

30.03.2007

Decision

of the Bundesrat

Communication from the Commission of the European Communities to the Council, the European Parliament, the European Economic and Social Committee and the Committee of the Regions:

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

COMM (2006) 275 final; Council Document 11510/1/06

In its 832nd meeting on 30th March 2007, pursuant to §§ 3 and 5 EUZBLG (Act on Cooperation between the Federation and the Federal States in European Union Affairs), the Bundesrat adopted the following Opinion:

General comments

1. The Bundesrat welcomes the Commission's plans to develop an integrated European Maritime Policy. It expressly supports the integrated policy approach proposed by the Commission. A European Maritime Policy seems to be particularly well suited to combining the goals of the Lisbon Strategy – improving Europe's competitiveness on the basis of knowledge – with the complementary goals adopted at the Councils in Gothenburg and The Hague – social justice, environmental protection and international responsibility – and to implementing these objectives in an exemplary fashion.

2. The Bundesrat considers that an integrated European Maritime Policy offers opportunities for sustainable economic growth in the maritime industry and its supplier sectors. The Bundesrat expects a coordinated European Maritime Policy to open up new prospects for employment for coastal regions and beyond. In this context, the Bundesrat welcomes the study tabled by the Commission in September 2006 "Employment trends in all sectors related to the sea or using sea resources". At the same time, the Bundesrat expects this initiative to give fresh vigour to efforts targeting regeneration and sustainable protection of marine ecosystems and coastal regions.
3. The Bundesrat believes it is imperative to integrate all maritime policy areas and spheres of action into the future European Maritime Policy. As a consequence, support for a competitive maritime industry, fostering maritime research and sustainable protection of the maritime environment must all be entrenched on an equal footing in a future European Maritime Policy. To achieve this, however it is also important that more attention be paid to the impact on maritime policy of other policy areas, such as the Common Fisheries Policy, the Common Agricultural Policy, environmental policy (e.g. chemicals and waste policy).
4. A successful long-term maritime policy will be rooted in sound knowledge of the sea as a resource and in an intact maritime environment. In the Bundesrat's opinion, regeneration and sustainable protection of marine ecosystems and coastal areas, together with sustainable economic growth, must be taken into account in developing and implementing political objectives and measures in the sphere of maritime policy.
5. The Bundesrat requests the Federal Government to urge that a future European Maritime Policy be guided by the subsidiarity principle. That means that the policy must be devised to take regional particularities and existing regional agreements in the various marine and coastal regions of the European Union into account in an appropriate fashion when implementing this policy.
6. In the Bundesrat's view, a coordinated European Maritime Policy will create

added value above all if policymakers succeed in ensuring that maritime policy areas can dovetail better with each other, rather than continuing to function largely with a stand-alone approach. This will only succeed if the added value of the coordinated policy is clearly visible for all stakeholders.

7. The Green Paper comprises a whole host of information and proposals for all areas of European Maritime Policy. The Bundesrat considers that the individual proposals need to be structured, weighted, prioritised and made more concrete. The Bundesrat calls on the Federal Government to urge that negotiations at the European level adopt a more concrete approach to the notions proposed in the Green Paper in the form of a White Paper and/or an Action Plan. Such documents should stipulate concrete economic parameters and ecological quality objectives, along with a cost assessment of planned measures.
8. Taking a coordinated view of all maritime spheres of action in an integrated maritime policy, can help avoid difficulties arising from tensions between policy areas that were previously in competition (e.g. speeding up planning processes). However, by pooling maritime interests and know-how, relevant economic synergy effects are also generated, which may as a result give rise to cost savings and job creation.
9. Against this backdrop, the Bundesrat is of the opinion that the positive effects to be expected from an integrated maritime policy, as opposed to merely continuing with sectoral policies, should be depicted systematically; this depiction should be as specific as possible and include an economic cost-benefit analysis. The Bundesrat requests the Federal Government to urge the Commission to table a study along these lines. It also sees a need to analyse and appraise the added value of effective measures for maritime protection and the requisite maritime research, as contrasted with the impact of not taking these measures. The Bundesrat requests the Federal Government to call on the Commission to have a study carried out to address these issues.

On the issues raised in the Green Paper:

A competitive maritime industry

10. In the Bundesrat's opinion, extending the basis of knowledge about the maritime environment is crucial for a competitive European maritime industry, as well as for effective protection of the seas. Marine studies and research are the basis for opening up new potential in the maritime industry and developing sustainable protection strategies. Improved transfer of information between the worlds of research, environmental protection and business is a further prerequisite for utilizing this potential. The Bundesrat expects the future European Maritime Policy to introduce a regulatory framework conducive to this.

