

Manual of European Environmental Policy

The following pages are a section from the Manual of European Environmental Policy written by the Institute for European Environmental Policy.

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This section is the text of the Manual as published in 2012. It is therefore important to note the following:

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Maritime policy

Purpose of the EU Integrated Maritime Policy

The EU Integrated Maritime Policy (also known as the ‘Blue Book’) aims to provide a joined-up policy framework for the development of EU policies affecting maritime areas. It covers all policy areas and stresses the [Marine Strategy Framework Directive](#) as its ‘environmental pillar’. The Integrated Maritime has resulted in, or influenced, a number of subsequent policy documents directly on the substantive issues of the policy as well as on sectoral policies and regional policies.

Summary of the EU Integrated Maritime Policy

The EU Integrated Maritime Policy was published as a Commission Communication ([COM\(2007\)575](#)) in October 2007 with the following accompanying documents:

- An accompanying Action Plan on the Integrated Maritime Policy European ([SEC\(2007\)1278](#)). This provides more detail on the individual actions identified in the Communication.
- A Communication detailing the results of the consultation on the Maritime Green Paper launched in June 2006 ([COM\(2007\)574](#)).
- The executive summary of the accompanying impact assessment ([SEC\(2007\)1280](#)).

The Communication stresses the range of problems facing Europe's seas and the need for joined-up Decision making to tackle these problems and deliver economic growth. The main objectives of the policy are to enable economic development without compromising the environment; utilize available knowledge and innovation; deliver a high quality of life in coastal regions; raise the visibility of maritime affairs and create an international leadership role for the EU. The key principles underlying the proposal are stated as:

- An integrated, cross-cutting approach to different maritime activities.
- Interconnected ecosystem approach to achieve the sustainable development of different activities.
- Maintaining the subsidiarity principle.
- Stakeholder involvement in all policy areas.
- A dynamic and flexible process.

Governance framework

The Commission set up a maritime policy function to coordinate policy approaches – the Maritime Task force with representation from different DGs. It states that policy making will be guided by ‘better Regulation principles’, including early identification of maritime issues in annual planning and programming instruments, consultation and use of impact assessments. The Commission invites other actors to take similar action, noting progress on integration in some Member States. In this regard, it invites Member States to draw up their own integrated maritime policies. The Commission states that it would propose guidelines on this and organize a stakeholder consultation on policy development and sharing best practices.

Tools for policy making

The Communication identifies tools to improve integrated policy making. The first is a European network for maritime surveillance. Surveillance includes monitoring of fisheries, the environment, policing, immigration, etc. Coordination between Member States has improved, but the Commission proposes to improve coordination between agencies and take steps towards a 'more interoperable surveillance system' covering all relevant issues. To this end, the Commission proposed a European Marine Observation and Data Network (EMODNET).

The Communication identifies integrated spatial planning as an important tool. In this regard, it stresses the importance of Integrated Coastal Zone Management (ICZM) and the Marine Thematic Strategy. Marine spatial planning is the competence of Member States and the Commission will add value by helping to implement tools, provide information, designate Marine Protected Areas (MPAs) and facilitate activities in areas where Member State and EU competencies overlap. DG Environment is working with DG Fisheries (now DG MARE) to provide guidelines for the designation of MPAs and how fishing activities should take place in these areas.

The Communication recognizes the need for improved information to support integrated policy planning. Therefore, the Commission stated that it would take steps in 2008 towards a European Marine Observation and Data Network.

The Communication identifies five 'action areas' for policy development in this area:

- Maximizing the sustainable use of the oceans and seas.
- Building a knowledge and innovation base for the maritime policy.
- Delivering the highest quality of life in coastal regions.
- Promoting Europe's leadership in international maritime affairs.
- Raising the visibility of maritime Europe.

