



# Blue Book Commitments of the Oceans Round Table (Grenelle de la Mer)

July 10<sup>th</sup> and 15<sup>th</sup>, 2009





L. Mignaux/MEEDDM

The first meeting of the Oceans Round Table on 10 July 2009 chaired by Jean-Louis Borloo, Senior Minister and Minister for Ecology, Energy, Sustainable Development and Marine Affairs.

## Preface by Jean-Louis Borloo, Senior Minister

The Oceans Round Table is founded on a strong conviction: the seas and oceans were the “great forgotten” of the 20th century. Now, as we enter the 21 century, it is the sea that will save the earth. In fact, it holds by far and away the greatest “potential for life” for humanity: food from plankton, algae and animal protein; medicine from enzymes and molecules of marine species; “blue” energy such as ocean thermal energy and energy generated by ocean swells and waves or deep sea wind turbines; scientific progress with only tens of thousands of species known out of an estimated total of several millions; and economic potential due to its many occupations and trades, its industries of excellence and millions of workers ... However, the sea is also a “colossus with feet of clay”, which is suffering and dying in silence.

Because of its history and geographic location, our country has a particular responsibility towards the rest of the world. France is the only European nation with territory in every ocean. It also boasts the world’s second largest economic expansion area and a continental shelf that is 20 times larger than its national territory. Also, its overseas collectivities mean that it alone accounts for a concentration of nearly 10% of the world’s marine biodiversity, ie 13,000 endemic species and 20% of atolls. While the world is today celebrating the 40th anniversary of the conquest of space, we propose focusing on marine biodiversity - so vital yet relatively unknown - as our new frontier.

That is the reason why we - along with the stakeholders of the Oceans Round Table - wished to extend and deepen the commitments of the Environment Round Table (*Grenelle Environnement*). After several weeks of preliminary consultation, including regionally and via the Internet, the Round Table meetings of 10 and 15 July 2009 enabled the formulation of several hundreds of proposals: the creation of a “navy blue belt” linking the estuaries (in addition to the green and blue belts proposed by the Environment Round Table); the development of marine protected areas to represent 10% of our economic expansion area by 2012 and 20% by 2020 (half of which will become fishing preserves); the inclusion of blue fin tuna and mackerel shark in the CITES; the creation of marine protected areas in fish-breeding areas and sensitive habitats; the production of indicators of the condition of marine environments and the health of ecosystems; the drawing up of plans for vessels and ports of the future; the launch of a “Blue Energy” plan to enable massive investment in renewable marine energy; the creation of a French ship breaking industry and establishment of an “Alliance for Ocean Science”; the creation of a “Council of the French Archipelago” to ensure the integral management of the sea, coast and catchment areas and adherence to the commitments of the Oceans Round Table, etc.

During his address in The Hague on 16 July 2009, the President of the French Republic recognised the legitimacy of the decisions taken by the stakeholders. He also stated his desire to make them central to France’s future national sea and coast strategy. This “Blue Book” is a faithful record of the commitments of the final Round Table meetings: it is hoped that it will serve as a compass for the Oceans Round Table and the entire nation over the next 10 years.

Make no mistake: this “sea planet” is not a spare or alternative planet, and still less a second chance. We must be certain not to make the same mistakes in the sea as we did on land in the last century. It is up to us to prove that we share the values of all those who love the sea: generosity, courage, respect for others and the world.



**Jean-Louis Borloo**

Senior Minister and  
Minister for Ecology, Energy, Sustainable Development and Marine Affairs  
responsible for green technologies and climate negotiations



# Contents

<b>Preamble</b>	page 05
<b>Round Table Meeting 1</b>	page 07
Marine energy	page 07
Transport, ports, shipbuilding	page 09
Mineral resources	page 13
Protecting and developing marine biodiversity	page 14
Sea fishing	page 17
Marine pollution	page 21
International and European governance	page 23
<b>Round Table Meeting 2</b>	page 33
Coastal tourism activities from a sustainable development perspective	page 33
Integrated and ecologically sustainable aquaculture	page 35
Eco-friendly agricultural activities to be protected in coastal areas	page 37
Drastic reduction of pollution from land-based sources and management of macro- and floating waste	page 37
Development and integrated management of the coastline to ensure sustainable development	page 40
National governance and infrastructure of coastal areas	page 43
Improved surveillance and more effective control of the marine environment	page 46
Financing maritime action: a dedicated tax?	page 49
<b>Round Table Meeting 3</b>	page 51
Education on the seas and oceans must become a priority	page 51
Enhancing the image of seafaring occupations and making them more appealing	page 57
A pressing need for knowledge	page 61
<b>Appendix</b>	
Proposals still in square brackets and unvalidated regional proposals	page 70



## Preamble

The sea dominates our planet. A source of known and unknown riches, it covers nearly 72% of the earth's surface and influences our existence in a multitude of ways.

The oceans and their highly diverse ecosystems are vital to humanity. A life insurance policy for present and future generations, they play a key role in our weather and the climate. Conversely, the disruption of the climate may have dramatic physical and biological consequences for the oceans.

The sea is also core to economic and social issues - which extend beyond mere coastal regions - via activities directly linked to the sea and the majority of those in coastal areas, all of which contribute to the fabric of the overall economy.

It is therefore important to identify and implement long-term solutions so that the role of the seas and oceans is recognised and their deterioration prevented, our businesses can be competitive, dependent jobs are maintained and developed, and sustainable development can be ensured in both metropolitan France and overseas collectivities (obviously conditional upon the specific features and skills of the various collectivities).

The future of France's overseas collectivities is largely linked to the sea, a major resource for their development and for meeting the needs of present and future populations. Their resources and potential for development mean that the overseas collectivities provide an opportunity for France to integrate an international dimension into its approach.

In this context, an integrated sea-coast policy will be necessary if we are to find solutions to challenges, manage the sea's resources ecosystemically (both internationally and locally), regulate maritime activities that are largely globalised and sustainably enhance the value of resources that are vital to the future needs of humanity. We must now get to know and understand the sea better, and increase research and development in order to do so.

Following the initial discussions, the stakeholders who had joined together in the Oceans Round Table proclaimed a breakthrough and voiced their agreement on the following facts, principles and objectives:

- The sea - a fragile area where the interaction between factors is multi-faceted, complex and still relatively unknown - is in danger.
- It is vital that barriers between approaches and stakeholders be removed.
- France wishes to pioneer the exploration and protection of this crucial resource. It must pursue and assume its responsibilities at an international level whilst adhering to the safety-first principle and acting to ensure equitable management of the planet.
- There are many opportunities and great development potential linked to the oceans. Research and development will be undertaken to develop these sources of jobs and economic activity. All R&D programmes will include an assessment of the impact of new innovations and activities on the environment. The extent of its maritime area also provides France with major advantages – in metropolitan France and overseas collectivities alike - that must be developed within the framework of an integrated and ambitious maritime policy that fully recognises the European and international dimensions of any issues arising and the solutions thereto.
- Five-part governance (the State, elected officials, employers, trade unions, NGOs) - which has proved its efficacy in the Environment Round Table - is a response that is highly suited to the issues of the sea, and indispensable given the complex interaction and multi-disciplinary approach required to arrive at sustainable solutions. It must also be applied to research and

development, knowledge, assessing environmental impact and evaluating preventive measures, exploiting resources, spatial planning, and monitoring the seas, oceans and conditions for exercising and regulating human activity. This five-part governance must be consolidated at the various local levels in order to ensure that decisions and orientation are correctly managed and monitored.

- This five-part governance is not a substitute for State structures and representative bodies (Parliament; local authorities; organisations responsible for social dialogue and negotiation etc).
- The affirmation of sea/land interdependency - ecological, economic, social and cultural - is core to an integrated maritime policy. The regions, and more broadly the local authorities, must establish a standpoint and confirm their role in this respect.
- Without losing sight of points of disagreement or the need to investigate certain issues more deeply in collaboration with the relevant competent bodies, the Oceans Round Table preliminary consultation process has enabled the identification of a wide range of points on which all stakeholders are in strong agreement.

Europe's Blue Book sets guidelines for an integrated approach to maritime policy. The Oceans Round Table is France's response, and expresses its decision to commit to new methods of production, exploitation, and protecting and using maritime areas on the basis of strong governance that will unite all those involved.





## Round Table Meeting 1

**Solutions must be found to various challenges and issues so that the resources of the sea can be managed sustainably on an international basis and broadly globalised maritime activities can be regulated. To this end, the relevance of the activities to be developed will be analysed according to jointly established criteria, particularly environmental and socio-economic.**

### MARINE ENERGY

One of France's objectives is that by 2020, 23% of all energy consumed will be generated from renewable sources (50% in the overseas collectivities and 30% in Mayotte), which presupposes increasing the production of renewable energy by 20 million TOE by 2020.

With some 11 million km<sup>2</sup> of maritime areas under its jurisdiction, France's potential exploitable energy levels are among the highest in the world. Further, it has many stakeholders, laboratories and scientific and industrial bodies that have the skills and expertise to identify and harness these marine resources.

The contribution of various types of marine energy to the global scenario has been estimated at 3% by 2020. The general objective of ensuring energy autonomy in the DOM/COMs as soon as possible will help France to make its overseas collectivities a showcase for renewable marine energy.

#### **1. Supporting and planning the sustainable development of marine energy**

This development must involve dialogue with the various stakeholders concerned as part of a process of integrated management, and must respect the environment.

Exploitable potential depends on the techniques available, their operating cost, the existence of suitable sites and social acceptance. In March 2009, MEEDDM requested five *Préfets Coordonateurs* to identify favourable sites and carry out an individual consultation with a view to delivering a plan in September 2009 relating to the establishment of deep sea wind turbines off the coast.

This led to decisions to:

- 1.a. Reinforce the IPANEMA initiative (the national partnership initiative for the emergence of marine energy) at national level and work with businesspeople, NGOs and other interested partners to draw up a planning, assessment and research framework covering all existing possibilities (energy from currents, tides, waves, inshore winds and marine biomass, and ocean thermal and salinity gradient energy).

1.b. Finance test centres - points of convergence - open to all project directors working on topics including environmental impact assessments, which will contribute particularly to marine knowledge, observation and research.

1.c. Encourage the most acceptable techniques from a social and environmental point of view. It is also proposed to encourage the development of floating wind turbine technology, which will enable machines to be moved further away from the coast, beyond the limits imposed by the depth of the sea.

Marine energy cannot be developed independently of other types of renewable energy. It was therefore decided to:

1.d. Reserve a place for marine energy in the energy package. Focus on ensuring proportionality between marine and terrestrial renewable energy. Support the development of sources of intermittent renewable energy (wave energy converters and offshore wind farms) by pre-reserving a share (limit set by decree) for intermittent energy in the power supplied to the electricity network, and by systematically preparing risk-benefit impact studies.

1.e. Clarify the regulations applying to marine renewable energy and integrate them into the various levels of decision-making.

## **2. Committing to a proactive industrial policy in respect of marine energy**

It emerged from the Round Table consultations that these types of marine energy cannot be exploited without the introduction of a collectively negotiated, proactive and attractive industrial policy exercising rigorous control over their environmental impact (this requires impact studies that are independent of project directors). It was therefore decided to launch a “blue energy plan”, which will lead to:

2.a. The urgent introduction of provisions enabling the financing of demonstrators and associated logistical structures in all industries (marine turbines, wave energy converters, ocean thermal energy, floating wind turbines) in order to accelerate the development of these technologies and enable the most promising to be selected for the deployment phase.

2.b. The construction of a floating wind turbine demonstrator with the support of a competitive cluster, a hydrothermic demonstrator in each overseas collectivity where possible, three deep-sea turbine sites and two wave energy converter sites.

2.c. The early deployment of these technologies being encouraged by attractive schemes suiting the maturity of each technology (launch of invitations to tender, introduction of buy-back prices etc).

2.d. Investment in shared infrastructures linking areas identified as favourable and the restructuring or adaptation of the capacity of some industrial sites (shipyards etc) and ports (assembly, set-up, maintenance) to develop the marine energy industry.

2.e. The Brittany and Provence-Alpes-Cote d’Azur regions being encouraged and assisted to exploit their advantages in such a way that they can pilot the deployment of marine energy (support for the PACA and Brittany centres of competitiveness).

### **3. Prioritising the development and production of renewable energy in the overseas collectivities**

Work carried out by France in the 1930s and 1980s paved the way for these technologies. OTEC plants should enable energy to be produced in inter-tropical areas (predictably and continuously) as an alternative to fossil fuels. Offshore solutions are preferable given the poor availability of land, but their impact on biodiversity and marine ecosystems must be manageable.

3.a. Favour overseas collectivities and regions for the early deployment of marine energy technologies, which will help to avoid the loss of built-up and agricultural areas due to the development of photovoltaics; they are also well adapted to the very restricted electricity system in the islands (less intermittent and more predictable than solar or onshore wind energy).

3.b. Study the feasibility of introducing an ocean thermal energy demonstrator in each DOM/COM.

3.c. The availability of deep, cold sea water could provide an opportunity to study the possibility of developing its specific properties for aquaculture (specifically its richness in nutrients) following an environmental impact study.

### **TRANSPORT, PORTS, SHIPBUILDING**

A great maritime nation must have a strong, efficient merchant navy, attractive ports and innovative and competitive shipyards. France must also have recognised expertise so that it can export its know-how. It must develop an international port engineering offering. This activity, which makes bulk transport possible but is not without environmental impact, requires heavy infrastructure to link ports to the hinterland and major built-up areas.

The national ports policy must exploit all the potentialities of our dense network of commercial ports: the large sea ports, vital for supplying the country and providing access to world markets, and the commercial or “national” ports managed by local authorities, essential for supplying local regions, inter-modal transfers and short-distance sea transport. Exploiting all the potentialities of port networks will increase commerce, so it is necessary to anticipate the various types of environmental impact:

- Flow of land traffic to and from the hinterland, heavy port facilities, road and rail network infrastructure (water, gas and electricity)
- Risks linked to the setting up of future companies like Seveso
- Urban sprawl caused by port installations, accommodation requirements and management of tourist cruise traffic in ports of call and termini

## **A – Ports**

### **4. Developing a national ports strategy**

Our ports must be made attractive and competitive through investment. Ports cannot be planned or developed without a prior analysis of their relevance, and any such planing or development must recognise the importance of sustainable development and superior service quality to ensure the smooth transit of goods and people.

It was decided to:

4.a. Initiate strategic projects relating to port facilities to maintain the ability of ports to respond to growth in maritime traffic and introduce environment-friendly transport and supply chains via a medium- to long-term sustainable development strategy. This strategy will take account of the need to create land and sea access, and the necessity of preserving ecosystems.

4.b. Develop a national ports strategy based on the strategic plans of seven French sea ports to ensure the improved development of the national ports network. Create an inter-port authority (for example a “National Ports Council”) to fulfil this task.

4.c. Audit the sectoral port reforms of 2004 and 2008 in order to ensure that the original goals - flexibility and competitiveness - have been achieved, and to assess their compatibility with the new maritime policy emerging from the Oceans Round Table.

### **5. Sustainable ports of the future**

5.a. These must take up as little land as possible, have minimal environmental impact and be well integrated into the town along the lines of an “urban port”. Local authorities must be involved in the decision-making process, particularly the port planning policy (including pre-emptive right), and reciprocally the port must be linked to the town planning policy for the urban fringes (planning documents, authorisations for commercial equipment for all harbour activities, fishing and commercial land concessions).

5.b. Conceptualise an “offshore” commercial port with “sea-land” links by 2015 and assess its economic and environmental advantages over those of an “onshore” port; this concept must also be investigated in terms of harbours (particularly the reduced impact on islands).

5.c. Ports of the future must be well designed and maintained: best practice must be encouraged in respect of port maintenance (management of waste, discharges, dredging, piling, macro-waste) and their design must take account of research, the GEODE information resource and the results of incidence studies.

5.d. They must be innovative, particularly with regard to energy and the management of waste generated by port infrastructure (port and vessels). Innovative approaches are needed for the recovery of sediment from dredging (reuse) and improving sorting and treatment techniques, including the extraction of macro-waste from dredging and piling. A discharge recovery procedure must be developed and a process must be introduced for treating the most polluted discharges on shore.

5.e. Ports must offer the best possible services, particularly when it comes to transferring waste from vessels. They must be assisted in complying with Directive 2000/59 regarding waste reception facilities, which must operate under conditions compatible with the commercial operation of vessels, and access must be facilitated to such facilities where they exist. Water from holds and/or bilges should be removed while vessels are being worked

upon so as to minimise the length of time they have to remain in port, and ports must be encouraged to dispose of black water without discharging it into the sea.

5.f. To limit pollution, equipment must be introduced to provide connections to the electricity and waste water evacuation networks etc, and vessels must then be obliged to connect to it.

5.g. Recognition of pollution risks must be improved, particularly accidental risks relating to port-based industries.

## **B - Maritime transport**

### **6. Supporting the maritime transport of goods and passengers - providing a modal transfer system**

The challenge is to maintain the competitiveness of ship owners who are concerned for the safety of their vessels and the working conditions and safety of their crews, whilst adhering to high regulatory standards. The maritime transport offering must provide simplified and widespread sustainable solutions (economic, social and environmental) for transporters. It was decided to:

6.a. Study the possibilities of transferring from other modes of transport - particularly road - to maritime transport (development of sea highways and short- and medium-distance coastal transport, steps to regulate logistics networks), particularly on the Atlantic Arc. Aim to double the current share of modes of bulk transport carrying containers to or from ports and to develop shorter pre- and post-shipment periods for containers imported or exported by French companies.

