

Minaraad

Environment and Nature Council of Flanders

Advisory opinion

of 22 March 2007

on the Green Paper

**‘Towards a future Maritime Policy for the Union:
A European vision for the oceans and seas’**

Main lines of the advisory opinion

The European Commission started a consultation process on its Maritime Green Paper on 7 June 2006. The period of consultation will run until 30 June 2007. To structure the consultation the European Commission included a number of concrete questions in the Green Paper. The Minaraad was asked to present its comments by the end of March in the context of the creation of a vision at the Flemish level. The Council has presented its answers to some questions, but emphasizes in a general section some priority points for attention.

The Council states that the process of the EU Thematic Marine Strategy lost credibility towards the end of the procedure. It therefore warns that this strategy, which should form the environmental basis for the Green Paper, must not be further eroded. Furthermore, other environmental directives and international conventions must be taken into account, apart from the EMS.

The Council supports the ecosystem approach of the Green Paper. This approach results in an integrated policy. Other starting points, such as the conservation of biodiversity, the precautionary principle, the participation of stakeholders and the analysis of the socio-economic impact are also essential for the EU maritime policy. The Council also subscribes to the diversity of ecosystems and its consequences to a regional ecosystem approach.

Marine spatial planning will be an important instrument. It would be extremely useful for the EU to develop strategic views for its competences, and impose them in order to guarantee a uniform approach by the different member states. Furthermore, the member states will have to cooperate at the level of the marine spatial policy. In addition to the general principles for the maritime policy, the spatial planning should also respect the international commitments.

The social and economic advantages of a good status of the marine ecosystem must be emphasized and supported in the maritime policy. It is only in this way that the support for an ecosystem and integrated policy can be created. The Council also points out that the Green Paper must cover a broader field of attention, rather than focusing on only income and work. These are only two aspects of the social costs and benefits.

At the level of research it is necessary to establish priorities, action lines and specific objectives. The research must also be transparent; there is a need for cooperation and the integration of data. Obviously the necessary financial means are required for this.

In order to promote safety at sea, law enforcement and control in the EEZ of the member states must be harmonized. In addition, the application of the 'Clean ship-approach' for the total lifespan of ships is important. There is also a special emphasis on the pioneering role which the EU must play with regard to international shipping. A defensive attitude would not be efficient in that field in the long term, and furthermore, it would be disadvantageous for the competitiveness of the EU.

The port policy must be open to integration with ICZM and relevant environmental and nature policy. The integrated planning of the EU modes of transport should result in a policy that is energy-efficient, economical with natural resources and that avoids causing

environmental damage.

More attention than usual is also devoted to the fisheries policy. For this sector, integration with the environmental policy is important. Action must be taken to oppose all forms of non-sustainable fisheries. Amongst other things, this implies more regulations for industrial fisheries and encouragement for local fisheries. A platform for the support of sustainable fisheries must be created. In order to achieve this, it is necessary to take into account the socio-economic consequences of sustainable fisheries in the short and long term.

In order to maintain the quality of life in coastal areas and make these areas less vulnerable to risk, the development of a robust natural environment could be the first step. The consequences of climate change must be assessed and it may be necessary to take steps to intervene in order to make adaptations.

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Introduction

On 22 January 2007 the Minaraad received from the Flemish Minister of Public Works, Energy, Environment and Nature a question for an advisory opinion on the Green Paper 'Towards a future Maritime Policy for the Union: A European vision for the oceans and seas.'

The advisory opinion was requested for 30 March 2007. This means that the Council had to deal with the advisory opinion in its session of 22 March 2007.

With this advisory opinion the Minaraad is making a contribution to a Flemish position on the Green Paper. On the one hand, this position consists of a general vision on the Green Paper, and on the other hand, of answers to the questions which were posed in the Green Paper.

The Green Paper was adopted by the European Commission on 7 June 2006. Together with the publication, a number of background documents was published of the working groups of the European Commission and of the '*Maritime Policy Task Force*', which supervised the drafting of the Green Paper.

The Dutch version of the Green Paper was published on the website of the European Commission at the beginning of December 2006.

This Green Paper focuses on a broad range of activities and policy fields which should particularly be seen in sectoral terms. This integrated analysis of maritime activities which leads to coordinated actions is a new procedural step.

