



CONFERENCE DES REGIONS PERIPHERIQUES MARITIMES D'EUROPE
CONFERENCE OF PERIPHERAL MARITIME REGIONS OF EUROPE

6, rue Saint-Martin 35700 RENNES - F
Tel. : + 33 (0)2 99 35 40 50 - Fax : + 33 (0)2 99 35 09 19
e.mail : secretariat@crpm.org - web : www.crpm.org

13 APRIL 2012

GIGLIO DECLARATION

Finding the right balance between maritime safety and the development of passenger transport

This declaration, which concerns passenger ships in particular, is published on the occasion of the seminar held in Giglio on 12 and 13 April 2012. It falls within the context of "Erika IV", an initiative conducted under the umbrella of the CPMR aiming to make the voice of the maritime Regions heard and to stimulate EU action on maritime safety. As part of the CPMR's maritime agenda, it is linked to a wide range of other initiatives, with an economic, social or environmental perspective, relating to the EU's action in this area.

The Costa Concordia accident has already prompted a number of reactions on the part of local, regional and national authorities in Italy, as well as on the part of representative organisations of the cruise industry and European and international institutions and authorities¹. CPMR, as a political organisation representing the maritime Regions, welcomes these initial reactions, which are an indication that the bodies concerned intend to take the measures that will prove, if need be, to be necessary as a result of the studies and research initiated by the cruise industry and by national, European and international institutions and authorities.

In this context and at this stage, the CPMR:

- Expresses its compassion and solidarity to the victims and their families and friends. The CPMR also expresses its gratitude to all authorities and persons involved in the rescue and salvage operations.
- Calls upon the European and international institutions and authorities to directly involve the maritime Regions in their work on maritime safety, and in actual fact the work underway concerning passengers ships. The maritime Regions are prominent actors, both through the support that they provide to the maritime transport sector, which they benefit widely from in parallel, and through the substantial impact of maritime accidents on the territories. When they happen, the accidents imply a strong ability to react technically and politically on their part.
- Underlines the very strong contribution from the cruise sector to the growth of Europe and its maritime territories, and the fact that a continuation in the strong growth in this sector implies continuing to strive towards a maximum level of maritime safety.
- Underlines that the trend towards larger and larger ships and the development of the cruise sector raises specific questions with regard to maritime safety, including those of the management of the possibility to navigate in certain areas, and that of the establishment at international or European level, of a control and authorisation system for traffic similar to that which exists in the field of air navigation in order to

¹ SEE

[IMO](#)

[Debate at the European Parliament](#)

[European Commission \(S. Kallas\)](#) and [16 March 2012, information note for the attention of Member States](#)

[European Cruise Council](#)

ensure more strict regulation of the leeway that ships have, if necessary backed up by the existence of appropriate sanctions. This goes hand in hand with improving the coordination of the various competent authorities and increasingly taking into consideration data and information, particularly shipping forecasts, to regulate and control the traffic. The trend toward gigantism also raises other issues, such as the training of captains and crew, the stability of ships in the event of an accident, evacuation procedures and the implementation of existing European legislation with regard to maritime safety.

- Calls upon the European Union to constantly continue its action with regard to maritime safety in order to anticipate new risks posed by the development of the activities, and to deal with present failures in terms of safety. This firstly implies an implementation of existing regulations and in particular of the Erika III package and all other relevant EU regulations on maritime safety. This also makes new developments necessary concerning certain subjects, including the coordination of methods of maritime surveillance between the competent authorities and organisations, in order to make the data obtained by different means (radars, satellites and other means of remote or close monitoring) more precise, interoperable and available, especially in more dangerous or protected areas and also to strengthen the coordination of intervention instruments in the event of an accident. This also implies further developing the maritime dimension of the European social agenda in a context where the human factor is of crucial importance. Developments are also necessary in the area of compensation for ecological damage, which the current European and international regulations does not compensate adequately, pollution control, and capabilities, at sea and onshore, particularly in ports, to collect and process waste and pollution from traffic and maritime accidents. In parallel, the necessary investments to allow better control of maritime traffic and ultimately guarantee greater safety, especially through the development of technological methods, must be supported by available European funds.
- Calls upon the Member States of the European Union to express, with the support of the European Commission, an ambitious, strong and unified position in the framework of the International Maritime Organisation.