6.b. Assess sea highway projects in terms of their environmental impact and socio-economic usefulness (bulk transport is better for the environment, truck drivers can rest during crossings, sea highways are quicker and safer than roads); assess them in a European context; assimilate the vessels used for sea highways into fully or partially financed transport infrastructures and initiate a plan to build new RO-RO vessels.

6.c. Specify feedering methods for large vessels.

6.d. Simplify and codify the rules applying to maritime transport, particularly Customs formalities: maritime transport must not be subject to any more break of load or administrative formalities (particularly Customs) than the equivalent road transport.

6.e. Carry out comparative analyses of national and foreign assistance mechanisms for maritime transport.

6.f. Develop an inter-island network to fully integrate islands into their regional economies, particularly in the overseas collectivities. A maritime transport experiment could give rise to and enable an assessment of demand for maritime transport, as could an additional coastal navigation offering between the Antilles and Guyana. Develop the inter-island network with Sardinia (maritime transport, freight and connection to the Galzi gas pipeline). Create boat-bus lines between the Corsican ports; develop goods and passenger transport on the lagoon rather than increase the number of roads on Mayotte; develop coastal navigation in Guyana. In Corsica, preserve a local maritime service for the public that is environment-friendly and will bring economic and social development to the island.

6.g. Develop interurban maritime transport ("eco-friendly coastal tramways") along the main axes and establish connections with multi-modal land transport.

## **C – Shipbuilding**

The French shipbuilding sector comprises a large number of businesses, often SMEs: shipyards, equipment manufacturers, engineering companies etc. It is involved in an extended range of maritime activities such as construction, repairs, ship conversion and engineering, and also offshore technologies. The success of this sector is based on know-how.

Our long-term strategy for this sector must aim to meet major challenges and ensure a leading role in international shipbuilding: it must be able, in a fair competitive environment, to provide vessels meeting the requirements of ship owners and navies: safe, environment-friendly, economical and at the cutting edge of technology. More stringent maritime safety requirements will be needed worldwide for eco-designed vessels. It was decided to:

**7. Reconsider the design and layout of fishing boats, particularly their capacity under constant fishing effort** with a view to increasing diversification (scientific observation, depollution etc), and support the changes needed in European regulations in this regard.

### **8. Orientate research towards the complex vessel segment**

8.a. Define a shipbuilding strategy: create a structure for directing research that will bring together those in France capable of defining standards for vessels of the future, including waste water management and energy efficiency.

8.b. Develop eco-approved engines for seagoing vessels.

8.c. Encourage inter-regional cooperation in respect of shipbuilding in the Caribbean.

## **D - Eco-design and ship breaking**

Ships are currently broken up in some countries under conditions that are unacceptable from an economic, environmental and social point of view. Demolition capacity is highly inadequate in terms of foreseeable requirements. Based on this twofold observation, it would appear necessary to:

**9. Encourage / organise the creation of a French ship breaking, recycling and depolluting industry**, favouring a local approach and encouraging shipyards to operate according to the principles of sustainable development (including overseas) and retiring the ships that are the least safe and most harmful to the environment. This industry could be steered by a public interest group. Particular use should be made of existing experience and skills. A sponsor will soon be appointed and work will begin on establishing this industry.

### **10. Take action at European and international level to strengthen regulations relating to ship breaking:**

10.a. Through the European Union, change international regulations so that ships are broken up according to standards that are stricter, both socially and environmentally. Promote a message internationally to accelerate the ratification of the Hong Kong IMO Convention of May 2009 and initiate negotiations to extend it.

10.b. As part of the European strategy on ship breaking, France will support an initiative to strengthen legislation on the breaking up of civil and military ships and other maritime installations at the end of their life and will monitor its application. In particular, this initiative will encourage European ship owners to have their ships broken up in countries with sufficient capacity to process or store dangerous waste, or alternatively those that are able to repatriate and process this waste in Europe.

## MINERAL RESOURCES

Mineral resources from the sea bed (aggregates, hydrocarbons, gas) would seem to be very important, although little is known about them as yet. The exploitable potential appears to increase as the ocean depths are explored and technology progresses.

But before developing the extraction of minerals at sea, it is necessary to ensure that these activities will cause as little damage as possible to marine ecosystems.

Marine aggregates, lithothamnion and shell sands are currently extracted in coastal areas.

### **11. Shallow extraction activities**

Given the large demand for sands, it was decided to:

11.a. Determine exploitation objectives and targets for any increase in extraction activity with reference to the national sea and coast strategy and from the overall viewpoint of the integrated management of uses of the sea and coastal area.

11.b. Carry out an advance study on the exploitation potential of resources, which must also include improving conditions for dialogue between users from shared scientific bases within a formal framework that extends beyond a single consultation.

11.c. Jointly draw up criteria for the relevance of the exploitation of marine aggregates, particularly including environmental and socio-economic aspects.

11.d. Finalise the MEEDDM/IFREMER/BRGM study launched in 2004 on the list of aggregate resources in 11 coastal *départements* and extend it systematically to identify the least stressed areas (whether in environmental or socio-economic terms) and prohibit extraction on the foreshore (except to manage coastal erosion within the same sediment cell); draw up a methodological guide on assessing the impact of extraction projects on sensitive sites for installations subject to authorisation.

11.e. Research substitutes for lithothamnion; for example by structuring an industry to recover oyster shell waste.

## 12. Deep sea mining projects

It was decided to:

12.a. Prepare for the medium-term development of deep sea mining projects by immediately beginning to organise the development and industrial management of offshore mineral extraction processes on the basis of improvements in the knowledge of the ocean depths. This action, which will take into account the environmental impact of this type of exploitation, will depend on pooling the skills and expertise of industrial and commercial public establishments and mining and engineering companies within the framework of a public-private consortium. A multiple partnership would be preferable, to encourage project transparency and the implementation of a pilot system in parallel to the development of projects and experiments. Methods and criteria for assessing the impact of the experiments on deep sea sites must be drawn up by a number of partners, particularly competent NGOs.

12.b. Identify and protect areas of very rich biodiversity (known as “hot spots”) in accordance with the skills available in overseas collectivities.

12.c. Undertake to support the designation at the 2010 session of the International Seabed Authority of marine protection areas on the basis of scientific information and specific criteria to ensure the protection of marine ecosystems. Give wider consideration to strengthening the mode of governance of the Authority.

12.d. Ensure that the investigation of any possible exploitation of gas hydrates includes the related environmental impact and risks, and apply the safety-first principle.

### PROTECTING AND DEVELOPING MARINE BIODIVERSITY

Even though little is known about it, we are aware that marine biodiversity is very rich, fundamental to the continuity of the role of marine ecosystems and seriously under threat, particularly from human activities. Significant action has been taken in recent years on a national basis to protect marine biodiversity, particularly via the National Biodiversity Strategy and the creation of the Agency for Marine Protected Areas.

In the face of these threats, we must go further to heighten the visibility of our action, ensuring that it is consistent with international, European and national public policies and thereby helping to restore marine environments to sound ecological condition.

Maritime areas in overseas collectivities are particularly concerned in the issue of protecting and developing their very significant natural heritage.

## 13 and 14 - Setting up a network of marine protected areas

13. On an international level, France will take action to:

13.a. Reinforce the objectives of the Convention on Biological Diversity (CBD) regarding marine protected areas by allocating a substantial amount of land to marine reserves.



13.b. Defend the creation of a network of marine protected areas and marine reserves in the Southern Ocean south of 60°S in line with the Convention on the Conservation of Antarctic Marine Living Resources.

13.c. Develop marine areas in the high seas through six regional conventions to which France is a party, particularly via OSPAR's pilot MPA project (Charlie Gibbs zone).

13.d. Make an active contribution to the recommendations of the group of experts working on the CBD, recommending the designation of significant ecological and biological marine areas in the high seas and extending the networks of marine areas and marine reserves in the high seas.

13.e. Support the organisation of the International Marine Protected Areas Congress 3 (IMPAC 3) to be held in Marseilles in 2013, and promote the organisation of regional conferences on marine areas.

13.f. Watch over the manner in which these protected areas are monitored and protected.

13.g. Accelerate the procedure aiming to establish the Bocche di Bonifacio as an international marine park and particularly vulnerable maritime area.

**14. On a national level**, it was decided to:

14.a. Promote the implementation of guidelines in respect of marine protected areas adopted in COP 9 of the CBD with the aim of establishing a cohesive, representative and well-managed network of marine protected areas for 10% of the oceans by 2012 (international objectives of the CBD) and 20% by 2020, an overall average of half of which will be designated as fishing preserves; the area set aside for each site is to be defined case by case, in consultation with professional fishermen and other stakeholders. This aim may be realised in overseas collectivities, and particularly French Polynesia and New Caledonia, by the creation - in consultation with the collectivities and subject to their agreement - of marine protected areas in the Marquesas Islands, the vicinity of Rapa Island and the Coral Sea pursuing the aims of sustainable management of natural resources and the preservation of biodiversity.

14.b. Draw up a methodological framework for establishing marine protected areas (MPAs) to safeguard specific species, habitats or outstanding ecosystems and to further the sustainable development and management of activities. This methodology, which must fall within the international objectives of the Convention on Biological Diversity, will be defined and managed by the public authorities in such a manner as to contribute to the aims of the European Marine Strategy Framework Directive (MSD). The various stages will be: producing a robust scientific analysis in conjunction with ocean users; defining the protection objective; defining the scope of work, management orientation and an upstream assessment of the desired results, the area of the MPA, the various levels of protection within the area of the MPA; implementing management; and monitoring the MPA by means of improved control. All these stages will be realised within an ongoing framework of scientists and stakeholders in the Oceans Round Table. The methodological guidelines must be finalised and endorsed by the public authorities before the end of 2009.

14.c. Within this framework, test an ecosystemic and concerted approach to fishing by establishing concerted exploitation and management units in six pilot fisheries: four in metropolitan France, in the coastal areas covered by the four regional advisory councils (Med, NW, SW and North Sea), and two in overseas regions. Fishermen and other users of the area must join together to pool their observations and knowledge, define common long-term objectives (environmental, social and economic) and establish long-term management plans. Each site will have a coordinator who will be responsible for providing the leadership, information and organisation necessary to ensure the proper operation of the concerted

exploitation and management unit. The first results will be presented to the European Commission at the end of 2012, shortly after the introduction of the new Common Fisheries Policy. Sites will be defined in consultation with businesspeople, scientists, environment protection organisations and public authorities.

14.d. Strengthen the network and management methods of marine protected areas by accelerating their implementation, particularly in the Natura 2000 network and Mediterranean areas to comply with the objective of a complete, cohesive network by 2012.

14.e. Complete the national marine protected area strategy in order to help manage resources, particularly halieutic.

14.f. Strengthen measures to protect/restore threatened marine species and/or marine sanctuaries and mammals by helping to create new sanctuaries (especially in the Caribbean) and consolidating existing sanctuaries, particularly through improved controls.

14.g. Create marine reserves or other mechanisms suitable for the protection and management of breeding areas and sensitive habitats in consultation with stakeholders.

14.h. Classify tropical marine ecosystems, particularly the terrestrial portion of Europa Island and its territorial waters, as national natural reserves by the end of 2010. Create marine protected areas in the Scattered Islands and the Marquesas Islands in consultation with the collectivities and in accordance with their specific skills.

## **15. Initiatives to protect coral reefs and mangrove swamps**

Improve measures to protect mangrove swamps and coral reefs:

15.a. Increase the protection of coral reefs by encouraging international zones to recognise the ICRI, broadening the composition of the ICRI and making it more representative, and maximising the impact of International Biodiversity Year (2010).

15.b. As a matter of urgent necessity, continue the effort to establish a marine park to create a platform for consultation and management and to save Mayotte lagoon, which is under threat from a number of directions. This step is vital if the island of Mayotte and its lagoon are to be declared a UNESCO World Heritage site. Establish a Mangrove Swamp Institute and observation establishment.

## **16. Initiatives to protect marine mammals**

16.a. Support Europe's position on the prevention of Japanese hunting in the Southern Ocean and prohibit all lethal methods in scientific research.

16.b. Take the necessary measures to limit noise pollution, collisions with ships and incidental catches in fishing gear (support PROCET research and test programmes by professional fishermen, etc).

16.c. In consultation with stakeholders, strengthen protection methods and measures in the Mediterranean's Pelagos sanctuary.

16.d. Within the framework of the International Whaling Commission, help to change the convention regulating whale hunting into one that protects cetaceans and marine mammals, particularly by including a definitive and global prohibition on "scientific" hunting and by promoting the creation of sanctuaries in the high seas.

## SEA FISHING

Since the end of the Second World War, catch sizes have been increasing in response to growing demand for fish products in France and across the world. The current total of about 100 million tonnes would appear to have reached a ceiling, given the already excessive pressure on fish stocks.

- Sea fishing today is facing a number of major challenges:
- The environmental challenges of sustainability and biodiversity
- The challenge of food safety (quantitative and qualitative)
- The challenge of economic profitability
- The challenge of the decline in the image of seafaring occupations and the vocational crisis

With regard to maritime fishing, and whilst noting that this field requires further investigation, the Environment Round Table has already decided on a number of courses of action, including:

- The development of eco-labels
- Eco-systemic management by geographic management units
- Testing the individual quotas administered
- Supervision of leisure fishing

Whilst an important meeting to revise the Common Fisheries Policy is to be held in 2012-2013, the work of the Oceans Round Table has highlighted the following courses of action.

### **A - Develop and enhance the image of sustainable fishing processes (ie those that are tailored to the resources available and are energy-efficient)**

#### **17. Develop and enhance the image of sustainable fishing processes that are tailored to the resources available**

17.a. Develop long-term ecosystemic management plans defining three- to five-year catch objectives using the scientific process to establish the total admissible catch in conjunction with annual quotas.

17.b. Increase experimentation with selective fishing techniques on board fishing vessels to reduce incidental catches.

## **18. Encourage and foster technological and practical developments**

18.a. Encourage selective fishing vessels and gear with limited environmental impact. Discharge objectives will be set after further investigation by the Fishing Conclave; recycle all fishing products, including waste.

18.b. Encourage and support tests by fishing vessels within the framework of a centre or network of technical expertise.

18.c. Provide financial support for industry-wide changes.

18.d. In the short term, organise a national competition to recognise innovations reducing environmental impact, increase energy savings and promote selectivity.

18.e. Support French fisheries in their move towards eco-labelling on the basis of FAO and social/environmental criteria; support the introduction of a quality process aimed at promoting products from the French fishing industry among retailers and factor the impact of the various types of fishing into the process.

18.f. In Reunion, work with members of the industry to promote an eco-friendly certification system for fisheries and label their products accordingly; in parallel, launch a process to approve all fisheries operating in the French Southern and Antarctic Lands.

18.g. Work with developing countries to ensure they have access to these labels.

18.h. Develop sustainable fishing in the Indian Ocean islands using appropriate "free zone"-type mechanisms. Encourage the employment of seafarers who are EU nationals and bring sound practices into general use with regard to fisheries management.

Discussions on the reform of the common organisation of fishery and aquaculture products will be held at the Fishing Conclave.

## **B - Improve the integration of fishing activities into the coastal economy whilst recognising specific local factors, particularly in the overseas collectivities**

### **19. Make it easier for fishermen to diversify:**

19.a. Recognise fishermen who provide services of wider benefit (data collection, recovery of macro-waste, support in combating pollution). Adapt the regulations to allow diversification and plan to introduce the requisite mechanisms for financing, equipment and training.

19.b. Use a simple regulatory framework to guarantee appropriate safety conditions and thereby allow the carrying of passengers, which is a genuine way to diversify small-scale fishing and marine aquaculture towards eco-tourism ("pescatourism").

### **20. Modify fishing organisations and the CFP**

20.a. In Mayotte - where devolution has necessitated the introduction of fish and fisheries trade bodies – strengthen the structure of the industry in terms of regulatory measures (Act 91-411) and take the EU Common Fisheries Policy (CFP) into account.

20.b. Promote a reform of the Common Fisheries Policy based on the definition of management objectives at Community level but allowing Member States to choose their own management mechanisms and methods.

## **C - Protect endangered species and sensitive areas**

### **21. Recognise and protect sensitive spaces**

21.a. Recognise fishing preserves as a fishing management mechanism combining the objectives of sustainable management of natural resources and preservation of biodiversity - and hence as a new category of marine protected area - by establishing the principle of their collegial management with all stakeholders. Establish such protection over 5% of French territorial waters by 2012 in line with the skills available in the overseas collectivities (according to a strategy to be drawn up by the end of 2010 and assessed by various scientific bodies (ICES, GFCM), advisory and consultation bodies (RFO) and bodies specific to overseas collectivities (ICCAT, IOTC, CCAMLR etc)) - and over an average of 50% of MPAs (the target being 20% of exclusive economic zones by 2020) as part of the roll-out of eco-systemic fishing management plans.

21.b. Identify sensitive sites (deep-sea corals, seamounts, hot springs) for which it is necessary to institute closed fishing areas or prohibit fishing practices, in line with the skills available in the overseas collectivities.

21.c. Support the closure of high seas fishing pockets adjoining France's exclusive economic zone in the Pacific.