11. Support for long-term policy to foster technological development ought to be a central component of the future European Maritime Policy. Thought should be given to introducing a technology impact assessment as a component of publicly funded maritime innovations and research projects to guarantee sustainable development.

12. The Bundesrat takes the view that European Maritime Policy should on the one hand foster maritime economic spheres in which Europe already plays a pioneering role, whilst in the process emphasizing ways to secure competitiveness in the long term and open up new business segments. At the same time, support should be provided to those areas of the maritime industry that display above-average growth and potential to secure employment. Against this backdrop the Bundesrat stresses that particular support should be given to innovative ship building, maritime transport, the port industry, logistics, generation of renewable energies, coastal tourism and cruises, aquaculture, blue biotechnology and offshore mining. Funding must be conditional upon sustainability and ecosystem compatibility.

13. The Green Paper identifies the port industry and maritime transport as key components linking the EU Single Market to world markets. In particular for Germany as an exporting nation, ports, logistics and shipping are economic branches characterised by above-average growth and make an essential contribution to competitiveness. The Bundesrat feels that the Green Paper ought to include a chapter addressing the particular issues pertaining to the port industry, transport and logistics, and requests that the Federal Government urge

the Commission to integrate these issues to a greater extent when designing a future European Maritime Policy. More attention should be paid overall to the opportunities associated with shipbuilding, shipping and ports. In the future there should be a focus on measures to reduce the risks associated with maritime transport and increase its utility.

14. Innovations in ship propulsion systems, energy efficiency and deployment of alternative energies are needed in the transport sector to enable environmentally friendly seaborne freight transport to be sustained and improved. Here too targeted support for technology is of the essence. At the same time, environmentally friendly and safe ships must be developed with a view to making the European shipbuilding industry more competitive.
15. Nowadays European sea ports are a significant economic factor driving growth in Europe. The Bundesrat considers that a reliable regulatory framework is required to address access from the sea to the ports and links between ports and hinterland areas, in order to safeguard the future of the port industry and allow it to adapt to the challenges of globalisation.
16. With a view to strengthening sea ports and the transport and logistics industry, all of which play a central role in trade flows within the Single Market and help to boost the EU's international trade, cross-references should be made to highlight the interdependencies between this policy area and directives and strategy papers in the transport sector, such as Trans-European Networks, the White Paper on Transport, the Commission Communication on freight logistics in Europe, plus the ongoing consultation process on the future of European port policy. It is not sufficiently clear in the current wording of the text that the Green Paper is consistent with the regulatory framework in other sectors and with other Commission documents.
17. The Bundesrat calls upon the Federal Government to urge that the EU continue to support the analyses currently being conducted on prospects for the maritime industry and employment in the maritime sector. These studies are an important basis for decisions on political goals and investments.

The importance of the marine environment for sustainable use of our marine resources

18. Economic utilisation of the seas relies on sustainable protection and conservation of ocean and sea ecosystems. A healthy and intact marine environment is however also a vital parameter for quality of life in coastal regions. Within the context of a European Maritime Policy, utilisation of the seas should be designed to ensure that in the long-term the sea as a resource and habitat can offer prospects for utilisation, whilst maintaining its capacity to function and continuing to sustain viable habitats.
19. The Bundesrat calls upon the Federal Government to take steps to ensure that greater efforts are made internationally, nationally and at the European level to cut greenhouse gases in the context of integrated maritime policy. As can already be observed, commercially important fish species are tending to migrate out of the North Sea and species formerly found only in warmer waters are immigrating into the area and/or reproducing more rapidly. This causes considerable changes in existing marine ecosystems with as yet unforeseeable consequences for marine and coastal economies
20. With reference to its opinion in BR Official Document 788/05 (Resolution) of 10th March 2006, the Bundesrat welcomes the Marine Strategy Directive tabled by the Commission on attaining positive ecological conditions in the seas. The marine strategy should be made an essential component of European Maritime Policy. As the bulk of pollutant discharge into the seas is caused on land, European Maritime Policy should also include measures to address emissions abatement, protection of surface waters and hence incorporate aspects of, for example, agricultural policy. The loss of the natural biodiversity of marine ecosystems must also be halted and the anthropogenic influences responsible for this avoided wherever possible.
21. In the sphere of maritime transport, the Bundesrat calls upon the Federal Government to advocate ratification of the requisite international conventions of the International Maritime Organization (IMO) – such as the AFS Convention (anti-fouling systems) adopted in 2001 and the Ballast Water Convention

adopted in February 2004 - along with implementation of protective measures associated with the Baltic Sea's designation as a "Particularly Sensitive Sea Area" (PSSA). The IMO must take measures to ensure that environmental and safety standards are constantly improved. The robustness and viability of international solutions must not be undermined by integrated European stand-alone solutions.

