Contribution to the Green Paper on Territorial Cohesion
by the Standing Conference of European Peripheral Port Cities

This contribution is a follow-up to the final statement made at the Conference meeting on « Maritime dimension and territorial cohesion » on 12th July 2008 and presented to EU and French authorities the same day in Brest at the informal meeting of the Ministers of European Affairs organized under the French Presidency of the European Union. Today, the economic crisis is upon us, reinforcing the importance of introducing the concept of territorial cohesion as a major, cross-cutting objective of EU policies in order to reassert and give vitality to the project of Europe. The Conference emphasizes how significant this initiative is - from the stakes of territorial solidarity to the generalization of integrated approaches for community policies and their territorial impact, from seeking better forms of governance to disseminating, enhancing and exchanging experiences on territorial excellence - and hopes that it will lead to a White Paper and to concrete action plans being put into effect between now and 2013.

[The 20th of February 2009]
The members of the standing Conference of European peripheral port cities hail this initiative, centred around the publication of the Green Paper on territorial cohesion. In a way, in 2008, the Conference had already anticipated the process culminating in a declaration entitled « Maritime dimension & territorial cohesion ». It was presented to the European and French authorities who were in Brest on the 12th of last July for the informal meeting of the Ministers of the 27 Member States in charge of European Affairs, in the framework of the French presidency of the European Union.

The statement is attached here. It illustrates the Green Paper's particularly enlightening subtitle of « Turning territorial diversity into strength » which rings out like a solemn declaration. It shows how the « maritime dimension », in all its aspects is the core issue of the territorial excellence of Conference cities, at the crossroads of the challenges of competitiveness and sustainable development for a full immersion in the knowledge-based economy).

Thus, over the past 15 years, supported by the European Union through exchanging experience and implementing action plans and proactive projects for economic diversification, innovation, renewing urban and port areas, the partner cities have progressively shaken off the initial severe constraints linked to the decline and industrial restructuring of traditional maritime activities, and particularly military activity.

And yet, the context, with globalization, eastward enlargement of the EU, fierce competition now impacting all areas, renders these results positive, albeit fragile. Our cities, especially those located on the edges of the major networks of trade, must constantly innovate to remain attractive.

It is a far from easy challenge, as for other new issues related to climate change, rising raw material and energy prices, demographic changes…and of course, being set against the current back-drop of a major economic crisis.

The relevance of the « territorial cohesion » concept in the corpus of Community policies is all the more striking and its adoption has become all the more urgent.
The difficulties related to the process of ratification of the modified Lisbon Treaty should not mask what is obvious. Recently, a whole series of positions taken on a European scale, whether they have come from institutions, networks of stakeholders or from the civil society, have converged towards the conviction that it is through ever-closer association of the territories, especially on local and regional levels where the implementation of the policies and of the public co-financing take a precise form in the contact with citizens, that the European Union will progress.

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Having stated these general points, the Conference would like to supply the following considerations and recommendations, in response to questions proposed in the Green Paper:

The Conference of European peripheral port cities

**Territorial cohesion and Economic and social cohesion (ECS) policy**

- considers that territorial cohesion represents both true progress and protection against all of the sometimes mentioned temptations to re-nationalize the European cohesion policy.
- recalls that it is strongly attached to a European cohesion policy that will apply to all EU territories and not be limited to simply letting the States and regions lagging farthest behind to catch up, even if that remains a priority.
- considers that the territorial cohesion policy is a way to put some soul into the current economic and social cohesion policy, in order to promote balanced and multi-centred development of the European area.
- requests that at the close of this consultation, the Commission produce a White Paper in order to stabilize a joint approach to the territorial cohesion concept, along with proposals for concrete action to be implemented in the post-2013 period.
- proposes that the following aspects be selected in qualifying the concept of territorial cohesion within the open-ended exercise created by the Green Paper:

  Territorial cohesion refers to an area, in this case, the European Union, that will have succeeded in turning the diversity of its territories into strength in terms of sustainable development, economic prosperity, stability and its influence in the rest of the world. Since it relates back to notions of coherence, solidarity, integrated approaches and governance, it must foster equal access to collective services and infrastructures all over the territory and appropriately develop the expression of territorial excellence and development strategies supported by the territories.
Territorial cohesion serving a better alignment of the Lisbon and Gothenburg strategies

believes that asserting the principle of territorial cohesion should contribute to a better balance between the so-called «Lisbon» strategy which is absolutely vital to ensure that territories are competitive in a globalized world, and the «Gothenburg» strategy for sustainable development in the face of new global challenges (climate change, congestion and bottlenecking of trade nodes and major urban centres, etc.) and persistent internal disparity, including that on the infra-regional level (decline of rural areas, intra-urban disparity).

• approves the 3 orientations identified by the Green Paper to ensure more balanced and sustainable development of EU territories, i.e.: concentration; connecting territories and cooperation.

• considers territorial cohesion as a prerequisite to better irrigate and disseminate the development generated by clusters of excellence, groups of research centres and innovation to benefit all of the territories of the European Union. The driving force supplied by agglomerations where populations and jobs are focused could produce its full effects, providing that constant improvement is made to link the territories to networks for transport and energy, new technologies and services of public interest.

• suggests, on this basis, that the Commission begin examining and assessing the earmarking method in the frame of the 2007-2013 structural funds programme.

invites the Commission to acquire new fine-tuned analytical tools and indicators, along with the traditional GDP per capita, especially those based on European spatial planning observatory (ESPON / ORATE) studies. These could take better account of the multiple dimensions involved in the territorial cohesion objective (infra-regional indicators, human development indicators, accessibility to services of public interest, available per capita income, etc.).

• reasserts, within the post-2013 cohesion policy perspective, the interest of a differentiated territorial approach that takes account of their specificities and specific handicaps (adjustable intervention rates, greater flexibility in choosing themes, etc.).

Territorial cohesion and the territorial impact of community policies

• recalls that territorial cohesion is a cross-cutting objective and assumes that an integrated approach will be generalized, as was done for the European maritime policy. The European cohesion policy is not intended to become a catch-all for territorial consequences of other community and sector-based policies.

• supports the proposal to make territorial impact studies compulsory from the earliest phase when designing community and sector-based policies, as is already done in environmental matters, and to do so as of 2013.

The example of transport and energy

• especially draws the attention of the Commission to the transport policy and the need to pursue and support the interconnection and interoperability of national networks, particularly railways, with renewed and systematic concern in the framework of TEN-T as concerns the outermost territories.

• likewise consider speeding up the implementation of motorways of the sea projects which are consistent with the development of the Short Sea Shipping policy and promoting offshore terminals to supplement the existing large hub ports.
• warns the Commission about numerous interactions between policies for transport, energy and combating climate change which could have particularly destabilizing repercussions on the most distant and coastal territories. An approach to combating greenhouse gases, for instance, which does not differentiate between the territories, could be highly penalizing for them.

• considers that transport is the perfect field for deploying a policy in favour of both competitiveness and sustainable development, for economic, social and territorial cohesion of the European area, requiring a truly integrated approach and an inter-sectoral comparison of the community policies implemented.

The Common Agricultural Policy

• calls on the Commission to fully measure the differentiated territorial impacts that may be generated by revising the CAP after 2013 (alignment with world market prices, eliminating support interventions, stronger de-coupling, etc.) seeing the highly diverse range of agricultural situations in EU regions.

• considers that the CAP and the cohesion policy should be mutually reinforcing, by highlighting the assets of rural areas (landscapes, biodiversity, etc.) and promoting better management of relations with cities and urban policies.

The environment

• invites the Commission to re-examine the environment policy to provide greater incentives and stronger linkages between regulatory or normative policies and those that are allocation-based.

• considers that, here too, the role of cities, working alongside the regions, is a particularly determining factor in designing and implementing policies to promote sustainable development (public transport, green design for urban planning, climate plan, developing research and innovation, etc.).