Maximizing the sustainable use of the oceans and seas

The Communication identifies the importance of shipping and ports for the European economy. On this issue a range of actions were proposed:

- An analysis of the drivers and characteristics of successful European Maritime Clusters and outlining measures to promote them.
- Before the end of 2008 a proposal for the establishment of a European Space for Maritime Transport without barriers and a strategy to 2018.
- Action in a number of areas on maritime safety.
- The Commission will issue proposals to reduce air pollution from shipping. This will build on International Maritime Organization developments.
- On energy infrastructures the trans-European energy networks (TENS) guidelines will be revised – such as a focus on off-shore wind energy.

Ports

The Communication also states that the Commission would propose a new ports policy. This was published eight days after the Integrated Maritime Policy ([COM\(2007\)606](#)). The policy focuses on enhancing the effectiveness of port development, with an emphasis on corridors, promoting innovative technologies, simplification of transport chains and reinforcement of quality. The environment receives little mention except in the context of corridor development. The Communication uses the concept of ‘green corridors’, that is freight transport corridors that are characterized by low impacts on the human and natural environment and, therefore, that rail and waterborne transport is a key part of this. Green corridors are seen as giving ‘further substance to the objective to integrate environmental ... concerns in the design and operation’ of the transport network. More widely a section on the ‘role of the EC’ concludes with the simple statement ‘finally, the environmental concerns raised by freight transport require a common effort’.

Marine Strategy Framework Directive

On environmental issues the Communication stresses the importance of the [Marine Strategy Framework Directive](#) as the principle tool to deliver outcomes. The Commission also proposes specific actions. These are to launch pilot areas to reduce the impact of, and adapt coastal zones to, climate change, support efforts to reduce air pollution and greenhouse gases from shipping and support action on reducing environmental impacts from ship dismantling.

Fisheries

On fisheries the Communication states both that fisheries management ‘must take more into account the welfare of coastal communities’ and that ‘recovery of fish stocks will be energetically pursued’. It stresses the importance of extraction at maximum sustainable yields by 2015. Specifically, the Commission will take action to eliminate discards, destructive fishing practices and illegal, unreported and unregulated fisheries. It will also promote ‘environmentally safe aquaculture’. The issue of fisheries and recent policy development is addressed further in the section in this Manual on [fisheries](#).

Building a knowledge and innovation base for the maritime policy

The Communication stresses the importance of sound science for maritime policy. To support this, the Commission will support research through calls in the 7th Research Framework Programme, support research on climate change impacts and mitigation and support the creation of a European marine science partnership. As a result the Commission agreed an action to develop a Maritime Research Strategy would be proposed in 2008. The Commission would also establish a database on projects in maritime regions in 2008.

Delivering the highest quality of life in coastal regions

Recognizing both the economic importance of ports and maritime industries and the difficult economic conditions in remote islands, etc., the Commission will promote coastal and maritime tourism, promote the development of the maritime potential of outermost regions and islands, propose a Community Disaster Prevention Strategy highlighting risks to coastal areas and improve socio-economic data on coastal regions. The Commission stated, therefore,

that it would create a network of best practice for outermost areas and promote the participation of these regions under the Regions for Economic Change initiative during 2008.

It is in the context of social cohesion that mitigation of the effects of climate change is raised, to be taken forward in the Community Disaster Prevention Strategy. The Commission includes the commitment to produce a regulatory framework for carbon capture and storage, which has formed part of the 2008 package of [climate change measures](#).

The Commission also refers its 2007 'Agenda for a sustainable and competitive European tourism' as important for economic coastal development. The Commission highlights opportunities to extend the tourism season, the need to link coastal infrastructures and the need for further investment. It discusses this in the context of promoting 'sustainable destinations'.

Promoting Europe's leadership in international maritime affairs

The Communication recognizes the importance of international governance to deliver some of the objectives of the maritime policy. The Commission proposes to take this forward through existing policies (enlargement, neighbourhood and 'northern dimension' and Mediterranean (MEDA) countries) as well as proposing a strategy for external projection of the Maritime Policy. The Commission states it would produce an assessment of the situation of the EU within all the international organizations with maritime objectives, examining the implementation of international rules, promoting EU rules and developing specific proposals on the international maritime policy agenda.

