

*The questions marked with (\*) are compulsory.*

## **“Towards a future Maritime Policy for the Union: A European vision for the oceans and seas”**

### **I. Introductory text**

**Dear Respondent,**

The following questionnaire compiles the questions posed in the [Green Paper on the Maritime Policy for the EU](#). The questions are grouped according to chapters and subchapters of the Green Paper.

Ideally, we would like you to tackle all the questions, in accordance with the holistic approach to the oceans and seas that we promote in the Green Paper. **However, feel free to answer as many or as few of them as you wish, depending on your area of expertise and interests.**

Your contributions are of utmost importance as they will assist us in shaping a future EU maritime policy.

Your opinions will be analysed and summarised in a report which will be published on [our website](#) at the end of 2007. **If you do not wish your comments to be made public, please tick the corresponding box in the questionnaire.**

The Green Paper on Maritime Policy which is the basis for this consultation is available for downloading [here](#), along with supporting documents.

You can also choose to answer a shorter and more [general multiple-choice questionnaire](#) on marine and maritime issues. You are also invited to send us any additional [comments or a more formal contribution](#) by e-mail.

### **III. The Questionnaire**

Please state your opinion on the following topics. None of the questions are compulsory. You can enter a maximum of 10 000 characters (including spaces) in each of the sections or subsections.

The questionnaire is divided into six main sections, which correspond to the chapters of the Green Paper. The questions are those located at the end of each chapter or subchapter within the Green Paper:

1. Introduction
2. Retaining Europe's Leadership in Sustainable Maritime Development
3. Maximising Quality of Life in Coastal Regions
4. Providing the tools to manage our relations with the oceans
5. Maritime Governance

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

**SECTION 1: INTRODUCTION**

- 1. Should the EU have an integrated maritime policy?
- 2. How can the EU add value to the many national, local and private initiatives which already exist in the maritime field? (*open text*)

	<i>section.1</i>
	<p>1. The North Sea Commission welcomes the initiative of an integrated maritime policy. The future of both social, natural and economic sustainable development depends on a holistic approach. The North Sea area will benefit from an integrated approach.</p> <p>2. Initiatives, on all levels, within the sectors such as safety, tourism, coastal management, maritime transport, ports (in border regions) highly depend on cross-border cooperation.</p> <p>The added value of the EU would come forth from :</p> <ul style="list-style-type: none"> <li>• Tuning of both revision of existing and new EU regulation of the concerned policy areas</li> <li>• Financial aid</li> <li>• Facilitating/ gathering research and best practices</li> <li>• Tuning of spatial planning for the sea/land area</li> </ul>

**SECTION 2: RETAINING EUROPE’S LEADERSHIP IN SUSTAINABLE MARITIME DEVELOPMENT**

*Sub-section 2.1: A Competitive Maritime Industry*

- 1. How can European maritime sectors remain competitive, including taking into account specific needs of SMEs?
- 2. What mechanisms should be in place to ensure that new maritime development is sustainable? (*open text*)

	<i>Sub-section.2.1</i>
	<p>1. The European maritime sectors can remain competitive or even become more competitive if they aim for high standards of quality, as well as in the field of products as in the field of services and education. This standard should be developed collectively, but also be implemented in all EU maritime areas. By increasing and strengthening our unique selling points like the availability of highly skilled personnel, solid knowledge infrastructure which both consolidates knowledge and raises the level</p>

	<p>of innovation f.e. by incentives for entrepreneurship.</p> <p>2. Besides the mechanisms already named in the Lisbon strategy and a financial framework, attention should be addressed towards the development of ‘practical’ regulations on sustainability in line with the Gothenburg strategy, together with the stakeholders. .</p> <p>Developing and stimulating new investments should be focussed at long term strategies. SME often focus on the short term (5 years), governments should focus on the next 25 years and judge plans and investments in relation to this term.</p> <ul style="list-style-type: none"> <li>• Make knowledge and experiences (good/best practices) available regarding sustainable developments;</li> <li>• Tune financial incentives towards sustainable development: innovative business proposals that contribute to economic and ecological sustainability receive more money than other proposals</li> <li>• Regulation concerning maritime sectors should pay attention to sustainability.</li> </ul>
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*Sub-section 2.2: The Importance of the Marine Environment for the Sustainable Use of our Marine Resources*

