

Integrated Maritime Policy

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1. Background

1.1 Introduction

The adoption of the EU Integrated Maritime Policy (IMP) in 2007 introduced a new approach in terms of governance (extensive consultation and involvement of stakeholders – bottom up approach, geographical and sectoral integration of policies) and cross-cutting mechanisms (maritime spatial planning, integrated surveillance and marine knowledge base), with a view to supporting a balanced and sustainable development of sea-related activities. Within the context of the IMP, European maritime regions have developed and implemented several projects, taking advantage of the co-financing opportunities offered in the past and current programming periods, mainly through the European Territorial Cooperation Programmes.

Moreover, a number of debates and actions have taken place, especially with regard to the promotion of integrated governance structures and policies and the establishment of cross-sectoral tools and a knowledge-base.

1.2 The ‘European Maritime Day’

Established in 2008 as part of the EU IMP ‘*to increase awareness and visibility of the importance of the oceans, of a vibrant maritime economy and of the rich European maritime heritage*’, the European Maritime Day is an annual occasion, on or around the 20th of May, for the celebration and promotion of sea-related sectors and activities.¹

The 2008 event focused on the regional approach to the implementation of the Maritime Policy and on the dialogue with stakeholders, the term ‘regional’ referring to both supra and sub national levels, i.e. areas that are geographically larger or smaller than a coastal State. In 2009, the event looked at how policies and practices can combine towards the ‘*sustainable development of maritime regions and respect for the sea*’, while in 2010 the main theme will be "innovation", one of the priorities of the Spanish Presidency, and in particular how innovation may be fostered in policy-making for competitiveness, environmental protection, better working conditions and employment as well as for excellence in science.

Maritime regions, NGOs, maritime industries associations and companies, marine and maritime research organisations, maritime heritage organisations and maritime administrations are the **key stakeholders** called upon by the EC to take the ownership of the European Maritime Day.

¹ Joint Tripartite Declaration, 2008

1.5 Main concepts and objectives of COM (2009) 466 final

The European Commission (EC) supports custom-made strategies to address the challenges of each of Europe's sea-basins; in this context, COM (2008) 763 and COM (2009) 248 propose strategic approaches for the Arctic and the Baltic Sea regions, respectively, while COM (2009) 466 presents a set of proposals for the Mediterranean region. In particular, COM (2009) 466 '*Towards an Integrated Maritime Policy for better governance in the Mediterranean*' emphasises the challenges of regulating maritime activities in the Mediterranean sea-basin and focuses on the sets of mechanisms and tools that are necessary for the establishment of an integrated governance approach. Calling on EU Member States (MS) and non-EU Mediterranean partners to cooperate at the appropriate levels, it is intended to build on and create synergies with the various sectoral actions that the EU promotes in the Mediterranean area.

Key challenges and difficulties in the management of maritime issues in the Mediterranean region, as highlighted in the Communication, include:

I. **Increased and increasing economic activities** putting high and growing pressures on the Mediterranean ecosystem. Beyond the current economic crisis, sea-borne trade (including oil traffic), fisheries (including marine aquaculture), tourism, maritime transportation, housing development, industrial and energy production, are expected to continue a long established expansion.

II. **Increased environmental degradation** as a result of the vulnerability of the marine environment and the high volume of polluting activities both in coastal land and ashore. The strong impacts of economic activities on the marine ecosystems have put the de-pollution of the Mediterranean high on the agenda of international initiatives and among the priorities of the Union of the Mediterranean.²

III. **High degree of risk from climate change.** The Mediterranean region is expected to suffer from high temperatures and droughts, sea-level rise and storms. It is exposed to flooding, coastal erosion and land degradation risks, putting high pressures on infrastructure and human-induced activities, especially in island states and small islands.³

IV. **Uneven levels of economic development and administrative capacities** among the numerous coastal States. Such imbalances raise difficulties for

² Paris Declaration of 13.07.2008 and Horizon 2020 Initiative

³ IPCC 2008

stakeholder participation, as well as for the joint approval and subsequent implementation of policies.

V. Large proportion of the marine space is made up of High Seas and hence is outside the jurisdiction or sovereign rights of coastal States. Moreover, long-standing political disagreements and conflicts among coastal States over the extent or validity of diverse maritime zones in the Mediterranean weaken enforcement powers to regulate human activities in a large part of the marine space.

VI. Uncontrolled activities with negative social dimensions, such as seaborne irregular immigration and illegal drug trafficking are ‘a major concern in the region’ causing political tensions and often resulting in the loss of human lives.

Addressing the afore-mentioned challenges urgently calls for good governance, capable of transforming them into opportunities for the future. In this respect, the Communication emphasises the: (i) improved coordination among all areas of activity impacting on the sea (cross-sectoral policies and harmonised administration) and among all stakeholders involved at any level, be it local, regional, national or international; (ii) development and use of cross-cutting tools; (iii) ‘*stakeholder participation, transparency of decision-making and implementation of agreed rules*’.

1.4 The position of the CoR on selected issues addressed by COM (2009) 466 final

With reference to the European Maritime Policy, the CoR noted the importance of maritime spatial planning as a means ‘*to address the increasingly intensive use of the sea and foster harmonious coexistence of conflicting interests in a limited fragile space*’ (CdR 416/2008), highlighting the important role of local and regional authorities ‘*as funding authorities for certain projects and as the local bodies best placed to organise the harmonious coexistence of uses*’.

In its White Paper on Multilevel Governance (CdR 89/2009), the CoR supported the territorial dimension of governance, suggesting that ‘*Multilevel governance no longer takes a sectoral approach, but rather a territorial approach to development strategies (...)*’.

With regard to territorial cohesion the CoR also considered that *‘the objective of territorial cohesion should be applied to all Community policies’* and *‘should incorporate the maritime dimension’*⁴. Moreover, it suggested a link between territorial cohesion and innovation, emphasising the importance of clusters in the competitiveness and the sustainable development of industry and services in EU regions. In this respect, the CoR supported the creation of *‘an environment in which clusters can flourish’* (CdR 70/2008) and stressed the importance of *‘encouraging the creation of cross-border networks’*.

The CoR supported strategic approaches such as the development of macro-regions, recommending that *‘...at the transnational level of sea basins, frameworks for innovative governance should be introduced, in order to promote the integrated maritime policy (...) and to achieve greater coherence between Community action within the EU and the third countries concerned’* (CdR 274/2008 fin). Within the Mediterranean macro-region, the CoR has stressed the importance of giving *‘the Euro-Mediterranean Partnership a territorial dimension’* and of supporting *‘dialogue between local and regional authorities of EU member states and ENP partners in the Southern Mediterranean’* (CdR 134/2008 fin).