One of the largest consultation procedures in the history of the EU is being organized in order to ask European citizens for their views on the policy on oceans and seas. The consultation is a response to the growing awareness both of the vital role which the seas already play as a motor of European prosperity, and of their potential for more jobs and well-being. On the basis of the results of the consultation the Commission will develop a new vision for an integrated maritime policy.

The consultation process runs from 7 June 2006 to 30 June 2007.

In its advisory opinion the Minaraad formulates a number of general comments and responds to the questions formulated in the Green Paper. As the relevance for the environment and nature is not equally important for all the questions, the Council responds to some of them.

The VOKA-VEV (Flemish Chamber of Commerce and Industry) does not contribute to this advisory opinion.

Hubert David,
Chairman of the Minaraad

Advisory text

I. Short summary of the Maritime Green Paper

[1] **The time is ripe for a Coordinated Maritime Policy.** The Green Paper wishes to promote the debate on the future European maritime policy. This policy provides for a holistic approach to the seas and oceans:

- The maritime policy must be incorporated in the Lisbon Strategy.
- It must be based on an ecosystem approach.
- European measures are used only if they provide added value for national and local measures.

Up to now the policy on maritime transport, industry, coastal areas, energy exploitation on the high seas, fisheries, the marine environment, socio-economic cohesion and other policy sectors have been developed separately. The coordination of the different policy areas to strengthen each other has not been a point for attention, or not sufficiently.

[2] **Retaining Europe's Leadership in Sustainable Maritime Development.** The economic importance, the growth prospects and the competitive capacity of the maritime economy are emphatically underlined. The marine environment itself, the knowledge about the oceans, the creativity of companies and the expertise of employees in various sectors provide economic potential. This must be supported.

The growth of the maritime sectors must continue to be based on innovative products. Both research and innovation, as well as integration with the actions of the member states, are important for this.

In some cases the existing sectoral legislation has undesirable consequences and has a counterproductive effect on other maritime objectives. The proposal is to tackle this by means of simplification and an integrated approach. This is possible with the development of the regulatory framework for the maritime sector.

The Thematic Marine Strategy fulfils a fundamental role to guarantee the sustainability of the environmental policy. However, the legislation with regard to maritime safety is not only important in that respect.

It is also necessary to take into account the new challenges, such as the effects of climate change, the developments concerning energy and the considerable potential of blue biotechnology.

[3] **Maximising Quality of Life in Coastal Regions.** Coastal areas have an important role in maritime matters. Literally and metaphorically, they are at the crossroads of the complex interrelationship between maritime activities and land-based activities. As a result of the population growth in coastal areas and the increasing attraction of coastal tourism, a healthy marine environment is extremely important for the quality of life of an increasing number of citizens. The numerous threats to coastal areas must

be tackled, and this can even lead to new opportunities.

[4] Providing the Tools to manage our Relations with the oceans. For a more sustainable management of our relationship with the oceans and seas, it is necessary to develop – or further develop – new or existing instruments. The need was pointed out for:

- the availability of data on the oceans and seas and the related human activities. The Green Paper argues for the establishment of a complete European network for marine data. Technological developments with regard to the monitoring and observation of the seas provide possibilities for data processing;
- the continued development and integration of the existing networks for the identification of shipping movements in the European coastal waters;
- the introduction of spatial planning systems for the management of economic activities in coastal waters, based on an ecosystem approach;
- the use of European support for coastal areas, namely through the structural funds (EFRD, ESF) and the Cohesion fund.

[5] Governance within the EU and in an International Context. The traditional sectoral and geographically defined approach to the EU must be replaced by a more integrated policy on the basis of the principle of subsidiarity. An integrated policy provides opportunities to create advantages of scale (e.g., law enforcement at sea). In addition, the experience gained in the context of the regional policy of the coordination, cooperation, exchange of best practices and partnership between stakeholders should also be used.

As the seas and oceans form a single water system, the maritime policy must have an international dimension. Furthermore, the development of regulations often takes place on a global scale. Subjects such as climate change, the protection of the marine environment and biodiversity, shipping and fisheries are regulated best at the international level.

Therefore the EU must promote the introduction of these international rules by participating in their development. It must take responsibility when no international action is taken. Through its foreign policy, the EU will focus on improving the governance in third countries.

