

Näringsdepartementet  
Enheten för transportpolitik  
103 33 STOCKHOLM

## Yttrande över Kommissionens grönbok om en havspolitik för EU

**Remisshantering av EUs grönbok om den Maritima Policyn**  
Brussels, 7.6.2006, COM(2006) 275 final, Volume II - Annex

### *Green Paper*

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

### Summary Comments

SMHI support the Green Paper on a Maritime Policy, governing economic growth and a sustainable maritime sector while being adapted to the regional environmental conditions and constraints set up by nature. It means that a European Maritime Policy has to deal with different oceans and semi-enclosed seas and their specific environmental conditions and limitations around the European continent.

A Maritime Policy has to be accepted and approved also by parties outside the union, i.e. Russia in the Baltic region in order to be successful.

Another constraining success factor is that EU directives and other international agreements should be complementary and support each other.

SMHI strongly support the 2004 Eurocean statement that there is an urgent need to support a co-ordinated collection, archiving of and ready access to comprehensive marine databases.

Management of the land-sea interface can be improved by making use of a linking mechanism between the WFD, covering the drainage basin and nearby coastal waters, the Marine Strategy, covering the coastal oceans and an overall arching Maritime Policy. This mechanism can be the concept of integrated coastal zone management (ICZM). The management should be governed at local level (i.e. county administrative board) with stakeholder involvement.

SMHI strongly supports the idea behind a European Marine Observatory and Data Network.

SMHI is concerned about the ideas that a European Maritime Policy will be governed at EU-level using European Organisations, while the Marine Strategy on the Environment is governed at regional level by regional and national organisations. With such a different governance of the policies and directives the latter might easily be subordinated the former and thereby weaken the protection of the marine environment and its resources.

## Detailed Comments of the Summary

### Chapters 2.1 – 2.4

Ship traffic in the central Baltic Sea is intense, about 60 000 ships per year passes through the Baltic, which amounts to a ship passing every 10 minutes close to protected areas such as Hoburg Shallows (Hoburgs Bank) and North Midsjö Shallows (Norra Midsjöbankarna) outside the Gotland and Öland islands (Ref. 1). Shipping is expected to increase due to intensification of oil exports from the St. Petersburg area in western Russia. Ship transport is the major source for export and import of products in the fast growing Baltic and Nordic countries, including Russia. Exploitation of renewable energy production in the Baltic is growing and communication and electrical transfer cables are being constructed. Also a major gas pipeline is under planning between Russia and Germany through the Baltic. Hence, the Baltic is not only under socio-economic stress related to emissions giving rise to eutrophication, high contents of hazardous substances and physical destruction in some areas, but also to those direct activities at sea mentioned above.

SMHI suggest that a Maritime Policy should support economic growth and a sustainable maritime sector while being adapted to the regional environmental conditions and constraints set up by nature. It means that a European Maritime Policy has to deal with different ocean and semi-enclosed seas and their specific environmental conditions and limitations around the European continent.

In particular, a Maritime Policy has to be accepted and approved also by parties outside the union, i.e. Russia in the Baltic region in order to be successful.

Another constraining success factor is that EU directives and other international agreements should be complementary and support each other. Especially, the Marine Strategy on the Environment should be linked to the IMO Ballast Water Directive (Ref. 2), EU Common Agriculture Policy, Common Fishery Policy, NATURE 2000 and the Water Framework Directive to name a few and, in addition, govern the Maritime Policy towards a sustainable and environmental and climate friendly development of the maritime sector.

In particular, ship emissions of CO<sub>2</sub> gases, Ballast Water Exchange and pollution (oil spills) should be better controlled. Ship emissions of CO<sub>2</sub> is a major source for increased concentration of greenhouse gases, oil spills and the introduction of alien species by exchange of ballast water are of major societal and ecosystem concern for the Baltic Sea as well as for other areas of the European coastal waters.

