 29 October 1993, concerning the development of a European combined transport network, and by decisions taken on the same date, the implementation of which has been postponed from Summit to Summit, despite the urgency of the action in light of the dramatic employment situation in the Union.
6. Notes that the objective attributed to the action by Article 2.2 and the priorities granted to Article 5 of the proposal for a Commission Regulation with regard to the "necessity of linking island Regions, which are isolated and peripheral, to the central Regions of the Community" are not given concrete expression in the list of priority projects selected.
7. Asks that the principle of subsidiarity, applied between the Community level and the national level, also be applied between the national level and the regional or local level, so as to associate the authorities representing the populations concerned on the ground with the relevant decisions.

Unanimously adopted (1 abstention)

Resolution on Territorial Continuity

(presented by Guadeloupe)

1. Given the will expressed by the EU within the framework of the achievement of the single market, to allow for the development of peripheral Regions, on the one hand, by facilitating their access to central Regions and, on the other, through the efficient functioning of the "area without frontiers".
2. Given the geographic particularities of different peripheral and ultra-peripheral Regions of the EU (configuration of archipelagos, multi-insularity, distance from the centre) and the significant economic handicaps deriving from these.
3. Given also the enlightenment that these Regions have had on the EU in maritime, human and strategic terms.
4. The XXIIIrd CPMR General Assembly:
 - 4.1. asks the European Commission to put into practice, in the case of islands, the dispositions of the Maastricht Treaty as outlined in Title XII, article 129B relative to the "development of large trans-European communication networks" and, in particular to "the necessity of linking the isolated and peripheral Regions to the centre of the Community";
 - 4.2. expresses to the Institutions of the EU the need for these Regions to benefit from a policy of planning and financial assistance for fixed and mobile transport infrastructures in order to establish territorial continuity.

Unanimously adopted

Resolution concerning the new module for the INTERREG II Programme

(Presented by the Atlantic Arc Commission)

1. Considering the European Commission's decision to extend the INTERREG Community initiative by adding a new module, known as module C, on the issue of Regional Planning.
2. Considering that the main object of this new module will be to contribute to the harmonious development of the community's territory and reinforce trans-national and inter-regional cooperation on this issue.
3. Considering that the Member States will be called upon to put before the Commission operational programmes including measures for regional planning applicable to large inter-regional units involving at least four Member States.
4. Considering that, for many years, the CPMR has requested that greater attention be paid to the regional disparities affecting the peripheral and maritime Regions, and the implementation of a specific policy designed to reduce them.
5. In view of the CPMR member Regions' wish to contribute to the definition of such a policy.
6. In view of the work already put in to this end by the Atlantic Arc Commission, through its Memorandum and its Business Plan.
7. The Conference of Peripheral Maritime Regions:
 - 7.1. congratulates the European Commission on this initiative, which is consistent with its members' aspirations;
 - 7.2. affirms its wish to play a constructive part in its implementation;
 - 7.3. to this end, invites the European Union to involve the Regions in defining and executing the operational programmes which affect their common territories;
 - 7.4. requests that the CPMR and its Commissions be allowed to act as the contracting authority for the inter-regional cooperation projects implemented on their initiative.

Unanimously adopted

Resolution on Article 10 of the ERDF (presented by the Islands Commission)

The CPMR, which has been closely involved since 1990 in the large scale inter-regional cooperation programmes financed under article 10 of the ERDF Regulations, has taken note of the new rules applied by the European Commission to these types of programmes, which unfortunately involve a pre-selection by means of calls for proposals.

In this new context, the CPMR and its Commissions request the European Commission to consider the following recommendations:

1. Cross-sector programmes

The carving up of actions financed under Article 10 into eight different areas, subdivided into 12 calls for proposal, over the period between September 1995 and January 1998, poses a real problem in terms of cohesion for projects touching upon several of these areas at once. Thus, a group of peripheral Regions working on the environment and energy, and using information technologies, could present a project which would, at one and the same time, come under innovative actions, internal inter-regional cooperation and, even, external inter-regional cooperation.

- The fact that these Regions have to apply separately to each and every one of the calls for proposals potentially concerned, leads to the risk of an artificial segmentation of the projects (entailing all the imaginable management problems) as well as an artificially blown-up number of candidatures.

