



CPMR

BALTIC SEA COMMISSION

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**The Regions, Legitimate Stakeholders in an Ambitious EU Maritime Policy
in the Conference – European Maritime Policy of the Baltic Sea Area, Kiel, 21 September 2006**

(DIA 1) Sehr geehrte Damen und Herren,

zuerst möchte ich die Veranstalter dieser Konferenz für eine sehr gute Organisation und Gastfreundlichkeit herzlich bedanken aber auch für die Einladung in dieser Konferenz sprechen zu dürfen. Ich bin hier die Stimme der Regionen in die Diskussion mitzubringen. Ich bedanke mich auch herzlich, dass Sie uns Regionen diese Gelegenheit gegeben haben.

Ladies and Gentleman,

(DIA 2) The European Maritime Policy is at the core of the CPMR's and its member regions' strategy. CPMR initiated an interregional cooperation project, "Europe of the Sea", which contributed to the drafting of the Green Paper. The project ran a network, comprised of 50 regional authorities, associations of European cities and specialised Research Institutes.

(DIA 3) The results of this project and other CPMR's contributions – including those of its Scientific Council - have been presented in various thematic conferences of the CPMR, in presence of Commissioner Borg. A specific session will be dedicated to these issues next month in the 34th CPMR annual conference in Murcia, Spain, in the presence of John Richardson, Head of the maritime Task Force in the European Commission. Series of events will follow, with the aim of producing in May/June 2007 a comprehensive contribution of the maritime Regions. This key document is expected to feed the communication of the Commission to the Council and the Parliament, to be published in December 2007 under Portuguese Presidency. Through this we intend to propose changes to Community instruments designed to fulfil the main objectives and challenges set.

It would be too long to detail all the CPMR agenda by end of 2007, but I just would like to mention a seminar on maritime policy, held in Stavanger, Norway, 20-21st of November. We have invited both Commissioner Borg and Minister of Schleswig-Holstein Uwe Döring and asked them to give their contribution to both North Sea and Baltic Sea at the same seminar.

(DIA 4) One of the main objectives and challenges is to enhance Europe's maritime potential from an economic point of view, thereby contributing towards growth, job creation and improving Europe's competitiveness on the world stage. The regional policy 2007-2013 in ERDF is also an instrument to support maritime policy like for convergence regions and regions eligible under the competitiveness and employment objective to make provisions to fund a series of investments that could contribute towards Europe's maritime economy, giving the opportunity to introduce innovative structural projects within the maritime sector, e.g. maritime clusters, port infrastructures and links between ports and hinterland areas particularly with a view to effectively implementing motorways of the sea. In addition, the third objective of EU regional policy for this period, dealing with territorial cooperation will be the main tool to support and finance all the transnational maritime projects, and I think that the Baltic Regions will seize this great opportunity.

A Community work area needs also to be opened up to look at human resources in relation to maritime activities. This issue should be included among regional, national and EU priorities for employment and training policies.

It is very important to improve coordination and cooperation in the field of marine research in order to maintain Europe's leadership, notably by setting up a network of researchers; adapt to new challenges (climate change, increasing pressure on energy resources, potential in "blue biotechnology") by ensuring greater innovation and

improve the attractiveness of the seafaring professions and breaking down legislative barriers to the mutual recognition of qualifications between Member States, with a view to ensuring a highly skilled workforce working under the best conditions.

(DIA 5) EU Transport policy is determined on obtaining a higher market share for maritime transport. Recognizing the need for high quality on the door-to-door service has shifted the concept from Short-Sea Shipping to Motorways of the Sea (MoS). The role of Regions in bringing about the critical factors for the success of MoS is then relevant with particular emphasis on the provision of land links to ports, possibly physical facilities in and, not least, marketing and organization in favour of the concentration of cargoes. But we should not forget when supporting the main infrastructure projects in the Baltic Sea region that the accessibility is often very decisive challenge for many remote and peripheral regions, and the European maritime policy should be developed in the balanced and fair way what comes to accessibility.