In its opinions 22/2008 and 416/2008, the CoR recommended that the EU financial system should be revised *‘towards one single simplified system for all or most of the maritime issues within a European Coastal and Island Fund’* *‘in the context of the discussions on the next financial framework’*. It further advocated *‘efforts to build up the capacities of local and regional authorities in order to secure mandatory funding’*.

Finally, the CoR has fully supported the European Maritime Day as a means to raise the visibility of maritime Europe, though since the beginning it has noted the importance of a decentralised approach in the organisation of the events.⁵

⁴ CdR 274/2008 fin

⁵ Delebarre 2008

2. Summary of recommendations on achievements and possible future developments of EU IMP, with a particular focus on the Mediterranean

The selected recommendations, summarised in five major thematic areas, reflect key EU Communications, reports and studies published in 2008/2009.

2.1 Governance issues and interregional cooperation

Recommendations relate to the role of EU, MS, coastal regions and other local decision-makers in an integrated approach to maritime governance. Suggestions are made on the facilitation of cooperation among policy makers and coordination of action at various government levels, on the development of shared cross-cutting tools and of a common ‘knowledge pool’. With regard to the Mediterranean region, recommendations focus on the proposal for a basin-wide high-level dialogue, on improved multilateral cooperation and assistance, as well as on encouraging stakeholder platforms to address issues at the basin level.

‘The term "maritime governance" refers to the manner in which authorities and other competent bodies, as well as stakeholders at large, influence, direct, guide, or regulate sea-related and coastal activities, such as maritime transport, offshore energy development, gas pipelines, port development, fisheries, aquaculture, etc.’ Source: COM/2009/466 final: questions and answers.

The role of the EU

Maritime affairs in Europe have long been addressed by sectoral policies; despite the very positive reaction of all stakeholders involved in the extensive consultation process regarding EU IMP, maritime governance remains fragmented, involving – often at the same time – different actors from the local to the international level. In this respect, within the EC Guidelines for an Integrated Approach to Maritime Policy (henceforth EC Guidelines), it is suggested that the EU initiative towards integration is ‘*a clear response to achieve greater coherence between different policy areas and approaches*’, considering the significant coordination and information needs of maritime governance.⁶

EU institutions have a key role in addressing information needs, as well as in enhancing visibility and awareness, through the development of structures and

⁶ COM/2008/395

mechanisms for better data acquisition and exploitation (e.g. setting up of a European Marine Observation and Data Network) and for shaping ‘*a shared maritime identity in sea basins*’.⁷

The role of Member States

The EC clearly recommends that MS ‘*develop their own national integrated maritime policies*’ (COM/2008/395), implying, on the one hand, that a strategic policy approach should be pursued at national level and, on the other hand, that there is no single system of maritime governance to be adopted. It further suggests that different approaches should be followed even by coastal States within the same sea basin: in particular, ‘*Mediterranean Member States are encouraged to pursue their efforts in drawing up their own integrated maritime policies*’.⁸

The EC Guidelines advise MS to ‘*consider creating internal coordinating structures for maritime affairs within their government frameworks*’, emphasising the need for these structures to ‘*include a mechanism providing political guidance at the highest level*’. MS are encouraged to set up dedicated decision-making structures, e.g. Ministries, with the authority to coordinate different sectoral policies, towards shared goals, as per the government’s strategic maritime plan. Such a function requires ‘*sufficient weight to be able to structure the dialogue between sectoral interests*’, hence a clear assignment of leading responsibilities at political level.⁹ Besides the political level, integration should also address public administration; according to the same guidelines, each MS should make ‘*organisational arrangements that fit in with its administrative traditions*’. MS are also recommended to ‘*promote and facilitate appropriate stakeholder structures, allowing broad participation by stakeholders in governance of maritime affairs, taking measures to increase the capacity of the social partners and ensuring a transparent decision-making process*’.¹⁰

The EC Progress report on the EU IMP has indicated that ‘*substantial progress has taken place (since the endorsement of the IMP) and more Member States have taken initiatives towards the integration of maritime policy and increasingly share best practice in integrated maritime policy approaches (...) fully in line with the EC guidelines*’.¹¹

⁷ COM/2009/466 final

⁸ COM/2009/466 final

⁹ COM/2008/395

¹⁰ COM/2008/395

¹¹ COM/2009/540 final

The role of coastal regions and other local decision makers

The EC Progress report on the EU IMP considers that coastal regions ‘are best placed to identify what is required to implement the policy locally and at the level of each sea basin’ and also that ‘(they have) shown great ability to work with their national authorities as well as with regions from other Member States in order to promote integrated solutions to sea-related issues’.

The EC suggests specific potential responsibilities in the IMP for sub-national levels of decision-making (regional and local levels), in particular with regard to: (a) the development of ‘regional integrated maritime policies in line with the relevant national and EU policies’; (b) the implementation of Integrated Coastal Zone Management (ICZM); (c) the regulation of ‘the spatial deployment of economic activities’. On the necessary involvement of stakeholders, the EC recommends the ‘active participation by maritime stakeholders in integrated national, regional or local maritime policies’, while economic operators are advised to ‘adopt an integrated approach by forming “maritime clusters” which, in turn, can cooperate with other stakeholders by setting up civil society fora and networks of maritime stakeholders’.¹² In addition, in its Memo on the Progress report on EU IMP¹³ the EC considers that the ‘Momentum needs to be maintained in the dialogue with stakeholders, through new platforms and on the occasion of European Maritime Day (...)’.

Cooperation between policy-makers and coordination of action taken at different levels of government

Optimisation of policy-making and governance in the maritime sector requires that ‘the integrated approach permeates every level of government, all players involved, research and policy advice and stakeholders’ activities’.¹⁴ Such an approach implies increased cooperation between policy makers and coordination of action at different levels of implementation. The EC Guidelines recommend that ‘coordination is generally preferred to centralisation’, though it is made clear that ‘an active catalyst is needed’ to engage in further action all those who will initially get involved.

