

Plenary session 3:
**Ministerial Panel on
the Integrated
Maritime Policy in the
Mediterranean Sea
basin
(20 May 10.30-13.00)**



Report

Mr. Altero MATTEOLI – Italian Minister of Infrastructure and Transport

Minister Matteoli stressed the importance of developing the Integrated Maritime Policy in the Mediterranean Sea and gave the floor to the distinguished panel speakers.

Mr. Antonio TAJANI – Vice president of the European Commission

Maritime transport is a key element of the Integrated Maritime Policy. The joint co-operation between the EU and other Mediterranean partner States is a cornerstone to further development, economic growth and prosperity in the Mediterranean basin.

The development of Trans European Networks reaching out towards Trans African Networks both linked by Motorways of the Sea constitutes a pillar of such co-operation. Such development is complementing the Commission's Lisbon strategy for sustainable growth as well as further Commission initiatives such as the maritime transport strategy 2018, the maritime transport space without borders, SafeSeaNet and the EU's 3rd maritime safety package. All these initiatives bring Europe at the forefront of efficient and sustainable maritime transport, a cornerstone of Integrated Maritime Policy.

However, shipping must be secure. Military operations such as Atalanta at the Horn of Africa prove the effective co-operation of European Navies. However solving piracy problems or tragic illegal human trafficking across the Mediterranean Sea requires a political strategy in view to stabilise and further develop Northern Africa.

Mrs Stefania CRAXI – Italian Undersecretary of State at the Ministry of Foreign Affairs, in charge of the Mediterranean Basin

The European Maritime Day in Rome shows that Italy, the European Commission and other Mediterranean partner countries can work together towards achieving the Integrated Maritime Policy. This policy offers an ideal framework in view to share the resources of the Mediterranean Sea in a more efficient and sustainable manner.

The Sea must be safe and without barriers. The Mediterranean Coast Guard Forum (MEDFORUM) held in Genova on 6-7 April '09 was a success and may become a structuring body for a future European Coast Guard Service.

Trans European Networks need to be linking Europe and Africa. Financing such infrastructures however remains a challenge that needs to be addressed.

Mr. Amar Tou – Algerian Minister of Transport

Efficient Mediterranean transport systems and in particular the Motorways of the Sea are a key for the further development of Northern Africa. However North African transport systems still need to be adapted to the organisation inherent to the Motorways of the Sea.

As regards aviation Algeria, Morocco, Libya and Mauritania are to engage in negotiations towards an 'Open Skies' agreement that further fosters development, trade and growth.

After Tunisia and Italy, Algeria is honoured to hold the next presidency of the Group of Transport Ministers of the Western Mediterranean (GTMO 5+5).

Mr. ABOU-GENDAYAH – Egyptian Ambassador, on behalf of Mr. Mohamed MANSOUR– Egyptian Minister of Transport

Enhancing transport access across the Mediterranean by land, air and sea is a key to the basin's trade development. The Motorways of the Sea are thereby playing a vital role.

The EU is Egypt's first trading partner. In this context Egypt is developing towards becoming an important logistics platform and a Mediterranean transport hub. Egypt is also developing trade of agricultural goods with Italy and other Mediterranean partners.

Mr. Mohamed ZEDAN – Libyan Minister of Transport

The Mediterranean must remain a space of peace, trade and communication ruled by law.

Maritime transport related pollution in the Mediterranean stems from fleets that are controlled by EU interests to about ninety percent. Southern Mediterranean States thus need the EU's support to apply the established system of maritime anti-pollution rules.

To remedy piracy and illegal human trafficking at their root the EU must develop the political will to secure the economic development of and provide the necessary assistance to the countries concerned.

Mr. BALZAR – Maltese Ambassador, on behalf of Mr. Augustin GATT – Maltese Minister of Transport

The EU has now achieved the first steps towards the Integrated Maritime Policy! In the Mediterranean basin, characterised by its social, economic and religious diversities, the holistic Integrated Maritime Policy constitutes an ideal approach towards a better governance of the Sea.

The EU's third maritime package, Cluster developments and fair competition respecting global IMO rules shall be pursued to ensure further sustainable growth.

The humanitarian dimension of migration remains a problem that needs to be tackled at EU level rather than on the level of individual Member States.