Territorial cooperation

• attaches particular importance to the stakes of cooperation (transnational, inter-region and cross-border) between territories. This is a vital instrument for developing the feeling of belonging in every part of the EU. Whether at the Atlantic Area level or through cooperation between counterparts on other EU seafronts, exchanging experience and best practices provides fantastic leverage to ensure better integration and convergence of local economies in a globalized environment.

• recalls that since they created their network, the partner cities have developed a number of European projects for collaboration on strategic themes and issues concerning their lasting growth: urban renewal, port developments, knowledge economy & innovation, marine sciences & technologies, integrated management of industrial hazards and harbour zone environments, maritime safety, etc.¹

• considers that developing partnerships and exchanges with other networks, like the CAAC and CPMR which some of our cities also belong to, is of strategic importance.

The challenges of governance

• wishes to further emphasize the major challenge of involving all levels of governance, in institutional terms, to the most finely defined territorial levels, seeing the risk of creating

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¹ To illustrate this, a few Interreg III C type projects are given in the appendix.
disparity and malfunctions, as well as crystallizing citizens' feeling of defiance with respect to the EU.

- considers that, concurrently with this « vertical » governance, the horizontal principle of « co-sidarity », a neologism created in the discussions organized by the French Presidency in Paris on the 30th & 31st of last October, be further developed and promoted, as is done through « cluster » approaches (see attached declaration and maritime clusters). This « multi-level » governance also based on partnerships should benefit from the wide range of complementary expertise from both public and private-sector social and economic stakeholders, universities, research and education institutions, companies, the civil society and citizens.

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**The experience of European peripheral port cities**

The following supplementary contribution, dated 11th July 2008, sheds light on the orientations and ways that our cities see their future and how they are participating in the objective of « Turning territorial diversity into strength », the grounds of new ambition for the European cohesion policy by 2013.
The Standing Conference of Peripheral European Port Cities
[General Assembly, the 12th of July 2008]

[Final declaration « Maritimity & Territorial Cohesion » passed during the General Assembly of the Conference, the 12th of July 2008 in Brest and handed over to Mrs Margot Wallstrom, Mr Joe Borg, European commissioner in charge of fisheries and maritime affairs, Mr Jean-Pierre JOUYET, Minister of European affairs on the occasion of unformal meeting that was taking place in Brest at the same time.]
Maritimity & Territorial Cohesion: 
Shared leverage for developing and making 
Conference cities attractive

The Standing Conference of Peripheral European Port Cities was established in 1992 following the initiative of the city of Brest. When it was created, it was composed of five port cities: Brest (France), Cadiz (Spain), Den Helder (Netherlands), Plymouth (Great Britain) and Taranto (Italy). These cities were joined in 1994 by Constantza (Romania), Dún Laoghaire (Ireland), Kiel (Germany) as well as the Norte region (Portugal). Since then, the Conference has grown by teaming up with other partners, among which are Gijon, Cork, the Canary Islands, etc..

This network was initiated with the goal of making it possible for peripheral maritime cities, some of them maintaining long-standing linked relationships and having to face comparable socio-economic constraints, to have at their disposal a tool for discussion and action within the frame of the European Union acting as an area for projects and cohesion for all its territories.

Within 15 years, through the exchange of experience, the implementation, jointly or separately, of action plans and proactive projects, with the additional mobilisation and support of European resources, on themes, such as economic diversification and strengthening of urban infrastructure, urban and port revitalisation, innovation and support for sectors of excellence, opening up to the outside and the development of multiple-actor networks,... the founding partners/cities progressively freed themselves from the initial severe constraints that were also linked to the decline and the industrial restructuring affecting traditional maritime, and in particular military, activity.

At the same time, the context of globalisation, of the rapid economic development of China, India or Brazil, of the European Union’s eastward enlargement, of fierce competition that now impacts all areas of the European Union, makes these results positive, and also fragile. Our cities, located on the periphery of the major exchange networks, must constantly innovate to remain attractive and must always verify the relevance and validity of their strategic choices and direction for development.

The European Union and the cooperation are, in this regard, a crucial framework for stimulating territorial synergies and excellence, promoting and guiding the competitiveness, emulation and intelligence of EU areas for stability, economic prosperity, social cohesion and sustainable development on a worldwide scale.

