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**TECHNICAL NOTE FROM THE CPMR GENERAL SECRETARIAT****EXAMPLES OF REGIONAL INITIATIVES IN THE MARITIME SECTOR**

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**INTRODUCTION**

In 2005 and 2006, the “Europe of the Sea” project gathered together almost 50 Regions coordinated by the CPMR. At the close of this project, a small group of Regions, particularly advanced and dynamic with regards to regional maritime policy, continued to discuss their regional initiatives and progress in this sector.

These “pioneering” maritime Regions also produced a series of fact sheets putting forward their integrated and sector-based regional maritime initiatives. It was considered useful to attach these sheets to the CPMR’s final response to the Green Paper on a future EU Maritime Policy. This is the subject of this document.

The following list is not exhaustive, however it demonstrates the variety of the regional initiatives – which reflect the variety of regional realities – and their progress reports.

On the whole, this document reflects the mobilisation in maritime Regions surrounding the European Commission’s initiative.

If they were already aware of the potential and the issues represented by the proximity to the sea, the dynamics of the Green Paper urged them to organise their discussions and progress into action.

The initiatives were presented as follows:

- “Integrated” regional initiatives:
  - Organisation and coordination of regional governments’ maritime actions
  - Maritime players’ consultation process and implementation of maritime policies
- Regional sector-based initiatives concerning the sea:
  - Maritime clusters/research/training/education
  - Fisheries
  - Maritime transport /ports/logistics
  - Water management
  - Coastal tourism
  - Coastal development

**“INTEGRATED” REGIONAL INITIATIVES**

**ORGANISATION AND COORDINATION OF REGIONAL GOVERNMENTS’ MARITIME ACTIONS**

**REGION: BRITTANY (FR)  
THE REGIONAL COUNCIL OF BRITTANY’S “MISSION MER”**

From the Bay of Mont St Michel to the Vilaine estuary, Brittany has 2,730km of coast, 1/3 of the French coastline. Rarely further than 60km away, the sea holds a special place in the heart and lives of the Bretons.

This geographical situation and maritime culture leads to a large number of regional public policies including a maritime strand: spatial planning, protection of natural or historical heritage, the economy, even research, are all examples of policies which, by choice or by necessity, must incorporate maritime issues.

The coordination of all these actions is necessary in order to avoid inconsistencies and, quite apart from that, to promote synergies between policies. Also, in October 2005, the Regional Council of Brittany set up a transversal department directly connected to the Region’s General Directorate. With an original and simple structure in the institutional landscape, “*mission mer*” is in charge of a role which leads and coordinates regional activities in the maritime sector. It establishes a link between the departments and the Regional Council and its partners, whether they be regional, national or European. A true maritime interface, it promotes consistency between various levels of governance (European, national, regional and local) to ensure the integration of the maritime policy at a local level across the Brittany Region.

Concerned with the various regional policies concerning economic development (fishing, tourism), the environment (water, landscapes), training (initial and continued), research (particularly prominent in the marine sector in Brittany), maritime transports, ports, ... “*mission mer*” is directly responsible for preparing the “Breton Coastal Areas Charter” (cf. sheet 2/3), organising the response to the European Commission’s Green Paper on the future maritime policy and participating in the definition of the “sea” strand of subsequent European projects of inter-regional cooperation.

**REGION: PROVENCE-ALPES-COTE D’AZUR (FR)**

**TOOLS FOR AN INTEGRATED AND CONCERTED MARITIME POLICY IN PROVENCE -ALPES-CÔTE D’AZUR**

Conscious of the need for a global approach in the management of maritime activities, the coastal zone and the marine environment, the Provence Alpes Côte d’Azur Region wished to promote the implementation of an integrated maritime policy, based on a transversal and joint organisation.

**This strategy is implemented through the following tools:**

A maritime delegation, responsible for coordinating the sector-based policies relating to activities in maritime areas, the maritime delegation coordinates the Region’s maritime policy as a whole;

A coastal delegation, more specifically dedicated to spatial planning in the coastal zone;

A maritime department, responsible for the implementation of the maritime policy and drawing up the technical proposals for the development of the integrated maritime policy. The maritime department deals with the key topics relating to the maritime sector; fishing, fish farming, integrated coastal zone management for improved protection of the environment, protection of marine species and ecosystems, concerns of the marinas, awareness of the marine environment, coordination of problems of geo-referenced data on the coastal area.

The maritime department also ensures an internal transversal project on the issues of research, transport, economy, training, employment, spatial planning....relating to the sea. It ensures the coordination of relations between the Region and the CPMR on maritime issues.

A maritime Advisory Council, the Region has set up an advisory council representing the various categories of marine environment contributors, to be more in touch with the problems of users and socio-professionals of the sea. Thus, over one hundred representatives of marine-related socio-professionals and associations were consulted on the first subject for discussion: the Green Paper for an EU maritime policy.

Regional maritime meetings, these enable a consultation and offer an opportunity for dialogue to key maritime players. This day of discussion between all maritime players is organised every two years. These meetings bring together

between 500 and 600 people on the most important current topics. The next meeting will be held in November 2007.

Cooperation:

Conscious of the need to develop a synergy around maritime questions on a Mediterranean basin level, the Region wishes to establish partnerships necessary for the development of Mediterranean maritime policies. This is why it chairs the CPMR Inter-Mediterranean “*maritime policy*” working group.