- This outlook appears contradictory in view of the stress the Commission has always laid on the cross-sector nature of projects, at times criticising - and quite rightly - some regional projects for their deficiencies in this area.

The CPMR therefore requests the Commission to establish the necessary means to ensure that multi-faceted projects can be submitted as framework-programmes, without their having to be submitted under several calls for proposals.

2. Extension of existing networks

Some of the inter-regional cooperation networks, already set up under article 10 of the ERDF, would like to expand to include new Regions and extend their field of action to new areas.

The CPMR calls on the Commission not to penalise such programmes during selection, bearing in mind that it is sometimes more useful and less risky to support promising projects than to finance new actions. The Conference therefore hopes that the numerical criteria regarding calls for proposal will be applied flexibly in those cases where the quota fixed for the maximum number of Regions taking part in a project is exceeded.

3. Clear and simple rules for management

Basing its arguments on the experience of the last 5 years, the CPMR reiterates that it would like to see a greater simplicity and precision in the rules governing the general running of cooperation programmes and renews its offer to the European Commission to help it set in place the new dispositions.

Unanimously adopted

Resolution on the Legal Framework of Inter-regional Cooperation (presented by the Island Commission)

Regretting the lack of an adequate legal framework within E.U. legislation to support inter-regional cooperation initiatives, the General Assembly of the Conference of Peripheral Maritime Regions requests:

1. that the implementation of the proposal for a E.U. Council Regulation (O.J. C99, 21/4/92) on the status of the European Association should be actively considered as a matter of urgency;

2. that representatives from local authorities or regional organisations actively involved in inter-regional cooperation schemes should be consulted by the Commission about the most effective way to adapt and implement this legislation to suit the needs of inter-regional cooperation.

3. Suggests that the European Union should, in particular :

- ensure that regional and local authorities undertaking inter-regional cooperation projects may be explicitly allowed to set-up or take part directly in a European Association under article 3 of the aforesaid Regulation proposal;
- or, at least, ensure that their national legislation does not prevent them from setting up or taking part in the corresponding legal entity or entities listed in the Appendix to Article 3 in the aforesaid Regulation proposal.

Unanimously adopted

Annexed Resolutions (by sector)

Resolution on Maritime Safety and Prevention of Pollution

(Presented by the INTERCOM Group)

Preamble

- Having regard to the resolutions of the Islands and North Sea Commissions in March and June 1995 respectively.
- In the light of the UK Government's response to the report of Lord Donaldson's Inquiry.
- In the light of continuing incidents involving oil tankers in European waters.
- In view of the continuing development of oil resources offshore in more hostile frontier areas which could increase the risks of pollution to the marine environment and the nearest coastal zones.
- In view of the Brent Spar incident and the proposals to dump redundant installations in deep water in the Atlantic.
- With reference to the Communication from the Commission on a Common Transport Policy Action Programme 1995 - 2000 (Com (95) 302 final).
- With reference to the Atlantis 1 Programme project 3.8 for the strengthening of maritime safety.
- Taking account of the fragility of the marine environment of the "Europe of the Seas".