The challenge is not an easy one, like the new issues related to climate change, the rise in raw materials and energy prices, demographic changes and the European Union’s economic weight, etc.
The latest European discussions and proposals based on the Leipzig Charter and the definition of a territorial agenda by the ministers of Member States in charge of spatial planning, about cities' prime role and their responsibilities in promoting sustainable development, those contained in the 4th Report on Economic and Social Cohesion drawn up by the European Commission and bringing to light the successes but also the persistence of disparities in development both among Member States and the infra-national level, the opinion of the European Parliament on said report all these recent stances converge on the validity and added value of the regional policy for the European area's future and emphasise, for any overall Community action, the now essential nature of a truly integrated approach in the policies to be implemented.

In some way, we find here the lessons learned from the time when there was great momentum caused by the European consultation for an integrated maritime policy. The Conference joined it and is happy that the item "maritime", which is the foundation of its members' identity, can thus set the tone for new approaches to be promoted for the post-2013 timeframe.

The principle of territorial cohesion, a concept dear to local authorities in the sense that it promotes the sharing of responsibilities on an equal footing and interactions between the various levels of governance may not be altered because of last developments related to the process of ratification of the modified Lisbon treaty. To the contrary, the visibility of Europe and the attachment of its citizens to the European project can truly get strengthened by its deepening, it means by a tight association of territories on the local and the regional level. It is in this state of mind that the Conference, with and vis-à-vis its institutional and economic partners, intends to pursue the action and launch itself into the future.

"Maritimity" and "territorial cohesion" are the creative spirit, along with the objectives of competitiveness and sustainable development, known as the Lisbon objective and the Gothenburg objective, on which the Conference is working. The Conference is currently beginning the necessary updating of its position, by examining the main ideas and the terms of a new attractiveness for its member cities.

Through past and current European projects, the movement to reconquer their maritime dimension on new and improved foundations has been set in motion. New partners have, moreover, joined since then. What are the main ideas put forward today? How do the Blue Book and its action plan respond to the expectations? What current difficulties and what recommendations for the future policy of cohesion and other sectorial policies can the Conference issue?

The commitment of the French Presidency of the European Union next July and the informal meeting of ministers of European affairs and commissioners that is taking place in Brest of course give a very special value to this contribution. Through their specificities and with regard to the global challenges mentioned above, Conference cities want to emphasise the importance of a polycentric and balanced development of the European Union, a European Union that will have been able to make territorial excellence an asset for its influence in the world.
I – “Maritimity”, the core issue of the territorial excellence of Conference cities

More than half of the territory under jurisdiction of European Union Member States is submerged by the sea. For port cities, the sea is a global issue for both its economic and social development and its security and sustainable development. The sea is the basis of their identity. The development and protection of this exceptional environment contribute to their attractiveness and international influence.

The process initiated by the European Commission based on the Green Paper for an Integrated Maritime Policy generated a very large adherence. It was an opportunity for Conference cities to have an exchange about the changes that have occurred during the past ten years, to verify the importance that they give to the maritime situation and to identify the leverage they have for sustainable and innovative economic development.

**Strategic Direction 1 – For a full immersion in the knowledge-based economy and society: Promote research & development, and innovation in the area of marine sciences and technologies.**

On this point, our port cities were able to guide the development of true regional centres of excellence in the area of marine research and technologies and therefore to contribute to the objectives and guidelines set by the European Union for a full entry into the knowledge-based economy and society by 2015.

Internationalisation of institutions of tertiary education, support for international research networks, a “technopolitan” approach and promotion of “cluster”-type logistics are a sample of the variant current experiments in our member-cities which are especially promising. They contribute to the developing of existing skills throughout their territories, catalyse and accelerate innovation, and are also a source of economic development.

It has to do with exploiting in an optimal manner the many possibilities and challenges raised by the sea and maritime activity, by developing synergies among the worlds of research, training, and industry.