Several relations with other Regions have also been established, whether they concern regional projects or topics as with Liguria or Corsica, bilateral cooperation agreements such as those with Campania, Andalusia or its investment in the CPMR Inter-Mediterranean Commission.

The Region also takes part in french-italian-monacan agreements having an impact on its environment and its maritime activities: RAMOGE and PELAGOS agreements.

## MARITIME PLAYERS’ CONSULTATION PROCESS AND IMPLEMENTATION OF MARITIME POLICIES

### **REGION: ASTURIAS (ES)**

#### **MAREA - THE SEA, A STRATEGY FOR THE ASTURIAS**

The objective is to define a regional strategy for an integrated maritime policy in the Asturias. The integration would be carried out through both the coordination of current policies and all the key public and private players involved.

The objective of the regional strategy is sustainable economic and social development of activities within the Asturias which are linked to the coast and the sea.

In addition, the optimisation of financial resources which are available at regional, national or EU level is also an objective of the project.

Work has been underway for the creation of an integrated maritime policy since 2006. The aim is to put in place an adequate method for the implementation of a real maritime policy integrated at regional level, which can contribute to improving the quality of life for those who live in the coastal zones and for the Asturian population in general, through optimum and rational use of marine resources.

To this end, the Asturias and their “MAREA” strategy suggest the shaping of an agreement at several levels between the public administrations concerned, firstly the regional, state and EU administrations. In addition, in the framework of this agreement, the participation of local administrations and different stakeholders (enterprises, syndicates, ecological groups, researchers...) is also envisaged at certain levels.

Throughout the action plan’s development process, it was intended that the interested public and private players would take part, if they wished, in the implementation of suggestions for action and in carrying out these actions.

So that the experiences of the Asturias can apply to other regions, participation has been opened to other regions and European institutions.

The final result of this coordination process between competent public administrations and other players will lead to an action plan which will be presented to the European Commission in the framework of the public consultation phase for the Green Paper.

**REGION: BRITTANY(FR)****THE BRETON COASTAL AREAS CHARTER: INTEGRATED COASTAL ZONE MANAGEMENT APPROACH ON A LOCAL LEVEL**

The pressures which weigh on the coastal zone are now more noticeable. The development of tourism, urbanisation of the coast, or the increase in land prices represent serious threats to the survival of traditional activities – which are, however, essential to the balance of regions – social diversity on the coastal fringe as well as the preservation of water quality and landscapes. Still recognised as a model for the conservation of its coastline, Brittany has nevertheless become aware of this risk of rapid degradation, which puts its potential in danger. A sustainable development strategy is essential.

With regards to coastal management, the region does not have specific legal powers: the State and cities are on the “frontline”. The work of the Region rests solely on voluntarism. From now until autumn, the “Breton Coastal Areas Charter”, which has been in preparation since 2005, will lay the first foundations of a comprehensive coastline policy, extended to the whole of Brittany and up to 12 miles out to sea. It aims to mobilise and federate all players on questions linked to the future of the Breton coastline, and especially to define the major challenges and innovative solutions to be implemented for a harmonious development of the coastline.

Six major challenges have been identified: maintaining traditional maritime activities, controlling the rise in tourism and water sports and sailing, conserving and enhancing natural and cultural heritage, controlling land pressure, the development of new maritime economies (wind farms, marine biotechnology...), water quality. With the idea of coordinating these actions and following their deployment, a “regional conference of the sea and the coastline” should be introduced. A centre for information and debate which should complement the creation of an “observatory of the coastal zone”, responsible for collecting local data on the ground.

Elected representatives, users, local authorities, fisheries or tourism professionals, associations...at the end of 2006, close to 500 people have attended the four participative forums organised in Breton departments to provide their contribution to the development of the Charter. Concluded with an online questionnaire and the execution of an opinion poll of the Breton population, all the information collected now forms the framework of the “Breton Coastal Areas Charter”. The first version of this text will soon be put forward for the opinion of everyone. The final document will integrate their remarks and comments. It will be put to the vote at the regional assembly next autumn.

**REGION: SOUTH WEST OF ENGLAND (UK)  
DEVON MARITIME FORUM**

The Devon Maritime Forum is a new initiative, formed because of the key importance of coasts and seas to the Region. The Forum brings together a wide range of stakeholder groups from all sectors and aims to support and enhance current activity and agree common actions. The sectors who have shown an interest in the Forum include Central and Regional Government, the South West of England Regional Development Agency, Government Agencies, Local Government, NGOs including the Devon Wildlife Trust, National Trust and RSPB, academic institutions including the University of Plymouth and Plymouth Marine Institute, the commercial sector including South West Water and the fishing sector.

The Forum is hosted by Devon County Council and has Natural England, the Environment Agency, Devon Wildlife Trust, National Trust and South West Water as its core partners. The Forum is chaired by Professor Laurence Mee, who is also the Director of the Plymouth Marine Institute and Professor of Marine and Coastal Policy and has international links in the sphere of marine and coastal management.

Two very successful meetings of the Forum have already taken place supported by the Met Office and the University of Plymouth. The Forum has focussed on prioritising issues and on the UK's Marine Bill. This theme, particularly looking at spatial planning, is to be followed up at the next meeting, which is to be held in Torquay.

The Forum's strength comes from building a sense of common purpose, to ensure wise, productive and non-damaging use of our marine space and to see a reversal in the decline of marine ecosystems. It is not seeking to replace or compete with existing initiatives or areas of responsibility. It will provide a communication and dissemination network at a strategic level and work closely with other more local and other regional networks.