The General Assembly

1. Urges the INTERCOM Group to continue its lobbying efforts on behalf of the CPMR and to direct attention to Member State governments and the IMO as well as the EU institutions.
2. Welcomes the priority and urgency given to safety at sea issues by the new EU Transport Commissioner.
3. Welcomes the UK Government's endorsement of the main findings of the Lord Donaldson inquiry into marine safety and calls for a more pro-active timetable with resources for the implementation of the recommendations.
4. Calls on all other Member State governments and the EU to support these findings and argue for their early implementation through all possible channels, especially through the IMO.
5. Supports the principle of compulsory liability insurance for vessels trading in EU waters and calls for urgent action before further damage is done to the local marine environments.
6. Calls on the oil industry wherever it is developing offshore to undertake risk assessment, oil spill contingency plans and environmental assessments in close cooperation with local and regional governments.
7. Calls on Member States and the EU to require the oil industry to undertake risk assessment, oil spill contingency plans and environmental assessments before any developments can go ahead, and that these be done in close liaison with local and regional governments.
8. Urges Member States and the European Commission to support the decommissioning of offshore installations onshore which will bring economic benefits to peripheral coastal areas and enable reuse of resources, and not to allow their dumping on the seabed which could give rise to uncontrollable pollution risks that will harm marine resources and affect coastal areas.
9. Urges Member States to pass regulation/legislation making it mandatory for oil/gas companies to have a plan for removal and cleanup after decommissioning, before permit for drilling is issued, and also to make it mandatory to set up a bond for financing this cleanup.
10. Supports the early implementation of the proposals on maritime safety included in the Commission's Communication on a Common Transport Policy Action Programme 1995-2000 and asks the INTERCOM Group to lobby the Council, European Parliament, Economic and Social Committee and Committee of Regions in order to strengthen the proposals in this report.
11. Expresses its support for the Commission's actions under the Maris project and the study into defining risks and developing the resources for intervention to prevent maritime accidents, and asks the European Parliament to continue its efforts and further evaluate how to establish a European environmental coastguard.
12. Expresses its support for Project 3.8 of the Inter-regional Cooperation Programme (Atlantis 1) for the strengthening of maritime safety through the development of specifications for an Atlantic Arc VTS, and asks that Inter-regional Projects of this kind be realised in other European Maritime Areas (Baltic, North Sea, Mediterranean).

13. Supports the development of Maritime Safety measures throughout European waters and especially within the Mediterranean using all available European programmes.

14. Calls on the Member States of the EU:

- to move towards a complete ban on the movement, by sea, of nuclear waste for reprocessing;
- to require that nuclear waste be stored or reprocessed at the point of production and not transported by sea to other reprocessing facilities;
- not to fund the improvement of any port facilities which would, directly or indirectly, service the reprocessing of nuclear waste in peripheral maritime communities.

Unanimously adopted

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Resolution on Environmentally Hazardous Activities in the North Sea

(presented by the Environment Group of the North Sea Commission, on the initiative of Bohuslandstinget)

Preamble

Having regard to the North Sea Commission Resolution on Safety at Sea (1994).

Having regard to the Intercom Resolution on Maritime Safety (1995).

Having regard to the knowledge gathered in the North Sea Quality Status Report presented at the North Sea Commission's Conference in Aberdeen, June 1994.

In view of the continuing development of oil and gas resources in both marginal areas and areas with high levels of shipping and diversity of use.

In the light of the OSPARCOM's recommendations on hearing procedures for environmentally hazardous activities before final decisions on issuing permits for oil drilling and other such activities.

Recognising the fact that the North Sea is a single ecosystem, so that any activity in any part of the basin will almost certainly affect several other countries.

THE NORTH SEA COMMISSION

1. Calls on its member Regions to lobby national governments to ensure that the data compiled in the North Sea Quality Status Report, and other sources, are taken into account when environmental hazardous activities area assessed.

2. Urges the national Governments to adopt the OSPARCOM's recommendations for hearing procedures in advance of issuing permits for environmentally hazardous activities.

3. Calls for the use of full Environmental Impact Assessment on any industrial or commercial activities in the North Sea.

Annexe to resolution n° 10 on ENVIRONMENTALLY HAZARDOUS ACTIVITIES IN THE NORTH SEA

The Regions of Dumfries and Galloway of Scotland and Mid-East of Ireland welcome Resolution 10 presented by the Environment Group of the North Sea Commission. We also recognise that there is a range of environmental and safety related problems facing Atlantic Arc Regions and, in particular, interface with the Irish Sea. Of special concern is the dumping of arms and munitions near coastal areas, shipping lines and prospective oil and gas drilling sites.

In endorsing the Resolution presented by the North Sea Commission we would wish this Conference to recognise that the spirit of the resolution is of concern in coastal areas within the Atlantic Arc.

We ask CPMR to press all relevant governments to accept their responsibilities for safety in coastal areas and to provide resources to face the consequences of inappropriate and unsafe dumping of arms and munitions and other hazardous substances. This is an important issue affecting environmental and commercial aspects of the use of our coastal areas. It would, we feel, be appropriate to ask the European Union and the European Parliament to consider an Action Plan which addresses such occurrences in our peripheral coastal areas.

