

Y Pwyllgor Menter, Arloesi a Rhwydweithiau

EIN(2) 03-07(p.2)

Dyddiad: 8 Mawrth 2007

Lleoliad: Ystafell Bwyllgora 3, y Senedd, Bae Caerdydd

Teitl: Papur Gwyrdd yr UE; "Towards a Future Maritime Policy for the Union: A European Vision for the Oceans and Seas"

Ymgynghoriad: crynodeb o'r ymatebion

Cyhoeddwyd Papur Gwyrdd y Comisiwn, Towards a Future Maritime Policy for the Union: A European Vision for the oceans and seas, ar 7 Mehefin 2006. Mae'r ymgynghoriad ar y papur gwyrdd i ddigwydd hyd ddiwedd mis Mehefin 2007.

Yr oedd y ddau Bwyllgor wedi nodi'r papur gwyrdd ar Bolisi Morol fel blaenoriaeth ar gyfer ystyriaeth gan raglenni gwaith blynyddol 2006 a 2007 y Comisiwn Ewropeaidd.

Gwahoddodd y Pwyllgorau sefydliadau yng Nghymru sydd â diddordeb mewn materion morol i gyflwyno eu barn ysgrifenedig ar y papur gwyrdd. Derbyniwyd cyfanswm o 15 ymateb.

Mae Atodiad A yn rhoi crynodeb o'r safbwyntiau a fynegwyd.

Argymhelliad

Fod y Pwyllgorau yn nodi safbwyntiau a fynegwyd ar y papur gwyrdd ac yn eu hystyried wrth ffurfio eu hymateb eu hunain i ymgynghoriad y Comisiwn.

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Annex A

EU Maritime Policy Green Paper: Analysis of consultation responses

1. Introduction

The Commission's Green Paper, Towards a Future Maritime Policy for the Union: A European Vision for the oceans and seas, was published on 7 June 2006. The Commission's green paper consultation process is due to last until the end of June 2007.

In January 2007, the Enterprise, Innovation & Networks Committee and the Environment, Planning & Countryside Committee invited organisations in Wales with an interest in maritime affairs to submit written views on the green paper.

A total of 15 consultation responses were received. The following abbreviations have been used for the respondents:

<u>Associated British Ports</u>	ABP
<u>Blaenau Gwent County Borough Council</u>	BGCBC
<u>Cardiff University</u>	CU
<u>Council for British Archaeology Wales/Cymru</u>	CBAWC
<u>Countryside Council for Wales</u>	CCW
<u>Environment Agency Wales</u>	EAW
<u>North Western & North Wales Sea Fisheries Committee</u>	NWNWSFC
<u>South Wales Sea Fisheries Committee</u>	SWSFC
<u>University of Wales Bangor</u>	UWB

<u>University of Wales Swansea</u>	UWS
<u>Wales Coastal and Maritime Partnership</u>	WCMP
<u>Wales Environment Link</u>	WEL
<u>Welsh Association of National Park Authorities</u>	WANPA
<u>Welsh Federation of Sea Anglers</u>	WFSA
<u>Welsh Local Government Association</u>	WLGA

2. Key issues

Some of the key issues emerging from the consultation exercise are:

- Broad support for an EU Maritime Policy in principle. Action at the EU level is important as marine and maritime issues are trans-border and need policy and regulation at a wider level. The policy should build on existing EC policies and legislation.
- A holistic, integrated, ecosystem based approach to planning and regulation is needed in order to safeguard and preserve the marine environment.
- EU maritime policy and marine spatial planning will be important in dealing with the impact of climate change on the marine environment and in coastal regions.
- There are differing views as to whether or not the green paper strikes the right balance in maritime policy between the "environmental pillar" provided by the proposed Marine Strategy Directive and the social and economic objectives of the Lisbon agenda.
- Specific maritime issues for Wales include a greater reliance on the maritime sector for employment and wealth, the importance of the Welsh coastline for tourism and the potential for the development of offshore renewable energy and other new marine technologies.
- A wide range of research expertise in maritime matters exists in Wales and there is a need to encourage further skills development and training in this sector.
- There is scope for a regional centre or centres of maritime excellence in Wales to foster innovative research, promote best practice and raise awareness of maritime issues.
- Differing views on the role of the EU in fisheries management.

