

8th June 2007

WORLD OCEAN DAY

The Ciência Viva Science Centre of Vila do Conde promoted on June 8, the "World Ocean Day", associating with other Science Centres and Aquariums worldwide.

When the doors opened at 9:30 a.m., more than two hundred children with almost one hundred parents, beyond other small groups of adults and young visitors, were able to



experience our playful and pedagogical activities, prepared especially for this day. They were alerted for some issues concerning oceans and seas, like: accidents with oil tankers and consequent spill of oil, the excessive fishing and the capture of species of dimensions very reduced or the pollution of waters and

the decomposition time of residues launched in the sea... It was one fantastic day for the children, their parents and public in general, who had the chance to know more about the different oceans and seas, as well as some of its inhabitants! The national television station, RTP, interviewed some of the children participating in this initiative, which revealed great enthusiasm, curiosity and assure



they compromise in, within their World Ocean Passport Ocean Passport, be persistent in the preservation and protection of this common good – our Blue Planet!



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23rd June 2007

Green Paper Youth Forum

Towards a future Maritime Policy for the Union: a European vision for the oceans and seas

Within a challenged made by ECSITE, World Ocean Network and European Union of Aquarium Curators, Ciência Viva – National Agency for Scientific and Technological Culture and Ciência Viva Science Centre of Vila do Conde, organized a Youth Forum getting together 28 young people with different interests and backgrounds. The participants were fishermen, surfers, sportsmen, young investigators, life-guards, students, teachers and even “simple” lay people of our costal town that did never had though about engaging themselves in a process of public discussion or visiting a science centre; but the most important, people who love the sea and oceans.

The forum began with a short presentation by Professor Adriano Bordalo e Sá, from ICBAS - Institute of Biomedical Sciences, University of Porto, informing the participants about what the Green Paper involves and its aims, stretching the importance of the consultation process aiming the engagement citizens in the decision procedure concerning maritime activities and sustainable development of European Union.





Five thematic tables were organized, according to the original layout of the Green Paper, with an impartial moderator. Some adults with different interests, activities and knowledge, were also invited to give their testimony, without trying to convince the participants. After the presentation of Prof Bordalo e Sá, the participant's (see list in the end) chose themselves a specific thematic work groups. Each group produced a small summary with their suggestions, and selected a delegate to speak at the final plenary session.

At this final plenary session each group reported all the comments and their suggestions on the Green Paper.



The results of the Forum are resumed in the next pages.



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Green Paper Youth Forum

1. INTRODUCTION

1.1 Should the EU have an integrated maritime policy?

1.2 How can the EU add value to the many national, local and private initiatives which already exist in the maritime field?

- 1.1 – Yes
- 1.2 – In the past Europe had a very privileged relationship with the sea and the coastal zones. The Hellenic civilization – the basis of present day Europe, was borne and expanded because of the Mediterranean sea. The Water Framework Directive (2000) divided the seas and the ocean adjacent to European shores into eco-regions. The ocean must be recognized to be much more than sea, sun and beaches or a powerful diluter of our wastes, particularly in the context of global changing (sea level rising, global warming, human migrations from overseas). No sustainable economic growth can ever been achieved without a scientific sound environmental policy capable of conciliating the desires of economic development with the ecological services that the environment can provide. Thus, common policies or, at least, coordinated policies should be developed and implemented within each eco-region with the active participation of the already existing Regional Consultive Councils.

2. RETAINING EUROPE'S LEADERSHIP IN SUSTAINABLE MARITIME DEVELOPMENT

2.1. A Competitive Maritime Industry

2.1.1 How can European maritime sectors remain competitive, including taking into account specific needs of SMEs?

2.1.2 What mechanisms should be in place to ensure that new maritime development is sustainable?



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- 2.1.1 - Increasing the qualifications and training level of all stakeholders under a sound social and environmental perspective
- 2.1.2 - This is a very large sector with a myriad of sub-sectors. However, EU should start with the beginning, i.e. by creating a new educational paradigm in order to increase the degree of practical preparedness of all levels of vocational students (fishing, trading, tourism schools).

