



March 2007

**ECTRI'S POSITION  
ON  
The Green paper on a  
FUTURE MARITIME POLICY**

**I. General Position and major issues**

The **European Conference of Transport Research Institutes (ECTRI)** as the European Organisation encompassing major Transport Research Institutes in 20 countries of Europe, and thus representing a major part of the European Transport Research Community, sees the *Green Paper on future Maritime Policy* of the EU as a very important step forward. A step that if properly applied could provide a substantial push in maintaining Europe's global lead in maritime skills, technologies and governance, and creating the conditions for a more environmentally friendly and sustainable way of managing our seas. Within the overall Maritime Transport field it must be clarified, that ECTRI is by its nature, more concerned with the issues of maritime transport - shipbuilding and offshore developments, and less with marine resources (fisheries, marine ecology, etc...).

The primary concern and pre-occupation, when setting out any policies in this field, must be the role and influence of the oceans and seas in the future regional (i.e. European) as well as the global environment. The notion of *Sustainable Development* and "*Sustainability*" must be at the very center of our future maritime policies. Our first and foremost comment is therefore, that the Green paper must stress this dimension of its scope and orientation (i.e. the "Sustainability") much more strongly at the very beginning of the text rather than the notions of "development" and "competitiveness".

A second basic position is that an integrated approach to maritime affairs is of paramount importance. European member states must act together, and must act in ever decreasing time frames. These "integration" and "coordination" actions must fall within the competence and jurisdiction of the EU rather than on individual Governments, and therefore ECTRI is of the opinion that the Commission should be involved more in planning and governing the necessary Thematic Strategies and Actions concerning future Maritime affairs. As it is now in the Green Paper the EU will rely on its members to take actions and initiatives while the Commission will be simply monitoring compliance or creating the tools to facilitate the various processes and activities.

ECTRI supports in particular the idea of a *Common European Maritime Space* in order to create the framework for introducing more simplified and speedier administration and customs procedures in intra-EU shipping. Such notions and the necessary actions that will accompany it, will set in motion further processes of interrelation and cooperation that will strengthen the "integrated" approach to maritime affairs mentioned earlier. The more than 5 years of experience of the common *European Research Area* notion that was introduced by the Lisbon Agenda, is considered as a positive example in this respect.

In the field of maritime transport and communications there are some very useful examples where the paramount importance of an “integrated” approach is evident. These are the Trans-European Transport Networks (and the notion of Motorways of the Seas), and the provision of appropriate modal interfaces at ports to enhance the functions of intermodality. In these examples the role of the Commission in setting out common rules and conditions as well as in coordinating the actions of member states, could usefully be strengthened in the future.

There are also a number of other issues in which ECTRI feels that the Green paper could usefully be more forthcoming and explicit. These are the following:

1. As international trade and maritime transport policy are inexorably interconnected the ways and means by which the EU’s role and presence in the various international maritime Organisations and fora will be strengthened, must be more detailed in the document. In particular the issues of European leadership in the relevant international maritime Organisations in promoting advanced technological solutions and tools in the Maritime field, in setting global maritime policies, and in tackling maritime employment issues need more noticeable attention in the Paper.
2. The further promotion of the notion of “**Maritime clusters**”, as a way to jointly meet the challenges of the relevant sectors of maritime economy, is also very important. This notion of “clusters” could usefully be expanded in the paper with more reference to the initiatives under way and the role of Organisations such as the MIF (Maritime Industries Forum), the EMEC (European Marine Equipment Council) and others. Again the role of “Clusters” must be seen not only as one promoting the “Competitiveness” of each sector, but one that can be used to safeguard “sustainability” and more “environmental” consciousness building within each Sector.
3. The section on retaining Europe’s “cutting edge” on Knowledge and Technology needs more strengthening and elaboration besides the points made about research on which we are of course fully supportive. Subdividing the section (as done for the innovation section further on) into specific subheadings to stress the importance as well as the scope and rationale of promoting the use of new technologies in sectors such as shipbuilding, maritime transport operation (e.g. for reducing emissions of ships), and others is suggested. Reference should also be made to the promotion of ICT (Information Communication Technologies) and the application of other new technologies in the maritime sector as a means to achieving the European “**e-maritime**” economy of the future.
4. Further promotion of environmentally friendly rules and conditions for maritime activities should specifically be mentioned in the Maritime Governance section. Such governance should be seen as a tool to achieve environmental protection as well as the development objectives mentioned throughout the Paper.
5. In relation to the above point, ECTRI wants to draw attention to the notion and idea of **hybrid networks**, i.e. networks in which maritime (especially short sea networks) are combined with continental land mode networks (road, rail) in order to combine the advantages of each mode simultaneously<sup>1</sup>.
6. More attention to the “island regions” and especially the small islands should also be given in the paper. When discussing the “*managing of the Land/Sea interface*” as well as in the section of the “*Coastal Tourism*” the need to strengthen and support the **small islands - regions** of Europe must be robustly addressed. These regions suffer from