Raising the visibility of maritime Europe

The Commission recognizes the importance of raising awareness of maritime issues. To help in this process it proposes an annual European Maritime Day from 2008 and would launch a European Atlas of the Seas.

Action Plan

The Action Plan of the Integrated Maritime Policy contained 29 measures in seven subject areas:

- Maritime governance.
- Instruments to be used in the drafting of an integrated policy.
- Maximizing the sustainable use of the oceans and seas.
- Building a knowledge and innovation base for the maritime policy.
- Delivering the highest quality of life in coastal regions.
- Promoting Europe's leadership in international maritime affairs.
- Raising the visibility of maritime Europe.

These included 11 legislative actions, through either the adoption or the review of Directives or Regulations.

Developing a Maritime Policy

The development of an EU maritime policy took a twin-track approach, led by, what has become, DG Fisheries and Maritime Affairs, leading to the Integrated Maritime Policy, and by DG Environment on the other, leading to the [Marine Strategy Framework Directive](#).

The idea of an integrated EU maritime policy was first outlined in the Commission's objectives for 2005–2009. A steering group of ten Commissioners was established. In June 2006, DG Fisheries published a Green Paper ‘Towards a Future Maritime Policy for the Union: A European Vision for the Oceans and Seas’ ([COM\(2006\)275](#)). The Green Paper formed a consultation to inform the Commission's vision of a ‘holistic’ future Integrated Maritime Policy. It covered a broad range of issues, including fisheries; energy and climate change, including renewables; spatial planning; and ecosystem management. The Lisbon Agenda (see section on the [Sustainable Development Strategy and the Lisbon Strategy](#)) was presented as the basis for one of the pillars of a future maritime policy, with the second pillar being the ecosystem approach outlined in the Marine Thematic Strategy.

A majority of the Green Paper's 56 consultation questions were mainly focused on the economic and social aspects of sustainable development. However, the environment, and in particular ecosystems, were raised throughout the text as a factor which needed to be addressed. For instance, the importance of protection of the environment and implementing sustainable practices were raised in relation to fisheries, aquaculture, shipbuilding, tourism and quality of life, development of renewable energies, blue biotechnology, and coastal risks such as flooding. In addition, one of the Green Paper's seven sections was specifically dedicated to sustainability, including a chapter on the importance of the marine environment and the sustainable use of marine resources. Also the importance of promoting biodiversity in relation to ICZM and spatial planning was highlighted. The Green Paper consultation process generated significant interest with more than 200 stakeholder events and 487 written responses sent to the Commission. Work on this was taken forward by a Commission inter-service Maritime Task Force, chaired by DG Fisheries.

The European Parliament adopted a resolution on the EU's future maritime policy on 12 July 2007¹. This was based on a report produced jointly by the Committees on Transport and Tourism; Environment; Fisheries; Industry, Research and Energy; and Regional Development, under the Parliament's ‘enhanced co-operation’ procedure. This followed six months of argument over which Committee should take the lead. The resolution was very wide-ranging, and the contributions of the individual Committees were not well integrated. Considerable emphasis was given to ports, shipping and the employment conditions of seafarers, reflecting the fact that the Committee on Transport and Tourism was, eventually, given lead responsibility.

Following the publication of the Green Paper, the German Presidency of the Council organized a conference in Bremen in May 2007 under the title of ‘the Future Maritime Policy of the EU: A European Vision for Oceans and Seas’. The conference focused on four key areas: employment and competitiveness, research and innovation, shared responsibility for the maritime environment and life on the coasts. Under the following Portuguese Presidency a Ministerial Conference on the Maritime Policy was held in Lisbon on 22 October 2007, bringing together ministers with different portfolios to discuss views that could lead to conclusions at the December 2007 European Council of Heads of State and Government.

Therefore, formal conclusions were only reached after publication of the Integrated Maritime Policy itself.

