

European Maritime Policy - Conference of the Baltic Sea Area Kiel, 21 September 2006

hosted by Government of Land Schleswig-Holstein, Baltic Sea States Subregional
Cooperation (BSSSC) and the Free and Hanseatic City of Hamburg

(further information: www.MaritimeConference2006.com)

Final Declaration

Opinion of the Conference of the Baltic Sea Area on the Green Paper “Towards a future Maritime Policy for the Union: A European vision for the oceans and seas”

I. Kiel Conference’s 10-Point Roadmap for an Integrated European Maritime Policy

The Conference of the Baltic Sea Area welcomes the intention of the European Commission to develop an integrated European Maritime Policy. The Conference expressly supports the integrated policy approach proposed by the Commission. A European Maritime Policy seems particularly suitable for combining the Lisbon Objectives – economic growth, competitiveness and full employment - with the supplementary goals of the Gothenburg Summit - social justice, environmental conservation and sustainable development - and their exemplary implementation. It confirms that all these goals can only be achieved on the basis of an intact marine environment.

The Conference regards the equal integration and balancing of all fields of maritime policy and activities based on an intact ecosystem as a necessary prerequisite for a long-term successful maritime policy. The necessary involvement of all political levels and sectors requires the development of new instruments, better coordination and a new way of thinking by all those involved. The aim must be to balance out competing interests and to develop a common awareness and common maritime objectives. This will only succeed, however, if the added value of coordinated policy is transparent to all those involved.

Against this background the Conference is of the opinion that it is necessary to illustrate systematically and in concrete terms the positive effects anticipated as the result of an integrated maritime policy including an economic cost/benefit analysis. Both potential synergy effects at the interfaces of various areas of policy and activity e.g. as the result of accelerating structured planning processes and the added value of an integrated European Maritime Policy compared with activities limited to only one sector should be highlighted.

Future European Maritime Policy should be based on continuing the existing potential analyses and studies concerning Europe's maritime economy and effective marine protection measures.

The expectations of the Conference of the Baltic Sea Area directed to the EU Commission and the Baltic Sea coastal states laid down below focus on measures and instruments which appear suitable to implementing the integrated policy approach and those which from the specific perspective of the Baltic Sea Region are of particular significance. We abstain from a comprehensive illustration of known sectoral demands here.

Natural space, political, economic, ecological and social underlying conditions of the Baltic Sea area are the determining factors for the expectations of the Conference.

The Conference of the Baltic Sea Area expects the following of the EU Commission and the Baltic Sea coastal states as priorities for the definition of an integrated European Maritime Policy:

1. To broaden the knowledge base

- establishment of a virtual network of European marine research institutes, by including the BONUS-169 joint Baltic Sea research programme
- intensifying European research funding in the field of marine sciences and technologies to deal with global challenges such as global warming, climate change, shortage of fossil fuels, the increasing risk of natural disasters, conservation of marine ecosystems, maintaining biodiversity, strong increase of maritime trade, transport and food and energy demand as well as the associated opportunities for innovative technological developments
- more consideration given to maritime research and development in the European research framework programme and in national research funding

- sponsoring research and development in innovative future technologies such as sustainable Blue Biotechnology, safe extraction and exploitation of energy from methane hydrates, alternative ship propulsions, ballastwater free ships etc.
- development of measures against IPR drain (protection of intellectual property rights)