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<sup>1</sup> For more info contact ECTRI member TNO, at: <[cees.ruijgrok@tno.nl](mailto:cees.ruijgrok@tno.nl)>

(among others) inefficient transport services, strong seasonal variations in almost all aspects of their economies, and a diminishing population base. Their protection and preservation must appear as a prominent goal of the future EU maritime policies. Thus the subject of the *small islands - regions* and their protection would merit, in our opinion, further and full coverage in the paper.

7. Finally, the question of reconciling development of maritime transport and environmental conservation against the backgrounds of the constraints imposed by Natura 2000, and the Birds and Habitats Directives, by concentrating or distributing port activities is considered of paramount importance for a “sustained” future maritime transport system within the Union. Specific actions to resolve this question must be mentioned and promoted in the (near) future if a satisfactory action in this respect is to be found. At the very least a specific research and data collection effort should be mentioned and promoted in the future.

The general Maritime Policy which is described in this Green Paper, must of course mention and indeed be aligned with the other relevant EU policies that have been set up and implemented in the past.

Of these, ECTRI wants to mention in particular the EU policy on Maritime Transport as set out in the 2001 White paper on Transport Policy and its review of 2006<sup>2</sup>. The aim must be to stress the interrelationship and close coherence of the two policies in securing that the existence and operation of maritime transport infrastructure and industries does not contradict or diminish the objectives and provisions of the general Maritime Policy and its primary objective of achieving “sustainability” of all maritime activities in the Union.

## **II. Specific Positions in selected Questions of the Questionnaire**

In further elaborating its position on the Green Paper, ECTRI is answering a number of the questions that are set out in the Green Paper. These questions are set out below with the answers of ECTRI (in italics) wherever applicable.

### SECTION 1: INTRODUCTION

Q: Should the EU have an integrated maritime policy?

A: *Yes it should most urgently.*

Q: How can the EU add value to the many national, local, and private initiatives which already exist in the maritime field?

A: *By establishing a common framework into which all these initiatives will integrate thus obtaining common focus and scope. Such framework would be worked through the common European Governance structure, as well as in the framework of the Common European Maritime Space.*

### SECTION 2: RETAINING EUROPE'S LEADERSHIP IN SUSTAINABLE MARITIME DEVELOPMENT

#### Sub-section 2.1: A Competitive Maritime Industry

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<sup>2</sup> White Paper review “*Keep Europe moving, sustainable mobility for our continent*”, EU DG TREN, 2006.

Q: How can European maritime sectors remain competitive, including taking into account specific needs of SMEs?

A: *(Not Available)*

*A harmonized policy on the cost of merchant marine staff should be set up to render more competitive the European maritime sector.*

Q: What mechanisms should be in place to ensure that the new maritime development is sustainable?

A: *More centrally administered European Governance of EU maritime policies compliance by member states.*

#### Sub-section 2.2: The Importance of the Marine Environment for the Sustainable Use of our Marine Resources

Q: How can maritime policy contribute to maintaining our ocean resources and environment?

A: -

Q: How can a maritime policy further the aims of the Marine Thematic Strategy?

A: -

Q: How can risk assessment best be used to further safety at sea? (open text)

A: -

#### Sub-section 2.3: Remaining at the Cutting Edge of Knowledge and Technology

Q: How can a European Marine Related Research Strategy be developed to further deepen our knowledge and promote new technologies?