22. The Bundesrat welcomes the emphasis in point 2.2 on the significance of the marine environment for sustainable utilisation of marine resources and calls upon the Federal Government to advocate in international negotiations that relevant agreements be adopted prohibiting the disposal of waste at sea and that appropriate and effective control mechanisms be introduced.

23. The Bundesrat welcomes the Commission Communication on "Implementing sustainability in EU fisheries through Maximum Sustainable Yield" (COMM (2006) 360 final). If the concept is put into practice in an appropriate manner, regeneration and preservation of fish stocks can be ensured, on the one hand, whilst on the other hand it will be possible to make Community fishing fleets competitive once again. There must be effective monitoring in all Member States of compliance with total allowable catch (TAC) rules and other provisions, and penalties applied for violation of such provisions. Alongside legislative measures to limit fishing by riparian states, environmentally friendly restocking measures are called for as a pro-active measure to consolidate stocks. The eel restocking measures adopted by riparian states of the Elbe and Germany's planned cod management policy in the Western Baltic are exemplary in this context.

24. In the Bundesrat's opinion activities implementing the Marine Strategy Directive and the Common Fisheries Policy must be coordinated appropriately, in order to attain the shared goal of sustainable utilisation of resources (cf. Bundesrat Opinion of 10th March 2006 – BR Official Document 788/06 (Resolution)). The Bundesrat also emphasises that it would be advisable to ensure the notions in the Green Paper on Maritime Policy dovetail with those in the Green Paper on Fisheries Policy.

25. Promoting marine aquaculture can reduce fishing effort for certain species and thus help to limit the anthropogenic influence on marine ecosystems. This can only be achieved if the aquaculture facilities are ecologically compatible. Model projects in this sphere should receive support and be used as examples of best practice in publicity and information campaigns.

Remaining at the cutting edge of knowledge and technology

26. The Bundesrat welcomes the description of marine research as one of the most important pillars of a future European Maritime Policy. The Bundesrat draws attention to the fact that a holistic understanding of this domain is of the essence in striving to take sustainable decisions on dealing with and utilising the resource of the sea. Access to relevant data stemming from scientific research is crucial for such decisions. Research activities should on the one hand concentrate on providing the requisite knowledge about European maritime areas.
27. On the other hand, however, European support for research and development in the marine sciences should concentrate on accruing general knowledge in this realm, whilst also focusing in particular on getting to grips with emerging global challenges, such as combating global warming, ever scarcer reserves of fossil energies, the increasing threat of natural catastrophes, protection of marine ecosystems and biodiversity. Marine and polar research also play a prominent role in this context. Know-how developed in these future-oriented spheres can generate a competitive advantage in the medium and long-term for European maritime research and development of technology.
28. Furthermore, the Bundesrat sees a need to promote innovative maritime economic fields, such as maritime biotechnology or generation of renewable energies on the shoreline and offshore, with a view to ensuring or establishing Europe's competitive position in these spheres. To provide backup for this, a system should be created for ongoing transfer of know-how between academia and business, over and above funding for specific defined projects. Best practice examples, such as the establishment of international offshore wind energy

networks between regions, can foster this development.

29. At the same time support must be made available for research exploring ways to solve problems that could hamper dynamic evolution of the maritime economy. This includes fostering security and environmental technology for shipping and making progress on logistics concepts for transport links with the hinterland.

30. The Bundesrat believes that cooperation and coordination of maritime research and studies in Europe and with third countries needs to be improved. An interdisciplinary exchange of information and expertise across Europe and more cooperation on the use and procurement of large-scale equipment infrastructure contributes both to augmenting scientific skills and know-how, and to making more efficient use of research funds. Against this backdrop the Bundesrat requests that the Federal Government urge the EU to organise a virtual network of European marine research institutes: note should be taken of the German Marine Research Consortium.