Unanimously adopted (1 abstention)

- 11 -

Resolution on the Common Fisheries Policy

(Presented by Tayside and Grampian)

Fishing is of significant economic importance to a number of CPMR member areas. As pressure on fish stocks grows, it is important that the areas most affected have the opportunity of influencing policy which directly affects them. Accordingly, the North Sea Commission of CPMR calls on the Commission to set up a consultation mechanism involving the relevant members of the CPMR in order that the Common Fisheries Policy is kept under review with the twin aims of sustainable management of the fishery resource, and a stable future for the vulnerable fishing communities.

Unanimously adopted (1 abstention)

- 12 -
Resolution on PESCA
(Presented by Shetland Islands Council)

Having regard to the European Commission's approval of the PESCA Initiative on 15 June 1994 for the period 1994-99 for fisheries dependent areas in order to help those areas overcome structural crisis, to help to cope with the economic and social consequences of reduced fisheries effort, and to contribute to the diversification of these areas.

Given the emphasis on transfer of know-how to areas dependent on fisheries and the call for tender (C/95 233/06) recently issued to establish a community support structure for cooperation and exchange between areas dependent on fisheries.

Given the strong interest among CPMR members in fisheries issues and previous joint lobbying and resolutions.

The Assembly:

1. Welcomes the recognition by the European Commission of the problems facing fish dependent areas.
2. Endorses the European Commission's proposal to set up a body to coordinate inter-regional cooperation among fish dependent areas.
3. Urges the European Commission to make additional resources available to implement this proposal over and above what has been allocated to PESCA initiatives already.
4. Establishes a fisheries committee of the most concerned Regions to liaise with DG XIV of the Commission on the implementation of this proposal.
5. Asks the Commission to ensure the fisheries committee of the CPMR is consulted on the proposals for inter-regional cooperation.

Unanimously adopted (1 abstention)

- 13 -
**Resolution on European Union 1996 Inter-Governmental Conference
including a Family Dimension in the Treaties**
(presented by Fife)

Preamble

Families in peripheral and maritime Regions have been considerably affected by re-structuring within the European Union. Demographic, economic and social changes are affecting the employment and caring roles of families in these areas, and highlighting the need for attention to their needs. As there is no mention of families in the Founding Documents of the European Union, the Union has no specific powers with regard to this, although a number of initiatives across different departments relate to family policy issues and a number of European texts make reference to the family dimension. Current European Union programmes relevant in this area include the European Council Recommendation on Childcare, initiatives on Leave Provision including Maternity and Parental Leave, the Directive for Self-Employed and Women in Agriculture and programmes relating to people with disabilities and education programmes. Current programmes relate to families in terms of labour market and equal opportunities issues and do not enable European Commission initiatives to contribute to national family policies when preparing proposals in these areas. Amending the Treaty in the way proposed would enable the development of policies and programmes at a European level in support of national family policies, taking direct account of families without reference to their attachment to the labour market. This would be of considerable assistance in supporting rural development within peripheral and maritime Regions, enabling for example the Structural Funding programme to assist the development of services on a basis which recognises the wider social needs of these communities.

Fife Regional Council urges the Conference of Peripheral and Maritime Regions to support the inclusion of a new Clause to the current Article 3, stipulating that activities should include:

"A contribution to national family policies when implementing common policies or action".

This Clause has been proposed by the Confederation of Family Organisations in the European Union (COFACE) and is supported by a wide range of organisations concerned with children, young people, disability, elderly people and family policy.

Adopted by a majority (10 for, 8 against, 16 abstentions)

- 14 -

Resolution on the taking of measures for dealing with the phenomenon of illegal immigration

(Presented by Notio Aigaio)

Due to the fact that over the last few years, because of the geopolitical and social upheavals taking place throughout Europe, the phenomenon of illegal immigration and illegal entry of mainly economic refugees into the border Regions of the European Union, has worsened.

Since the Dodecanese, not only as the southeastern border of Greece and the European Union, but as an island chain, with all the problems that entails, is experiencing intensely the problem of illegal immigration.