Reaction to the Integrated Maritime Policy

The European Council welcomed the Commission Communication and the proposed Action Plan². It stated that the broad participation in the preceding public consultation and the comprehensive debate at the Lisbon Ministerial Conference reflected the interest which stakeholders showed for the development of such a policy and that the Integrated Maritime Policy should ensure synergies and coherence between sectorial policies, bring added value and fully respect the principle of subsidiarity. Council also considered that it should be developed as a tool to address the challenges facing Europe's sustainable development and competitiveness. It should take particular account of the different specificities of Member States and specific maritime regions, including islands, archipelagos and outermost regions as well as of the international dimension, resulting in a need for increased cooperation. The Council also welcomed the conclusion of the Marine Strategy Framework Directive as the environmental pillar of the policy.

Reaction to the Communication from stakeholders was mixed, with concerns from some quarters and support from others. Greenpeace³, for example, responded immediately to the publication of the Integrated Maritime Policy by stating that it 'proposes no effective measures to reduce the excessive burden of overexploitation and in certain cases even promotes an expansion of economic activities despite existing strains on the ecosystem'. The European Sea Ports Organisation (ESPO) welcomed the Communication⁴ arguing that 'European seaports stand to gain from a better coordination of policy objectives at EU level as it will enhance legal certainty for both daily operations and development. The Conference of Peripheral Maritime Regions of Europe⁵ expressed a degree of disappointment with the publication of the policy. It was concerned that the policy had not included any innovative, ambitious approaches to the question of governance on a horizontal level (between Community policies) or vertical level (between policies undertaken at various levels of authority).

Taking forward the Integrated Maritime Policy

Integrated Maritime Governance

One of the key elements of the EU Integrated Maritime Policy was that Member States should draw-up national integrated maritime policies so as to integrate their own maritime governance. The policy stated that the European Commission would propose guidelines on this issue in 2008 and these were published as a Commission Communication in June 2008 ([COM\(2008\)395](#)). The guidelines noted the progress that the Commission itself had made towards integrated maritime governance. In 2005 it set up, for maritime affairs, a Steering Group of Commissioners and an Interservice Group, as well as restructuring DG Maritime Affairs and Fisheries with a coordination unit, three units responsible for different regional seas and a unit responsible for the external dimension of maritime affairs.

Maritime Surveillance and knowledge

On 3 October 2008 the European Commission published three working documents previously circulating in the Commission describing the current state of offshore government activities in the coastal EU Member States and maritime surveillance at EU level⁶. These outlined where the competencies lie in the coastal Member States for ten offshore activities (customs, border control, pollution response, fisheries control, maritime safety, maritime security, vessel traffic management, accident and disaster response, search and rescue and law enforcement), the cross-border cooperation in these areas between the Member States in five sea regions (Atlantic Ocean, Baltic Sea, Black Sea, Mediterranean Sea and North Sea) and the current situation of the maritime surveillance systems in the EU with a focus on data-sharing aspects. However, these documents largely set out lists of such competences and interactions without analysis of their extent or effectiveness. The ten activities did not include the environment. Coherent or shared environmental surveillance of the marine environment is critical to implementation of the Marine Strategy Framework Directive and is an approach already embedded in the work, for example, of the Regional Seas Conventions. The issue of maritime surveillance was explored further in an October 2009 Communication ‘Towards the integration of maritime surveillance: a common information sharing environment for the EU maritime domain’ (CISE) ([COM\(2009\)538](#)), which identified the guiding principles for the development of a common information sharing on maritime issues and launched a process towards its establishment. The Commission has also established the principles for a future European Marine Observation and Data Network (EMODNET) and explored these in a Commission Staff Working Document ([SEC\(2009\)499](#)). In its conclusions of 17 November 2009, the External Relations Council endorsed the Communication, requesting the Commission to present by the end of 2010 a step by step roadmap to establish the CISE.

