



Integrated Maritime Strategy for the Channel Region: A Plan for Action



This project is supported by the Interreg IVA France
(Channel) – England European Cross-border
Cooperation Programme, part financed by the ERDF

<http://camis.arcmanche.eu>

OCTOBER 2013

Views from around the Channel Region



A ferry departing from Portsmouth, Hampshire, United-Kingdom
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Saint-Valéry-en-Caux marina, Haute-Normandie, France
© Pauline Blumerel



Mont Saint-Michel, Lower Normandy, France © Uwe Küchler



Plymouth sea wall, Devon, United-Kingdom © Paula Salge



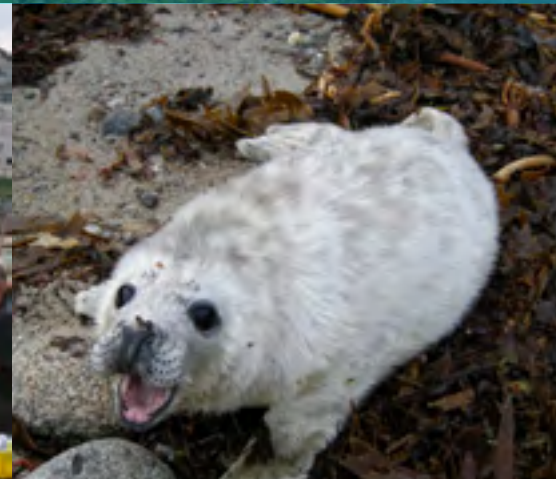
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Port of Le Havre, Haute-Normandie, France
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Thanet Wind Farm, Kent, United-Kingdom © Matthew Witt

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Foreword

The main objective of the CAMIS project has been to promote maritime co-operation across the Channel, with its special nature and opportunities for “blue growth” in mind. There is also the opportunity to reconcile the needs of various activities on the coastline and at sea, conserving natural resources and contributing to social cohesiveness.

The development of an Integrated Maritime Strategy for the Channel by the CAMIS project and its Action Plan has been supported by contributions from many stakeholders interested in marine and coastal issues. We thank them for their inputs and encourage them to maintain the impetus through working together to deliver the actions identified.

The Integrated Maritime Strategy for the Channel highlights the need for Franco-British co-operation to address effectively many issues. It forms a coherent framework for action which should be implemented within the future Interreg V co-operation programme. It also constitutes a valuable input to marine and coastal management approaches being delivered in both countries as it advocates retaining a Channel scale perspective to the region’s issues and communities’ needs through ambitious and coherent policies.



John Hart
Leader du Devon County Council



Nicolas Mayer-Rossignol
President of the Haute-Normandie
Regional Council



Executive Summary

The Channel region is one of the busiest marine areas in the world. Whilst it can be seen as part of the North Sea or North East Atlantic it has distinctive features which must be addressed at an appropriate scale. This Integrated Maritime Strategy (IMS) has been developed in order to support governance and cooperation which meets the specific needs of the region at the Channel scale. Recognising the fundamental role of cross-sectoral, integrated approaches included in recent policy developments, such as the EU Integrated Maritime Policy, and building on the work of the Espace Manche Development Initiative (EMDI), the IMS proposes a strategy to support the many sectors found in the Channel region to work together to overcome challenges and maximise opportunities. The IMS provides a programme of action which is beneficial to multiple sectors and interests across the Channel region. The Action Plan, which is appended to the IMS, includes 23 actions which take the intentions of the IMS from theory into practice and ensure that it can lead to real change.

When identifying how to deliver a more integrated approach, it is essential that the context of the Channel region is considered. This includes the following significant features;

- The Channel region is a '**connector**': it links two major seas and connects communities and land uses.
- The maritime and land areas are **intensively and diversely used**. Some consider the use of the Channel Sea to be reaching its capacity.
- **Activities** include transport of freight and passengers, renewable energy, shipping, ports, fisheries, aggregate extraction, recreation and tourism. The Channel region is home to traditional activities such as boat building and emerging activities such as innovative technological design. These activities depend on the economic, ecological and social resources available in the Channel region.

→ Extensive existing **legislation and policies** aim to manage this diversity of activities and to implement EU, national and regional priorities.

→ The Channel region is affected by **influences and pressures** from outside the region such as climate change, marine ecosystem decline, international shipping and international policies and agreements, which cannot be easily influenced at the Channel scale and yet need to be considered in any management regime.

This diversity and density of use creates many challenges and opportunities for the users, managers and decision makers of the Channel region. Stakeholders informed us, through discussions at Cross Channel Forum events, seminars and other consultation conducted during the CAMIS project, that to overcome the challenges and maximise opportunities, they require support for working at the scale of the Channel region. In particular stakeholders highlighted a need for:

- Integration to allow multiple sectors to share the space;
- Joint action between the two countries to address Channel scale issues;
- Support for communities within the Channel region.

This 'Channel scale' context highlights the need for improved cooperation between stakeholders. Potential benefits of improved cooperation in the Channel region include conflict reduction and supporting cross border resource management. To deliver improved cooperation, the Channel region has various needs, including mechanisms to facilitate communication and learning, stronger networks between communities, people and organisations and collation of expert knowledge to increase understanding of the environment, the people and all their activities.

In order to support improved cooperation which can address the needs of the Channel region and its users, the Framework for Action has been developed. This suite of Strategic Aims and Objectives will be implemented through actions in the Action Plan which will be delivered by stakeholders from a range of sectors in the Channel region. It is recommended that this framework and associated Action Plan be taken into consideration for the preparation of the Interreg V programme and relevant maritime and coastal policies. The Integrated Maritime Strategy has recognised the considerable enthusiasm of stakeholders from across the Channel region to work together at a regional scale, and appropriate support can maximise the benefits of this for many sectors.



Executive Summary

Framework for Action

Strategic Aim 1:

Improve cooperation and governance in order to support management and development of Channel resources

Objectives

- 1.1 Improve cross border dialogue and networking opportunities within and between sectors by establishing platforms for stakeholder discussion.
- 1.2 Support existing or establish new mechanisms to develop a better awareness of the functions, policies and governance on either side of the Channel region.
- 1.3 Strengthen regional identity and recognition of Channel specificities when viewed from within or outside the Channel region.
- 1.4 Gather and disseminate expert knowledge to ensure a sound baseline to inform decision making.

Strategic Aim 2:

Implementing a coherent, cross regional approach to address Channel scale issues

Objectives

- 2.1 Support initiatives to provide safe navigation for people, places and cargo through and within the Channel and to respond to emergencies.
- 2.2 Support the Channel region's shipping sector and associated activities in their recognition of and responses to global influences.
- 2.3 Support development of the marine renewable energy industry through a cross sectoral approach.
- 2.4 Improve our understanding of Channel ecosystems and support implementation of holistic approaches to protect marine biodiversity.
- 2.5 Represent Channel interests during the development and implementation of global, EU and national legislation and management.

Strategic Aim 3:

Promoting sustainable coastal communities across the Channel region

Objectives

- 3.1 Support cluster development and innovation particularly through facilitating cross Channel networking, business engagement and information sharing.
- 3.2 Adapt and develop workforce, with a focus on growing maritime sectors.
- 3.3 Support the sharing of experiences and dissemination of expert knowledge to develop best practice for common issues e.g. coastal risk or climate change adaptation.
- 3.4 Develop a culture among communities and young people which promotes engagement with the marine environment, maritime heritage and employment opportunities.
- 3.5 Nurture sectors which contribute economically, socially or environmentally to local communities e.g. local fishing communities.
- 3.6 Support island communities to work together to address challenges.



List of Actions

- 1 Establish the Cross Channel Forum as a permanent feature in Channel governance
- 2 Develop a management handbook to support cross Channel cooperation
- 3 Develop and promote the Channel resource centre
- 4 Maintain and develop the Channel atlas
- 5 Promote the Channel region
- 6 Propose the development of a joint governance body for the Channel region
- 7 Establish a platform to support exchange of cross border perspectives on marine planning and management
- 8 Investigate the use of tools for the ecological and socioeconomic monitoring of Marine Protected Areas
- 9 Applying an ecosystem approach to management of Channel marine resources
- 10 Seascape Assessment across the Channel
- 11 Marina 2020 Vision
- 12 Development of a Channel Marina Network
- 13 Development of a Channel Maritime Portal
- 14 Maritime cluster development
- 15 Establish a skills support mechanism to identify and promote opportunities for skills development and training
- 16 Environmental strategy for marinas, shipping and other activities within a port environment
- 17 Implementation of the declaration of intent of the Channel local authorities on shipping incidents and maritime pollution (signed in March 2013)
- 18 Investigate potential impacts of sulphur regulations and possible mitigation options for maritime industries in the Channel region
- 19 Develop port-centric clusters
- 20 Develop a cross Channel ports network
- 21 Optimise the use of short sea shipping in the Channel to reduce road congestion
- 22 Increasing the use of freight capacity in the Channel Tunnel
- 23 Develop best practice recommendations focusing on the regulation and operational interoperability for cross Channel transport



Part one: Introduction to the Integrated Maritime Strategy





Overview of the Integrated Maritime Strategy

What is the aim of the Integrated Maritime Strategy?

The Integrated Maritime Strategy (IMS) aims to facilitate stronger cooperation between marine sectors across the Channel region. The Channel Sea is shared between France and England, and many of the challenges and opportunities it faces require a joint response from French and English stakeholders. The IMS aims to strengthen cooperation through understanding the Channel region in terms of the activities, pressures and resources which act on it, identifying opportunities to facilitate cooperation and defining actions which can deliver real change. The IMS does not attempt to resolve the issues facing the Channel region, but rather to enable stakeholders to work together more effectively across the space in order to respond to issues.

Who is the Integrated Maritime Strategy for?

The IMS has been developed by the Channel Arc Manche Integrated Strategy Project (CAMIS)¹. This was an Interreg IVA funded project with 19 partners across the Channel region which ran from 2009-2013. The IMS aims to be relevant to all sectors and interests involved in the marine and maritime environments in the Channel region. The IMS uses the term 'stakeholder' to describe any sector, organisation or individual with an interest in the Channel region. It is intended that the IMS should be relevant and useful to any marine sector including, for example, cultural heritage, local government, business, policy makers and industry. The IMS considers the Channel region to comprise the Channel Sea, the counties of southern

¹ CAMIS is an Interreg IVA funded project with 19 partners across the Channel region: Haute-Normandie Region (lead partner); West Sussex County Council; Bretagne Region; Cornwall Council; Basse-Normandie Region; Devon County Council; Picardie Region; Kent County Council; CRITT Transport et Logistique; Nord-Pas de Calais Region; University of Caen – Basse-Normandie; Marine South East; IFREMER Boulogne; South East England Development Agency (SEEDA); Bretagne Prospective; University of Chichester; VIGIPOL; Hampshire County Council; CNRS – Délégation Normandie..

England and the regions and coastal départements of northern and north west France. The Channel region includes island communities such as the Isles of Scilly and the non-EU countries within this area including the Channel Islands.

How does the IMS fit alongside existing marine and coastal policies?

Marine and coastal policy is rapidly developing at global, European, national and local scales. Within this changing context, a number of key principles remain stable. These include the Ecosystem Approach², ICZM³ and sustainable development⁴. At the heart of all these principles is the need for management of marine resources and activities to involve all sectors and aspects of society. Integration in the IMS is seen as the bringing together of all interested parties across the Channel region to enable these principles to be implemented.

² CBD, 2000. COP 5 Decision V/6. Ecosystem approach. Nairobi, 15-26 May 2000.

³ EU, 2002 Recommendation concerning the implementation of Integrated Coastal Zone Management in Europe. (2002/413/EC)

⁴ Report of the World Commission on Environment and Development: Our Common Future. 1987. United Nations



Introduction to the Integrated Maritime Strategy

The Channel Sea is one of the busiest marine areas of the world with a boat entering or leaving every three minutes¹. The Channel Sea has distinctive features which must be addressed at an appropriate scale. The Integrated Maritime Strategy (IMS) has been developed in order to support governance and cooperation which meets the specific needs of the Channel Sea and its surrounding terrestrial spaces, referred to collectively as the Channel region.

The Channel region is seldom considered as a specific area; there is a tendency for discussions to include the Channel Sea with either the North East Atlantic Ocean or the North Sea. The Espace Manche Development Initiative (EMDI)² investigated a number of Channel region issues and found that these unique characteristics are often poorly recognised and consequently not suitably addressed. EMDI developed a Strategic Vision to encourage recognition of the Channel region, and increase cooperation at the Channel scale in order to address the issues relevant to its particular characteristics (See box opposite) and the IMS builds on this approach.

The EMDI Strategic Vision for the Channel area¹

- Strengthening the cohesion of the Channel area
- Taking advantage of and strengthening the territorial position of the Channel area in Europe
- Contributing to safe navigation in the Channel area
- Ensuring the sustainable development of the Channel area
- Promoting integrated coastal zone management

¹ A Strategic Vision for the Channel area. Espace Manche Development Initiative. October 2006.

CAMIS has capitalised on the work of EMDI and evolved their Strategic Vision into a strategy which is more focussed on maritime and coastal issues and identifies opportunities to deliver change in the Channel region through improved cooperation between sectors. By working with Channel region stakeholders at four Cross Channel Forum events between 2010 and 2013 and other forms of consultation, and recognising policy developments such as the EU Integrated Maritime Policy, CAMIS aims to implement an integrated approach at the sea basin scale.

The EMDI Vision identified the need for an IMS which supports good management

throughout the Channel region and can deliver social, ecological and economic benefits across sectors. Many high level policies exist which support this vision through applying an holistic approach to management such as sustainable development³, the ecosystem approach⁴, Integrated Coastal Zone Management⁵ and the precautionary principle. These high level policies adopt integrated approaches in order to achieve successful management of marine resources and activities. This integration is centred on recognising and involving the multiple interests and values of a space. The cross border nature of the Channel Sea and the diversity of activities in the Channel region lead to a considerable range of interests and values. In order to achieve good management of the Channel region, integrated approaches are required which develop mechanisms for involving all relevant interests in order to deliver cross sector benefits

The IMS has identified three Strategic Aims which define the Vision for the Channel region. These echo the developments which have occurred in marine and maritime management since EMDI, and take the EMDI conclusions a step forwards, and providing a framework for achieving real change

through the work done during CAMIS. Stakeholder input has been an essential component of the work of CAMIS⁶. The IMS and its accompanying Action Plan have been developed based on stakeholder contributions gathered throughout the project. Subject experts were engaged where specific knowledge was required. Through the guidance and research conducted by CAMIS, the IMS delivers a functional document which outlines the need for improved cooperation and, through the implementation of actions, can result in real change across the region. The IMS has a number of phases (Figure 1) which have been informed and reviewed during development by stakeholders and the CAMIS partners.

¹ Channel Spaces; A world within Europe. P. Buléon and L. Shurmer-Smith.

² EMDI was funded within the Interreg IIB North West Europe Programme and ran from 2004-2008. For more information see www.emdi.certic.unicaen.fr

³ Report of the World Commission on Environment and Development: Our Common Future. 1987. United Nations.

⁴ CBD, 2000. COP 5 Decision V/6. Ecosystem approach. Nairobi, 15-26 May 2000.

⁵ EU, 2002 Recommendation concerning the implementation of Integrated Coastal Zone Management in Europe. (2002/413/EC)

⁶ The term stakeholder is used to describe any sector or organisation with an interest in the Channel region.