Since the infrastructure and social conditions of mainly the smaller, but in general of all the islands of the Dodecanese, make difficult, if not impossible, the work of social relief and care (even on a temporary basis) with relation to these refugees who are without even the most basic funds and means of survival.

Since unemployment is high throughout the European Union and in particular in Greece, a fact which has already made the burdening phenomenon of illegal immigration an acute problem for the whole of Europe.

Since we believe that although the problem is faced by some Regions, it is in fact a problem facing Europe in its entirety.

We call upon the Greek Government along with all the responsible bodies of the European Union to deal with this question and take the necessary measures for the effective protection of the Greek islands, which constitute the border of the European Union and for the effective solution to the problem of illegal immigration within the humanitarian framework which governs the principles of the European Union.

We ask for financial aid and development planning for these islands, as the main means towards the peaceful safeguarding of the border Regions.

Adopted by a majority (7 for, 2 against, 26 abstentions)

- 15 -

Resolution on Island Coastal Zones

(Presented by the Isle of Wight)

1. CPMR conference is invited to note the progress made by the Isle of Wight, in accordance with the resolution adopted at the last Islands Commission conference in Guadeloupe, with respect to the preparation of a draft "Coastal Strategy for the Islands".

2. Any comments or representations with respect to the consultation document "A Coastal Strategy for the Islands" should be forwarded to the Isle of Wight Council by 31st December 1995.

3. The Islands Commission be requested to give consideration to formal adoption of the "Coastal Strategy for the Islands" at its next meeting in Gozo on 1996.

4. The next meeting of the Islands Commission is requested to give consideration to reimbursing the Isle of Wight Council with respect to the cost of developing the coastal strategy document.

5. The Commission is requested to involve officers from the member Regions in the development of a CPMR coastal strategy policy and to reimburse appropriate costs.

6. In view of the ongoing severe physical and economic problems faced by the Isle of Wight, CPMR Conference is requested to support the Isle of Wight case for Objective 2 status.

Approved by a majority (7 for, 6 against, 12 abstentions)

- III -

Activities of the four Commissions

The Assembly paid tribute to the dynamism of the Commissions and their common concern to define ambitious development strategies through major integrated programmes such as Atlantis, Medplus, North Sea 2000+ or Eurisles, which have the significant merit of strengthening cohesion between political and economic objectives. It hoped that this dynamism would continue to benefit from the support of the European Commission and the European Parliament in the months and the years ahead and that it would be taken into greater consideration by the Member States.

The General Assembly ratified the texts adopted by the 4 Commissions at their annual meetings:

- Atlantic Arc Commission - 9 March 1995 in Coimbra (Centro, Portugal)
- Intermediterranean Commission - 9/10 March 1995 in Marseille (Provence-Alpes-Côtes d'Azur, France)
- Islands Commission - 30/31 March 1995 in Pointe à Pitre (Guadeloupe, France)
- North Sea Commission - 9 June 1995 in Grimstad (Aust Agder, Norway)

- IV -

Agreements with IEO and ICRAM

The General Assembly unanimously adopted the proposed agreements between CPMR and IEO (Instituto Español de Oceanografía) and between CPMR and ICRAM (Istituto Centrale per la Ricerca e Tecnologia Applicata al Mare).

The texts of these agreements will incorporate the following points:

1 - CPMR will give political support to initiatives which aim to develop a better coordination between the marine research centres of the various Member States of the European Union, in the spirit of the project which was presented at Saint-Malo.

2 - IEO/ICRAM will give technical support to CPMR, in the form of advice and opinions on questions of a scientific and technical nature, and in particular concerning the identification of partners and the conditions necessary for the realisation of projects which may be of interest to CPMR and its members.

3 - IEO/ICRAM may respond, under contract, to requests from CPMR and from its members to participate in projects and research and development activities in their respective fields of specialisation.

Any such response from IEO/ICRAM will be presented in concertation with the research bodies of the Regions of the countries concerned.

4 - A permanent liaison unit will be set up to facilitate the coordination of these efforts and the achievement of joint projects.

Unanimously adopted

- V -

Administrative Decisions

1 - Appointment of the Secretary General.