A European maritime policy needs a general framework which takes into account the reality and diversity of the European geographical situation.

[6] Reclaiming Europe's Maritime Heritage and Reaffirming Europe's Maritime Identity. Attention is devoted to the maritime heritage, to heritage activities and to their support. Education can contribute to a common vision on the role of the oceans.

II. General comments

[7] **The EMS should not be watered down any further.** The political agreement achieved by the Environment Council on 18 December 2006 was generally seen as a watering down of the draft directive to establish a framework for community measures on the policy with regard to the marine environment.^{1 2}

The argument for the coordination and integration of the current sectoral approach in the maritime area should not be a reason to use the Maritime Green Paper as an instrument to erode the EMS even further. It cannot be sufficiently emphasized that the European Marine Strategy must become the basis for the maritime policy. It should not be forgotten that the status of the marine environment is a horizontal and not a sectoral objective. Sustainable development cannot be reduced to a balance between an environmental, a social and an economic pillar, but is rather the integration of these elements in maritime policy development and decision making. Therefore it is not a matter of exchanging one objective of sustainable development for another. The true sustainable development of the maritime sector can only be based on clean and healthy seas.

[8] **Also devote Attention to other Environment and Nature Directives and International Conventions.** Important environmental objectives not only include preventing the pollution of the marine environment, but also the protection, conservation and restoration of marine biodiversity. The Maritime Green Paper particularly places the emphasis on the EMS as the environmental aspect of the maritime policy. This unjustifiably diverts attention away from other EU directives and conventions which must be integrated, such as:

- the Birds Directive
- the Habitat Directive
- the Water Framework Directive
- the SEA Directive and the Environmental Impact Analysis Directive (EIA)
- the Environmental Liability Directive
- the Gothenburg objective to stop the loss of biodiversity by 2010.

[9] **Develop the Integrated Approach.** The Council supports the ecosystem approach to managing human activities. This places the emphasis on an integrated approach rather than a sectoral approach, so that ecosystems can be maintained in good status for the present and future generations. As a result of this approach, objectives for marine protection are integrated and coordinated with sustainable economic, cultural and social objectives.

The Council insists on clarity about the way in which the ecosystem approach will be

¹ Press release, 2773e Session of the Environment Council, Brussels, 18 December 2006, 16164/06 (Presse 349) (http://www.consilium.europa.eu/ueDocs/cms_Data/docs/pressdata/nl/envir/92448.pdf)

² Ministers water down marine directive, ENDS Europe DAILY 2228, 18/12/06.

applied.

[10] Aim for the most intensive possible Cooperation with regard to Marine Spatial Planning. Every spatial planning initiative at the EU level will promote the uniformity of the approach between the different member states. In those policy areas where the EU is competent (such as fisheries), a strategic EU vision on spatial planning could already be useful. The coordination of spatial policy is also necessary in the context of the cooperation between member states with regard to the management of regional seas.

The Council also argues for the coordination of spatial planning on land and at sea.

[11] The EU must take its Responsibility with regard to Shipping. The EU must play a leading role with regard to sustainable maritime development in every field. Therefore this also applies for the shipping sector where the EU cannot adopt a waiting position in the IMO, for example, based on the argument of the distortion of competition.

There are several arguments for this leading role:

- It has been clearly shown in the past that taking the initiative pays off to get the IMO moving. The tributyltin (TBT) prohibition is an example in which the North Sea Conference took the initiative and where the IMO followed.
- The Green Paper is also clear about the fact that the shipbuilding industry in Europe will be high-tech or not. Therefore stricter standards will be an advantage for the competitive position of the European shipbuilding industry.
- The external trade partners of the EU will have to follow if they wish to present their products on the European market.

The Council therefore argues for stricter emission standards for ships which moor in European ports and in the European maritime space. For example, this applies with regard to the emission of particular matter. These emissions have a local impact. In zones of intense shipping, e.g., close to the coast and in the Scheldt estuary these emissions are important for the health of the local population.³

Competition with overland transport only applies for estuarine shipping and short sea shipping, which must therefore be supported.

³ Vuile scheepvaart (Dirty shipping), article, De Standaard, 6 April 2006.

III. Detailed discussion of the questionnaire

The following summary starts with the questions from the Green Paper and then formulates the Council's response. Unanswered questions are not included in this summary.