Remit of the Integrated Maritime Strategy

The IMS recognises that to achieve the stakeholder's view of the Channel region it must respond to the current situation and propose actions which are realistic and relevant. Following consultation, it became clear that:

The IMS must:

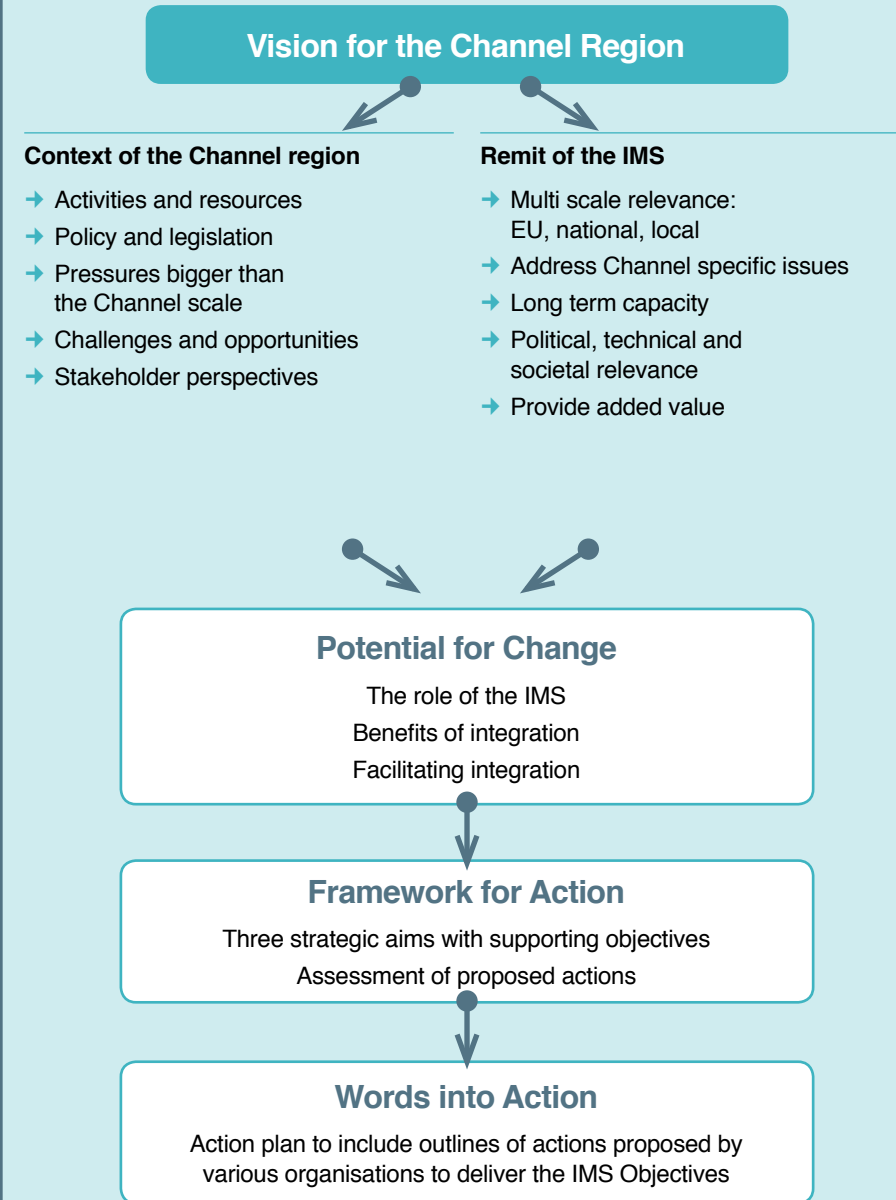
- Be relevant at multiple spatial scales, recognising the needs at European, national, county and local scales.
- Respond to specific issues for the Channel region; of particular note are those which are not fully addressed through other mechanisms.
- Look to the future and have long term capacity; it must be able to respond to issues which are not yet clearly defined but present a threat or opportunity.
- Engage political, technical and popular audiences to ensure support for Actions at multiple levels.
- Provide added value to the Channel region.

In addition, the Actions delivered by the IMS must:

- Support cross Channel cooperation and explore joint opportunities between sectors and regions.
- Provide cross-sector benefits presenting opportunities which can be accessed by and have positive impacts for multiple sectors.
- Lead to real change in the Channel region.
- Strengthen the identity of the Channel region, whilst also recognising and supporting the multiple identities of communities within the region.

Figure 1

Diagram illustrating the phases of the IMS





A. Context of the Channel region

This section provides the regional context of the IMS, exploring the current situation and potential future changes in the Channel region. It gives a flavour of the space, people and issues being experienced.

Defining the Channel region

The Channel Sea is the shared marine area between southern England and northern France ranging from 40km between Dover and Calais in the Dover Strait to 175km between Roscoff and Falmouth (Figures 2-4). It is the maritime link between the North East Atlantic and the North Sea. There is no precise definition of the Channel Sea; rather, it has undefined boundaries. The IMS considers the Channel region to comprise the Channel Sea, the counties of southern England and the regions and coastal départements of northern and north west France. The Channel region includes island communities such as the Isles of Scilly and the Channel Islands. Almost 23 million people inhabit the coastal counties and départements bordering the Channel Sea¹.

1. Connections across the Channel Sea

The Channel Sea is a “connector”; it connects two major sea areas and also connects England and France and the numerous communities and land uses within the Channel region, as shown in Figure 2.

A link between the North Sea and the North East Atlantic

The Channel region is a maritime basin in itself, however, it also connects the North East Atlantic ocean and the North Sea and forms a thoroughfare between them. The IMS recognises the need to work at the scale of the Channel region whilst maintaining awareness of its links with these neighbouring sea areas. [The Atlantic Arc Commission](http://arcatlantique.org)² and [the North Sea Commission](http://www.northsea.org)³ of the Conference of Peripheral Maritime Regions (CPMR) are developing strategies for these maritime basins. The European Commission published a communication in November 2011 on the maritime strategy for the Atlantic Ocean area⁴. An action plan and

“Atlantic Forum” have been developed to bring together all the stakeholders of the area and implement the Atlantic Strategy (details in Box page 20). The Channel Sea is included within the wider scope of this strategy.

Connecting communities

The Channel Sea provides a link between UK and French coasts, communities and islands. Each year over 33 million people cross the Channel Sea by ferry, whilst nearly 10 million travel through the Channel Tunnel. The communities in the Channel region exhibit considerable diversity; this is an asset as it provides resilience. Many of these communities are vulnerable to similar environmental, social and economic issues e.g. coastal erosion, demographic variation or seasonality of work opportunities associated with tourism. Although these issues may manifest themselves differently in each location due to local specificities, benefits can be gained through sharing experiences and knowledge between affected communities.

The Channel Sea provides connections between the countries, the counties and communities which create the Channel region. This leads to two reasons for cooperation: i) the implementation of joint actions at the Channel scale,

whereby the Channel region is recognised as a single region, and ii) to exchange experiences of communities within the Channel region impacted by similar opportunities or threats.

Existing Cooperation

The Interreg IVA France (Channel) – England cross-border cooperation programme demonstrated the value of cooperation between both sides of the Channel Sea. Over a hundred Franco-British projects were supported by the programme, enhancing cooperation across a wide range of sectors and activities including marine renewable energy, marine protected areas and technological developments. Other funding programmes which have supported cooperation in the Channel region include the Life+ and the Framework Programme (FP) for Research and Technological (FP6 and FP7).

¹ Espace Manche Development Initiative. A strategic vision for the Channel area. October 2006. And Channel Spaces; A world within Europe. P. Buléon and L. Shurmer-Smith..

² <http://arcatlantique.org>

³ <http://www.northsea.org>

⁴ Communication from the Commission to the European Parliament, the Council, the European

Economic and Social Committee and the Committee of the Regions. Developing a Maritime Strategy for the Atlantic Ocean Area. 21.11.2011 COM(2011) 782 final



Figure 2
Map illustrating the density and diversity of activities in the Channel Sea.

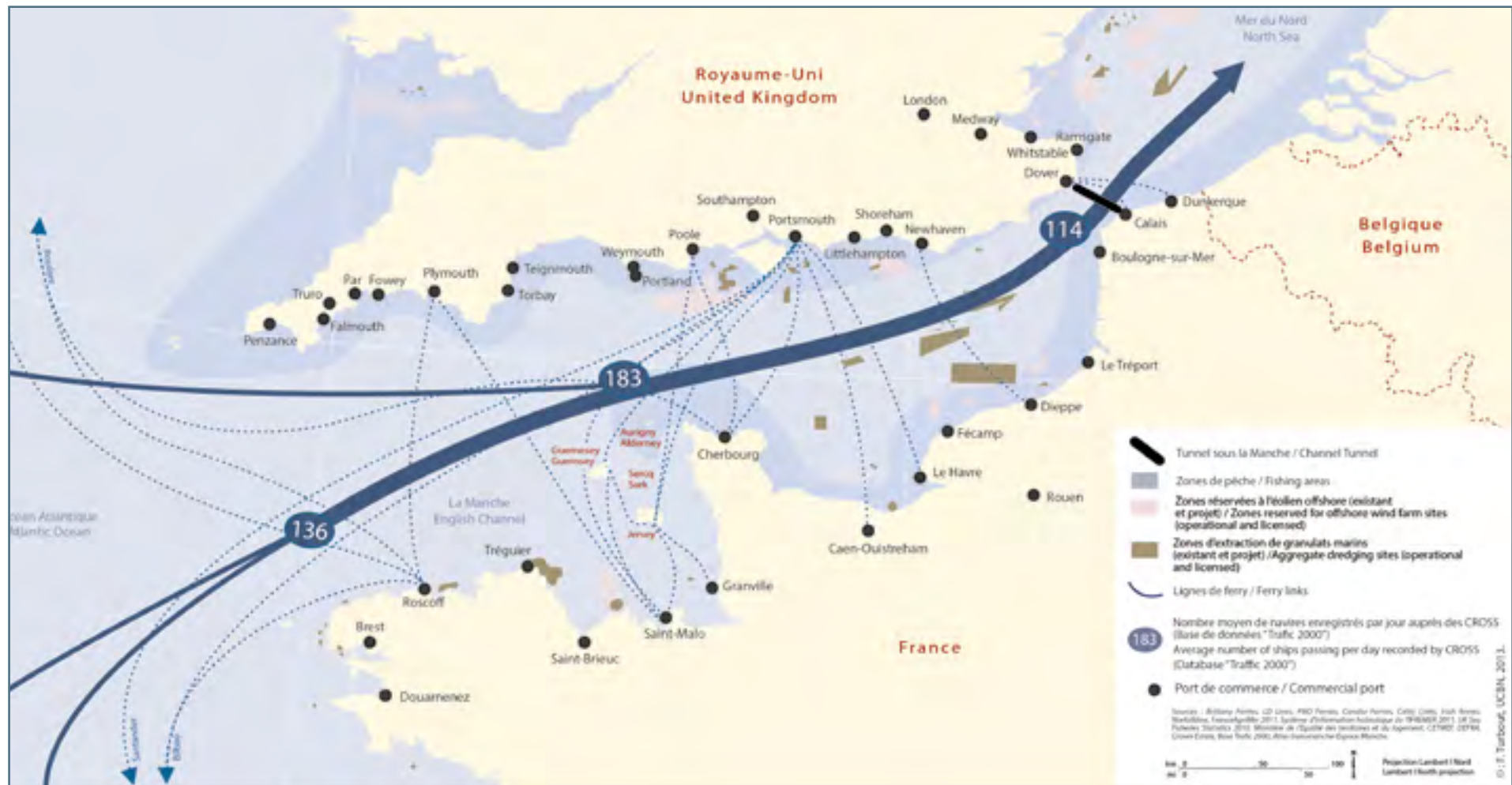


Figure 3

Map illustrating the density and diversity of activities across the Channel region.

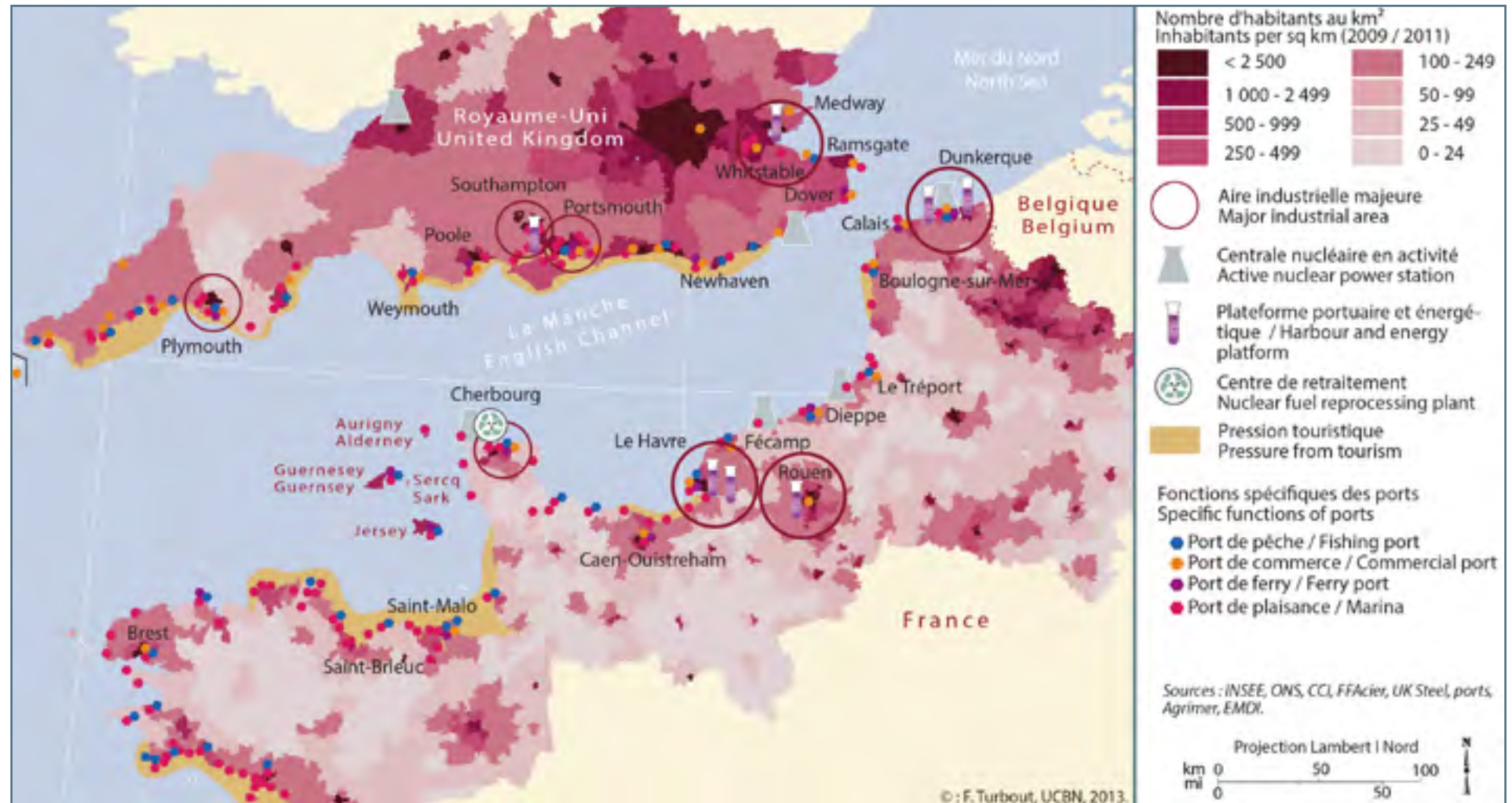
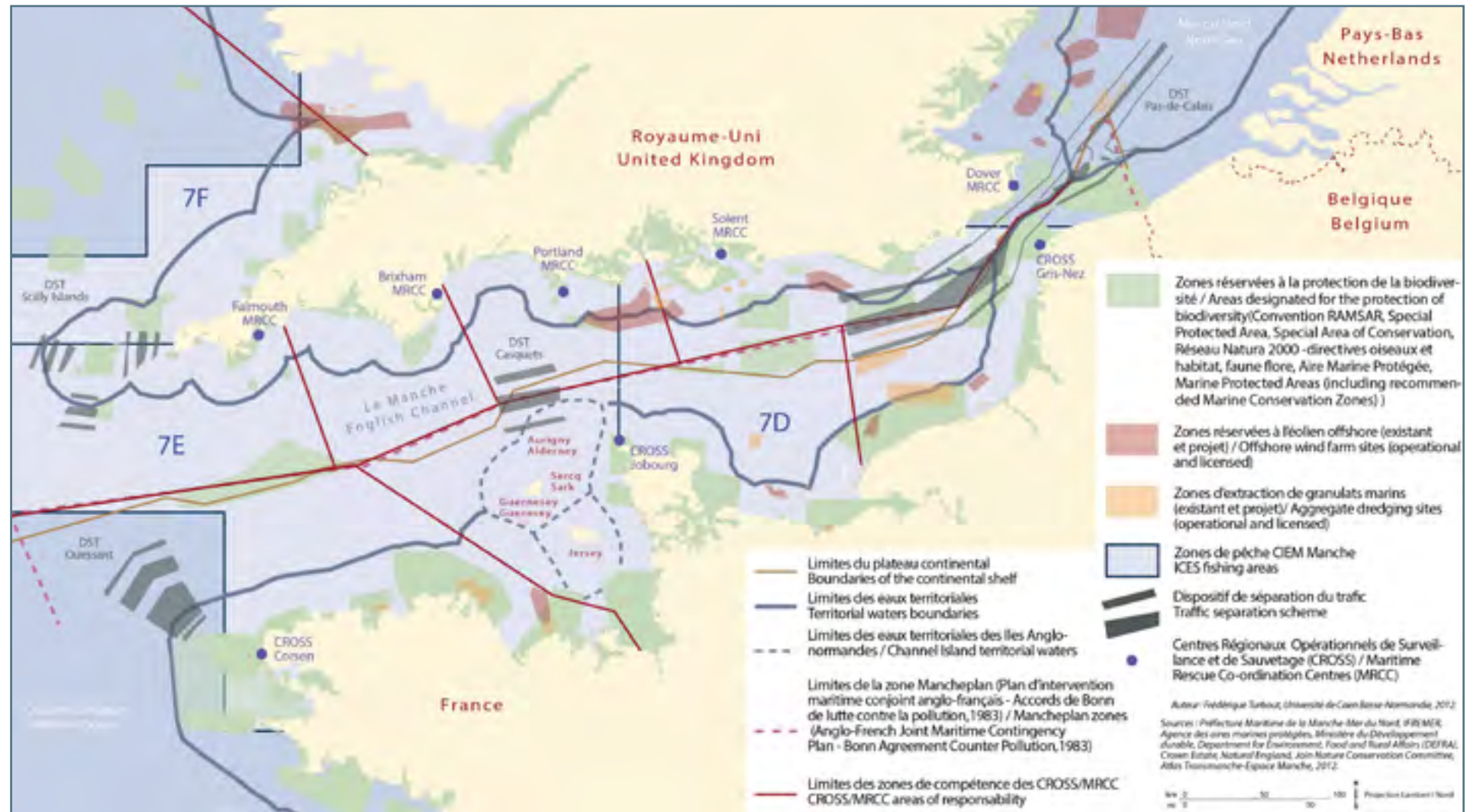


Figure 4

Map of the Channel region illustrating the complexity of management.