SMHI strongly support the 2004 Eurocean statement that there is an urgent need to support a co-ordinated collection, archiving of and ready access to comprehensive marine databases. In addition, data collected through research and development projects should be included, such as in EC framework programmes, national projects and international programmes.

### Chapter 3

A key factor for coastal regions development and public awareness is availability of information. There are many e-presentations of information available. For example, in the Baltic Sea area local to national organisations provide updated information on the web, as well regional organisations as HELCOM, NGO's and BOOS and NOOS to name a few. In addition, organisations at EU and international level also provide information to the public (EEA, ICES, etc). One way to make it easier for the public, local, regional and national stakeholders is to obtain a one-stop-shop for information sources.

Management of the land-sea interface can be improved by making use of a linking mechanism between the WFD, covering the drainage basin and nearby coastal waters, the Marine Strategy, covering the coastal oceans and an overall arching Maritime Policy. This mechanism can be the concept of integrated coastal zone management (ICZM), covering sectors such as socio-economy, tourism, fishery, environmental protection and transport. The management should be governed at local level (i.e. county administrative board) with stakeholder involvement.

One tool for ICZM is physical planning of the areas of concern. A major problem of physical planning of coastal regions is the lack of proper bathymetry data, which in many cases are not available because of defensive measures. Other tools of importance are environmental impact assessments (EIAs) and marine protected areas (MPAs) as mentioned in the Green Paper (Ch. 4.2).

### Chapter 4

SMHI strongly supports the idea behind a European Marine Observatory and Data Network enforcing sustainable mechanisms for improving observations, interoperability and not the least increased access to data based on robust, open and generic technical solutions (GP Ch. 4.1).

It should be kept in mind that several EU R&D projects have developed prototype tools of a similar kind, i.e. the one-stop-shop UNIDART system for meteorological and climate data. Also, within Seprise, Mersea, SeaDataNet and Humboldt projects, ways to demonstrate capabilities have been done or is on its way. In addition, the EuroGOOS organisation and its members are working on regional co-ordination of data networks, especially near real time data, admittedly only a part of the all marine environmental data available. Also it should be kept in mind the network of ICES, focusing on data related to fish and fishery. Perhaps the most important stakeholder of data networking for environmental data is the regional environmental conventions such as HELCOM and OSPAR, who secures sustainability and quality of data by providing guidelines for sampling, analyses and management for contracting parties. In addition, national networks on vessel movements linked to other relevant data are under way, i.e. Sjöbasis (Ref. 3, Swedish Coast Guard) in Sweden.

Hence, recognising the many data sources, initiatives and ongoing projects there is a need to co-ordinate at EU level a robust Network of data. Such a Network should also cover satellite data and gridded data from models used for EU Policy Work.

To push technical R&D and engagement by SMEs into this sector of the Maritime Policy, support should be given to a number of marine observatories. The aim is to provide Europe with the future cost-effective and high quality observations for policy implementation as well as data for maritime development and ecosystem research.

Another aspect is to ensure that long time series are sustainable since they are of such importance to provide information for climate change and environmental assessments as a tool to implement policies.

## Chapter 5

This chapter on Maritime Governance is mostly outside the scope of SMHI activities. However, SMHI are concerned about the weak priority on environmental protection set by the governance principles. Economic growth in the maritime sector must be governed by protection of the marine environment and its resources. This should be strongly stated in the Maritime Policy.

SMHI is also concerned about the ideas that a European Maritime Policy will be governed at EU-level using European Organisations, while the Marine Strategy on the Environment is governed at regional level by regional and national organisations. With such a different governance of the policies and directives the latter might easily be subordinated the former and thereby weaken the protection of the marine environment and its resources.

## References

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Generaldirektör Maria Ågren har beslutat i detta ärende som föredragits av direktör Tord Kvick samt beretts av Bertil Håkansson.

Maria Ågren  
Generaldirektör