To launch a new and increased level of activity the Forum is soon to appoint a full time coordinator. The Forum's web site, still in its infancy can be viewed at [www.devonmaritimeforum.org.uk](http://www.devonmaritimeforum.org.uk).

**REGION: SOUTH WEST OF ENGLAND (UK)  
DORSET COAST FORUM**

The Dorset Coast Forum was established in 1995 and is renowned both nationally and internationally for its proactive and innovative work in Integrated Coastal Zone Management (ICZM). The Forum members comprises of 130 marine and coastal organisations (which means over 450 members within these organisations) from the public and private sectors, academia and voluntary organisations. The Dorset Coast Forum has been at the forefront of ICZM, and is recognised for best practice. It was responsible for the development of the Dorset Coast Strategy that outlines a comprehensive integrated strategy to preserve Dorset's coastal resources whilst developing a vibrant coastal economy - priorities and actions are contained within it. The DCF was the source and catalyst of the idea to propose the Dorset and East Devon coasts as a World Heritage Site and instrumental in the development of the successful bid to UNESCO - World Heritage Site status was awarded in 2001. The Forum provides a platform where two-way dialogue can take place on emerging national and European coastal and marine policy as well as local marine and coastal issues.

**REGION: PROVENCE-ALPES-COTE D'AZUR (FR)**

**ORGANISATION TO SHARE AND SUPPLY GEO-REFERENCED DATA  
AS A MANAGEMENT TOOL**

LEADERSHIP OF THE CRIGE "POLE METIER MER ET LITTORAL"

The region considers that a comprehensive and integrated maritime policy cannot be built without the production or collection of reliable geo-referenced data helping to supply the coastal decision-makers with management documents taking into account, in the best way possible, all the parameters of sustainable development.

THE PACA "CRIGE" (Comité National à l'Information Géographique):

For several years, the Provence-Alpes Côte d'Azur Region and the State have set up an organisation to share geo-referenced data under the State-Region contract: *Commission Régionale à l'Information Géographique (CRIGE)*.

This structure purchases or funds the drawing up of geo-referenced data and makes it freely available to public organisations of the Region and, for some data, to the general public.

The CRIGE is also a regional think tank for the technical development of geo-referenced data processing systems and the CNIGE (*Comité National à l'Information Géographique*) regional contact.

Thematic commissions have been set up to help evaluate the data needs of the users and to increase the regional use of this data.

The "maritime professions working group"

*The Region also wished to lead the "pôle métier Mer et Littoral", gathering together all the producers and users of data relating to the sea.*

In this group, which includes Government departments, researchers, regional and local authorities and research departments, there are two main objectives:

- the implementation of a decision-making tool incorporating a land-sea dimension and enabling local managers to use a consistent scale for their planning or study projects, such as the hydro-sedimentary cell for erosion for example.
- the leadership of a discussion on erosion and data relating to climate change and their consequences observed on the coast. This working group will be the basis for a databank experiment of the studies carried out by the cities for the stabilisation of their coastline.

Aerial Photos from the beginning of the century: The Region, in partnership with IFREMER, is developing a project for the conversion of French naval aviation forces photographs, taken from 1920 to 1940 along the entire Region's coastline, into geo-referenced data. This data, which may be superimposed with current photographs, will be assigned to the CRIGE and will be widely accessible.

Thus, town planners, historians, researchers in the field of erosion, marine phanerogams, archaeologists and government departments working in the maritime public domain may have access to this data and the evolution of the Region's coasts which the data demonstrates.

**REGION: DUTCH DELTA PROVINCES (ZUID-HOLLAND, NOORD-BRABANT AND ZEELAND)**  
**"A VIEW OF THE DELTA"**

In our joint vision 'A View of the Delta' we expressed the ambition of working on a sustainable Delta, both from an economic and an ecological viewpoint, as well as in the areas of welfare and security. Repairing the estuarine dynamics lies at the heart of this ambition. The water and nature problems require system solutions which could never be carried out individually by the relevant authorities. We have ascertained that our area's problems cannot be tackled on a sectoral basis. An approach is needed whereby clever combinations are made consistently, between water and nature on the one hand and spatial quality and economic development on the other. The highlighted problems require a new way of working. Less from each authority by itself, more guided from the region. The gap between citizen and authority is reduced if local initiatives are involved in the plans and measures. This new approach can pre-eminently be shaped by the provinces. We are offering to take the initiative in this via the **Delta Programme**.

As Delta provinces – Zeeland, Zuid-Holland and Noord-Brabant – we would like to get going on resolving the problems, to be a step ahead of new problems and to make the area better, more beautiful and more liveable. We are pleased that the State has adopted our vision of the Delta in its Spatial Memorandum. The State has thus requested that extra attention be devoted to the spatial (and economic) dimension.

The Delta Programme contains a cohesive programme of concrete projects and activities which will fulfil the policy ambitions of the provinces and State. The primary focus of the Delta Programme will be water and nature. Virtually without exception the reported problems of the Delta area have a strong link with water and nature. In our vision, the approach to the water and nature problems must occur in an integral development programme, because a sector-based approach will encounter too much administrative and social resistance. Via the Delta Programme we link the measures of the Water Framework Directive and the Birds and Habitat Directive with spatial quality and economic development. The activities of the Delta Programme will interface with other programmes. In these instances we will certainly harmonise and collaborate.