I-THE MARITIME REGIONS SHOW SOLIDARITY

1. CPMR's first reaction to the Costa Concordia accident was to express its compassion for the victims and solidarity with their families. A legal investigation and procedures are under way to determine who was responsible.
2. The CPMR expresses its recognition of the response of the Italian Civil Protection Department, together with local authorities, law enforcement orders, voluntary organisations and the citizens of the Isle of Giglio who have been able to help rescue the passengers of Costa Concordia and ensure their care until they could return to their homes.

II-THE MARITIME REGIONS ARE KEY PLAYERS

Transport and the sea cruise sector are sources of growth for the maritime regions

3. The cruise sector, which is currently experiencing strong growth, represents a considerable social and economic asset to the competitiveness of Europe's maritime territories. In synergy with the efforts made at European and national levels, the Regions, through their own policies, contribute very significant support to this sector.

All maritime accidents have a regional and a political impact

4. The maritime Regions are also very directly affected in the event of maritime accidents, which significantly impact their territory in a variety of ways, and this means they need to have a strong and rapid capacity for technical intervention and political reaction.

Making the voice of the maritime Regions heard in the European and international debates on maritime safety

5. The maritime Regions and their elected representatives must be considered as full partners by the national, European and international institutions and authorities working in the area of maritime accident prevention and response.
6. In parallel with its current involvement in a large number of European maritime-related initiatives, CPMR therefore asks that the elected representatives of the maritime Regions are directly involved over the long term in the work being carried out at European and international levels concerning passenger ship safety.

III- THE TREND TOWARDS LARGER AND LARGER SHIPS IS CREATING SPECIFIC SAFETY CHALLENGES

Continuing to guarantee maximum safety levels

7. If the current growth of the cruise sector is to continue, then a maximum level of safety must be guaranteed for passengers, crews, and the territories lying alongside the shipping lanes. This means, in particular, having appropriate safety rules that permit the development of these activities, and ensuring that they are compatible with other maritime economic and social activities as well as with the protection and sustainable exploitation of environmental resources.
8. While there is no such thing as zero risk, in recent years substantial progress has been made in safety standards, and substantial specific efforts have been made by the sectors concerned, enabling maritime transport activities to attain a very high level of safety. Maintaining this level requires a capacity to adapt, in order to respond to the new challenges posed by the continuing development of the sector.

Responding to the challenges posed by the development of larger and larger ships

9. Developments in the passenger ship sector, in particular the trend towards larger and larger ships, pose a number of specific challenges in terms of maritime safety. The transportation of large numbers of people, for example, poses specific problems. These include for example the procedures for towing, evacuating and salvaging vessels. In parallel, the development of very large passenger ships raises other issues, such as that of shipping areas.
10. Responses to these challenges need to be found at national, European or international level. Current studies and research being carried out at European and international level will contribute some initial elements of response. A number of the issues (vessel stability, evacuation, training) are among those on which the European Commission has been working since 2010, and on which it will make proposals in 2012 and 2013².

Should certain shipping areas be defined that must be avoided by passenger ships, or specific requirements laid down for shipping in certain areas?

11. In general, the question is raised of the implementation, at international or European level, of a control and authorisation system for traffic similar to that which exists in the field of air navigation in order to ensure more strict regulation of the leeway that ships have.
12. Defining areas to be avoided by passenger ships over a certain size is one option which could be exploited to a greater extent, particularly in areas that are hazardous or that are close to environmentally sensitive sites. The decree adopted by the Italian government, under which passenger ships over a certain size are not allowed within two nautical miles of nature reserves, is an example of this kind of decision. A more precise regulation of the possibility of passenger ships over a certain size approaching certain areas of coastline could also be envisaged. Since the European Union does not have specific competency to intervene in this area, the adoption of this kind of measure at European or international level could be envisaged in the framework of the IMO, in conjunction with Member States.

² <http://register.consilium.europa.eu/pdf/en/12/st07/st07710.en12.pdf>

Should the systems and rules for monitoring maritime traffic be strengthened?