Mr. Karim GHELLAB – Moroccan Minister of Transport

The Integrated Maritime Policy is of great importance to Morocco.

In Morocco maritime transport has been fully liberalised since 2007. The now operational Tanger-Med port and related ship maintenance facilities are a key example of developments that should be promoted via the Union for the Mediterranean.

In the context of the Group of Transport Ministers of the Western Mediterranean (GTMO 5+5) Morocco suggested for all coastal countries to jointly control maritime traffic in view to better face pollution risks in particular along the southern Mediterranean coasts.

Mr. Moussa Seydi Boubou CAMARA – Mauritanian Minister of Transport

Situated at the Atlantic coast, Mauritania has been traditionally maintaining cultural links with the Mediterranean basin: salt trade linked Mauritania with the Mediterranean coasts and the famous 'Raft of la Medusa' occurred along the Mauritanian coast.

Maritime Safety issues, in particular piracy and illegal human trafficking cannot be addressed only with military means but must be solved through a political approach.

Mr. Mario LINO – Portugese Minister of Transport

On 20 May 1498, Vasco de Gama reached India by Sea. This date is thus symbolic for the European Maritime Day.

In today's economic and environmental context, the Motorways of the Sea are a decisive instrument to develop sustainable economic growth. Portugal is thus deploying Motorways of the Sea projects both on the Mediterranean and the Atlantic coasts.

In parallel, maritime surveillance systems such as SafeSeaNet and CleanSeaNet are important tools helping to contain the pollution risk inherent to maritime transport.

Mr. Abdelrrahim ZOUARI – Tunisian Minister of Transport

In the period around the seventh to the second century B.-C., Carthage was the most powerful city in the Mediterranean and kept being important in the following Mediterranean history.

Today the complementarities of northern and southern Mediterranean coasts need to be further developed by deploying the Motorways of the Sea while fighting illegal immigration and maritime pollution. About 200 vessels a day sail along Tunisia's white coast threatening it with a major pollution risk. Close co-operation with the EU on maritime surveillance thus becomes ever more important.

Coherent and Integrated Coastal Zone Management along all Mediterranean coasts should become a priority as such management would strongly contribute to sustainable economic growth in this Sea basin. To disseminate the Integrated Maritime Policy all around the Mediterranean, future Maritime Days may also be organised in the Maghreb.

Mr. Ioannis TZOANNOS – Secretary General at the Greek Ministry of Mercantile Marine

Mr Tzoannos clarified that the immense fresco covering the ceiling of the Palazzio Colonna Hall in which this plenary session of the European Maritime Day was hosted pays tribute to Marcantonio Colonna, who led the papal fleet to victory against the Turks in the great naval battle of Lepanto in 1571.

As regards present policy making it was clarified that the United Nations law of the Sea Convention should remain the fundament for any developments of the Integrated Maritime Policy that Greece is strongly supporting.

Increased use of limited Sea resources will require planning of the maritime space in view of its sustainable use. Further, integrated maritime surveillance systems shall allow to much better apprehend any safety and security matters occurring at sea. In view to tackle any obstacles towards Integrated Maritime Surveillance, two pilot projects are being launched: One as regards the Mediterranean Sea and its Atlantic approaches and the other as regards the Northern European Seas. Greece is actively participating in this process.

Vice-Admiral POLLASTRINI – Commandant Italian Coast Guard

The European Commission Directive 2002/59/EC provides that all ships fulfilling certain criteria and calling a port of a Member State are to be fitted with an Automatic Identification System ('AIS').

Managed by the European Maritime Safety Agency ('EMSA') the AIS system was inaugurated by Minister Matteoli during the present plenary meeting: about 5000 vessels were visualised in real time on an electronically displayed front map of the Mediterranean Sea.

Professor COGO – Rete Autostrade Mediterranee 'RAM' (Mediterranean Motorway Network)

Motorways of the Sea ('MoS') are of major importance not only to Italy but to all countries and stakeholders around the Mediterranean Sea. Taking into account that Italy alone disposes of 25 MoS connections, important questions related to the developing MoS infrastructure, technologies, investments and financing need to be solved.

Even though RAM does not manage that Motorway of the Sea Network it provides support by developing an industrial master plan for MoS that

explores i.a. new ways of infrastructure financing through the European Investment Bank and the World Bank.