On the proposal of the Political Bureau which met in Rennes on 24 March, the General Assembly, meeting in Extraordinary session on Wednesday 25 October, unanimously appointed (1 abstention) Mr Xavier Gizard as new Secretary General of CPMR.

2 - New members.

Following a favourable decision by the Political Bureau, the General Assembly noted the admission of the following Regions as new members:

- Viborg (Denmark) and Gotland (Sweden) (Decision of the Political Bureau of 24 March 1995).

- Itä-Uusimaa, Kymenlaakso, Ostrobothnia, South-West Finland and Northern Ostrobothnia (Finland), as well as Storstrøm (Denmark) (Decision of the Political Bureau of 25 October 1995).

3 - Additional nominations to the Political Bureau.

The Assembly noted that the next election of the Political Bureau would take place - as provided for in the Organisational Charter - in Autumn 1996, on the occasion of the XXIVth General Assembly.

On the proposal of the Regions of each country, representatives of the new member countries (Finland, Denmark, Sweden), together with a number of substitutes, were nominated.

The Assembly also paid tribute to the outgoing President of the Islands Commission, Mr Mota Amaral (Azores), and noted the election of Mr Hermoso Rojas (Canaries) to the presidency of this Commission.

The new list of members of the Political Bureau is therefore as follows:

President	Alberto Jardim (Madeira, Portugal)
Vice-Presidents:	Manuel Fraga Iribarne (Galicia, Spain) Dieter Mumm (Schleswig-Holstein, Germany)
Full members:	Jacques Blanc (Languedoc-Roussillon, France) Giuseppe Firrarello (Sicile, Italy) Harry Hjaltelin (Viborg, Denmark) Jan Lundgren (Gotland, Sweden) Paddy McGowan (Donegal, Ireland) Thanassis Siatras (Dytiki Makedonia, Greece) Hannu Tapiola (Kymenlaakso, Finland) Eunydd Thomas (Wales, United Kingdom)
Presidents of the Commissions:	Bent Hansen (North Sea Commission) Manuel Hermoso Rojas (Islands Commission) Nikolaos Pantazis (Intermediterranean Commission) Jean-Pierre Raffarin (Atlantic Arc Commission)
Administrative Section:	Joseph François Kergueris, Président
Alternate members:	Finland: Stig Östdahl (Ostrobothnia) France: Jean Yves Dalleau (Reunion Island) Greece: Vasiliki Mosialou (Dytiki Ellada) Italy: Angiolo Marroni (Lazio) Spain: Llibert Cuatrecasas (Catalunya) United Kingdom: James Anderson (Central Scotland)

Nominations of substitutes for **Germany, Denmark, Ireland, Portugal and Sweden** may be communicated to the General Secretariat over the next few weeks, on the proposal of the Regions of each country.

4 - Relations with the Committee of the Regions.

Further to the mandate given by the General Assembly in October 1994 to the Region of Galicia, the Assembly noted the report presented by Mr Rodriguez Yuste on relations with the Committee of the Regions .

Given the structure of the Committee of the Regions and the nature of the questions with which it deals, the Assembly mandated the Political Bureau to coordinate relations between CPMR and the Committee of the Regions, on the basis of their respective working programmes.

5 - Local Government Reorganisation in the United Kingdom.

The Assembly noted the report presented by the Vice-President James Anderson on the reorganisation of local government in the United Kingdom which will become effective in April 1996. A document will be prepared by the General Secretariat in order to inform the new British authorities about CPMR's activities. The Political Bureau at its meeting next spring will examine the best strategy to adopt for the future.

6 - Nomination of an advisor.

After having unanimously paid tribute to Mr James Anderson (Central Scotland) for the commitment he has shown to CPMR for many years, and in particular for his contribution as member of the Political Bureau, the Assembly acclaimed his nomination as CPMR advisor.

7 - Future meetings.

The Conference thanked the Region of the Canaries (E) for its invitation to hold the XXIVth General Assembly in the Autumn of 1996.

It also thanked the Mayor of Kotka, Mr Tapiola, Chairman of the Board of the Regional Council of Kymenlaakso (SF) for his invitation to host the meeting of the Political Bureau in the Spring of 1996.