13. The question of the monitoring of maritime traffic, and in particular the compulsory nature of vessel monitoring systems is linked to the question of shipping areas. More stringent rules concerning the equipment and the compulsory use of certain monitoring systems could be envisaged in order to facilitate traffic monitoring by the authorities responsible for the surveillance of certain areas.
14. More broadly, strengthening the systems for monitoring shipping lanes, and consolidating systems for marine weather forecasting with the input of measurable data at local level relating to the mapping of areas of high risk or of special environmental interest, is a dimension that could be further developed.

Should training for captains and crews of passenger ships be strengthened?

15. Approximately 80% of accidents that occur in EU waters are linked to human error³. Taking account of the human factor and working conditions is crucial if maritime safety is to be improved.
16. More and better training for ships' crews, in particular on evacuation procedures, is one option to be envisaged. The studies and research launched by companies in the cruise sector will shed important light on this aspect. In parallel, the reflections currently being conducted by the European Commission with companies in the cruise sector on the appropriateness of a flexible approach, through for example a voluntary European system for labelling training programmes, could be one avenue to explore, while not excluding the possibility of binding legislative measures at European level if necessary.

Which developments in terms of vessel stability?

17. The question of vessel stability is particularly important in the case of passenger ships, which must remain as stable as possible in the event of an accident, given the difficulties of evacuating the ship if this is necessary. The question of vessel stability is currently being given particular consideration at European and international level, and this must be encouraged.

Which developments in evacuation procedures in the event of an accident?

18. These questions have been identified as possible areas for new initiatives by the IMO and the EU. They are among the specific issues being studied and researched by the cruise industry.

What is the state of play in the implementation of EU legislation on maritime safety?

19. Certain aspects related to the maritime safety of passenger ships are related to the implementation of existing international, European and national rules, in particular to certain European rules adopted in the context of the Erika III Package. In January 2012, only 40% of Member States had adopted all the transposition instruments which should have been adopted by that date, and the European Commission had already started more than 80 proceedings against Member States which had failed to comply. CPMR therefore expresses once again its concern on this subject and asks the European Commission today to continue its action to ensure the transposition of these rules.

IV- FOR A STRONG EUROPEAN AMBITION IN THE AREA OF MARITIME SAFETY

The safety of passenger vessels, one element in a global approach to maritime safety

20. The question of passenger ships touches on several topics that have to do with maritime safety. In addition to the points mentioned above, new developments are in any case necessary concerning certain topics, including the coordination of methods of maritime surveillance and intervention in the event of an accident, the maritime dimension of the European social agenda and compensation for ecological damage and pollution control.

³ On this question, see: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2006:0287:FIN:EN:HTML>

21. In relation to social issues, the improvement of the quality of working conditions onboard must remain a constant goal. At European and international level, there are several possible avenues⁴.
22. In relation to environmental issues, compensation for ecological damage resulting from maritime accidents remains a major challenge. Important changes in European and international law will be necessary in order to recognise such damage, to make it easier to establish responsibility, and to allow for full and satisfactory compensation for the damage caused. The European Commission's proposals on oil rigs, currently being negotiated, are a potentially significant advance and must be considered as a first step in the right direction.

Maritime safety, a topic of major importance on the European integrated maritime agenda

23. More broadly, maritime safety touches on a wide range of issues that come under various European policies. Because of the diversity of the issues involved, from both social and environmental points of view, maritime safety should really come fully under the EU's integrated maritime approach. CPMR therefore calls on the European Commission to put maritime safety at the heart of the 'Europe of the Sea' Agenda, in particular with a view to the inter-ministerial conference on the Sea scheduled to take place in October 2012 under the Cypriot presidency of the EU.

For a strong and united European voice in the International Maritime Organisation

24. Several of the questions concerning the safety of passenger ships and maritime safety in general, fall within the scope of competence of the International Maritime Organisation. The European Union and its Member States have a responsibility to speak with a strong and unified voice in this forum.

⁴ http://www.crpm.org/pub/agenda/1812_note_social_maritime_agenda_presentation_final_fr.pdf