3.1 Introduction

- Should the EU have an integrated maritime policy?
 - The Council endorses the aim for an integrated maritime policy. For its reasons it refers to paragraph [9].

3.2. Retaining Europe's Leadership in Sustainable Maritime Development

3.2.1. A Competitive Maritime Industry

- What mechanisms should be in place to ensure that new maritime development is sustainable?
 - The integration of policy
 - The ecosystem approach
 - Maintaining biodiversity
 - The precautionary principle
 - The participation of stakeholders
 - The analysis of the socio-economic effects

3.2.2. The Importance of the Marine Environment for the Sustainable Use of our Marine Resources

- How can maritime policy contribute to maintaining our ocean resources and environment?
 - By highlighting the social and economic benefits of a good status of the marine ecosystem.
 - By basing all the relevant maritime policies (fisheries, transport, science, energy, environment, river basins, climate, defence, security, etc.) on an ecosystem approach.
 - The ecosystem-based approach together with ICZM should be the driving forces for integration of all relevant maritime policies, based on solid scientific research and information with the aim of assuring a sustainable development of maritime activities.
 - By means of a coherent maritime policy at the national and EU level.
 - By the EU taking the lead in international organizations.
- How can a maritime policy further the aims of the Marine Thematic Strategy?

- By no longer watering down the EMS as the environmental basis for the maritime policy (also see paragraph [7]).
- By creating a basis for the EMS by emphasising the social and economic advantages of a good status of the marine ecosystem.
- How can risk assessment best be used to further safety at sea?
 - By using the precautionary approach.
 - With more cooperation and harmonization of policy and law enforcement in the EEZ of the member states.
 - With the application of the 'Clean ship-approach'. This implies that ship design, shipbuilding and ship use are approached in a comprehensive way to avoid all harmful emissions and discharges.
 - By taking the lead in the implementation of best practices and with the introduction of higher standards for maritime activities, for example, on the basis of the 'Clean ship-approach'.

3.2.3. Remaining at the Cutting Edge of Knowledge and Technology

- How can a European Marine Related Research Strategy be developed to further deepen our knowledge and promote new technologies?
 - According to the Minaraad, attention should also be devoted to research to make aquaculture more sustainable.
 - By defining priorities, lines of action and specific targets (e.g., aiming for zero-emission ships).
 - By using EU financial instruments to strengthen research and innovation, in particular through the 7th EU Framework Programme for research.
 - By integrating datasets and translating scientific research into better policies more effectively.
 - It is important for the EU policy to be based on solid and independent research and data. The EU agencies are now the most important suppliers of these data. They must be strengthened in this role with better cooperation, more transparency and adequate financial means to ensure that the research remains independent.
- Should a European Marine Research Network be developed?
 - Yes, this is appropriate in order to make use of the EU funds as effectively as possible.
 - Achieving the integration of data. Obviously this network must build on what already exists.
- What mechanisms can best turn knowledge into income and jobs?
 - First, it should be noted that a broader view is needed. This not only concerns 'income and work', it should concern the total social costs and benefits. For example, the 'avoided costs' could be important. Emissions from ships have an important impact on human health in coastal areas and in the vicinity of maritime ports. Lower emissions could reduce costs in the public health sector.

- By being selective in the priorities defined in the field of knowledge and technology. Long-term objectives must be identified and the focus should be on truly sustainable possibilities.
- By promoting links between marine research centres and stakeholders in the maritime sector.
- In what ways should stakeholders be involved?
 - By participating in the preparation and by cooperating in establishing the priorities.