### **22. Preserve endangered species**

22.a. Promote the addition of the blue fin tuna and mackerel shark to the CITES species list - Annexe I or II - and encourage other parties to do the same; set up a think tank with partners to consider international measures to ensure the sustainable management of vulnerable species; prohibit shark finning; curb the overfishing of sharks.

22.b. End mackerel shark fishing in France at the Ile d'Yeu (six boats) by not renewing the relevant fishing licences when the holders cease fishing, and by helping sea fishermen from the Ile d'Yeu to convert to other types of fishing insofar as possible.

22.c. Set the annual TAC for blue fin tuna on the basis of scientific opinion: France will support this position in European bodies and in the International Commission for the Conservation of Atlantic Tunas (ICCAT) in respect of blue fin tuna fishing.

22.d. Step up measures to police illegal tuna fishing.

22.e. Strengthen fishing control measures, and specifically:

- Prohibit any transfer of fishing products at sea (unless an exception has been made for specific, fully justified reasons - such exceptions must be strictly controlled)
- Bring a vessel monitoring system into general use, including for support vessels
- Combat illegal fishing through specific European programmes

**23. Given the importance of deep-sea fishing in terms of employment, a working group will examine the conditions for sustainable management of deep-sea trawling and possible diversification and reorientation of people and equipment.** This work will include the issue of a moratorium on the exploitation of deep-sea halieutic resources, particularly in terms of the CFP. A mission chaired by Mr Louis Le Pensec, ex-Minister for Maritime Affairs, will be set up to deal with issues relating to deep-sea fishing.

*Proposals where a consensus was not reached will be re-examined by the Fishing Conclave.*

#### **D - Design dedicated fishing ports**

##### **24. Modify the design of fishing ports**

24.a. Distinguish between unloading, processing and sales areas.

24.b. Create and organise “upstream” and “downstream” logistics networks.

24.c. Develop fishing ports to take account of the diversification of fishing vessels and regulatory changes in the processing of discharges.

**25. Encourage vessels fishing in France’s exclusive economic zones to access and use French ports in overseas collectivities**, as this will help to develop ship repair and conversion units and possibly the processing of fish products (through the creation of free zones) and will provide more jobs for French seafarers.

#### **E - Improve the management of leisure fishing**

**26. To begin with, apply the shore fishing charter adopted at the end of the Environment Round Table and introduce a boat fishing charter** (before end 2009). Carry out an assessment after two years to establish whether it might be viable to introduce boat, undersea and shore fishing permits.

##### **27. Modify regulations:**

27.a. Mark fish caught during leisure fishing with a notch in their dorsal or caudal fin to avoid their illegal sale on market stalls or in restaurants.

27.b. Prohibit fishing for certain species as and when necessary and impose “biological rest” periods in foreshore zones. Measures already in place in other countries (Ireland, Canada) could be used as a basis for this.

27.c. Move from the uncontrollable idea of a “family table” to management based on quantities and numbers so as to reduce authorised catches to a minimum (eg maximum weight per fisherman).

## MARINE POLLUTION

About 20% of sea pollution originates from maritime activities, prime among which is shipping with the discharge of hydrocarbons, fuel residue (emptying of fuel tanks), cargo residue and ballast water. Atmospheric pollution is also significant, as are containers falling into the sea that may contain toxic substances, and/or the disposal of household waste. The sea may also be affected by “accidents” (oil slicks, algal blooms).

Reducing sources of pollution is a challenge for shipyards, ship operators, the countries responsible for controlling them, countries whose coastlines fall victim to pollution and the flag states responsible for controlling their vessels.

Regulations - International (MARPOL Convention), European (ERIKA packages) and French - have been considerably strengthened. But we need to go further and aim to remove or at least dramatically reduce pollution linked to maritime activities, and must ensure fair compensation for damage caused to the marine environment. Marine pollution has a substantial impact on the quality of water, marine sediment, biodiversity and the air.

### **28. Reducing discharges by vessels (exhaust gases, fuel, waste, cargo, ballast)**

28.a. Apply a “zero discharge” policy in port, and aim to extend the limit to three nautical miles by way of incentives, prohibition and ad hoc sanctions. Make it compulsory to install suitable sanitary services on land.

28.b. Introduce a clear labelling system to notify the public as to the content of antifouling paints and the recommended conditions for their use (boating).

28.c. Investigate and embark on operations to clean up potentially polluting and dangerous wrecks and make them safe.

28.d. Apply international regulations relating to ballast water, particularly in order to prevent the introduction of invasive species. Protect biodiversity by developing innovative approaches to managing ballast water and sediments, and by applying the IMO International Convention for the Control and Management of Ships’ Ballast Water and Sediments (2004). A working group will determine the most suitable method for managing ballast water in ports.

28.e. Have the Mediterranean registered as a Sulphur (SO<sub>x</sub>) Emission Control Area, whilst recognising the realities of coastal transport.

28.f. Make the Mediterranean a special area in respect of all annexes to the MARPOL Convention.

### **29. Reduce sea pollution by maritime activities other than transport**

29.a. Prohibit the discharge at sea of polluted dredging spoil: establish an industry to process dredging spoil and recycle related macro-waste.

29.b. Ratify the IMO Wreck Removal Convention.

29.c. Develop maintenance techniques for estuaries, port areas and access channels, and methods for managing dredging spoil and sediment, whilst working simultaneously in a number of directions:

- Encourage the implementation of better maintenance techniques for port areas and access channels (dredging, discharge of debris).

- Expand applied research and develop innovative approaches to enable dredging sediment to be recycled (eg reuse) and improve knowledge to aid in the analysis, sorting and depollution of waste products, including the extraction of macro-waste.
- Encourage the growth of energy-efficient processing industries (including land-based processing of the most polluted discharges), related port activities and the examination of financing conditions.
- Consider introducing a tax on dredging spoil pollution as part of the integrated management of sea and coastal activities.
- Take this issue into account when developing river / inland waterway transport.

### **30. Combat pollution effectively**

30.a. Notify those involved of the places of refuge named in the EU's ERIKA package.

30.b. Introduce response methods at sea that are suited to the different categories of vessels using the waters under French jurisdiction, taking particular account of the trend towards giant ships.

30.c. Introduce "Infra Polmar" (pollution control) plans.

### **31. Prevent accidents and pollution**

31.a. Revise the international rules setting minimum crew numbers for vessels in transit.

31.b. Improve container traceability and reduce the numbers falling into the sea.

### **32. Identify and take disciplinary action against those causing pollution**

32.a. Continue developing technologies to combat pollution.

32.b. Improve pollution location: drones, improved combination of radar and satellite images.

32.c. Make the entire operator chain liable, right up to the flag state.

### **33. Improve compensation for victims of pollution**

Promote new rules for the IOPCF to improve compensation for damage sustained, encourage the collectivities to introduce "Infra Polmar" plans, strengthen Polmar plans in the face of new risks from maritime transport, heighten awareness among elected officials and other interested parties on the coast to approaches to marine pollution and prepare them to implement these approaches. A parliamentary task force will be set up to deal with the issue of the IOPCF.



## INTERNATIONAL AND EUROPEAN GOVERNANCE

The oceans are characterised by the movement of water masses that are not governed by the maritime borders instituted by the Montego Bay Convention. There is no integrated international maritime policy: maritime activities, particularly shipping, are regulated by the International Maritime Organisation which is increasingly turning its attention to the ecological problems posed by shipping; fishing activities are monitored by the FAO and regional fisheries organisations, biodiversity issues are handled by various bodies (IWC, CITES, UNESCO etc). Topics relating to social and working conditions are dealt with by the ILO. It would appear that there is a need for a consistent international policy integrating all aspects of the ocean.

One of the measures proposed is to join with our European Union partners and other interested countries in promoting the negotiation of new legal mechanisms (for example, a convention applying the Convention of the Law of the Sea that relates to protecting and conserving biodiversity in the high seas).

For its part, France must ensure an active presence in international bodies due to its international status, the extent of its marine areas and the need to develop its maritime interests, not only those of vessels flying the French flag and its businesses, but also and above all those of its coast and waters. The old order must be replaced by one that enables the voices of coastal states to be heard, particularly within the IMO, which continues to see its main role as that of guarding the interests of world transport and commerce.

The issue is therefore for France to give direction to its actions at an international level by integrating them into a global maritime strategy. The Oceans Round Table must participate in identifying major objectives that can be translated into a programme of action. Given its standing as a maritime nation, France must back the technical cooperation initiatives that are inseparable from the raising of environmental and social standards, particularly within the framework of the ILO. This entails assisting other countries to implement regulatory measures and to assess their ability to apply international standards in an effective manner. Lastly, France must help to produce a European maritime policy and enable Europe to play a useful driving role in international bodies.

### **A - Improve international governance of the oceans**

#### **34. The Montego Bay Convention on the Law of the Sea:**

The Convention on the Law of the Sea should be revised to better recognise environmental concerns and take account of the possibilities opened up by technological progress for exploiting the ocean depths and developments linked to climate change. It was decided to:

34.a. Assess the Convention on the Law of the Sea as it relates to all the issues of sustainable development (transport, leisure, maritime safety, protecting the environment, nature conservation and preserving biodiversity, combating pollution, competitiveness, jobs and working conditions, climate change) via the United Nations' informal consultative process and its Division for Ocean Affairs and the Law of the Sea (DOALOS).

34.b. Provide an active contribution by France to the deliberations taking place at the next meeting on the Convention on the Law of the Sea with the aim of ensuring that increased recognition is given to issues relating to maritime safety on the high seas and that biodiversity in the oceans is better protected.

### **35. Enable the International Maritime Organisation to operate more effectively**

35.a. Promote the revision of the criteria concerning the level of representation of countries whose voting rights are based solely on the total tonnage of vessels registered there with no consideration of other criteria.

35.b. Raise the level of recognition given to environmental and social criteria in the organisation's decision-making process in comparison to economic and technical criteria.

35.c. Increase the number of observers at the IMO (NGOs etc).

### **36. Defend biodiversity more effectively at global level**

36.a. Strongly support the integration of marine issues in the mandate (currently under negotiation) of the Intergovernmental Science-policy Platform on Biodiversity and Ecosystem Services, an international panel of experts on biodiversity that is comparable to the IPCC (the existing group of international experts operating under the United Nations Convention on Climate Change).

36.b. Encourage the establishment of indicators to monitor marine biodiversity and support a consistent policy within international bodies helping to protect maritime biodiversity by taking care to ensure that there is complementarity between these bodies, CITES and the regional fisheries organisations for halieutic species.

36.c. Promote international deliberations on marine biodiversity in areas beyond national jurisdiction within the ad hoc group convened by the UN Assembly General (New York in 2006, 2008 and scheduled for 2010).

### **37. Take effective action at regional level**

37.a. Strengthen institutional coordination within regional maritime basins by encouraging rapprochement between the secretariats for the relevant regional conventions on the sea, the IMO, the International Seabed Authority and the corresponding regional fisheries organisations to ensure sustainable management of resources including on the high seas, by improving coordination between the regional fisheries organisations operating at least partly on the high seas, and by ensuring France's participation in an assessment of regional fisheries organisations with regard to the implementation of United Nations resolutions.

37.b. At international level, strengthen and unify the fight against illegal, unreported and unregulated fishing: enhance methods for providing checks and controls, publish black lists of offending vessels for all regional fisheries organisations, prohibit all transfers at sea, and bring a vessel monitoring system into general use, including for support vessels. Control the granting of fishing licences to avoid offending vessels registering under another flag.

37.c. Institutionalise periodic regional maritime conferences initiated by coastal states.

37.d. Investigate and promote closer links between systems for protecting regional seas and regional fisheries organisations; encourage transfers of experience between maritime basins: support the Barcelona Convention and the Mediterranean Action Plan, the only regional sea convention that recognises sustainable development goals other than environmental competence (1995 amendments); use SPAMI as a reference for cooperation between regions; assess the opportunity to transpose the Barcelona Convention Integrated Coastal Management Protocol to other regional seas impacting our overseas departments and collectivities: East Africa (Nairobi Convention), Caribbean (Cartagena Convention), South Pacific (Noumea Convention) and, depending on the results of the assessment, consider promoting this type of mechanism; see to it that the Charlie Gibbs fracture zone (CGFZ) - recognised in 2008 as an "area of scientific interest" by the last OSPAR commission - is

changed by the decision of this commission (due to meet in 2010) into a pilot marine protected area. To ensure satisfactory protection of this area, France must encourage cooperation with other interested international bodies (IMO, ILO, International Seabed Authority, NEAFC), each competent within a specific field (transport, working conditions, high seas, fisheries). In the longer term, extend this experience to other regional frameworks. Draw lessons from the integrated approach in the Baltic Sea that may be applied to other regional seas.

### **38. Complete the delimitation of maritime areas**

Enter into negotiations with the countries concerned with a view to proceeding as swiftly as possible with delimitations that have not yet been completed.

### **39. Defend the oceans in negotiations on climate change**

39.a. Give oceans greater weighting in negotiations on climate change to supplement work already carried out by the IMO and in the United Nations Convention on Climate Change; to this end, monitor the Manado declaration on the impact of climate change on the oceans.

39.b. Include in France's mandate to negotiate agreements in Copenhagen the proposal to define a precise world target figure for reducing greenhouse gas emissions from maritime transport (via a quota agreement and/or regulations and/or taxation etc).

## **B - Make France a driving force at international level**

### **40. Strengthen action taken by France in international bodies**

40.a. Reinforce France's presence in international structures and bodies such as the International Maritime Organisation (IMO) and European Commission (DG Research), and particularly those relating to promoting industries and setting standards therefor (International Energy Agency - Ocean Energy Systems (IEA-OES), International Electrotechnical Commission (Technical Committee 114 for the standardisation of marine energy)) and also regional fisheries organisations.

40.b. Increase the number of dedicated staff within the international function: they will need to have linguistic skills and international negotiation abilities. In the short term, create a network between EU Member States to enable the emergence of a genuine European maritime policy. Extend our network of advisers responsible for maritime issues abroad.

40.c. Improve France's capacity to participate in international negotiations, particularly by establishing a synergy whenever possible between the State, elected officials, social partners, organisations and experts, and include representatives of the marine sector in national delegations at international meetings. (The European aspect of these actions is covered elsewhere.)

40.d. Play an active role in the Global Ocean Forum and regional conventions (Barcelona, OSPAR etc).

40.e. Create a database listing the international initiatives and actions with which France is associated.

#### **41. France must facilitate the enactment of international law**

41.a. Transpose international law in France: France must complete the transposition of the Montego Bay Convention into French law. Identify priority international issues relating to the sustainable development of marine resources and ratify international conventions in this respect. Draw up an inventory: signatures, transpositions and ratifications in progress and pending in France of all international and European texts relating to marine issues. On the basis of this inventory, accelerate the process for proceeding with the necessary ratifications. Ratify the Bunker Oil Convention. With regard to pollution prevention, sign without delay and rapidly apply the HNS Convention on liability and compensation for damage in connection with the carriage of hazardous and noxious substances by sea. This is all the more important as liquefied gas is one of the hazardous substances concerned and metropolitan France intends to develop methane terminals.

41.b. France must encourage states to transpose international law: France must maximise its diplomatic potential, using teams with sustained expertise, to lead to the adoption and rapid application of conventions (HNS of 1996, IMO 2004 on the management of ballast water, Hong Kong 2009 and 2007 on the removal of wrecks). France must encourage other states – most particularly the USA - to ratify the Montego Bay Convention.

### **C – Oppose flags of convenience and raise international standards relating to social conditions and the prevention of pollution**

#### **42. Social initiatives**

42.a. Raise the social level of seafarers, make seafarers' recruitment companies more ethical and increase their social responsibility, systematically detain all vessels that do not satisfy international ILO requirements.

42.b. Draw up a comparative analysis of the various classifications existing for flags of convenience, also recognising assessments carried out by social and environmental bodies.

42.c. Launch an international initiative against flags of convenience in the same way as the G20 has done for tax havens. Participate in defining objective criteria for assessing flag states in terms of this initiative.

42.d. Link vessels, specialist inspectors and representative trade unions to the social inspection system.

42.e. Trade and trade union organisations have undertaken to open social negotiations to change the classification of the French international register, currently classified as a flag of convenience.

### **43. Prevention of marine pollution**

43.a. Actively promote new rules at Community and international level that recognise technological developments that help to determine the origin of pollution (eg drones, identification and marking of bunker oils) and simplify proof (eg onboard register). These new rules must be negotiated and defined at international and European level in order to effectively combat operational pollution (eg emptying of fuel tanks).

43.b. Promote common standards for preventing risks and pollution from vessels, and make the flag state genuinely liable in the event of damage.

43.c. Develop strategic actions to improve the safety of shipping, particularly in international straits.

43.d. Bring before the IMO the issue of the closure of the Bonifacio Strait to vessels transporting hazardous substances and the need for vessels to be piloted through the Bocche di Bonifacio by a deep-sea pilot.

## **D- Implement and improve the application of international law in the maritime sector**

### **44. Implement and improve the application of international law in the maritime sector**

44.a. Encourage states to ratify the Maritime Labour Convention (2006), the Work in Fishing Convention (2007) and the Fishing STCW, as France did for the Mercantile Marine STCW of 95.