2. To improve competitiveness and employment perspectives of the maritime economy

- encouraging the formation of maritime clusters and networking existing maritime clusters
- promoting maritime economic sectors where Europe already has a leading role (e.g. shipbuilding, maritime transport, tourism, offshore energy production),
- promoting the maritime sectors with the greatest growth potential and the greatest impact on jobs (in addition to maritime transport e.g. ports, renewable energy production, cruise tourism, sustainable aquaculture, underwater communication, biotechnology)
- funding for technology development designed to be long term
- promotion of integrated concepts and developments for maritime technological innovation, leading the way to reinforce international standards concerning maritime safety or environmental protection (e.g. developing a European Clean Port, a European Clean Ship or the Crashworthy Ship and the Low Emission Ship as outlined in the Vision 2020 of the Waterborne Technology Platform)
- achieving and maintaining fair global competition (level playing field) for the European maritime industry
- better linkage and transfer between marine research and technology research & development
- implementation of sustainable ecosystem-oriented fishery and aquaculture
- enhancing the attractiveness of seafaring-related professions and jobs, improvement in maritime safety and the competitiveness of European shipping companies through the achievement of a high standard of qualification in education and training and also
- ensuring minimum standards for employment and working conditions in maritime transport
- promoting maritime employment opportunities and enabling the continuous education in maritime fields of training in sufficient school and high school capacities around the Baltic Sea

- development of a long term concept for the support of education and promotion of career opportunities in the maritime sector

3. To protect the marine environment

- putting stronger emphasis on effective measures to stop overfishing and excessive bycatches
- further concretisation of the Marine Strategy Directive (here: environmental goals and timeframe, better coordination with other EU policies relevant to the marine environment) as environmental pillar of the future European Maritime Policy
- inclusion of pollution control, surface water protection and agricultural policy aspects into the marine environment policy instruments (80% of marine pollution is caused by activities on land) and vice versa
- strong commitment to implement the envisaged Helsinki Commission (HELCOM) Baltic Sea Action Plan containing actions to reduce air-, land- and sea-based pollution from activities carried out in the Baltic Sea area and its catchment area
- extending the international conventions for the protection of biodiversity to cover the area of marine environment

4. To improve maritime safety

- determination of secure maritime routes and investigate the possibility to introduce mandatory pilotage for oil tankers and other ships with dangerous cargo in the Baltic Sea as well as investigate the possibility to introduce general mandatory pilotage in narrow shipping passages such as the Cadet Channel (Kadetrenden) and Öresund
- better monitoring of ship traffic by installation of long-range radar in particularly perilous areas (e.g. Cadet Channel) and AIS (Automatic Identification System)
- application of standardised instrumentation to monitor the safety of commercial shipping as well as the working and living conditions on board
- expansion of port state controls and focussing on risk factors (taking into account the effects of the elements of EU 3rd marine safety package)
- supporting a management and data network between existing national services for coastal monitoring, by including the existing HELCOM data network
- feasibility study for a European coastguard service, including costs, benefits and value added on all levels (European, national, local), taking into account the well-established HELCOM transnational co-operation for accidents at sea

- expedited implementation of all signed IMO (International Maritime Organization) conventions into national law, implementation of the HELCOM requirements and ensuring their execution by the Baltic Sea states

5. To create the infrastructure for an increase in maritime transport

- expansion of the “Motorways of the Sea” and the “Short Sea Shipping” and supporting intermodal traffic systems (e.g. harmonising of transport systems, improving hinterland connections, extending logistics chains)
- greater consideration given to the seaports’ hinterland connection when setting funding priority within the framework of the Trans-European Transport Networks (TEN-T)
- encouraging the sustainable expansion of ports
- reduction of environmental pollution in ports (e.g. power supply for ships provided by shore connection, facilities for ship generated wastes)

6. To design instruments for an integrated Maritime Policy

- study: added value of an integrated European Maritime Policy compared with sectoral action
- study: added value of effective marine protection measures in comparison to the external costs of a business-as-usual policy (taking into account limited public budgets and the aim to minimise administrative costs)
- updating of existing potentials analyses and studies concerning Europe’s maritime economy
- supporting the development of a European marine monitoring and data network as the basis for marine research and economy as well as marine protection, by including existing systems
- cost/benefit analysis of mapping the European coastal waters and seabed
- development of transregional spatial planning instruments for the coastal zone
- implementation of regional and national strategies for Integrated Coastal Zone Management (ICZM)
- supporting the establishment of a European data register with regional and national spatial planning data, based on the INSPIRE initiative of the Commission
- examination of all maritime-related regulations of EU law and international conventions for interdependencies with the aim of eliminating discrepancies and facilitating possible synergy effects between different areas of policy

