

EMECnet newsletter

Brussels, March 22nd, 2007

Meeting with Commissioner Borg



Commissioner Joe Borg

Prior to taking up the post of Member of the European Commission with responsibility for Fisheries and Maritime Affairs, Joe Borg served as Foreign Minister of Malta, leading negotiations for Malta's accession to the European Union. Since 1979, Joe Borg has held various academic posts at the University of Malta specialising in Company Law, Industrial Law and European Law. He also held various posts as legal adviser to companies and corporate bodies in Malta and abroad and, in 1995, he was the main author and drafter of the Malta Companies Act.

On March 22, 2007, eight top executives from the European marine equipment industry, namely from the company **Ansaldo Sistemi Industriali, Becker Marine Systems, Converteam, Hamworthy, Marine Research & Special Technology, Rockwell Automation, Sam Electronics and Wartsila**, met Commissioner Borg at the Baylremont Building (the location of the Commissioners' offices in Brussels), to discuss the future of the EU's maritime and marine policy .

The meeting was held as part of the activities carried out by EMECNET, the network of leading firms in the European Marine Equipment Council (EMEC).

Commissioner Borg looked at the progress achieved so far within the consultation period, which began in July 2006 and is due to end in June 2007, as well as the foreseen activities under the German and Portuguese Presidencies. The Commissioner stated that each sector in the maritime and marine field has reached a high standard of acquisition in terms of EU legislation. The next stage is to improve the cooperation and decision making process through a more holistic approach.

Pim van Gulpen, the President of EMEC who led the EMECNET delegation, outlined how the horizontal and international vocation of the



Above: EMEC's latest publication: *European Marine Equipment Council's position on the European Commission's Green Paper "Towards a future Maritime policy for the Union: A European Vision for the oceans and seas"*

marine equipment industry is allowing it to naturally develop this cooperation with most of the stakeholders involved. The companies are cooperative and willing to integrate their products and systems in a more effective, efficient and environmentally-friendly way.

The latest EMEC position on the Green Paper was handed over to the Commissioner. After a brief presentation of their activities, the companies stressed the main topics of concern to the marine equipment industry:

- Statistics – improvement in the classification and collection of data
- Research and innovation (environmentally innovative equipment and systems)
- Harmonisation of rules and mutual recognition
- Intellectual Property Rights: improvements to act against counterfeiting and piracy.

EMECNET – The network of leading firms in EMEC

EMECNET was launched in November 2005 as part of a major extension of the Council's role in Brussels on behalf of the industry via the involvement of leading European marine equipment and system companies. EMECENT strengthens the links between the industry's leading firms by sharing market intelligence, and facilitating greater cooperation with shipowners and shipyards. Its mission is to ensure that the European marine equipment industry maintains its world-leading status and technological edge by influencing policy and providing support to policy decision makers.

In 2007 the following companies have joined: Wartsila, Rolls-Royce-Marine, Hamworthy, SAM Electronics, IMTECH, Ansaldo Sistemi Industriali, Becker Marine Systems. Other leading companies are in the process of joining.



Above, W.M. van Gulpen, EMEC president



Lunch Meeting

After the meeting the top executives have proceeded to 'La Maison du Cygne' in Salle Louis XIV overlooking La Grand'Place, for a lunch meeting. The lunch meeting started with a presentation on 'To Lobby or not to Lobby' given by Rachel Barlow, Lecturer at the College of Europe and Vice-President of Kellen Europe. She underlined the fact that it is often unknown that:

- 80% of national legislation is agreed by

the EU

- Policy migration is a trend
- There are some 6000 associations in Brussels: high competition for EMEC's voice to be heard
- The role of advocacy & lobbying is to democratise the EU process
- No genuine interest representative can afford to be silent while others dominate the debate

Therefore lobbying is the way the

European Marine Equipment Industry's voice can be heard in Brussels!

A debate on EMECnet and how to develop the lobbying activities through the leading firms were carried out. Historically, the European Marine Equipment industries have not been active in promoting marine equipment issues and/or requesting political attention to the sector. As a consequence, National and European institutions have supported those maritime sectors more actively involved in lobbying.

The necessity of raising awareness among the leading companies in the marine equipment industries about the importance of their involvement in lobbying and in building a stronger influence before the European Institutions was highlighted.

It was agreed to promote membership in EMECnet also in view of next appointment i.e. a meeting with the President of the European Commission Manuel Barroso, to be held in the second half of the year (exact date to be confirmed).



The Lunch Meeting

The Green Paper and its ongoing process

The Green Paper on a future maritime policy for the EU was adopted by the Commission on 7 June 2006. It is not a legislative document, but a consultative one, whose aim is to feed into and encourage a Europe-wide discussion on the shape and scope of a future maritime policy for the European Union. In order to receive the broadest feedback possible, the Commission has decided that the public consultations on the Green Paper will last until 30 June 2007. A feedback is welcome from everyone: the member states, regional and local authorities, stakeholders and the EU citizens.

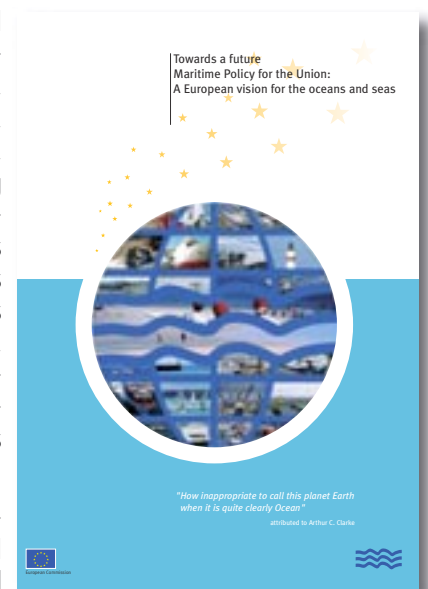
The Commission does not aim to replace the existing sectorial policies with a single maritime policy, but rather to reinforce them by creating synergies and by increased cooperation with regard

to all issues maritime on international, European, national and regional levels. The Commission argues that the diverse uses of the oceans and seas require a holistic approach to avoid conflicts and to ensure sustainability of the marine resources, while profiting from them. Therefore, the Green Paper points out numerous interdependencies between different maritime activities and attempts to raise awareness on the importance of the maritime sectors and marine environment for the Europeans' welfare and well-being.

Following this holistic approach, the Green Paper has a very broad scope of interest, tackling all issues related to maritime and marine affairs, such as maritime transport and industries, coastal regions, offshore energy, marine research, fisheries, maritime governance,

marine spatial planning, regulatory framework, coastal tourism, maritime heritage, and all-embracing environmental issues. It explores the interactions and dependencies between them, identifies challenges and opportunities and proposes future actions.

The consultation period will come to an end in June 2007. The Ministers conclusions are expected by October 2007 and then a Communication is foreseen to be published soon after.



The cover of the Green Paper

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