3.2.4. Innovation under Changing Circumstances

- What further steps should the EU take to mitigate and adapt to climate change in the marine environment?
 - By using the precautionary principle and the ecosystem approach to every aspect of maritime policy.
 - By giving chances to the development of a robust natural environment: the spontaneous development of the natural environment (dunes, flood plains, etc.) is often better from the point of view of safety than artificial intervention (e.g., dikes, quay walls etc.)
 - By promoting the sustainable development of marine activities.
 - By integrating environmental aspects in all relevant EU marine policies and in the maritime sector.
 - By promoting best-practices.
 - By eliminating inefficiencies (avoid empty ships, increase the efficiency of ships' engines, etc.)
 - With the development of monitoring, observation systems, forecasting models.
- How can innovative offshore renewable energy technologies be promoted and implemented?
 - By supporting research and development in these fields.
 - By promoting spatial planning instruments, which can provide legal certainty for locations.
 - By creating economic instruments to make these kinds of energy technologies competitive in the medium term, legal security is provided in the long term.
 - By taking spawning and breeding grounds into account in the implementation.
- How can energy efficiency improvements and fuel diversification in shipping be achieved?
 - By improving efficiency, e.g., by preventing empty ships.
 - With the development and support of new technologies, for example, new technology for freighters to sail on wind power.
 - With the application of the 'Clean ship-approach' (the development of more

efficient engines, better ship design).

- What is needed to realise the potential benefits of blue biotechnology?
 - The protection of the source of blue biotechnology: identification of the most important regions/ ecosystems and the application of the precautionary principle to maintain biodiversity.
 - To increase the capacity for research into marine biodiversity, the deep sea and environmental management.

3.2.5. Developing Europe's Maritime Skills and Expanding Sustainable Maritime Employment

3.2.6. Clustering

3.2.7. The Regulatory Framework

- How could the regulatory framework for the maritime economy be improved to avoid unintended and contradictory impacts on maritime goals?
 - By implementing the objectives of the European Marine Strategy in maritime policy.
 - By integrating environmental aspects in the developments in the EU maritime sectors
 - With the application of environmental impact analysis.
 - With a thorough review of the current framework to ensure that:
 - the current regulations are no less ambitious than the current BAT and BEP;
 - the current regulations are not contradictory with regard to the environmental objectives.
- Which exclusion of the maritime sector from some EU social legislation are still justified? Should further specific legal instruments on employment conditions in the maritime sector be encouraged?
 - In order to safeguard the competitive capacity of the fisheries sector and at the same time ensure good working conditions, salaries and safety in the fisheries sector, it is necessary for the European member states to coordinate their legislation as far as possible and at least create a level playing field. At the international level there are already international working and safety rules for the fisheries sector. Europe should invite the member states to ratify the ILO conventions concerned. Obviously the European Commission should also take any new conventions into account.
- How should the Common Fisheries Policy be further developed to achieve its aim of sustainable fisheries?
 - The fisheries policy is important for integration with environmental policy. The first step is to base the fisheries policy on the ecosystem approach.
 - There should be a better definition of large marine ecosystems and ecological regions.
 - No-catch marine protected areas should be defined and coordinated.

- The restoration of depleted stocks and degraded ecosystems is a priority for the fisheries sector. This means tackling the various causes of decline (climate change, pollution, overfishing).
- Common standards should be established, taking into account the regional differences.
- Action should be taken against IUU fisheries, overfishing and other non-sustainable fishing practices.
- Local fisheries should be encouraged, because these types of fisheries become aware more quickly that non-sustainable fisheries such as IUU fisheries, overfishing, etc., are very bad for stable fisheries in the medium to long term.
This can be achieved, inter alia, with the instrument of maritime spatial planning.
- The involvement of stakeholders in all the aspects of the fisheries policy through the existing platforms (such as ACFA, RAC, ...) must be guaranteed, improved,⁴ and further developed.
- Industrial fisheries have a large impact on fish stocks and must therefore be more strictly regulated. This can be done, for example, by tackling the problem of cheap flag states that have flexible standards for industrial fisheries.
- Fisheries projects or fisheries agreements of the EU or of member states with third countries, in the context of a policy on neighbouring countries or development policy should be subjected to the same conditions as the fisheries in the EU.
- In order to increase the support for sustainable fisheries in the sector, it is necessary to take into account the socio-economic consequences in the long and short term, as well as the action plans and rules drawn up in the context of the EU fisheries policy.

3.3. Maximising Quality of Life in Coastal Regions

3.3.1. The Increasing Attraction of Coastal Areas as a Place to Live and Work

- How can the quality of life in coastal regions of Europe be maintained, while continuing to develop sustainable income and jobs?
 - By stopping the degradation of coastal ecosystems.
 - By restoring coastal zones and estuarine regions and by developing a robust natural environment.
 - By implementing ICZM plans, taking into account the protection of the coast.
 - By adapting to climate change.
 - By preventing air pollution caused by shipping.

