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Asia

Kertomus EU:n yhdenntetyn meripolitiikan edistymisestä ja sen kansainvälisistä ulottuvuuksista

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Ohessa lähetetään perustuslain 97§:n mukaisesti komission selvitys EU:n yhdenntetyn meripolitiikan edistymisestä ja sen kansainvälisistä ulottuvuuksista.

EU-erityisasiantuntija

Jyri Ollila

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Hoitaa	VNEUS
Tiedoksi	MMM, TEM, TH, LVM, YM, PLM, EUE, SM, UM

VNEUS Ollila Jyri

03.11.2009

Asia

Komission kertomus neuvostolle, Euroopan parlamentille, Euroopan talous- ja sosiaalikomitealle ja alueiden komitealle: Kertomus EU:n yhdenmisen meripolitiikan edistymisestä

ja,

Komission tiedonanto Euroopan parlamentille, neuvostolle, Euroopan talous- ja sosiaalikomitealle ja alueiden komitealle; EU:n yhdenmisen meripolitiikan kansainvälisen ulottuvuuden kehittäminen

Kokous

Liitteet

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Käsittelyn tarkoitus ja käsittelyvaihe:

Eurooppa-neuvosto joulukuussa 2007 pyysi komissiota raportoimaan meripolitiikan edistymisestä kahden vuoden kuluttua. Yleisten asiain ja ulkosuhteiden neuvoston on määrä hyväksyä päätelmän tiedonannon pohjalta marraskuussa 2009. Ote päätelmästä on tarkoitus liittää myös joulukuun 2009 Eurooppa-neuvoston päätelmiin. Kansainvälisiä ulottuvuuksia koskeva tiedonanto liittyy yleiseen meripolitiikkatiedonantoon ja sitä koskeva teksti on tarkoitus liittää neuvoston meripolitiikkapäätelmiin.

Asiakirjat:

KOM(2009)540 lopullinen
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EU:n oikeuden mukainen oikeusperusta/päätöksentekomenettely:

Mahdolliset neuvoston päätelmät annetaan yksimielisesti. Tiedonantoihin ei sisälly varsinaisia lainsäädäntöaloitteita. Niiden pohjalta mahdollisesti tehtävien lainsäädäntöaloitteiden oikeusperusta määräytyy kulloisenkin ehdotuksen sisällön perusteella.

Käsittelijä(t):

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Suomen kanta/ohje:

Komission edistymisraportti on tärkeä välitarkastelu uuden politiikkakäsitteen alkutaipaleesta. Se todistaa siitä, että meripolitiikalla on paikkansa EU-politiikkojen joukossa. Komission toimintasuunnitelmassa mainitut tavoitteet ovat osoittautuneet relevanteiksi ja käytännön toimissa on päästy hyvin eteenpäin. Meripolitiikka kuitenkin hakee vielä rooliaan niin EU-tason, alueellisen kuin kansallisenkin politiikan teossa.

Suomi tukee komission esittämiä yhteiseen meripolitiikkaan liittyviä tavoitteita. Meripolitiikalla pyritään parantamaan merellisten luonnonvarojen kestävästä käytöstä ja merellisten työpaikkojen ja elinkeinojen edellytyksiä. Paremman tutkimukseen perustuvan tiedon, tiiviimmän eri alojen ja alueiden välisen käytännön yhteistyön, kokonaisvaltaisen meripoliittisen ajattelun ja EU:n ulkoisen meripoliittisen toimintalinjan hahmottumisen avulla Euroopan Unioni ja sen jäsenmaat voivat paremmin ohjata meriympäristön vaalimista ja meriluonnonvarojen käyttöä ja myös ottaa nykyistä vahvemman aseman globaalien kysymysten käsittelyssä. Meripolitiikan keinoin voidaan myös tukea ilmasto- ja energiapolitiikan tavoitteita. Meripolitiikka edustaa merellisiä toimintoja koskevaa yleisnäkemyksiä, joka täydentää ja sovittaa yhteen eri alojen sektoripolitiikkojen tarkoituksia.

Kansallisten meripolitiikkaohjelmien ja meripolitiikan kansallisen hallinnon kehittäminen on edennyt useissa jäsenmaissa. Suomi pitää kansallisen kehikon luomista tärkeänä ja pyrkii tätä koskeviin käytännön toimiin yleisen hallinnollisen kehittämistyön ja poliittisten prosessien sallimissa rajoissa ja aikatauluissa. Sidosryhmien, elinkeinojärjestöjen, kansalaisjärjestöjen, alueiden asukkaiden, tiedeyhteisön ynnä muiden tahojen kytkeminen meripoliittiseen työhön on esimerkki modernista poliittisesta lähestymistavasta, joka tukee demokratiaa ja hyödyttää kaikkia.

Suomi tukee yleistä merialueista lähestymistapaa, joka ottaa huomioon eri merialueiden erityispiirteet ja sitoo kunkin alueen rannikkovaltiot yhteisten tavoitteiden taakse.

Suomi pitää aloitteita merialuesuunnittelusta hyvin tervetulleina. Rajallisten merialueresurssien suunnitelmallinen käyttö, kilpailevien ja/tai ristiriitaisten käyttömuotojen yhteensovittaminen ja pitkän tähtäimen kestävä kehityksen mukainen näkemys merialueistamme vaatii yhteistyötä, joka ulottuu myös aluevesien ulkopuolelle, valtiollisten rajojen ulkopuolelle ja on liitettävä myös maa-alesuunnittelun prosesseihin.

Yhteistyön lisääminen merivalvonnan alalla parantaa valvonnan tehokkuutta, säästää resursseja, lisää turvallisuutta ja edesauttaa meriympäristön suojelua.

Ajankohtaisen talouskriisin vuoksi komissio painottaa meripolitiikassa kestävästä talouskasvusta, työllisyydestä ja innovaatiosta. Suomen mielestä tämän tulee tapahtua siten, ettei sivuuteta kestävä kehityksen periaatteita ja ekosysteemilähestymistapaa, jotka on otettu meripolitiikan kantaviksi ajatuksiksi. Meristrategiapuitedirektiivi on meripolitiikan ympäristöpilari ja sen toimeenpano liittyy meripolitiikkakokonaisuuteen varsin laajassa mielessä.

Merialueisiin liittyvät energiakysymykset, erityisesti uusiutuvan energian kehittäminen ansaitsevat lisääntynyttä poliittista huomiota kaikilla tasoilla.

Suomi pitää tervetulleena komission painotuksia kansainvälisten meripolitiikkakysymysten käsittelyssä. Meripolitiikka on lähtökohtaisesti globaali asia ja sen edistämiseksi tulee pyrkiä kaikilla sektoreilla kansainvälisiin järjestelyihin.

Pääasiallinen sisältö:

Yleistä

Eurooppa-neuvosto antoi joulukuussa 2007 komissiolle tehtävän viedä eteenpäin, komission hahmotteleman toimintasuunnitelman pohjalta, EU:n yhdenmukaista meripolitiikkaa. Meripolitiikka on unionin piirissä kokonaan uusi politiikkalohko, jonka tavoitteita ja sisältöä oli valmisteltu yli kahden vuoden ajan komission julkaiseman vihreän kirjan, sitä seuranneen laajan konsultaatiokierroksen ja kokoussarjojen avulla. Syksyllä 2007 komissio julkaisi ns. meripolitiikan sinisen kirjan, johon sisältyi yllä mainittu toimintasuunnitelma.

Yhdenmukaista meripolitiikka edustaa uudenlaista politiikan lähestymistapaa, joka pyrkii luomaan kokonaisvaltaista, kaikkia merellisiä toimintoja, näkökulmia ja politiikkalohkoja koskevaa ajattelua, ja sitä kautta parantamaan politiikan johdonmukaisuutta, tehostamaan politiikkatoimien vaikuttavuutta ja nostamaan meriasioiden merkitystä yleensäkin EU-tasolla. Perimmäisinä tavoitteina on parantaa EU-alueen kilpailukykyä merellisissä toiminnoissa ja parantamaan kestävä kehityksen mukaista meriresurssien käyttöä.

Meripolitiikka kytkee piiriinsä ainakin seuraavat merelliset politiikkalohkot: kalastus ja muiden luonnonvarojen käyttö, energian tuotanto ja siirto, meriteollisuus ja –teknologia, meriliikenne, ml. satamatoiminta, aluepolitiikka ja –suunnittelu, rannikko- ja saaristoelinkeinot, turismi, ympäristönsuojelu, ml. biodiversiteetti- ja vieraslajikysymykset, ilmastonmuutokseen liittyvät merenpinnan nousun ja meriluonnon kysymykset, meriammatit ja niiden työsuojelukysymykset, merentutkimus, kartoitus ja merellisen kulttuuriperinnön vaaliminen, merivalvontakysymykset, ml. meriliikenteen, elinkeinojen, ympäristöalan ja sotilaallisen ja rajavalvonnan kysymykset, meriasia- ja kansainvälinen ulottuvuus, ml. kv-merioikeus, merialan sopimukset ja järjestöt, valtameriasiat sekä arktiset meriasiat. Suuri osa meripolitiikan piiriin luettavista politiikkaprosesseista etenee eri totunnaisissa politiikkalohkojen rakenteissa, mutta meripolitiikka-ajattelulla pyritään saattamaan eri prosesseista kokonaiskuva.