- Marine Spatial Planning is important and should be integrated with planning for the coastal zone and with the Wales Spatial Plan – the forthcoming UK Marine Bill and the proposed arrangements for Marine Spatial Planning in Wales will be important here.
- The European structural funds and other sources of European funding should be used to support maritime policy and initiatives.

3. Summary of responses received

Respondents were asked to comment in particular on a selection of questions taken from the green paper that were considered to be the most relevant to Wales. Some respondents only commented on a few of these questions or provided general views on the green paper instead.

There was broad support for a Maritime Policy in principle. Respondents noted that many marine and maritime issues are trans-boundary in nature, and would benefit from harmonisation or regulation on a pan-European basis. WEL however argued that the green paper is largely growth oriented and fails to adequately integrate environmental sustainability with development goals. The EU was widely regarded as being the appropriate unit to coordinate maritime law.

1. The need for an EU integrated maritime policy and how this can add value to the UK wide, Welsh Assembly Government, local and private initiatives which already exist (including the UK Government's proposed marine Bill).

- EAW, UWB, WEL and WLGA supported a holistic, integrated approach in order to safeguard and preserve the marine environment. WEL considered that the paper lacks sufficient detail on how the Commission intends to achieve this.
- CCW and WEL thought it to be essential for the EU to be ambitious with its marine environmental aspirations, and for these aspirations to be fully integrated within the policy.
- Many respondents (ABP, CCW, EAW, UWS, WANPA, WEL and WCMP) endorsed the ecosystem-based approach to planning and regulation.
- UWS noted that the EU could make transactions between different Member State and devolved governments more coordinated by providing a common legal underpinning. The EU could be the best forum for negotiating international marine law and policy.
- EAW drew attention to strong links and common elements between the green paper and the proposed UK Marine Bill.
- ABP and UWS suggested that economic benefits could result from the level playing field achievable by a Europe-wide maritime policy.
- Fisheries issues were raised by several respondents: NWNWSFC commented that the green paper pays insufficient attention to fisheries; WANPA and CCW considered the European aspect important in reducing the impacts of intensive fishing; WANPA supported strengthening of fisheries enforcement powers; policing of current fisheries management rules was regarded as being unsatisfactory by SWSFC; NWNWSFC, SWSFC and WFSA considered that common ownership of fisheries resources at the European level is not a good management tool, because it does not engender stewardship of the resource; WEL argued that a strategic EU-wide view on fisheries is needed with measures put in place to translate this into national and regional marine planning.

2. What specific factors need to be taken into account when considering the impact of EU maritime policies in Wales?

- UWS noted that Convergence (formerly Objective 1) status for much of coastal Wales sets it apart much of England, and that the distinctive nature of Welsh interests should carry proportionate weight in structural fund policy.
- The historic aspect of Wales' coastline was highlighted by CBAWC, along with the need for its safeguarding for future generations.
- The National Assembly for Wales' constitutional commitment to sustainable development was cited by UWS as having important implications for marine policy.
- SWSFC and WFSa advocated the delegation of all fisheries management within 12 nautical miles to Member States.
- WANPA and CU supported consistency of approach, policy, and strategic goals.
- EAW considered that strategic management of the marine environment must operate consistently across administrative and political boundaries.
- SWSFC was concerned that the review of the Common Fisheries Policy (CFP) in 2012 would lead to the principle of 'equal access to the beaches', which could further erode management control available over nearshore fisheries resources.
- UWB considered the importance of research and monitoring in order to comply with EU policies.
- The WLGA requested a maritime policy to incorporate and adequately resource other EU coastal policies.

3. What is the role and importance of the maritime sector in Wales and what needs to be done to ensure that it remains competitive?

- Seven respondents (ABP, CCW, UWB, UWS, WANPA, WCMP, WLGA) noted that the maritime sector accounts for a substantial amount of Welsh GDP (approximately 6 per cent), which exceeds the European average of between 3 and 5 per cent.
- Most respondents commented on the tourism potential of the coastline (CCW, CU, EAW, SWSFC, UWS, WANPA, WEL, WLGA).
- UWS suggested that other marine activities, such as bio-prospecting, 'blue technology', and the generation of renewable energy, have the potential to contribute to social and environmental goals.
- CU listed military firing ranges, marine aggregates, renewable energy, fisheries landings in Milford Haven, marine waste disposal, and marine conservation as important.
- UWB stressed the importance of research for management and policy in order to support sustainable, competitive growth.
- WLGA highlighted the increased competitiveness that could be derived from sourcing goods and services from local Welsh businesses, and from promoting marine heritage.