With the Delta Programme we are also embarking on a new way of working: with the provinces in an enterprising role; with plenty of scope for private initiatives; with a joint ambition of renewing the South-Western Delta.

We would like to elaborate the programme into concrete proposals and projects in, so that we can make a start from 2007.

**SCHLESWIG-HOLSTEIN (DE)**  
**"SEA OUR FUTURE"**

The state initiative "sea our future" was started in 2004, Maritime Coordinator of which is Prof. Peter Herzig. The Schleswig-Holstein maritime award, the Elisabeth-Mann-Borgese Prize, was awarded in Kiel 2006 for the first time.

**REGIONAL SECTOR-BASED INITIATIVES CONCERNING THE SEA**

**MARITIME CLUSTERS/RESEARCH/TRAINING/EDUCATION**

**REGION: VÄSTRA GÖTALAND (SE)**  
**MODERNISING MARINE RESEARCH: THE LIGHTHOUSE PROJECT**

*This example shows how marine research and education in academic institutions can be revived and given a new direction through the co-operation with industry.*

Research and training in maritime technology is well established in the universities of the Göteborg-region. Historically research has been focusing on scientific specialities rather than cooperation across academic and administrative borders. However, through cooperation with industry in the Lighthouse-project the RTD-institutes have been able to start interdisciplinary work which reflects the challenges of the 21<sup>st</sup> century in maritime transport.

Starting in 2006, the funding of Lighthouse and the innovative approach of both academics and industry are facilitating the realisation of plans for joint education and research aimed at more efficient, safer and environmentally friendly shipping. New research-areas are teaming up and work together, combining shipping and construction work with economics, logistics, safety and operations issues. Environmental problems and opportunities in maritime transport also form a key research area.

Through major investment from the shipping industry in a research and organisational platform, institutes are now able to join one another in interdisciplinary research. The research topics are defined from the point of view of the needs of market and industry, transgressing several disciplinary fields. The research questions are complex multifaceted issues which can only be resolved through cooperation. Through new financial opportunities the researchers are able to respond to the challenge.

Maritime education also plays an important role in Lighthouse. Courses are managed and performed within Chalmers and the Kalmar Maritime Academy. Furthermore as a result of Lighthouse the School of Business, Economics and Law at Göteborg University develop courses available also for the education of economists and MBA-students.

Attracting young people to maritime training programs is a key issue for the development of the maritime sector as such. Therefore training programs in marine technology and shipping need to offer combinations of courses and exams which can also be used for on-shore professional careers. Lighthouse is able to address this need through its multidisciplinary approach.

The Lighthouse project is an example of a Triple helix approach, involving research, business and government. The cooperation consists of Chalmers University of Technology, School of Business, Economics and Law at Göteborg University and the Swedish Ship Owners Association, representing industry. Government is involved through the support from Region Västra Götaland, the research council VINNOVA and the Swedish Maritime Administration. More information about Lighthouse is available at [www.chalmers.se/smt/lighthouse-en](http://www.chalmers.se/smt/lighthouse-en)

#### **REGION: BRITTANY (FR)**

##### **BRITTANY'S MARITIME CLUSTER INITIATIVE (*POLE DE COMPETITIVITE MER*)**

In Brittany, the maritime sector represents almost 100,000 jobs directly linked to the sea (20% of direct maritime employment in France). Brittany is also a leading-edge region for research in the maritime sector since, with its 2900 researchers; it represents 50% of French research in the maritime sector. These researchers work within private laboratories (DCN, Thalès...) and in large public bodies which are present in Brittany (Universities, IFREMER, CNRS, IRD, ENST etc).

This diagnosis of Breton strengths has driven the key players of the industry and maritime research, together with the regional and local authorities, to structure themselves in the form of a cluster. Since December 2005, the "*pôle de compétitivité Mer*" initiative links the world of research and the world of business, on innovation in the maritime sector. It includes 209 members from several institutions: large enterprises, SMEs, universities and research centres, professional organisations and economic development bodies in the innovation sector.

Labelled a global competitive cluster by the French government, the "sea cluster" enables the players to multiply their innovation potential in order to achieve a critical mass which will guarantee them international visibility.

Industries, research and higher education carry out R&D projects together on 5 main points:

- Maritime safety and security;
- Naval engineering, maintenance and services;
- Exploitation of marine energy resources;
- Exploitation and enrichment of marine biological resources;
- Environment and coastal engineering.

The cluster promotes the creation of innovative projects. In particular, it helps projects led by enterprises or research centres to find the necessary partners as well as to access specific funding. Since its creation, the cluster has given its seal of approval to over 20 projects in the five key areas.

Further information and introduction to the projects: [www.pole-mer-bretagne.com](http://www.pole-mer-bretagne.com)

**SCHLESWIG-HOLSTEIN (DE)  
MARITIME CLUSTER**

In 2005 the **maritime cluster** Schleswig-Holstein was established. It integrates the activities of the maritime industry on local, regional and national level on one hand and economy, science and policy on the other hand. The main issues of the cluster are: shipping, navigation and ports, shipbuilding, ocean and natural material research, hydrography and maritime services.