Kuluneen kahden vuoden aikana meripolitiikkaan liittyvät sektoripainotteiset hankkeet ovat edenneet suunnitellulla tavalla. Näistä merkittävimpiä aloitteita ovat olleet sisämarkkinaperiaatteiden ulottaminen EU:n sisäisen kauppamerenkulun käytäntöihin, satamatoimintaa koskevat uudistukset, meriympäristöpuitedirektiiviin liittyvät uudistukset sekä laittoman, ilmoittamattoman ja sääntelemättömän kalastuksen vastainen lainsäädäntö. Uusia, vasta meripolitiikan mukanaan tuomia, parhaillaan käynnissä olevia prosesseja ovat etenkin kansallisten meripolitiikkaohjelmien kehittäminen jäsenmaissa, merialuesuunnittelun käsitteellisen, toiminnallisen ja oikeudellisen kehikon luominen sekä yhdenmukaisen merivalvonnan kehittäminen.

Komissio nostaa esiin neljä ajankohtaista tavoitetta:

- edistää hallintorakenteiden yhdenmukaistamista
- kehittää tietopohjaa
- parantaa alakohtaisten politiikkojen välistä synergiaa ja johdonmukaisuutta
- ottaa huomioon Euroopan aluemerten erityispiirteet

Merialueiden hallinnointi ja sidosryhmien osallistuminen

Siniseen kirjaan sisältyneistä aloitteista suurin osa painottuu jonkin sektoripolitiikan toimialaan. Yleinen, sektorikysymyksistä riippumaton aloite on meripolitiikan hallinnoinnin kehittämistä ja siihen liittyvää sidosryhmätoimintaa koskeva aloite. Lähtökohtana komissiolla on toteamus, että mereen liittyvä politiikka on haitallisella tavalla lokeroitunutta ja tässä työssä on usein laiminlyöty sidosryhmien (elinkeinojen, kansalaisjärjestöjen, tieteen yms) aktivoiminen.

Komissio uudisti omaa toimintaansa perustamalla eri lohkojen komissaareista koostuvan johtoryhmän, perustamalla uudelleenorganisoidun meriasiaain pääosaston (DG MARE), perustamalla meripolitiikan kansallisten asiantuntijoiden neuvoa-antavan työryhmän ja järjestämällä sarjan asiantuntijakonferensseja ja kansalaiskuulemisten sarjoja. Yhdessä puheenjohtajamaan ja jäsenmaiden kanssa on järjestetty EU:n meripäivän tilaisuuksia. Puheenjohtajamaa on kutsunut kokoon meripolitiikan korkean tason työryhmän (Focal Points) kerran pj-kaudessa. Alueiden komitea sekä talous- ja sosiaalikomitea ovat aktivoituneet meri- ja rannikkoelinkeinoja koskevissa kysymyksissä.

Siniseen kirjaan sisältynyt ajatus jäsenvaltioiden kansallisista meripolitiikkaohjelmista ja kansallisen meripoliittisen hallinnon organisoinnista on edennyt monessa jäsenvaltiossa. Ranska, Alankomaat, Portugali, Puola, Saksa, Ruotsi ja Yhdistynyt kuningaskunta ovat kehittäneet pisimmälle meripolitiikan yhdenmukaista mallia. Myös useimmissa muissa maissa on otettu vastaavanlaisia askeleita, myös Suomessa. Toisaalta, esimerkiksi Kreikassa meripolitiikka on ollut varsin pitkälle integroitua jo vanhastaan.

Meripolitiikkaa valmistelevassa keskustelussa kävi varsin selväksi, että alueellinen näkökulma on välttämätön ja keskeisin meripolitiikan edistämisen taso. Alueellisessa tarkastelussa on mahdollista ottaa huomioon kunkin merialueen erityispiirteet ja haasteet, ja se kokoaa juuri kyseisen merialueen asioista kiinnostuneet jäsenmaat ja muut tahot yhteen. Alueellisia aloitteita oli jo valmiiksi liikkeellä ja niiden esimerkkiä on pystytty hyödyntämään tässä työssä.

Meripolitiikan tärkeäksi välineeksi on havaittu sidosryhmäyhteistyö. Jo sinistä kirjaa valmistavassa vaiheessa järjestettiin poikkeuksellisen laaja kuulemisprosessi, johon osallistui satoja alueiden, talouselämän, kansalaisjärjestöjen edustajia sekä yksittäisiä kansalaisia. Euroopan meripäivän tilaisuuksissa, etenkin sen päätilaisuuksissa on kokoontunut suuri joukko alaan liittyviä järjestöjä, tutkijayhteisöjä ja yritysryhmittymiä. Meripolitiikan sidosryhmät ovat viime aikoina ryhtyneet muodostamaan pysyviä yhteistyörakenteita, joilla tuetaan meripolitiikan edistämistä.

Monialaiset välineet ja toimialakohtaiset ja alueelliset strategiat

Ensimmäisiä konkreettisia hankkeita meripolitiikassa ovat olleet monialaiset, uudenlaiseen yhteistyöajatteluun perustuvat prosessit; merialuesuunnittelu, yhdenmukaistettu merivalvonta ja merialan tietopohjan kokoaminen. Niiden kunnianhimoisena tavoitteena on saattaa yhteen tahoja, joilla on toisiaan sivuavia ongelmia ja samalla resursseja, joiden yhteiskäyttö voi tuoda merkittäviä synergiaetuja.

Merialuesuunnittelu tähtää samantyyppiseen kehikkoon kuin maa-aluesuunnittelu ja kaavoitus: kilpailevien, päällekkäisten, keskenään ristiriitaisia piirteitä omaavien tai toisiaan täydentävien mereen liittyvien käyttömuotojen yhteensovittaminen ja rajallisten meriresurssien käytön tavoitteellinen suunnittelu pitemmällä aikavälillä. Komissio kirjasi tiedonannossaan 2008 kymmenen merialuesuunnittelua koskevaa yhteistä periaatetta ja

niiden pohjalta on kehitetty asiantuntijatyön tuloksena yksityiskohtaisempaa järjestelmää merialuesuunnittelun toteuttamiseksi. Asiaan liittyy monia vaikeita oikeudellisia näkökohtia, jotka vaativat vielä runsaasti lisätyötä. Merialuesuunnittelun käytännön eteneminen liittyy läheisesti EU:n alueellisten strategioiden hankkeisiin.

Merivalvonnan yhdenmätty malli tähtää eri valvontatoimien tehokkuuden lisäämiseen ja tuntuviin kustannussäästöihin, paranevaan meriturvallisuuteen, tehokkaampaan rikollisuuden torjuntaan, kestäväen kehityksen mukaiseen luonnonvarojen hyödyntämiseen ja parempaan meriympäristön suojeluun. Varsin monitahoinen rajavalvonnan, sotilaallisen valvonnan, meriliikenteen, kalastuksen ja ympäristövalvonnan kansallisten, alueellisten ja EU-tason organisaatioiden verkosto on saatettavissa nykyistä tiiviimpään yhteistyöhön, edellyttäen että hankkeelle löytyy riittävää poliittista tahtoa, hallinnollista painetta ja teknistä valmiutta. Uusi teknologia avaa tällä alalla lupaavia mahdollisuuksia.

Meriin liittyvä tietopohja on, runsaudesta huolimatta, varsin hajallaan. Tietopohjan käyttöoikeudet ja hinta usein rajoittavat sen käyttöä. Käynnissä on monitieteisiä ja poikkisektoraalisia hankkeita tietopohjan yhteensopivuuden ja yhteiskäytön parantamiseksi.

Euroopan merentutkimusstrategia on ensimmäinen EU:n strategia alallaan. Sen avulla pyritään luomaan eurooppalainen merialan tutkimusalue, jonka puitteissa edistetään alan tieteellistä huippuosaamista ja innovaatiota. Se painottuu mereen liittyvä energian, merenkulun ja uuden ”sinisen” bioteknologian kehittämiseen.

Meristrategian puitedirektiivi on meripolitiikan ympäristöpilari. Sen täytäntöönpanossa käytetään hyväksi aluesuunnittelun, ja meritietokantayhteistyötä kehittävän EMODNETin kaltaisia monialaisia välineitä. Yhteisen kalastuspolitiikan uudistamisessa ekosysteemiperustainen lähestymistapa on otettu johtoajatuksiksi.

Mereen liittyvän uusiutuvan energian kehittäminen, tuulienergia, aalto- vuorovesi- ja merivirtaenergia sisältävä lupaavia teknologisia kehitysnäkymiä, joiden kuvaus sisältyy komission vuonna 2008 julkaisemaan tiedonantoon.

Koheesiopolitiikan merellinen ulottuvuus, EU:n saaristoalueet ja myös kaukaiset merentakaiset alueet ovat useiden tuki- ja rahoitusvälineiden kohteina ja tukevat näin meripolitiikan aluepoliittista elementtiä. Vuosien 2009-2018 meriliikennestrategiassa linjataan meriliikennejärjestelmän päätavoitteita. Toimintasuunnitelma esteettömän eurooppalaisen meriliikennealueen luomiseksi sisältää aloitteita tulli- ja terveystarkastuskäytäntöjen yksinkertaistamiseksi. Merenkulkijoiden työolojen parantamiseen tähtääviä säädöksiä on liitetty yhteisölainsäädäntöön. Merenkulun ja satamatoiminnan turvallisuuteen, meriklusterien edistämiseen ja merimatkailun kehittämiseen liittyvät hankkeet ovat saaneet uutta pontta meripolitiikan myötä.

