

# **Seminar on policies on coastal zone management in the Baltic Sea Region, TuTech Hamburg, 28<sup>th</sup> March 2006**

*Brigitte Langenhagen "ICZM - European political roots and future perspectives"*

- Notes -

Cuxhaven – March, 2006

Integrated Coastal Zone Management (= a Recommendation, no directive) = a holistic approach
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## **(1) The Past**

- -Founding of M.I.F. (Maritime Industries Forum) of the European Commission in 1992 to convert a maritime sunset industry into a sunrise industry (under Commissioner Martin Bangemann) (Brigitte Langenhagen representative of the European Parliament).
- Founding of AMRIE (Alliance of Maritime Regional Interests in Europe), a European Parliamentarians' Initiative, in 1993. (Brigitte Langenhagen today , as co-founder, Honourable Member)
- By and by, the Point ICZM appeared on the different agendas.
- In 1994, 38 ICZM-demonstration projects were started and investigated by the EU-Commission.
- In 2001, the Committee of Environment tabled its proposal on Integrated Coastal Zone Management with statements of all committees involved, and voted in favour; also the European Parliament and the Council of Ministers did so.
- In 2002, the European Common Fisheries Policy was up-dated (Brigitte Langenhagen then Vice President of the Committee). It stresses the importance of an actual Maritime Strategy and an effective and efficient Integrated Coastal Zone Management.
- In 2004, establishing of the Baltic Europe Intergroup of the European Parliament (for all parties that are interested)
- On March 22, 2006, the German Government votes in favour of an Integrated Coastal Zone Management in Germany.)
- At the end of 2006, Evaluation of Integrated Coastal Zone Management (ICZM) (=Recommendation, as below) in Europe is foreseen:
- "The EU ICZM Recommendation, Chapter VI.3, requests the European Commission to present an evaluation report to the Council and the European Parliament by the end of 2006. To prepare for the report, the Commission published a call for tender ... the contract was awarded to ....., Germany, and its partner the International Ocean Institute (Malta) ... ."

## **(2) Legislation**

- Environment = Co-Decision Procedure!
- Emotion and Rationalism
- Speed of a Decision
- Involvement and authority of the Civil Society as Counterbalance to Politicians
- The principle of Subsidiarity is to be taken into account. “Clusters” describe the way of living and the interchange of all (economic) sectors in a (coastal) region and their interdependence.
- A Recommendation is not binding, but it shows the Political Will by a Majority Decision in a Parliament. The ICZM is backed by Directives like the Flora, Fauna, Habitat Directive, the Water Framework Directive, the Port Packages, etc., and will be part of the New Maritime Strategy of Commissioner Borg (= with the portfolio Fisheries and Maritime Affairs) (and supported by several other commissioners (=7) involved) published in the first half of 2006, and discussed by all stakeholders.
- Available Infrastructure and missing one (and the necessity convincingly described (Hinterland connection to trading centres/ centres of excellence/ carrefours) is to be included

## **(3) The question of spirit and profile and responsibility**

- Examples: Oil spills, Accidents (“Prestige” and “Estonia”), Tsunami, Tornados (HH-Harburg), Floods (river Elbe), Dredging, Erosion etc.

A vision is necessary for evolution. Implementation is the aim for the benefit of the coast ashore and offshore. Motorways of the Sea, windparks, pipelines (gas = Baltic Sea), just-in-time ports, high technology by satellite navigation (GPS, and GALILEO (Brigitte Langenhagen rapporteur of the European Parliament), centres of excellence, innovation, modern and enhanced education of seafarers (and of lorry drivers (and their forwarders) (and of bus drivers (= tourism) e. g. by use of the Digital Tachograph (implemented in Europe on May 1<sup>st</sup>, 2006), and new jobs initiate recruitment (from congested inland metropolises to more lively coastal areas in a healthy environment).

But people are more often “forced” to flexibility and infrastructure by climate change, dredging, and heavy accidents (= “Prestige”), lack of a European Environmental Coast Guard etc...

Responsibility is with everybody and the chain of responsibility (re classification society) an item for legislators.

Fancy speeches (to please the voters) should be stopped. Decisions should be made more and more on the spot, and should not take ages against frustration of people. Investments should be encouraged!

## **(4) In general**

Since Council resolution of May, 1994, the EU has experienced a further increase in pressure on coastal resources, near-shore, and on-shore.

About 1/3 of the EU’s population lives within 50 km of the coast. From 1960 –19 90, it is estimated that 1 km of so far unspoiled coast-line was developed every day, and 30 ha of dune habitat disappeared (Effects of climate change – Europe’s EU Comm Report, 2000), and an uncontrolled use of coastal zone was reported (including house boats and all kinds of marinas (= also Dubai (palms)), in protected areas and in newly generated areas, by leisure, and industry.

## **(5) Importance and Attractiveness of a Region**

By new modes of transport like intermodality, distances were shortened (Kiel – Klaipeda, nowadays, 10 hrs less – only 21 hrs now); in the first half year 2004, in the Baltic States, 17,2 % more lorries and trailers, and 24,1 % more passengers!!!)

New perspectives and new solutions create new job engagements.

**(6) The vulnerable ecosystem enhances a new awareness, a priority plan and a new strategy, and a new seriousness of approaching a balance between ecology and economy.**

**(7) Reliable and viable data are a prerequisite, and trust and risk should be basic.**

**(8) An adoptive management will facilitate adjustments as problems and knowledge develops.**

**(9) A European Integrated Coastal Zone Management requires a Fitness Programme with specific solutions and flexible measures (= and not a “one fits all”-programme!!!).**

## **(10) The future development**

- (a) Scientists speak of incremental environment damage at the level of on-going activities. This should be avoided, and sustainability should be promoted.
- (b) If large project developments, e. g. major port expansions or a major touristic project, are planned, these should be subject of Spatial Planning (which so far is a neglected item in the European Union). But Spatial Planning should be expanded so as to cover both: Land use development and Sea use development (including water energy use under water, =see Energy Summit of the German Government spring 2006).
- (c) Unreasonable constraints should be considered.
- (d) A resulting (sophisticated) assessment of the Net Benefits of a Socio-Economic CBA will “influence” the final judgement (It should be noted that the monetisation of impacts is the only way to achieve a common unit of account for comparing different impacts/costs) benefits. = and a clear language and definition will encourage the (engagement of the) stakeholders and also the politicians to “publish” the case!).
- (e) A comprehensive Multi-Criteria Analysis (MCA) involving all stakeholder groups = see “Coastman” must be conducted.
- (f) A time-table and a Plan of Action are to be tabled, taken care of , and not be postponed. Possible sanctions and non-activities should be reported and published!

Only thus, stakeholders will accept the ICZM idea.

Only thus, the Goal of Achieving Sustainable Coastal Zones will be met.

Brigitte Langenhagen former MEP