**SCHLESWIG-HOLSTEIN (DE)  
MARITIME TRAINING AND EDUCATION**

A number of institutes in Schleswig-Holstein are responsible for the education and training in the maritime sector. They qualify employees in the fields of foreign trade, ship electronics, ship engineers, mechatronics, information technology, freight agencies, logistics and transportation as well as boat builders. Specified maritime education centres, new maritime profiles in the universities and training possibilities by the companies as well as the marine help to offer solutions to the new requirements in the marine economy.

**REGION: PROVENCE-ALPES-COTE D'AZUR (FR)  
THE "MARITIME NETWORK" ENVIRONMENTAL EDUCATION IN THE REGION OF  
PROVENCE - ALPES- COTE D'AZUR**

Due to its attractiveness, the coast has become a place of bitter conflicts between managing use and preservation of the environment.

Today, more than 50% of the population recognises the need to preserve the environment, compared to 3% 20 years ago. A true exchange of views and information is necessary so as to lead to a comprehensive and shared management of this environment and the implementation of a sustainable development policy.

Within this context, the Region reported a lack of dialogue and exchange of experiences between the numerous organisations, primarily associations, working in the environmental education sector within the Region.

With a view to maximising the actions and coordinating the messages delivered to the public, it seemed essential to gather together the powers and organisations in a partnership project.

The PACA Region therefore decided to coordinate the maritime network "Education of the Environment".

Since 2002, this network has rallied together associations, integrated coastal zone management organisations who educate the marine environment, representatives of institutions (Government departments, public institutions and regional and local authorities, national education) and the scientific community - over 120 organisations.

The necessity to share the power and the means, to achieve economies of scale in order to increase consistency, efficiency and quality, is asserted through the constitution of this network.

In practical terms, it is a matter of:

- Informing and heightening the public's awareness of the specific characteristics and fragility of these very busy areas;
- Contributing to increasing awareness and training of users and players of the marine environment through a wealth of environmental approaches;
- Participating in the environmental education of the public;
- Being a force of proposals to decision-makers.

The results of work carried out within this network and its think tanks also include thematic booklets, kits and teaching aids, awareness campaigns, and action programmes in schools.

**REGION: SOUTH WEST OF ENGLAND (UK)**  
**MARINE SOUTH WEST**

The South West can also offer demonstration of good practice for sustainable development in the marine sector. In order to encourage economic and social development of the marine sector, a group of South West public body which includes South West RDA, Government Office SW, SW Tourism, the National Training Organisation for Engineering Manufacture, and trade associations such as the British Marine Industries Federation and Engineering Employer's Federation, have set up a company - Marine South West. In line with the Lisbon Agenda, Marine South West aims to ensure that "by 2010 the marine industry in South West England will be regarded as the most competitive, innovative and coherent across Europe". This regional cluster, gathering enterprises, public bodies and education institutions, demonstrates how efforts to increase the business competitiveness of the marine sector in the region can be efficiently organised locally.

The key elements of the regional strategy are the provision of relevant training and education, the developments of sub-regional clusters and network of clusters and supply chain, and the assessment of best practice identifying how emerging technologies and business practices can help to create a climate for the region's marine companies to flourish.

Marine South West is leading a network of "centres of expertise" for the marine industry across the region comprising three Marine Skills Centres located in Poole, Plymouth and Falmouth. These Marine Skills Centres provide a demand-led offer supporting SMEs in raising their skills level and ensuring that the training offers meet the requirements of local business needs. This includes engaging young people towards maritime careers to help reversing the decline in a number of maritime professions.

Marine South West works in partnership with five Marine Networks based around clusters of marine businesses across the region: Maritime Plymouth, South Devon Marine, Wessex British Marine Federation, Chesil Marine Network and Cornwall Marine Network. Cornwall Marine Network, is a private marine sector initiative supported by the European Union through the Objective One Partnership for Cornwall and the Isles of Scilly.

**REGION: VÄSTRA GÖTALAND (SE)**  
**PARTNERSHIP IN FISHERIES: CO-MANAGEMENT ON THE SWEDISH WEST-COAST**

*This example of best practice in fisheries seeks participation and involvement from relevant user-groups in order to increase the responsibility and sustainable resource exploitation. The project has also resulted in strong positive impacts on the local on-shore economy.*

Two fisheries co-management projects have been pursued on the Swedish west coast since 2005; the fisheries of North Bohuslän and Halland. All levels of government are involved with an emphasis on local initiatives and processes. The focus is the development of local and regional fisheries which have been playing a key role in the evolution of the management. Local and regional fishermen have been setting goals for the business development of the fishery. They have also been encouraged to pro-actively set the limits to resource exploitation, based on scientific advice and fishermen-science dialogue.

Groups made of commercial fishermen, researchers; local and regional governments, water owners and other relevant stakeholders such as recreational fishers identify problems, discuss solutions, agree on action plans and make proposals for change. Examples of activities include participatory research, training, trial-fisheries for new species, product development, branding of local and regional fisheries and integration of fisheries with local and regional business development plans.

After two years the co-management groups have already started with the implementation of their plans and are beginning to see practical and positive results. The co-management in Halland and North Bohuslän has resulted in improved communication between the stakeholders and particularly between fisheries scientists and commercial fishermen. The projects have also generated new regulations and innovative ideas benefiting the local economy on-shore. Some of the groups were active already before the program started in 2005. The launching of the official pilot-project sanctioned initiatives already under way on the local level.

As a result of the co-management project the Swedish National Board of Fisheries has proposed a review of fisheries legislation in order to implement some of the significant and positive findings in the project. The Board proposes that the review should focus on legal obstacles that stand in the way of increased decentralisation and a delegation of decision-making to involved stakeholders. Special attention will be given to harmonisation with EU legislation.