Enhanced cooperation at the sea basin level is also needed with regard to the endorsement of the Marine Strategy Framework Directive. Coordination is to be pursued not only with all MS, but also with ‘existing institutional structures established in marine regions or subregions, in particular Regional Sea Conventions’, such as HELCOM, OSPAR or the Barcelona and Bucharest

¹² COM/2008/395 final

¹³ EC MEMO/09/455

¹⁴ COM/2008/395 final

Conventions.¹⁵ Moreover, the EC considers crucial the development of ‘(...) a degree of coordination across borders, allowing exchanges of best practice and closer cooperation between states in critical areas, such as those relating to protection of the marine environment, to the safety, security and surveillance of Europe’s vast maritime areas and to marine and maritime research’.¹⁶

Shared, cross-cutting tools

The EC Progress report on the EU IMP recommends the use of cross-cutting policy tools ‘to enhance economic development, environmental monitoring, safety, security and law enforcement on Europe’s oceans and seas’. It advocates the use of maritime spatial planning as well as increased marine knowledge by all relevant levels of governance – including decision-making mechanisms allowing for cross-border policies – as a means of promoting economic investments, improving management of maritime space and preserving marine ecosystems. Moreover, it supports the integration of maritime surveillance as a tool with significant added value for the implementation of key policies related to illegal immigration, the safeguard of commercial shipping and the protection of natural resources.¹⁷

Likewise, in the Mediterranean basin, the EC promotes the ‘development and use of integrated maritime governance tools, in particular spatial planning at sea and in coastal areas, mobilisation of common efforts in marine and maritime research, and further co-operation for the surveillance of operations at sea’ equipped for ‘generating additional potential for sea-borne economic growth and securing environmental protection and a better future for coastal populations’.¹⁸

Development of a common ‘knowledge pool’ for effective, cost-efficient solutions

The EC Guidelines note that ‘(...) science and data resources have to be brought together to give the (IMP) policy a sound basis for strategic and forward-looking decision-making’.¹⁹ Within COM (2009) 466, the EC: (a) suggests that ‘the development of sustainable maritime economies and effective coastal management requires policies built on foundations of best available scientific knowledge’; (b) considers, in this respect, that ‘the knowledge-base on ICZM practices in the Mediterranean (also) needs to be strengthened’; (c) advocates the strengthening of marine research infrastructure, the integration of Research

¹⁵ 2008/56/EC

¹⁶ COM/2008/395 final

¹⁷ COM/2009/540 final

¹⁸ COM/2009/466 final

¹⁹ COM/2008/395 final

and Technology Development efforts through maritime clusters and Technology Platforms, and the establishment of synergies between MS and regions, as a means *‘to find coherent solutions for realising the full economic potential of our seas within an ecosystem-based approach’*. In the same trend, the EU Strategy for Marine and Maritime Research seeks to *‘improve the efficiency and excellence of marine and maritime research in order to address the challenges and opportunities presented by the oceans and seas’*, by way of stimulating integrated research efforts and strengthening international scientific cooperation.²⁰

Multilateral cooperation and assistance/Basin-wide high-level dialogue/ Stakeholder platforms to address issues at basin level

Within the context of marine environmental protection, EC Guidelines recommend thinking *‘in terms of maritime basins and the marine regions and sub-regions provided for in the Marine Strategy Framework Directive’*.²¹ Within COM (2009) 466, the EC recommends: (a) that *‘High Level Focal Points of Member States regularly address the Mediterranean Sea in order to discuss progress made in integrated maritime policy making’*; (b) that an information-exchange exercise should be *‘extended to non-EU partners interested in an integrated approach’*, setting the basis for a basin-wide high-level dialogue; (c) that the existing multilateral framework and bilateral agreements, including among others the Union of the Mediterranean and regional cooperation initiatives under the European Neighbourhood Policy, should provide the foundations for *‘co-operation on integrated maritime-policy making and better governance thereof’*; (d) that *‘a more transparent overview of the work done by organisations dealing with maritime affairs in the basin is required, including whether provisions adopted or promoted by these bodies are systematically monitored and fully implemented’*.

2.2 Marine environment and integrated coastal area management

Recommendations refer to the integration of maritime surveillance, addressing coordination and interoperability issues (including the role of authorities at the local and regional levels), as well as the exchange of information, including the security of information flow; reported recommendations are found in COM (2009) 538 final, *‘Towards the integration of maritime surveillance’*. Selected

²⁰ COM/2008/534

²¹ COM/2008/395

Marine Strategy Framework Directive and ICZM recommendations are dealt with in 2.1 and 2.3.

Maritime surveillance: Interoperability – Coordination – Exchange of information – Security of information flow

The successful establishment of a common information-sharing environment calls for *‘full consultation and coordination with all the relevant user and operator communities and in full respect of the principle of subsidiarity’*. This common environment should improve maritime situational awareness and be designed to: (1) avoid data duplication; (2) achieve interoperability across EU user communities; (3) give priority to the establishment of coordination at national level, using as interfaces those authorities that have been already identified as sectoral information hubs; (4) facilitate international and regional sea level basin cooperation.

Maritime situational awareness is *‘the effective understanding of activity associated with the maritime domain that could impact the security, safety, economy, or environment of the European Union and its Member States. On the basis of clearly defined user needs and rights, it assists the authorities responsible for monitoring and surveillance activities in preventing and managing in a comprehensive way all such situations, events and actions related to the EU maritime domain’* Source: COM/2009/538 final.

A non-hierarchical technical framework of maritime monitoring and surveillance systems is proposed, as a cost-effective interaction of different information layers, enabling MS to make more efficient use and achieve improved dissemination of information to the different user communities, on a need-to-know basis: *‘The system architecture must allow data to be inter alia collected, merged, analysed, disseminated and managed at the appropriate level of decentralisation, depending on security concerns (e.g. intelligence) and in compliance with data protection regulations, international rules and functional requirements’*, while *‘best use should be made of existing systems’*. Relevant EU Agencies are expected to serve as hubs for the information exchange as appropriate.

With reference to the sharing of surveillance information between civilian and military authorities, the following measures are recommended: (1) establishment of *‘a close coordination between the European Commission, the Member States and those interlocutors whom the European defence community may indicate for this purpose’*; (2) *‘Better use of surveillance tools across communities’*; and (3) the use of space observation for monitoring purposes (space generated data).

With regard to the security of information flow, ‘any mechanism aiming at the cross-border exchange of data from various existing databases is made subject to a clear legal framework on a need-to-know basis’, defining a minimum level of information regarding that exchange (e.g. nature of the data involved, capability of the data providers, etc.).

Specific initiatives towards the application of interoperable cross-border or national level surveillance systems, including Vessel Monitoring Information System, maritime safety and law enforcement, are outlined in section 3.

2.3 Territorial cohesion, spatial planning and transport

Recommendations refer to the links of the territorial cohesion objective to IMP and especially Maritime Spatial Planning (MSP), with particular reference to the Mediterranean basin. Further recommendations are provided with regard to maritime transport and the territorial cohesion objective.