44.b. Examine the relevance of conventions with regard to their ability to effectively preserve biodiversity (eg tuna), and likewise the relevance of data, its management, and the information systems and indicators used.

44.c. Oppose flags of convenience more effectively by strictly prohibiting all shipping that does not comply with the standards applicable in EU waters (Article 1 of Directive 16/2009).

44.d. Set 2012 as the deadline for strict compliance with the obligation to upgrade all European flags on the Paris Memorandum white list.

44.e. Consolidate and accelerate European and international judicial cooperation, particularly in the Mediterranean, to enable the mutual recognition of items provided by the authorities of other European states and the joint surveillance of maritime areas, and for the exchange of experiences between authorities, including the judiciary.

## **E - Introduce a European maritime policy**

### **45. An integrated maritime policy**

45.a. Within the Commission's departments, promote the concept of a structure responsible for coordinating maritime policies and implementing an integrated EU marine policy by reinforcing the role and human resources of the DG MARE.

45.b. Actively support the definition of a European maritime policy, particularly through the Committee of the Regions and also in conjunction with the European Council.

45.c. Strengthen intersectoral "focal points" that might provide the embryo for a maritime consultative assembly.

45.d. Promote coordination mechanisms within the European Council: encourage the creation of intersectoral groups at expert group level; strengthen the role of COREPER I and II to ensure the removal of barriers between the various pillars; encourage joint Councils of Ministers; submit integrated maritime policy issues to the General Affairs Council (GAC), designating it as a closed forum for non-fisheries issues being dealt with by the DG MARE.

45.e. In the medium term, explore the possibility of creating enhanced cooperation (in the sense of the treaty) on maritime issues when initiatives are blocked due to lack of interest among some Member States. It must be remembered that the rules for creating enhanced cooperation were relaxed by the Treaty of Lisbon to encourage progress between Member States desiring to move forward on specific issues.

45.f. Support a consistent spatial vision of maritime areas within the European Union, recognising the concept of maritime basins.

45.g. Consider creating advisory committees on maritime issues to encourage the implementation of an integrated maritime policy for each basin.

45.h. Lay the foundations for an integrated strategy for sustainable maritime transport and for ports adhering to the principles of sustainable development to avoid an unfair advantage being gained through social and environmental dumping between European ports. This approach will encourage integrated multimodal transport and will enable consistency between maritime, river/inland waterway and land policies.

45.i. Give strategic consideration at European level to the flow of maritime traffic entering and leaving ports with the aim of reducing traffic concentrations and increasing safety - particularly in the Pas-de-Calais - by making the best possible use of European ports, the shoreline, the Channel/Atlantic and the Mediterranean. Include this reflection in the current debate on the TEN-T White Paper.

45.j. Enhance the flow of goods in Europe by creating a "maritime area" that ranks with other modes of transport (roads) from an administrative point of view.

### **46. Action by France in Europe**

46.a. Increase national action within European agencies with a maritime remit. Explore other ways of increasing this coordination.

46.b. Ensure that France plays a driving role in Europe with regard to the development of services linked to spatial observation of the oceans ("operational oceanography") and ensure financing under the Global Monitoring and Evaluation System (GMES) programme.

## **47. Presence of Europe in international bodies**

Ensure that the EU is represented in all international bodies dealing with maritime issues by supporting its applications to organisations of which it is not yet a member - although this membership must not jeopardise the sovereign presence of the 27 Member States - and by enhancing upstream coordination between the Member States to arrive at the definition of a common position to be defended by the President-in-Office of the EU or by any one of them, depending on the modus operandi of the organisation concerned.

## **F – Apply European policy in an exemplary manner**

### **48. Apply Community law in a standardised manner**

48.a. Draw up an inventory and priority schedule for the transposition of European directives on maritime issues.

48.b. Throughout Europe, standardise the level of controls exercised by port states as per the Paris Memorandum of Understanding (MoU), particularly with regard to the detention of vessels in port.

### **49. Safety of shipping and maritime transport**

49.a. Pending the introduction of international standards, promote the definition of common standards to enable the performance of flag states to be assessed. Apply these standards in the first instance to vessels registered in Member States. Promote the creation of a European flag based on the flag state that currently has the highest standards.

49.b. Propose a directive on port charges as per the “Maritime Transport Strategy up to 2018”, establishing a *bonus-malus* system to encourage maritime transport to become more eco-friendly (following the example of Belgium).

49.c. Encourage a reform of the conditions of competition that recognises the principle of an environmental *bonus-malus* system and the “best environmental and social bid” approach.

49.d. Draw up a clear judicial framework at national level to recognise the concept of damage to the environment and to supplement international and European mechanisms, as has been done by other Member States. It could be enforced by an independent agency bringing together all stakeholders (the State, collectivities, manufacturers, NGOs, trade unions). This approach must be promoted at international level. Include marine activities (fields to be defined) in the law on environmental responsibility that relates to compensation for serious damage to the environment and particularly in the context of the transposition of Directive 2005/35/CE and the LRE Law.

49.e. Clearly state the field of application of the ERIKA III package with regard to the inclusion of “second registers”.

49.f. A joint ad hoc working group will be set up to encourage the renewal of the fleets of southern countries by preventing the import and use of vessels that do not comply with international conventions and European legislation, and to improve safety on board vessels, particularly for passenger transport.

## **50. Exploitation and use of the sea**

50.a. Define European criteria for the equitable and sustainable exploitation of genetic resources in the high seas.

50.b. Do not consider the development of marine-based geological CO2 storage projects at European level without first putting in place the research and experimentation mechanisms necessary to assess the environmental risks and impact.

50.c. Ensure that fishing agreements concluded with third party countries enable the sustainable development of resources for the populations concerned.

## **G - Action plan for the Mediterranean**

### **51. Measures to protect biodiversity:**

Make the preservation of biodiversity in the Mediterranean a model of governance by encouraging dialogue between countries and the various stakeholders involved including members of the fishing industry. Promote a regional marine biodiversity project in addition to the current marine pollution project, and encourage the creation of SPAMI, cetacean sanctuaries, marine reserves (particularly a transfrontier marine reserve between France and Spain on the Côte Vermeille and a marine reserve in the blue fin tuna breeding area in the Balearic Islands). Introduce common protection measures for the most sensitive areas (to be identified by 2012).

### **52. Integrated management (within the framework of the UfM)**

52.a. Ratify the ICZM protocol before 2010 and encourage the other Mediterranean states to do the same. Propose fishing suspension zones (eg the Golfe du Lion, introduced by the GFCM to ensure the protection of major breeding species (hake, angler fish, blue fin tuna)); initiate the creation of an integrated regional agency in the Mediterranean; launch an enhanced cooperation pilot project with a dual policing/judicial role as part of the "Marine Pollution" regional project to deal with the emptying of fuel tanks at sea. Relaunch deliberations on the establishment of an exclusive economic zone in the Mediterranean along the lines of those in other closed or semi-closed seas.

52.b. Open up governance to coastal states (Barcelona Convention, bay contracts, ecological protection zones beyond 12 nautical miles).

## **H - A plan for the Arctic**

### **53. Take action at European level**

Develop a European strategy to preserve the Arctic basin from risks connected with pollution and accelerating climate change. Launch an initiative with our European partners to organise a system of sustainable management for the Arctic to provide a heightened level of protection, in line with the remit of the Ambassador for the Arctic and Antarctic (drawing inspiration from the manner in which the continent of Antarctica is managed). In this context, launch an initiative with our European partners to create a network of marine protected areas and marine reserves in the Arctic.

### **54. Take action at international level**

54.a. Actively participate in working groups of the Arctic Council, in which France has observer status.



54.b. In terms of the mission entrusted to the Ambassador for the Arctic and Antarctic, the Oceans Round Table considers it essential that action be taken at international level to declare the Arctic a special area in the sense of Annexe V of the MARPOL Convention from the perspective of sustainable development.

## **I - Improve the integration of overseas collectivities in their regional basins**

### **55. Skills and participation of overseas collectivities:**

55.a. Define and work to ensure recognition at European and international level for the specific status of “transfrontier maritime basin” for France’s overseas territories so that they have a management area that is relevant to their international environment. These basins must be defined using a set of physical, hydrographic, biological, economic, social, cultural and political criteria established by way of an eco-systemic analysis.

55.b. Enable bodies in the Caribbean to represent Europe in meetings and negotiations with neighbouring countries; make Mayotte a stakeholder in the Indian Ocean Commission; support Saint Pierre et Miquelon in negotiations with Canada on the delimitation of the continental shelf.

55.c. Create four experimental basins for overseas collectivities: Caribbean, North Atlantic, Pacific and Indian Ocean.

55.d. Establish an “Overseas Maritime Council” for the French section of each of the transfrontier maritime basins. This council will serve as a forum for dialogue. It will consist of a college of elected officials, a college of State representatives and a college consisting of representatives of user groups, social and economic partners and other interested organisations. It will be consulted on all questions relating to the implementation of maritime policy in its specific area, and will be co-chaired by elected and State officials.

55.e. Involve Overseas Maritime Councils in defining a regional maritime strategy for the relevant transfrontier maritime basin, in line with France’s maritime strategy and international orientations in the area concerned.

55.f. Provide the Overseas Maritime Councils with the resources and tools to consult on and define a regional strategy that will be France’s contribution to the strategy for that transfrontier maritime basin, in line with the national and international global maritime strategy of the area.

55.g. Involve more overseas collectivities - including the French Southern and Antarctic Lands - in competent international forums, either because their status makes it possible to advance autonomous and uniquely French proposals (overseas collectivities), or because they have practical skills that will enable them to contribute expertise and know-how on maritime issues (overseas departments).

55.h. Increase the presence of representatives of overseas collectivities in the six conventions on regional seas, and use these frameworks as mechanisms for regional integration (cooperative actions, exchanges of experience).

55.i. Increase the participation of overseas collectivities in international negotiations conducted by Europe in respect of transfrontier maritime basins.

55.j. Develop neighbourhood policies in EU overseas regions to support North-South cooperation actions on maritime matters.

55.k. Revive various processes for the negotiation of international agreements on pollution in overseas waters.

## **56. Modify the application of Community law to specific features of overseas collectivities**

56.a. Improve the application of the principles of subsidiarity and proportionality: in close consultation with the representatives of each of the relevant departments, investigate and propose specific measures to determine conditions for applying the Common Fisheries Policy and the Water Framework Directive to the overseas departments in accordance with Article 229 of the Treaty on the Functioning of the European Union (Article 349 of the future Treaty of Lisbon).

56.b. In the fisheries sector: ensure that the French delegation includes representatives of the overseas collectivities in meetings relating to their interests at EU level and international meetings in which the EU participates. In close consultation with the representatives of each of the relevant departments, investigate and propose specific measures to determine the conditions for applying the Common Fisheries Policy to the overseas departments in accordance with Article 229 of the Treaty on the Functioning of the European Union (Article 349 of the future Treaty of Lisbon).

56.c. Appoint personnel to ensure that the overseas collectivities are taken into account in EU maritime policies at all stages of the drafting process: an identified adviser on maritime policies in overseas collectivities in the Permanent Representation in Brussels, and national experts from overseas collectivities in the relevant DGs.



## **Round Table Meeting 2**

**Subject to stiff anthropic pressure, the “delicate relationship between land and sea” demands integrated management that takes into consideration both the drainage basin and the sea beyond the 12 nautical mile limit, and requires clarification of issues of governance relating thereto as well as a strengthening of surveillance and control.**

### **Coastal tourism activities from a sustainable development perspective**

#### **57. Encourage responsible leisure boating and water sports**

57.a. Encourage water sports that are sustainable from an environmental point of view and make the network of harbours, marinas etc into a model example of sustainable development.

57.b. Encourage scuba diving on condition that its impact on marine ecosystems is recognised and that it is undertaken within the framework of an integrated management system that ensures the protection and discovery of, and respect for, the marine environment, and which may go so far as to prohibit the practice in certain cases.

57.c. Restrict the use of recreational craft that are potentially dangerous or cause high levels of noise pollution (jet skis etc), defining exclusive zones for motorised seagoing craft of the jet ski type that will allow them to be driven within certain areas only (with a view to the integrated management of all use of the sea). Furthermore, the use of craft modified so that their noise level exceeds that of similar production models sold from 2009 onwards will be prohibited.

57.d. Encourage amateur yachtsmen to undertake training courses on the use of their boats, their maintenance and servicing.

57.e. Promote an independent eco-label for water sports and revise the basis for registering vessels along with the port tax system.

## **58. Involve marinas and sailing resorts in an environmental initiative (particularly landscaping)**

58.a. Be innovative in terms of energy and the collection and management of waste from port infrastructures (ports/boats) in line with the commitments of the Environment Round Table.

58.b. Apply a “zero discharge” policy in ports, and aim to extend the limit to three nautical miles by way of incentives, prohibition and ad hoc sanctions. Make it compulsory to provide appropriate sanitary facilities on land.

58.c. Begin environmental standardisation and ISO 14000 certification initiatives.

58.d. Develop innovative solutions to increase port capacities (dry ports, organised group moorings etc), including an assessment of their environmental impact.

58.e. Manage “itinerant” moorings without providing unduly extensive facilities, prohibit unauthorised mooring and limit the extent of authorised moorings to 300m.

58.f. Accommodate seasonal pressure by coordinating facilities in marinas and sailing resorts with those in commercial and fishing ports (variable geometry) and finalise the introduction of harbour commissions “for the wellbeing of seafarers” (ILO Convention 163). Service infrastructures must be included in this coordination.

58.g. Encourage “dry ports”, primarily in order to avoid illegally moored boats. Increase the duration of concessions for yachting resorts - which currently extend no further than 2020 - and revise the system to encourage more environment-friendly long-term investment, which will be offset by increased demands on concession holders (particularly in respect of the environment).

58.h. Investigate means of accelerating the replacement of the most polluting motor and sailing boats, and develop the necessary break-up activities (sailing boats and other equipment: windsurfing boards, canoes, kayaks etc).

58.i. Overseas, create mooring areas that are appropriate to local risks and resistant to cyclonic swells. If they already exist, improve them.

## **59. Include tourism activity in an integrated policy**

59.a. Apply the spirit of the Coastal Law of 3 January 1986 more rigorously in overseas regions via regional development schemes.

59.b. Retain a number of tourist moorings that are accessible to all comers by implementing policies to assist with modernisation and developing facilities for exploring local and coastal areas, hence promoting social tourism.

59.c. Introduce a proactive policy to ensure the diversity of activities and social mixing, and to combat excessive urban spread along the coast and saturation in the summer months. Develop tourist facilities in the hinterland by diversifying the ranges of products offered and refocusing local appeal on cultural as well as natural heritage. Combat the transformation of camping sites into permanent residential areas and the improper use of camper vans, particularly by planning specific reserved areas.

59.d. Draw up a strategic plan for developing sustainable tourism in overseas regions to revive the tourist economy, particularly encouraging initiatives connected with the sea such as “pesca tourism” and the protection of the environment.

## **Integrated and ecologically sustainable aquaculture**

Given the attrition rate of halieutic resources, seawater aquaculture activities offer interesting prospects for human nourishment. But these activities are not always totally beneficial to the environment.

### **60. Improve the environmental performance of aquaculture**

60.a. Restrict the use of fish flours and oils of marine origin by reducing their use in animal foods: aim to achieve an 80% reduction by 2020. Support this by researching the substitution of vegetable oils of marine or land origin. Vegetable proteins should be based on non-GMO products and be derived from sustainable agriculture. Priority should also be given to breeding species that are low in the food chain.

60.b. Develop aquarioculture based on environment-friendly production methods (collection at larval stage). Introduce an eco-label to encourage these practices instead of collection on existing reefs.

60.c. Impact studies and monitoring.

- Create a framework for the development of aquaculture on the basis of a calculation of the direct and indirect ecological impact of farms on the environment (qualitative measurement of water discharged, effect of antibiotics on the ecosystem, contamination of wild populations and potential epidemics, genetic weakening of wild strains, impact on the climate and its operation, thresholds etc) and carry out environmental impact studies on existing farms. This monitoring will involve administrations and scientific personnel, and will enable farming practices to be changed.
- Prior to any agreement on the establishment of new farms, demand an environmental impact study based on a description of the project (including, for example, energy and other costs, services rendered to the community etc). A European protocol must be introduced in this regard.
- Establish an international standard for tropical shrimp aquaculture and give a seal of approval to farms complying with a set of terms and conditions that include social and environmental factors and take account of their impact on wetlands.
- Recognise the needs of shellfish farming in terms of high water quality and its impact on the environment.

60.d. As a matter of priority, carry out a feasibility study (with technical support from State services) on a process to collect and dispose of or recycle waste from shellfish farms, including plastics and metal. Look for a synergy with the fishing gear industry.

## **61. Provide the necessary space for fish farms, and prevent conflicts of usage and aims by developing a strategic planning approach**

61.a. Provide access to the coastal area on an ongoing basis: this is vital for marine “crops”.

61.b. Ensure that the national fish farming development scheme currently in preparation includes all the requirements for integrated land/sea management and is produced as part of a national multisectoral strategic plan involving the three production industries (algae, fish and shellfish farming). It must identify any potential conflicts of usage and give priority to the rehabilitation of current waste land. Carry out exhaustive assessments of the potential for farming fish offshore, other new integrated measures and a national demonstration project (prototypes, eco-assessments).