31. In implementing the aforementioned points the Bundesrat believes that in the medium-term it is imperative to set up a support programme tailor-made for maritime research: in addition to supporting research per se, this programme should also make it possible to extend cooperation between European maritime research institutes, as well as cooperation between these institutes and the world of business and/or third-country institutes. This end could be served by placing greater emphasis on integrating this sphere explicitly into the European Framework Research Programme in the future.

Innovation under changing circumstances

32. The Bundesrat takes the view that it makes sense to support lead projects for an integrated European Maritime Policy to develop and demonstrate European maritime skills. Examples could include developing a European Clean Port or European Clean Ship, by bringing together innovative technologies to improve vessel safety, protection in the workplace and emissions abatement, energy

efficiency, environmentally friendly waste disposal etc., and involving the shipbuilding and upstream supplier industries, as well as researchers and developers. Model projects of this kind must aim to demonstrate technical possibilities that are suited to making legislative standards more stringent and enshrining them in legislation at the European and international level on the basis of broad overarching political objectives, thus giving the European maritime industry a competitive advantage (e.g. in the spheres of energy efficiency, reducing emissions, alternative ship propulsion systems or security of vessels). The Bundesrat favours awards for positive concepts e.g. the "Blue Angel for Ships" to provide flanking support for such measures.

33. The robust order books of the shipbuilding industry derive in no small part from state aids, which are provided to ensure the industry can hold its own with high-quality products when competing against artificially low dumping prices due to subsidies, particularly in the case of Asian shipbuilders. However, in connection with the boom in product piracy, anti-competitive subsidies continue to pose a threat to equal opportunities for European firms competing on the market. The Bundesrat calls upon the Federal Government to urge the Commission to promote continued efforts within the OECD to establish a binding set of regulations to create fair competitive conditions in global shipbuilding and enforce compliance with international rules on protection of intellectual property.

34. The Bundesrat endorses the Commission's appraisal on scope for growth in the shipbuilding industry and other maritime sectors. Efforts on research and development of technology need to be stepped up, as this is a key factor in exploiting this potential and making shipping and the port industry even more environmentally friendly and efficient, and as a result also more economically viable. In this context further advances in productivity and flexibility can be attained thanks in particular to the application of new ICT technologies to shipping, port transshipment and logistics, along with a pro-active approach to providing (geo) information. In the light of these considerations, the Bundesrat requests the Federal Government to take steps to ensure that support for relevant technological developments also takes issues of utilisation by maritime industries into account.

Developing Europe's maritime skills and expanding sustainable maritime employment

35. The Bundesrat calls upon the Federal Government to urge the Commission to launch a comprehensive initiative for training and qualification. This could be achieved by defining minimum standards, devising league tables for educational institutions, adapting the content of initial and further training courses to reflect new factors shaping the general context, such as security and safety or new generations of container ships, along with measures to create sufficient training capacity. In this context the Commission should be encouraged to support maritime training across Europe and to advocate higher standards of training within the IMO context. As more environmentally friendly shipping is being introduced, this aspect is of particular significance as shipping accidents with sometimes devastating consequences are often caused by human error. There is a heightened need for well-trained ships' crews, given the growing demand for energy and the likely concomitant increase in seaborne transport of environmentally sensitive goods.

36. With a view to making maritime professions more attractive, the Bundesrat sees a need to improve working conditions and conditions of employment in international sea transport. The Bundesrat calls upon the Federal Government to advocate rapid ratification of the Convention on Working Standards in Sea Transport, adopted by the International Labour Organisation (ILO) in February 2006.

Clustering

37. The Bundesrat is in favour of establishing regional and inter-regional maritime clusters and networking these. Small and medium-sized enterprises (SMEs) in particular can glean greater know-how and better competitive chances by forging alliances. Joint projects, public awareness campaigns and fostering initial and further training schemes can enhance the maritime identity of regions and maritime areas, as well as making seafaring professions and professions in other sectors of the maritime industry more attractive.

The regulatory framework

38. The Bundesrat supports the Commission's plans in the Green Paper to ensure all sea-related policy areas are more closely coordinated and to conduct a comprehensive examination of existing EU legislation to identify possible contradictions and to propose appropriate adjustments to legislation.
39. In order to ensure that pooling and harmonisation of sometimes divergent demands for utilisation and legal contexts does indeed go far enough, the Bundesrat requests the Federal Government to urge the Commission to provide specific details of its plans to use legislation in tackling competing demands from various policy areas.
40. The Bundesrat calls upon the Federal Government to advocate uniform European provisions on how approval procedures for research projects are put into practice.
41. The Bundesrat calls upon the Federal Government to urge the Commission to ensure that simpler European lawmaking criteria are also applied to the integrated Maritime Policy.