2.2. The Importance of the Marine Environment for the Sustainable Use of our Marine Resources

2.2.1 How can maritime policy contribute to maintaining our ocean resources and environment?

2.2.2 How can a maritime policy further the aims of the Marine Thematic Strategy?

2.2.3 How can risk assessment best be used to further safety at sea?

- 2.2.1 - In what fisheries are concerned, it is a must to harmonize the legal framework in the 27 EU countries. It is suggested the creation of temporal and spatial flexible boundary (rotating) nursery areas where fisheries are not allowed in order to allow spawning and the recovery of stocks.
- 2.2.2 - For example by dignifying the fisherman, merchant navy professions through adequate education and training in order to attract youngsters to the field.
- 2.2.3 – No answer

2.3. Remaining at the Cutting Edge of Knowledge and Technology

2.3.1 How can a European Marine Related Research Strategy be developed to further deepen our knowledge and promote new technologies?

2.3.2 Should a European Marine Research Network be developed?

2.3.3 What mechanisms can best turn knowledge into income and jobs?

2.3.4 In what ways should stakeholders be involved?



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- 2.3.1 - Sharing information, at the national level between stakeholders, and at EU level, between countries. EU should consider the implementation of European research programs in a different way than the existing presently i.e. they should be “problem solving oriented” rather than “researchers interest oriented” only. Resources would be saved and the health of the ocean improved.
- 2.3.2 – Yes
- 2.3.3 - Implementation of transnational companies aiming the sharing of data on specific aspects of the oceans (R&D, safety, security, training)
- 2.3.4 -Stakeholders should be involved at all levels of decision making.

2.4. Innovation under Changing Circumstances

2.4.1 What further steps should the EU take to mitigate and adapt to climate change in the marine environment?

2.4.2 How can innovative offshore renewable energy technologies be promoted and implemented? How can energy efficiency improvements and fuel diversification in shipping be achieved?

2.4.3 What is needed to realise the potential benefits of blue biotechnology?

- 2.4.1 – No answer
- 2.4.2 – No answer
- 2.4.3 – No answer

2.5. Developing Europe’s Maritime Skills and Expanding Sustainable Maritime Employment

2.5.1 How can the decline in the number of Europeans entering certain maritime professions be reversed and the safety and attractiveness of jobs ensured?



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2.5.2 How can better working conditions, wages and safety be combined with sectoral competitiveness?

2.5.3 How can the quality of education, training and certification be assured?

- 2.5.1 - Training and advertisement
- 2.5.2 - Within the EU a large range of salaries, benefits and other conditions exist. Safety should never be compromised. Special funds should be awarded (and effectively applied) to the sector in order to improve conditions particularly in the most developed EU countries.
- 2.5.3 - At higher education level – the Bologna process could be the way. At high education level – establishment of an European network of marine vocational schools (fisheries, merchant navy, research, tourism).

2.6. Clustering

2.6.1 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?

2.6.2 How can the EU promote synergies between interrelated sectors?

- 2.6.1 - More interaction between different sectors e.g. research, naval construction, fishermen and marine service providers~
- 2.6.2 - By reducing VAT within the clusters if totally devoted to the marine affairs.

2.7. The Regulatory Framework

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

2.7.2 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?



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

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

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

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

2.7.7 How should the Common Fisheries Policy be further developed to achieve its aim of sustainable fisheries?

- 2.7.1 - Cut bureaucracy! For example, in Portugal to clear a merchant ship 7 (seven) different authorities are involved, not necessarily talking to each other.
- 2.7.2 - Exclusions should no more be tolerated. The profile can never be increased if, for example, the marine oriented working force has not the same labor and social rights as the remaining workers. The profitability of the different sub-sectors should not be achieved at the expenses of the working force.
- 2.7.3 - For example by looking seriously to the “convenience flag registry” of Cyprus, Malta and Madeira.
- 2.7.4 - A great effort should be applied to enlarge the scope of state port control in order to, progressively, irradiate from EU ports and seas substandard vessels and, at a second stage, not to allow the operation of companies that own/rent such ships (this is already a reality with aircrafts and/or airlines that are banned from EU airports).
- 2.7.5 - A EU registry could be avoided if proper national registries are maintained and info is shared among countries through a single network.
- 2.7.6 - A scientific sound policy aiming the protection of marine resources not based only in the particular interest of a given member state. Fish landing statistics should be as accurate as possible and proper anti-manipulation mechanisms (by member state agents) should be implemented. The realistic scientific and technical data should, then, be used to formulate the policies, and not the contrary.
- 2.7.7 – No answer.