## **62. Supervise the promotion and marketing of high quality, eco-friendly products**

62.a. Encourage quality initiatives and the promotion of coastal production in relatively fragile areas, which agriculture must help to preserve and maintain: shellfish farming - which accounts for 80% of France’s aquacultural production - is particularly dependent on the quality of the coastal environment.

62.b. Plan to include promotion/marketing strategies in the national sustainable development strategy before the end of 2009 for local consumption and import/export.

62.c. Step up the eco-labelling initiative and increase the traceability of aquacultural products: the aim is to have 25% of France’s production (including organic) eco-labelled by 2015.

## **63. Improve and simplify administrative, technical and regulatory supervision of the activity**

63.a. Ensure that the various Community regulations are applied consistently and simplify administrative procedures in the aquaculture sector.

63.b. Encourage efforts at rapprochement between local stakeholders (eg the Association of Overseas Fish Farmers).

## **Eco-friendly agricultural activities to be protected in coastal areas**

### **64. Support the growth of agricultural activities**

64.a. Allow the maintenance and growth of existing agricultural economic structures and the upgrading of these farms, irrespective of their location in the coastal area.

64.b. Enrich knowledge of the historic, social and economic aspects of farming on the coastal fringes.

64.c. Experiment with introducing coastal agriculture in Mayotte by increasing the acquisition of land by the coastal conservation authority, involving young farmers and protecting Mayotte's areas of "mangrove hinterland".

64.d. Encourage quality initiatives and the promotion of coastal production in relatively fragile areas, which agriculture must help to protect and maintain:

- Support the development of organic agriculture in outstanding or fragile coastal areas and more generally promote alternatives to the use of pesticides or fertilizers that are harmful to aquatic environments
- Develop dedicated markets for coastal agriculture (short circuits and direct sales) and agritourism (*fermes auberge* (farm-run inns), country gites, farm accommodation etc)
- Provide information on, and training in, the use of plant protection products
- Help to preserve a varied output from existing industries
- Given the variety of existing "signs", investigate the opportunity and feasibility of launching a specific "sustainable coastal agriculture" label meeting the criteria for controlling and monitoring various types of (negative) impact on the environment and landscape, particularly via the accelerated introduction of high-value environmental certification along the coast.

## **Drastic reduction of pollution from land-based sources and management of macro- and floating waste**

Over 80% of the pollution in the seas and oceans originates on land. So not only is the quality of coastal waters determined inland, but also that of the high seas. This means that everything possible must be done - and a very determined effort must be made - to prevent marine pollution and the disposal of waste at sea.

### **65. Strengthen the legal framework and develop specific programmes**

65.a. Take rapid action to draw up a "pre-directive" plan of measures to be applied in metropolitan France and the overseas collectivities.

65.b. Introduce a specific Water Authorities programme to reduce or eliminate land pollution impacting marine protected areas (marine natural parks and Natura 2000 marine areas).

## **66. Significantly reduce all polluting effluent in the seas and oceans**

66.a. Introduce an incentive-based policy relating to the collection, storage and processing of runoff water to deal with the risk of pollution during periods of heavy rain.

- Ensure that there is an efficient purification system throughout the catchment area (a prerequisite for clean coastal waters).
- In addition to a proactive policy on treating waste and rain water, introduce a waste management plan in the overseas collectivities.

66.b. Set a “zero discharge” target for untreated urban waste into the seas and oceans (metropolitan France, DROMs and COMs) by 2030 and work to improve the target for discharges into the sea from vessels.

66.c. Accelerate the reduction effort and set a target for 2012-2014 of a 40% reduction in nutrient flows from all sources (agriculture, industry, purification plants etc) - nitrates, phosphates - in all basins in vulnerable areas with a shoreline subject to eutrophication (green algae, toxic or non-toxic phytoplankton).

66.d. Encourage the use of biodegradable detergents; prohibit the import of detergents containing phosphates.

66.e. Recognise the impact of waste water in Mayotte whilst developing the following actions:

- Provide long-term support for the pilot project to purify domestic waste water in the mangrove swamps. (This has been set up by the intercommunal authority for water and water purification in Mayotte in conjunction with the CNRS).
- Encourage the use of washing machines (by increasing the number of communal washing machines) and progressively phase out the practice of washing clothes etc in rivers by limiting washing places; at the same time develop wash houses and equip them with waste water reprocessing plants (eg marsh water).

## **67. Combat macro- and floating waste**

Operational Committee 22 of the Environment Round Table (“Waste”) drew up a plan to reduce and manage the macro- and floating waste that ends up in rivers, ports, coastal waters and the seas and oceans. It is proposed to implement all its recommendations once the necessary finance has been released. Specifically:

- Clarify the liability regime, the legal status of macro-waste and the pollution resulting therefrom, standardise the penalties applicable and modify Article L216-6 by deleting the mention “substantial quantities”. Alert the police authorities so that the penalties applicable to every case of illegally dumped waste are applied with the same diligence as those relating to parking offences.
- When there are large events that will attract crowds, include waste prevention and management plans in the organisation documents.
- Roll out proactive initiatives to put waste collected in fishing gear into landfill, manage onboard recycling and storage methods and then adapt reception and transit methods for waste returned to the quayside.



- Consider converting collection days into opportunities to raise awareness and explain the technical, oceanic and behavioural mechanisms leading to the presence of waste such as toothbrushes or packets of sweets on beaches and include quantitative and qualitative observations of teams in databanks on macro-waste.
- Clean accumulation areas in watercourses by bringing them all under SDAGEs (water management and development master plans), SAGEs (water management and development plans), river contracts, departmental domestic waste disposal plans and the like.
- Use information initiatives by the Ministry of Education, the Association of French Mayors and other authorities to alert the population to the environmental and legal risks of balloon releases.
- Use membranes composed exclusively of vegetable fibres to reinforce river banks. When the use of synthetic geotextiles is considered necessary by the competent bodies, ensure that they are regularly replaced or maintained to avoid them breaking up in the natural environment.
- Develop a specific quantitative and qualitative monitoring system for small waste such as plastic granules, flakes, chips, and particles of matter and small fragments of packaging caused by degradation on some representative coastal storage sites in collaboration with national or international scientists or representatives of industries connected with the sea. Exercise similar surveillance over industrial production sites and effluent outlets in conjunction with local water authorities and DREALs (regional environment, development and housing services).
- Introduce regulatory measures to make it compulsory to display the mention or logo “Not to be disposed of in toilets” in a visible, easy-to-understand and systematic manner on tampon wrappers, cotton buds, disposable towelettes and any other consumer goods likely to find their way into the environment because they are small and buoyant.
- Cigarette butts are a worldwide indicator of coastal pollution, and bans on smoking in public areas have caused them to multiply in storm drainage systems. Encourage - or even force if necessary - shopkeepers, managers of office buildings and municipalities to install ashtrays on public thoroughfares and carry out information initiatives aimed at smokers.
- Define the status of coastal and aquatic environment officers and integrate them into scientific observation and surveillance networks to enhance their role and image.
- Include macro-waste in the priorities and ongoing issues of the Barcelona Convention, the Union for the Mediterranean, MEDPOL and any other regional convention, agreement, protocol or programme in the Mediterranean and/or those applicable to overseas collectivities.
- Have France promote Amendment 93 to the Convention for Safe Containers (IMO CSC Convention).
- France’s presence in the IMO working group on the development of Annexe V of the Marpol Convention will help to ensure that nothing may be thrown or discharged into the sea that does not appear on a closed list of organic waste (this will depend on a voluntary commitment by the representative shipowners).

## **Development and integrated management of the coastline to ensure sustainable development**

Anthropic pressure on the coastline continues to increase. Nowadays, 12% of the population of France lives at the coast, which represents 4% of the area of metropolitan France. Pressure on overseas island collectivities is still greater. It is probable that the tendency to migrate towards the coast will only cease when - in due course - erosion of the coastline and the rising sea levels expected as a result of climate change threaten these territories. It is therefore vital to apply rigorous integrated management in developing the coast.

### **68. Recognise and develop the existing situation and resources**

68.a. Make an inventory of the various mechanisms in existence to protect, manage and plan the coastline, and coordinate planning tools.

68.b. Progress from integrated management of the coastal area to integrated management of the sea and coastline.

68.c. Assess initiatives already undertaken to manage the sea and coastline in an integrated manner.

68.d. Take the coastal and marine landscape into account; work to build a living coastal and marine landscape by paying attention to the natural, cultural and economic heritage it represents as well as the issues connected with human activities (agriculture, maritime and land transport, tourism, housing etc). Launch marine and coastal landscape competitions at various levels in 2010.

### **69. Establish a “navy blue” belt in parallel to the green and blue belts being established by the Environment Round Table**

69.a. Introduce a “navy blue belt” by extending the concept of the green and blue belts to the coastline and sea. Incorporate coastal wetlands, estuaries, mangrove swamps, coral reef lagoons, coastal lagoons, offshore bars, foreshores, coral reefs etc; recognise “transitional zones” and their functionalities.

69.b. Launch a major action programme for estuaries, offshore bars and deltas: the “France-Estuary-watercourse 2015” plan. It is absolutely essential that the richness of the Gironde Estuary, the last of Europe’s great estuaries, be preserved.

69.c. Draw up a National Foreshore Action Plan (see Coastal Conservation Authority).

### **70. Increase the resources of the National Coastal and Lakeside Conservation Authority**

70.a. Pursue the national strategy to develop the allocation/granting of portions of the public maritime domain to the Coastal Conservation Authority.

70.b. Under the National Foreshore Plan (see navy blue belt), the Conservation Authority will launch 10 pilot ecology management operations for foreshores and beaches (in metropolitan France and overseas collectivities) in 2010.

70.c. Plan on achieving the “one third wild” goal (protecting one third of the coastline) by 2020-2030 instead of 2050.

## **71. Carefully monitor the sound ecological condition of coastal zones and restore areas that have deteriorated or been damaged**

71.a. Incorporate measures for regenerating and restoring marine coastal ecosystems into management plans (revised master water development and management schemes) and programmes of measures relating to drainage basins, as part of the Water Framework Directive.

71.b. Ensure improved integration of the marine aspect into policies relating to the quality of coastal sediments.

71.c. Increase proactive management of the quality of water at bathing beaches and shellfish waters.

71.d. Introduce a national programme to manage the public maritime domain and combat invasive species, particularly the American Slipper Limpet, oyster banks and certain algae.

## **73 and 74. Improve the organisation of space and the economy of these territories**

### **72. Spatial planning**

72.a. Create a marine section in DTADDs (directives on development and sustainable development in territories) and SCOTs (municipal planning documents) relating to coastal areas (to be proposed in the Grenelle 2 draft bill).

72.b. Give a dimension that is truly integrated and enforceable - particularly in terms of management - to existing territorial planning mechanisms: the maritime section of SCOTs, PGEMs in Polynesia, natural marine parks, bay contracts, SMVMs (coastal planning schemes) etc.

72.c. Translate the orientations of the National Maritime and Coastline Strategy in maritime regions into strategic and spatial planning documents - SCOTs with a maritime section and SDAGEs, and bring SDAGE- or regional-type development schemes into line with strategic maritime planning.

72.d. Make a diagnosis/inventory of areas that are still relatively wild, recognise and protect agricultural species through long-term zoning, control urbanization and avoid speculation by balancing ownership rights.

72.e. Ensure that all coastal territory is covered by regional SCOTs with a coastal section before 2015 and introduce financial incentives - this should be extended to the whole of France by 2020.

72.f. Promote the adoption of bay contracts.

72.g. Integrate the impact of light pollution into the planning of activities at sea and in coastal areas, and encourage the creation of “starry sky reserves” in some areas.

## **73. Economy**

73.a. Adapt regional development and mechanisms to suit the local context: settlement, port, coastline.

73.b. Give more weight to the place of primary activities (agriculture, fishing and shellfish farming) on the coast through mechanisms enabling the creation of permanent jobs, the rebalancing of primary, secondary and tertiary activities and the control of pressure on land resources, whilst taking care to lessen the impact on ecosystems and the landscape, and reduce the consumption of space.

73.c. Transport:

- Draw up consistent freight transport plans for ports: strive to find and make use of intermodal synergies (coastal shipping, rail and road freight etc).
- Increase pedestrian access and environment-friendly public transport along the coastline.

## **74. Anticipate and prevent natural and technological risks**

74.a. Make it mandatory for coastal municipalities to have plans to prevent against natural and technological risks.

74.b. Accelerate the drafting of plans by high-threshold SPIRS establishments on the coast to prevent against natural and technological risks. Likewise, carry out analyses of dangers to infrastructure (particularly transport and ports) and put them to use.

74.c. Increase resources to combat natural catastrophes through preventive and curative measures in the field of waste management and monitor the impact of waste on health.

74.d. Systematically recognise natural risks (tsunamis etc), the general rise in sea level and other effects of climate change in regional development policies and adapt planning schemes accordingly to reduce the vulnerability of populations and regions:

- For industrial activities operating close to water (now or in the future), it is necessary to anticipate the effects of the possible rise in sea level and monitor the possible impact on the environment and the economic activities dependent thereon of extracting and/or discharging water.
- In the short term, integrate these issues into town planning and development documents and permissions - modify the corresponding section of the Grenelle 2 draft bill.
- Improve the planning of restorative actions to facilitate return to normal after a major climate event.
- On pilot sites, particularly in overseas collectivities, draw up plans for relocation in the event of rising sea levels.

74.e. Make a list of critical points relating to short-term threats (changes in elevation, erosion, state of defences etc) and set up a system to monitor these points.

74.f. Develop a national methodology and strategy (collectivities and the State) to manage the coastline, plan for strategic relocation and establish sea defences.

## **75. Improve town planning**

75.a. Encourage town planning and architectural innovations on the coast to combat urban sprawl and intensive building of houses in the countryside and allow coastal areas to adapt to climate change.

75.b. Encourage the proper integration of farm buildings into the landscape (including from an architectural point of view) and the maintenance of biodiversity.

75.c. Overseas, limit urbanisation in sensitive areas. Organise governance to create a sustainable town, allowing for the necessary densification and moderate vertical expansion that is acceptable to all.

## **76. Manage land and rationalise its use**

76.a. Manage land pressure by determining optimum levels of occupation for coastal areas.

76.b. Liaise with regional university and educational centres (CROUS) to create accommodation for seasonal workers: this must be coupled with the need to accommodate students in the vicinity of universities during peak periods in coastal areas.

76.c. Set up a publicly owned property corporation in Mayotte and increase the resources of the one in Reunion.

76.d. Examine the possibility of abolishing regulatory mechanisms relating to the decommissioning of the public maritime domain in French Polynesia and if necessary, proceed with same.

76.e. In overseas departments - particularly Guyana - implement a decree relating to coastal rights of way and create coastal paths.

## **National and international governance of coastal areas**

The maritime area under French jurisdiction is 20 times greater than the area of “terrestrial” France. Innovative governance would appear to be necessary given the skills available in overseas collectivities.

## **77. Introduce a national maritime and coastal strategy for the entire “French archipelago”, integrating European and regional dimensions alike**

77.a. Define an integrated national sustainable development strategy for the public maritime domain.

77.b. Establish a national council for catchment and drainage basins, the coastline and the seas of the French archipelago (hereinafter referred to as the National Council of the French Archipelago, or CNAF), linking the five colleges and responsible for an integral sea/coast/basin/sector policy. This council, which will take over the tasks of the National Council of the Sea and Coast (as planned in the draft bill expressing the national commitment to the environment) will be coordinated by a Secretary General assisted by two deputies, and its remit will be as follows:

- Monitor the orientations and measures agreed by the Oceans Round Table, be responsible for policies relating to the seas and oceans and the full involvement of overseas collectivities.

- Organise regular conferences on integrated policy, expressing and demonstrating the solidarity of the regions and stakeholders, from hydrographic basins to the coast and high seas, to verify the consistency of sectoral and territorial maritime policies.
- Provide assessment and monitoring mechanisms and participate in the periodic assessment of the marine and coastal policy.
- Help to draw up a cross-cutting document on maritime policy in order to submit to Parliament a coherent annual overview of budget appropriations and tax credits relating to the sea in sectoral maritime policy.
- Support the State in upstream preparation for international conventions, in line with the current procedure in respect of energy and climate issues.

77.c. The National Council will be established as follows:

- Ensure that Parliament, regional collectivities from metropolitan France and overseas, socio-economic stakeholders and NGOs working to protect the environment are all represented on the CNAF; organise the necessary collaboration with international and expert bodies; the CNAF should meet about every three months.
- Articulate the work of the CNAF with that of the Economic, Social and Environmental Council, other councils that continue to be necessary for certain sector-related aspects and European bodies where justified.
- Every year, organise and hold meetings alternately in different overseas regions and metropolitan France to enable decisions on the strategic objectives of maritime policy to be made at the highest level.
- Ensure the effective participation of representatives of overseas collectivities, always assuming that they have the necessary *modus operandi*.
- Schedule an appraisal of national maritime policies every three years.

77.d. Set up a consultation for each section of coastline, which will include the five colleges responsible for preparing, rolling out and implementing national maritime strategy for the coast, and encourage dialogue between the various sections. Together with regional economic, social and environmental councils, these meetings will define strategies for coastal and marine catchment areas at the appropriate biogeographical levels.

## **78. Strengthen the maritime dimension in existing governance structures**

78.a. Increase the maritime activity of water authorities along the coast, particularly in relation to the quality of coastal waters. Create a regional marine and coastal commission in all coastal basin committees, which will be largely dependent on scientific studies.

