

# **THE NEW EUROPEAN MARITIME POLICY**

**3<sup>th</sup> session: The European Maritime Industry Perspective**

**Corrado Antonini**

**Federazione del Mare - Italian Maritime Cluster**

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- Europe is a maritime superpower:
  - 90% of the EU's external trade
  - over 40% of its internal trade are transported by sea
  - 40% of the world fleet,  
through European seaports per year :
    - 3.5 billion tonnes of cargo
    - 350 million passengers.
- A capillary sea transport system is a fundamental piece for the European market to work efficiently and to guarantee the sustainability of the role that Europe within the world economy.
- The Green Paper underlines that these resources must be managed with a really integrated view rather than a fragmentary and sectorial approach.

- This is exactly the vision that the Italian maritime cluster is carrying out from several years within the national boundaries, in other words to establish a unified vision of the common needs of the different members of the maritime cluster.
- Re-launching the sea and its industries is not a simple undertaking. Only if all the stakeholders are involved it will be possible to speed up the various stages of collective development and achieve the common interest.
- The holistic approach sustained by the European Institutions in the Green Paper is very positive.
- If the sea has such an importance for Europe it is because of the fundamental role maritime transport plays for the benefit of our continent.
- Europe simply cannot function without its maritime activity. Almost all of the Union's external trade and half of its internal trade enters or leaves its Member States through the sea.

- The future maritime policy of the Union should have the following underlying goals:

- **Ensure the potential for growth in Europe through adequate transport policy**

The Lisbon policy, aiming at making EU the most competitive economy in the world, should include the further development of an efficient transport system.

- **Guarantee a stable and competitive legal environment to maritime activity**

The European legal framework (Regulations, Directives and Guide-lines) have permitted an harmonious and continuous development of maritime activity and of European fleets. This legal competitive framework should remain stable.

- **Necessity to keep regulation global**

Proliferation of regional measures, either by individual Member States or by the EU should be avoided.

➤ **Support a positive development of maritime activity in EU**

The development of EU shipping could be supported by a variety of action aimed at ensuring:

- sufficient port capacity
- good - working hinterland connections
- constant improvement of port services efficiency
- safe operation of traffics within harbour limits and beyond
- active policy for training and recruitment of qualified seafarers
- attention to professional way of life and dangers at sea

➤ **An environmental approach with a global perspective**

As regards the development of internationally agreed measures on environmental protection, a global approach is essential and should be enhanced at IMO level.

- There are many areas in which the enhancement of cooperation between Member States and the coordination between national policies would be of great benefit.
- For instance in the **research and innovation** field in order to pursue the highest level of excellence as a key lever to compete in a highly globalised market.
- The **European shipbuilding industry** has demonstrated its capacity to design and build the ships needed to satisfy the requirements of the modern trade development developing more and more sophisticated and innovative products and smarter ways of production:
  - safer and environmental friendly tankers,
  - new generations of container vessels,
  - LNG carriers renewed in terms of dimensions, safety and technological features.



- The ability to build naval ships is considered “a must” for the long-term **defence capability and security** of a country.
- Our yards are at the forefront of technology in many areas and really attentive to the new roles that today the naval ships have to face with a growing involvement of the Navies in civilian activities.
- The control activity has to face today several challenges:
  - safety of life at sea,
  - environmental protection,
  - security against illegal acts, including illegal immigration, etc..



- European leadership in many maritime industries is based on unique **knowledge and skills of its labour force**, thus it is necessary to pay a great attention to the various educational systems preparing for maritime careers
- The **expected growth of passengers and cargo traffics** must be faced also by optimising the efficiency of the European transport infrastructures.
- **Port sector** needs new investments in facilities, supporting tools, but also in consistent regulations in order to guarantee homogeneous competitive and operative conditions

- In conclusion, it is fundamental for the New European Maritime Policy to develop a common understanding on the contents needed for a successful maritime strategy within a cluster oriented approach.
- Much of the maritime matters, by its very nature, transcend the boundaries of the different countries and the interests of the single parts (authorities, industries, associations,..).
- Only with a better coordination of various policy areas and an integrated approach is possible to optimise synergies between the various sea-based activities so as to boost their economic potential and safeguard the environment.