Euroopan merialueiden monimuotoisuus on käynyt selväksi, kun meripolitiikan käytännön toimista on keskusteltu. Niiden erilaiset ekosysteemit, taloudelliset ja poliittiset ympäristöt, ilmastolliset ja historialliset eroavaisuudet merkitsevät sitä, että meripolitiikkaa on kehitettävä vahvasti alueellisesta näkökulmasta. Alueellisen yhteistyön lujittaminen on yksi meripolitiikan toimintamalleista. Komissio on tehnyt aloitteita Pohjoisen jäämeren, Välimeren ja Itämeren alueellisesta strategioista.

Meripolitiikkatyö tästä eteenpäin

Meripolitiikka on käsitteenä osoittautunut hyödylliseksi ja se on hyväksytty yleiseksi toimintamalliksi niin EU-tasolla kuin jäsenmaissakin. Työ on kuitenkin vasta alussa. Ajankohtainen talouskriisi tuo myös meripolitiikkaan oman leimansa. Ilmastomuutos, sen torjunta ja siihen sopeutuminen antavat lisääntyvästi tehtäviä meripolitiikan alalle.

Komissio katsoo, että meriasioden hallinnointia on edelleen tehostettava. Yhdenmukainen malli on saatava toteutumaan myös käytännössä niin yhteisön kuin jäsenmaiden ja alueidenkin tasolla. Sidosryhmäyhteistyöstä on tultava pysyvä osa meripolitiikkatyötä.

Merialuesuunnittelua varten luotu kehikko on tärkeää saada käytännön toiminnaksi ja käytännön välineeksi, jolla parannetaan rajat ylittävää päätöksentekoa. Yhdenmukaisen merivalvonnan avulla voidaan parantaa eri kansallisten viranomaisten toiminnan yhteistyötä ja tehokkuutta ja sitä kautta edistämään tärkeitä tavoitteita, kuten laittoman maahanmuuton torjuntaa, meriliikenteen turvallisuutta, luonnonvarojen suojelua ja kestävästä käytöstä.

Meristrategian puitesäätötoimenpiteiden avulla luodaan selkeyttä ja kokonaisnäkemyksiä kestävästä kehityksestä mukaiseen kaikenlaan merellä tapahtuvaan toimintaan. Merialuekohtaiset strategiat ovat meripolitiikan onnistumisen edellytys. Alueellinen yhteistyö EU-yhteisön kesken ja myös kolmansien maiden kanssa on toimiva malli, joka ottaa huomioon alueelliset tavoitteet ja erityispiirteet.

Kansainvälinen ulottuvuuden merkitys on kiistaton ja lisääntyvä. Euroopan on pystyttävä ottamaan keskeinen rooli meriasioden kansainvälisen hallinnoinnin tehostamisessa. Komissio aikoo tehostaa vuoropuhelua tärkeimpien meriasiaain kumppaneiden kanssa.

Taloudellinen taantuma korostaa kestävästä talouskasvusta, työllisyyden ja innovaation merkitystä. Lupaavia näkymiä nähdään meripolitiikan ja energiapolitiikan läheisessä yhteistyössä. Myös EU:n ilmastopolitiikka ja meripolitiikka on nivottava tiiviisti yhteensopivaksi kokonaisuudeksi.

Meriliikenteen, merialan työllisyyden, varustamatoiminnan ja laivanrakennuksen alalla korostuu innovaatiopolitiikan ja vihreän teknologian kehittäminen.

Meripolitiikan kansainvälinen ulottuvuus

Komissio julkaisi meripolitiikan edistymisraportin kanssa samanaikaisesti tiedonannon meripolitiikan kansainvälisestä ulottuvuudesta. Meripolitiikka on luonteeltaan kansainvälistä, globaalia. Monet sen teemat ovat leimallisen globaaleja, esimerkiksi ilmastomuutokseen, biodiversiteettiin, meriluonnonvarojen kestävästä käytöstä, merikuljetusten ja laivanrakennuksen kilpailusääntöksiin, merialan työolojen sääntelyyn tai laittoman kalastuksen kitkemiseen liittyvät kysymykset. Alueelliset kysymykset taas ovat lähes aina sellaisia, että niihin kytkeytyy EU:n ulkopuolisia maita. Näitä alueellisia prosesseja ovat esimerkiksi arktisen alueen, Itämeren ja Välimeren alueelliset strategiat, Mustanmeren synergia-aloite, mutta myös Koillis-Atlantin suojelujärjestö OSPAR tai Mustanmeren suojelusopimus, Bukarestin sopimus.

Merialan kansainväliset sopimusjärjestelyt, YK:n merioikeussopimus UNCLOS tärkeimpänä, on solmittu itsenäisten jäsenmaiden toimesta. Komissio hakee EU:lle merkittävämpää roolia kv-sopimusten ja –järjestöjen piirissä. Näin EU-alueen voima ja sananvalta kv-foorumeilla voisi kasvaa. Komissio pitää myös tärkeänä, että UNCLOSin alueellista kattavuutta ja sitovuutta avomerellä parannettaisiin. EU on ollut aktiivinen laittoman, ilmoittamattoman ja säätelemättömän (LIS) kalastuksen vastaisessa työssä, ja

pyrkii olemaan sitä vastakin. EU:n roolia komissio haluaisi nostaa myös muilla kv-järjestöjen foorumeilla, kuten FAO:ssa, IMO:ssa, ILO:ssa ja ECOSOCissa. Myös alueelliset kalastusjärjestöt, kansainvälinen valaidenpyyntijärjestö, eri suojelusopimukset, OECD ovat tahoja, joilla EU:n roolin komissio katsoo tärkeäksi.

Ilmastonmuutoksen ekologiset, sosiaaliset ja taloudelliset vaikutukset näkyvät etenkin rannikko- ja saaristoyhteiskunnissa. EU:n on komission mielestä oltava aktiivinen ilmastonmuutoksen torjuntatyössä ja siihen sopeutumista helpottavassa työssä. Tähän liittyvät esimerkiksi laivaliikenteen päästöjen vähentämisestä sopiminen kv-foorumeilla.

Meriliikenteen turvallisuutta parantavat, meriammattien työoloja kohentavat ja merirosvoutta torjuvat toimet edellyttävät tiivistä kansainvälistä yhteistyötä ja sopimusjärjestelyjä. Meriluonnonvarojen ylikäytön vastaiset toimet eivät ole tehokkaita, ellei niistä voida sopia globaalilla tasolla.

Useat maailman merimahdit ovat tehneet aloitteita omien meripolitiikka-ohjelmiensa kehittämiseksi. Näitä EU:n kumppaneita ovat mm. Kanada, Norja, japani, Brasilia, Intia, venäjä ja Kiina. Kaikilla on samantyyppiset lähtökohdat.

Komissio pyrkii vahvistamaan EU:n roolia kaikessa kansainvälisessä meripolitiikassa, edistämään UNCLOSin maailmanlaajuista kattavuutta, kehittämään korkean tason vuoropuhelua kumppanimaiden kanssa, nostamaan rannikko- ja saaristoyhteiskuntien asioita paremmin ilmastonmuutoskeskusteluun, viemään meribiodiversiteettikysymyksiä eteenpäin kv-sopimusprosesseissa, edistämään työoloja koskevien säännösten kehittämistä ILO:ssa, toimimaan meriliikenteen vapauden, ja turvallisuuden puolesta, etenkin merirosvouksen vastaisessa taistelussa, edistämään kv-yhteistyötä merentutkimuksen alalla ja kehittämään alueellisia strategioita kaikille siihen liittyville merialueille.

Kansallinen käsittely:

Kansallinen meripolitiikkatyöryhmä 22.10.2009 ja 3.11.2009
EU-asiain komitea 4.11.2009

Eduskuntakäsittely:

Käsittely Euroopan parlamentissa:

Tulossa EU:n liikenne- ja turismivaliokunnan käsittelyyn

Kansallinen lainsäädäntö, ml. Ahvenanmaan asema:

Ahvenanmaan itsehallintolain 18 §:n mukaan maakunnalla on lainsäädäntövaltaa tiedonannossa käsitellyillä aloilla. Tiedonanto on keskusteluasiakirja, jonka käsittely ei sellaisenaan johda muutokseen lainsäädännössä.

Taloudelliset vaikutukset:

Asiakirjalla ei ole välittömiä taloudellisia vaikutuksia

Muut mahdolliset asiaan vaikuttavat tekijät:

Asiasanat	EU:n meripolitiikka
Hoitaa	VNEUS
Tiedoksi	MMM, TEM, TH, LVM, YM, PLM, EUE, SM, UM

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COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 15.10.2009
COM(2009)536 final

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Developing the international dimension of the Integrated Maritime Policy of the
European Union**

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Need and purpose

Sustainable development lies at the heart of the EU policy agenda. The Integrated Maritime Policy (IMP) has a central role to play in achieving this objective. Europe is a maritime continent. Our various oceans and seas and extensive coastline have long been the scene of substantial maritime activities, which continue to make a major contribution – economically, environmentally and socially. The aim of the IMP is to promote the sustainable growth of both the maritime economy in particular, and the coastal regions more generally, by improving coordination between the different sectoral policies and by developing cross-cutting tools. In this way, we will be able to develop integrated responses to maritime challenges.