78.b. Appoint the Marine Academy to coordinate a “Marine Institute of Higher National Defence Studies”.

## **79. Extend dialogue and develop consultation**

79.a. Establish consultation at national level with social and environmental partners upstream and downstream of the publication of Community standards.

79.b. Strengthen coordination and bring together industry professionals and other stakeholders to define TACs so that the political authorities can take better account of scientific recommendations.

79.c. Encourage quality labels and sectoral good conduct codes.

## **80. Adapt tools and mechanisms to the specific characteristics of overseas departments and territories**

80.a. In the draft bill expressing the national commitment to the environment, introduce the relevant measures to allow the concept of the shorelines of overseas collectivities to be factored in if necessary.

80.b. Modify fleet reduction incentives to suit the requirements of overseas collectivities.

80.c. In overseas collectivities, create a marine initiative centre for each transfrontier maritime basin and attach it to the relevant Overseas Maritime Council. This marine initiative centre will be responsible for implementing regional strategy and will constitute a centre of expertise for France.

80.d. Create a Pacific Council to deal with issues relating to the three French overseas collectivities in the Pacific taking into account the skills available in those collectivities.

80.e. Encourage the conditions for eco-development in the Indian Ocean.

## **81. Develop planning, particularly with regard to renewable energy**

81.a. Modify planning tools and mechanisms to suit the specific nature of marine and coastal areas and take the European spatial planning initiative into account.

81.b. Extend planning to cover all renewable energy derived from the sea, not just wind power.

## **82. Reinforce the legal framework**

82.a. Encourage recognition by the SCOTs of the pressures of urbanisation on the hinterland and the need for development that respects the qualities of the coastal and marine landscape.

82.b. Introduce more rigorous reviews of legality.

82.c. Promote a daughter directive of the Water Framework Directive that relates to shellfish waters. Make it the subject of a specific statute and provide a sufficient level of protection.

## **83. Clarify the split of skills between the State and regional collectivities on the one hand, and the various levels of regional collectivities on the other**

83.a. Establish a programme of priority actions between the State and the collectivities. Introduce protocols that include scientific recommendations on maintaining or restoring ecosystems. Define simple legal rules for assessment and management in terms of the framework of strategic documents on the shoreline planned in the Grenelle 2 draft bill.

83.b. Ensure that planning takes better account of the sea, particularly in relation to transport.

83.c. Develop contractual State-collectivity initiatives to provide integrated management for coastal areas - particularly overseas - and increase regional cooperation in respect of integrated management in metropolitan France and overseas collectivities.

#### **84. Clarify the State's role in maritime affairs**

*For increased strength and clarity, the State's maritime activity was reorganised after the Environment Round Table's working groups delivered their reports and before the final Round Table meetings. The Sea and Coastline portfolios have been assigned to the Senior Minister / Minister for Ecology, Energy, Sustainable Development and Maritime Affairs. The General Secretariat for Maritime Affairs will assist him with matters arising from these new areas of responsibility.*

84.a. Define inter-ministerial mechanisms (maritime, air and information) to enable an integrated management of maritime areas that puts preserving the environment at the heart of the State's remit in respect of the sea.

84.b. Investigate the possibility of appointing a Maritime Commissioner in various overseas maritime basins, particularly the Antilles-Guyana area.

84.c. Appoint a single entity to act as the "owner" of all public shipbuilding resources to ensure the application of the State's policies on maritime affairs.

### **Improved surveillance and more effective control of the marine environment**

The seas and oceans are characterised by their vast area, the frequency with which pollution and accidents occur, the power of the potentially dangerous natural phenomena that occur, the difficulty in detecting illegal practices and the attention that needs to be paid to the deterioration of the environment and its resources (as has recently been the case with the land). Consequently, there is a strong and general need for increased surveillance and controls. The task of preserving this environment, which is vital to the future of humanity, must be core to the State's remit in respect of the sea.

#### **A - Improve the organisation of public resources**

##### **85. Pool national public resources**

85.a. After a national audit of existing methods of surveillance and control, plan to strengthen and better control - even pool - resources between the various bodies policing the marine and coastal environments; particularly strengthen decentralised services to improve the knowledge and application of existing regulations.

85.b. Promote the coordination and networking of maritime surveillance systems to ensure the consistency of controls relating to safety, security, environmental protection and social conditions at national level, continue surveillance programmes that integrate the existing resources of various administrations and seek to define a surveillance network that integrates systems developed by the administrations (SPATIONAV, Trafic 2000 etc).



85.c. Encourage cooperation between ITF inspectors and State services in dealing with vessels that have been - or are about to be - abandoned.

85.d. In view of the non-replacement of a number of national marine resources, launch an inter-ministerial strategy to pool resources dedicated to maritime, air and information surveillance in overseas collectivities and surrounding areas.

## **86. Training and organisation of enforcement officers and magistrates**

86.a. Designate several courts (ordinary courts of first instance and arbitration courts) to deal with the coastal, marine and catchment basin environment and landscape (like the three courts dealing with maritime pollution).

86.b. Strengthen surveillance mechanisms from a technical point of view and increase their use in training magistrates and officials responsible for detecting infringements.

## **87. At Community and international level:**

87.a. Promote – first for individual and then for interconnecting maritime basins - a European system for the surveillance and integrated management of the maritime area that incorporates national systems and European programmes for maritime surveillance, and controls relating to safety, security, environmental protection and social conditions.

87.b. Promote the organisation of a worldwide surveillance system for maritime activities (including shipping) that will perform checks, controls and intervention. The organisation of an international marine police force (along the lines of the UN Peacekeeping Force) could accompany the creation of a UN Environment Organisation (UNEO), promoted by France.

## **B - Strengthen controls and surveillance**

### **88. Control and surveillance methods**

88.a. Accelerate the deployment of surveillance systems in RCCs by continuing with the plan to modernise them.

88.b. Carry out a spot check involving employees of the maritime services to assess the organisation of these services and their capability in terms of staff and material resources to ensure the implementation of the prerogatives, orientations and missions agreed by the Oceans Round Table

### **89. Save lives**

89.a. Increase resources for saving human lives at sea (passengers and crews) by:

- Strengthening controls
- Adapting methods for preventing potential maritime catastrophes to suit giant ships
- Supporting consideration at international level of the issue raised by the trend towards ever-larger vehicles (trucks, ships etc)

89.b. Strengthen the State's resources relating to controls and surveillance at sea, and support the activity of the national lifeboat rescue service.

89.c. Increase the number of monitoring and alert systems (tsunami etc).

## **90. Surveillance and controls at sea**

90.a. Strengthen detection resources, particularly air and satellite surveillance.

90.b. Implement mechanisms whereby the port state can control and monitor vessels stopping over or in transit that are transporting dangerous cargos and/or hydrocarbons. Do the same for coastal states, in ports and waters under national jurisdiction (eg traffic separation mechanisms). Increase coordination of coastguard-type coastal surveillance mechanisms at European level, particularly in critical areas such as straits and in the open sea: Bay of Biscay, Atlantic and Channel coastal approaches.

## **91. Coastal and port surveillance and control**

91.a. Assess and upgrade the capacity to control safety, social conditions, the environment and the exploitation of resources:

- Join forces with the maritime public sector to implement politically defined actions in respect of methods of exploiting natural resources and products from the sea, supervise and activate control actions.
- Strengthen control mechanisms for vessels and increase the capacity to take action to control waste and cargo residues in ports.
- Introduce an identity document for seafarers in the sense of ILO Convention 185 to make it easier for seafarers to go ashore and to establish an international mechanism to regulate this situation.

91.b. Increase penalties for the illicit occupation of the maritime public area.

91.c. In Mayotte, create an environmental "blue brigade" responsible for raising awareness and supervising the public, particularly to protect the lagoon.

## **92. At Community and international level**

92.a. Ensure the introduction and effective application of strict control measures for vessels in respect of technical and social aspects by using practical mechanisms (including training sailors) to integrate policies in force worldwide into a system of governance that links trade unions and civil society.

92.b. Increase and expand sovereign control over the flow of maritime traffic in straits and in the approaches to commercial ports.

92.c. Acknowledge the importance of the air in surveillance and intervention, and at the same time give support to the role of satellites.

92.d. Develop traceability and combat illicit products.

## **C – Know and prevent**

### **93. Involve fishermen in environmental surveillance**

Be more explicit about environmental surveillance and the services rendered voluntarily by fishermen and fish farmers in metropolitan France and overseas collectivities (sentinels of the sea) in order to encourage and develop this type of initiative ("blue contracts").

### **94. Guard against and penalise pollution**

94.a. Improve the implementation of preventive measures and penalties already in force to dramatically reduce the risks of pollution. In particular, develop mechanisms to monitor and combat marine pollution and design methods and resources to enable pollution to be reliably linked to its source (traceability of fuel).

94.b. Identify and list substances that have a detrimental effect on water quality and strictly regulate their use.

94.c. Whilst awaiting the entry into force of the 2004 Convention for the Control and Management of Ships' Ballast Water and Sediments (prevention of invasive species), draw up strict Community standards reflecting the demands of said convention.

94.d. Consolidate the list of chemical weapons and nuclear waste dumped underwater, recognise the dangers they present and establish priorities for carrying out analyses on sedentary fauna and flora and sediments.

94.e. Assess the coercive legal mechanisms and levels of penalties applicable in the event of serious damage to natural resources and ecosystems, so that they can be strengthened if necessary.

<b>Financing maritime action: a dedicated tax?</b>
--

### **95. Define ways to finance the protection of the seas**

95.a. Organise an operational committee with six months to consider various mechanisms that might be used to finance the sustainable management of uses of the sea and coast, programmes for adapting certain activities and the public's share in financing innovation at national, European and world level. Produce a comparison with other countries. Promote this process at European and international level, including:

- Drawing up a list of existing measures, taxes and charges articulating the basis for them and the groups that benefit from them, and assessing the ability to consolidate them, free up resources and redeploy them to protect and restore marine environments to a sound ecological condition. Include an international benchmark.
- Ways in which maritime transport could help to combat climate change. This should include the introduction of a "price signal" for maritime transport similar to that used for land transport.
- Ways in which economic stakeholders in the maritime sector can better help to improve working conditions in the sector and preserve the environment.
- Costs and tariffs for maritime transport in its various forms to combine economic efficiency, fair pay and the protection of the oceans and atmosphere, as well as

regulatory mechanisms to ensure that a proper and fair charge is paid for a transport service.

- Rights of use of the sea and of exploitation of its resources.
- Applying the “polluter pays” principle to activities impacting the coastline and sea, particularly by prohibiting discharge into the sea of polluted dredging spoil, setting up a land-based processing industry and – when justified – making the upstream basin that has contributed to the pollution jointly and severally liable.
- Regulatory mechanisms to ensure that a proper and fair charge is paid for a transport service.
- The various possible ways of charging for use of the sea, whilst using a balanced approach that preserves competitiveness: maritime transport, leisure, dredging etc.
- Considering tax policy mechanisms.

95.b. Macro-waste: introduce and rapidly finance a fund complying with the principles of “polluter pays” and upstream/downstream liability by pooling finances from environmental organisations, competent members of the industry, collectivities, private backers, the State and the European Union and at the same time recognise the fact that a substantial portion of floating waste is of indeterminate origin and is caused by unknown sources.

95.c. When establishing a new installation that is subject to an impact study, set aside money to provide a financial guarantee to cover the cost of demolition at the end of its lifetime to protect the marine environment and ensure that projects are reversible.

## **96. Introduce a green tax and an environmental cross-compliance system for public areas that take into account the requirements of overseas collectivities:**

96.a. Develop mechanisms to support dedicated dry docks and at the same time apply the water laws and the environment protection rules (appropriate authorisations) accompanied by an assessment of the financial status and effectiveness of the installation.

96.b. Aim for a more equitable division of the Programme of Options Specifically Relating to Remoteness and Insularity (POSEI) for overseas departments in respect of levels of development and remoteness (outermost regions).

96.c. Introduce a system enabling the financing of progression-to-work programmes in sectors in difficulty: this will be conditional upon transparency, clarity and environmental cross-compliance in environmental and social aspects.



## Round Table Meeting 3

The French should have more passion for the sea. They must be better informed and become more aware of maritime themes and seafaring occupations, and at the same time the profile and prestige of these occupations must be enhanced. Passion cannot exist without knowledge. The sea - which covers 72% of the surface of the globe - remains a great unknown, and it is essential we find out more about it.

### Education on the seas and oceans must become a priority

France will not be a great maritime nation if it does not value its maritime past, develop a communications strategy, heighten awareness among the public at large, and/or implement an educational policy in the broadest sense that stresses the essential role of the sea.

#### A - Preserve and value France's maritime heritage

By virtue of its unique position in Europe and thanks to its overseas territory in every ocean, France has an exceedingly rich, diverse and well-developed natural marine and river heritage. This heritage is being added to year on year. Surveying and taking stock of it (which are the responsibility of regional collectivities) are prerequisites for its development.

#### 98. Carry out surveys, take stock and continue research

98.a. List and highlight the maritime heritage in all its constituent parts in inventories of France's heritage.

- Encourage regions to survey and take stock of their marine and river heritage, then develop it; overseas, conduct pre-inventory studies.
- Compile an inter-community register of cultural maritime goods.

98.b. Facilitate the creation of cultural maritime heritage monitoring centres.

98.c. Draw up an exhaustive map of maritime cultural assets as far as the continental shelf and decide on a list of sites justifying specific protective measures (risk of destruction or short- or medium-term threat to the environment).

## **99. Preserve memories**

99.a. Appoint people to keep the memory of foreshore history and culture alive in and near the busiest inhabited areas.

99.b. Extend the role of the Musée de la Marine as head of France's network of maritime museums to include aquariums and ecomuseums.

99.c. Ensure that the seas and oceans are recognised in the future Museum of French History and the Museum of Europe and European Civilisation in Marseilles (MUCEM).

99.d. Develop maritime archives by incorporating them into the national archive network.

99.e. In Mayotte, collect and recover the traces of maritime history still present on its coasts; if necessary, consider creating a Maritime History Museum for Mayotte and its region.

## **100. Promote the protection of historic shipwrecks both regionally and worldwide**

100.a. Encourage the widespread ratification of the 2001 UNESCO Convention on the Protection of the Underwater Cultural Heritage and, in the event of its non-ratification by France, promote legal support to protect preserved shipwrecks in the exclusive economic zone or up to the continental shelf.

100.b. Ratify the UNESCO Convention on the Protection of the Underwater Cultural Heritage.

100.c. Extend Article 28-1 of the Criminal Procedures Code to include infractions of the Heritage Code in order to encourage increased recognition by all administrations of the need to protect the underwater heritage.

100.d. Make France the spearhead of an international shipwreck management system.

- Encourage transfers of knowledge and know-how to emerging countries or those that are keen to begin studying, protecting and developing maritime cultural assets.
- Increase the resources - both physical (a ship) and human (archaeologist posts) - of the State (Department of Subaquatic and Submarine Archaeological Research) in order to accommodate the extension of the protection of maritime cultural assets to the continental shelf and deal with the exponential growth in requests received by the Department in this respect from overseas territories and international sources.

100.e. Promote France's expertise in, and systems for recording, the protection, study and development of underwater heritage.

100.f. Improve consultation with the Department of Subaquatic and Submarine Archaeological Research (DRASSM) during public investigations.

## **101. Preserve and develop maritime heritage**

101.a. Preserve and develop coastal and maritime heritage: pictures of harbours and sea defences, rural and urban architecture (domestic, public, agricultural, traditional and industrial), the coastal and marine landscape and archaeological heritage.

101.b. Strengthen the cohesion of the continuum between natural and cultural heritage in public action by the State and overseas collectivities.

101.c. Implement the measures provided in law relating to protecting heritage items and landscapes (encouragement to create architectural, urban and landscape heritage protection areas (ZPPAUP) in coastal areas).

101.d. Develop specific actions to engender interest among young people in this respect.

101.e. Include the sea in Heritage Days.

## **102. Provide the resources needed to maintain and save France's maritime heritage**

102.a. Introduce a specific budget to fund national campaigns by the Ministry of Culture.

102.b. Provide financial support to the various institutions involved in protecting France's maritime heritage, and in particular the Maritime and River Heritage Foundation, the National Marine Museum, aquariums and eco-museums.

102.c. Develop and open up priority sites (small harbours of heritage significance, inhabited islands off the coast, military fortifications, lighthouses, beacons and shipwrecks) and study all aspects of intangible heritage.

102.d. Help to raise the public profile of boats bearing the official "Boat of Heritage Significance" label by encouraging their grouping together in harbours and the publication of brochures on local ships, which will then be available from the harbour office, tourist information centre etc.

## **103. Develop lighthouse heritage**

103.a. Change the management structure for lighthouses, which must no longer be viewed from a purely operational angle as maritime signalling posts but will now also be part of a heritage dynamic developed in conjunction with the Coastal Conservation Authority.

103.b. Re-establish the Lighthouse Commission through a decree setting out its strategic purpose (the articulation of traditional and electronic assistance) and its composition, which will include a larger contingent of users.

103.c. Have the large lighthouses on the European coastal approaches recognised as items of European heritage and, as such, ensure that they benefit from special funds to help maintain them.

