



**Participation of the MARTINS project group in  
the consultation on the Green Paper  
Towards an integrated European maritime policy  
the 6th & 7th of June 2007**

In order to underline the ever growing need to heighten public awareness of the preservation of the ocean and its responsible exploitation whether with regard to fishing, maritime transport or preserving its biodiversity, NAUSICAA and partners of the MARTINS project organised a study and discussion day on the European Union's Green Paper on the future maritime policy for European Union.

The event was held at NAUSICAA on 6 & 7 June 2007 on the eve of World Ocean Day and comes within the framework of the Forum for the Blue Planet planned in November 2007 in Brussels at the Committee of the Regions.

The MARTINS partners have drafted with their students a contribution to the public consultation on the Green Paper launched by the European Commission on the following themes: technology, the social aspect and jobs, the environment, use management and maritime law. 20 participants from France, Ireland, the Netherlands and Germany debated together on the questions from the Green Paper.

The MARTINS project involves 6 partners from 5 European countries on the subject of maritime safety. MARTINS, MARitime Training IN Safety, is aimed at reinforcing safety at sea by improving the training of sea users. The project targets professional maritime navigators but also the public at large via awareness campaigns on the reasonable use of the «sea for leisure».

MARTINS is a project developed in the framework of INTERREG B, the transnational cooperation programme initiated by the European Commission.

The Youth Seminar on the Green Paper was attended by students from National Maritime College of Ireland and Oldenburg Fachhochschule, ROC ZEELAND – DE RUYTER MARITIEM INSTITUUT, and representatives from Ecole Marine Marchande de Nantes and NAUSICAA.

They worked on different subjects and questions of the Green Paper and left the following message for their European peers:



*Your voices will be heard  
Every voice is important  
Is important not only for you but for  
your children  
Everybody has a contribution  
Use the power you have  
Training, communication, education  
are most important to facilitate  
cooperation and better use of ocean  
resources  
Our impact is not only on the sea but  
on the whole planet  
People ashore! (everybody should  
take responsibility including people  
living inland)*



**YOUTH SEMINAR: a MARTINS contribution  
to the Green Paper for a European maritime policy**

**NAUSICAA Centre National de la Mer – Boulogne sur Mer  
7th June 2007**

**MARTIN's partners participate in the consultation on the Green Paper on Europe's future maritime policy.**

The MARTINS partners drafted with their students this contribution to the public consultation on the Green Paper launched by the European Commission mainly on the following themes: **technology, the social aspect and jobs, the environment, use management and maritime law.**

This event was held at NAUSICAA, the French National Sea Centre and comes within the framework of the preparation of the Forum for the Blue Planet planned in November 2007 in Brussels at the Comité des régions.

On June 6 & 7, 2007 on the eve of World Ocean Day, 20 participants from Belgium, France, Germany, Ireland and the Netherlands debated together on the questions from the Green Paper.

Attendees at the Youth Seminar were students from National Maritime College of Ireland, Oldenburg Fachhochschule, ROC ZEELAND – DE RUYTER MARITIEM INSTITUUT, and representatives from Ecole de la Marine Marchande de Nantes and NAUSICAA, Centre National de la Mer.

The MARTINS project involves 6 partners from 5 countries in North West Europe on the subject of maritime safety. MARTINS, MARitime Training IN Safety aims especially at reinforcing safety at sea by improving the training of sea users. The project targets professional maritime navigators but also the public at large via awareness campaigns on the reasonable use of the «sea for leisure».

MARTINS is a project developed in the framework of INTERREG III B, the transnational cooperation programme initiated by the European Commission.



## **YOUTH SEMINAR: a MARTINS contribution to the Green Paper for a European maritime policy**

A number of workshops were held on various points raised by the Green paper; the main messages coming out of them are hereunder.

*Your voices will be heard and every voice is important not only for yourself but also for your children. Use the power you have.*

*People ashore: Everybody should take responsibility including people living inland.*

*Everybody has a contribution and the point of view of people from different industries is important.*

*Training, communication, education are most important to facilitate cooperation and better use of ocean resources.*

*Impact is BIG: our impact is not on the sea but on the whole planet!*

### **Main messages of the seminar:**

- **Better knowledge of maritime world** through a European maritime knowledge base, one simple maritime web site for Europe and the European public at large and the sharing of information, openness and cooperation.
- **Information** should be available to everyone.
- **Promotion campaign** for a better image of the shipping industry and the related maritime careers.
- **Communication** should target every field of maritime activities and concern the professionals and the amateurs.
- **Common nautical training** across Europe to set better standards and apply uniform applications of regulations.
- **Increase maritime safety** by a better response to ship accidents and a better training. Introduce financial incentives and penalties in shipping and use existing regulations as fully as possible.
- **Maritime security:** be aware of the risk of terrorism for tourism and civilians.
- Create conditions for **cooperation and research** into **green shipping** and develop more research for renewable off shore energy.
- Promote **sustainable shipping** in order to protect the environment through innovation and sustainability.