If the IMP is to succeed, however, it cannot be just a European policy. Marine ecosystems and maritime economies transcend national boundaries. The IMP cannot afford to ignore what is going on beyond Europe's borders. Indeed, many of the most urgent challenges which demand an integrated approach cannot be effectively addressed without robust international cooperation. This is true both of those challenges which are explicitly global, like climate change, biodiversity loss, sustainable use of marine resources, fair competition in shipping and shipbuilding, and promotion of decent working conditions in those sectors, and of those issues which are more closely circumscribed at regional level - think, for instance, of the need to protect the environment against the impacts of certain maritime activities in the Mediterranean or the Baltic Sea. In both cases, it is clear that the EU has to tackle these issues in international partnerships. Indeed, we have a clear-cut responsibility as both a global player and a regional partner to do our part, and even lead the way on maritime challenges.

Where the challenges facing the regional seas adjacent to the EU are concerned, the Commission has already, or will shortly, set out its vision of the steps required in specific Communications. This regional approach follows on directly from the request made by the European Council that the Commission take close account of regional specificities as it continues to develop the IMP agenda.

The present Communication complements this regional approach by exploring how the IMP should be extended into the wider international arena. It envisages the creation of an EU framework for a global integrated approach to maritime affairs. It outlines ways in which the EU's authority, as an international maritime power, should be strengthened at the multilateral level. This would also facilitate regional cooperation with maritime neighbours with whom the EU shares sea-basins, as well as helping develop closer bilateral relations with key partners. Efforts promoted in the framework of the international dimension of the EU IMP will be coherent with the EU's overarching external relations policy and the development policy.

1. KEY THEMES FOR AN EU PLATFORM IN INTERNATIONAL MARITIME AFFAIRS

The 2002 World Summit on Sustainable Development in Johannesburg established ambitious global targets for restoring oceans to ecological health and optimal productivity. These include a programme for integrated, ecosystem-based ocean and coastal management, reducing the loss of marine biodiversity, establishing networks of marine protected areas, and restoring world fish stocks to good biological condition. The latter objective incorporates a focus on the fight against Illegal,

Unreported and Unregulated (IUU) fishing, the reduction of fishing capacity where necessary, and the achievement of maximum sustainable yield by 2015.

The EU has made good progress on many of these goals, and remains committed to achieving all of them. However, not only does much remain to be done in some of these areas, but certain challenges have become more prominent in the intervening years – some long term, such as climate change others more sporadic such as piracy. The EU is determined to help build up the international community's capacity to master both existing and future maritime challenges.

International governance based on the rule of law

The more globalised our world becomes, the greater the demands it makes on our planet's marine ecosystems. If we are to cope with the strains this can create, it is more than ever necessary that the rules of the game be clearly defined, explicitly shared and easily enforceable. The 1982 UN Convention on the Law of the Sea (UNCLOS) remains the key reference in this domain, as supplemented by the UN Fish Stocks Agreement in the field of fisheries. Yet despite repeated calls from the international community, and in particular from the UN General Assembly in both its relevant annual resolutions, a number of countries have still to become a party to these instruments and implement them. The EU should promote real progress in this area, as success can best be achieved globally. It should also provide assistance to developing countries to ensure that they are not left behind for lack of appropriate means.

Global membership of UNCLOS should be an EU priority. This position should be promoted through dialogue with those countries that are not yet signatories to the Convention. The EU will continue to support the UN efforts to ensure that UNCLOS and other international key agreements in the maritime field are ratified by partner countries and that appropriate international monitoring and law enforcement instruments are duly strengthened. To this end, the EU will recommend and promote the ratification and implementation of these key instruments in the context of relevant bilateral negotiations and agreements. Policy projects such as the renewal of the Generalised System of Preferences foreseen for 2015 should envisage giving greater prominence to international maritime governance.

The EU should also promote a better use of the institutions set up under UNCLOS and ensure an appropriate representation of the EU in all of these.

Protection of marine biodiversity, including in the high seas

The EU strongly supports a range of commitments and initiatives relating to the protection of the marine environment in a number of maritime areas governed by global and/or regional conventions. The EU should reaffirm its support for the work on marine biodiversity that has been carried out in the context of the Convention on Biological Diversity, including the decision to establish a set of criteria for the identification of areas in need of protection in areas beyond national jurisdiction, and the creation of a list of marine areas that meet these criteria, as well as the development of guidance for the assessment of environmental impacts of activities undertaken in the high seas.

While UNCLOS contains general obligations for the protection of the marine environment and for cooperation, there are no mechanisms for taking effective action in the high seas from a cross-cutting approach. The EU is also advocating an integrated approach to the protecting and sustainable use of marine biodiversity in areas beyond national jurisdiction. It has proposed an Implementation Agreement under UNCLOS for this purpose, which could play a key role in filling gaps in the current legal framework, in particular for the establishment of marine protected areas in the high seas.

Fishing activities have a major impact on biodiversity. The EU is continuously working to curb fleet overcapacity, eradicate IUU fishing and outlaw fishing practices which cause serious damage to marine ecosystems. The EU is also supporting developing countries highly dependent on sea resources to use them sustainably, while at the same time promoting economic and social development.

In 2008 the Council adopted Regulation (EC) N° 734/2008 on the protection of vulnerable marine ecosystems in the high seas from the adverse impacts of bottom fishing gears, thus transposing UNGA Resolution 61/105 into EU law. The EU is now looking for effective global implementation of this resolution.

Climate change

Current projections indicate that climate changes are expected to have a broad range of significant ecological, social and economic consequences, in particular for islands and coastal communities.

Oceans, seas and coasts are not only the areas that will be impacted. They also have the potential to contribute significantly to effective mitigation strategies, including the development of new sources of energy (e.g. alternative renewables), and techniques for the storage of CO₂ emissions. Additional efforts to reduce man-made climate change are still required from several maritime sectors, including a global sectoral measure to reduce emissions from ships. The International Maritime Organisation has a responsibility to facilitate the development and adoption of such global reduction measures and the EU looks forward to seeing the conclusion of this work in the near future. The EU has established a strategic approach to reduce greenhouse gas emissions and minimise its vulnerability to the likely impacts of climate change through adaptation strategies. The EU must now step up its efforts to put in place a post-2012 climate change agreement, in collaboration with its partners in the United Nations Framework Convention on Climate Change. It should also continue to provide technical and financial assistance for adaptation to climate change impacts¹ to developing coastal and island states, through initiatives like the Global Climate Change Alliance² and in order to help partner countries establish longer term national adaptation plans.

¹ COM(2009)475/3 Communication on Stepping up international climate finance: A European Blueprint for the Copenhagen deal

² COM(2007)540) Communication on Building a Global Climate Change Alliance between the European Union and poor developing countries most vulnerable to climate change

Ensuring maritime safety, maritime security and freedom of navigation

The growth of shipping operations has made maritime safety a matter of utmost importance for the EU. With the adoption of the 3rd Maritime Safety Package on 11 March 2009, the EU now has one of the most comprehensive and advanced regulatory frameworks to guarantee the safety of shipping, essentially through a convergent application of internationally agreed rules.

Ensuring freedom and security of navigation, as well as continuity of supply and passenger transport, is of paramount importance for the EU. That is why the EU is committed to continue implementing and enforcing all relevant international instruments in this area in a timely manner. It expects its partners to do likewise, and to provide reciprocal and equivalent levels of protection for EU maritime activities outside EU waters.

Piracy and armed robbery at sea represent a serious threat not only to specific maritime activities *per se*, but also to a wide range of international economic and security interests. The EU has been active in the development of international efforts against this scourge, in particular in the UN context. It considers that enhanced cooperation among partners to combat piracy and its root causes through both naval and civilian actions is necessary. However, it also recognises that it is only by re-establishing order on land that it will be possible to effectively tackle piracy in those regions most affected.

Promoting decent work in the maritime sectors

Maritime transport, shipping, shipbuilding and fisheries are highly globalised sectors of the economy, promoting working conditions in these sectors in accordance with internationally recognised standards is of crucial importance for competition and social justice. Based on the ILO instruments as well as on the European Council conclusions on decent work for all, the EU should increase efforts, in cooperation with its partners to further promote decent work in the maritime sectors.

Understanding the sea better

Science and technology will be key to achieving truly sustainable economic growth in sea-based activities. Continuing research efforts will be necessary to explore and understand the potential and problems of the sea and to increase the eco-efficiency of existing maritime processes and find solutions to the unsustainable over-exploitation of resources, applying an ecosystem approach. The EU and third country partners should enhance participation in large-scale international research programmes going beyond national jurisdictions and deep-sea research, as recommended in the EU strategy for Marine and Marine Research³. This would allow them better to identify common interests and mutual benefits and elaborate a collective response to vital international commitments, while making the best use of results already achieved in on-going projects with third countries funded under the 6th and 7th Research Framework programmes.

³

COM(2008) 534 final European Strategy for Marine and Maritime Research - A coherent European Research Area framework in support of a sustainable use of oceans and seas

2. ENHANCING THE ROLE OF THE EU IN MULTILATERAL FORA

One of the pillars of the EU's external relations is the "effective of multilateralism"⁴ as the most participatory, non-discriminatory and inclusive way to build international governance. Yet, the EU's performance as a player within the existing multilateral system should be strengthened in dealing with maritime issues. The EU should consistently seek membership in international organisations that are relevant for maritime affairs, notwithstanding , the complex distribution of competence between the EU and its Member States. The difficulty which traditional intergovernmental organisations face in trying to accommodate the specificity of the EU needs to be overcome.