As a result, on 20 October 2010 the Commission published a “Draft Roadmap towards establishing the Common Information Sharing Environment for the surveillance of the EU maritime domain” ([COM\(2010\)584](#)). This sets out the following steps:

- Step 1 - Identifying all User Communities.
- Step 2 - Mapping of data sets and gap analysis for data exchange to ensure that there is an added value to the CISE: by (a) drawing up a map of data exchanges already taking place at EU and national level and (b) drawing up a gap analysis to identify the sectoral demand for data currently not matched by supply.
- Step 3 - Common data classification levels, as sectoral User Communities classify same type of data in a different manner.
- Step 4 - Developing the supporting framework for the CISE, setting up the interfaces between the existing and planned sectoral systems in view of enabling cross-sectoral data exchange.
- Step 5 - Establishing access rights entails the identification of the rights of users belonging to different sectoral communities to cross-sectorally access various data sets.
- Step 6 - Ensuring respect of legal provisions - that there is a clear legal framework for the exchange.

On 8 September 2010 the Commission published a Communication ([COM\(2010\)461](#)) on “maritime knowledge 2020”. This identified three objectives to improve marine knowledge:

1. Reducing operational costs and delays for those who use marine data and therefore: helping private industry compete in the global economy and meet the challenge of sustainability; improving the quality of public decision-making at all levels; and strengthening marine scientific research.
2. Increasing competition and innovation amongst users and re-users of marine data by providing wider access to quality-checked, rapidly available coherent marine data;
3. Reducing uncertainty in knowledge of the oceans and the seas and so providing a sounder basis for managing future changes

Integrated Marine Spatial Planning

On 25 November 2008 the Commission published a Communication ([COM\(2008\)791](#)) setting out a ‘roadmap’ for marine spatial planning in the EU as a key pillar for achieving the objectives of the EU's Integrated Maritime Policy. The Communication stressed the need for effective marine spatial planning (MSP) not only to take account of the diverse development interests in marine areas (such as shipping and maritime transport, offshore energy, ports development, fisheries and aquaculture), but also climate impacts and the need to consider all of these issues within an ecosystem-based approach. The Commission argued that MSP ‘is a tool for improved decision-making’, that it ‘provides a framework for arbitrating between competing human activities and managing their impact on the marine environment’ and that ‘its objective is to balance sectoral interests and achieve sustainable use of marine resources in line with the EU Sustainable Development Strategy’. The Communication stated that MSP should be based on the specific characteristics of marine regions or sub-regions. MSP is also stressed to be a process consisting of data collection, stakeholder consultation and the participatory development of a plan, the subsequent stages of implementation, enforcement, evaluation and revision. Implementation of MSP is the responsibility of the Member States, so that EU level action is aimed at adding value, in particular in helping to achieve coordination between Member States.

On 17 December 2010 the European Commission published a Communication ‘Maritime Spatial Planning in the EU - Achievements and future development’ ([COM\(2010\)771](#)) This reviewed progress since the 2008 Roadmap. It considered that, by bringing activities in different sectors together within a common planning framework, marine spatial planning “can be used to prevent conflicts, maximise synergies, and ensure the efficient and sustainable use of scarce maritime space”. It concluded that further action is needed in this area, including promotion of a common framework to aid co-operation in transboundary areas. In 2011 the Commission launched an impact assessment to explore a range of options to promote and develop Maritime Spatial Planning and Integrated Coastal Zone Management, together with a public consultation⁷

Offshore renewable energy

The Commission published a Communication identifying the challenges in taking forward offshore wind energy, including setting out a blueprint for a North Sea offshore grid ([COM\(2008\)768](#)) and Member State cooperation necessary to achieve this. The Communication set out the rationale for the development of offshore wind energy, in addition to stressing the obstacles and work necessary to implement an efficient offshore grid. This followed the Second Strategic Energy Review ([COM\(2008\)781](#)) which focused on the energy security and set out a framework for coordinating EU energy policy and providing guidance in terms of Europe's energy future as well as including a Communication on the

implementation of TENs ([COM\(2008\)770](#)) identifying infrastructure developments that will increase the energy security of Europe. In environmental terms the Communication focused on the interaction between offshore wind generation and the [Habitats](#) and [Birds](#) Directives and the broader problems of a lack of coherent spatial planning to assist in minimizing conflicts. However, it did not address the interaction with the Marine Strategy Framework Directive, implementation of which may highlight further environmental issues that will need to be addressed as offshore energy is produced.