Territorial cohesion objective - Maritime Spatial Planning - Maritime Transport

In the Roadmap for MSP the EC acknowledges that ‘*The use of MSP will enhance the competitiveness of the EU’s maritime economy, promoting growth and jobs in line with the Lisbon agenda*’. Coherent maritime spatial planning, that follows the key principles recommended in the roadmap, links IMP with the territorial cohesion objective, as it:

- associates activities with their implementation territory, in terms of environmental impacts and ecosystem resilience;
- facilitates and improves coordination of the planning system within MS, towards a more straightforward decision-making process (as per the approach proposed in the EC Guidelines – see also section 2.1);
- promotes cross-border cooperation and consultation, in a process ensuring coherence of plans across ecosystems;
- supports integration between land and sea activities and stakeholders, by establishing coordination with terrestrial spatial planning (including coastal zones) and links with ICZM, including cooperation and involvement of stakeholders.

‘MSP operates within three dimensions, addressing activities (a) on the sea bed; (b) in the water column; and (c) on the surface. This allows the same space to be used by different purposes. Time should also be taken into account as a fourth dimension, as the compatibility of uses and the “management need” of a particular maritime region might vary over time.’
Source: COM/2008/791 final).

Territorial cohesion is, moreover, clearly linked with land-use planning, both of which aim at reconciling the social, economic and environmental demands for spatial development. MSP, as a cross-cutting tool for policy implementation, is therefore a crucial link between IMP and the Territorial Cohesion Objective, towards a more coherent regional development in coastal and insular areas.

MSP presents similarities with land use planning, in terms of using plans to settle competing claims for space, but also significant differences: *‘(a) the dimensional aspect as MSP must address activities on the seabed, in the water column and on the surface; (b) the mobile nature of many maritime activities (such as fishing and navigation) which use space but not permanent structures; and (c) the fact that land use planning takes place against a common background of private land tenure rights which do not have a maritime equivalent. Instead maritime activities are regulated through a range of sectoral laws, plans and licences/permits’* (Source: Legal aspects of maritime spatial planning: summary report, EC 2009). Features (b) and (c) allow for MSP (and consequently IMP) to foster a more integrated territorial development (through the establishment of cross-border fishing licences, for example) and a stronger interregional cooperation and exchange of experience (through the planning of fishing/navigation routes and networks), i.e. a stronger link to Territorial Cooperation.

With regard to transport, the EC suggests that *‘The EU will also have to promote better maritime transport in order to foster co-modality, to implement the concept of the Motorways of the Sea, and to improve the EU programme for short sea shipping’*. Targeting territorial cohesion, the Commission, in its report, acknowledges the need to further invest in EU-flagged shipping, to support maritime employment and insist on cleaner ships, as a means to safeguard both economic development and the quality of the environment in coastal areas, including islands.²²

With reference to the Mediterranean basin, there is a clear focus by the EC on the exchange of best practices in integrated maritime governance, as it: (1) encourages MS to use the European Territorial Cooperation Objective programmes for the Mediterranean towards this end; (2) offers its direct support in the exchange of best practices, through the establishment of *‘a system to share information and document progress’*, i.e. a portal on the web where MS can upload maritime affairs-related documents, including IMP²³.

²² COM/2009/540 final

²³ COM/2009/466

2.4 Sustainable growth and jobs in fisheries and related sectors

Recommendations refer to the reform of the Common Fisheries Policy (CFP) and to the strategy for the sustainable development of aquaculture, with particular reference to the potential for regionalisation of CFP as well as to the need and potential for integration within MSP.

Common Fisheries Policy

In the Green Paper for the reform of CFP the EC identifies the potential for a regionalisation of the policy.²⁴ Regionalisation is considered as the next step since: (1) diversity and size of the EU waters do not allow for a one-size-fits-all solution – consideration of particularities, at least at the level of EU basins, is required; (2) CFP in its current form has structural deficiencies and does not meet the five criteria for good governance (openness, participation, accountability, effectiveness, and coherence) – in particular, limitations are identified regarding the level of involvement of LRAs and other stakeholders; (3) so far, EU top-down centralised micro-management of fisheries is problematic and has not been effective; (4) a change is required to bring decisions closer to those affected or who have an interest (principle of subsidiarity), with clear implications for a more active role by LRAs; (5) currently, communication with stakeholders is relatively poor and needs to be improved – a stronger involvement of LRAs would benefit that process; (6) regionalisation provides a better basis for bringing in local experience, knowledge, and expertise – LRAs are best placed to identify local resources and to share them with stakeholders in other geographical areas; (7) regionalisation may offer a decision-making process and implementation setup which together encourage long term perspectives; (8) a regionalised CFP may provide a better framework for an ecosystem based approach to management – to this respect, LRAs can assist in establishing links with existing ICZM plans; (9) the capacity of the current centralised management system is already stretched to its limits and is doubtful that will be able to cope with the demand for integration in the broader IMP context.^{25,26}

On the other hand, legal and market limitations require a cautious approach to the regionalisation of the policy.²⁷ Any approach to regionalisation should in fact consider that EU treaties do not allow powers to be devolved to regional bodies and that decision-making should either remain with the EC or be delegated to MS. This has implications, among other areas, in the responsibility

²⁴ COM/2009/163 final

²⁵ Scottish Government: IFFM Interim report 2009

²⁶ Anne-Sofie Christensen, Innovative Fisheries Management, 2009

²⁷ David Symes, 2009

for negotiations with third countries concerning the exploitation of shared stocks. Moreover, there are policy areas of the CFP, such as market policy with regard to exports and imports, which benefit from being identical across EU.

Other considerations such as the management of highly migratory stocks within a regionalised policy imply the need for management plans to be formulated across two or more regions and in general to use boundaries for fisheries regions that are coherent with those used for other maritime management purposes, in line with the EU IMP. Managing fisheries resources in this context, would require sub-regional management plans for fisheries, hence a stronger involvement of LRAs as per the recommendations of the EC Progress report on the EU IMP referred to in section 2.1 (role of coastal regions and use of shared cross-cutting tools).

Further to the regionalisation of CFP, *‘a reduction in the European fishing fleet's capacity will necessarily mean job losses overall’* calling for *‘(...) the creation and stimulation of alternative economic opportunities in coastal communities’*.²⁸ LRAs are in a position to facilitate a smooth adjustment/transition phase, by applying local policies that encourage multi-employment, including the diversification of activities within the fisheries sector, e.g. processing and aquaculture. It is expected that key to this transition phase will be the level of integration of fisheries into the maritime policy context and specifically into the regional (basin level), national and local maritime spatial plans. In this respect, LRAs are expected to contribute towards the diversification of the local economies of coastal areas, adding new dimensions to development such as green economy, tourism and cultural heritage.