The initiative is closely related to ongoing processes in the EU, primarily Regional Advisory Councils (RAC), the EU guidelines for Integrated Coastal Zone Management (ICZM) and the implementation of the Code of Conduct for Responsible Fisheries. DG Fisheries and Maritime Affairs have been kept up-to-date with the pilot project. Additional information about the co-management project can be found at:

[www.fiskeriverket.se/vanstermeny/yrkesfiske/samforvaltning](http://www.fiskeriverket.se/vanstermeny/yrkesfiske/samforvaltning)

### **REGION: BRITTANY (FR)**

#### **THE REGIONAL ACTION PLAN "FISHERIES AND FISH FARMING": A CONCERTED AND INTEGRATED APPROACH FOR THE FUTURE OF FISHERIES IN BRITTANY**

Fisheries and fish farming sectors have undergone profound changes due to the economic climate and the development of regulations. The Region of Brittany pays particular attention to this sector in so far as in Brittany, fisheries constitutes 1,524 ships (for 6,916 sailors) and 747 shellfish farming enterprises (2,390 jobs), to which processing industries, the fish trade and fish farming are added. The Breton fishing fleet represents half the weight of French fishing and its fish farming represents quarter of national production. The fisheries and fish farming sectors are of major importance for Breton coastal zones and the communities which live there.

Faced with the difficulties which the sector has, the Region of Brittany hoped to adopt a strategy for its future. The regional plan relating to the future of fisheries and fish farming in Brittany is the product of a participative approach which took place between December 2005 and July 2006. These real "fisheries conferences" brought together over 200 participants, in four focus groups and plenary sessions. All key players in the fisheries sector and fish farming were represented: fishermen, fish traders, processing industry, marketing... This vast consultation helped professionals to agree on a common diagnosis, to make new strategic guidelines available and to propose a plan of action.

The works, discussions and conclusions of this collective debate were fed into the Region to prepare its regional plan. The latter relies on the assessment of the strengths and weaknesses of the fisheries sector and fish farming in Brittany. In light of this diagnosis, there are 4 challenges facing the Region: the human challenge, the environmental challenge, the economic challenge and the challenge of governance. To deal with these challenges, the regional plan allows for five main lines of work: on integrated coastal zone management dependent on fisheries, to ensure a sustainable management of resources and production sectors, to guarantee the long-term future and the performance of the productive fabric and to support professional organisations. These actions lie within the scope of the 9 established strategic guidelines. Among these guidelines are the following: establish fisheries and fish farming industries as structuring elements of spatial planning; facilitate the handing down of enterprises to guarantee their long-term future and development; encourage collaboration between research and professionals; ensure sustainable management of resources and environments or promote taking into account the improvement of human and social factors.

The activities of the regional plan for fisheries and fish farming have been decided in line with other maritime policies led by the Region, for example integrated coastal zone management, initial and further training or inter-regional cooperation.

## **MARITIME TRANSPORT / PORTS / LOGISTICS**

### **REGION: VÄSTRA GÖTALAND (SE)**

#### **DEVELOPING SUSTAINABLE SHIPPING: THE CLEAN SHIPPING PROJECT**

*This example demonstrates the role of government in promoting sustainable development by making the best available technology and management more available and well-known, through cooperation between government agencies and the industry.*

Today it is generally acknowledged that emissions from shipping have a heavy impact on human health and environment. As shipping is a rapidly growing means of transportation, the problems are likewise growing – if nothing is done. It is also acknowledged that there is a huge gap between the best available techniques for ships and what is generally applied on commercial vessels today. However there are exceptions. A number of ships are already using well functioning techniques – which implemented on all vessels would dramatically reduce the environmental and health impact.

The main objective with this project is to catalyse a process towards well-known and well functioning techniques for clean shipping in the west of Sweden. In order to do so the project is addressing a number of large, well-known, environmentally devoted export and import companies in Sweden. The general response is very positive.

A “win-win” situation for all parts, the public/the environment, the quality ship-owners and the exporting/importing companies, is a possible scenario. It is important to find ways to promote quality shipping that is significantly reducing the health and environmental impact.

Criteria for an Operational Clean Ship 2007 is being worked out based on a number of reports and taxation systems, harmonised with maritime authorities, with NGOs and with the shipping industry. Harmonization is also sought with the Clean Ship work initiated at the meeting of the North Sea Ministers and the Commissioner for the Environment in Göteborg 2006, “MM06”. A goal is that the Clean Ship would be defined on a global scale, preferably through IMO.

The Clean Shipping Project is commissioned by the Region of Västra Götaland, the Västra Götaland County Administration, the Gothenburg Region Association of Local Authorities and Business Region Göteborg – all in the west of Sweden. The Project will run for three years starting in October 2006. More information is available at [www.cleanshippingproject.se](http://www.cleanshippingproject.se).

**REGION: VÄSTRA GÖTALAND (SE)**  
**SUSTAINABLE DEVELOPMENT OF PORTS: GROWTH AND THE ENVIRONMENT IN THE PORT OF GÖTEBORG**

*This example shows that it is possible to combine economic efficiency and growing economic activities with environmental sustainability, moving ahead of government requirements.*

At the same time as the Port of Göteborg is growing in economic terms, environmental issues are an important foundation for the company which is the largest port in Scandinavia. The Port strategy is to contribute to long term sustainable development by engaging in proactive environmental work, aiming to minimize the negative environmental impact.