The Commission firmly believes that all activities of EU institutions and Member States should be coherent with the principle of unity of the EU external representation. Full EU membership and maximum participation need to be pursued in all relevant agreements and organisations. Common or coordinated positions should be adopted in line with the duty of loyal cooperation. It is crucial that the EU speaks with a single voice or at least delivers a consistent message, if it is to enhance its influence in key multilateral fora.

United Nations fora

Through its annual resolutions on oceans and the law of the sea, and on sustainable fisheries, the UN General Assembly has a central role in advancing the maritime agenda at global level. In the future, EU participation in the UN should be enhanced so as to be more influential. The EU should also try to ensure that the texts adopted for both annual resolutions are streamlined and focused on its commonly agreed policy priorities.

The annual meetings of the UN Informal Consultative Processes on the Law of the Sea have become influential in shaping the agenda for maritime affairs. The importance of these processes should be reaffirmed and their functioning actively maintained.

While the most recent binding instrument adopted under its auspices dates back to 1993 (the FAO Compliance Agreement), the Food and Agriculture Organisation (FAO) remains an important forum for the examination of international fisheries issues, especially to ensure a broad participation of developing countries. The EU should continue to play an active role in this forum.

Since 2005, the Commission and Member States apply a coordination process prior to meetings of the International Maritime Organisation (IMO) which allows for the preparation of either common or coordinated positions, and the presentation of common submissions on matters of EU competence or interest. The Commission is working to enhance the role of the EU within the IMO by formalising the EU coordination mechanism and obtaining the grant of formal observer status, if not full

⁴ Report on the Implementation of the European Security Strategy – Providing Security in a changing World approved by the European Council held in Brussels on 11 and 12 December 2008 and drafted under the responsibilities of the EU High Representative Javier SOLANA

membership, to the EU⁵. This will not affect the rights and obligations of the EU Member States in their capacity as IMO contracting parties.

The International Labour Organisation (ILO) is a key partner for the EU in the area of maritime labour standards and cooperation and has a crucial role to play in achieving decent working conditions. In line with the 2005 World Summit Outcome and the Ministerial Declaration of the UN ECOSOC 2006 High Level Segment, the Commission will continue to promote decent work for all in all its internal and external policies as one of the key ways of fostering competitiveness, sustainable development and fair globalisation.

Other intergovernmental fora

The number and the role of Regional Fisheries Management Organisations (RFMOs) as the primary fora for the conservation and management of international fish stocks have greatly expanded over recent years⁶. Despite this, RFMOs have still not managed to prevent the overexploitation of many fish stocks and the accompanying degradation of the marine ecosystems under their remit. The EU should step up its work to strengthen the work of RFMOs so as to improve their performance and the global coherence of their measures.

In recent years, the EU has started for the first time to develop common positions in the International Whaling Commission. However, the limited observer status remains a limitation on its means of action.

Regional sea conventions address the protection of the marine environment from an integrated perspective, having regard to the cumulative pressures. They should have a key role in the coming years in pursuing at regional level the implementation of the Marine Strategy Framework Directive. As part of the integrated approach to maritime affairs, the EU should ensure coherence and look for synergies between different fora, for instance between such environmental conventions (such as Regional Seas Conventions and the Convention on International Trade in Endangered Species) and RFMOs or IMO instruments⁷.

The OECD has developed expertise and hosted policy discussions on a number of maritime sectors. It could therefore be an important forum for the exchange and further development of best practices in integrated policies for the seas.

Informal processes

The EU should be more active in international "second track" informal processes, as it was in the Task Force on Illegal, Unreported and Undeclared Fishing on the High

⁵ Communication from the Commission "Strategic goals and recommendations for the EU's maritime transport policy until 2018", COM(2009) 8.

⁶ Particularly important are the following ones: the International Commission for the Conservation of Atlantic Tunas, the North East Atlantic Fisheries Organisation, the Northwest Atlantic Fisheries Organisation, the Indian Ocean Tuna Organisation, the Western and Central Pacific Commission and the General Fisheries Commission for the Mediterranean.

⁷ Of particular importance are the OSPAR Convention for the North-East Atlantic, the Barcelona Convention for the Mediterranean, the Helsinki Convention for the Baltic Sea, and the Bucharest Convention for the Black Sea.

Seas (2003-2006). A stronger EU presence is desirable in particular in the International Union for the Conservation of Nature and in the Global Forum on Oceans, Coasts, and Islands, an international forum for multi-stakeholder dialogue on marine issues with the aim of informing and supporting formal processes within the UN.

3. ESTABLISHING REGIONAL COOPERATION WITHIN SHARED SEA-BASINS

General framework

The IMP is not a one-size-fits-all policy. Instead, it seeks to promote measures that are adapted to the individual needs of Europe's various coastal regions, and the different oceans and seas that surround the European continent. In order to ensure that implementation of the IMP fully responds to the concerns of coastal communities, and to facilitate improved maritime governance, the Commission is developing individual approaches tailored to fit each sea basin. Because the maritime challenges are inherently shared with all the riparian states, sea-basin strategies need to be developed in close cooperation with neighbouring partners.

Regional approaches have already been launched for the Arctic⁸, the Baltic⁹ and the Mediterranean¹⁰. Their endorsement and implementation are now of paramount importance. The Commission also intends to develop similar approaches for other sea-basins.

Indeed, there are a number of issues which provide cause for common concern in the EU Atlantic basin, such as overfishing, pollution from ships, eutrophication and marine litter. Efforts are ongoing in the context of the OSPAR Convention to align strategic objectives with those of the Marine Strategy Framework Directive. The spectacular growth of the tourism sector of the Atlantic economies and the reinforced protection of these natural areas, are major issues that need to be addressed. The Atlantic sea basin also has great potential for maritime renewable energies: wind turbines, tidal energy, marine currents and wave energy all have important potential for development.

The Black Sea is also faced with major challenges like eutrophication, chemical pollution, threats to biodiversity and a serious decline in living marine resources, due to mainly the inadequate fisheries conservation measures at sea-basin level. The Bucharest Convention on the protection of the Black Sea against pollution remains the only major regional sea convention around Europe¹¹ to which the EU is not a party, and this clearly hinders greater EU involvement in actions specifically addressing environmental protection. In the framework of the EU Black Sea Synergy initiative, sectoral partnerships on environment, transport and energy are being

⁸ Communication from the Commission "The European Union and the Arctic region", COM(2008) 763
⁹ Communication from the Commission "The European Union Strategy for the Baltic Sea Region", COM(2009) 248
¹⁰ Communication from the Commission "Towards an Integrated Maritime Policy for better governance in the Mediterranean", COM(2009) 0466 final
¹¹ Communication from the Commission "Black Sea Synergy - A New Regional Cooperation Initiative " COM(2007) 160 final

developed for implementing projects of regional significance by pooling together resources from the EU budget and from other sources, including international financial institutions.

Cooperation on EU IMP tools at regional level

The Commission also intends to promote regional cooperation on the development of cross-cutting tools for integrated policy-making. This concerns in particular the integrated surveillance of maritime activities, the improvement of marine knowledge, maritime spatial planning and integrated coastal management zones with third countries sharing with the EU the same sea-basins.

Besides, in the context of the Marine Strategy Framework Directive, the EU should pursue its efforts to enhance dialogue for the enhanced protection of the marine environment with neighbouring partners, at both bilateral and regional level, including through the regional sea conventions.

4. DEVELOPING BILATERAL RELATIONS WITH KEY PARTNERS

Dialogue is the cornerstone of the EU's strategy for engaging with international partners. It provides a platform for alliance-building, promotes mutual understanding and enables the exchange of best practice.

A number of sectoral dialogues are currently underway with key partners on matters relevant to the Integrated Maritime Policy such as maritime transport, shipbuilding, environmental issues, employment and social affairs and the management of fisheries resources. These dialogues are usually based on either agreements or memoranda of understanding.

Many common features can be identified in the principles, objectives, and modalities of the maritime policies currently in development by some of the EU's key international partners (e.g. Canada, Norway, Japan, USA, Brazil, India, Russia, and China). In particular, they all recognise the need for an integrated approach to promote the protection and sustainable use of oceans and seas and sustainable growth in coastal regions.

The Commission intends to gradually expand the scope of such sectoral dialogues into a more overarching cooperation on global maritime affairs. In doing so, it should strive to increase transparency and consistency across the different sectors concerned, with a view to better identifying synergies. The main items to be discussed will focus on the cross-cutting tools such as maritime surveillance, marine knowledge, integrated coastal zones management and marine technology development. These should also focus on those themes which are on the agenda of coming multilateral meetings, in order to promote mutual support and where possible develop joint initiatives.

The EU should focus on developing its relations with those of our international partners which already have an integrated maritime policy, or which are making concrete steps in this direction, and with which we already have a history of close collaboration in multilateral fora.

EU policy agenda

An integrated approach to maritime affairs is beginning to establish itself as the gold-standard for maritime governance around the world. The EU's Integrated Maritime Policy positions it as a forerunner in this field. However, to capitalise on this momentum, and to ensure it reaps the full benefits of integrated policy making at home, it needs to ensure that its influence in the international debate is maintained and enhanced. The EU should therefore support and encourage the widespread adoption of IMP-type principles, tools and processes based on the ecosystem approach, as both a necessary precondition for effective integrated management in the EU's own waters, and as a good in itself, in line with its belief in cooperative multilateral decision-making.