2. Resources and activities in the Channel region

Successful marine management requires an integrated approach recognising the interests and values of all those involved. The Channel region is a busy and diversely used space and the descriptions below provide an overview of these uses. Figures 2 and 3 illustrate some of the many resources and activities in the Channel region.

Resources

The Channel region is highly significant for both the UK and France in terms of the resources it offers and the way it is used. These can be considered as economic, social and ecological resources.

Economic resources

Economic resources are the products and services which can be sold. Perhaps the most traditionally considered 'resource', these include physical resources such as sand and gravel which may be removed for use in the construction industry, biological resources of significant commercial importance such as shellfish and fish and transport infrastructure which supports tourism services.

Social resources

Social resources are the people, their knowledge, cultures and history which define the communities living in the Channel region. Academic exchange occurs between the many universities, providing the opportunity to share knowledge of the Channel region. Tourism provides an important income and coastal communities are often a driver for visitors. The heritage value of the region is also high. Both northern and southern shores of the Channel have been, and still are, a source of emotional inspiration for many artists, including painters such as Claude Monet and Joseph Mallord William Turner and writers such as Charles Dickens and Victor Hugo.

Ecological resources

Ecological resources include the naturally occurring flora and fauna. Despite its heavy use, the Channel Sea is home to habitats such as seagrass beds and saltmarshes, commercially important species of fish and shellfish, and large species such as basking sharks and bottle-nosed dolphins. The ecosystem services¹ provided by the biodiversity of the Channel region contribute to its healthy functioning, and enable fishing, recreation and other activities to thrive. These roles are being increasingly recognised, as illustrated by the designations of Marine Protected Areas such as Special Areas of Conservation² (Figure 4).

¹ Beaudoin, Y. and Pendleton, L. (eds.) 2012. Why Value the Oceans – A Discussion Paper.

² Designated under the EU Habitats Directive as part of Natura 2000

Activities

- The Channel region is one of the busiest marine areas in the world; between 350 and 400 ships over 300 tonnes pass through every day. These ships carry a wide range of cargoes including containers, fuel, dry goods and raw materials.
- The region has four large ports which have regular intercontinental links (Le Havre, Rouen, Dunkirk and Southampton) and 33 regional and local commercial ports. Over 370 million tonnes of various cargoes passed through Channel ports in 2010 for distribution across the UK, France and beyond.
- Ferries transport over 33 million people between France and the UK each year, with the main passenger ports being Dover, Calais, Caen and Portsmouth. During the peak season, there are 120 daily crossings between France and the UK and 80 during low season. Ferry routes mainly travel north and south across the Channel, perpendicular to the vast majority of freight traffic which travels along an east-west route.
- Smaller vessels are also a key feature of the region; there are nearly a million yachters on the English coast and over 300,000 on the French coast. For these users, it is the harbours and marinas, rather than the ports which provide the focus. The Channel region has over 145 marina sites which are centres of economic and recreational activity and provide multiple services such as boat maintenance, refuelling and maritime related commerce.
- The Channel region is extensively used for many other types of marine and coastal recreation including water based sports such as diving, surfing and canoeing, and land based activities including walking, bird watching and shore based angling. Terrestrial walking routes, such as the UK's South West Coast Path illustrate that not all marine recreation occurs in the sea.
- Many protected areas exist along the coastlines, which often provide a focus for recreational activities for local residents and tourist visitors. These protected areas combine management of environmentally or culturally important features with the opportunity for people to engage with the Channel region. Examples include the Normandy beaches and Jurassic Coast (Figure 5).
- Commercial fishing in the Channel Sea is predominantly inshore, with some offshore fishing. Fishing is a key industry in the region with fleets targeting a range of species including scallops, monkfish, sardines and mackerel. Around 4000 fisheries vessels are registered for use in the Channel region. Boulogne-sur-Mer is the largest fishing port in France (Figure 3) and the largest European centre for the processing and sale of seafood. Aquaculture and shellfish farming are also important, with a range of algae species and shellfish being farmed, such as oyster and mussel



cultivation on the French coast.

- Other industries and their associated infrastructure are present in the Channel region: aggregate dredging is an important activity with extractions from licensed areas in the English Channel Sea providing a quarter of the sand and gravel required in south east England; submarine cables, essential for energy and communication links, run north to south and east to west between various locations; whilst ports such as Southampton and Le Havre are essential infrastructure for numerous other industries.
- Energy generation has an increasing presence in the Channel region. There are five coastal nuclear power facilities (Figure 3). Marine renewable energy is a growing industry with fully functioning wind farms off the shores of Kent, licenses for the development of increasingly large wind farms being granted, and wave power technologies under development.
- In 1994 France and the UK were connected more directly with the opening of the Channel Tunnel under the Dover Strait, linking rail networks for passengers, vehicles and cargo. Annually, around 10 million passengers use the Channel Tunnel, and over 13 million tonnes of cargo is transported.

- Tourism is important across the Channel region, and it is recognised that the many different cultures and identities give the region particular appeal. Every year over 100 million tourists visited the region, bringing considerable economic investment. The cruise ship industry is growing, and bringing more visitors to the Channel region, for example, Falmouth in Cornwall receives over 30 cruise visits and 25,000 passengers each year. Many other activities attract visitors, including marinas and recreation and world famous attractions such as Le Mont St Michel which is a UNESCO World Heritage Site.



Deauville Beach, Basse-Normandie, France
© G. Wait



Figure 5

Many sites illustrate the social resources of the Channel region. The Normandy beaches (A) are important in recent history, whilst areas such as the Jurassic Coast World Heritage Site (B) provide a glimpse of the distant past.





3. Existing legislative and policy framework

The Channel Sea is one of the most intensively used maritime basins in the world and forecasts suggest this use will increase due to the growth in existing activities and development of new uses. A range of new maritime and coastal policies and legislation has been introduced over the last 20 years in order to address the challenges facing the marine environment, and maximise on opportunities, such as Blue Growth, through sustainable use of the marine resources. Table 1 outlines these policies which, at a variety of scales, have considerable influence on maritime management. The marine policy landscape is rapidly changing and developing. Throughout these developments, the principles of cross sector working and integrative approaches remain key to delivering successful management of marine and coastal resources. An example of the rapidly changing marine policy landscape is the proposal for a European Directive on maritime spatial planning and integrated coastal management¹; this is currently a proposal but any development and subsequent implementation of this into legislation would have implications for managing marine environments. It is possible to assess each policy scale in terms of how French and UK responses are aligned. Legislation to manage the

use of ecological marine resources is particularly important to consider in terms of effective alignment or understanding between policies, as these resources are not restricted by the limits of national politics. In terms of global legislation, both countries are bound by the same standards and requirements. An example are the standards set by the International Convention for the Prevention of Pollution from Ships (MarPol) to manage shipping activities. At a European scale, key legislation is described through Framework Directives. These outline the standards which are to be met by Member States; however they do not dictate how the standards should be implemented. This can lead to neighbouring countries adopting different approaches to assess and achieve the same standards as occurs for shellfish water monitoring. Current European marine priorities include the implementation of the Marine Strategy Framework Directive and the Blue Growth agenda. National legislation is often driven by EU policies, but will also follow the priorities and timelines of each country. For example, marine protected areas are being designated in French and UK waters by each country for its own waters, with potential disconnects where the two country's marine limits meet.

At a sub-national level, mechanisms exist for delivery of both national priorities and responses to local needs. In the UK, marine plans are being introduced

¹ Proposal for a Directive of the European Parliament and of the Council establishing a framework for maritime spatial planning and integrated coastal management. Brussels, 12.3.2013 COM(2013) 133 final 2013/0074 (COD)

Table 1 Main national and EU maritime policies relevant in the Channel	
EU maritime legislation and policies¹	
<ul style="list-style-type: none"> → Bathing Water Directive → Common Fisheries Policy → Habitats and Birds Directives → Integrated Maritime Policy → Marine Strategy Framework Directive 	<ul style="list-style-type: none"> → Roadmap for Maritime Planning → Transport White Paper → Integrated Coastal Zone Management recommendation → Water Framework Directive → EU Maritime Strategy for the Atlantic Ocean Area
UK maritime legislation and policies²	French maritime legislation and policies
<ul style="list-style-type: none"> → Marine Policy Statement 2011 → Energy Act 2011 → Climate Change Act 2011 → UK Marine Industry Growth Strategy 2011 → Marine and Coastal Access Act 2009 → Transport Act 2000 → Coast Protection Act 1949 	<ul style="list-style-type: none"> → Loi n°2010-788 du 12 juillet 2010 portant engagement national pour l'environnement (Chapitre V – Dispositions relatives à la mer) → Loi n°2010-874 du 27 juillet 2010 de modernisation de l'agriculture et de la pêche (Titre VII – Moderniser la gouvernance de la pêche maritime et de l'aquaculture)

¹ <http://ec.europa.eu/maritimeaffairs>

² <http://www.defra.gov.uk>



in inshore and offshore areas (Figure 6). [The Marine Management Organisation](http://www.marinemanagement.org.uk/marineplanning/index.htm)¹ will coordinate the process to develop plans with a wide range of stakeholders, and implement licenses according to the government's Marine Policy Statement. In 2011, six Inshore Fisheries and Conservation Agencies (IFCAs) were created along the Channel coast to support sustainable management of inshore fisheries resources. In addition, non-statutory coastal partnerships exist along the Channel coast, from county to estuary scale, such as the Devon Maritime Forum. In France, statutory organisations called Les Conseils Maritimes de Façade were established during 2012. The two councils established along the Channel coast are: [Eastern Channel and North Sea](http://www.dirm-memn.developpement-durable.gouv.fr/conseil-maritime-de-facade-r4.html)² and [Western Channel and North Atlantic](http://www.dirm.nord-atlantique-manche-ouest.developpement-durable.gouv.fr/conseil-maritime-de-facade-cmf-r98.html)³ and are jointly chaired by the Maritime Préfet competent for the area and the Préfet of the region where the government office for the sea (DIRM) is located (Figure 6). These councils are formed of representatives from multiple sectors and will publish strategies to coordinate the use, protection and development of the coast and sea. There are also a number of French regional initiatives such as the Regional Conference for the Sea and the Coastline in Brittany. A number of agreements exist to support cross Channel

1 <http://www.marinemanagement.org.uk/marineplanning/index.htm>

2 <http://www.dirm-memn.developpement-durable.gouv.fr/conseil-maritime-de-facade-r4.html>

3 <http://www.dirm.nord-atlantique-manche-ouest.developpement-durable.gouv.fr/conseil-maritime-de-facade-cmf-r98.html>

exchanges. For example, a Memorandum of Understanding was agreed between Kent County Council and the General Council of Pas-de-Calais in November 2005 (amended in March 2009), formalising their cooperation in many areas (economy, sport, culture, education, transport, etc.) and proposing the Dover Strait for UNESCO World Heritage status. These existing agreements illustrate the capacity for, and value of, such connections but they are the exception rather than the norm. Broadly speaking the lack of exchange and discussion between authorities at decision maker level, as well as at practitioner level, creates knowledge gaps for both countries in terms of understanding fundamental aspects of how the maritime area is managed, leading to a conceptual and operational barrier.

The Channel Islands are an integral part of the Channel region. They have a population of over 150,000 people, and have a strong marine presence and maritime heritage. Although their legislation and policies is different to those of the UK and France, cross boundary integration exists (or is necessary) to support management of activities in the Channel Sea. As stakeholders from France and UK increasingly interact with partners across the Channel Sea, links should be fostered with the Channel Islands and other island communities.

When understanding the different scales of issues, the principle of subsidiarity must be considered and actions must be defined at the suitable level of competency. This principle states that action must

The Atlantic Strategy

- The Maritime Strategy for the Atlantic Ocean covers the waters around Ireland, the United Kingdom, France, Spain and Portugal, including the Channel Sea¹. It outlines five priority challenges: applying the ecosystem approach; reducing Europe's carbon footprint; sustainably exploiting seafloor resources; dealing with risks and emergencies; and, promoting socially inclusive growth.
- These priorities were developed through a process which has consulted stakeholders across the five countries. Specific actions to respond to these priorities are being developed with interested parties. An Action Plan for a Maritime strategy in the Atlantic area was published by the European Commission on 13th May 2013². Various funding mechanisms are expected to be accessed during the 2014-2020 EU funding programmes to implement these actions.
- The Atlantic Strategy applies to the Channel Sea, and therefore the actions of this plan are likely to be implemented in the Channel region. These actions can further support cooperation across the Channel region and with its neighbouring marine areas on issues common across this large space.

1 1 Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions. Developing a Maritime Strategy for the Atlantic Ocean Area. 21.11.2011 COM(2011) 782 final

2 2 Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions. Action Plan for a Maritime Strategy in the Atlantic area. Delivering smart, sustainable and inclusive growth. 13.5.2013 COM(2013) 279 final)

be taken at the most local scale which can be effective for that issue. Issues which are addressed at a regional or local level, such as marina management and Marine Conservation Zones, are especially relevant to CAMIS and the IMS.

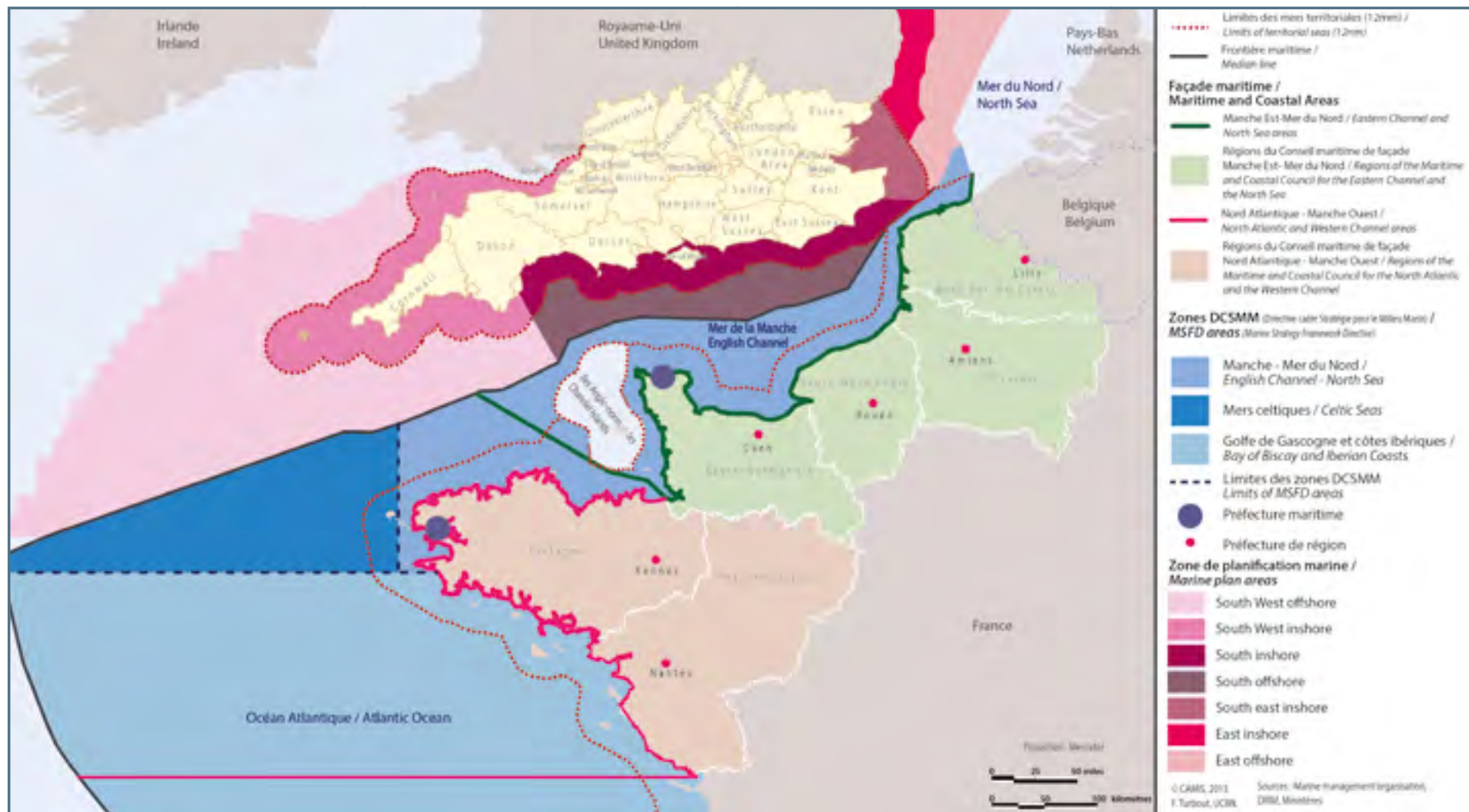


Figure 6

Map of the marine management areas in the Channel region.