3. How can maritime policy contribute to maintaining our ocean resources and environment?
4. How can a maritime policy further the aims of the Marine Thematic Strategy?
5. How can risk assessment best be used to further safety at sea? (*open text*)

	<i>Sub-section.2.2</i>

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

6. How can a European Marine Related Research Strategy be developed to further deepen our knowledge and promote new technologies?
7. Should a European Marine Research Network be developed?
8. What mechanisms can best turn knowledge into income and jobs?
9. In what ways should stakeholders be involved? (*open text*)

	<i>Sub-section.2.3</i>
	<p><b>6</b> Marine related strategies should be developed by three sectors together: education-research, entrepreneurs, government on regional, national and EU level. In developing and executing a EU research strategy a bottom-up approach should be taken into account. A lot of knowledge is available on local and national level and within the businesses. This implies a big risk of doing things twice</p> <p>7. Developing such a network is only valuable when it’s connected to a database where unambiguous EU research data can be translated into information that can generate synergy.</p>

	<p>8. A EU programme such as CIP that stimulates research outcomes to be implemented into SME's. Stimulation/ facilitating on EU/ national level should particularly be provided to those areas where the level of knowledge is not yet advanced enough for companies to see and appreciate/ invest in the commercial potential of these knowledge areas.</p> <p>8. Furthermore, EU or national level can play a useful role with regard to knowledge creation and utilisation and EU level to dissemination as well, that is not taken up by SME's because of a 'prisoners dilemma': individual firms don't invest in knowledge creation or making use of available knowledge because in the short run all individual firms can only survive through price competition. However, in the longer term a sector might have better chances for success at national and/or European level when knowledge creation and utilisation (which implies innovation) is taken up.</p> <p>9. The EU should consult all relevant stakeholders (national, provincial, regional and local governments, knowledge institutions and companies) about their views. A general consultation through this questionnaire is a good start but more specific tailored consultation such as national/ thematic expert groups will be required. .</p> <p>SWOT (Strengths, Weaknesses, Opportunities and Threats) analyses might be a useful instrument to identify priorities.</p>
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*Sub-section 2.4: Innovation under Changing Circumstances*

- 10. What further steps should the EU take to mitigate and adapt to climate change in the marine environment?
- 11. How can innovative offshore renewable energy technologies be promoted and implemented? How can energy efficiency improvements and fuel diversification in shipping be achieved?
- 12. What is needed to realise the potential benefits of blue biotechnology? (*open text*)

	<i>Sub-section.2.4</i>
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*Sub-section 2.5: Developing Europe's Maritime Skills and Expanding Sustainable Maritime Employment*

- 13. How can the decline in the number of Europeans entering certain maritime professions be reversed and the safety and attractiveness of jobs ensured?
- 14. How can better working conditions, wages and safety be combined with sectoral competitiveness?
- 15. How can the quality of education, training and certification be assured? (*open text*)

	<i>Sub-section.2.5</i>
Z	<p>13. In general one might state the obvious but nevertheless important fact that government, education and businesses should join forces.</p> <p>See also the answer to 2.3</p>

*Sub-section 2.6: Clustering*

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

17. How can the EU promote synergies between interrelated sectors? (*open text*)

	<i>Sub-section.2.6</i>
Z	Encouraging/ Stimulation the development of 'from ground to mouth' projects (Foodproject?)

*Sub-section 2.7: The Regulatory Framework*

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

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

20. How can EU safety regulation be simplified while maintaining high level standards?

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

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

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

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

	<i>Sub-section.2.7</i>
Z	Legislation and rules are very miscellaneous within Europe. It would be more simple to have unambiguous rules. It should be measured if simplification does not harm the desired quality.

