

**The Future Maritime Policy of the EU:
A European Vision for Oceans and Seas.
Bremen 2-4 May 2007**

Europe's Maritime Future is founded on Europe's Maritime Heritage

Picture 1: Presentation

Opening

First of all let me express our deep gratitude from the European Maritime Heritage for being invited to take an active part in this green book process regarding a European vision and future policy for oceans and seas, a process which we hope will continue and even be considered as pattern for future issues. We are totally convinced that this way of active bottom-up processing is a fundamental democratic element in the work to achieve a fruitful unification of Europe.

Picture 2: The European Peninsula: the diversity of ships and boats

Introduction

Europe is a large peninsula surrounded by tens of thousands of kilometres of coastline and hundreds of ports, all connected by the sea and shipping.

This has made, makes and will make shipping, shipbuilding and port activities extremely important for Europe.

Our organisation *European Maritime Heritage*, which seems to be the only organisation representing CULTURE at this conference, is the European umbrella for all associations and private owners of traditional ships in operation in cooperation with the maritime museums in Europe. Our policy is: preservation by operation. Only this enables efficient preservation of the hardware, the ships plus the software, the skills and craftsmanship, how to handle them in their restoration, preservation and operation phases.

More than 5 000 traditional boats and ships are to a growing extent regarded as living monuments, maintained by private individuals and associations without any public funding.

Picture No 3: Events: more than 500 events attract 20 millions spectators per year.

To develop even more accurate figures, especially concerning the Mediterranean countries and the new EU countries, the *European Atlas of the Seas* should include a proper inventory of the underwater archaeology and maritime heritage (ships, in operation, traditional ports, dockyards, naval

bases, museums etc.) EMH would be most grateful to cooperate with the EU Commission to make such an inventory.

The public interest is evident. More than 500 events per year in different harbours and ports attract an annual audience of 20 million spectators.

EMH achievements

Picture No 4: Recommendation

1. The *Parliamentary Assembly for the Council of Europe* (PACE) asks the governments of Europe in its Recommendation No 1468/2000 to:

- Support and encourage public and private bodies and voluntary associations which preserve historic vessels and historic port facilities;
- Encourage the display and use of these vessels for the education and enjoyment of the general public;
- Encourage further development of a system of mutual acceptability by the maritime authorities of national standards for the safe operation of traditional ships in European waters.

Picture No 5: MoU

2. A *Memorandum of Understanding for Traditional Ships* was signed in Wilhelmshaven 2000 by the Maritime administrations from 7 European countries: Denmark, Finland, Germany, the Netherlands, Spain, Sweden and UK. Today have Estonia and Norway joined the group. The mutual recognition of each country's national regulation and certification regarding ship safety and competency of crews opens a possibility for traditional vessels to call at ports in the signatory states. Meanwhile there are 9 signatory states.

Picture No 6: Barcelona Charter

3. EMH adopted 2002 the *Barcelona Charter*, which gives a guideline for proper conservation and preservation of ships and skills in operation.

Picture No 7: Future Policy

1. Acknowledgement
2. Elimination of legal inconsistencies
3. Support
4. Tax concessions

EMH main recommendations for a future European maritime Heritage policy

According to the above mentioned PACE recommendations EMH submits the 4 following main recommendations.

1. **Acknowledgement**

- European governments and EU institutions should acknowledge the concept of a traditional ship in their legislation.
- Traditional ships need special registration and regulation which combines modern demands on safety with their status as cultural monuments representing and keeping alive maritime traditions and skills.

Key problem areas

Safety rules for modern ships are always oriented to the latest state of technology, which means an intrinsic conflict with living monuments. Modern ships are operated by small crews. Traditional ships are operated by large crews. Those large crews consist of a safety crew according to the safety certificate of the ship and a training crew, who offer the possibility to compensate automation by manpower. This leads to a collision with the regulations regarding passengers and passenger ships.

No traditional ship, although being safe for decades and sometimes for centuries, can comply with those regulations and remain traditional. The training crew are to be considered as persons onboard like active participants in a living museum.

EMH recommends to

- define those persons onboard different from passengers and
- define traditional ships with those persons onboard different from passenger ships,
- use the MoU safety minimum standard as basis for EU maritime policy.

2. **Elimination of legal inconsistencies**

Key problem areas

- Modern shipbuilding standards prohibit use of wood as structural material.
- Crew practices on traditional ships for keeping proper certificates.
- Ban of traditional wood conservation materials.
- Coal fired steam engines and original diesel engines can not cope with modern emission standards.
- Scrapping rules threat to eliminate the European traditional fishing fleet and the inland navigation fleet, because of the requirement to prove the inactivation by total destruction of the ship.

3. **Support**

Ships should be treated in the same way as land based historic monuments and objects regarding documentation, restoration and preservation.

Mobilization of private and public financial resources directly aiming at restoration and preservation of historic ships and maritime facilities is

necessary. By creating awareness and in some cases by funding EU could support raising such funds.

4. Tax concessions

- No money – no upkeep!
- Traditional ships must have the possibility to generate income for upkeep without being considered as a business in commercial meaning.
- Zero Value Added tax on repair and restoration of historic ships.
- Reduced VAT rates on fuel and coal.

Picture No 8: EMH offers /1

5. What does Maritime Heritage give to the European society?

Maritime Heritage is an economical factor.

- More than 20 Million spectators at maritime heritage events spend in average 25 Euros per day and generate 500 Million Euros income for the local tourism.
- 5000 ships in operation spending in average at least 20 000 Euros each in maintenance and operating do generate 100 Million Euros turnover for the related craftsmen and suppliers.

Picture No 9: EMH offers /2

- Creates awareness for the importance of maritime issues for Europe in a direct, emotional way.
- Creates awareness for the common European maritime roots.
- Creates awareness of being part of a common European identity.
- Facilitates (ecological and economical sustainable) tourism development of regions and is an important crystallisation element of regional identity.
- Makes young people interested in maritime careers. The maritime trades are becoming less visible in the European cultural landscape and in the everyday life of the European citizens. The present day shipping industry is one of the most money earning industries in Europe. But the high technology vessels carrying containers, bulk and liquids are seldom seen in ports accessible for the public. So the important task of inspiring young EU nationals to seek a maritime career is mainly left to ships which are now out of commercial service – the traditional ships in operation.

Picture No 10: EMH offers /3

- Contributes to train social skills and team spirit in a modern individualistic world.

- Preserves maritime skills and craftsmanship, which would otherwise get lost in a modern seafaring environment.
- Could, if properly enabled by an adopted legislative framework, generate thousands of jobs in maintenance and operating traditional ships in the context of local tourism. This is especially suited for those, who cannot keep pace with the ever increasing requirements of the modern business environment regarding qualification and speed.

Picture No 11: Europe's maritime future is founded on Europe's maritime heritage

Mr Chairman, ladies and gentlemen,
I like to thank you for the opportunity to present EMH here during this conference. And I like to thank the EU Commission for this consulting process. If you might consider to continue this consultation and cooperation during the implementation of the future maritime policy, as I think would be a good idea, EMH would be most happy to contribute to such a process.

Europe's maritime future is founded on Europe's maritime heritage!

This paper is written and is presented on behalf of
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