A: *We have to separate Marine related strategy on one side and maritime transport and shipbuilding research agendas on the other one. For the second, the WATERBORNE ETP can provide some answers and data. For the first, there are networks of Marine research RTOs<sup>3</sup> and Universities.*

Q: Should a European Marine Research Network be developed?

A: *Most definitely!!*

Q: What mechanisms can best turn knowledge into income and jobs?

A: *Do the same as at the beginning of the agricultural revolution after the 2<sup>nd</sup> World War.*

Q: In what ways should stakeholders be involved? (open text)

A: -

#### Sub-section 2.4: Innovation under Changing Circumstances

Q: What further steps should the EU take to mitigate and adapt to climate change in the marine environment?

A: *We adopt the recommendations of the WATERBORNE ETP, for maritime issues and Marine research RTOs and Universities for the rest.*

Q: How can innovative offshore renewable energy technologies be promoted and implemented? How can energy efficiency improvements and fuel diversification in shipping be achieved?

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<sup>3</sup> Research and Technology Organisations

*A: We adopt the recommendations of the WATERBORNE ETP*

Q: What is needed to realise the potential benefits of blue biotechnology? (open text)

A: -

#### Sub-section 2.5: Developing Europe's Maritime Skills and Expanding Sustainable Maritime Employment

Q: How can the decline in the number of Europeans entering certain maritime professions be reversed and the safety and attractiveness of jobs ensured?

*A: By a harmonization of cost for the European nationals and enhancing and implementation of IMO standards.*

Q: How can better working conditions, wages and safety be combined with sectoral competitiveness?

A: -

Q: How can the quality of education, training and certification be assured? (open text)

*A: By harmonization of education and training and certification process. Also by adopting a best practice basis.*

#### Sub-section 2.6: Clustering

Q: What role can maritime clusters play in increasing competitiveness, in particular for SMEs, in improving the attractiveness of maritime jobs, and promoting a sense of maritime identity?

*A: We adopt here the recommendations of the WATERBORNE ETP*

Q: How can the EU promote synergies between interrelated sectors? (open text)

A: -

#### Sub-section 2.7: The Regulatory Framework

Q: How could the regulatory framework for the maritime economy be improved to avoid unintended and contradictory impacts on maritime goals?

A: -

Q: Which exclusions of the maritime sector from some EU social legislation are still justified? Should further specific legal instruments on employment conditions in the maritime sector be encouraged?

A: YES

Q: How can EU safety regulation be simplified while maintaining high level standards?

*A: By adopting the rule of handling differently companies with previous "good record" on a specific area.*

Q: To what extent can economic incentives, self-regulation and corporate social responsibility complement government regulation?

*A: Economic incentives and self-regulation are critical for the quality and the competitiveness of maritime staff.*

Q: What further EU action is needed deal with to the inadequacies of sub-standard flags and to provide incentives to register under European flags?

A: *EU has to adhere to IMO.*

Q: Should an optional EU register be made available? What conditions and incentives could be contemplated for such a register?

A: *YES, as some countries are doing (e.g. UK, France ...)*

Q: How should the Common Fisheries Policy be further developed to achieve its aim of sustainable fisheries? *(open text)*

A: -

### SECTION 3: MAXIMISING QUALITY OF LIFE IN COASTAL REGIONS

#### Sub-section 3.1: The Increasing Attraction of Coastal Areas as a Place to Live and Work

Q: How can the quality of life in coastal regions of Europe be maintained, while continuing to develop sustainable income and jobs?

A: *By developing planning methods and processes for application in coastal areas i.e. treating the area around the sea shore line in a common way as between sea side and land side. See the experience of SAUM in France 25 years ago. Introduce the Marine Use Aptitude Plan.*

Q: What data need to be made available for planning in coastal regions? *(open text)*

A: *City planning data and coastal and marine ecology data including sea marine farming.*

#### Sub-section 3.2: Adapting to Coastal Risks

Q: What must be done to reduce the vulnerability of coastal regions to risks from floods and erosion?

A: -

Q: What further cooperation is needed in the EU to respond adequately to natural disasters?