- development of a cross-sectoral cooperation within EU Commission and between EU Commission and EU Member States in the field of maritime policy
- recommendation for a committee for European Maritime Policy in the European Parliament

7. To adapt European financial instruments

- inventory of all European funding programmes and financial aid which may be used for the Maritime Policy and any modification to funding goals
- look into the specification of a maritime funding scheme to foster integrated concepts and developments which have the potential to create multi-sectoral benefits and appear suitable as European Maritime Policy pilot projects (e.g. development of a European Clean Ship, a European Clean Port)
- take Maritime Policy interests into consideration when setting up the operational programmes under the Structural and Cohesion funds

8. To make use of political partnerships

- inclusion of maritime policy concerns such as maritime safety and marine protection in the dialogue with the Russian Federation under the European Neighbourhood and Partnership Instruments (ENPI)
- integration of Maritime Policy in the policy of the Northern Dimension
- integration of global maritime policy concerns in WTO negotiations, European foreign policy and development cooperation

9. To develop and communicate exemplary government action

- publication and possibly distinguishing of best-practice examples for the implementation of integrated maritime policy as part of an EU Commission public awareness campaign
- supporting the development of pilot projects for an integrated European Maritime Policy

10. To further concretise an integrated European Maritime Policy

- concretise the integrated European Maritime Policy by e.g. presentation of a White Paper or an Action Plan by the EU Commission (including establishing economic parameters and ecological quality objectives)

II. Development of the Baltic Sea Region into Europe's Maritime Best Practice Region

The Conference of the Baltic Sea Area advocates a common approach as regards maritime policy in order to strengthen the competitiveness of the region. It asks in particular the Council of the Baltic Sea States (CBSS) to act on the initiative of the Conference and provide incentives for the development of the Baltic Sea Region into a maritime best practice region:

- improving the cooperation of the Baltic Sea States in the field of maritime policy
 - involving existing Baltic Sea organisations and initiatives such as BSSSC, Baltic Development Forum, Baltic Sea Chambers of Commerce, CPMR Baltic Sea Commission, HELCOM, Union of the Baltic Cities, Baltic Sea Parliamentary Conference, B 7 - Baltic Islands Network, Baltic Sea Forum, Baltic 21 and Baltic Sea Task Force on Organized Crime
 - including the Conference of Ministers of Spatial Planning and Development of the Baltic Sea States and the initiative "Visions and Strategies around the Baltic Sea 2010" (VASAB 2010)
 - including actors and stakeholders from essential areas of maritime policy
 - by setting up a network, building up on existing cooperation structures, made up of representatives from the Baltic Sea States and the above mentioned Baltic Sea organisations and initiatives.
 - by appointing a Maritime Coordinator or by appointing a CBSS representative for the management of the development process
- Developing a common vision, e.g.
 - developing the Baltic Sea Region into Europe's maritime best practice region by 2015
 - making the Baltic Sea the cleanest and safest sea in Europe by 2015
 - developing the Baltic Sea region into a pilot area for sustainable coexistence of competitive economy and effective ecosystem conservation
- Possible concrete cooperation goals:
 - Developing a common approach of the Baltic Sea Region in the further definition of the European Maritime Policy

- initiation of a Baltic Sea Region maritime cluster
- virtual research and science association in the Baltic Sea Region
- virtual communication platform for examples of maritime best practice, examples of Good Governance and exchange of information (e.g. newsletter) in the Baltic Sea Region
- promoting a common awareness and a common Baltic Sea maritime identity by means of public awareness campaigns (e.g. on the occasion of the World Ocean Day 2007 on 8 June) and common actions for the conservation of the cultural and natural heritage throughout the Baltic Sea Region
- awarding best practice prizes e.g. for exemplary tourist projects, environmentally friendly shipping etc.
- establishing maritime policy issues in the policy of the Northern Dimension
- initiating projects within the framework of transnational cooperation in the Baltic Sea Region (INTERREG IV B / Objective 3 Baltic Sea Region)