4. What marine research is currently carried out in Wales and what would be the role of a European Marine Related Research Strategy?

- A variety of research expertise was considered to be present in Wales. UWS listed seabed

camera technology and aquaculture, clean and renewable energy, and medicinal and pharmaceutical uses of marine resources. CCW listed marine governance, paleo-oceanography, geo-technics, aquaculture, zoology, ecology and oceanography as fields of current research by higher education, government departments, and agencies. CBAWC mentioned current research on the archaeology of the Welsh intertidal zone, which includes an assessment of the threats to historic ports, harbours, and urban waterfronts throughout Wales. CU listed geology, oceanography, shipping, ports, seafaring, maritime law, and marine geography. UWB noted its status as a centre of excellence in coastal seas, marine biology, and biological oceanography. EAW cited their Integrated Catchment Science research programme which focuses on the implementation of the Water Framework Directive.

- CCW and WANPA suggested that predictions of the response of marine ecosystems to perturbation should be researched. Both respondents also regarded fisheries management and marine renewables as research themes.
- Five respondents (CCW, EAW, UWB, UWS, WANPA) noted that a European Marine Related Research Strategy would provide improved opportunities to disseminate good practice, and to better coordinate research.

5. How can innovative offshore renewable energy technologies be promoted and implemented in Wales? Is the Welsh Assembly Government doing enough in this area?

- CCW and UWS praised the Welsh Assembly Government's policy context as conducive to the development of renewable energy technologies, but UWS noted that it should ensure that its policies are at the cutting edge. Extra funding was considered necessary, possibly through the 'Green Investment Funds' model.
- BGCBC supported more research and investment into offshore renewable technologies, including the Severn Barrage scheme.
- UWB thought the Welsh Assembly Government could do more to increase the use of clean and renewable energy, while managing energy demand. The Energy Route Map was considered to be a vehicle for stimulating marine renewable technology.
- WANPA considered that there was a gap in funding at the intermediate stage of renewable energy development (between prototypes and commercial deployment). WANPA also thought that Wales could take more of a lead in renewable marine energy by aiming to end its dependence on fossil fuels in the medium to long term.
- CBAWC stated that all offshore developments can potentially damage evidence of past human activity, and impact assessments should accompany new developments. CCW also advocated a precautionary approach to new developments to safeguard the marine environment.
- EAW considered that the UK and Wales in particular has the chance to become a world leader in wave and marine technologies, but would only support the expansion of renewable energy where it has no significant environmental impacts.
- CU thought that the Welsh Assembly Government could do more in establishing links with the private sector, the UK Government, and the Crown Estate.
- WLGA wanted the Welsh Assembly Government to consider how to attract further public and private investment into marine renewables.
- WEL considered that EU maritime policy could provide a strong driver for innovative offshore renewable energy technologies in Welsh coastal waters but this should not be at the expense of a healthy marine environment.

6. How can the decline in the number of people entering certain maritime professions be reversed and the safety and attractiveness of such jobs ensured?

- UWS thought that Wales' best influence would be through taking an active role in European debate on the reform of maritime education and professional training. New careers were also thought likely to arise, possibly in the fields of energy and 'blue technology'.
- CCW was concerned about the availability and quality of marine scientists in Wales.
- SWSFC considered the fishing industry to be unattractive to new entrants in its current form, and supported the development of small, local fishing fleets.
- CU supported a maintained focus on the internationally recognised strength of training in marine science and maritime business.
- UWB highlighted the development of graduate and research skills to support business. An integrated centre for marine science was also recommended.
- WLGA encouraged the 'clustering' of marine businesses in certain coastal locations.

7. How can the quality of life of the coastal regions of Wales be maintained, while continuing to develop sustainable income and jobs?