Investing in marine research and technologies also strengthens the conditions to meet sustainable competitiveness. The issues of integrated management of the coast line; maritime security and safety; knowledge and protection of the marine and coastal environment; management of maritime and industrial risks; the fight against maritime pollution; naval design, construction and maintenance including the dismantling of ships; shipping; exploitation of marine energy resources; exploitation and evaluation of marine biological resources, are thus the subject of high-level cooperative projects involving local authorities, multidisciplinary expertise and concerned professionals and that these are all sustainable growth prospects in response to the challenges of the 21st century.

These centres of competitiveness or regional clusters also establish exchanges between them at an international level, which allows to compare and to capitalise know-how and good practices, as shown by the international consortium EUR-OCEANS which will held its official constituting ceremony during the maritime event Brest 2008.

- In this regard, the Conference wishes to applaud the work of the European Commission and the importance granted in the Blue Book and its action plan to the targeted themes and the cluster logic that the Commission intends to encourage as a key element of a genuine integrated maritime policy and sustainable growth of the maritime economy.
• Beyond the inventory contained in the working draft on maritime clusters, the Conference is asking itself about the methods and forms that this encouragement desired by the Commission can take (maritime research programme dedicated in the FP7, neighbourhood policy, MED...).

**Strategic Direction 2 – For a global approach to attractiveness and the promotion of sustainable development: Strengthen port city quality, in economic and urban recovery, port development, sustainable tourism, environmental excellence and maritime culture.**

This consists in integrating the multifunctional nature of a port city. Conference cities have all been affected by a heavy industry restructuring, in particular facing the military restructuring and the decline of traditional business activities. From economic diversification to re-conversion of derelict sites, to urban renewal, support of port activity and reclaiming seafronts, Conference cities share their land planning and development experiences based on integrated maritime urban development in which economic development, environmental excellence, social integration and maritime culture are tackled together within managerial structures adapted for the diversity of issues.

It is in the coexistence of these various functions and the understanding of their interaction that port cities share and support various initiatives, current or future, within the Blue Book’s action plan:

• **Maritime transport:** maritime traffic is constantly growing, the growth of container ships is exponential; ports are thus essential to the European Union’s economy. The prospect of sea highways, subject to complementing them with a policy of developing secondary ports to handle traffic overflow, coastal shipping and intermodality, should be one of the main priorities for the EU for a continued and sustainable development of its ports. The development of port accessibility in line with their hinterlands will require much more aggressive support than what the structural funds provide in the current scheduling.

• **Another point to consider:** some port areas are dedicated to the development of true scientific and technical platforms for oceanography and maritime security. This may also merit appropriate guidance, consistent with the major global issues mentioned above.

Recently, the 2nd International symposium Safer Seas, held in Brest from the 9th to the 12th October 2007 (many of members of the Conference have also been involved) will have revealed the driving force of the European Union, of the European Commission and, within it, the strong support of France to an ambitious European maritime policy and, in particular, to a rapid adoption of the package Erika III.

• **The communication for an agenda on sustainable maritime tourism**, based upon the Blue Book, concerns most particularly Conference cities that, for the sake of diversification of their economic activities, implemented tourism policies, cultural and maritime facilities and events that maintain the attractiveness and image of the cities and their ports in all their elements: marina, cruise ship tourism, maritime heritage festival, scientific culture, yachting, beach, etc.

Thus, the movement begun by the European Commission for an integrated maritime policy, strongly supported by Member States and in particular by France, which will be holding the next six-month EU presidency, allows us to review what constitutes the specificity of maritime
cities and the way in which they, throughout a process of integrated development, foresee the future.

- The Conference would like to make clear the following observation concerning the Blue Book: its timeframe, which ends with the Presidency of M. Barroso (2009), is poorly timed with the one, necessarily mid-to-long term, relating to the directions and actions that it intends to implement. The Conference, along with other networks, will remain particularly vigilant and involved in order to make it a part of EU treaties and legislation.

II – Territorial cohesion for a polycentric and balanced development of the European Area.