The need for an integrated approach in line with the EU IMP is also highlighted in the Roadmap for MSP, where the EC suggests that *‘(...) sustainable management of fisheries in EU waters would benefit from coherent MSP’*.²⁹ This suggestion is based on the concept of the ecosystem approach, taking into consideration the interaction of fisheries with the ecosystem and the mobility of fish stocks. The *‘Reform of the Common Fisheries Policy’*³⁰ recommends the integration of future CFP with MSP, in order to regulate competition for marine space between capture fisheries or aquaculture and other maritime sectors. Moreover, within the context of the EU Cohesion Policy, coastal community development can benefit from the integration of the CFP in IMP, given the latter's strong focus on sustainable development in coastal regions (e.g. in the

²⁸ Speech by Commissioner Joe Borg at the Plenary session of the European Economic and Social Committee, Brussels, 15 July 2009: Reforming the Common Fisheries Policy: the journey ahead

²⁹ COM/2008/791

³⁰ COM/2009/163

form of sustainable tourism), especially with regard to ‘*alleviating socio-economic impacts of reducing capacity in the catching sector*’.

Aquaculture

Still in the Roadmap for MSP, the EC, considering the increasing competition for marine and coastal space and the quality of water as the main challenges for the development of aquaculture, suggests that ‘*MSP can provide guidance and reliable data for the location of activities*’.³¹ In its Communication on a ‘*Strategy for the sustainable development of European aquaculture*’³², the EC states its support for ‘*the development of maritime spatial planning and Integrated Coastal Zone Management, as identified in the framework of the new EU Maritime Policy*’ and ‘*Invites all Member States to develop marine spatial planning systems, in which they fully recognise the strategic importance of aquaculture*’. In this context, the EC looks favourably on the possibility of strengthening ‘*the linkages between Community financial instruments and the issue of access to space for maritime activities, including aquaculture*’.

2.5 Fostering technology innovations (including successful clusters)

Recommendations refer to the framework conditions supporting innovation, with particular reference to cluster policies, cluster programmes and cluster initiatives, including maritime clusters.

A clear distinction should be made between clusters, cluster policies and cluster initiatives: ‘*Whereas clusters are a real economic phenomenon that can be economically measured, cluster policies are more an expression of political commitment to support existing clusters or the emergence of new clusters. Cluster initiatives are practical actions to strengthen cluster development, which can, but must not necessarily be, based on a formulated cluster policy*’. Source: COM (2008) 652 final.

Framework conditions for innovation – Cluster policies – Cluster programmes

Within COM/2008/652 ‘*Towards world-class clusters in the European Union*’ it is recommended that: (i) policy makers at all levels support the development of framework conditions ‘*nurturing innovation, excellence and cooperation across the EU*’, through common efforts enhancing ‘*synergies and complementarities between different policies, programmes and initiatives*’; (ii) new cluster initiatives ‘*should be carefully designed and underpinned by a very clear rationale based on precisely identified business interests, regional strengths,*

³¹ COM/2008/791

³² COM/2009/162

specific competences, knowledge hubs of international excellence and market foresight'; (iii) relevant Community financial instruments are *'implemented in line with regional and national efforts in support of clusters'* and consequently national and regional support programmes *'take into account the trans-national dimension of clusters, within the EU and beyond'*; (iv) a closer cooperation between MS and regions be achieved at policy level, supporting in this context the activities of the European Cluster Alliance towards *'mutual policy learning, sharing best practices and experiences, and jointly developing common practical tools'*; (v) the European Grouping on Territorial Cooperation is additionally used *'to address practical constraints to closer cluster policy cooperation'*; (vi) when designing cluster programmes, MS and regions exploit opportunities provided by the single market.

Maritime Clusters

In its working document on maritime clusters, the EC considers that *'Research competence and capacities ranging over the various activities of the maritime domain and cooperating in a cross-sectoral way are fundamental means to support cluster development'*, noting the potentially positive role of research excellence centres as intermediaries between the marine scientific community and maritime enterprises.³³ The European Strategy for Marine and Maritime research outlines that maritime clusters that have developed in several EU coastal regions with the support of various financial instruments at Community, national and regional level, *'can provide a focus for discussing maritime research needs and agreed actions to be implemented and integrated at regional level'*.³⁴

Examples of successful previous and on-going cross-border cooperation projects involving clusters with the aim of strengthening Europe's innovative capacity are reported in section 3.2. Earlier EU support that has been given to maritime clusters covers transnational cooperation at both policy (European Cluster Alliance, Maritime Industries Forum) and operational levels (European Network of Maritime Clusters, Europe INNOVA TM, PRO INNO Europe, European Cluster Observatory). An analysis of this support is provided in section 4.2.

³³ SEC/2007/1406

³⁴ COM/2008/534

3. Outline of initiatives set up by European maritime regions to develop EU co-funded projects under IMP

European maritime regions, supported by European funds (2000-2006 and 2007-2013 programming periods) have designed and implemented numerous projects falling under the scope of IMP. These initiatives address both sectoral and geographical area integration. They mainly focus on governance issues, maritime surveillance, maritime cluster development, ICZM, MSP and the marine environment, including the ecosystem approach and risk management. Several have addressed Territorial Cohesion (projects that have been or are co-financed under an Interreg III or IV strand). Although in many cases the initiatives have been fragmented and their results have not been broadly capitalised, there have been few projects that managed to integrate their outputs into broader IMP systems and establish sustainable structures. Significant examples are reported below.³⁵

3.1 Regional initiatives, including interregional cooperation, addressing a single country

Interreg Cyprus	IIIA	Greece- level: national with links to regional and local levels
<p>Project VTMIS - Vessel Traffic Monitoring and Information System. Co-funded under Interreg IIIA Greece-Cyprus, ended in 2007 after a two-year project period. It aimed at assisting the government of Cyprus in its efforts to respond to continuously increasing demands for the protection of the marine environment, the improvement of surveillance, maritime research and safety. The core project activities included the purchase, installation and commissioning (including training of staff) of a Vessel Traffic Monitoring and Information System encompassing a coastal VTMIS located within a national level authority (information hub), two-port vessel traffic systems located in the two largest ports (local level), remote terminals commissioned to agencies at the local level and a Marine Pollution Control Station, located centrally (national level authority). The system has been successfully integrated to EMSA SafeSeaNet, to facilitate communication between the various maritime authorities in the EU at local and regional level. The national VTMIS has been further integrated with the Cyprus Port Authority database, the Malta VTMIS (commissioned in 2006) and the EMSA MEDAIS, collecting, storing and distributing data acquired from the various national AIS stations throughout the Mediterranean.</p>		

³⁵ Other cross border and interregional cooperation initiatives linked with but not mainly focused on IMP include: (i) the on-going project COASTANCE, co-funded under Interreg Med, which started in 2009, has a duration of 36 months and focuses on coastal zone adaptation to Climate Change; (ii) the on-going project REGIOCLIMA, co-funded under Interreg IVc, which started on October 2008, has a duration of 36 months and focuses on Regional Climate Change adaptation strategies; (iii) the MARINE project, co-funded under Interreg IIIB (Atlantic Area), which started on January 2007 with an 18 month duration and aimed at creating and fostering a Network of Excellence to promote the development and the transfer of knowledge and innovation in the field of maritime incidents.