4. Influences bigger than the Channel region

The Channel region is influenced by external pressures which are beyond the influence of the IMS; however, their presence, and associated challenges, needs to be recognised when understanding the Channel region. Four such pressures are described below:

Climate change:

Anthropogenic sources of greenhouse gases are driving significant changes in the earth's climate¹. Efforts to reduce emissions are occurring through legislative control, technological development and behaviour changes. The potential impacts of present day climate change are numerous for the Channel region and include: increased storminess, sea level rise, increased coastal erosion and flooding, and changes in the distribution of species.

Implications for the IMS: Recognise need to reduce carbon emissions; identify opportunities to support adaptation to changes and mitigation of impacts; identify and support communities which experience similar impacts.

¹ Marine climate change impacts, Annual Report Card 2010–2011. www.mccip.org.uk/arc

Health of marine ecosystems:

Marine ecosystems provide services essential to human survival which are compromised when ecosystem health deteriorates. Degradation of marine ecosystems is occurring globally driving the need for a considerable change in the management of human activities in marine environments to prevent ecosystem collapse².

Implications for the IMS: recognise the need for an holistic approach to use of marine environments and resources; improve understanding of Channel ecosystems, their vulnerabilities and how ecosystems support the activities of the Channel region; support implementation of innovative approaches to sustainably manage human activities in marine ecosystems.

² Rogers, A.D. and Laffoley, D. d'A. 2011. International Earth system expert workshop on ocean stresses and impacts. Summary report. IPSO Oxford, 18 pp.

International shipping:

The Channel Sea is one of the world's busiest shipping lanes. Changes in shipping are influenced by global markets, technological developments and energy availability. Current trends suggest further concentration of intercontinental traffic into a few ports, and an increase in the size of ships, containers and lorries influencing necessary infrastructure for reception and distribution of cargoes.

Implications for the IMS: recognise the significance of this single sector and its needs; identify the risks associated with changes in the market; support other sectors influenced by changes in shipping such as Channel ports.

International policies and agreements:

Many international agreements and bodies exist which provide a framework within which management must sit. These include the International Maritime Organisation which regulates shipping activities; EU Directives (e.g. Table 1) and European maritime strategies for the North Atlantic and North Sea; as well as the OSPAR Commission decisions and recommendations for international cooperation on the protection of the marine environment of the North-East Atlantic, including Channel waters, and the North East Atlantic Fisheries Commission (NEAFC).

Implications for the IMS: recognise opportunities to present a Channel voice in international policy debates; identify where joint working can improve management and enable benefits to be realised; support cross channel implementation of international policies.



5. Challenges and opportunities in the Channel region

This section provides an overview of the types of challenges and opportunities that are currently faced or may develop in the Channel region. Some of these are well understood, others are recognised as bringing potential, if yet undefined, change; some have a defined policy response whilst others do not. This list is not comprehensive; it would not be possible to list all the changing trends and potential issues here. However, the following gives examples of the situations within which the IMS could be implemented and the types of issues it may be able to respond to.

Changing patterns of activity

- There is an increasing density and diversity of activities in an already busy sea area, increasing the demands on space and resources and may be approaching saturation. This is particularly evident in the Dover Straits, the narrowest part of the Channel Sea.
- The IMS needs to support mechanisms, such as marine planning, that minimise conflict and promote working together across the Channel region, identifying opportunities for innovation whilst balancing other needs and interests.

Nature and conservation policies

- Under the EU's Marine Strategy Framework Directive, both the UK and France are working to meet the criteria for monitoring and achieving

Good Environmental Status by 2020.

- Differences between French and UK management could lead to variation in approaches across the Channel Sea which can be considered as a single ecoregion. A Channel scale perspective is required to ensure management supports healthy marine ecosystems.
- National and international stakeholder engagement is essential to successful implementation of conservation action (e.g. designation and management of Marine Protected Areas), and could be supported through the IMS.

Fisheries

- There has been commercial fishing in the Channel Sea for centuries which is currently undergoing considerable ecological, economic and social changes that are impacting fishing communities.
- Understanding how changes in the revised EU Common Fisheries Policy could influence fisheries management in the future and supporting implementation of associated changes will be an important role for the IMS.
- The IMS should support existing efforts to manage Channel Sea fisheries in a sustainable way, through developing and implementing innovative fishing management approaches, and achieve more sustainable fisheries as well

as supporting joint management of resources. This should work alongside the existing structure of the Channel Working Group of the North Western Waters Regional Advisory Committee (RAC)¹.

Pollution and maritime safety

- Pollution and maritime safety risks vary over time: oil pollution is declining, whereas accidental chemical and container pollution are increasing due to changes in the global markets. The risk of accidental maritime pollution is changing and becoming more complex. Emergency planning organisations must be able to adapt their responses and be suitably prepared to respond to pollution events.
- Fostering cross border links can ensure responses to emergencies are prepared and can be implemented with support from resources on both sides of the Channel Sea if required.
- Despite many improvements in the conditions of coastal and marine waters pollution such as nutrient enrichment leading to eutrophication, resulting from land based pollution, continues to present significant problems for local communities, conservation, tourism and aquaculture which must be tackled.

Climate change

- The impacts of climate change are complex and often unpredictable presenting threats such as flooding which can impact communities, transport and business.
- There is a need to support dissemination of current research concerning the social, economic and ecological impacts of climate change within the region and the implementation of adaptation responses. This information can support decision making through better understanding the challenges facing the region.
- There is a need to share the experiences of communities that are adapting to climate change and provide support for them to transfer lessons across the region.

¹ <http://www.nwwrac.org/>



Energy

- Potential for wind, wave and tidal marine renewable energy developments in the Channel Sea is relatively high, and therefore is an area of significant opportunity. To realise these opportunities, a range of sectors must be involved in the development, installation and management of energy infrastructure. Additionally, coordinated management of the risks presented by the existing nuclear energy production facilities in the Channel region should be supported.
- France and the UK hold 80% of Europe's potential tidal stream energy, and development of new technologies to capture this is in progress. Given this high potential, and the increasing demand for renewable energy sources, it is likely to be a considerable growth area for the Channel region.
- Energy efficiency continues to be a priority which drives technological development, and the impacts of this on all sectors, particularly transport, need to be understood.

Marine and Coastal Management

- There are a variety of Integrated Coastal Zone Management (ICZM) initiatives around the Channel region, which differ significantly in practice, but have similar aims to involve stakeholders in improved decision making based on an ecosystem approach.
- The Channel Sea will have four marine plans¹ in UK waters and two Maritime Strategic Documents are intended in French waters². These management initiatives, which will in part fulfil the needs of the EU Integrated Maritime Policy and Marine Strategy Framework Directive, must engage stakeholders to deliver sustainable use of the seas whilst recognising the multiple uses and values of an area.
- A Channel region perspective is needed to ensure plans, for example for marine protected areas, are logically and coherently connected, particularly across international boundaries, and to support mechanisms for engaging stakeholders from across the region.

¹ Five if the Thames area is considered in the definition of the Channel region. http://marinemanagement.org.uk/marineplanning/areas_all.htm

² Décret no 2012-219 du 16 février 2012 relatif à la stratégie nationale pour la mer et le littoral et aux documents stratégiques de façade

Transport

- Transport networks need support to maximise opportunities such as developing short sea shipping routes, diversification of local or regional logistics hubs and maximising intermodality and freight interchange facilities.
- Legislation, such as that for the reduction of sulphur content in fuels, is and will continue to impact marine transport, in particular cross-Channel ferry links. The potential impacts of such changes on the Channel region need to be understood to enable appropriate responses to be identified.

Economy

- "Blue Growth"³ is the potential of oceans, seas and coasts to drive economic growth and provide jobs. It is a key component of Europe's maritime priorities, which has a particular focus on ocean renewable energy, aquaculture, maritime, coastal and cruise tourism, marine mineral resources and blue biotechnology.
- Important concepts and tools proposed by the European Commission to support regional development include Integrated Territorial Investment (ITI), Community-Led Local Development (CLLD) and smart specialisation. These concepts and tools will be implemented during the 2014-2020 programming period.
- Cross border transport and links underpin trade of goods and services across the Channel Sea which contributes to economies throughout and beyond the Channel region.

³ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Science Committee and the Committee of the Regions. Blue Growth - opportunities for marine and maritime sustainable growth. 13.9.2012 COM(2012) 494 final



Workforce

- Multiple “Blue Growth” opportunities exist in the Channel region; these need to be identified, understood and encouraged. These should be supported by ensuring suitable training and workforce development delivers social resources for current and emerging sectors.
- Fostering innovation in the maritime sector can provide many opportunities such as developing new markets and optimising technological advances.
- Skills and training are essential prerequisites for many sectors to flourish. Adequate skills and training provision at all levels can underpin development and evolution of sectors to adapt to changing circumstances.

Changing demography and community dynamics

- Changing population dynamics, such as an ageing population, can influence the demands on local resources.
- Incorporating societal perspectives and acceptability in new developments is becoming increasingly important in managing marine and coastal systems.
- Coastal communities require support to ensure local needs are met in the face of changes and developments. This is particularly evident with issues related to seasonal fluctuations of population due to tourist visitors.





6. Views from Channel users

Stakeholders have contributed their opinions throughout the development of the IMS, providing an “on the ground” perspective of the Channel region. This provides insight into the real world situation of working in the Channel region and how to effect useful change. Recurring themes emerged about the Channel region, the challenges and opportunities of working at this scale and how stakeholders would like to be supported by the IMS.

Multiplicity of use

- Stakeholders recognise that the Channel is very busy with many users and interests; it is considered that it may be at, or near, saturation point. The projected increase in future use of this space is a concern for many.

Sustainable development

- Balancing social, economic and ecological needs across the Channel region is recognised as being a particular priority which applies to many, if not all, sectors. The Ecosystem Approach¹ provides a framework for holistic management of resources, recognising humans as part of the ecosystem. This is widely supported as a method to approach marine management in the Channel region.

Benefits of Channel scale

- Many stakeholders saw opportunities for improved working, better management and increasing strength to address issues through working at this scale. This was felt to have the potential to support the people and culture of the Channel region.

Channel understanding

- There is an enthusiasm for better understanding the region, in terms of its resources, threats and opportunities. Work could be done to collate understanding to provide a regional perspective of issues such as coastal change.

Developing a Channel identity

- Building on this better understanding, stakeholders want a greater recognition of the region through developing its identity. This is considered to support opportunities for innovation, both from within and outside the Channel region.

Knowledge transfer

- Supporting management through sharing best practice and broadening engagement in marine issues is frequently mentioned. There is also a need for knowledge about the fundamental processes occurring in each country, with appropriate channels for communication. Opportunities for dialogue are considered essential.

Integration

- There is a desire for engaging with a comprehensive, cross sectoral and cross regional stakeholder body. Integration was frequently referred to in terms of potential benefits including a better understanding of problems, which otherwise may lead to conflicts, and shared goals for the Channel region.

These contributions identify some fundamental links which are missing in the Channel region, such as the understanding of administrative roles and functions in each country, and the opportunities to communicate with one another. The IMS aims to provide foundations for integration at the Channel region scale which will begin to meet some of these needs.

The recognition by stakeholders of these features which are not provided by existing organisations or structures provides a clear mandate to deliver the necessary social infrastructure to deliver improved integration across the Channel region.

¹ As defined by the CBD Malawi principles. CBD, 2000. COP 5 Decision V/6. Ecosystem approach. Nairobi, 15-26 May 2000..

Synopsis

The Channel region is a complex and busy space. There are numerous challenges to overcome but also opportunities which can be realised. Three types of support emerge as being needed in Channel region:

→ **Support for multiple sectors to share the space.** Developing a better understanding in both countries of each coastline and the management occurring in the two sea areas under national jurisdiction is central to delivering the vision for the Channel region. In addition to developing mutual understanding, fostering a stronger awareness that we are sharing and managing a common sea basin is important. This represents the common asset which links multiple interests and sectors. To deliver this, practitioners, organisations and managers need to be able to access information and networks to ensure coherent working across the Channel region.

→ **A need for joint action.** As illustrated in the Challenges and Opportunities section (pages 23-25), a number of issues require a cross-border approach with France and the UK working together to address a problem, or take advantage of a shared opportunity. This includes issues which are currently recognised (e.g. maritime safety) and the need to respond to new issues which may emerge in the future. There is scope for the benefits of such cooperation to be widely felt from local to national levels

→ **Support for communities within the Channel region.** There are diverse communities bordering the Channel, but as part of the same region, many are vulnerable to similar issues and have the potential to benefit from similar opportunities. Transfer of knowledge and experiences between these community groups can provide the basis for informed decision making throughout the region.



A rainbow in Picardy, France
© Guy François

New approaches are currently being developed at international, European and national levels to address the needs described above and encourage more holistic management of marine and maritime activities. Improved integration and cooperation across the Channel region will enable us to work towards meeting these needs. The next section of the IMS looks at what can be done by the IMS and identifies opportunities for facilitating change.



B. Delivering the Vision for the Channel region

The need for improved cooperation and integration across the Channel region as a means to deliver the Vision for the Channel region has been highlighted through considering the context of the region. Many high level policies recognise integration as an important principle in achieving holistic management (see box opposite). However, to achieve integration, actions must be tailored to the specific needs of the region and population. This section draws on contributions from stakeholders to answer the two questions below and identifies how new approaches can be used to meet the needs of the Channel region:

- 1. What are the potential benefits of improved cooperation and integration in the Channel region and how can these help to overcome challenges and maximise opportunities?
- 2. What is needed to improve cooperation and integration in the Channel region and how can the IMS support delivery of this?

What is integration?

The concept of Integrated Coastal Zone Management (ICZM) was first recognised by the EU in its ICZM Recommendation which detailed principles such as having a broad perspective of natural systems and human activities, involving all relevant parties in the management process and recognising the local specificities of coastal zones. This has been further developed in the EU Integrated Maritime Policy. This policy recognises that the interwoven nature of marine problems requires a 'joined-up' approach to management of marine eco-regions or large marine ecosystems such as the Channel Sea. Integration can occur at multiple scales and can be spatial or between users and uses.

Stakeholder and societal engagement in marine management is an essential component of an integrated approach. The mechanisms for achieving this are being developed and becoming more widely applied. Marine management needs to recognise the expectations of local, regional or national communities, individuals and stakeholder groups.

When considered in the context of the Channel region, integration refers to the need to work together to implement key principles of marine policies. The need to enable different stakeholders to cooperate across the Channel region on collaborative projects towards a shared goal is fundamental to overcoming the challenges and realise the opportunities of sharing a cross-border sea.



1. Benefits of integration in the Channel region

Integration across and between regions, sectors and levels of governance underpins numerous EU marine policies and can enable the application of an holistic approach to Channel region management. Stakeholders recognise a range of positive outcomes from improved integration in the Channel region. Table 2 outlines a number of key benefits and illustrates how they have the potential to maximise opportunities or overcome challenges in the Channel region.