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

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

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

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

	<i>Sub-section.3.1</i>
Z	1. This suggest that developping sustainable income and jobs is a threat for the quality of life. Maybe this could be the case in harbor and industrial areas, but in non-harbor and non-industrial areas both aspects can strengthen each other. Nature, landscape, spatial quality can strengthen the quality of life, especially in

	<p>the case of settlements but also as a tourist product ('develop sustainable income and jobs'). Differentiation in coastal areas is important with an emphasis on nature and landscape, en on coastal areas where possibilities for leisure and sports already exist or can be developed.</p> <p>2. Cultural historic values should be integrated in spatial planning. Therefore a map containing all cultural historic values (archeology, nature, monuments etc.) should be available (example <a href="http://www.zeeland.nl/chs">www.zeeland.nl/chs</a>). Furthermore a geographical information system containing all uses of land (and sea) should be available</p>
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*Sub-section 3.2: Adapting to Coastal Risks*

3. What must be done to reduce the vulnerability of coastal regions to risks from floods and erosion?
4. What further cooperation is needed in the EU to respond adequately to natural disasters?
5. How can our shores and coastal waters be better policed to prevent human threats?  
(open text)

	<i>Sub-section.3.2</i>
Z	These measures should not destroy nor harm the cultural historic elements like old fishery harbors, oyster ponds, groynes a.s.o.

*Sub-section 3.3: Developing Coastal Tourism*

6. How can innovation in services and products related to coastal tourism be effectively supported?
7. What specific measures promoting the sustainable tourism development of coastal regions and islands should be taken at EU level? (open text)

	<i>Sub-section.3.3</i>
	<p>6.</p> <ul style="list-style-type: none"> <li>- premiums for investment</li> <li>- programs on knowledge exchange</li> <li>- international education programs for management and staff</li> </ul> <p>7.</p> <ol style="list-style-type: none"> <li>1. Integrate knowledge on sustainable enterprising in all sectors involved in coastal management</li> <li>2. Stimulate and co finance initiatives on sustainable entrepreneurship in the field of coastal management and island development</li> <li>3. unambiguous data collections</li> <li>4. Stimulate exemplary projects, investments in research and education, best practice exchange, etc.</li> </ol>

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

8. How can ICZM be successfully implemented?
9. How can the EU best ensure the continued sustainable development of ports?
10. What role can be played by regional centres of maritime excellence? (*open text*)

	<i>Sub-section 3.4</i>
	<p>8. Especially within integral coastal zone cooperation projects</p> <p>9. by joining forces to come to practical and widely supported solutions for problems we all encounter.</p> <p>Some EU ports already cooperate on environmental issues. Touristic cooperation should be stimulated and EU port cooperation in general should be strengthened especially cross-border cooperation should be encouraged</p> <p>10. knowledge exchange and pilot projects</p>

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

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

1. On what lines should a European Atlas of the Seas be developed?
2. How can a European Marine Observation and Data Network be set up, maintained and financed on a sustainable basis?
3. Should a comprehensive network of existing and future vessel tracking systems be developed for the coastal waters of the EU? What data sources should it use, how would these be integrated, and to whom would it deliver services? (*open text*)

	<i>Sub-section.4.1</i>
	<p>A North Sea Atlas is available but the digital version can hardly be used If an European Atlas is to be developed we must take care to developing in a way that it is not only to be looked at but also possible to use it. It must be online and up to date</p>

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

4. What are the principles and mechanisms that should underpin maritime spatial planning systems?
5. How can systems for planning on land and sea be made compatible? (*open text*)

	<i>Sub-section.4.2</i>
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*Sub-section 4.3: Making the Most of Financial Support for Coastal Regions*