Spain	level: local
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Project ‘Implementation of EMAS in a fishing and leisure port’, co-financed by LIFE, started in 2003 for a three-year period. Action was managed and implemented by the Marine Port Authority of Galicia. The project aimed at demonstrating how the implementation of the Eco-Management and Audit Scheme (EMAS) can improve the environment in fishing and leisure ports; at improving the environmental management in the pilot port of A Pobra; and at contributing to the extension of EMAS in fishing and leisure ports at a Spanish and European level.

UK	level: regional
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Project ‘PISCES – Partnerships Involving Stakeholders in the Celtic sea Eco-System’, co-financed by LIFE+, initiated in 2009 and expected to be completed in 2012. The project is led by WWF UK who together with TEC and WWF Spain will work closely with target stakeholders from several MS to test collaborative methodologies for implementing the ecosystem approach in the Celtic Sea. The project will add to the development and demonstration of innovative policy approaches and will specifically contribute to the effective implementation of the EU Marine Strategy. It will particularly focus on the implementation of the ecosystem approach in the Celtic Sea by involving key marine stakeholders in close collaboration with the relevant governments; by functioning as a demonstration initiative, its findings will contribute to improved policy and governance for other sub-regions and regional seas in EU maritime waters. By 2012, besides fostering greater shared understanding of the ecosystem approach towards integrated marine management, the project is expected to lead, through cooperation and coordination between relevant stakeholder groups, to the development (and Celtic Sea Member State recognition) of agreed mechanisms for implementing the approach in the context of relevant EU marine policies. The project will explore all the activities in the Celtic Sea, including: fisheries, mariculture, tourism/recreation, shipping, industry, offshore renewables.

3.2 Cross-border and interregional cooperation initiatives

LIFE	UK, France, Italy, Poland
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Project ‘RESPONSE’, started in 2003 for a three-year period. It developed a highly innovative mapping technique to assess current and future coastal risk. Going beyond previous macro-scale classifications of coasts, the project methodology allows for an assessment of local coastlines to provide detailed estimates of likely future changes. This information provides understanding to local authorities and stakeholder groups of the specific hazards and risks in their coastal areas, allowing for informed planning decisions on local and regional-level land-use development and shoreline management (anticipation of impacts, responses for mitigation of risks or consequences). A major strength is that this methodology can be applied to any stretch of coastline in the world.

Interreg IIIA Greece – Italy	Italy – Greece
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- Project ‘ADRION’, started in 2006 and was completed at the end of 2008. It worked on the development and operation of an interoperable maritime surveillance system focusing on ports and aimed at the development of an integrated plan for the establishment of a Port Information System, covering the Adriatic and the Ionian Seas. Activities included the purchase, installation and commissioning (including training of staff) of the system for the five participating ports – Patra, Igoumenitsa, Corfu, Bari, Brindisi.

- Project ‘GIPSY’, started in 2006 and was completed at the end of 2008. It aimed at the development of an integrated plan for the management and control of cargo and passengers at ports in Italy and Greece. Activities included the purchase, installation and commissioning (including training of staff) of an integrated (for the five participating ports – Patra, Igoumenitsa, Corfu, Bari, Brindisi) cargo and passenger control system.
- Project ‘PELAGOS’, started in 2006 and was completed at the end of 2008. It aimed at the development of an integrated plan for the management of border control points in Bari, Italy and Corfu, Greece. The action introduced a model for the development and pilot application of an interoperable Port Security & Control system. Activities included the purchase, installation and commissioning (including training of staff) of an integrated (for the two ports) port facilities control and monitoring system.
- Project Hydro.NET, started in 2007 for a project period of 18 months. It is an initiative of the Union of Municipalities of Terra dei Messapi, in partnership with the Managing Authority of Torre Guaceto, the Region of Puglia, the Water Authority of Puglia, the Development Agency of Achaia and the University of Ioannina. The project focused on the creation of a cross-border territorial network for the exchange of information related to risk prevention in coastal areas. It aimed at the creation of an Observatory for the environmental monitoring of land, capable of gathering and continuously updating data, the trans-border dissemination of collected information and the establishment of an ‘early warning’ system in the southern Adriatic region.
- Project ‘GoW – Implementation of governance tools for water resources and for the protection of the coastal marine ecosystem’, started in 2007. It was focussed on improving cross-border cooperation for the adoption of measures and protocols for the protection of common ecosystems. The project aimed at creating tools for the management of surface and ground water resources as well as for the protection of the coastal marine ecosystem, in order to facilitate the implementation of integrated planning, management and monitoring activities. It allowed for an integrated use of data through the application of a Local Environmental Information System, capable of simultaneous online data management in both target countries.

Interreg IIIC North

Germany, France, Poland

‘**InterMareC** - Using maritime clusters to stimulate growth in coastal regions’ cooperation project between the three coastal regions of Schleswig-Holstein (Germany), Brittany (France) and Pomorskie (Poland), started in 2005. The overall objective of InterMareC is to initiate, develop and establish an interregional maritime cluster. The project aims to generate economic impulses (including job markets) in the three regions and European cohesion within the maritime sector, using the strategy of an operational cluster facilitation associated with the incentive of sub-project grants. InterMareC fosters cooperation between local and regional actors belonging to the maritime sector; especially through promoting innovative cooperation between maritime companies, scientists and public authorities (Triple-Helix-Principle). This improves the accessibility of resources and competences and results in a more effective use of their potential. InterMareC concentrates on three thematic fields: Offshore and Oceanographic Technologies; Coastal Services and Activities; Ship- and Boat-Building, Supply and Services.