The Port works locally, regionally and globally with environmental matters by participating in different networks, projects and organisations. Partners are customers and sub-contractors, government agencies and research institutes.

The Port of Göteborg is certified according to the environmental standard ISO 14001. There are numerous examples of sustainable development applied in the Port's practical operations:

- vapour recovery unit
- shore-side electricity
- heavy eco driving
- train shuttles
- green bunkering
- waste and sludge management
- differentiated harbour dues
- emission control on all working vehicles
- "vision zero" at the Oil Terminal
- safer fairways
- electricity from wind power
- intermodal transport solutions
- takeholder dialogue with NGO for Sustainable Development
- Meeting point Environment

In 2004, the Port received the European Union Commission's new environmental prize, the Clean Marine Award. The prize was received for the provision of shore-side electricity for regular ro-ro ships, dramatically reducing their in-port emissions of noise and airborne pollutants.

The Port of Göteborg is on the board of the EcoPorts Foundation (EPF), which brings together eight large European ports. Between them, the members in EcoPort share best-practise in environmental management and technical solutions. More information about environmental development in the Port of Göteborg can be found at [www.portgot.se](http://www.portgot.se)

**Region: PROVENCE-ALPES-COTE D'AZUR (FR)**  
**"CLEAN PORTS IN PROVENCE ALPES COTE D'AZUR" INITIATIVE**

The Region of Provence-Alpes-Côte d'Azur is the front-runner in France in terms of capacity to accommodate yachts and boats with almost 140 ports and 55,000 moorings, which is one third of the national capacity.

Given the economic, social and environmental impact of this activity, the Region was keen to unite its major partners on an integrated approach entitled "Clean ports in Provence Alpes Côte d'Azur". The Region has subsequently mobilised the Water Agency, the ADEME ("Agence pour le Développement et la Maîtrise de l'Energie"), the DIREN (*Direction Régionale de l'Environnement*), coastal departments and the CNFPT (*Centre National de la Fonction Publique Territoriale*) around a sustainable development approach with the aim of supporting the development of the sailing sector while preserving the environment. Falling under sustainable tourism and coordinated by the Region, this initiative aims to improve the environmental management of marinas and fishing harbours. For each port, this consists in carrying out an environmental diagnostic study leading to the drawing up of a pluri-annual action programme. In addition, the Region has set up a technical partnership with the CNFPT in order to develop a "clean ports" training programme for port personnel. For two years, the ports have been able to train their port agents in improved port management, taking into account the environmental impacts of port activities.

Since 2001, more than 60% of the marinas and harbours in the Provence-Alpes-Côte d'Azur Region, ie 86 ports, have supported the approach, and more than €11 million has been invested.

Today, this initiative, backed by the French Federation of Marinas (Fédération Française des Ports de Plaisance) who plan to take it to a national level, also takes account of the heritage and cultural aspects of sailing.

In addition, the creation of a marina management system of reference, which will help lead to a national - even international - standard is currently being developed with AFNOR. This system of reference will be associated with a verifiable certificate by a third body.

**REGION: ASTURIAS (ES)**  
**ZALIA, LOGISTICS BUSINESS PARK OF THE ASTURIAS**

If the strategic situation of the Asturias is considered as a starting point of goods from inland of the Iberian peninsula towards the rest of Europe, it appears a zone of logistical and industrial activities based between the ports of Aviles and Gijon, with rail links between these two ports and with the peninsula.

A social and institutional agreement in which the ports of Gijon and Aviles, the Cities of Gijon and Aviles and the Government of the Principality of the Asturias take part, gave rise to the project entitled "ZALIA" ("*Zone d'Activités Logistiques et Industrielles des Asturies*"), Logistical and Industrial Business Park of the Asturias.

The aim of the project is the creation of an entrepreneurial complex of logistical and transport services which would be organised as a strategic group for the development of the Asturias. To achieve this goal, a series of strategic functions have been implemented, including the following:

**A port logistics centre:**

Its function is to respond to the spatial needs: consolidation, warehousing, distribution, container services (deposit, cleaning and repair).

**A port industrial zone:**

The idea is to offer a specialised industrial area in order to attract industries requiring a nearby location and a direct connection with the ports.

**A land transport and logistics centre:**

This centre would offer shops for logistical operators, product manufacturers and regional distribution hubs.

**A transport centre for heavy goods vehicles :**

For haulage companies who require large areas with few buildings.

**A terminal and intermodal centre:**

This terminal would offer road-rail transfer services, areas for specialised containers (refrigerated, dangerous substances), customs services, and plant protection services.

**Integrated services centre:**

This centre would offer assistance services to enterprises and operators who would work in the "ZALIA" (fuel stations, car parks, workshops, hotels, banks)

**WATER MANAGEMENT**

**REGION: DUTCH DELTA REGION  
DUTCH WATERMANAGEMENT & REGIONAL INTEGRATED AREA PLANNING**

Due to climate changes, the sea level will rise in the next century. At the same time, the west of the Netherlands is sinking because of long-term geological processes. The ground is sinking even more, since the Dutch are experts at draining water (and soil!) into the sea. So, the threats are two-fold: on one side, sea levels are rising, and on the other side, the ground is sinking.