As we indicated in the introduction, the added value of a policy of economic and social cohesion is obvious. Difficulties linked to the process of ratification of the modified Lisbon Treaty should not conceal the evidence. It is a tighter association of the territories, especially on the local and the regional level, where the implementation of the policies and of the public co-financing take a precise form in the contact with the citizens, that will allow the European Union to go forward. Maintaining, beyond the objective of convergence, support for structural adaptations for all territories and regions of the European Union, remains thus an absolute necessity: we are at the heart of the very idea of Europe!

- For that reason the Conference wishes to greet and to support firmly the initiative planned by the European Commission through the consultation starting in September by the publication of the Green Paper on Territorial Cohesion. It is giving the promise of new prospects in terms of governance, recognition of territorial, regional and local authorities, for the post-2013 timeframe.

- Cities and agglomerations play a major role in regional development with their population and jobs located in one place and with the dynamism and innovation that they generate. Recognition of the urban dimension in European cohesion policy, with its programmes, and through other sectoral policies having a strong territorial impact, has undergone a stimulating evolution. This move needs to continue.

- The Conference thinks moreover that assertion of the principle of territorial cohesion supposes, even more so than in the past, promoting a balanced, polycentric model of development, likely to overcome the contradictions of a too-high concentration of all policies about competitiveness. It means that the Lisbon strategy remains absolutely essential for maintaining the European Union's competitiveness at the external level, it is appropriate, as regard the new global issues mentioned above and persistent internal disparities, including within the most developed Member States, to emphasise once again the full importance of the sustainable development strategy, the “Gothenburg strategy”.

- The peripheral nature of our port cities has, until now, been hardly emphasised because the dynamism that they have experienced during these last 15 years which has strongly changed the initial conditions of their development. Having said this, the handicap is very real: located far from the major economic centres, and even more so with the EU's enlargement to the east, these port cities and coastal regions are also particularly exposed to the consequences of globalisation on climate imbalance, price rises of raw materials and transport, and migratory flows...
This is why the Conference believes that assertion of the principle of territorial cohesion should be accompanied, thinking in terms of the post-2013 timeframe, by support for the expression of territorial excellence, economic as well as social and environmental, support that would moreover be graduated and differentiated based on the territories and their own difficulties and potentialities.

- The Conference of Peripheral Port Cities is the favoured opportunity for expressing and implementing projects in common. Its member cities team up with other necessary parties of territorial development (universities, research institutes, technology centres, etc.). The exchange and involvement within and with other networks (CVAA, AMRiE, AIVP, CRPM, etc.) are also taking part in mutual enrichment, a source of dynamism and innovation in a “win-win” game. The 2007-2013 schedule of structural funds has partially integrated (into the “mainstream”) the objective of territorial cooperation (cross-border, transnational, interregional). Because it is a great tool for bridging cultures and practices within the European Area, the strengthening of the means that are dedicated to it and should be pursued for the post-2013 timeframe.

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1 Leipzig Charter on the Sustainable European City and EU Territorial Agenda, 24th to 25th of May 2007, at the following Internet addresses: http://www.bmub.de/Auflage/original_558591/Charte-de-Leipzig-sur-le-ville-ene-sans-durable.pdf

2 The 4th Report on Economic and Social Cohesion adopted by the European Commission on the 30th of May 2007 can be downloaded from the DG REGIO website:


4 See also the very recent Fifth interim report on economic and social cohesion, communication of the European Commission, 2008-06-16.
   http://ec.europa.eu/regional_policy/sources/docoffic/officialreports/interim5_en.htm

5 The Blue Book, “An Integrated Maritime Policy for the EU” and the actions that accompany it, are available on the DG Maritime Affairs of the European Commission website:
   http://ec.europa.eu/maritimaffair/dec_imp_fr.html
ANNEX 2
### IMAPS

**Theme:** Integrated Management of industrial hazards and environment in port areas.

**Objective:** To analyze the various policies and approaches of partner cities in terms of integrated harbour zone management.

**Partners:** Brest, Cádiz (Spain), Constanța (Romania), Gijón (Spain), Matosinhos (Portugal), Tarento (Italy), Isle of Wight (UK).