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3. MAXIMISING QUALITY OF LIFE IN COASTAL REGIONS

3.1. The Increasing Attraction of Coastal Areas as a Place to Live and Work

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

3.1.2 *What data need to be made available for planning in coastal regions?*

- 3.1.1 - Implementation of sustainable coastal zones policies based on the continuity of the coastline. The property ownership should be harmonized (public domain/private) and no restrictions to the access to the coastal zone by the public should exist.
- 3.1.2 - Sea-level rising and erosion risk, among others.

3.2. Adapting to Coastal Risks

3.2.1 *What must be done to reduce the vulnerability of coastal regions to risks from floods and erosion?*

3.2.2 *What further cooperation is needed in the EU to respond adequately to natural disasters?*

3.2.3 *How can our shores and coastal waters be better policed to prevent human threats?*

- 3.2.1 - All coastal zones should be considered public domain and vulnerability charts should be available. Eventually, population removal should be considered as a precaution measure.
- 3.2.2 - Creation of an European Maritime Authority (EMA) – a civilian agency working together/based with the national civil protection agencies but with enforcing capability.
- 3.2.3 - Demilitarization of the sea, implementation of the EMA with rapid deployment means in order to cope with natural disasters, accidents and “boat people”.

3.3. Developing Coastal Tourism

3.3.1 *How can innovation in services and products related to coastal tourism be effectively supported?*



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3.3.2 What specific measures promoting the sustainable tourism development of coastal regions and islands should be taken at EU level?

- 3.3.1 - Enlarge the bathing season (currently in Portugal from June 1 to September 30). Life guards in duty all year round (presently the activity is seasonal) to cope with activities other than bathing, including environmental surveillance.
- 3.3.2 - Establish “Ecothematic maps” of the coastal zone, increase the surveillance of the coastal zone, application of fines and other funds to the recovery of the coastal zone, information on sea conditions all year round (quality, meteo conditions, etc).

3.4. Managing the Land/Sea Interface

3.4.1 How can ICZM be successfully implemented?

3.4.2 How can the EU best ensure the continued sustainable development of ports?

3.4.3 What role can be played by regional centres of maritime excellence?

- 3.4.1 – No answer
- 3.4.2 - A tailor made Environmental Management Plan for ports should be mandatory throughout the EU. Ports are obliged to comply with a myriad of legislation. However, integration is seldom achieved. In Portugal only one port (Viana do Castelo) implemented such plan. Dredging should be performed only when the maintenance of safe navigation conditions is required and not as a commercial activity.
- 3.4.3 - Increase the citizen’s awareness of coastal zone problems and solutions.

4. PROVIDING THE TOOLS TO MANAGE OUR RELATIONS WITH THE OCEANS

4.1. Data at the Service of Multiple Activities

4.1.1 On what lines should a European Atlas of the Seas be developed?



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4.1.2 How can a European Marine Observation and Data Network be set up, maintained and financed on a sustainable basis?

4.1.3 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?

- 4.1.1 - Combination of environmental, technical, social, historical data available to everyone.
- 4.1.2 - In one way traditional scientific data (as a result of monitoring surveys paid by public funds) should be available to everyone on line (the experience of the Portuguese Water Institute – www.inag.pt could be used as a blueprint). However, other kind of data – such as those obtained by maritime associations that have everyday experience of the coastal zone, should also be included. Pan-European data would be obtained locally, validated and then distributed through open access means.
- 4.1.3 - It is unthinkable not to implement an integrated VTS within the EU: security, safety and environmental protection levels would increase dramatically.

4.2. Spatial Planning for a Growing Maritime Economy

4.2.1 What are the principles and mechanisms that should underpin maritime spatial planning systems?

4.2.2 How can systems for planning on land and sea be made compatible?

- 4.2.1 - Implementation of a single national (civilian) authority able to interact with the neighboring authorities as in the case of Civil Protection.
- 4.2.2 - Following the establishment of a single maritime authority it will be much easier the integration of land and sea policies.

4.3. Making the Most of Financial Support for Coastal Regions

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



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4.3.2 Is there a need for better data on coastal regions and on maritime activities?

4.3.3 How should maritime policy be reflected in the discussions relating to the next EU Financial Framework?

- 4.3.1 - The EU should consider the ocean as a priority and, then, provide adequate funds.
- 4.3.2 - The knowledge of the EU coastal zone is very insufficient and procedures – for example SAR, contingency plans in case of accidents should be revised. The Prestige accident is an example of the need to revise the entire approach.
- 4.3.3 - Since huge amount of financial resources are needed, the future EU FF should provide an appropriate budget.