In particular, the EU should:

- (1) Strengthen its role as a global player through greater and more unified participation in multilateral fora, in coherence with the principle of the unity of the EU external representation.
- (2) Promote global membership of UNCLOS.
- (3) Establish by mutual consent high-level dialogues on maritime affairs with key partners, ensuring synergies with existing sectoral dialogues in other policy areas
- (4) Pursue dialogue on IMP bilaterally through both the ENP instruments and multilateral dialogue at sea-basin-level within existing frameworks (e.g. Union for the Mediterranean, Northern Dimension, Black Sea Synergy), sharing best practice in implementing the IMP tools with its neighbours and encouraging them to implement such tools.
- (5) Continue to work on moving oceans and coasts higher up the climate change agenda and provide assistance to developing coastal and island states in this field, in line with the EU development cooperation strategies and initiatives.
- (6) Continue to support an integrated approach to the conservation and sustainable use of marine biodiversity, particularly in areas beyond national jurisdiction, including for the establishment of marine protected areas.
- (7) Pursue its cooperation with the ILO to encourage decent working conditions in the maritime sector.
- (8) Pursue its actions to ensure freedom, safety and security of navigation, including actions against piracy.
- (9) Continue and strengthen cooperation research activities with third countries in order to enhance participation in large-scale international research programmes and with countries neighbouring the EU in order to define common regional marine research strategies.
- (10) Ensure coherence between the activities of various organisations, notably in the fisheries, environment and transport fields.

- (11) Encourage the OECD to develop a structure for exchange of best practices on integrated approaches to maritime affairs.
- (12) Develop strategies for all relevant shared sea basins.

The Commission invites the Council, the European Parliament, the European Economic and Social Committee and the Committee of the Regions to endorse the Commission's objectives and proposed actions as set out in this Communication and to support and promote the approach outlined therein.

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COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 15.10.2009
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**REPORT FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN
PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND
THE COMMITTEE OF THE REGIONS**

PROGRESS REPORT ON THE EU'S INTEGRATED MARITIME POLICY

{SEC(2009) 1343}

**REPORT FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN
PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND
THE COMMITTEE OF THE REGIONS**

PROGRESS REPORT ON THE EU'S INTEGRATED MARITIME POLICY

1. INTRODUCTION

The EU Integrated Maritime Policy (IMP) has established itself as new approach to enhance the optimal development of all sea-related activities in a sustainable manner. It has confirmed the vision that, by joining up policies towards seas and oceans, Europe can draw much higher returns from them with a far lesser impact on the environment. EU institutions, Member States and regions have set-up governance structures to ensure that policies related to the seas are no longer developed in isolation and take account of connections and synergies with other policy areas. Stakeholders have confirmed the considerable interest shown during the broad consultation process of 2006-07, establishing the IMP as a particularly bottom-up driven policy of the European Union. Cross-sectoral tools such as maritime spatial planning, integrated surveillance or marine knowledge have registered tangible progress and should lead to substantial improvements in the way we manage our oceans. EU sectoral policies with a bearing on our seas and coasts, like fisheries, transport, environment, energy, industry or research policy, have all taken substantial moves in the direction of greater integration and consistency. The Commission has also made first steps to implement the IMP on a regional basis. In short, the EU IMP is changing the way Europeans look at their seas and oceans and reaffirmed the strategic importance of the continent's seas and coastal regions.

When it endorsed the EU IMP and the Blue Paper¹, the European Council of 14 December 2007² asked the Commission to report within two years on the achievements of the policy. The present Communication sums up these achievements and charts the course for the next phase of the IMP. It also highlights how joined-up policy-making towards our seas, maritime sectors and coastal areas can contribute to addressing challenges posed by the current global economic crisis and by the need to take decisive action against climate change and environmental degradation. The October 2007 Blue Paper set out an ambitious Action Plan. It includes new working methods, cross-cutting tools and a wide range of specific actions that aim to improve the maritime economy, protect and restore the marine environment, strengthen research and innovation, foster development in coastal and outermost regions, provide leadership in international maritime affairs, and raise the visibility of Europe's maritime dimension.

Essentially the framework provided by the IMP seeks to achieve (and has started to do so) four objectives:

- To promote integration of governance structures by making them more inclusive and co-operative;

¹ An Integrated Maritime Policy for the European Union, COM(2007) 575 final of 10.10.2007 and SEC(2007) 1278 of 10.10.2007

² 16616/1/07 REV 1

- To build the knowledge base and cross cutting tools necessary to enable the implementation of integrated policies;
- To improve the quality of sectoral policies, through an active search for synergies and increased coherence across sectors;
- In implementing all above, to take account of specificities of the regional seas around Europe, through tailor-made solutions.

The implementation of the Action plan has progressed well: Of the 65 actions in the plan, 56 have been launched or completed (mostly in the form of Commission or Council acts). On 9 actions various initiatives have been undertaken, although no formal documents are adopted yet. Following the first phase, the Commission and Member States are now focusing efforts on effective implementation on the ground, with additional activities in all relevant policy areas pursued where needed.

The Blue Paper and Action Plan were drawn up in a radically different economic climate. The crisis has not spared the maritime economy from declining revenues and downturn. Beyond achievements so far, this paper therefore also sets out where further action will be required in order to unlock the undeniable potential of our oceans, seas and coastal regions, but also to address the economic problems faced by maritime sectors.

2. MARITIME GOVERNANCE AND STAKEHOLDER INVOLVEMENT

The Blue Paper advocated a major re-think of our governance approach towards seas and oceans at all levels of government: EU institutions, Member States and regions. Political actors have on the whole been very responsive to this approach: two years on, steps have been taken throughout the Union to overcome the compartmentalised nature of several sea-related policies, involve maritime stakeholders more broadly, and identify policy synergies.

2.1. EU institutions

The Commission has taken several steps towards integrating its maritime policy-making. A Steering Group of Commissioners has been operational since 2005 and has debated all the major policy initiatives included in the Blue Paper's Action Plan. Structures have been established for regular meetings among the Directorates-General involved in order to identify synergies and defuse possible policy inconsistencies. The Commission has also re-organised its services and expanded the mandate of its Directorate-General for Maritime Affairs and Fisheries in order to ensure overall co-ordination of the policy and to develop cross-sector tools where needed, as well as to take regional specificities into account.

The Council has shown a strong commitment to the IMP. In its conclusions of 8 December 2008³ it not only recognised the IMP's cross-cutting nature by dealing with it through the General Affairs and External Relations Council, but also "confirm(ed) that an integrated approach to maritime issues constitutes a major objective, since the synergies, the coherence and the added value of sectoral action undertaken by the European Union need to be reinforced by being integrated into a comprehensive vision of the seas, oceans and coastlines, taking account of distinctive regional features (...)."

³ 16503/1/08 REV 1

In institutional terms, the active involvement of the Council and Member States is ensured in both General Affairs Council work and in the IMP Member States contact groups. These groups guarantee that existing expertise in national administrations is fully used, that the specific needs of Member States and coastal regions are given full attention, and that a political consensus is formed with maximum transparency and impact.

Support for, and coverage of, maritime policy in the European Parliament has been very positive⁴. However, maritime policy issues are still being dealt with separately by a number of committees and structures.

The Committee of the Regions has been providing beneficial impetus for the IMP. The Commission has in particular taken note of its opinion on the Blue Paper⁵ which contains important input for future work. The Committee's recent "Maritime and coastal package" opinion⁶ is a valuable example of how diverging interests can be linked in a coherent, complementary and synergetic fashion.

The European Economic and Social Committee issued an opinion which was particularly supportive of the IMP on 14 April 2008⁷.

2.2. Member States

At the time of the Green Paper, only a few initiatives for integrated approaches in Member States existed. Two countries, France and the Netherlands, reported having the administrative structure in place to organise policy coordination of sea-related matters. Portugal had then already initiated concrete work towards an ocean strategy.

Since then substantial progress has taken place and more Member States have taken initiatives towards the integration of maritime policy and increasingly share best practice in integrated maritime policy approaches. These are fully in line with the guidelines published by the Commission in June 2008⁸ and concern organisational changes and/or the development of longer term integrated strategies for the sustainable development of maritime sectors and coastal regions.

Important examples are the Dutch "Nationaal Waterplan", the French "Grenelle de la Mer", the German "Entwicklungsplan Meer", the Swedish bill on a coherent maritime policy, the Polish interdepartmental maritime policy plan and the UK Marine Bill.

Ireland, Portugal, Slovenia have also taken steps in this direction. Related activities are reported from Belgium, Bulgaria, the Czech Republic, Denmark, Italy, Greece, Finland and Spain.

2.3. Regions

⁴ Not least through the report by the late Willi Piecyk, MEP: A6-0163/2008 (Committee on Transport and Tourism)

⁵ CoR 22/2008 fin, adopted on 9 April 2008

⁶ CoR 416/2008 fin, adopted on 17 June 2009

⁷ O.J. 2008/C 211/07

⁸ COM(2008) 395 final of 26.06.2008

The coastal regions have been fully-fledged partners of the IMP since the very start. They are best placed to identify what is required to implement the policy locally and at the level of each sea basin. They have also 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 Conference of Peripheral Maritime Regions (CPMR), which brings together some 160 European regions, closely follows the progress of the Action Plan through regular work at the meetings of the Aquamarina working group, set up to promote IMP actions at regional level.