The current actuality in the field of maritime transport EU policy is a source of concern for us as the MoS have many difficulties to be translated from a brilliant concept launched in 2001 into the effective launching of new maritime services: 6 years later no MoS has been implemented, and the draft financial regulation of the Transport European Networks do not even mention them (giving on the contrary a clear priority to inland navigation). We really hope that the strong mobilisation of Commissioner Borg will help to better the EU maritime transport policy.

(DIA 6) Related to the transports to the main objectives and challenges belongs also a new development model based on the principles of sustainable development and the need to provide compulsory Community instruments to address the problem of damage to ecosystems as a result of sea or land-based activities and e.g. related challenges like maritime safety and climate change. There is the increased need to follow the guidelines put forward by the European Environment Agency to improve the links between information and the way it is used in coastal areas; setting up a structure to coordinate initiatives carried out in the different sea areas, with a view to encouraging the dissemination and promotion of experiences and best practices, especially for topics included in the development of Agenda 21. CPMR Baltic Sea Commission strongly supports the work carried out by Helsinki Commission (HELCOM) and welcomes the Baltic Sea Action Plan which contains actions to reduce air-, land- and sea-based pollution from activities carried out in the Baltic Sea area and its catchment area.

(DIA 7) The Green Paper provides the opportunity to take forward governance in maritime policy by working on the following two levels; on regional level, one of the way of bettering integrated maritime governance could be the signature of tri-partite contracts between the EU, member states and regions focusing on sustainable development in the maritime regions; on transnational level, we must also imagine instruments and partnership modalities within major sea areas for a concerted implementation of different policies affecting the sea and coastline.

(DIA 8) In the field of growth and competitiveness (Lisbon agenda), the CPMR considers that strengthening regional maritime clusters and consolidating them internationally is a key condition for the development of the maritime regions. By setting up a European observation system for maritime clusters, R&D, innovation and economic development could be linked together and this could imply relatively close cooperation between industry (especially SMEs), research and training organisations and regional authorities.

(DIA 9) CPMR therefore wants greater encouragement for implementing these clusters, both within the framework of regional policies for 2007-2013 as well as EU innovation policies, and also, as a practical result of coordinated implementation, at regional level under ERDF and FPRD programmes. This clearly requires conditions to be established in relation to governance; these clusters could eventually constitute one of the main subjects of the planned tripartite contracts between the EU, member states and regions in relation to maritime development. An observatory of the European maritime economy: the information system that is liable to provide back-up for the introduction and follow-through of a maritime strategy is still incomplete, diverse and sectorally-based.

(DIA 10) It is now our common challenge and opportunity to influence through the public consultation of the Green Paper to take forward EU sectoral policies, in order to make them compatible with EU maritime strategy and allowing them to contribute favourably towards it. There is an urgent need of a reform of the methods of governance to promote a joined-up approach in place of the sectoral approach that dominates at present as well as improving and simplifying the legislative framework by eliminating the contradictions between different EU sectoral policies and improving economic incentives in the different maritime sectors.

(DIA 12) CPMR Baltic Sea Commission supports the initiative of development of the Baltic Sea Region into Europe's Maritime Best Practice Region with a view to reaching operative conclusions before the 2014-2020 programming period in co-operation with existing Baltic Sea organizations and initiatives. We request the relevant services of the European Commission, General Secretariat, Maritime Affairs Task Force and Directorates-General concerned to start looking into this area as soon as possible. CPMR Baltic Sea Commission proposes that to start this process an annually conference would take place in the Baltic Sea Region where could be informed about interregional maritime initiatives e.g. new projects started in the framework of different EU financial instruments, and this forum could also serve as a place of exchange of experiences and best practices towards forming the common European maritime policy favorable for the Baltic Sea.

(DIA 11) For the idea of tri-partite contracts between the EU, member states and regions, it is in our interest to encourage those who believe in a EU maritime policy namely The president of Commission Mr Barroso, Commissioner Joe Borg, Minister Uwe Döring and the very active team of the Maritime Affairs Task Force, under the lead of John Richardson and Paul Nemitz. I wish to guarantee them that the Regions are aside and behind them! And I wish that the 2 successive "Baltic" Presidencies of the EU, Finnish and German will put high in their respective agenda what we in the CPMR call "the Europe of the Sea".

(DIA 13) Thank you for your attention! Ich bedanke mich für Ihre Aufmerksamkeit!