103.d. Draw up a preservation plan for lighthouses on capes and islands in terms of the convention passed in October 2008 by the Department of Maritime Affairs (DAM), France Domains and the Coastal Conservation Authority.

103.e. Turn the lighthouse museum at Ouessant into a museum of international significance.

103.f. Create a lighthouse observation centre in Iroise.

## **B - Implement an awareness-raising strategy and improve communications with the general public**

### **104. Encourage initiatives to bring the public into direct contact with the sea, and provide information/heighten awareness among the various sections of the public on marine issues**

104.a. Promote sport and sailing events as vectors for raising awareness and educating the various sections of the public as to the values and behaviours appropriate to coastal and marine areas.

104.b. Encourage the introduction of the general public to the coastal environment during the summer months.

104.c. Create signage and communication tools that are consistent with the national list of marine protected areas, clearly notifying users of the restrictions applying to these protected areas.

104.d. Promote excursions for young people on sailing ships that are part of France's maritime heritage: Belem, Marite, Etoile, Belle Poule etc.

104.e. Support the construction of an iconic training ship, a pioneer for new technologies and eco-construction.

104.f. Charter a ferry-type vessel to accommodate young people and other groups as part of a project to teach them more about the maritime world through sailing, harbours and their operators. Ports of call may provide an opportunity to discover the diversity of coastal regions and their natural, cultural, historic and archaeological heritage.

104.g. Enhance the knowledge of basic and targeted research organisations among the various sections of the public to raise awareness of marine issues and the potential of the seas and oceans for the future of the planet.

104.h. Produce and publish vocabularies and glossaries relating to the coast and sea.

### **Increase the effectiveness of communication campaigns at national level and develop them so as to "bring the sea inland"**

#### **105. Draw up and launch a communications strategy**

105.a. Draw up and publicise a report on the state of play with regard to awareness raising, communications and training for the general public.

105.b. Create Sea Centres, "crossroads of the oceans" in overseas collectivities and major cities and a European "Cite de la Mer" (oceanarium) in Paris, to heighten awareness of the sea among our fellow citizens.

105.c. Expand the network of aquariums and maritime museums as a vector for raising awareness among the public of the diversity of the seas and oceans.

105.d. Use the Coastal and Lake Shore Conservation Authority and maritime museums to help in this initiative.

105.e. Develop an ongoing global communications strategy at national level:



- Link it with actions to heighten awareness among the public of the advantages of the sea for the national economy.
- Organise a “global” communications campaign on these issues: encourage leading media to have a regular “sea slot” on TV channels, buy space on TV channels and radios to roll out this campaign and increase the public’s knowledge of the richness of the coastline and seas, and the threats hanging over them.
- Create a website focusing on the issues of sustainable development as they relate to the marine environment and on seafaring occupations, and continue to coordinate the site devoted to the Oceans Round Table.
- Develop “Sea Days” for the public; roll these events out more widely and encourage all overseas territories to hold them as well.
- Exploit media coverage of major sailing events, for example by organising a round-the-world sailing race calling in at various overseas collectivities.
- Support animated film projects by local bodies or associations.
- Put emphasis on the sea in Marseilles’ year as European Capital of Culture (2013).

## **106. Provide information and heighten awareness among decision-makers of today and tomorrow**

106.a. Raise awareness among public decision-makers of the varied uses of the coast and sea and the need to harmonise management of maritime environmental and socio-economic issues.

106.b. Consult with associations of elected officials, representative associations, NGOs, the Coastal and Lake Shore Conservation Authority and State representatives on coastal development integrating the principles of sustainable development; consider appointing an elected official to deal with maritime economic and sustainable development issues and methods of accessing knowledge (information made available online).

## **107. Increase the effectiveness of actions by creating a network of local stakeholders and adapt resources for use in overseas collectivities**

107.a. There is a need to develop environmental education locally by creating a network of existing bodies and working to protect the environment. The various sports federations have a role to play in this respect.

107.b. Environmental education: educate people on waste management; introduce a “Waste Day”; produce educational tools to help people gain a better understanding of marine ecosystems and traditions connected with the sea.

107.c. Support environmental associations in overseas collectivities by giving them the resources to improve their environmental education programmes and disseminate knowledge to the general public.

107.d. Use the skills available in overseas collectivities to create knowledge centres and area networks so that knowledge can be provided to anyone and everyone via a one-stop-shop, with the specific aim of encouraging environmental education - for example in Mayotte, Lagoon and Mangrove Centres linked to existing structures (Forest Centre, Salt Centre, and even possibly an aquarium in time).

107.e. Install an undersea cable to enable easier access to knowledge (use of ultra high speed Internet).

### **108. Promote economic activities linked to the sea and the sustainable development of these activities**

108.a. Promote seafaring occupations among young people via a joint communications campaign by all members of the maritime sector.

108.b. Clarify remuneration in the fishing sector (at minimum, publicise guaranteed minimum wages) without raising the issue of bonus payments.

108.c. Implement a communications operation for the public to encourage them to consume a wide range of products from the sea and explain the concepts of sustainable fishing, aquaculture and eco-labels (France Agrimer could take the initiative for this type of campaign).

108.d. Encourage the catering sector (private and public, and particularly canteens) to put a wide range of seasonal eco-label or guaranteed sustainable sea products on the menu, and to favour sales channels that minimise environmental costs, including the carbon cost.

### **109. Increase the amount of information available on the risks linked to climate change**

109.a. Promote a national information programme for coastal populations to help protect them against exceptional phenomena.

109.b. It is of vital importance that coastal populations be made aware of major risks and prepare for them.

## **C – Teach children about the sea from an early age**

### **110. Encourage children to learn about the sea from an early age by stepping up awareness-raising and training programmes in schools and beyond**

110.a. Hold deliberations on the common values to be communicated in training courses (team spirit, solidarity, sense of responsibility, staying power, respect for the elements).

110.b. Increase the number/type of lessons about the sea; teach children to swim, and to protect and get to know the environment.

110.c. Devise a “Sea” competition along the lines of the “Resistance” competition and Maths Olympiads, or combine the topic of the sea with an education programme on sustainable development.

110.d. Launch calls for projects from different groups of young people (internships, class exchanges, participation in research or development work).

110.e. Help secondary school pupils to find out about seafaring occupations through partnerships between major maritime employers and secondary schools/colleges.

110.f. In coastal towns, develop the educational model of Saint Pierre et Miquelon, which includes sailing lessons up to the end of secondary school.

110.g. Systematically twin towns on the coast with those in the interior.

110.h. Develop partnerships between the national lifeboat rescue service (SNSM), national education and the maritime training network of the Ministry for Sustainable Development.

### **111. Raise the profile of the sea in higher education**

Develop appropriate partnerships with the Ministry for Higher Education and Research and maritime education.

### **112. Raise and modify the profile of the overseas territories in the school curriculum and initiate exchanges between metropolitan France and overseas**

112.a. Raise the profile of the overseas territories in national education programmes and link teaching on the sea with teaching on the overseas territories. Promote twinning and exchanges between schools in metropolitan France and the overseas territories, and between the overseas regions themselves, and develop appropriate educational tools.

112.b. Request and promote changes to education programmes in overseas collectivities to enable the better integration of the regional marine context.

112.c. In schools in Indian Ocean collectivities, develop on the French National Hunting Organisation's project to raise awareness of the dugong.

## **Enhancing the image of seafaring occupations and make them more appealing**

Maritime transport companies are developing in a globalised climate and are subject to strong international competition, which often results in their cutting corners when it comes to staff wages and welfare. These circumstances create unacceptable human and working situations (underqualification and understaffing jeopardise the safety of seafarers and the preservation of the environment, and lead to a deterioration in the social fabric) and discourage people from choosing a career at sea.

It is estimated that the merchant navy is experiencing a worldwide shortage of some 420,000 qualified officers. The employment market is strained in primary activity sectors such as fishing or marine farming. These occupations, practised under difficult - even dangerous - conditions, are undervalued and subject to many constraints as a result of questions as to their economic sustainability.

As a whole, and even though the sea is a source of largely unexploited riches, occupations connected with the sea lack appeal.

It would now therefore seem necessary to:

- Raise standards across the board with regard to qualifications, safety, social standards and the welfare of seafarers so as to ensure sustainable jobs and decent work, and promote this policy at international level.
- Improve the appeal of occupations connected with the sea, in particular by modernising social relations, promoting an ambitious policy to prevent work-related and maritime accidents, consolidating career paths and creating bridges between occupations and trades.

This improvement presupposes:

- Strengthening and structuring the network of training establishments for seafaring occupations, developing partnerships with other educational channels, businesses, territorial collectivities etc.
- Encouraging and supporting the emergence of new occupations as opportunities for seafarers to diversify their activity.

### **113. Set France on an exemplary course**

In order to be able to promote legal advances in the Community and internationally that are required to improve the image of seafaring occupations, France must:

113.a. Proceed to ratify pending international maritime conventions as quickly as possible - particularly the Maritime Labour Convention (ILO 2006) and the Convention on Work in the Fishing Sector (ILO 2007) - then extend them to the DOM/COMs.

113.b. Extend these conventions to the network of training institutions.

113.c. Help to ensure the effective application of ILO conventions relating to seafarers and follow the ILO's assessment thereof.

### **114. Improve maritime skills in administrations**

Administrative officers of the State and territorial collectivities responsible for maritime affairs must be able to receive training in maritime and environmental issues as well as coastal development.

114.a. Include a specific maritime training course in the programmes produced by the National Centre for the Management of Territorial Service (CNFPT).

114.b. Plan to upgrade the skills and knowledge of administrative officers of the State and territorial collectivities whose remit includes marine issues by introducing in-house education courses.

### **115. Develop, adapt and structure training programmes towards occupations connected with the sea**

115.a. Create a consistent training programme (university and vocational) to qualify people to work in occupations connected with the sea and enable them to transfer credits and/or switch to other suitable courses. Provide courses leading to a CAP (vocational training certificate) or BTS (vocational training certificate taken after the age of 18).

115.b. Create an inventory of the various maritime and para-maritime vocational training programmes in the overseas territories. Support the development of qualifications in the various territories and bring maritime establishments into the regional context. Create a maritime college or ensure the existence of maritime sections in existing establishments. Make it easier to become a sailor. Step up the activity of the appropriate military service and professionalise its maritime training courses.

115.c. Develop training programmes delivering qualifications that will enable entry into the shipbreaking industry.

115.d. Raise awareness of environmental issues among future seafarers: develop a training framework for naval colleges, the merchant navy and maritime colleges on ways to respect the sea, waste treatment, marine pollution and environmental awareness. In particular, train crews about the environment within the framework of the IMO's STCW protocol (convention relating to Standards of Training, Certification and Watchkeeping for Seafarers).

115.e. Develop scientific programmes in all areas of oceanology; increase the number of scholarships and research posts. Train students to understand the functioning of marine aquatic ecosystems by prioritising oceanographic education and introducing the views of economic and community stakeholders from coastal areas.

115.f. Develop in-house training in the boating sector. Award safety diplomas or the title of “Marine Guide” to sailing instructors. Include environmental and sustainable development issues in the training course for sailing instructors and trainers.

115.g. Amplify a requalification and training plan so as to overcome the handicap of the lack of appeal of these occupations.

## **116. Modify training courses in overseas collectivities**

116.a. For Mayotte, develop the training courses needed to provide a sufficient number of instructors, increase the number of environment-related jobs and expand tourism, boating and leisure sports connected with the sea.

116.b. Promote the creation of a single centre in Polynesia to provide training in seafaring occupations.

116.c. Develop vocational training courses in aquaculture that are suited to local conditions in overseas collectivities.

## **117. Structure and strengthen establishments providing training in seafaring occupations; encourage synergies**

In particular, strengthen the network of vocational maritime colleges, support the establishment of the new national maritime college to enable it to become a benchmark in higher education, develop partnerships with other educational programmes, collectivities etc.

117.a. Develop a system of accreditation for colleges focusing on seafaring occupations, and partnerships with other maritime sectors/companies.

117.b. Encourage links between researchers, academics and seafarers to make France an international benchmark for training in seafaring occupations. Encourage maritime colleges to commit to a common policy and strategy, for example in the form of a cluster or conference of maritime “grandes ecoles” (prestigious higher education institutes with a competitive entrance examination).

117.c. Support the development of the future National Maritime College (ENSM). Develop training synergies between the Naval College and the National Maritime College (ENSM).

117.d. Confirm the place of maritime training in the National College of Advanced Technologies.

## **118. Increase the appeal of becoming a sailor and more generally of occupations connected with the sea**

Specifically:

- Continue to modernise social relations and thoroughly review the legacy of the past to give legal and administrative cohesion to the conditions for practising a seafaring occupation. Simplify administrative management procedures for seafarers.
- Promote a policy to prevent work-related and maritime accidents.
- Encourage mobility and secure career paths.
- Support maritime employment; encourage and support the emergence of new occupations.

118.a. Improve induction, orientation and support for those entering the maritime or para-maritime sectors, including the accreditation of prior and experiential learning. Create a network of members of the industry to improve induction and support for young people becoming sailors, and develop a mentoring scheme.

118.b. Hold deliberations at international and European level on crew fatigue on board coasters, irrespective of which flag they operate under, with the aim of ensuring improved maritime safety and monitoring quality.

118.c. Promote a specific accident prevention policy on board vessels in order to improve working and employment conditions.

118.d. Keep the network of navigation aids (lighthouses, lamps, ESM) operational to satisfy the safety objectives of the European Maritime Safety Agency.

118.e. In France, apply the European guidelines on supporting maritime employment.

118.f. Relaunch the draft directive relating to crew conditions on board regular passenger transport services and ferries operating between Member States.

118.g. Re-examine the special dispensations granted to the maritime transport and fishing sectors in respect of European labour law.

## **119. Develop the social and environmental responsibility of economic stakeholders**

119.a. Increase the effectiveness of maritime labour inspection.

119.b. Reaffirm the specific nature of the remit of a maritime labour inspector.

119.c. Improve measures for inspecting social conditions on vessels, particularly by having independent bodies to provide training for inspectors.

119.d. Share information between all stakeholders (administration and trade unions) to help identify socially and technically dubious vessels. A six-monthly meeting (known as a “vessel control conference”) will be held between maritime inspectors, labour inspectors and inspectors from French trade unions affiliated to the International Transport Federation (ITF) with ITF inspector status.

119.e. Ensure that human rights are respected in territorial waters - particularly in our exclusive economic zones – insofar as is possible given the skills available in overseas collectivities.

119.f. Consider cooperation programmes to establish synergies between compliance with safety conditions, environmental protection and the social conditions of seafarers from emerging countries.

119.g. Promote guidelines and corporate social responsibility for these sectors in appropriate circles throughout the world (ILO, OECD).

119.h. Give consideration to a specific “responsible company” accreditation.

119.i. Balance the application of binding European standards to the market with incentives that encourage ethical behaviour.

## A pressing need for knowledge

Improve environmental protection, for example by developing activities requiring a substantial increase in research and observation of the maritime heritage, environments, risks and potentialities.

### **A – Observation - Assessment**

#### **A.1 - Know about and understand marine ecosystems, changes in them and their interrelation with land environments or coastal wetlands**

##### **120. Establish a reference condition and accelerate the exploration of the seas and ocean depths**

120.a. Accelerate the coordination and production of knowledge with a view to proceeding with an initial assessment of the quality of marine waters and the condition of the sea bed in 2012. This reference condition will consist of a map of uses of the sea and coastline, and will specifically include indicators developed in the European Marine Strategy Directive, which is part of the Marine Strategy Framework Directive.

120.b. Provide the financial resources needed to acquire the data needed to satisfy the demands of European directives on the marine environment.

120.c. In order to establish a reference (particularly overseas) set up a major exploration programme in the French seas – a “modern-day expedition” - with the aim of exploring and mapping the sea bed under French jurisdiction as extensively as possible, from the ocean depths to the continental shelf and coastline.

##### **121. Define indicators to monitor the condition of marine and coastal environments**

121.a. Develop indicators for a new management framework for coastal resources by 2009. They will relate to the state of health of ecosystems on the one hand and the socio-economic development of coastal fishing activities (eg number of jobs, quality of work, safety) on the other. The indicators will be used to monitor marine management and protection policies within the framework of a scorecard for French marine waters, and to implement the European Water Framework Directive (WFD) and Marine Environment Directive.

121.b. Define environmental objectives to enable the marine environment to be restored to a sound condition by 2020.

121.c. Progress from observation to forecasting in order to improve knowledge of areas at risk.

## **A.2 - Improve the use of and pool observation capabilities**

Develop new observation systems with an emphasis on data collection and the combined expertise of socio-economic stakeholders (particularly at local level), new experimentation and simulation tools enabling change scenarios to be studied and - at an operational level – the use of public and private resources to establish and operate the necessary networks.

### **122. Involve all types of vessel in ocean observation**

122.a. Encourage fishing, commercial and State vessels to carry scientific instruments on board.

122.b. At regional level (Mediterranean and Atlantic coastal waters and those of overseas collectivities), encourage multipurpose vessels to pool functions and technologies (training ships, oceanographic laboratory vessels) and join the national oceanographic research fleet. Experiment with ocean expeditions combining maritime economic activities, policing-surveillance of marine and coastal environments, crisis management and education.

122.c. Use existing infrastructures and networks to research the marine environment and carry out surveillance thereof.

122.d. Improve the coordination of national oceanographic fleets at European level.