- WEL called upon the Commission to recognise from the start the central role of healthy marine ecosystems to a sustainable marine economy. The Marine Strategy Directive should therefore be fully integrated into maritime policy rather than treated as the "environmental pillar" to be balanced against the social and economic objectives of the Lisbon agenda. They argued that preserving a healthy marine environment is fundamental to improving the EU's competitiveness, long-term growth and employment.
- UWS commented on the changing nature of coastal regions, from functional to recreational, which necessitated an attractive environment.
- WANPA and WLGA highlighted the importance of revenue funding in servicing capital improvements to the coastal infrastructure.
- Several respondents (CU, UWS) pointed to the potential for creating new jobs in renewable energy. UWS also suggested that sustainable aquaculture could be exploited in the future.
- CU considered that coastal regions are mostly dependent on policies for regional development and job creation.
- UWS suggested countering local opposition to new developments by offering community benefits.
- CBAWC noted that the historic environment adds to the quality of life in coastal areas, and that regeneration of heritage can contribute to sustainable development.
- SWSFC suggested a reversion towards encouraging small, local, artisanal fishing vessels as a more sustainable option than large trawlers.
- WANPA requested provisions requiring the registration and identification of coastal recreational craft, although WLGA stated that more funding was needed for the current licensing arrangements.

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

- EAW considered that all maritime policies and initiatives must be able to adapt to climate change. It also suggested a number of mitigation and adaptation measures that it wants the EU to introduce including; amending EU Emissions Trading Scheme to include shipping fuel; tight control on LPG carriers and installations; promoting marine conservation areas and co-ordinating the monitoring of marine species and movements.
- UWS urged the EU to promote community and stakeholder engagement as a means to improve public education and understanding.
- The strategy was considered by CCW as being an important vehicle for promoting ideas for the use of the sea in preventing and mitigating climate change, including carbon sequestration, marine renewables, and marine transport.
- WANPA considered it crucial to reduce pressures that can be controlled, because some activities can exacerbate the effects of climate change.
- WEL stated that Marine Protected Areas should be developed and designated as integrated networks with some sites managed as Highly Protected Marine Reserves, as part of the wider ecosystem management approach. CCW also supported a higher level of protection for certain Marine Protected Areas.
- CU considered the EU's main role to be in funding related research and to develop the Common Fisheries Policy as climate change impacts on fisheries.
- WLGA wanted to see incentives and opportunities to exchange good practice with other European authorities in the proposal on Adaptation to Climate Change.

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

- CCW, CU, UWS, WANPA and WLGA commented that it will be increasingly necessary to move away from hard defence structures, and allow some (principally rural) areas to become inundated.
- Mitigation works were thought by CBAWC to need impact assessments in order to take account of the historic environment.
- EAW considered that strategic planning for coastal flood risk policy needs to look forward for at least 100 years and that all publicly funded organisations with interests in coastal regions should be required to produce climate change adaptation plans.
- CCW and EAW desired shoreline management plans to be made statutory.
- European funding was seen by CCW as a means to encourage long-term solutions to coastal problems.
- WANPA, WLGA and UWB considered that more effort could be made to reduce fluvial flooding by catchment management.
- UWB considered it essential to have in place Environmental Impact Assessments (EIAs) and Strategic Environmental Assessments (SEAs) for coastal developments in order to avoid mitigation measures from making further complications to coastal areas. The possibility of relocation of people and industry will need to be considered.

10. How can the shores and coastal waters of Wales be better policed to prevent human threats such as pollution by ships and criminal activities (eg trafficking of human beings, smuggling, terrorism)?

- UWS commented that better cooperation throughout the EU on law enforcement would be

useful.

- CCW noted the threat posed to the Welsh marine environment through non-native species arriving in ballast water and as fouling organisms, and requested better coordination of action by Member States and international organisations.
- UWB supported the increased use of remote technologies for tracking vessels and pollution, and the WLGA supported more rigorous port state controls.
- ABP favoured the use of risk assessment in order to manage environmental risks associated with shipping, and to prioritise action on those activities that give rise to the biggest environmental risks.
- EAW outlined its role in regulating and controlling land based pollution to coastal waters, regulating waste facilities, managing migratory salmonids, acting as Sea Fisheries Power in several estuary areas and working closely with the Maritime and Coastguard Agency on major oil spills.

11. How can innovation in services and products related to coastal tourism in Wales be effectively supported? Is the Welsh Assembly Government doing enough to support coastal tourism?