Three major initiatives are worth underlining in this context:

- The first regional action plans on Integrated Maritime Policy - the Asturias Maritime Plan⁹ and the Schleswig-Holstein Maritime Action Plan¹⁰.
- The Brittany coast charter of 29 April 2009¹¹.
- The atlas "Channel Spaces — A world within Europe"¹², by Arc Manche of November 2008, is a best practice example in the documentation of transnational maritime relations.

The Commission is aware of other regions following innovative integrated practices on coastal and sea governance and is fully supportive of them.

2.4. Stakeholders

Ever since their overwhelming response to the consultation process carried out in 2006, stakeholders have been instrumental in establishing an Integrated Maritime Policy for the EU. Regional, business and NGO actors were the first to champion the need for joining up EU policies affecting seas, maritime sectors and coastal regions. Their contributions have provided the ground for innovative concepts and tools.

The afore-mentioned CPMR, the Maritime Industries Forum¹³ (MIF), which currently represents 25 maritime trade associations, and the European Network of Maritime Clusters¹⁴, have been active supporters of the EU IMP. Major environmental NGOs are also actively participating in the IMP process.

The European Maritime Day stakeholder conference has established itself as the annual event where highly productive exchanges take place across the different constituencies¹⁵. The Commission will further support increased stakeholder involvement in this event. At the same time, stakeholders will be encouraged to organise again de-centralised events around European Maritime Day on 20 May, thus reflecting national, regional and local contributions to the IMP.

⁹ See "inforegio panorama", No. 23 of September 2007, ISSN 1608-389X
¹⁰ Landesinitiative Zukunft Meer, see <http://www.schleswig-holstein.de>
¹¹ Charte des espaces côtiers Bretons, see <http://www.bretagne.fr/>
¹² Espace Manche : un monde en Europe, see <http://www.arcmanche.com>
¹³ See <http://www.mif-eu.org>
¹⁴ <http://www.european-network-of-maritime-clusters.eu/>
¹⁵ The EMD 2009 full documentation can be found here:
http://ec.europa.eu/maritimeaffairs/maritimeday/index_en.html

There have been recent and very encouraging signs that IMP stakeholders are establishing their own more permanent exchange structures. Whilst the research community, regional organisations, the maritime industries and environmental NGOs traditionally have their individual means to speak to the EU institutions, public dialogue between the different interest groups was the exception. The Commission will strengthen its support to self-organisation of stakeholders across sectors.

3. CROSS-SECTOR TOOLS

The Blue Paper identified the need for cross-cutting tools to underpin the IMP, such as: maritime spatial planning, integrated surveillance, and the building of a marine knowledge base. The development of these three tools has progressed well and first important results can be reported.

3.1 Maritime Spatial Planning (MSP) and Integrated Coastal Zone Management (ICZM)

Increased activities on Europe's seas lead to growing competition for limited marine space. MSP is a key instrument to balance sectoral interests and achieve sustainable use of marine resources with the ecosystem based approach as the underpinning principle. It is a process that provides a stable, reliable and oriented planning framework for public authorities and stakeholders to coordinate their action and optimise the use of marine space to benefit economic development and the marine environment.

The Commission adopted the "Roadmap on Maritime Spatial Planning: Achieving Common Principles in the EU" in 2008.¹⁶ It sets out 10 key principles and seeks to discuss the development of a common approach among Member States encouraging the implementation of MSP at national and EU level.

Stakeholders from all relevant maritime sectors endorsed the 10 key principles as appropriate, comprehensive and as an important basis for the development of MSP at European level in discussions organised by the Commission during 2009¹⁷. The Commission also launched two preparatory actions in the Baltic Sea (as part of the EU Strategy for the Baltic Sea Region) and the North Sea/North East Atlantic, aiming at developing cross-border cooperation aspects of MSP, as well as a study on the potential of maritime spatial planning in the Mediterranean Sea and the economic benefits of MSP.

Following to the recommendation in the Commission's Blue Paper to set up a system for exchange of best practices in developing Integrated Coastal Zone Management (ICZM), the Commission launched in 2009 a support project to stimulate the sharing of best-practice and promote effective implementation of ICZM¹⁸. The Council signed at the end of 2008 the Protocol on Integrated Coastal Zone Management under the Barcelona Convention.

3.2 Integration of maritime surveillance

Integrating maritime surveillance should result in more efficient operations at sea and reduce operating costs. The potential savings at EU level are significant given the growing need to

¹⁶ COM(2008) 791 final of 25.11.2008

¹⁷ http://ec.europa.eu/maritimeaffairs/spatial_planning_en.html#6

¹⁸ <http://ec.europa.eu/environment/iczm/ourcoast.htm>

detect, track, intercept and control unlawful activities at sea as well as to prevent accidents at sea, detect illegal oil discharges, monitor fishing activities and safeguard the environment.

To date the Commission has produced detailed overviews of the different national, regional and European initiatives on the integration of maritime surveillance¹⁹, completed a study on the legal and regulatory aspects of the integration of maritime surveillance and carried out a stock taking exercise together with the European Defence Agency and the EU Military Staff in response to a request from the Defence Council²⁰. It has also launched two calls for proposals, totalling €5.7 million²¹, for pilot projects for the integration of surveillance which promote closer cooperation between national authorities in the Mediterranean and in a Northern Sea basin.

These actions have reinforced considerably the internal coordination within the Commission's services and with the Member States on this sensitive subject. The Communication: "Towards the integration of maritime surveillance in the European Union"²² builds on the work to date and sets out guiding principles for the establishment of a common information sharing environment for the EU maritime domain, based on existing and new surveillance capacities including pre-operational GMES services. Extensive consultation between the Commission and Member States to translate these principles into policy will need to be established.

3.3 Building a marine knowledge base

There can be no maritime policy without proper data and knowledge on Europe's seas and coasts. So far marine knowledge remains very scattered and cost-ineffective. The European Marine Observation and Data Network (EMODNET), as announced in the Blue Paper, aims to reduce uncertainty in knowledge of the seas as well as operational costs for those who use marine data. Existing databases and observation programmes need to be assessed in terms of coverage, resolution and data collection frequency. Data stemming from different sources should be compiled in a comprehensive and compatible way, and made accessible as a tool for better governance. Substantial preparatory actions are underway to assemble data layers for hydrography, geology, biology and chemistry at a sea-basin level. The Commission, through its statistical service, has collected sea-basin socio-economic data and identified a number of analytical challenges.

The European Atlas of the Sea project aims to raise public awareness of maritime issues.

4. KEY ACTIONS IN SECTORAL POLICIES

The Action Plan provided for sectoral actions in all relevant policy areas related to the seas, be they transport, environment, energy, industry, employment, research, fisheries, external relations or other. Special attention has been given to adopting an integrated approach, working out the links between these various policies, identifying synergies and reducing inconsistencies across sectors. In the case of certain sectoral policies important initiatives have been undertaken with a prominently integrated focus. Their implementation will be

¹⁹ SEC(2008) 2337

²⁰ COSDP 949, PESC 1366

²¹ Calls for proposals MARE/2008/13 and 2009/04

²² COM(2009) 538 final of 14.10.2009 and SEC(2009) 1341

directly relevant in the next years to the development of cross-cutting approaches within the broad framework of the IMP. Two important cases should be highlighted:

The Marine and Maritime Research Strategy²³ is the first ever European strategy to promote marine research. This strategy is a pioneering action for the implementation of the European Research Area, which promotes scientific excellence and development of cutting-edge innovations both through better integration of existing research efforts and by developing new capacities across a multidisciplinary scope of sciences. This integrated research strategy will help serve key sectors of the maritime economy, ranging from energy through shipping and the new blue biotechnologies, right through to the goals of EU environmental policy.

The Marine Strategy Framework Directive²⁴ (MSFD), which constitutes the environmental pillar of the IMP, requires Member States to achieve good environmental status in their marine waters by 2020, thereby protecting the resource base upon which marine-related economic and social activities depend. The implementation of this Directive will benefit from the further development of cross-cutting tools of IMP, such as marine spatial planning and EMODNET, while in return, the various actions required for its implementation, such as the socio-economic analysis of human activities related to the sea, due in 2012 and regularly thereafter will underpin the further development of the IMP. Closely related to the MSFD, the Common Fisheries Policy has also integrated the ecosystem approach as an overarching principle. For the global commons, the EU has taken the lead in policy making at global level and has adopted a Regulation on the protection of vulnerable marine ecosystems in the high seas from the adverse impacts of bottom fishing gears²⁵.

In addition, beyond these integrated developments within some sectoral policies, the Commission has been successful in improving coordination and developing a more strategic approach across the board to sectoral policy making, which is expected to have a lasting positive impact, and will continue to be developed further.

Thus, on 13 November 2008, the Commission adopted a Communication on offshore wind energy²⁶, which identifies the challenges to be tackled to exploit Europe's potential for offshore wind energy. A key point here is the contribution maritime spatial planning will make to the sustainable development of off-shore energy.

In its conclusions on the Integrated Maritime Policy of 8 December 2008, the Council welcomed this Communication as an important contribution to the Integrated Maritime Policy, while stating that further work is necessary for non-wind off-shore renewable energies, including wave, tide, currents and thermo gradient sources²⁷.

The EU's cohesion policy funding in the period 2007-2013 supports important programmes with a clear maritime dimension in e.g. the Greek Islands and the Baltic Sea. In addition, cohesion policy supports programmes for all the Outermost Regions, with significant funding opportunities for maritime-related actions.