An integrated research strategy

The European Commission adopted ‘A European Strategy for Marine and Maritime Research’ ([COM\(2008\)534](#)). The Strategy's objective is ‘to overcome fragmentation of the European marine and maritime research landscape by capacity building, increased integration across traditional research sectors and increased cooperation of all actors in this area’. The Strategy highlights the following research topics as those particularly requiring an integrated cross-thematic approach:

- Climate change and the oceans – detection and assessment on impacts and options for mitigation.
- Impact of human activities on coastal and marine ecosystems and their management.
- Ecosystem approach to resource management and spatial planning.
- Marine biodiversity and biotechnology.
- Continental margins and deep sea – including sediments in continental margins and deep seas, gas hydrate behaviour, deep-sea ecosystems and technologies needed to enhance deep-sea observation.
- Operational oceanography and marine technology – supporting improved prediction on the sea state and dynamics, assessment of risks such as algal blooms or pollution impact and support for maritime security issues.
- Exploitation of marine renewable energy resources.

European maritime day

The European Commission, the European Parliament and the Council declared⁸ an annual ‘European Maritime Day’ to take place on 20 May each year, an action identified within the Integrated Maritime Policy. A diverse range of institutions and stakeholders were invited to participate with their own activities, including representations from different regions of Europe, Member States and regional governments, civil society organizations and social partners, NGOs, ports, science institutions and any other organizations working in relation to the sea. Suggestions for activities include open ports and harbour days, environmental actions and networking among museums and aquaria to highlight maritime projects. European Maritime Day activities have taken place in various locations in Europe in the subsequent years.

International dimension

In October 2009 the Commission published a Communication on the international dimension of the Integrated Maritime Policy ([COM\(2009\)536](#)). This set out the ways to strengthen the EU's authority in multilateral and bilateral relations relating to maritime issues. This was described around the following themes: international governance based on the rule of law, in

particular United Nations Convention on the Law of the Sea (UNCLOS); protection of marine biodiversity, including in the high seas; climate change; maritime safety and security and freedom of navigation, focusing inter alia on combating piracy; promoting decent working conditions in the maritime sectors; and understanding the sea better through international research programmes.

Work Programme

In 2011 the Commission adopted a Work Programme for the IMP for 2011 and 2012 (Commission Implementing Decision [C\(2012\) 1447](#) of 12.3.2012), supported by Regulation (EU) No [1255/2011](#) of 30 November 2011 (proposed on 29 September 2010 as [COM\(2010\)494](#)). The Work Programme has the following general objectives:

- “(a) to foster the development and implementation of integrated governance of maritime and coastal affairs;
- (b) to contribute to the development of cross-sectoral tools, namely Maritime Spatial Planning, the Common Information Sharing Environment (CISE) and marine knowledge on the oceans, seas and coastal regions within and bordering the Union, in order to develop synergies and to support sea or coast-related policies, particularly in the fields of economic development, employment, environmental protection, research, maritime safety, energy and the development of green maritime technologies, taking into account and building upon existing tools and initiatives;
- (c) to promote the protection of the marine environment, in particular its biodiversity, and the sustainable use of marine and coastal resources and to further define the boundaries of the sustainability of human activities that have an impact on the marine environment, in particular in the framework of Directive 2008/56/EC (the Marine Strategy Framework Directive);
- (d) to support the development and implementation of sea-basin strategies;
- (e) to improve and enhance external cooperation and coordination in relation to the objectives of the IMP, on the basis of advancing debate within international forums; in this respect, third countries shall be urged to ratify and implement the United Nations Convention on the Law of the Sea (UNCLOS);
- (f) to support sustainable economic growth, employment, innovation and new technologies in maritime sectors and in coastal, insular and outermost regions in the Union.”