It must be recognised that integration is not the destination, but a process to support individuals, organisations and sectors to work better together to achieve Vision for the Channel region. The overarching benefit of integration is that it provides mechanisms for the essential “working together” which can achieve more sustainable use of marine resources, provide new business opportunities and increase community resilience.

Table 2

Benefits of integration and examples of potential impacts in the Channel region

Benefit	Channel region example
Conflict reduction: improved understanding of multiple perspectives and drivers of other sectors or regions can facilitate more positive outcomes for users of the busy space.	Mechanisms for dialogue to discuss new developments such as wind farms and the potential negative and positive impacts on existing users.
Sea basin perspective: communication between France and the UK of national management efforts and practices can improve decision making by recognising the sea basin as a whole.	This does not refer to making policies uniform but to ensuring coherency through understanding how each country operates.
Marine protected areas (MPAs): ensuring coherent network benefits of designated MPAs to underpin wider social and economic health through productive ecosystems.	National processes will drive the designation of MPAs in the Channel Sea. Sound understanding of these processes across the Channel region can support successful network implementation.
Cross border resource management: the Channel Sea is a single ecoregion and many resources move across the international boundary. Viewing the whole ecoregion allows a more complete view of the factors influencing the resource.	Management of sand and gravel extraction which may have significant effects on fish spawning and recruitment areas.
Local knowledge and experience sharing between communities can inform development of best practice and decision making for those places which are exposed to similar challenges or opportunities.	Coastal communities vulnerable to coastal erosion can share their experiences and management responses to learn from a wider range of scenarios.
Collation of expert knowledge of the Channel region and supporting better dissemination can improve accessibility of information, develop understanding of our region and inform decision making.	Channel scale understanding of the transport network such as over or under capacity of ports, roads and rail can identify potential for future development.
Business opportunities can arise from improved networking, opening new market and supply chain opportunities across the region and support implementation of innovative market opportunities.	Development of clusters in a region or sector can increase opportunities for companies to identify new markets for their products. This applies, for example, to new tourism opportunities linked to visits from cruise ships.
Maritime incident response: build on existing efforts to develop emergency plans and protocols, establish organisation connections and identify available resources and scope for use.	Ensuring efficient responses to a shipping incident which includes potential impacts on human safety, pollution and shipping traffic.



2. Facilitating integration in the Channel region

Having recognised what is needed to support delivery of the Vision for the Channel region, and identified what benefits can be realised, stakeholders were asked what specific changes they required to support improved integration. The list below outlines the enabling features which are key to achieving change in the Channel region.

Understanding our differences

Many differences exist between France and the UK including the management of territorial waters and activities, organisational roles, policy implementation, national and local priorities, business cultures and approaches to regulation. A lack of understanding of fundamental aspects of each country is considered to be a barrier to working together; if we only understand our own country, we only understand half of the Channel region.

Mechanisms for communicating and learning

Communication and discussion across the Channel region can be used to bring sectors together and encourage learning about each other's country. Communication mechanisms must be suited to the audience, and it is likely that a variety of information types and communication methods will be needed, such as web portals and work place exchanges.

Networking: connecting communities, people and organisations

There may be a willingness, or even a requirement, to work across the Channel region, but this can only be achieved if the right individuals and organisations can be found. Facilitating links between people working on either side may be a relatively simple task, and the potential benefits of those links in terms of business opportunities, management of an area and responding to issues can be significant. Likewise communities around the Channel region may be vulnerable to similar challenges and may benefit from local knowledge transfer and experience sharing to inform development of best practice and improved decision making.

Discussing priority or challenging issues

The multiple ways in which the Channel Sea is used reflects the range of values and opinions on priorities for the space. These priorities may relate to economic, ecological or social activities as being considered as the most important drivers of decision making. Developments of new uses, and changes to existing uses, can highlight conflicts between these values. Engaging sectors to discuss and investigate such issues can support conflict avoidance by creating a space to understand the different values and perspectives and to identify the outcomes of different scenarios.

Encouraging political support and engagement

Political support and engagement can drive forward action to achieve changes, and promote local, regional or national involvement. Ensuring support for the IMS and successful implementation of actions to achieve integration requires engaging elected representatives from local up to national levels, and the capacity to deliver benefits at these multiple scales. Providing platforms for elected representatives to discuss their perspectives of issues will improve coherency across the Channel region.

Collation of expert knowledge

A considerable amount of research on a range of subjects is occurring within the Channel region. Collating this knowledge at a Channel scale provides an opportunity to improve understanding of the Channel region, disseminate findings more widely, and apply expert knowledge to Channel issues. Expert networks could be used to develop and disseminate best practice for Channel region issues.

Strengthen the Channel region identity

A stronger Channel region identity can enhance connectedness and support other factors such as encouraging a better understanding of the region and its characteristics. There is a lack of awareness of the Channel region as a common area for business, or other activities, and stakeholders consider that this could be improved and have a range of benefits.

Capitalisation on existing collaborations

There are multiple examples of existing cross Channel collaborations within and between sectors. These collaborations increase our understanding of the Channel region, encourage the development of networks and are examples of integrated approaches. The IMS can capitalise on these projects and provide added value from these activities.



3. Framework for action

New approaches to integration and working at a sea basin scale have been applied to the needs of the Channel region (described earlier) and used to identify a set of Strategic Aims and Objectives. These provide the framework for action proposed to deliver improved cooperation and governance across the Channel region. The process for identifying and developing actions is described.

Strategic Aims and Objectives

The IMS focuses activities at different spatial scales whilst retaining a Channel region perspective. This differs from the more traditional approach of addressing ecological, economic and social issues separately. This is due to a desire to emphasise the need for an holistic approach to management and integration across sectors, rather than distinguishing between these strongly interconnected interests.

The IMS recognises that a range of challenges and opportunities exist within the Channel region. However, it is outside the capacity of the IMS to address all of these in equal detail and some elements of them are beyond its areas of responsibility. Therefore, the framework presented here focuses attention towards objectives and actions which have the potential to achieve real on the ground change

and to deliver the remit of the IMS.

The three Strategic Aims have been developed through identifying a series of needs which emerged from understanding the context of the Channel region, and identifying how improved integration has the potential to address these needs. The Strategic Aims form the new Vision for the Channel region (developed in part from the EMDI vision in Box page 10) and the Objectives (see pages 33-34) highlight areas for Actions which can achieve these aims. Thus, the Strategic Aims are:

- **Strategic Aim 1: Improve cooperation and governance in order to support management and development of Channel resources**
- **Strategic Aim 2: Implementing a coherent, cross regional approach to address Channel scale issues**
- **Strategic Aim 3: Promoting sustainable coastal communities across the Channel region**

Each Strategic Aim contains a set of Objectives. The Objectives provide the focus for activity which will be conducted to implement the IMS. Improving cooperation and integration across the Channel region is an inherent component of all the Objectives. The listing of the Objectives does not reflect any form of prioritisation, as different Objectives will represent greater or lesser importance, depending on the interests of the reader.

Action identification and assessment

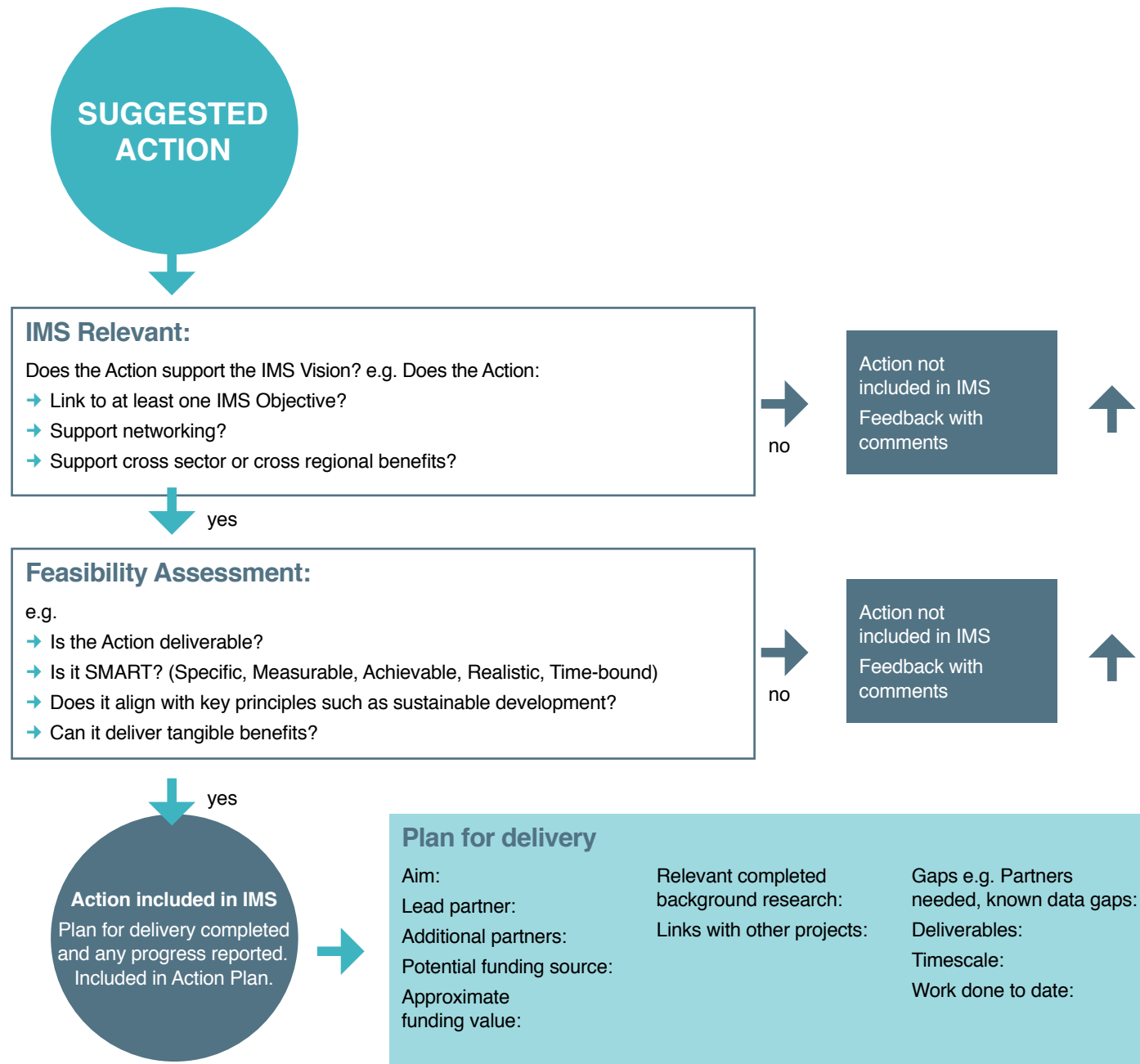
It has been made clear by stakeholders that they want to see “concrete actions” being implemented by the IMS: it should support delivery of the changes it describes as necessary to achieve improved cooperation across the Channel region. To ensure this, Actions were assessed in order to determine their suitability and feasibility as illustrated in Figure 7.

Actions were identified by Channel users through a number of ways. In September 2012, the Third Cross Channel Forum was held in Southampton, UK. A key activity at this Forum was to provide an opportunity for stakeholders to contribute suggested actions to support implementation of the IMS. Additionally, CAMIS partners and other stakeholders not present at the Forum were also invited to propose actions. Following an initial evaluation, actions were assessed in detail to identify

whether the proposed action 1) supported implementation of the IMS and 2) was deliverable. CAMIS partners conducted this analysis, and actions which met both these criteria have been included in this Action Plan. Each action included in the Action Plan has a Plan for Delivery, detailing the key criteria of the action, and identifies any progress made to date. This also identifies any resources which are needed to enable successful delivery.



Figure 7





Strategic Aims and Objectives

Strategic Aim 1:

Improve cooperation and governance in order to support management and development of Channel resources

Introduction

The Channel region includes social, economic and environmental resources which are accessed by a range of activities. Greater cooperation of governments across countries and regions, cooperation across governance regimes and between maritime sectors could provide multiple benefits in the management of these resources. It is recognised that cross Channel cooperation is already occurring in some cases (often with the support of the Interreg IVA France (Channel) – England programme). This strategic aim intends to support development of the mechanisms and operations which provide the framework needed for governance and cooperation. These include stakeholder dialogue, discussions between authorities and others, and expert information.

Objectives

- Improve cross border dialogue and networking opportunities within and between sectors by establishing platforms for stakeholder discussion.
- Support existing or establish new mechanisms to develop a better awareness of the functions, policies and governance on either side of the Channel region.
- Strengthen regional identity and recognition of Channel specificities when viewed from within or outside the Channel region.
- Gather and disseminate expert knowledge to ensure a sound baseline to inform decision making.

Strategic Aim 2:

Implementing a coherent, cross regional approach to address Channel scale issues

Introduction

→ Previous work has identified the validity of considering the Channel as a maritime basin and the potential positive outcomes. Currently, the Channel is often 'added on' to other sea areas and the specific challenges and issues of this sea area and its sub-regions may not be fully addressed. This Strategic Aim provides the support required to respond to the Channel specific issues such as maritime safety (of people, places and cargo) and marine transport at the Channel scale. This approach recognises that influences from the connected maritime basins of the North East Atlantic and North Sea must be considered whilst working at a Channel scale.

Objectives

- Support initiatives to provide safe navigation for people, places and cargo through and within the Channel and to respond to emergencies.
- Support the Channel region's shipping sector and associated activities in their recognition of and responses to global influences.
- Support development of the marine renewable energy industry through a cross sectoral approach.
- Improve our understanding of Channel ecosystems and support implementation of holistic approaches to protect marine biodiversity.
- Represent Channel interests during the development and implementation of global, EU and national legislation and management.



Strategic Aim 3:

Promoting sustainable coastal communities across the Channel region

Introduction

→ Many local scale challenges and opportunities are experienced in numerous locations throughout the Channel region (e.g. coast erosion, blue growth developments). These include issues relating to the many sectors which support local communities, including traditional activities such as fishing or boat building, existing sectors such as tourism and novel developments such as renewable energies. Connections between communities can allow knowledge transfer and sharing of experiences to support responses in other locations. This Aim is concerned with the integration of social, ecological and economic values of communities on both sides of the Channel. It includes those issues which must be considered from multiple perspectives and hold relevance for the sustainability of coastal communities or those dependent on maritime sectors.

Objectives

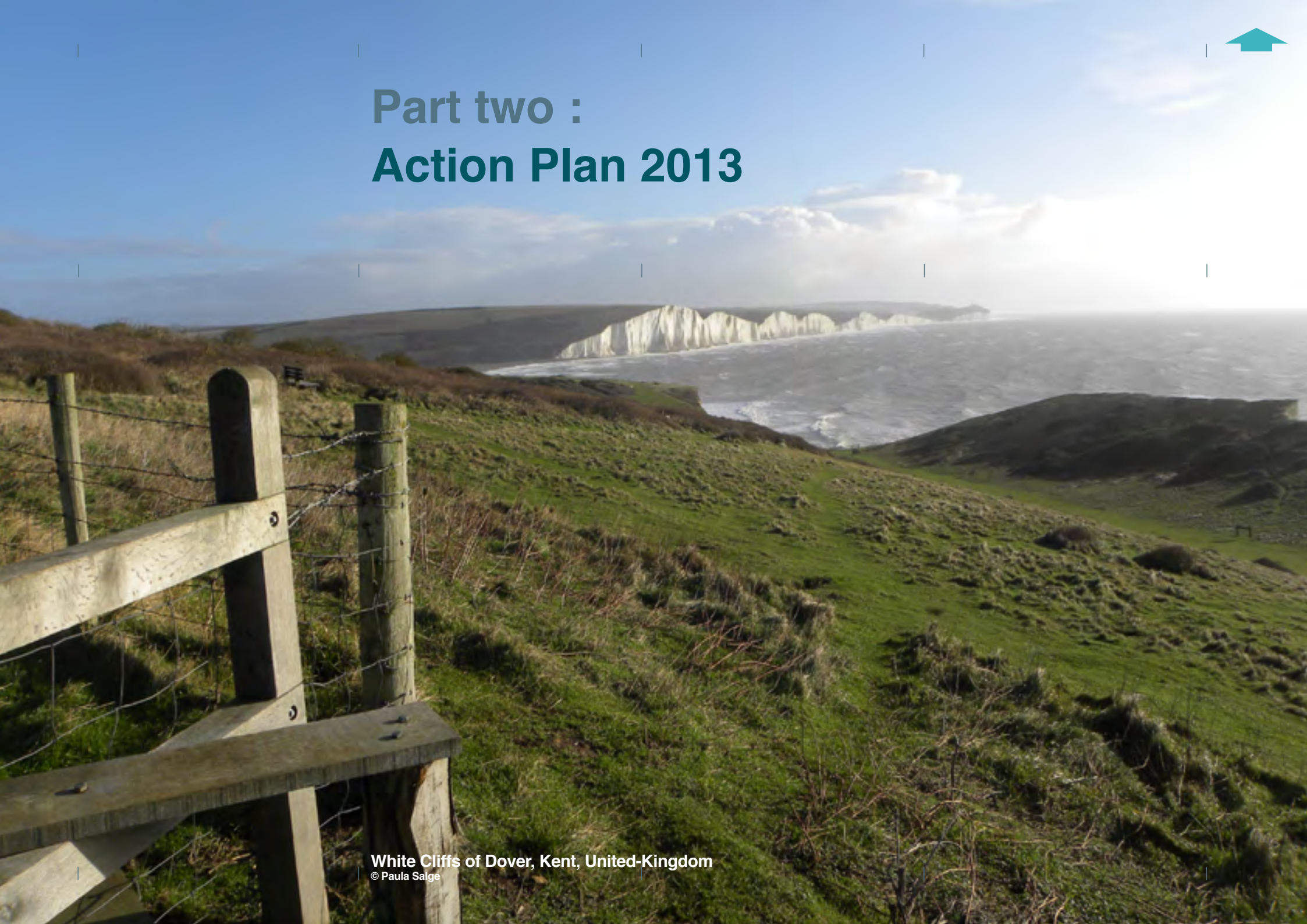
- Support cluster development and innovation particularly through facilitating cross Channel networking, business engagement and information sharing.
- Adapt and develop workforce, with a focus on growing maritime sectors.
- Support the sharing of experiences and dissemination of expert knowledge to develop best practice for common issues e.g. coastal risk or climate change adaptation.
- Develop a culture among communities and young people which promotes engagement with the marine environment, maritime heritage and employment opportunities.
- Nurture sectors which contribute economically, socially or environmentally to local communities e.g. local fishing communities.
- Support island communities to work together to address challenges.