Dutch water management is more than just the protection of the coast. Since the flood disaster of 1953, the Dutch have developed a new sense for water management. The choice for an 'open' storm surge barrier in the Oosterschelde, instead of an 'closed' dam can be regarded as a turning point in the conception of water. The Deltaworks have surely solved the safety problem, but they have simultaneously created another problem. Closing off and compartmentalising the sea inlets have led to considerable water quality problems. The ecological quality of the Delta waters is also inadequate.

Water management goes far beyond the construction of more and more dams and dikes. The image of the sea as an enemy has been proved wrong, or rather incomplete. Safety for people living in coastal areas is still top priority, but factors such as nature, recreation and habitation also have to be taken into account. The nature of the problems has made clear that good solutions can only be achieved together.

Innovations are needed to tackle the present and future problems. Vital social transitions are underway in the Netherlands and Europe. For example: from water as facilitator of spatial development, to water as a (co)regulating principle. Or the transition in which agriculture becomes more responsible for its surroundings: landscape, consumer, nature and environment. Experimental space is needed for successful transitions. The Delta offers this. We also offer space for experimenting with new administrative relationships and alternative types of planning and cooperation. Examples of projects in the province of Zeeland: Veerse Meer and Waterdunen.

**COASTAL TOURISM**

**REGION: VÄSTRA GÖTALAND (SE)  
SUSTAINABLE COASTAL TOURISM: INTEGRATED COASTAL MANAGEMENT ON THE SWEDISH WEST-COAST**

*This example demonstrates integrated coastal management in practice. By involving many different independent government and industry actors a joint framework for development of sustainable coastal tourism is set up.*

Coastal tourism is a fast growing business in the archipelago of West Sweden. In this joint project involving many different local governments and regional authorities, goals and ramifications are set for the growth of the industry. The participants in the project work together across agency borders and geographical boundaries and together with the industry.

The North Bohuslän-area just south of the Norwegian border is characterised by fast growth in its tourism and recreational sector. Numbers speak for themselves; annually coastal-tourism in Bohuslän has a turnover of 4.5 billion SEK, creating 4.500 jobs. Per capita, Sweden has highest number of leisure-boats globally, and nowhere is the concentration more obvious than in the Bohuslän archipelago. The municipalities of north Bohuslän are also at the top of the list in real estate prices for summer homes. As the market is open for both the Göteborg, Oslo and Stockholm regions, and increasingly from other metropolitan areas in northern Europe, there is very strong pressure for recreational housing in the area.

In order to cope with this demand in terms of long term sustainable use of local resources, the municipalities and regional government have joined as a long term project. By cooperating across administrative borders the local authorities can plan and control tourism growth and development more efficiently than if each of the local bodies deal with market forces on their own.

The hypothesis is that the local community along this highly attractive and partly protected coastline needs strong planning instruments and decision-making capabilities (including knowledge) in order to handle individuals or companies representing investment opportunities while pursuing their self-interest.

The project addresses coastal tourism within the framework of integrated coastal zone management. The regional tourism board is actively engaged in the project as well as local tourism entrepreneurs. Background knowledge and methodology is also provided by research programmes within the field of coastal management, mainly the SUZOZOMA-programme. During the period 1997-2004 SUZOZOMA developed a tool-box to address issues of sustainable management of coastal resources.

The Sustainable Coastal Tourism Project started in 2007 and will continue in its first phase for three years with external financial support from among others regional authorities and the Swedish Environmental Protection Agency. Experience and innovations in management and planning are channelled into existing administrative organisations on the local and regional level as regular staff is directly involved in this project. Additional information can be found at [www.stromstad.se](http://www.stromstad.se).

## **COASTAL DEVELOPMENT**

### **REGION ASTURIAS (ES) POLA, COASTAL DEVELOPMENT OF THE ASTURIAS**

With final approval of the POLA project (*Plan Territorial Spécial d'Aménagement du Littoral des Asturies*), the Asturias Coastal Zone Protection Plan in May 2005, the Principality of Asturias introduced a new phase for the conservation and enhancement of the Asturian coastline.

The main aim of POLA is to solve the use/conservation of the coastline discourse, by adapting the point of equilibrium between these two elements whilst giving priority to conservation, and also encouraging use by a more simple access whilst improving the quality of access from the point of view of leisure activities.

To this end, POLA implements the following tools:

1. The delimitation of non-building land on the coasts, a zone reserved for the maintenance of its environmental and landscape qualities.
2. A series of proposals: beach-parks, network of walking trails, cycle tracks and actions for the rehabilitation of damaged vegetation.
3. Development plans to act on specific aspects: zones degraded by construction, rural groups of communities, archaeological zones, campsites and high voltage networks.

For the implementation of POLA, the government of Asturias has signed a collaboration agreement with the Ministry of the Environment.

Through this innovative approach, the POLA project won the "Regional Planning Award" at the European Council of Spatial Planners 6<sup>th</sup> European Urban and Regional Planning Awards 2006.

### **SCHLESWIG-HOLSTEIN (DE) REGIONAL FRAMEWORK FOR ICZM**

In 2003 Schleswig-Holstein published a framework on ICZM in the region. As an outcome an ICZM information and coordination unit was established in the state government. In 2005 they compiled the spatial report "Coast and Sea 2005" which showed all the uses on the coast and on the sea of Schleswig-Holstein for the first time. The formal state spatial development plan is designed to include the coastal and maritime areas of Schleswig-Holstein.