The Work Programme provides grants to support these activities and the maximum contribution for the work programme was set at €39.7 million with €23.14 million for 2011 and €16.56 million for 2012.

Regional issues

The Integrated Maritime Policy has also been taken forward in the context of the development of policies affecting various regions in which the EU has an interest.

The Baltic Sea

On 10 June 2009 the Commission adopted a Communication concerning a strategy for the Baltic Sea ([COM\(2009\)248](#)), which was supported by the Council in October 2009 ([15265/1/09](#)). The Strategy helps to coordinate action by the EU, Member States, regions,

pan-Baltic organizations, financing institutions and non-governmental bodies. It focuses on 15 priority areas. The first report on the Strategy was published in June 2011 ([COM\(2011\)381](#)) and this called on the European Commission to review the Strategy by early 2012. The result of this review was a Communication on the Baltic Sea Strategy was published on 23 March 2012 ([COM\(2012\)128](#)). This set out three overall objectives for the Strategy:

- To Save the Sea;
- To Connect the Region; and
- To Increase Prosperity.

For each the Commission proposed indicators and targets. For ‘to save the sea’ (the environmental objective), it proposed the following targets:

1. Clear water measured by the achievement of good environmental status by 2020 and including nutrient load reductions, in line with targets and indicators to be set out in the future revision of the Marine Strategy Framework Directive (MSFD) and in the updated HELCOM Baltic Sea Action Plan (BSAP) in 2013.
2. Rich and healthy wildlife, by 2020, measured by improvements in biodiversity status and ecosystem health, including with respect to fish stocks, in line with updated targets to be set by HELCOM in 2013 and by the revision of the MSFD.
3. Timely adoption in 2013 and full implementation by 2021 of the updated HELCOM BSAP.
4. Clean shipping, measured by the elimination of illegal discharges by 2020, and safe shipping, measured by reducing by 20 per cent by 2020 the number of accidents compared to the 2010-level.
5. Drawing up of transboundary, ecosystem-based Maritime Spatial Plans throughout the Region by 2015.
6. Climate Change adaptation, by adopting an integrated coastal protection plan and programme by 2020.
7. Increased safety, by increasing cooperation between maritime surveillance authorities through better information sharing and coordinated actions to enhance maritime awareness and efficiency at sea by 2015.

The Black sea

In 2007 the European Commission adopted the ‘Black Sea Synergy’ ([COM\(2007\)160](#)). The Commission stated that it did not intend to propose an independent Black Sea strategy, as existing initiatives were already set out in EU policy, such as the pre-accession strategy with Turkey, the European Neighbourhood Policy and the Strategic Partnership with Russia. The Black Sea Synergy would focus on the development of cooperation within the Black Sea region and also between the region as a whole and the European Union. It is viewed as a flexible framework to ensure greater coherence and policy guidance as well as financial support programmes. The Black Sea Synergy addresses a very wide range of issues from environment and fisheries to energy, transport, human rights and managing the ‘frozen conflicts’ in the region. In June 2008 the Commission published a report ([COM\(2008\)391](#)) on progress on the Black Sea Synergy, which stressed the importance of the European Community becoming a Party to the Black Sea Convention and improving cooperation on maritime surveillance and improved fisheries management.

Mediterranean Sea

The Commission's Communication on the Mediterranean ([COM\(2009\)466](#)) suggested ways forward to establish an integrated maritime policy in the complex political context of the region. It suggested options to improve governance of maritime affairs and to ensure a greater involvement of coastal States in managing the marine space. The Commission's vision for the Mediterranean includes:

- The permeation of an integrated approach to maritime affairs at the appropriate levels.
- Structured and effective dialogue amongst coastal States on governance of the marine space.
- Stakeholder platforms will be encouraged to regularly address the Mediterranean Sea and its specificities.
- The development of Marine Strategies under the Marine Strategy Framework Directive.
- The potential of engaging in Maritime Spatial Planning in specific sub-regions or sea-areas in the Mediterranean to be explored.
- Implementing ICZM.
- The development of marine knowledge and integration between marine and maritime research in order to develop an ecosystem-based approach to management.
- The integration of surveillance of maritime activities and operations in the Mediterranean, with the objective of making the Mediterranean Sea a safer and secure maritime space.