Kentish Flats, Kent, Royaume-uni
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Part two : Action Plan 2013





Introduction

This part of the document outlines a suite of actions which were developed through the CAMIS project to support the implementation of the Integrated Maritime Strategy for the Channel region (IMS). The IMS has been developed in order to support governance and cooperation which meets the specific needs of the Channel region. Throughout the development of the IMS, there was a clear demand from stakeholders across the Channel region that the IMS should result in actions which will deliver real change and can benefit multiple sectors.

Actions were proposed by stakeholders from across the Channel region, and developed by partners in the CAMIS project. Following an initial evaluation, actions were assessed to identify whether each proposed action 1) supported implementation of the IMS and 2) was deliverable. CAMIS partners conducted this analysis, and actions which met both these requirements have been included in this Action Plan. Each action included in the Action Plan has a Plan for Delivery, detailing the key components of the action. This includes highlighting any opportunities for other stakeholders to become partners in the implementation of the action.

Many of the actions build on work done through previous cross Channel projects, such as those funded through Interreg IVA. Through capitalising on the existing work, it is hoped that further value can be gained from these projects, building on the established networks whilst engaging new partners to support implementation of the IMS.



Ouistreham Beach, Basse-Normandie, France
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List of Actions

Action Code	Action title
1	Establish the Cross Channel Forum as a permanent feature in Channel governance
2	Develop a management handbook to support cross Channel cooperation
3	Develop and promote the Channel resource centre
4	Maintain and develop the Channel atlas
5	Promote the Channel region
6	Propose the development of a joint governance body for the Channel region
7	Establish a platform to support exchange of cross border perspectives on marine planning and management
8	Investigate the use of tools for the ecological and socioeconomic monitoring of marine protected areas
9	Applying an ecosystem approach to management of Channel marine resources
10	Seascape Assessment across the Channel
11	Marina 2020 Vision
12	Development of a Channel Marina Network
13	Development of a Channel Maritime Portal
14	Maritime cluster development
15	Establish a skills support mechanism to identify and promote opportunities for skills development and training
16	Environmental strategy for marinas, shipping and other activities within a port environment
17	Implementation of the declaration of intent of the Channel local authorities on shipping incidents and maritime pollution (signed in March 2013)
18	Investigate potential impacts of sulphur regulations and possible mitigation options for maritime industries in the Channel region
19	Develop port-centric clusters
20	Develop a cross Channel ports network
21	Optimise the use of short sea shipping in the Channel to reduce road congestion
22	Increasing the use of freight capacity in the Channel Tunnel
23	Develop best practice recommendations focusing on the regulation and operational interoperability for cross Channel transport



References between and across actions

	Strategic Aim 1				Strategic Aim 2					Strategic Aim 3					
Action number	1.1	1.2	1.3	1.4	2.1	2.2	2.3	2.4	2.5	3.1	3.2	3.3	3.4	3.5	3.6
1	■	■	■	■					■						
2	■	■		■						■					
3		■	■	■					■	■					
4			■	■					■						
5			■						■				■		
6	■	■	■	■				■				■			
7	■	■						■	■						
8	■	■	■	■				■	■						
9			■	■	■							■			■
10			■	■			■	■							
11	■		■	■			■			■		■		■	
12	■	■					■			■		■		■	
13		■		■		■	■		■	■	■	■	■	■	
14							■	■		■	■	■		■	
15	■	■	■	■			■	■	■		■	■	■		
16	■	■		■		■	■	■	■						
17	■	■			■				■			■			
18	■	■			■	■			■			■			
19						■	■			■				■	
20	■		■			■									
21						■									
22									■	■					
23									■	■					



Action groups

Action number	Governance	Environment	Recreation	Economy/ business	Transport
1					
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Action Code: A1

<p>Action Title Establish the Cross Channel Forum as a permanent feature in Channel governance</p>
<p>Aim of Action Build on the success of previous Cross Channel Forum activities to establish a space for dissemination of expert knowledge, cross sectoral stakeholder discussion and political interaction. The Forum would provide opportunities to discuss Channel relevant issues and provide links with national and European maritime management. AIM: Discuss and investigate mechanisms to maintain the Cross Channel Forum. This will include: structure and purpose, balance and representation of stakeholders, funding options and links with existing structures such as French and UK government agencies and coastal forums. Discussions will also need to consider how to engage particular audiences such as experts and politicians, and the need to structure the Cross Channel Forum to be appropriate to its target audiences. This may require seminars, workshops and fora.</p>
<p>Relevant IMS Objectives 1.1, 1.2, 1.3, 1.4, 2.5</p>
<p>Relevant policies This action will be complementary and consistent with the “Conseils Maritimes de Façade” on the French side, the marine planning process on the UK side, and with coastal partnerships and fora, through the provision of a place for discussions between French and British stakeholders on Channel scale management and development issues. It will enable effective trans-boundary cooperation on marine management issues at the appropriate level for each country and work to fulfil the elements highlighted in the EC proposal for a directive of the European Parliament and the Council establishing a framework for maritime spatial planning and integrated coastal management (12/3/2013).</p>
<p>Deliverables Proposed Cross-Channel Forum model. Publications such as forum reports. Recommendations to decision makers on identified issues.</p>
<p>Potential partners Interested partners: Plymouth University, Devon County Council, Région Haute-Normandie Potential partners : all relevant organisations with a key role in the development and management of the Channel area</p>
<p>Actual or potential funding sources Interreg V, LIFE+</p>

<p>Resources required for success Staff time for the Forum secretariat and facilitation activities, contributions in cash for ordering services (experts, publications, translation) and organising Forum events.</p>
<p>Timescale 18 months (2014 – 2015) for the definition of a structure to maintain the Cross Channel Forum</p>
<p>Intended benefits, including sectors and regions most likely to benefit Cross regional and cross sectoral cooperation and integration, development of joint initiatives, mutual awareness of the Channel region, support networking and information exchange. Benefits across the Channel region and for multiple sectors.</p>
<p>Capitalisation opportunities This action capitalises particularly on the work done during CAMIS. Through the delivery of meetings and exchanges between stakeholders, the Forum will enable the capitalisation of work undertaken within various sectors at different scales and in other projects. It should result in more consistent approaches and synergies across the Channel region.</p>
<p>Gaps e.g. Partners needed, known data gaps Partners from a range of sectors are required to identify how to establish the Cross Channel Forum as a permanent structure to support cross Channel cooperation.</p>
<p>Links with other projects Links will be possible with many projects, according to the themes addressed by the Forum..</p>
<p>Contact details Bruno THENAIL - Région Haute-Normandie Tél. : 02 35 52 22 86 Courriel : bruno.thenail@hautenormandie.fr</p>



Action Code: A2

Action Title Develop a management handbook to support cross Channel cooperation
Aim of Action Develop a handbook to describe the key structures and processes in marine and coastal management, sectors and industries in each country e.g. licensing requirements, local authority responsibilities, policies, business culture and attitudes. This would include parallel information for each coast. The handbook should be broadly relevant across sectors.
Relevant IMS Objectives 1.1, 1.2, 1.4, 3.1
Relevant policies Broad relevance across numerous maritime policies including EU Marine Strategy Framework Directive and UK and French national policies.
Deliverables A management handbook available in hard copy and online.
Potential partners Not yet identified
Actual or potential funding sources Potentially Interreg
Resources required for success Funding would be needed for staff time in both France and the UK including planning the document and identifying priority information, collecting the relevant information, producing maps and images (possibly some GIS skills needed) and design and printing of the document. It should also be available electronically. This type of document would need partial updating every few years to reflect changes in the Channel region.
Timescale Approximately 12-18 months
Intended benefits, including sectors and regions most likely to benefit Cross regional benefits. The guidebook would aim to be of value to as wide a range of sectors as possible, but those most likely to benefit would be governance, businesses and cross Channel industries.
Capitalisation opportunities The need for easily accessible information of this sort has been repeatedly raised at the Cross Channel Forums therefore this proposal capitalises on the work done by CAMIS.

Gaps e.g. Partners needed, known data gaps Requires partners from France and England to support the sourcing of information and even contributions to the document.
Links with other projects CAMIS Resource Centre
Contact details Plymouth University. Dr Gillian Glegg. G.Glegg@plymouth.ac.uk



Action Code: A3

Action Title Develop and promote the Channel resource centre
Aim of Action Develop an on-line portal for supporting stakeholders in their search of partners, information (on various sectors and current and past projects), maps and open data in the Channel region.
Relevant IMS Objectives 1.2, 1.3, 1.4, 3.1
Relevant policies This action will support territorial co-operation programmes: helping stakeholders to identify relevant partners on both sides of the Channel and build on the results of existing projects. It also contributes to the development of marine and coastal policies by making data sources such as observatories, databases and atlases more accessible.
Deliverables Develop, enhance and update current databases (stakeholders, projects, atlases - observatories): https://camis.arcmanche.eu Create new databases (for example, inventory of open data sources) Secondary research: mapping of stakeholders by sector, analysis of the fields covered by co-operation schemes and knowledge tools and of existing gaps, inventory of differences in data collection methods between France and the UK Referencing and publishing online of the main European and national maritime policy documents and summary documents on the Channel region (strategic documents, studies, pieces of legislation, etc.). Inventory of regional and coastal fora in the Channel region. Presentation of websites and portals contributing to the development of cross-Channel co-operation and provision, if necessary, of specific work spaces.
Potential partners Interested partners: Réseau d'Observation du Littoral Normand et Picard (ROLNP), Université de Caen Basse-Normandie, Région Haute-Normandie Potential partners: local authorities, government agencies, universities, research bodies
Actual or potential funding sources Interreg V
Resources required for success Staff time for facilitation activities and the development of the resource centre, contributions in cash for ordering services and organising meetings or seminars.

Timescale 2014 – 2017 for the implementation of the above activities (however this tool is aimed at providing support to cross-Channel and maritime stakeholders during the next European programming period)
Intended benefits, including sectors and regions most likely to benefit All stakeholders involved in cross-Channel co-operation and the development and management of the Channel region will benefit from this tool. It will help them in their search of partners and information.
Capitalisation opportunities The aim of this tool is to support capitalisation. It will complement and / or support clustering initiatives in the Channel region (for example, the Channel Programme led by Ifremer).
Gaps e.g. Partners needed, known data gaps Leading organisation and partnership to be identified beyond CAMIS. This action can be part of a wider project as has been the case within CAMIS.
Links with other projects Links with clustering initiatives in the Channel region (for example, the Channel Programme led by Ifremer).
Contact details Bruno THENAIL - Région Haute-Normandie Tel : 02 35 52 22 86 Courriel : bruno.thenail@hautenormandie.fr



Action Code: A4

Action Title Maintain and develop the Channel atlas
Aim of Action The aim of this action is to further develop the knowledge of the Channel region and contribute to the development and planning of initiatives as well as to co-operation schemes between both countries whilst retaining a Channel scale approach. The Channel atlas is supporting decision-making and the dissemination of knowledge about the Channel region. It enables different scales of analysis to be conducted, from local to global scale, and investigation of current and future issues.
Relevant IMS Objectives 1.3, 1.4, 2.5
Relevant policies Integrated Maritime Policy, French and British maritime policies, European Territorial Co-operation Objective, regional policies.
Deliverables Further development of the electronic Channel atlas: Addition of new themes and update of current studies including transport, demography, economy, environment, spatial planning, energy and risks. Improvement of the thesaurus which facilitates the search for information and the indexing of documents Maintain and enhance the operating system (moving to html 5) to provide the best possible technical standard Continue as a reference tool for Channel region's stakeholders, in particular for use by new bodies such as the "Conseils maritimes de façade" (Coastal and maritime councils in France) Train partners to add documents to the atlas Extend the network of authors for developing the content of the atlas: e.g. sharing studies relating to marine planning and studies covering specific themes commissioned or produced by local authorities Develop and implement actions to promote the Channel atlas
Potential partners → Universities of the Channel region → IFREMER → Fish producer's organisations → Local authorities → Marine management agencies

Actual or potential funding sources Interreg
Resources required for success / Ressources nécessaires Contributions are expected from two types of organisation: scientific and sector-related
Timescale 2014 - 2020
Intended benefits, including sectors and regions most likely to benefit / Improving the knowledge of the Channel region.
Capitalisation opportunities This action would capitalise on the various works which have been done over the past 15 years as the outcome of a Franco-British scientific collaboration, in particular: Pascal Buléon & Louis Shurmer-Smith, 2007 "Channel spaces, a world within Europe", 195p. (within the EMDI project – NWE Interreg IIIB) Frédérique Turbout, 2013, "Focusing on the Channel" Collection of maps (within the CAMIS project) Further details can be found on the website of the Cross Channel Atlas Cross-Channel Atlas: http://atlas-transmanche.certic.unicaen.fr
Gaps e.g. Partners needed, known data gaps Potential partners and resources to deliver required themes
Links with other projects Scientific popularisation with IFREMER (based on the CHARM project outputs)
Contact details Pascal Buléon Maison de la Recherche en Sciences Humaines Université de Caen Basse-Normandie Esplanade de la Paix 14032 Caen Cedex – France Frédérique Turbout Campus IV Université de Caen Basse-Normandie 17, rue Claude Bloch 14000 Caen - France



Action Code: A5

Action Title Promote the Channel region
Aim of Action Attract greater internal and external recognition of the Channel region and its specificities and promote this region to different audiences (citizens, international, EU, national and local institutions, economic and scientific stakeholders).
Relevant IMS Objectives 1.3, 2.5, 3.4
Relevant policies European Territorial Cooperation policy
Deliverables Events, conferences, competitions, sports and cultural events Developing a guidebook ("Living in the Channel region") Setting up a network of supporting personalities (club of ambassadors)
Potential partners Local authorities, French and British politicians, universities, business representatives.
Actual or potential funding sources Interreg V
Resources required for success Staff resources Political support
Timescale / Calendrier 2014-2016
Intended benefits, including sectors and regions most likely to benefit Increased recognition and attractiveness of the Channel region. Securing funding for joint projects.