122.e. Encourage the creation of jobs by involving vessels in the French and other European fleets in data collection.

### **123. Share knowledge and hence enable the interoperability of information systems**

123.a. Establish and ensure the interoperability of existing and proposed national information and observation systems (national water companies, SINP information systems on nature and the landscape, the future system for the Framework Directive on the Marine Environment Strategy etc).

123.b. Disseminate information on sources of knowledge and raw data on condition that it does not infringe confidentiality, and comply with international undertakings (Aarhus Convention).

123.c. Develop open databases, in particular including data on the oceans obtained via the GEO (Global Earth Observation) system, which is being used to build up a worldwide system for observing the earth.

123.d. Create a network of resources producing scientific information (biological resource centres with European certification, ESFRI) and develop organisations specific to overseas ecosystems (eg Chair of Coastal Science, Mangrove Institute, Caribbean Sea Centre, Kourou sea programme).



## **124. Involve all stakeholders – particularly professional seafarers - in observation**

124.a. Provide users of the sea and professional seafarers with tools to collect and manage environmental data, specifically to enable data analysis and benefit from the experience of professional fishermen and fish farmers.

124.b. Allocate public resources to enable fishermen and fish farmers to participate in research programmes.

124.c. By the end of 2009, introduce the recommendations of the seminar held by the European Parliament during the French Presidency in respect of scientific expertise (a meeting between professionals and scientists in the “common home”) by setting up local meetings in three locations - including one overseas collectivity - to share information, build partnerships for data collection, formalise empirical knowledge and create joint expertise.

### **A.3 - Strengthen and develop certain resources for observation**

## **125. Increase satellite observation capacity and encourage observation projects in situ**

125.a. Strengthen detection resources and mechanisms (particularly satellite observation) for monitoring and combating marine pollution. Design methods and resources to enable pollution to be reliably linked to its source.

125.b. In the long term, consolidate European space programmes for observing maritime areas.

125.c. In particular, support an international oceanic station project (eg Sea Orbiter), an in situ and continuous platform to observe marine and underwater ecosystems, monitor the physico-chemical parameters of the ocean / atmosphere interface and research human behaviour in extreme environments. It would also carry out multidisciplinary scientific research, test and demonstrate innovative technological projects for SMEs, increase knowledge and heighten awareness; optimise and reinforce the use of existing resources.

## **126. Increase resources for observation in overseas collectivities**

126.a. Whilst taking into account the skills available in the overseas collectivities, establish a marine environment observation centre in those collectivities that do not as yet have one.

126.b. Stop spreading resources too thinly in Guyana. Provide the region with a coastal vessel shared between research, training, fishing control, a continuous wave recorder and a weather station close to the Guyana coast.

126.c. In Reunion and Mayotte, determine indicators and step up research, data, observation and monitoring of the lagoon. It would be advisable to set up a public interest group to ensure the dissemination of information. Establish a Mangrove Institute. Initiate an ongoing action by INFREMER (the French Sea Studies Institute).

## **A.4 – Improve impact and cost assessment**

### **127. Consolidate and complete assessment methodologies, taking into account the value of environmental services and the cost of maintaining ecosystems**

127.a. Continue to assess the economic value of biodiversity, the services rendered by marine ecosystems and the cost of maintaining ecosystems, on the basis of the conclusions of the Chevassusau-Louis report and earlier works. Carry out a study on potential methods for monetising them.

127.b. Rapidly launch the drafting of five action plans to develop environmental services for targeted coastal areas (short-term concrete illustration).

127.c. Develop an economic model to assess compensation for victims of pollution (accidental pollution or serious environmental damage) and consider a new approach to compensation.

127.d. Recognise the impact of coastal and underwater noise pollution.

### **128. Carry out studies on the impact of sustainable development on the environment, society (including worker health/safety) and the economy**

128.a. Create an ad hoc group of all stakeholders and, by 2010, draw up a methodological guide for impact studies with a common scientific base to be carried out on activities requiring licensing. This guide should include:

- General principles ensuring independence, transparency, impartiality
- Sectoral variations
- Principles of consultation encouraging dialogue between all stakeholders on the exploitation of marine resources in a broad sense (wind power, marine energy, aggregate and others) within an integrated policy
- Integration of an environmental cost-benefit analysis and a reference condition

128.b. Carry out impact studies in the very near future on material extraction projects and energy installations (wind turbines etc) at sea.

128.c. Carry out studies before energy-producing installations are established on the coast, so as to investigate their impact on the landscape and environment.

### **129. Increase knowledge of impacts and risks in certain sensitive areas**

129.a. Increase national and local knowledge and understanding of changing climate events and the extent of the coastline in order to improve decision-making and the drawing up of management strategies, particularly in overseas collectivities.

129.b. Launch national deliberations on risk prevention in order to create common support tools for the overseas territories and the pooling and exchange of experience within and between maritime basins.

129.c. Produce a comprehensive report on coastal and deep-sea fisheries (environmental, economic and social advantages and disadvantages such as the maintenance of an active social fabric).

## **B - Research - innovation**

### **B.1 - Governance of maritime research at national level**

#### **130. Promote and steer an ambitious national policy with regard to ocean science so that France can meet its European and international responsibilities**

This presupposes promoting:

- Basic and applied research, interdisciplinary and integrated scientific approaches, “research and development”, training and support for priority public policies relating to training, research, innovation and the development of technology
- Shared governance of knowledge and learning between scientists and seafaring professionals to jointly create change scenarios for marine ecosystems in the context of global climate change

An update of the National Research and Innovation Policy may be planned to provide the resources to acquire social and economic data in addition to biological, technical and geophysical research work.

130.a. Give the future National Council of the French Archipelago a mandate to hold a debate among its members on directions for coastal and marine research and to deliver an opinion on this issue every two years.

130.b. Organise a National Council for Marine and Coastal Research that will be responsible for drawing up a strategic agenda for the development of research and training in marine, maritime, port-related and coastal fields, and coordinating current initiatives (ocean science, French coastal research network, technological platforms etc).

130.c. Within this framework, institute a Council for the Orientation of Research and Innovation in Shipbuilding and Related Activities - CORICAN – to institutionalise French R&D relating to the five types of marine and to ensure the implementation of strategic projects based on the twofold desire for competitiveness but at the same time safety, and the improvement of on-board working conditions.

#### **131. Draw up an inventory and a monitoring system for research/innovation/training**

131.a. Draw up an inventory of existing research/training capabilities, requirements and shortages.

131.b. Introduce national indicators for marine (as opposed to land) research and innovation.

## **132. Improve knowledge: increase research resources**

132.a. Create the “National Alliance for Ocean Science”.

132.b. Create a programme to increase basic and targeted research budgets for ocean and coastal sciences: utilise all tools and involve all stakeholders, including the National Research Agency (ANR).

## **B.2 - International and European cooperation**

### **133. Increase international and European cooperation**

133.a. Step up international action with the UN authorities mandated to consolidate networks of research organisations.

133.b. Engage the French marine scientific community in international platforms of expertise (eg biodiversity, International Energy Agency (IEA-OES), IEC Technical Committee 114, regional marine conventions).

133.c. Organise European research to support the integrated maritime policy:

- Increase cooperation with European research bodies in conjunction with the DG Research, improve coordination and synergy between Community programmes on the one hand and Community and national programmes on the other
- Invite the DG Research to work with international research bodies
- Make use of existing programmes and budgets by utilising the appropriate mechanisms of the Seventh Technological Research and Development Framework Programme (PCRDT).

133.d. Promote a European maritime and marine research programme and budget under the auspices of the next PCRDT.

133.e. Define priorities at European level to orientate research, particularly basic research. These priorities must focus on:

- Climate change
- Knowledge of - and management criteria for - ecosystems
- Assessing biological and mineral resources
- Reducing the energy costs of maritime transport and improving the efficiency of shipping according to environmental parameters
- Assessing stocks of maritime cultural assets in order to draw up an initial inventory of these non-renewable resources

133.f. Identify priority subjects for research at regional level that are eligible for support from the EU.

### **B.3 - Competitive clusters and networks of centres of excellence**

#### **134. Use existing competitive clusters to enable the sustainable development of the coastal and marine economy**

134.a. Support national programmes relating to marine competitive clusters in Provence-Alpes-Cote d'Azur, Brittany and other regions based on networking and developing their relationships with relevant stakeholders in the French coastal regions, DOM-COMs and the interior.

134.b. Establish the National Ocean Science Project at regional level. Overseas, favour the alliance of local clusters (eg Sea Cluster, public interest groups) with marine competitive clusters in metropolitan France to create stronger links.

134.c. Strengthen the role of new technologies in relation to coastal protection, waste treatment and coastal rehabilitation, naval demolition technologies etc in "marine" clusters.

134.d. Call for a "Coastal and Maritime Centre of Excellence" project to give new momentum to territorial projects encouraging initiatives and innovation.

#### **135. Overseas, adapt research and study resources to suit the size and diversity of the environments concerned, whilst taking into account the skills available in the collectivities**

135.a. Make overseas departments and collectivities into centres of reference for sustainable development of the sea by creating experimental centres focusing on research, assessment and exploitation of resources in order to be able to support, control (healthwise) and sustain local fishing, aquaculture and fish farming initiatives. Link up the resources of overseas scientific and technical centres within "clusters" so that they are in a position to help explore, develop and enhance the value of local genetic resources, whilst taking into account the varying presence in the overseas territories of scientific and technical establishments and the necessity of linking these platforms with one another.

135.b. Reinforce the actions of INFREMER and other research bodies throughout the overseas collectivities.

135.c. Launch a "Kourou sea programme": enable Guyana to drive sustainable development for the entire Amazonian continental shelf as long as this development is consistent with the appropriate demographic and climate context; extend the forecast study on the production of biodiesel from microalgae; study and develop molecules manufactured by various species to help them adapt (for use in cosmetics and pharmaceuticals).

135.d. Step up protection for coral reefs in overseas territories: allocate more human and financial resources to France's coral reefs initiative in Guadeloupe (IFRECOR) to boost its local and cross-border actions; continue the initiative with the Global Environment Fund to manage and protect Pacific coral reefs (CRISP) via a proposed regional programme for marine protected areas in the Pacific; involve the European Union in the ICRI.

135.e. Increase the importance of overseas issues in the programming for existing marine competitive clusters. Promote these activities - for example France's coral reefs initiative (IFRECOR) - as a "window" for new types of know-how in the Asia-Pacific, American and Indo-Pacific regions.

135.f. Make the French Southern and Antarctic Lands (TAAF) an area of research and excellence in respect of sustainable maritime practices.

## **B.4 – Research themes**

### **136. Develop research programmes and themes**

136.a. Develop national research programmes, particularly those relating to emerging topics:

- Blue biotechnology (within the framework of the bodies controlling these activities)
- Renewable energy
- Shipbuilding
- The effects of pollution on marine organisms - direct effects on the physiological capacity of fish and indirect effects on the food chain; taxonomy
- The acidification of the ocean linked to atmospheric carbon dioxide
- Handling, organisation of terminals to open up prospects for improving safety, working conditions, controlling industrial risks and the pollution of coastal soils
- Technologies for environment-friendly activities (in response to the forthcoming introduction of integrated management of marine and coastal usage in order to protect environments)
- Socio-economic issues (using an ecosystemic approach)

136.b. Launch a research programme to design an "economic, operational, safe, clean and intelligent" vessel of the future with the aim of achieving a 50% reduction in energy consumption and greenhouse gas emissions, the development of renewable energy and a 50% reduction in the environmental impact of all types of vessel. One of the aims of this research programme is to reduce the greenhouse gas emissions from fishing boats by 25% per ton landed by 2015.

136.c. Provide scientists with more resources at Community level to increase their contribution to the process of defining TACs. In particular, currently dormant knowledge of living species (taxonomy, ecotoxicology etc) must be rapidly resurrected so that vital expertise is not lost.

136.d. Organise a plan to combat pollution by developing multidisciplinary research. Identify chemical substances in contact with the sea, including those originating on land, catalogue them and strictly regulate their usage.

136.e. Launch an international assistance programme to improve effluent production and treatment processes.

## **B.5 – Disseminating innovations and sharing knowledge**

### **137. Facilitate experimentation and the dissemination of technology**

137.a. Define the ways in which the State and enterprises participate in maritime research, development and innovation with reference to the existing body of knowledge on air and land transport, with the aim of encouraging mechanisms for disseminating technology and practices enabling a reduction in the energy consumed at sea.

137.b. Create a specific simplified regime to enable limited period experiments using systems whose installation must be entirely reversible and whose environmental impact is assessed in advance.

137.c. Have a national demonstrator vessel for innovative technologies, which could be a multifunction vessel. Also encourage multipurpose vessels to pool functions and technologies at regional level (Mediterranean and Atlantic coasts and overseas collectivities).

### **138. Marine biotechnology and industrial property**

138.a. Oppose the ability to patent living matter but allow local authorities to benefit financially from the exploitation of their resources.

138.b. Study legal measures to be introduced so that regions with a genetic resource used for commercial purposes may derive benefit from it in terms of commerce and economic development.

138.c. Introduce measures to help SMEs to avoid being taken over by large groups, and promote locally-based spin-offs of biotechnology.



## **APPENDIX: PROPOSALS STILL IN SQUARE BRACKETS AND UNVALIDATED REGIONAL PROPOSALS**

### **Round Table Meeting 1**

[Include the cost of breaking up a vessel in its selling price or depreciation calculations.]

*Proposals relating to fishing where a consensus was not reached will be reconsidered during the Fishing Conclave.*

[UEGCs - units for consultation on exploitation and management - to be globalised in 2015.]  
Support French fisheries in the move towards eco-labelling on the basis of FAO, social and environmental criteria; sustain the introduction of a quality process intended to promote French fishing products among retailers [with a goal of 20% by 2015].

Improve the image of fish products [by ending the Community system of withdrawal prices]; [by controlling prices to compensate for the decline in catches]; by demanding traceability through mandatory labelling of products indicating [the fishing technique]. Note by *rapporteur*: Labelling by general zone of origin is already mandatory for fish products.

*The debate on the creation of an inter-branch organisation will be held during the Fishing Conclave.*

[Labelling of sharks: specify the word “shark” on products marketed under various names, given that these can lead to confusion and mislead consumers (eg “rock salmon”).]

[Adopt a moratorium on the exploitation of fish resources from seamounts as long as no potential ways of sustainably exploiting these remarkable zones have been established.]

[Identify spawning sectors and periods for sensitive commercial species, draw up appropriate measures to preserve these spawning beds in consultation with industry professionals.]

[Prohibit fishing for elver along the coast in order to prevent eels from disappearing from rivers and streams.]

[Mackerel shark: France must apply the “zero TAC” as a matter of urgency as recommended by the ICES for fishing targeting the mackerel shark (prohibition of targeted fishing already in effect in Norway and Sweden). The moratorium on this type of fishing called for by scientists only reflects the gravity of the situation: the mackerel shark is classified by the IUCN as “in critical danger of extinction” in the Mediterranean and the North West Atlantic (a 96-99.99% decline in Mediterranean populations) and “vulnerable” in the rest of the world.]

[Promote the prohibition of access to the Arctic by all vessels sailing under the flag of a state that has not signed the Bunker Oil Convention and organise an appropriate surveillance system; (apart from requesting states bordering on the Arctic to refuse entry by these vessels to their ports, it would appear to be difficult to prohibit passage by these vessels through waters open to international traffic (the principle of freedom of navigation).] [Participate in defining rules relating to exploitation by transport or industry in ice-free polar areas.] Promote a moratorium on areas not covered by ice and marine protected areas.]



Strengthen the role of the *prud'homies de pêche* (courts presided over by magistrates who are professional fishermen) in the Mediterranean.

## **Round Table Meeting 2**

[Introduce tax incentives to promote “clean” aquaculture that is as integrated as possible (increase in tax benefits according to the number of extractive species being farmed, application of standards established in the protocol, accumulated benefits depending on the number of “good” measures).] [Impose a deterrent tax and legislation to make people aware of their responsibilities in terms of discharging polluted water.]

[Encourage the establishment of a coastal conservation authority in French Polynesia.]

[Bring the Sea Centre project in the Caribbean to a successful conclusion.]

[Develop the maritime facet of existing bodies such as the Permanent Secretariat for the Prevention of Industrial Pollution - ASTRAPIE.]

[Create an Interministerial Delegation for Maritime Culture (sea-culture-education relations).]

## **Round Table Meeting 3**

[Create a regional Sea Centre with the task of coordinating a shared information portal.]

Expand the “Teach me your sea” project: exchange of knowledge on their respective marine species between classes in overseas collectivities and in metropolitan France; introduction of discovery/sea lessons for pupils in overseas collectivities.

[Introduce mandatory environmental training courses - including on the marine environment - in the *grandes écoles* (prestigious higher education institutes) and public and private colleges.]

[Plan to create a maritime campus in Nantes Saint-Nazaire between the Engineering College, the Merchant Navy College, the Veterinary College, IFREMER etc.]

[Officially introduce college courses in Environmental Science (University of the Antilles and Guyana (UAG) (Martinique).]

[In Reunion, increase the resources of the Maritime College and professional training courses devoted to seafaring occupations.]



Printing: MEEDDM/SG/SPSSI/ATL2/Reprographics workshop – July 2009  
Brochure printed on EU eco-label paper  
[www.eco-label.com](http://www.eco-label.com)