A first working group meeting on Integrated Maritime Policy in the Mediterranean was held on 15 December 2009 to start the process of dialogue and subsequent meetings on 7 July 2010 and 24 November 2010.

A conference “Towards an integrated maritime policy at the level of the Mediterranean coastal regions” was held in Rome in December 2010 and on 22 March 2011 the European Commission, the European Investment Bank and the International Maritime Organization launched today a study under the Facility for Euro-Mediterranean Investment and Partnership (FEMIP) on maritime cooperation in the Mediterranean.

The Arctic Region

In 2008 the European Commission adopted a Communication on ‘The European Union and the Arctic Region’ ([COM\(2008\)763](#)). This highlighted the effects of climate change and human activities in the Arctic. It set out EU interests and policy objectives and proposed responses to the emerging challenges. The Communication is the first step towards an EU Arctic Policy and is a further element in taking forward the Integrated Maritime Policy. The Arctic is also one of the priorities of the EU's Northern Dimension Policy, in place since 2001. Three main policy objectives were identified in the Communication:

- Protecting and preserving the Arctic in unison with its population.
- Promoting sustainable use of resources.
- Contributing to enhanced Arctic multilateral governance.

Outermost regions

The Commission published a Communication ([COM\(2007\)507](#)) on a Strategy for the Outermost Regions in 2007 which included a consideration of the role of the EU maritime policy. The ‘Outermost Regions are the four French overseas departments (Guadeloupe, French Guyana, Martinique and Réunion), the Spanish Autonomous Community of the Canary Islands, and the Portuguese autonomous regions of the Azores and Madeira. The Communication stated that the Outermost Regions play an important role in the EU maritime area and give the EU its global dimension. Importantly, ‘their existence depends upon their relationship with the sea: the variety of their maritime economic activities, the incomparable wealth of their natural marine resources, but also their vulnerability to climate change and extreme phenomena in marine areas’.

Atlantic Ocean

In August 2010 the Commission announced that it was considering developing a Communication on the Atlantic Ocean, including taking forward the Integrated Maritime Policy. To this end it produced a short ‘[non-paper](#)’ entitled ‘The EU and the Atlantic Ocean’. To examine what such a Communication might contain, it launched a consultation which ended in October 2010. The results of this consultation and analysis are awaited.

Further developments on the Integrated Maritime Policy

On 15 October 2009 the Commission published a progress report on the Integrated Maritime Policy ([COM\(2009\)540](#)). It noted the range of different policy developments as summarized above. Looking to the future, the Commission concluded that ‘it is fundamental to keep this momentum’ to address maritime challenges, including those of climate change and the economic crisis. It stated that it is ‘important to unlock the economic potential of maritime Europe, optimize government action on the seas, and further explore the synergies that allow economic growth and environmental stability to reinforce each other’. Therefore, the Commission identified six strategic directions for the future of the Integrated Maritime Policy:

- Integrated maritime governance: to take forward the agenda already set out, and to build on current initiatives at EU and Member State level.
- Cross-cutting policy tools: particularly on seeking to implement the principles of MSP and integrated maritime surveillance.
- The definition of the boundaries of sustainability: the need to implement the Marine Strategy Framework Directive which it stated ‘will provide clarity and design a platform for the successful development of all maritime activities’.
- Sea-basin strategies: the need for regional cooperation, including with non-Member States.
- International dimension of the IMP: the need to translate objectives into action at the international level.
- A renewed focus on sustainable economic growth, employment and innovation: actions relating to energy and transport as well as the need for climate change adaptation.

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