- Fight overfishing by tax cuts on less demanding species rather than more regulation.
- Working in clusters should try to balance each stakeholder's interest from every maritime field.





#### Financial support.

- Sponsorship from private companies or special grant from state education should be encouraged to help students facing the costs and expenses due to study years.

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

#### Better tax system for seafarers.

- Lower tax scales should be considered for seafarers: it seems illogical to pay full taxes when one spends half a year at sea, because then they don't use the facilities they pay tax for.
- Better pensions once the seafarers have left the maritime careers and health insurance.

#### Uniform working conditions in Europe.

- At the present time contracts are made according to the nationality of the seafarer. Not fair, it should be a European contract system: same wages for same jobs. European contracts for at least European youth.
- Encourage companies to be European flag carriers so that the work contracts could be drawn up according to European standards.

#### Better conditions

- By creating more comfortable on-board situations, sailing becomes more attractive. For instance always more that one European, good English speaking person on board each vessel.
- Make it easier to flag ships in. (It's more comfortable to sail a vessel under your own flag)

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

#### From STCW standard to a higher European level.

- The students who took part in this Youth Seminar come from maritime institutions partners of a European project called MARTINS. Its major objective is to improve the training of sea farers through the harmonisation of the training and of the interpretation of the COLREGs.
- **The idea of a new European standard, higher than STCW** is now developing thanks to the MARTINS project among others.
- To develop this standard, education, training and certification should be adapted.



- MARTINS work on it by developing new training modules.
- The EU could help to develop this higher standard. European would distinct themselves from non-European seafarers.

Multi-discipline vs. mono-discipline (deck-officer / engineer)

- Differences appear in maritime education in Europe between the mono-disciplinal and the multi disciplinal teaching that could have both advantages and disadvantages. The choice to learn multi- or mono- disciplinal is very important because some ship owners ask for specialist competences and they sometimes train their crew to get new competences.

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

- A **promotion campaign** for the maritime world should be a long term one (at least 10 years) because it will take time to build a European maritime identity wherever the people come from: the inland or the coast. People would then develop a sense of maritime identity and be aware of the facts and possibilities of the maritime sector and maritime education and also aware of the marine resources and the need of their preservation.
- The **sense of maritime identity** could be developed through a better public knowledge of the maritime world. This could be achieved through popular events, experience of navigation, open doors on navy ships or development of shipping companies' corporate image with EU support.
- The **rich and famous European history** can be used to create a stronger maritime identity. It's possible to bring in maritime history as a school subject.
- Ports should be **open for the public** to let them see what a vessel looks like and how important the shipping industry is today for the world economy.
- **Museums, aquariums or science centres** should also relay the message of the promotion campaign and help develop a sense of maritime identity that includes all topics related to the maritime world. Exhibitions should show how logistics (ports, shipping) work, how maritime sector develops and how the inland benefits from the coastal regions.



## Navigation, environmental impact, fisheries

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

- One important aspect of a sustainable development of maritime activities should be the **human aspect**. By supplying well **trained** officers and other qualified personnel, the application of COLREGs would be better and reduce the risk of collision and the pollution induced. Training of officers should include the sustainable aspects of navigation; this sustainable information should be transferred to sailors, leisure seafarers and all others with specific regard for COLREGS. Contact and interaction between younger and older generations of seafarers should be maintained.
- International legislation for minimum manning should be reviewed (ILO regulations).
- **Information about sustainability** should be transferred to the public at large: about shipping, but also about the sea food they buy and eat.
- **Survey and research** should be developed in every aspect about fishing methods. Innovation should be promoted and improved.
- Proportional standards should be considered for every member state as well as better regulations and coordination concerning quotas.
- **Grant assistance** to people (e.g. fishermen) who change their profession should be proposed.

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

- **Development of new ideas** about how to make a living out of the sea without damaging it should be developed. The future of marine resources depends on that kind of questions and its answers.
- **Assess** of maritime resources and share of survey work has to be made in order to be sure that there is no overexploitation of endangered species.
- **Regulations** to fight illegal fishing and fishing of endangered species, control of license reinforced, obligations on standards for entering ports in EU uniformly required. Additional environmental information in the sailing directions.
- Concerning the environment, continued monitoring of pollution risks and ballast water





control at sea but also quality and health control of rivers.

- Creation of special environmental development areas in order to preserve marine biodiversity: try and find measures for less noisy ships that disturb whales less or maybe regulate shipping lanes to give at least the whales some peace in areas where they reproduce.
- Expanding the **green award** and **rewards for green ships** with good standards e.g. cheaper rates for good ships. Imagine a European green chart that should be adopted by any ship entering European seas.