6. How can EU financial instruments best contribute to the achievement of maritime policy goals?

7. Is there a need for better data on coastal regions and on maritime activities?
8. How should maritime policy be reflected in the discussions relating to the next EU Financial Framework? (*open text*)

	<i>Sub-section.4.3</i>
	<p><b>6.</b> In general financial instruments could best contribute by being injected into areas such as innovation, improvement of quality standards,</p> <p>There is always a need for data and for improvement of data especially for the touristic sectors. Definition should be unambiguous and tuned between the EU-members, otherwise they can not be used properly. In 2002 the <b>European Parliament And Council Recommendation concerning the implementation of Integrated Coastal Zone Management in Europe EUROPEAN PARLIAMENT AND COUNCIL RECOMMENDATION concerning the implementation of Integrated Coastal Zone Management in Europe</b> was adopted.</p>

## SECTION 5: MARITIME GOVERNANCE

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

- 1 How can an integrated approach to maritime affairs be implemented in the EU? What principles should underlie it?
2. Should an annual conference on best practice in maritime governance be held? (*open text*)

	<i>Sub-section.5.1</i>
	<ol style="list-style-type: none"> <li>1. this is to be discussed during the meeting</li> <li>2. yes</li> </ol>

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

3. How can the EU help to stimulate greater coherence, cost efficiency and coordination between the activities of government on EU coastal waters?
4. Should an EU coastguard service be set up? What might be its aim and functions?
5. For what other activities should a “Common European Maritime Space” be developed? (*open text*)

	<i>Sub-section.5.2</i>

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

6. How can the EU best bring its weight to bear in international maritime fora?
7. Should the European Community become a member of more multilateral maritime organisations?

8. What action should the EU undertake to strengthen international efforts to eliminate IUU fisheries?

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

	<i>Sub-section.5.3</i>
	<p>6. Use the already existing national and interregional networks for coastal management, harbor development, marina development a.s.o. Make (financial) means available for strengthening these networks, rather than creating a new one.</p> <p>9. The EU could create a "Marshalplan" for third countries. This could be financed for 50 % by the European businesses and for 50 % by the EU. The western entrepreneurs, who participate in this project should be able to accede to this new market. It is the same system the EU handles in approaching new EU members.</p>

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

10. What regional specificities need to be taken into account in EU maritime policies?

11. How should maritime affairs be further integrated into the EU's neighbourhood and development policies? (*open text*)

	<i>Sub-section.5.4</i>
	1. geography, inhabitants, remote or industrial etc.

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

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

	<i>Sub-section 6.1</i>
Z	<p>Maritime heritage should be related to spatial, social and economic development</p> <p>Stimulate public-private co-operation</p> <p>Preserve the cultural historic elements like old fishery harbors, oyster ponds, groynes a.s.o..</p> <p>Preservation and development of sailing heritage (old wooden and steel ships)</p> <p>Preservation of historic harbors and buildings</p> <p>Preservation and of extention of skills, education</p> <p>Increase accessibility of heritage (physical and educational)</p>

Enhancement of water-land relations

Preservation by development: new destinies for heritage

Fitting in cultural historic elements in spatial developments

Preservation, research and education immaterial heritage (language, skills)

Maritime policy could come up with measures to strengthen and define these elements and how they can be presented and/or used to preserve and enhance the maritime and coastal heritage and how these elements can be developed for sustainable tourism

We need more specific descriptions of the contributions of culture and heritage to the maritime legacy and traditions of Europe, and how these can contribute to the stated objectives of maintained coastal settlements, sustainable growth and better quality of life.

The Maritime Policy needs to clearly identify and value the aspects of maritime and coastal heritage that

- a. still play a decisive role in defining identity among coastal dwellers
- b. are of a unique, place-bound character that will attract and interest visitors.

The Maritime Policy further needs to

- a. come up with measures to preserve and enhance these elements
- b. and define how such elements should be presented and/or used to maintain and enhance coastal/maritime identity
- c. and how such elements can be developed into sustainable tourism assets.