Capitalisation opportunities Cross-Channel Atlas, Channel Arc Manche political network, EMDI and CAMIS projects, network of French and English local stakeholders involved in the Interreg cross-border programme, Channel Arc Manche website.
Gaps e.g. Partners needed, known data gaps See resources required for success
Links with other projects See capitalisation opportunities
Contact details David ZAOUÏ - Région Haute-Normandie Tel : +33 (0) 2 35 52 22 12 Courriel : david.zaoui@hautenormandie.fr



Cliffs of Etretat, Haute-Normandie, France
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Action Code: A6

Action Title Propose the development of a joint governance body for the Channel region
Aim of Action Establish an annual intergovernmental summit involving politicians (local to national), researchers and sector representatives. This action would build on the links between Arc Manche and CAMIS, supporting delivery of EU legislation which applies in both countries (e.g. Marine Strategy Framework Directive) and enhancing existing co-operation in the field of maritime safety (between the Préfecture maritime and Maritime and Coastguard Agency),.
Relevant IMS Objectives Strategic Aim 1
Relevant policies French and UK national marine policies, EU integrated maritime policy.
Deliverables A Franco-British maritime summit
Potential partners French and British governments Local authorities Conseil maritime de façade Manche Est - Mer du Nord (FR) Conseil maritime de façade Nord Atlantique – Manche Ouest (FR) Marine Management Organisation (UK)
Actual or potential funding sources Funding from the Interreg programme to be examined.
Resources required for success Staff resources
Timescale 2015
Intended benefits, including sectors and regions most likely to benefit Better governance of the Channel region. Better management of conflicting uses in the Channel Sea.

Capitalisation opportunities Integrated Maritime Strategy for the Channel Region (CAMIS)
Gaps e.g. Partners needed, known data gaps Commitment of national governments
Links with other projects Enhanced links between politicians and maritime cooperation activities in the Channel region.
Contact details David ZAOUÏ - Région Haute-Normandie Tel : +33 (0) 2 35 52 22 12 Courriel : david.zaoui@hautenormandie.fr



Action Code: A7

<p>Action Title Establish a platform to support exchange of cross border perspectives on marine planning and management</p>
<p>Aim of Action Work together to exchange ideas, policies and knowledge about legislation across the Channel to support national marine planning processes in the UK and France to take into account cross-border issues. Activities should include: connecting relevant organisations responsible for implementing marine planning and management in each country; supporting processes in each country which require international engagement; and facilitating discussions of issues encountered at management boundaries. Links between marine and terrestrial planning and management should be facilitated where needed and opportunities sought to capitalise on links across boundaries.</p>
<p>Relevant IMS Objectives 1.1, 1.2, 2.4, 3.3</p>
<p>Relevant policies Proposed EU directive on maritime spatial planning and integrated coastal management Marine Act (2009)</p>
<p>Deliverables Stronger links between organisations responsible for marine management in French and English waters. Opportunities for dialogue between relevant management organisations. Support for international stakeholder engagement</p>
<p>Potential partners Marine planning and management agencies in France and UK : Marine Management Organisation (UK), Préfectures maritimes, Directions Inter-Régionales de la Mer (DIRM), Agence des Aires Marines Protégées (AAMP), etc.</p>

<p>Actual or potential funding sources Interreg V</p>
<p>Resources required for success Secretariat, events and dialogue opportunities, translation.</p>
<p>Timescale 2013 onwards</p>
<p>Intended benefits, including sectors and regions most likely to benefit The outputs of this action will be relevant across the Channel region, and will support a wide range of stakeholders. Organisations likely to benefit most in the first instance include the Marine Management Organisation in the UK and the Conseils Maritimes de Façade in France.</p>
<p>Capitalisation opportunities This work builds on initial connections made during the CAMIS project, particularly through contributions from stakeholders at Cross Channel Forum events.</p>
<p>Gaps e.g. Partners needed, known data gaps Links to key marine planning and management agencies in France and UK. Contacts with sector representatives.</p>
<p>Links with other projects The outcomes of projects such as PANACHE and VALMER should be considered.</p>
<p>Contact details Cara Morris, Marine Management Organisation cara.morris@marinemangement.org.uk</p>



Action Code: A8

<p>Action Title Investigate the use of tools for the ecological and socioeconomic monitoring of marine protected areas</p>
<p>Aim of Action This action would have two aims: To test the application of tools developed to monitor the ecological and socioeconomic impacts of marine protected areas to engage a wide stakeholder and decision maker audience; To use the tools and results provided to support discussions between different sectors and explore their standardised adoption by relevant stakeholders (SNCB) to meet national and international requirements; To combine the ecological, social and economic monitoring approaches into an integrated MPA sustainable development monitoring system; To investigate the links between ecological changes and socioeconomic changes in marine protected areas through ecosystem services. This action will further develop, refine and test the ecological and socioeconomic monitoring tools produced by the PANACHE project. These tools will provide insight into the ecological response to and the socioeconomic implications of marine protected areas, and can therefore be used to support decision making and management if used to engage relevant audiences. Additionally, multi-sector debates can further discuss the implications of marine protected area designation through exploring how ecological changes are influencing local activities, and understand links with economic and social changes.</p>
<p>Relevant IMS Objectives 1.1, 1.2, 1.3, 1.4, 2.4, 2.5</p>
<p>Relevant policies → EU Marine Strategy Framework Directive → EU Habitats Directive → EU Birds Directive → Marine and Coastal Access Act → Code de l' Environnement</p>

<p>Deliverables Report and/or scientific paper showing the results and lessons learned from the testing of the monitoring tools; Report and/or scientific paper proposing an integrated sustainable development monitoring system for marine protected areas; Workshop convening relevant stakeholders regarding the adoption of the developed and fine-tuned monitoring methods, and exploring the links between ecological change and socioeconomic change; Opportunities to use ecological and socioeconomic monitoring data to communicate scientific data to with wide audiences; Multi sector debates which improve understanding and valuation of marine protected areas.</p>
<p>Potential partners Sector representatives, local governments, statutory nature conservation bodies, marine managers, marine protected area managers, NGOs.</p>
<p>Actual or potential funding sources Interreg V</p>
<p>Resources required for success Staff time, wide range of partners or engaged stakeholders including statutory nature conservation bodies, managers, fisheries, conservation, industry and local authorities. Logistics budget for workshop & communication</p>
<p>Timescale 2015 onwards</p>

**Intended benefits, including sectors and regions most likely to benefit**

This action would provide accurate, updated and cost-effective information across the range of sectors which use the Channel marine and coastal area, especially to marine and marine protected area planners, managers and decision-makers. Tools would support efficient marine protected area management and decision-making, and are expected to help deliver their conservation objectives through engaging sea managers and users. The tools developed and tested through this action would also help improve marine protected area management and the broader marine environment elsewhere through appropriate communication, as they are intended to be standardised and thus reproducible in different contexts.

Capitalisation opportunities

This action would build on the previous work of the PANACHE and VALMER projects (both funded by Interreg IVA) and the MAIA project (Interreg IVB) by investigating how monitoring tools developed during PANACHE can be used by a wider audience to make a real difference to supporting management of and decision-making on marine protected areas in the Channel Sea, and understanding how ecosystem services can be used to explain socioeconomic changes in and around marine protected areas.

Gaps e.g. Partners needed, known data gaps

Partners have not yet been identified.

Links with other projects

This action builds on the previous work of PANACHE, VALMER and MAIA.

Contact details

Dr David Rodriguez-Rodriguez, Plymouth University
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The Somme Bay, Picardy, France
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Action Code: A9

<p>Action Title Applying an ecosystem approach to management of Channel marine resources</p>
<p>Aim of Action Continue the development of research undertaken within the CHARM project including: data collecting survey in the Western Channel (CAMANOC), studies of plankton (phyto-, ichthyo-, zoo-), benthic invertebrates, habitats, and the trophic network, and assessments of the spatial management of living marine resources, fisheries management scenarios and impacts of human activities (aggregates, offshore wind farms, wave and tidal energy devices, etc.). Engaging decision makers with the research outputs to improve the management of Channel marine resources and link scientific bodies and public authorities across the Channel region.</p>
<p>Relevant IMS Objectives 1.3, 1.4, 2.1, 3.3, 3.6</p>
<p>Relevant policies This project contributes at the European and national levels to the implementation of the MSFD and CFP (Common Fisheries Policy), by improving knowledge of the Channel marine environment. It supports regional policies for public marine sector management, with regional public bodies.</p>
<p>Deliverables 1: Annual scientific surveys: continue CGFS, COMOR (scallops in the Eastern Channel) and begin CAMANOC; produce reports with maps; 2: Improve knowledge and dissemination of scientific publications and reports; 3: Delivery of tools and advice in support of management policies at various levels (European, national and regional)</p>
<p>Potential partners Scientific partners: France: Ifremer, Université de Lille 1, Université du Littoral Côte d'Opale, Université de Rouen, Université de Caen, Agrocampus Rennes, Université de Bretagne Occidentale UK: CEFAS, University of Kent, University of Greenwich, University of Portsmouth, University of Exeter, Plymouth University, SAHFOS, Professional partners: Comité Régional des Pêches Maritimes et des Élevages Marins (CRPMEM) Nord – Pas de Calais / Picardie (Regional Fisheries Committee), le Conseil Consultatif Régional (CCR) / Regional Advisory Council (RAC).</p>

<p>Actual or potential funding sources Interreg, Horizon 2020 (EU PCRD 8), ANR, France Filière Pêche</p>
<p>Resources required for success Interreg and ANR (for CAMANOC survey) funding are essential.</p>
<p>Timescale 2014 - 2020</p>
<p>Intended benefits, including sectors and regions most likely to benefit Data sampling, improved understanding of the Channel marine environment and management advice for the marine sector. All stakeholders involved in Channel management (scientific, business and public bodies) could benefit from the results of this research.</p>
<p>Capitalisation opportunities Opportunities with “Channel challenge” label projects.</p>
<p>Gaps e.g. Partners needed, known data gaps</p>
<p>Links with other projects With “Channel challenge” label projects.</p>
<p>Contact details Jean-Paul Delpech; Ifremer Centre Manche Mer du Nord; 62200 Boulogne-sur-Mer, France; jean.paul.delpech@ifremer.fr</p>



Action Code: A10

Action Title Seascape Assessment across the Channel
Aim of Action To explore the benefits of applying Seascape Assessment in the Channel region. Seascape Assessment is a technique derived from Landscape Character Assessment and is now being applied within the new marine planning system in the UK. As part of the Interreg IVC project NOSTRA, a pilot Seascape Character Assessment (SCA) has been completed for the Dover Strait to help demonstrate how this approach could be applied in cross border management. Link to report: www.nostraproject.eu/News/NOSTRA-Workshop-n-1-Seascapes-Report-Available The Marine Management Organisation is developing the South Marine Plan in 2013 – 2015 which will include strategic level Seascape Assessment. The plan will cover part of the Channel Sea, extending from the coastline from Dover in Kent to Dartmouth in Devon and out to the extent of English waters.
Relevant IMS Objectives 1.3, 1.4, 2.3, 2.4
Relevant policies Seascape Assessment can help to deliver European Landscape Convention (ELC) and the EU Marine Strategy Framework Directive.
Deliverables Kent County Council are working on completion of the Dover Strait SCA with Pas-de-Calais County Council and will be willing to share information and experience with Channel partners. The Marine Management Organisation (MMO) will be in a position to share knowledge as strategic level Seascapes Assessment for the South Marine Plan is completed (later in 2013) and character assessments are carried out (up to 2015). Both organisations will be interested in working with Channel partners to analyse the benefits of adopting a seascapes approach for the Channel and to share ideas on how future work could be developed and funded.
Potential partners Marine Management Organisation; Kent County Council; Pas de Calais County Council and other channel partners from the CAMIS project.
Actual or potential funding sources To be explored, possibly Interreg V, but the first step would be to look for opportunities to present the work and get feedback from Channel partners.
Resources required for success Meeting rooms, travel expenditure in order that best practice can be shared. A partnership approach as demonstrated by NOSTRA.

Timescale Opportunities to present the work should be sought from 2013; the NOSTRA project will conclude late 2014 and will be looking at policy recommendation for European Straits – which could present an opportunity to further examine this work. The MMO will be carrying out cross border work for the South Marine Plan and will seek opportunities to highlight their seascapes work and will aim to respond to any invitations to present at Channel meetings and forums. Any analysis and cross border projects should be initiated by the end of 2015.
Intended benefits, including sectors and regions most likely to benefit Seascapes Assessments (including more detailed Seascape Character Assessment) utilise a wide variety of data, to identify the natural, cultural and aesthetic characteristics of an area to inform decision making and policy development. The benefits are for all decision makers, including coastal local authorities; the marine environment being an asset for tourism, fisheries and many other sectors. Protected landscapes such as Kent Downs AONB and the Grand Site de France are beneficiaries and seascapes can also help with reinforcing the cultural identity of a marine area, with stakeholder workshops being an important aspect of the work.
Capitalisation opportunities This action would build on work done in the Network Of Straits (NOSTRA) project, funded through Interreg IVC.
Gaps e.g. Partners needed, known data gaps As well as willing partners, seascape work requires access to a wide range of marine data sets to establish the initial part of the work in GIS format. Data availability is a recurring issue in marine management, and is an important element of seascape work.
Links with other projects NOSTRA: www.nostraproject.eu Marine Planning: www.marinemmanagement.org.uk/marineplanning
Contact details David Hutchinson, Martine Planner, Marine Management Organisation Tel 0191 3762782 Email: David.Hutchinson@marine.management.org.uk Chris Drake, Coastal Officer, Kent County Council, Tel 01622 221266 Email: chris.drake@kent.gov.uk



Action Code: A11

Action Title Marina 2020 Vision
Aim of Action Develop a strategy for encouraging growth and development of the marina sector. This action would consider marinas from business, economy and local community perspectives, providing a holistic approach to understanding the roles of marinas within their local community and also communicating best practice. The action would establish a strategy of how marinas can grow, develop and prosper, identifying the conditions needed to facilitate these improvements and identifying a strategy to encourage how to grow sustainably together. It is likely that this action would link directly to Action 12 focusing on the development of a Channel Marina Network, which would aim to support collaboration and growth across the Channel's marina sector.
Relevant IMS Objectives 1.1, 1.3, 1.4, 2.3, 3.1, 3.3, 3.5
Relevant policies EU Blue Growth Strategy (2012)
Deliverables Generation of best practice recommendations aimed at supporting the Channel region's marina sector, with recommendations made available to stakeholders and the general public through the generation of a project report.
Potential partners University of Chichester, marina groups, business organisations, etc.
Actual or potential funding sources Interreg
Resources required for success Staff and support costs Cost of research Final event costs including logistics, publicity and documents
Timescale 24 months

Intended benefits, including sectors and regions most likely to benefit Cross regional benefits for the marina sector and associated businesses. The vision will be driven by close stakeholder engagement and will identify a strategic vision for the future sustainable growth and development of the marina sector. The vision will foster sectoral cooperation, developing collaborative initiatives, encouraging business diversification and clustering within the Channel's marina sector. It is expected that this action will also generate benefits across the region and within the wider marine sector involved in the marina sector supply chain and other associated businesses.
Capitalisation opportunities Possible to capitalise on the work already conducted by the University of Chichester into the development of the Marina 2020 Vision.
Gaps e.g. Partners needed, known data gaps Identification of how the Marina 2020 Vision work can be taken forward in the future.
Links with other projects Possible links with the DEEDS project.
Contact details University of Chichester School of Enterprise Management and Leadership semalresearch@chi.ac.uk



Action Code: A12

Action Title Development of a Channel Marina Network
Aim of Action To work with stakeholders on both of sides of the Channel Sea to develop a marina network for the Channel region. This network would promote wider knowledge exchange within the sector, identify and promote best practice and encourage collaboration between marinas and associated businesses and organisations working within the marina sector.
Relevant IMS Objectives 1.1, 1.2, 2.3, 3.1, 3.3, 3.5
Relevant policies EU Blue Growth Strategy (2012)
Deliverables The development of a code of conduct and a standard of quality for marinas within the Channel region. Work to develop a Channel Marina Passport that will improve relationships between the marina sector and the wider tourism industry, and encourage involvement in the sector through provision of incentives to member marinas/ berth holders. The passport scheme will encourage collaboration between marina sites, strengthen the profile of the marina sector, and promote cruising across the Channel region.
Potential partners The Yacht Harbour Association Potential to have links with local sailing clubs across the Channel region Links with the Royal Yachting Association (RYA), French regional councils and Chambers of Commerce Marine trade federations Cornwall Marine Network
Actual or potential funding sources Interreg V
Resources required for success Funding for a small scale pilot project to investigate the value of a passport scheme to the Channel's marina sector. The development of a Channel Marina Network would also require support from existing trade associations and regional councils/local authorities.
Timescale Initial set up would take 12-18 months and would need to overlap with a sailing season. The Channel Marina Network would involve on-going work.