5. MARITIME GOVERNANCE

5.1. Policy Making within the EU

5.1.1 How can an integrated approach to maritime affairs be implemented in the EU? What principles should underlie it?

5.1.2 Should an annual conference on best practice in maritime governance be held?

- 5.1.1 - Through the establishment of a national civilian maritime authority (marine affairs) with the active participation of the different stakeholders involved rather than a mere bureaucratic department.
- 5.1.2 - Yes and yes

5.2. The Offshore Activities of Governments

5.2.1 How can the EU help to stimulate greater coherence, cost efficiency and coordination between the activities of government on EU coastal waters?

5.2.2 Should an EU coastguard service be set up? What might be its aim and functions?



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5.2.3 For what other activities should a “Common European Maritime Space” be developed?

- 5.2.1 - Decrease the number of departments involved in coastal affairs into a single authority.
- 5.2.2 - EU Coast Guard – it is considered very important the implementation of such body in order to survey EU waters in an integrative way (the African refugees attached to fish nets in the Mediterranean sea and the refusal of a EU country to give assistance due to questionable jurisdiction arguments is a clear example of how an unified not necessarily military Coast Guard is necessary).
- 5.2.3 – No answer.

5.3. International Rules for Global Activities

5.3.1 How can the EU best bring its weight to bear in international maritime fora?

5.3.2 Should the European Community become a member of more multilateral maritime organizations?

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

5.3.4 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?

- 5.3.1 - Unifying maritime policies.
- 5.3.2 - Yes.
- 5.3.3 - Establishment and implementation of checking procedures (e.g. against re-labeling) in order to ban IUU products.
- 5.3.4 - This should be the “flag” of EU maritime policy. For example, no EU fishing fleet should adopt procedures that are illegal within the block but commonly used in third countries, especially in Africa, just for the sake of profit maximization. Joint ventures with third countries should include real tech-transfer and EU protectionism through unsustainable subsidies should be abolish.



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5.4. Taking Account of Geographical Realities

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

5.4.2 How should maritime affairs be further integrated into the EU's neighbourhood and development policies?

- 5.4.1 - Regional specificities should not mask or invalidate the need for a EU Maritime Framework.
- 5.4.2 - It is necessary to effectively implement the existing and the new policies.

6. RECLAIMING EUROPE'S MARITIME HERITAGE AND REAFFIRMING EUROPE'S MARITIME IDENTITY

6.1 What action should the EU take to support maritime education and heritage and to foster a stronger sense of maritime identity?

- 6.1 - The EU should not forget its marine/maritime heritage, which should be preserved and advertised. EU should have specific funds to promote the teaching of marine subjects at all educational levels in order to raise the awareness. Thus, an EU maritime identity may be created. NGO can have a pivotal role.



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List of Participant's

Name	Age	Job/Interests
Albertino José Castanho Arteiro	18	Student /scout
Tiago Alberto Postiga Marques	17	Fishermen/scout
Celeste Patricia Amaral Marques	17	Student /scout
Susana Cristina Vasques Azevedo	25	microbiologist
Cristina Marques Fernandes	17	Student
Paulo Jorge Brunido Laranja	27	Student/life-guard
Leandro Miguel Faria T. Silva	23	Unemployed/ life-guard
Maria José Barros Lima	25	Teacher/life-guard
Vélia Sofia Barros Silveira	23	Student/life-guard
Carlos Alfredo Magalhães Lima	23	Student/ musician /sportsmen
Eduardo Artur C.da Cruz	23	Student/sportsmen
Raquel Sofia Santos	16	Student/sportsmen
José Miguel de Azevedo Lima	17	Student/sportsmen
Vitor André Barros	18	Student
Ana Raquel Lopes F. Ramos	17	Student
Vasco Rafael Barbosa Pinto	31	archaeologist
Ana Maria Ramos	25	Teacher
Nataniel Fangueiro Benardo	25	Student
Carlos Eduardo da Silva Ferreira	27	Surfer/ life-guard
Manuel José da Costa Ferreira	28	Seller/politician
Jorge Miguel Gonçalves L. Mota	23	Teacher
José Pedro Mesquita Ferreira Neves	25	Engineer
Ricardo Augusto Pereira Santos	22	Economist/politician
Ana Clara Ferreira	24	Teacher
Aldo Ferreira	26	Bank clerk / politician
Marta Sofia Morais Pinto Gonçalves	31	Engineer/politician
Luis Eduardo Costa	24	Student/politician
César Daniel Santos Bento	18	Student