²³ COM(2008) 534 final of 3.9.2008

²⁴ Directive 2008/56/EC of 17 June 2008

²⁵ Regulation (EC) N° 734/2008, OJ L 201/8, 30.7.2008

²⁶ COM(2008) 768 final of 13.11.2008

²⁷ Point 8 of Council Document 16503/1/08 Rev 1 of 5.12.2008

The 2009-2018 Maritime Transport Strategy²⁸ presents the main objectives for the European maritime transport system for the years to come. It identifies key areas where action by the EU will strengthen the competitiveness of the sector while promoting quality shipping and enhancing safety, social and environmental performance.

Of particular importance in this context is the Communication and action plan with a view to establishing a European maritime transport space without barriers²⁹. The measures put forward, largely in the area of customs and sanitary inspections, require a high degree of cross sectoral cooperation. They will simplify and speed up administrative procedures for sea transport between ports located in the EU and extend the Internal Market to intra-EU maritime transport. This should push short sea shipping in Europe and create new opportunities for growth and jobs.

To improve working conditions of seafarers, elements of the Maritime Labour Convention of 2006 were incorporated into Community law³⁰. The Commission has also been working on a reassessment of the exclusions of maritime workers from parts of the European labour and social legislation.

The IMP has also clearly increased coordination in many other EU relevant policies, including those on safety of navigation and ports; the promotion of maritime clusters; the support of Europe's shipbuilding and marine equipment sector as developed in the LeaderSHIP 2015 process; the development of sustainable coastal and maritime tourism; or the strategy on climate change adaptation.

Other sea-related sectoral initiatives put forward by the Commission, as well as a number of Commission documents, which are not directly sea-related but contain nevertheless a clear maritime dimension, are indicated in the Commission Staff Working Document accompanying this Progress Report³¹.

In conclusion, this Commission has thus not only focused on developing both cross-cutting and sectoral actions supporting the sustainable growth of coastal regions and maritime sectors. It has also given priority attention to implementing a more strategic and integrated approach to sea-related sectoral policy making that is expected to have a lasting positive impact, and will continue to be developed further.

5. REGIONAL STRATEGIES

Europe's sea basins are extraordinarily diverse. Their ecosystems and economies have been shaped by very diverse geographic, climatic, historical, political and human influences. While the broad principles that underpin the IMP are the same everywhere, the implementation of the policy requires translating them into targeted strategies and specific measures tailored to the specificities of each sea basin. The Commission has, therefore, embraced a sea-basin approach for the implementation of the IMP whose fundamental premise is that each sea-region is unique and needs individual attention in balancing its uses in a sustainable manner. Likewise, the environmental specificities of Europe's varied seas are also a key element in the Marine Strategy Framework Directive (MSFD) which recognises different marine regions.

²⁸ COM(2009) 8 final of 21.1.2009

²⁹ COM(2009) 10 final of 21.1.2009

³⁰ Directive 2009/13/EC

³¹ SEC(2009) 1343

The strengthening of co-operation within these sea regions is therefore an important building block for a successful implementation of the IMP.

So far, regional approaches have been put forward by the Commission for the Arctic and the Mediterranean Sea, and a strategy was launched for the Baltic Sea.

Thus, the Communication on "The European Union and the Arctic Region"³² presents specific proposals in order to protect and preserve the Arctic in unison with its population, promote the sustainable exploitation of resources and improve multilateral governance. The Commission intends to enhance its input to the Arctic Council and to strengthen Dialogue with the Arctic States and related stakeholders.

In June 2009 the Commission proposed the EU Strategy for the Baltic Sea Region³³. This is the first EU macro-regional strategy, addressing environmental challenges, energy and transport related issues, economic growth potential as well as safety and security issues. With its strong maritime dimension and its integrated approach, the Strategy constitutes an important first step towards the regional implementation of the IMP in the Baltic. It will help meeting the challenges in the region not only through strengthened internal coordination within Member States, but also through cross-border networks and good cooperation with Russia.

The Commission's Communication on the Mediterranean³⁴ suggests ways forward to establish an integrated maritime policy in the complex political context of the region. A semi-enclosed sea with very densely populated shores, the Mediterranean can only be managed through increased dialogue and co-operation amongst EU Mediterranean Member States as well as with non-EU coastal States. The Communication suggests options to improve governance of maritime affairs and to ensure a greater involvement of coastal States in managing the marine space.

6. OUTLOOK AND FORWARD VISION

The last two years have confirmed the IMP as a highly promising policy providing a significant contribution to growth, jobs and environmental sustainability for Europe's coastal areas and beyond. Despite its young age, this new EU policy has already changed the way in which Europe deals with its maritime and coastal assets.

After three years of intense deliberations, it is fundamental to keep this momentum in order to address the essential mid- and long term challenges of environmental protection and economic growth and well-being. The double impact of climate change and the economic crisis is particularly felt in the maritime world: oceans are the drivers of our climate and maritime industries have been the drivers of globalisation and prosperity. It is therefore important to unlock the economic potential of maritime Europe, optimise government action on the seas, and further explore the synergies that allow economic growth and environmental stability to reinforce each other.

³² COM(2008) 763 final of 20.11.2008

³³ COM(2009) 248 final and SEC(2009) 712 of 10.06.2009

³⁴ "Towards an Integrated Maritime Policy for better governance in the Mediterranean", COM(2009) 466 final of 11.09.2009

The Commission considers that these objectives will be best achieved through a combination of progress in six strategic directions.

Integrated maritime governance must be further enhanced. The progress registered over recent years needs to be turned into effective integrated structures at all levels of government. EU institutions, Member States and coastal regions have a particular responsibility in ensuring upstream policy integration and in adopting coherent, joined up agendas for maritime affairs, further counteracting the prevalence of isolated sectoral policy thinking. Stakeholder involvement in maritime policy-making should also be enshrined more permanently in governance structures. This should also lead to a more intense dialogue between the EU, Member State's Governments and coastal regions, which often hold key expertise necessary for an integrated approach to Maritime Affairs. For the same reason the formation of a cross-sectoral platform for stakeholder dialogue on maritime affairs should be supported.

Cross-cutting policy tools are of utmost importance to enhance economic development, environmental monitoring, safety, security and law enforcement on Europe's oceans and seas. In particular, maritime spatial planning, in combination with increased marine knowledge, can unblock considerable economic investment and drastically improve the way we manage our maritime spaces, preserving their ecosystems. It must become a practical instrument on all relevant levels of governance, including with the relevant mechanisms to ensure joined-up decision-making over cross-border investments. The integration of maritime surveillance has the potential of making a difference to the way key policy objectives such as the fight against illegal immigration, the safeguard of commercial shipping and the protection of natural resources are carried out by national authorities. Member States and the Commission will have to continue to work together on these items so that the processes which were initiated in the last two years will bear their intended fruit.

The **definition of the boundaries of sustainability** of human activities that have an impact on the marine environment in the years ahead, in the framework of the Marine Strategy Framework Directive, will provide clarity and design a platform for the successful development of all maritime activities, paying due attention to their cumulative impacts. Hence, the implementation of this Directive will remain a key objective of the IMP, which should also develop the necessary cooperation between all relevant sectors and services to this end, including *inter-alia* between marine science and the marine environment policy.

Sea-basin strategies are key to a successful implementation of the IMP. This is where the priorities and the tools of the policy can be adapted to the specific geographic, economic and political contexts of each large maritime region. Co-operation with and among Member States and regions sharing a sea basin is a crucial element of success and, whenever necessary, this should be accompanied with proper dialogue with third countries sharing a sea basin with the EU. Action at the level of sub-basins can also be useful in establishing positive examples and best practices.

The **international dimension of the IMP**³⁵ will also require more attention, as illustrated by the dedicated Communication published together with this report. Europe must take a leading role in improving global maritime governance, as it has done in the matter of piracy or with regard to destructive fishing practices. The Commission intends to strengthen dialogue with a

³⁵ "Developing the international dimension of the Integrated Maritime Policy of the European Union", COM (2009) 536 final of 14.10.2009

limited number of major maritime partners and its participation in international fora and informal processes.

The implementation of the IMP, in the present context of economic downturn, should put a **renewed focus on sustainable economic growth, employment and innovation**. Hence, in the future, the EU should explore synergies between the European Energy Policy and the IMP, promoting energy generation from the sea, including renewable forms of energy, and use the sea more for energy transportation through pipelines, underwater grids and vessels. It will also be necessary to further link the EU's Climate Change Policy with IMP, by developing a strategy for adaptation to climate change in coastal and maritime areas, aiming at protecting coastal infrastructure and preserving marine biodiversity. As part of the developing debate on territorial cohesion, it will be important to ensure that maritime and coastal areas are fully taken into account.

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. Still aiming at the economic development of maritime activities, it will be necessary to find ways and means of further stimulating maritime employment and investment in EU-flagged shipping, while remaining determined to advance the idea of clean ships. Indeed, support for innovation and research towards very low or even zero emission ships will continue to be a major part of the Community's response to the strategically important shipbuilding sector. In this manner the EU can give to European shipyards and the marine equipment industry a competitive technological edge over other regions of the world, and will make maritime transport, in particular along the coasts of Europe, safer and more sustainable.

Finally, the Commission is examining the future funding needs that IMP-related actions may involve as part of its overall reflection on the next financial perspective.

The Commission intends to produce in 2010 a policy document detailing projects and initiatives aimed at further developing the above six strategic directions, following consultations with stakeholders.