The increasing attraction of coastal areas as a place to live and work

42. In coastal areas, as elsewhere, cities and agglomerations form the centres of economic, social and cultural development. These are the focal points of the opportunities and to an even greater extent the risks of socio-economic development. The Bundesrat calls upon the Federal Government to take steps to ensure that sufficient attention is paid to the issues and problems facing urban areas.

Adapting to coastal risks

43. In the light of growth rates in seaborne transport, further measures to improve

vessel safety are urgently required. To this end it is important to examine the possibility of stipulating fixed sea routes for oil tankers and introducing an obligation for vessels to seek the services of a pilot to be guided through narrow or dangerous shipping passages. Improved oversight of maritime transport should be achieved by installing long-range radar, deploying automatic identification systems and using GMES and subsequently Galileo.

44. The Bundesrat welcomes the Commission's plans to table a feasibility study on a European Coast Watch. This should determine whether a European Coast Watch would be an appropriate way to make structures and instruments more effective. In the first instance an efficient European Management and Data Alliance should be set up between existing national services, utilising (geo) data structures that already exist or are currently being developed, such as INSPIRE or GDI-DE.

Developing coastal tourism

45. The Bundesrat considers that coastal tourism should be made more competitive. Tourism infrastructure that measures up to contemporary demands is the key factor if this is to succeed. Tourism is one of the most important economic factors, particularly in rural coastal areas, and will also take on greater importance in coastal towns in the future. The numerous and diversified job opportunities in this service sector mean it has a particular impact on the quality of life for people living in coastal areas. Developing integrated quality management concepts is just as important as adapting existing tourism infrastructure to satisfy increasingly demanding tourists. Furthermore the Bundesrat also feels that it is essential to develop new products.
46. The Bundesrat is of the opinion that with the aid of coastal management, particularly at the local and regional level, it will be possible to succeed in reflecting the close but sensitive interactions between tourism and other (economic) interests, as well as to resolve use conflicts and to strike the right balance between various interests. For the reasons enumerated above, deliberations should place particular emphasis on developing coastal tourism.

Managing the land/sea interface

47. Shipping is considered to be the most environmentally compatible mode of transport, particularly for freight. Further impetus should be given to maritime transport and to fostering the switch from road to sea transport by making it more competitive vis-à-vis other modes of transport and by introducing appropriate EU support schemes (inter alia for "Motorways of the Sea" and "Short Sea Shipping") and supporting inter-modal transport systems. The Bundesrat calls upon the Federal Government to urge the Commission to remove bureaucratic obstacles to implementation of the "Motorways of the Sea" and "Short Sea Shipping" strategies, which will bring about greater market penetration.

48. Estuaries are natural links to the marine environment, forming a tidal transition from the sea to rivers. At the same time, these habitats are important as the sole or most important access routes to ports for shipping. If sea ports are to flourish and offer employment opportunities, it will be imperative to strike a harmonious balance between ecological requirements in estuaries and the economic conditions influencing sea ports.

49. In a context of growing global trade, infrastructure adjustments in ports and in links to the hinterland are urgently required. The Bundesrat calls upon the Federal Government to urge that in the funding priorities of the Trans-European Transport networks, greater emphasis be given at the European level to hinterland infrastructure links of sea ports – particularly via rail – in and that a harmonised regulatory framework of policy and provisions be created for these infrastructure links.

50. Rising levels of seaborne traffic bring about greater environmental impacts in areas in and around ports. The Bundesrat feels it would be helpful to collect Best-practice examples on mitigating environmental impacts in and around ports; these could be made available for consultation on the Internet.

Data at the service of multiple activities

51. The Bundesrat takes the view that European Maritime Policy should be based on a sound foundation of data and information; this is germane for political planning, research, and in terms of interests in utilising and protecting resources. Satellite, air-based or ground-based measurements can also contribute significantly to the aforementioned research areas.

Monitoring of atmospheric parameters in maritime regions is gaining in importance, particularly for polluting substance (NO₂, SO₂, particulate matter and many other substances). As the number of ships in ports shoots up, politicians and environmental authorities will find themselves faced with considerable challenges, which will make it imperative to use the newest monitoring technologies. The Bundesrat requests the Federal Government to advocate at the European level that research and development of the relevant monitoring technologies be fostered.