**Deliverables:**
- A comparative analysis of national and regional approaches to integrated management of industrial hazards and the environment in port areas was performed.
- Documents intended for the European Union were produced, containing recommendations and best practices to enable regulations to be adapted and harmonized.
- Academic and vocational training courses adapted to port zone integrated management were created.

**Person to contact:** M. Michel MORVAN  
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24 rue de Coat Ar Gueven  
BP 92242 – 29222 Brest Cedex 2

**Budget:** 987 000 €

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### INTERMAREC

**Theme:** port economics

**Objective:** Creating an inter-regional maritime cluster between Brittany (Brest), Schleswig-Holstein (Kiel) and Pomerania (Gdansk). To meet this objective, 20 sub-projects calling on local stakeholders were drawn up. They deal with 3 main themes:

- Offshore technologies and oceanography
- Coastal activities
- Shipbuilding and boat building

**Partners:** K.E.R.N, Kiel (Germany), Technopôle Brest-Iroise, Brest (France), Agencja Rozwoju Pomorza, Gdansk (Poland)

**+ stakeholders from industry (Thales, DCN, etc.) including SMEs and research (IFREMER, UBO research labs, etc.): involving 44 organizations**

**Deliverables:**
- SWOT analysis of how clusters work in these 3 regions: defining strengths, weaknesses, opportunities and threats
- Participation of local SMEs in inter-regional projects
- New cooperation agreements signed under FP7 R&D projects

**Person to contact:** Eric Vandenbroucke / Maud Tronchin  
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40, rue Jim Sévèlleec  
29200 BREST  
Tel: 33 (0)2 98 05 44 51

**Budget:** 3,275 million €

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### MAPO

**Theme:** SME / Environment

**Objective:** Create a European network of SMEs specialised in the marine pollution response, so that they can work together and take part in FP7 projects.

**Partners:** Technopôle Brest-Iroise (France), HLP Développement (France)  
France Europe Innovation (France), Rannis (Iceland)  
Cliff Funnel Associates (UK), Safilah (UK)  
AMRIE (Belgium), Innovia (Italy), Büro für Umweltfragen (Germany)  
Technical University of Vínius (Lituania), University of Oviedo (Spain)  
University of Ege (Turkey), Ecotechnika (Ukraine)

**Deliverables:**
- Identification of FP7 themes that are compatible with the missions of SMEs
- Assimilating SMEs into FP7 projects
- Monitoring and disseminating technical information about FP7

**Person to contact:** Françoise Duprat / Maud Tronchin  
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40, rue Jim Sévèlleec  
29200 BREST  
Tel:33 (0)2 98 05 44 51

**Budget:** 1.24 million €

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### GASD

**Theme:** Maritime safety

**Partners:** Fondation Europe + (France), Ouest Atlantique (France)  
Northern Ireland Business Innovation Centre-NORIBIC (Northern Ireland)  
Technopole de Brest Iroise (Brittany), ARESE (France)  
West Regional Authority of Ireland (Ireland), Autoridad Portuaria de Gijón (Spain), Nantes Métropole (France), Administración dos Portos do Douro e Leixões SA-APDL (Portugal), University of Plymouth (United Kingdom)  
Gobierno de Canarias (Spain), Vizcaya Consellería de Medio Ambiente Comisión de Coordinación e Desenvolvimento da Región Norte-CCDRN (Portugal), Centro Tecnológico del Mar-GETMAR (Galicia)

**Objective:** Achieving the identification sustainable operational solutions based on a joint policy for the Atlantic Regions. This will lead to actions to demonstrate practices which European maritime regulations and policies could be built upon and which are inherent to maritime safety, technical, scientific and technological innovation and economic development.

**Deliverables:**
- Capitalizing on experiences and focusing know-how to build the first European platform for maritime safety expertise, with international exposure. Developing activities with high added value in scientific and technological term to make the Western maritime regions more attractive. Identifying the key factors for success in programmes combining environmental management and economic policy, based on experimentation to define environmental management tools for ports.

**Person to contact:** Patrice LEFEU / Patrick Sudre - FONDATION EUROPE +  
35 Bd Salvador Allende  
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**Budget:** 2 010 000 €