- UWS supported the application of a marine spatial plan (MSP) regime to promote a more coherent approach to decisions relating to coastal tourism.
- CBAWC suggested that the historic environment is an important asset for coastal tourism in Wales.
- CU thought that support for more market research could be useful, and, along with WLGA, advocated continued investment in infrastructure for access and the provision of information.
- UWB considered it important to support innovation in services and products in order to develop a year-round tourism economy.
- WEL supported the development of a clear Coastal Tourism Strategy for Wales with sustainable development at its core but which builds upon the economic potential of the coastline. European funding should be used to support the strategy.

12. What role could be played by one or more regional centres of maritime excellence in Wales?

- Such centres were thought potentially useful by UWS in fostering innovative research, providing policy support through good science, and promoting participation and stakeholder engagement.
- UWS commented that such centres would be useful for avoiding duplication of effort through publicising existing activity and by dissemination of good practice.
- CCW indicated that a regional centre of excellence in Wales could raise the profile of marine activities of Wales throughout Europe, and along with WLGA, highlighted the potential of such a facility to attract more European funding.
- CU considered it important to continue developing networks with government, private and voluntary sectors, starting in Wales and expanding to the rest of the UK and Europe.
- UWB supported a single centre for maritime excellence, based on a partnership of maritime groups.

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

What is the role of the Wales Spatial Plan in this?

- CCW, UWS, WEL and WANPA indicated that one of the primary objectives of an MSP should be the sustainability of the marine environment, including catering for the anticipated effects of climate change.
- EAW wanted marine planning to incorporate other management plans in particular River Basin Management Plans, Marine Strategies and provide a framework for Shoreline Management Plans.
- WEL considered that planning for Welsh seas needs to take place at a number of scales including the internationally recognised Regional Seas scale.
- The concept of zonation of the marine space was proposed by SWSFC.
- UWS favoured the precautionary principle as an underlying premise for MSP.
- ABP thought that MSP would be useful in steering development away from inappropriate sites.
- UWS suggested using land-use planning as a basis for developing MSP, since it was a model offering public participation and sustainability appraisal. An independent marine management organisation was thought necessary to deliver MSP.
- UWS and WANPA considered that the MSP needed to integrate land, coastal and marine issues more appropriately, by ensuring that the management systems are compatible. WEL argued for the Integrated Coastal Zone Management (ICZM) approach and that any future marine planning system must be integrated with the Wales Spatial Plan in order to deliver ICZM.
- CBAWC advocated that consideration of the historic environment be integral to MSPs.
- CCW thought that MSPs should streamline existing procedures and structures.
- MCMP supported greater emphasis on the practical implications of MSP in Wales.
- CU thought that plans need to have a strong regional component, and be well coordinated in legal, licensing, and regulatory terms. The Wales Spatial Plan was considered to need urgent revision to incorporate the Territorial Sea.
- UWB highlighted the role of EIAs and SEAs in understanding the impacts of projects.
- WLGA thought that the EU strategy should take account of different Member States' internal arrangements in order to enable the Member States to deliver MSP effectively.

14. How should maritime affairs be further integrated into other policies and programmes that affect Wales (eg European Structural Funds, Convergence and Competitiveness programmes)?

- UWS supported the convening of an interdepartmental committee to support maritime matters, drawn from Welsh Assembly Government sections covering agriculture, energy, industry, tourism, and coastal and regional development.
- EAW stated that the maritime policy should build on EC legislation, including the Water Framework Directive and the proposed Marine Strategy Directive.
- WANPA advocated a statutory requirement on all bodies with an interest in the marine environment to have due regard for it in the conduct of their duties.
- CCW suggested that a maritime policy should encourage coherence, coordination and integration between EU institutions, Member States, and regions. It should develop a Regional Seas management framework which devolves the power and responsibility for regional matters to the Member States.
- CU and UWB stressed the importance of full integration of maritime affairs into European

funding programmes to support EU policy and monitoring requirements. EAW noted the inclusion of some maritime issues in the Convergence and Competitiveness programmes, but that the principal drivers of these programmes remain economic not environmental. It pointed to the Ireland-Wales Cross Border fund that it considered draws a better balance between environmental protection and economic growth along the coastline.

- WLGA supports the contention that a future maritime policy should be firmly embedded at grassroots level to ensure its effective implementation.

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