A: -

Q: How can our shores and coastal waters be better policed to prevent human threats? *(open text)*

A: *See the experience of Norway, France, the Netherlands ...*

#### Sub-section 3.3: Developing Coastal Tourism

Q: How can innovation in services and products related to coastal tourism be effectively supported?

A: -

Q: What specific measures promoting the sustainable tourism development of coastal regions and islands should be taken at EU level? *(open text)*

A: -

#### Sub-section 3.4: Managing the Land/Sea Interface

Q: How can ICZM be successfully implemented?

A: -

Q: How can the EU best ensure the continued sustainable development of ports?

A: *See WATERBORNE ETP recommendations.*

Q: What role can be played by regional centres of maritime excellence? (open text)

A: *See WATERBORNE ETP recommendations*

### SECTION 4: PROVIDING THE TOOLS TO MANAGE OUR RELATIONS WITH THE OCEANS

#### Sub-section 4.1: Data at the Service of Multiple Activities

Q: On what lines should a European Atlas of the Seas be developed?

A: -

Q: How can a European Marine Observation and Data Network be set up, maintained and financed on a sustainable basis?

A: *First, keep a scientific based methodology to create this observation and data collection. Second, the sustainability could be coming from a common frame between EC and SM.*

Q: Should a comprehensive network of existing and future vessel tracking systems be developed for the coastal waters of the EU? What data sources should it use, how would these be integrated, and to whom would it deliver services? (open text)

A: *See WATERBORNE ETP recommendations.*

#### Sub-section 4.2: Spatial Planning for a Growing Maritime Economy

Q: What are the principles and mechanisms that should underpin maritime spatial planning systems?

A: *Aptitude of land and sea part.*

Q: How can systems for planning on land and sea be made compatible? (open text)

A: *By making common planning. See example of SAUM in France.*

#### Sub-section 4.3: Making the Most of Financial Support for Coastal Regions

Q: How can EU financial instruments best contribute to the achievement of maritime policy goals?

A: -

Q: Is there a need for better data on coastal regions and on maritime activities?

A: -

Q: How should maritime policy be reflected in the discussions relating to the next EU Financial Framework? (open text)

A: -

## SECTION 5: MARITIME GOVERNANCE

### Sub-section 5.1: Policy Making within the EU

Q: How can an integrated approach to maritime affairs be implemented in the EU? What principles should underlie it?

A: -

Q: Should an annual conference on best practice in maritime governance be held? (open text)

A: -

### Sub-section 5.2: The Offshore Activities of Governments

Q: How can the EU help to stimulate greater coherence, cost efficiency and coordination between the activities of government on EU coastal waters?

A: *EU has to adhere to the international sea treaty (1982)*

Q: Should an EU coastguard service be set up? What might be its aim and functions?

A: *A large part of coast guard service in EU is made available through volunteer basis and volunteer donations.*

Q: For what other activities should a "Common European Maritime Space" be developed? (open text)

A: -

### Sub-section 5.3: International Rules for Global Activities

Q: How can the EU best bring its weight to bear in international maritime fora?

A: *Adhering IMO and international sea treaty.*

Q: Should the European Community become a member of more multilateral maritime organisations?

A: *YES.*

Q: What action should the EU undertake to strengthen international efforts to eliminate IUU fisheries?

A: -

Q: How can EU external policy be used to promote a level playing field for the global maritime economy and the adoption of sustainable maritime policies and practices by third countries? (open text)

A: -

### Sub-section 5.4: Taking Account of Geographical Realities

Q: What regional specificities need to be taken into account in EU maritime policies?

A: *- maritime peripheral areas (small islands regions)  
- Straights and "internal" seas (Mediterranean, black sea and Baltic).*

Q: How should maritime affairs be further integrated into the EU's neighborhood and development policies? (open text)

A: *By initiative on:  
- Mediterranean sea*

- *Black sea*
- *Baltic*

## SECTION 6: RECLAIMING EUROPE'S MARITIME HERITAGE AND REAFFIRMING EUROPE'S MARITIME IDENTITY

Q: What action should the EU take to support maritime education and heritage and to foster a stronger sense of maritime identity? (open text)

A: *Supporting the best practice on education and organizing a specific programme analog to ERASMUS.*