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

- Existing regulations should be fully implemented to increase safety at sea.
- Realistic risk assessment should be made and disseminate to the crews.

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

- Financial profits for those who work in a sustainable way and heavy penalties for those who don't.
- Maintain fishing quotas and create marine reserve

### **Coastal risks, coastguards, human threats**

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

- The EU safety regulation is already simplified by the ISM code and the checklists that have to be followed. However, guidelines for EU regulations should exist to assist in understanding and minimize confusion. A European uniform training and understanding of regulations (e.g. COLREGS) should maintain a high level of standards and assure high level of maritime safety.
- Port state control: every inspection should be filed in a world wide database in order to check and find information about vessels.
- Implement a safety ship certificate and a green ship certificate.



- Appropriate number of crew for workload will guarantee a human level of high standard and a better level of safety on board that is for the crew, the shipping and also the environment.
- New lashing system is needed for container ships to avoid loss of dangerous goods containers. Tankers should follow certain routes to lower risk.

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

- 80 % of the collisions are human caused. A better European cooperation and harmonisation in the training of seafarers could reduce the misunderstanding of regulations and therefore the risks of collisions and the ecological disasters induced.
- A new EU legislation has to be supported to avoid natural catastrophes caused by ships. International cooperation is needed and financial instruments must be introduced to support states which are not well equipped with systems leading to more cooperation.
- To fight against natural disasters: prewarning systems and good cooperation infrastructure.
- In case of "human caused" natural disasters:
  - ◊ Clear statement of responsibility for e.g. ships in trouble (Prestige)
  - ◊ Coordination centres with experts, maybe sanctions for not helping ships in coastal waters of member state.
  - ◊ Copy the idea of the fund against oil pollution (every company that receives a certain amount of oil each year has to pay into some fund that pays for natural disaster when the vessels company doesn't) for normal vessel.
  - ◊ Respond vessels at strategic places.

*How can our shores and coastal waters be better policed to prevent human threats? Should an EU coastguard service be set up? What might be its aim and functions?*

- Research, share of information and cooperation are needed at European level like e.g. the bundle of competences gathering custom, (water) police to one national coastguard. Better to have one EU- coastguard for better communication and a clear responsibility. Coast guard such as fire department that is voluntary based funded by EU. That could be similar to Royal Dutch Assistance Rescue, Royal National Lifeboat Institution, KNVR.



- ISPS code is already existing but awareness in the population has to be achieved (e.g. sports boats).
- Safety has to be taken more seriously, conduct port state control.
- Inform the maritime leisure industry by giving information (flyer, signs) in yacht ports. Training and information could exist through sailing clubs.
- Homepage with computer based training about ship security (similar to the training for ship security officer).

### **Innovation under Changing Circumstances**

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

- EU should encourage the more environmental friendly ship design, building and operation to reach the zero emission ships design.
- University funding could be called up to encourage the continuous development of technology and economic friendly materials.
- Meetings on climate change should be planned once a year.

*How can innovative offshore renewable energy technologies be promoted and implemented?*

- Communication about offshore renewable energy should be developed to the public at large for a better knowledge of what is possible and how it works:
  - ◊ Fish farming under wind plants
  - ◊ Wind farms
  - ◊ Wave and tidal movement central that combines coastal protection and wave energy
  - ◊ Solar panels

*How can energy efficiency improvements and fuel diversification in shipping be achieved?  
What is needed to realise the potential benefits of blue biotechnology?*

- More research, share of information is needed as well as financial incentives for new technologies and lower taxes for biotechnology. Energy sources should be diversified accord-



ing to circumstances, type of ship / operation: hybrid ship. If the new technology comes for greener propulsion a hard line stance could be taken with a definite date for fossil fuel burning engines to be removed.

- Ballast, water problem, design of ships and type of fuels, pollution and emissions: these are the topics that the EU has to focus on with all maritime stakeholders.
- The crew should be informed in order to be "power aware" (turn off electrical equipment when not in use)

## Cluster

*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?*

- Maritime cluster in Europe should be a **cross section cluster** and covers all maritime fields of activities:
  - ◇ E.g. fishing representatives in different regions in Ireland formed one group to represent them.
  - ◇ Legislation for things human care: money, holiday, insurance
  - ◇ Cluster of professional information
  - ◇ Cluster is very important for sustainability to share ideas, best practices and think of innovation. In case of natural disasters, cooperation and search of responsibility should be considered.
- Gather the ideas from different countries in order to increase effectiveness and competitiveness of countries.
- **Knowledge database** should be available for everybody and covers every field of maritime activities like:
  - ◇ Safety / accidents
  - ◇ Trade conditions
  - ◇ Problem in particular countries
  - ◇ Research and innovation
  - ◇ Common training (higher standards)
  - ◇ Dissemination of information
  - ◇ Improving environmental aspects
  - ◇ Sustainability
  - ◇ Promotion