Interreg IIIB NP CADSES | **Albania, Bosnia - Herzegovina, Bulgaria, Croatia, Germany, Italy, Montenegro, Poland, Romania, Slovenia and Ukraine**

PlanCoast project, started on April 2006 and ended on April 2008, and was co-funded under INTERREG IIIB NP CADSES. It aimed at developing tools and capacities for an effective integrated planning in coastal zones and maritime areas in the Baltic, Adriatic and Black Sea regions. PlanCoast achievements include: the introduction of Maritime Planning as a new spatial planning instrument; the link of ICZM and Maritime Planning with the processes of statutory spatial planning in a selected number of pilot projects; the wide use of geographical information systems (GIS) for effective transnational planning; contributions to the creation and implementation of EU policy on coastal zones and maritime areas, such as the Green Book and Blue Book; and the creation of numerous national laws and strategies. PlanCoast had 16 partners representing the spatial planning departments or responsible regional authorities from Albania, Bosnia - Herzegovina, Bulgaria, Croatia, Germany, Italy, Montenegro, Poland, Romania, Slovenia and Ukraine.

Interreg IIIB Atlantic Area | **Portugal, France, UK, Spain, Ireland**

The 'Integrated Coastal zone management: towards an Atlantic Vision' project started in 2003 and ended four years later. It aimed to stimulate the sustainable development of the coastal zones of the Atlantic Area from an environmental, social and economic point of view, by encouraging integrated regional development implementation and management. The project set out to make recommendations towards the creation of a common vision of ICZM in the Atlantic Area. The action identified the specific characteristics of the Atlantic Area; facilitated relevant measures by the involved States; provided a coherent working framework for initiatives in coastal zones enabling horizontal and vertical integration of ideas and actions; and contributed to better management and protection of the coast.

4. Debates and concrete actions on key future challenges for IMP-related governance and project funding

4.1 Debates

In view of the forthcoming EC Communication on projects and initiatives to further develop IMP, due in 2010, a wide debate on IMP is developing at EU and national levels, with regard to the following six strategic directions:

1. Enhancement of integrated maritime governance.
2. Cross cutting policy tools, in particular maritime spatial planning, marine knowledge base and maritime surveillance, as practical instruments at all relevant levels of governance.
3. Definition of the boundaries of sustainability of human activities that have an impact on the marine environment.
4. Use of sea-basin strategies in the implementation of IMP, in terms of adaptation to the specific contexts – be it economic, political, environmental or geographical – of each large maritime region.
5. International dimension of IMP, and the leading role to be played by Europe.
6. Renewed focus on sustainable economic growth, employment and innovation, through the implementation of IMP.

The aforementioned strategic directions include issues for which debates at EU level (and in some cases at national and regional levels), involving a large number of stakeholders, have already been initiated in the past. In particular, these debates focus on:

- *Maritime Spatial Planning*

The ‘*Roadmap for Maritime Spatial Planning: Achieving common principles in the EU*’, opened the debate for a common approach to MSP in Europe, by: (a) making clear the concept of MSP, (b) outlining existing approaches to MSP, as well as those international and EU instruments that have an impact on MSP and (c) identifying key principles for MSP.

- *Territorial Cohesion*

The ongoing debate on Territorial Cohesion as the third pillar of the EU Cohesion Policy has gradually shaped a shared understanding of the concept among the stakeholders involved and is now focusing on ‘*new themes, new sets*

of relationships binding EU territories at different levels and new forms of cooperation, coordination and partnerships'.³⁶

- Common Fisheries Policy reform

The Green Paper on the reform of the CFP raised several issues as regards the ways to overcome the structural failings of the existing framework as well as potential future steps for improving the management of EU fisheries. The stakeholders' consultation process closed at the end of December 2009 and the EC is expected to publish its analysis in March 2010. National and regional level debates focusing on the regionalisation of the CFP began particularly in northern Europe, including in the Netherlands and Scotland.

- EU budgetary framework 2014-2020

In view of the next programming period 2014-2020, an unofficial debate on the allocation of funds to maritime issues has begun. The EC is '*examining the future funding needs that IMP-related actions may involve as part of its overall reflection on the next financial perspective*'.³⁷ At the same time, the Conference of Peripheral Maritime Regions in Europe has expressed the opinion that '*The regions must work with the institutions to ensure that maritime issues are a major priority in the next European budgetary framework of the 2014-2020 period*', adding that '*(...) maritime affairs must continue to be dealt with at an equally high political level and the future of European maritime policy must be guaranteed and given resources commensurate with the goals declared (so far)*'.³⁸

Finally, COM(2009) 466 opened up a debate among Mediterranean MS, partner countries, candidate and potential candidate countries, on common challenges and possibilities for a more coordinated approach to policies affecting the Mediterranean basin³⁹.

³⁶ Hübner 2009

³⁷ COM/2009/540

³⁸ CPMR 2009

³⁹ First Working Group meeting on IMP in the Mediterranean, 15.12.2009

4.2 Concrete actions

4.2.1 Key Future challenges for governance

With regard to marine knowledge base and interregional cooperation, the EC has launched a number of scientific and data-gathering initiatives to assist MSP towards best available scientific knowledge, including: (i) a European Marine Observation and Data Network (EMODNET), to facilitate discovery, access and use of data; (ii) an integrated database for maritime socio-economic statistics (currently under development by ESTAT); (iii) the European Atlas of the Seas, aiming at enhancing visibility and awareness and at developing ‘*a shared maritime identity in sea-basins*’⁴⁰; and (iv) Global Monitoring for Environment and Security (Kopernikus). Additionally, considering the provision of comparable and reliable maritime/coastal statistics to be beneficial to the MS, Eurostat has started ‘*a cross-sectoral work programme on socio-economic statistics covering maritime sectors and coastal regions*’.⁴¹

At policy level, the European Cluster Alliance has pulled together ‘*a large number of ministries and public administrations responsible for designing and implementing cluster policies*’, assisting different public administrations to work more closely together and resulting in the establishment of an initial stage of ‘*practical cluster policy cooperation across the EU*’. Additionally, the Maritime Industries Forum and the Waterborne TP forum ‘*translate the objectives of EU industrial policy into practical tools for industry*’.⁴²

The EU also supports trans-national cooperation at operational level, through the Europe INNOVA TM initiative under the Competitiveness and Innovation Programme (CIP); the initiative mainly focuses on ‘*the joint development of new or better tools for use by cluster organisations in support of innovative SMEs, thus enhancing business support services for clusters in Europe*’, with positive results in business linkages between clusters in the EU.⁴³ In addition, the European Network of Maritime Clusters, founded in 2005, provides a platform for the exchange of best practices to the maritime cluster organisations of ten European countries.⁴⁴ Other relevant EU actions on innovation include: the PRO INNO Europe® initiative of DG Enterprise and Industry, aiming to become the focal point for innovation policy analysis and policy cooperation in Europe; and the European Cluster Observatory, with substantial results in cluster mapping.