⁴ Minaraad, Advisory opinion on the broad lines that emerged on 3 June 2003 concerning the regional advisory councils in the context of the Common Fisheries Policy. 2003|31.

- What data need to be made available for planning in coastal regions?
 - Data on natural and anthropogenic processes and indicators, supported by an operational marine information network.
 - Maps of spatial planning for maritime activities.
 - Forecasting models for climate change, extreme events and urban development and the related risk assessment.
 - Integrated databases with information about the sensitivity and vulnerability of coastal ecosystems, about biodiversity, and socio-economic elements.

3.3.2. Adapting to Coastal Risks

- What must be done to reduce the vulnerability of coastal regions to the risks from floods and erosion?
 - Ensure the development of a robust natural environment.
 - The integrated management of coasts, estuaries and river basins (Water Framework Directive) and the sea (for example, the extraction of sand and sand supplantation).
 - Predict and act on future problems associated with climate change and rises in sea level.
 - Establish defence and early-warning systems.
 - Improve public awareness.
- What further cooperation is needed in the EU to respond adequately to natural disasters?
 - Databases should be integrated.
 - Observation and early-warning systems should be implemented.
 - The implementation of ICZM strategies should be enforced.
 - Adequate procedures (including emergency plans) and funding should be established to respond quickly to emergencies.
- How can our shores and coastal waters be better policed to prevent human threats?
 - It is more efficient to make existing warning systems available for several purposes.
 - By means of the continued development of a European observation system for the seas and oceans.
 - By improving the information for the general public.
 - By investing more in better infrastructure and equipment.

3.3.3. Developing Coastal Tourism

- What specific measures promoting the sustainable tourism development of coastal regions and islands should be taken at EU level?
 - Support for ecolabels such as the Blue Flag and Green Key.

3.3.4. Managing the Land/Sea Interface

- How can ICZM be successfully implemented?
 - By tackling unlawful use in coastal areas with the existing legislation.
 - By imposing the implementation of ICZM strategies.
 - By improving the range of legal instruments.
 - By ensuring coordination between all the levels involved (from the European to the municipal level).
- How can the EU best ensure the continued sustainable development of ports?
 - By improving the integration of the policy on ports and the policy on ICZM, the Water Framework Directive, the Birds and Habitat Directive, etc., (see paragraph [8]).
 - By means of the integrated planning of the EU transport system, which should ensure that the transport of goods by sea takes place as energy efficiently as possible, with the economic use of natural resources and avoiding environmental damage.
 - By supporting the best environmental practice to develop port infrastructures, for the development of plans and of environmental impact analysis.
 - By incorporating the costs for waste management of ships in the port dues as provided in the directive for port reception facilities.⁵ In this respect it should be noted that the polluter pays principle cannot be fully implemented. After all, high costs lead to avoidance behaviour which is sometimes difficult to control (such as dumping silt, burning sludge on land).
- What role can be played by regional centres of maritime excellence?
 - Increasing efficiency and promoting best practices.
 - Inspiring policy and decision-making processes.

3.4. Providing the Tools to Manage our Relations with the Oceans

3.4.1. Data at Service of Multiple Activities

- On what lines should a European Atlas of the Seas be developed?
 - The integration of information on the current status of marine ecosystems, regional ecological areas and other maritime activities.
 - References to historical data on marine biodiversity, the development of coastal zones and human impact on marine ecosystems.
 - The integration of risk assessment and forecasting models for the current trends.
- How can a European Marine Observation and Data Network be set up, maintained and financed on a sustainable basis?

⁵ Directive 2000/59/EC of the European Parliament and the Council of 27 November 2000 on the dumping of ships' waste and cargo residues (PB L 332 of 28.12.2000, page 81).

- By making use of existing datasets and organizations to establish a European network for marine observation and data.
- By integrating permanent funding in existing EU tools.
- By involving stakeholders and end users in establishing a network for the supply of data and funding.
- Should a comprehensive network of existing and future vessel tracking systems be developed for the coastal waters of the EU?
 - An attempt should be made to introduce an operational system comprising all the areas under the jurisdiction of the EU member states.
 - The system should be extended to containers with dangerous cargos and it should also be possible to use it for the control of fisheries in no-catch zones.