52. The Bundesrat calls upon the Federal Government to take steps to ensure that a European marine monitoring and data network be established. In this context existing European and national facilities and systems need to be adapted to mesh together and be employed in conjunction. Efforts should be made to involve riparian third countries. The aim should be to develop a monitoring system to register the status of and changes in the marine environment, as well as economic activities in the oceans and seas, and to provide input for business, offshore technology, civil protection, combating oil spills, weather forecasting, emissions abatement etc.
53. The Bundesrat endorses comprehensive mapping of the sea floor for various purposes, and refers in this connection to the projects implemented in Germany "Mapping of Sensitive Areas in the Baltic Sea" and "Mapping of Sensitive Areas in the North Sea".
54. The Bundesrat supports the proposal to examine whether acoustic methods

should be used to offer more detailed mapping of the sea floor. In addition further tests should be conducted for remote sensing methods and GMES applications and extended as necessary.

Spatial planning for a growing maritime economy

55. The growing pressure of use in coastal and maritime areas increasingly gives rise to a need for coordination between regions. It would be helpful to set up a land register data base at the European level offering access to regional and national spatial planning data entered into the system. The Bundesrat welcomes the Commission's INSPIRE initiative as a basis for this.
56. Coastal and maritime areas are interfaces between the most diverse competing interests in using and protecting resources. Spatial planning and Integrated Coastal Zone Management (ICZM) must be implemented as a priority locally and regionally. For the Bundesrat, spatial planning is a crucial instrument for integrated sustainable development to facilitate cross-border economic activities in coastal waters and to support the growing maritime industry. In addition, the Commission should support the development of cross-border spatial development concepts and instruments by the Member States.
57. In order to resolve utilisation conflicts, ICZM can be utilised as an informal approach in addition to the more formal approach of spatial planning and be implemented in particular locally and regionally. The Bundesrat requests the Federal Government to urge the Commission to support regional and national players in implementing national ICZM strategies as part of an integrative maritime policy.

Making the most of financial support for coastal regions

58. In order to ensure the new integrated European Maritime Policy has sufficient impact, it is essential to focus and target European funding for this cross-cutting topic. The Federal Government is requested to urge the Commission to table a

summary of all existing support programmes and funding that could be utilised to attain the goals of European Maritime Policy and to examine whether and to what extent funding objectives ought to be adjusted.

Policy-making within the EU

59. The Bundesrat welcomes the establishment of the "Maritime Policy Task Force" and the "Member State Expert Group" by the Commission and requests the Federal Government to urge that this type of interdepartmental structure for cooperation be established both within the Commission and between the Commission and the Member States for the sphere of maritime policy.
60. In order to support regional and national initiatives for a European Maritime Policy, the Bundesrat believes it would be helpful to set up a virtual communication platform to exchange information and examples of best practice from all spheres of maritime activities and in the realm of good governance. The Bundesrat supports the idea of highlighting best practice as part of public awareness campaigns organised by the Commission.

International rules for global activities

61. The Bundesrat believes maritime policy goals should be integrated into European foreign policy and development cooperation. In addition the dialogue on the European Neighbourhood and Partnership Instrument (ENPI) and policy on the Northern Dimension in particular, as well as cooperation in the context of international maritime conventions should be used to involve the Russian Federation and other third countries in seeking to attain the goals of European Maritime Policy.
62. The Bundesrat welcomes the appraisals in the Green Paper on how to foster sustainable development of the maritime economy using EU development policy instruments. Developing countries can benefit in particular from sustainable administration of coastal waters, ICZM or programmes such as

COAST-MAN. The Bundesrat requests the Federal Government to urge the Commission to support this type of measure in the context of integrated European Maritime Policy.

63. Draft legislation on environmental and safety issues in shipping must be scrutinised not only in the light of subsidiarity but also to determine whether an international approach at the IMO level might be more fruitful. This is particularly true against the backdrop of potential competitive disadvantages vis-à-vis other regions and the introduction of different regional standards of protection in this global industry.

Taking account of geographical realities

64. Conferences are being held in all EU maritime regions as part of the consultation process on the Green Paper. As European Maritime Policy is made more specific and tangible, due consideration should be given to the results of these conferences, along with other input from a specifically regional perspective. Acceptance at the regional level will determine whether European Maritime Policy is successful. The regions play a key role in implementing a future European Maritime Policy.

Reclaiming Europe's maritime heritage and reaffirming Europe's maritime identity

65. The Commission should support regional initiatives to foster a common maritime awareness and a shared identity in maritime areas.

Direct communication of the Opinion

66. The Bundesrat shall transmit this Opinion to the Commission.