⁴⁰ COM/2009/466 final

⁴¹ COM/2008/395

⁴² SEC/2007/1406

⁴³ COM/2008/652

⁴⁴ The 10 countries are: Denmark, Finland, France, Germany, Italy, the Netherlands, Norway, Poland, Sweden, and the United Kingdom.

4.2.2 Key future challenges for project funding

With regard to the funding framework for Territorial Cooperation, following the debate on the priorities for EC funding to neighbouring countries for the next years, the EC is currently in the final stage of internal processing and validation, feeding stakeholders' contributions into the mid-term review of the Country Strategy Papers for all ENP partner countries (Strategy Papers 2007-13) and the preparation of the new National Indicative Programmes (2011-2013). ENPI Cross-Border Cooperation programmes support spatial development projects including EU IMP related initiatives (complementing efforts exerted within the framework of the Euro-Mediterranean Partnership), in eligible regions in the Baltic, Mediterranean and Black Seas, which means that the review may affect the funding framework of relevant projects due to be developed by LRAs (see also section 5).

5. State of play and future developments of EU IMP-related strategy and funding guidelines in the Mediterranean

This section is developed from the point of view of LRAs carrying out, or willing to carry out, EU co-financed projects in IMP.

The initiatives of LRAs outlined in sections 3.1 and 3.2 indicate a significant involvement of the Mediterranean maritime regions in EU co-financed projects related to integrated maritime governance issues. These initiatives have focused on the development of shared cross-cutting tools. Joint or single LRA efforts looked at issues such as: (1) the improvement of maritime surveillance, with the establishment of a common information-sharing environment involving port authorities and other stakeholders; (2) maritime spatial planning and the protection of the marine environment (ICZM, risk prevention in coastal areas, EMAS); (3) the development of a common ‘knowledge pool’ for IMP, including the strengthening of marine knowledge infrastructure (application of Environmental Information Systems).

Moreover, since the beginning of the current programming period (2007-2013), Mediterranean maritime LRAs have raised their concern about the consequences of climate change, including coastal threats such as beach erosion and rising sea levels, as well as disturbances to the fishing and aquaculture industry. They have accordingly shown a strategic interest in climate-change-related issues, resulting in the establishment of partnerships working on Regional plans for Climate Change Adaptation, under co-financing from EU territorial cooperation Programmes (Interreg IVc, Med, cross-border cooperation). Such partnerships facilitate interactions with, and exchange of, experiences from several maritime sectors and geographical areas, aiming at, among other things, the formulation of guidelines or suggestions for integrated action.

The involvement of LRAs in EU co-financed projects has inevitably been guided to specific strategic sectors along the strategic objectives of the relevant EU Instruments and Initiatives (cross-border and interregional cooperation programmes) and the specific objectives of each announced call for proposals. In this context and given that the priority areas for regional cooperation in the Mediterranean focus on two main axes, the Lisbon and the Gothenburg strategies, the initiatives of maritime LRAs are expected to have a significant impact on competitiveness and sustainable development of coastal areas, through approaches that guarantee long term growth and employment while promoting territorial cohesion and environmental protection. Similarly, through ENPI Med, maritime LRAs can develop EU IMP-related projects targeting one

of the four Programme priorities, namely: socio-economic development and enhancement of territories; environmental sustainability at the basin level; better conditions and modalities for ensuring the mobility of persons, goods and capitals; or cultural dialogue and local governance.

In addition, the Union for the Mediterranean has identified six priority areas for projects, all relevant to IMP, specifically: the de-pollution of the Mediterranean Sea (Sustainable Water Management and De-pollution of the Mediterranean programme, Horizon 2020 programme); the establishment of maritime and land highways (Mediterranean Motorways of the Seas, phase II and Integrated Maritime Policy for the Mediterranean programmes); civil protection initiatives to combat natural and man-made disasters; a Mediterranean solar energy plan; the inauguration of the Euro-Mediterranean University in Slovenia; and the Mediterranean Business Development Initiative focusing on micro, small- and medium-sized enterprises.

Aiming at visibility rather than concrete EU funding, LRAs can also address the protection and inter-linking of maritime heritage, together with economic and environmental interests, through instruments such as the European Destinations of Excellence (EDEN) initiative and the EU Prize for Cultural Heritage / Europa Nostra Awards.

With regard to the five thematic areas analysed in section 2, Mediterranean maritime LRAs having an interest on developing EU IMP related projects, should consider the following:

- Interregional cooperation in the field of IMP is closely interlinked with the Territorial Cohesion objective when applied to coastal and insular areas. Integrated maritime governance calls for jointly developed structures, capable of bringing together knowledge and experience from all stakeholders involved. In this context, projects aiming at the creation of a European maritime platform for governance – also dealing with funding strategy – in the Mediterranean, should ideally involve activities towards: (1) the establishment of forums facilitating dialogue and exchange of experience among partners and users of the maritime space; (2) the development of a pool of best practices in the field of integrated maritime governance and stakeholder consultation; (3) the integration of EU planning schemes on maritime and coastal areas, in particular the ICZM and maritime spatial planning approaches; (4) the establishment of a knowledge base providing access to data, indicators, tools and methods in MSP; (5) making visible the intervention of LRAs.

- LRAs focusing on maritime surveillance project proposals should preferably capitalise on the results achieved and experiences gained in past

initiatives (VTMIS, Port Information System, Port Security and Control System, Cargo and Passengers control system), including the actions of regional governments directly affected by marine pollution incidents. Of particular interest is the visibility of the role of LRAs in maritime safety, especially with regard to the collaboration with those bodies responsible for implementing such policies, i.e. the European Maritime Safety Agency (EMSA), the International Maritime Organisation (IMO) and (if relevant) the International Oil Pollution Compensation Funds (IOPC).

- The upcoming reform of CFP and the envisaged regionalisation of the policy will inevitably create opportunities for LRAs wishing to take action on mitigating the economic and social impacts of the transition period. Relevant project proposals may be targeting multi-employment initiatives of those working in the fisheries sector, particularly the introduction of activities that are compatible with fishing, such as fishing tourism (e.g. recreational fishing and sea mammal observation), running of anti-pollution campaigns, provision of rescue services, etc.
- Similarly with maritime surveillance, LRAs interested in maritime clusters should aim at capitalising on the experience gained from existing initiatives (e.g. project InterMareC). Additionally, in line with the plans of CPMR and the Aquamarina Group⁴⁵ for the support of maritime clusters with a regional dimension, LRAs should opt for projects aiming at developing policy networks and tools facilitating innovation capacity and clustering within the Mediterranean basin.

⁴⁵ CPMR 2009

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