3.4.2. Spatial Planning for a Growing Maritime Economy

- What are the principles and mechanisms that should underpin maritime spatial planning systems?
 - To observe international commitments such as Natura 2000, and navigation corridors at sea, etc.
 - The precautionary principle.
 - The ecosystem approach.
 - Maintaining biodiversity
 - The participation of stakeholders.
 - The integration of policy.
 - Dynamic mechanisms such as climate change and the related capacity to adapt to this.
- How can systems for planning on land and sea be made compatible?
 - By taking ICZM and river basin management, including offshore activities such as shipping, the extraction of sand and gravel and the exploitation of oil and gas into account and integrating them in marine spatial planning.

3.4.3. Making the Most of Financial Support for Coastal Regions

- How can EU financial instruments best contribute to the achievement of maritime policy goals?
 - By applying the system of cross-compliance to the financing of activities in the marine sector on the basis of the ecosystem approach criterion.

3.5. Maritime Governance

3.5.1. Policy Making within the EU

- How can an integrated approach to maritime affairs be implemented in the EU?
 - With better policy instruments and a better intersectoral approach.
 - With consultation on how to tackle the most important problems towards an

integrated maritime policy⁶.

- By setting up national strategies and corresponding initiatives at the national or regional level under the umbrella of the EU objectives.
- What principles should underlie it?
 - The ecosystem approach.
 - The precautionary principle.
 - Maintaining biodiversity.
 - Subsidiarity, sustainable development.
 - Integrated horizontal intersectoral management.
 - Participation in international organizations.

3.5.2. The Offshore Activities of Governments

- How can the EU help to stimulate greater coherence, cost efficiency and coordination between the activities of governments in EU coastal waters?
 - By drafting regional maritime strategies and working out corresponding action plans.
- Should an EU coastguard service be set up? What might be its aim and functions?
 - The harmonisation of law enforcement and control in the EEZ of the member states and agreements for cross-border activities of those agencies are probably sufficient.
- For what other activities should a “Common European Maritime Space” be developed?
 - For law enforcement and control.
 - For scientific and technological research.
 - For more coherence in external relations and participation in international organizations.
 - For the framework for development projects related to fisheries (also see 3.2.7.)

3.5.3. International Rules for Global Activities

- How can the EU best bring its weight to bear in international maritime fora?
 - By taking the lead in the process of implementing best practices for stricter standards, so that third countries are also obliged to adopt these standards.
 - By supporting a more coherent European vision based on cooperation and coordination between member states.
 - By actively participating in all the relevant international fora with discussed views and positions.

⁶ Sectoral approach, weak integration, lack of clear priorities, regional management, etc.

- What action should the EU undertake to strengthen international efforts to eliminate IUU fisheries?
 - Recommend international agreements on governance, in particular for the high seas.
 - Develop regulations to discourage IUU fisheries.

3.5.4. Taking Account of Geographical Realities

- What regional specificities need to be taken into account in EU maritime policies?
 - The marine ecosystems in the EU are very varied and therefore a specific, but ecosystem approach must be imposed.
 - The impact of human activities in the maritime area is also very different in the different regions and consequently most of the instruments must be adapted to that regional level. However, the intention is not that the drafting and implementation of instruments should become a regional competence. After all, in that case the efforts would be extremely different, and in some cases even non-existent.
- How should maritime affairs be further integrated into the EU's neighbourhood and development policies?
 - With active interaction, consultation and negotiations.
 - The side effects and other EU policy will be at least as important. For example, the export of old ships to developing countries.
 - Conditions which apply in the EU should also be applied to all the agreements of the EU or of member states with third countries.

3.6. Reclaiming Europe's Maritime Heritage and Reaffirming Europe's Maritime Identity

List of abbreviations used

ACFA:	Advisory Committee on Fisheries and Aquaculture
BAT and BEP:	Best Available Technique and Best Environmental Practice
EEZ:	Exclusive Economic Zone
EFRD:	European Fund for Regional Development
ESF:	European Social Fund
ICZM:	Integrated Coastal Zone Management
ILO:	International Labour Organization
IMO:	International Maritime Organization
IUU fishing:	Illegal, Unregulated and Unreported fishing
RAC:	Regional Advisory Councils, regional advisory councils in the context of the common fisheries policy