Intended benefits, including sectors and regions most likely to benefit The development of a Channel Marina Network would encourage a stronger role in destination marketing, and increase visitor numbers to an area, thereby increasing the economic benefit for local communities. Improved quality of marinas and wider improvement of the sector. Collaborative promotion of the Channel region.
Capitalisation opportunities The development of a Channel Marina Network would capitalise on existing work conducted by the University of Chichester through the CAMIS project. The research identified a call for improved collaboration and knowledge exchange between French and English marinas, both for the benefit of the businesses and the wider communities.
Gaps e.g. Partners needed, known data gaps Need confirmation of partner involvement, particularly in terms of the local sailing clubs, French regional councils, English local authorities, Chambers of Commerce. In order for this to be an effective Channel wide network, there should be work to examine the inclusion of the Channel Islands.
Links with other projects NEA, NEA2, ODYSSEA
Contact details University of Chichester School of Enterprise, Management and Leadership semalresearch@chi.ac.uk



Action Code: A13

Action Title Development of a Channel Maritime Portal
Aim of Action The aim of this action is to develop an online portal for supporting the Channel's marine industries. The portal would be a 'one stop shop' providing users with access to information relevant to their sector, including information on funding sources, tender opportunities, skills, training, job opportunities, legislative developments and links to sector trade associations. Additionally, it is expected that the portal would encourage natural development of cross Channel supply chains.
Relevant IMS Objectives 1.2, 1.4, 2.2, 2.3, 2.5, 3.1, 3.2, 3.3, 3.4, 3.5
Relevant policies EU Blue Growth Strategy (2012), UK Maritime Industries Growth Strategy (2011)
Deliverables Generation of an online, bilingual portal available to the Channel's maritime sector.
Potential partners University of Chichester, Cornwall Marine Network, other partners interested in developing cross-Channel business links.
Actual or potential funding sources Interreg V
Resources required for success Staff and support costs to finalise portal development and to identify opportunities for future maintenance and management of the Channel Maritime Portal.
Timescale 18 months
Intended benefits, including sectors and regions most likely to benefit Cross regional and cross sectoral benefits through cooperation, resulting in economic growth and development, increased knowledge exchange across the sector and long term sustainability for the Channel's maritime businesses. The development of the maritime portal would aim to be of value to as wide a range of sectors as possible. The portal will be a 'one stop shop' for the Channel's maritime industries, providing access to new information sources, contact information for maritime businesses and providing access to an online discussion forum, thus fostering improved business relationships and collaboration across the maritime sector.

Capitalisation opportunities This action would capitalise on the work already carried out by the University of Chichester assessing the need for this type of tool through stakeholder engagement across the maritime sector. Additionally, a prototype portal has been designed and developed by the University of Chichester through the CAMIS project, which could be used as the starting point for this action.
Gaps e.g. Partners needed, known data gaps While the demand for such a portal has been identified through earlier research, and a prototype portal has been developed by the University of Chichester, there needs to be an assessment of how this can be taken forward. There is also an interest in examining how the portal could support the development of a Channel Marine Network (Action 14), and how it could be linked to the UK Marine Network currently under development.
Links with other projects The results of the CHAIN I and II and DEEDS projects have relevance to this action.
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Action Code: A14

Action Title Maritime cluster development
Aim of Action Identify best practice recommendations and action plan for maritime clusters on a regional and cross Channel scale and support their development where needed, with the potential development of a Channel Marine Network. The main component of this action is the support and development of both existing and new clusters.
Relevant IMS Objectives 2.3, 2.4, 3.1, 3.2, 3.3, 3.5
Relevant policies EU Blue Growth Strategy (2012), UK Maritime Industry Growth Strategy (2011)
Deliverables Development of an action plan for best practice in terms of cluster development and improved collaboration across the maritime sector. Work to improve existing clusters through promotion of best practice. Introduction of an exchange between existing 'best practice' clusters and new/ developing clusters. Development of a Channel Marine Network that can support maritime businesses on both sides of the Channel region.
Potential partners Cornwall Marine Network, UK Marine Network, University of Chichester, Réparation Construction Navale de Normandie (RC2N), La Filière Nautique Normande (F2N), Other identified clusters and/or associations that could be pooled together for cooperation and mutual benefit.
Actual or potential funding sources Interreg V
Resources required for success Development of maritime clusters in the Channel region will require employer ownership in order for it to be taken forward and managed effectively in a way that ensures clusters benefit members. Although the project can build on the existing CAMIS research, it is suggested that additional funding would allow more work to be conducted on establishing the best practice recommendations and action plans for the future.
Timescale 2 years

Intended benefits, including sectors and regions most likely to benefit The strengthening of cluster activity across the Channel's maritime sector, resulting in an improved local and regional economy through enhanced long-term sustainability. Identification of best practice strategies for cluster development. The development of clusters, specifically a Channel Marine Network or cluster, would give maritime businesses the opportunity to identify their needs, allowing the sector to develop more effectively.
Capitalisation opportunities Builds on existing cluster work conducted by the University of Chichester through the CAMIS project. This project would also build on the existing Cornwall Marine Network and the developing UK Marine Network.
Gaps e.g. Partners needed, known data gaps The development of maritime clusters would need to build on existing work; therefore an evaluation of existing maritime clusters to identify successes and challenges would be an advantage. Research would be required to ensure comprehensive understanding of the differences between France and England in terms of business operations, governance, funding and management of the maritime sector.
Links with other projects Links with Cornwall Marine Network and projects such as CHAIN I&II.
Contact details University of Chichester School of Enterprise Management and Leadership semalresearch@chi.ac.uk



Action Code: A15

<p>Action Title Establish a skills support mechanism to identify and promote opportunities for skills development and training</p>
<p>Aim of Action This skills support mechanism would assess the needs and identify opportunities to promote cross border employment and training e.g. sector specific language courses, training in marine skills, internships or job exchanges in marine industries or local government.</p>
<p>Relevant IMS Objectives SA1, 2.3, 3.2, 3.3, 3.4</p>
<p>Relevant policies EU Blue Growth Strategy (2012), UK Maritime Industry Growth Strategy</p>
<p>Deliverables Development of a scheme that will support young people in skills development, aiding their development in professional opportunities. To improve exchange opportunities for vocational training The development of a programme of support for SMEs</p>
<p>Potential partners Channel Marine Academy, Cornwall Marine Network, Ecole Nationale Supérieure Maritime, clusters maritimes, etc.</p>
<p>Actual or potential funding sources Interreg V Activities which deliver apprenticeship outcomes in the UK can access Skills Funding Agency mainstream funds, either 16-18 years, 19+, or Access to Apprenticeship monies. Cornwall can access European Social Fund (ESF) for NEETs (young people who are Not in Education, Employment, or Training) and the employed workforce. There may be an opportunity to access various regional ESF Competitiveness funding.</p>
<p>Resources required for success Resources for staff time and overheads.</p>
<p>Timescale It is estimated that it will take between 12-18 months to develop the structure of the support mechanism. However, the action itself will be based on establishing a mechanism which can provide on-going activity, supporting employers within the marine industry to assess their needs, and match these with skills training provision for young people.</p>

<p>Intended benefits, including sectors and regions most likely to benefit It will develop employability skills for young people within the marine sector. Maritime sectors as a whole will benefit from having an on-going source of well trained, skilled workers coming into the sector. It is also expected that the coastal communities involved in such a scheme would benefit due to an improvement in employment levels.</p>
<p>Capitalisation opportunities It is possible that this action could capitalise on the work already been done by the Channel Marine Academy to encourage and support young people within the maritime sector, including ship repair, boat building, leisure marine and watersports, marinas, marine renewable energy, ferries, and retail. A further capitalisation opportunity for Channel Marine Academy would be to improve the ways of harnessing employer engagement to offer a wider scope and greater volume of vocational work experiences.</p>
<p>Gaps e.g. Partners needed, known data gaps Partners will need to include: employer networks and trade associations; schools; training providers; academic research institutions. Gaps that exist include an inability to harness employers (mainly SMEs) to offer the range of vocational work experiences and exchange opportunities; better understanding of the skills businesses require of young people is needed, including life-skills and soft-skills, work experiences, attitudes and attributes; identifying existing best practices for engaging and developing young people from both sides of the Channel; identification of progression routes from school and unemployment into work for young people and identification of opportunities to improve progression and support ultimately into jobs is also needed.</p>
<p>Links with other projects Potential links with MERIFIC, NEA2 and the BEEMS projects.</p>
<p>Contact details Paul Wickes, Cornwall Marine Network. Paul.wickes@cornwallmarine.net</p>



Action Code: A16

Action Title Environmental strategy for marinas, shipping and other activities within a port environment.
Aim of Action Working to create an awareness of environmental issues and legislation for marinas and ports, as part of wider European and national marine governance strategies. Promote and implement best practice for dealing with key policy areas, such as invasive species, recycling and waste disposal. Investigate how to reduce pollution within port areas, including congestion in port environments, shipping and marinas through effective implementation of legislation and responsible use.
Relevant IMS Objectives 1.1, 1.2, 1.4, 2.2, 2.3, 2.4, 2.5
Relevant policies EU Marine Strategy Framework Directive The MARPOL Convention EU Water Framework Directive (2000)
Deliverables The development of a strategy based on knowledge exchange and identification of best practice in the context of environmental issues impacting businesses working within the port, marina and shipping sectors/ environments.
Potential partners APLM
Actual or potential funding sources Interreg
Resources required for success The initiation of an Interreg programme to join all potential components of the research together.
Timescale
Intended benefits, including sectors and regions most likely to benefit Higher levels of adherence to environmental policies and legislation within the maritime sector. Maintenance of a productive, healthy marine ecosystem for use by recreational users.

Capitalisation opportunities Possible to capitalise on the work conducted by the University of Chichester through Strand 3 and 4 of the CAMIS project, in particular the Marina 2020 research and the evaluation of port centric cluster formation.
Gaps e.g. Partners needed, known data gaps Research would be required to develop strategies for fuel and waste disposal in ports. A review of all relevant policies and evaluation of industry adherence to policy. Identification of an effective stakeholder engagement mechanism to encourage higher levels of responsibility for environmental issues across the maritime sectors.
Links with other projects
Contact details APLM Contact: DumayNathalie@cg22.fr



Action Code: 17

<p>Action Title Implementation of the declaration of intent of the Channel local authorities on shipping incidents and maritime pollution (signed in March 2013)</p>
<p>Aim of Action 1. Community awareness of the risks of coastal maritime pollution in the Channel and the need to prepare Objective: to raise elected members' awareness of the risks and operational tools already available and of interest to pool cross Channel efforts. 2. The organisation of a network of coastal local authorities committed to the Declaration Objective: to allow this cooperation to continue beyond the CAMIS project 3. Franco-British Lobbying Objective: To get a better recognition from the European Union of the specific risks of marine pollution in the Channel and propose improvements to reduce these risks and enhance the preparedness of communities bordering the Channel.</p>
<p>Relevant IMS Objectives 1.1, 1.2, 2.1, 2.5, 3.3</p>
<p>Relevant policies This action will consider the specificities of maritime pollution risk in the Channel, gathering all relevant stakeholders to provide a holistic view of issues and means to respond to the identified risks. Maritime pollution is a cross boundary issue, therefore stakeholders have to act with consultation and coherence, between their at sea and shoreline response, and between State agencies and local authorities.</p>
<p>Deliverables Proposal of a sustainable network of local authorities Publication of documents aimed at raising awareness of all stakeholders and/or local populations Detailed and regularly updated analysis of risks from maritime traffic in the Channel Exchange of good practices between coastal local authority preparedness and on lessons learnt from past incidents Development of common lobbying at EU level and/or international level (IMO - International Maritime Organization)</p>
<p>Potential partners All stakeholders concerned by prevention of risks due to maritime traffic in the Channel and/or by preparedness and management of maritime pollution, especially State agencies at sea and on shore.</p>

<p>Actual or potential funding sources Interreg V</p>
<p>Resources required for success Stakeholders staff time for study, meetings & lobbying Travel expenses Contributions in cash for translating, editing and disseminating of documents Contributions in cash for event organisation (secretariat and facilitation activities, translation, etc.)</p>
<p>Timescale 18-24 months for the first stage</p>
<p>Intended benefits, including sectors and regions most likely to benefit A better risk analysis will allow the development of more operational contingency plans. Elected member's awareness will motivate them to dedicate funds to be better prepared, whilst sharing experience will pool costs and extend stakeholder response capacity. A common lobbying agenda can be developed which will allow that proposals will be better heard and taken into account.</p>
<p>Capitalisation opportunities This action builds on work done by the CAMIS project, and the commitment to the Cross Channel Declaration on shipping incidents and maritime pollution. This network implementation will promote a better knowledge of all existing initiatives, of sharing experience and then capitalisation of all initiatives.</p>
<p>Gaps e.g. Partners needed, known data gaps A strong involvement of both State agencies and local authorities is required to achieve goals.</p>
<p>Links with other projects Links will be possible with many projects dedicated to maritime safety issues.</p>
<p>Contact details Vigipol (Syndicat mixte de protection du littoral Breton) Sophie Bahé 1 rue Claude Chappe - 22300 Lannion - France Tel : +33 (0)2 96 15 84 90 - Email: vigipol@vigipol.com</p>



Action Code: A18

Action Title Investigate potential impacts of sulphur regulations and possible mitigation options for maritime industries in the Channel region.
Aim of Action The aim of this action is to consider the potential impacts of the new sulphur regulations for marine fuel on maritime industries within the Channel region. This would include a cross sectoral assessment to understand the potential impacts of the desulphurisation legislation across the Channel region. Additionally, an investigation of possible solutions to mitigate any negative social, economic or environmental impacts of implementing the legislation.
Relevant IMS Objectives 1.1, 1.2, 2.1, 2.2, 2.5, 3.3
Relevant policies MARPOL, EU Marine Strategy Framework Directive, EU Water Framework Directive
Deliverables Assessment of the impact of desulphurisation legislation on maritime industries in the Channel region. Opportunity for a collaborative voice for lobbying where necessary. Development of best practice recommendation to guide maritime industries through the legislation and ensure adherence to the legislation.
Potential partners Grand Port Maritime du Havre, APLM (Association des Ports Locaux de la Manche), Ecole Nationale Supérieure Maritime (with a particular interest in the technological side of how the legislation is impacting the sector), pôle de compétitivité Nov@log
Actual or potential funding sources Interreg V
Resources required for success Staff and resource costs for in depth research into the impact of legislation. Final event to promote the findings of the research, with a focus on the best practice identified.
Timescale Ideally, work would need to be completed by January 2015.

Intended benefits, including sectors and regions most likely to benefit Review of existing research into the implications of new European legislation impacting sulphur content in fuel. Improved understanding of the impacts of the desulphurisation legislation in the context of the Channel region. Development of best practice recommendations for the benefit of Channel maritime industries impacted, to aid and support mitigation and changes required as a result of the legislation.
Capitalisation opportunities This project would capitalise on the work currently being done around desulphurisation of fuel by working groups in France and wider Europe. This work would also link to A27: development of an environmental strategy for ports, marinas and the wider shipping industries.
Gaps e.g. Partners needed, known data gaps There would need to be a review of the projects currently examining the issues associated with desulphurisation and the impacts of this on maritime industries to establish how these could be applied to the Channel region. Identification of appropriate partners.
Links with other projects FLIP
Contact details Dawn Robins University of Chichester semalresearch@chi.ac.uk



Action Code: A19

Action Title Develop port-centric clusters
Aim of Action Considering ports as the central hub, explore the opportunities for innovation and development. For example, improving business efficiency, supporting local business growth and employment and developing incentives for innovative approaches to environmentally friendly operations. Investigate how to develop port-centric clusters within the Channel region through a pilot test, and use this to identify benefits.
Relevant IMS Objectives 2.2, 2.3, 3.1, 3.5
Relevant policies EU Blue Growth Strategy (2012), UK Maritime Industries Growth Strategy (2011)
Deliverables A pilot where the economic impact of port diversification and collaboration with the local area is studied. A mechanism to improve knowledge transfer, such as information disseminated by report format and conference.
Potential partners Nov@log, Logexpert, MAS Consulting, businesses, ports, and local authorities
Actual or potential funding sources Interreg V
Resources required for success A port and local authority willing to be the pilot scheme.
Timescale A 2-3 year project with the potential to increase if lobbying is necessary, with the potential for on-going work if required.
Intended benefits, including sectors and regions most likely to benefit Increased growth and sustainability in the port economic region. This will benefit the community, local businesses, the port and the local authority.

Capitalisation opportunities This work could capitalise on the research focused on port centrality already conducted by the University of Chichester and CRITT Transport & Logistics as part of the CAMIS project. There would also be potential for collaboration with the FLIP project.
Gaps e.g. Partners needed, known data gaps Need to identify a suitable pilot study that can be used to examine the benefits of port diversification and collaboration.
Links with other projects Log4Green
Contact details Dawn Robins University of Chichester semalresearch@chi.ac.uk



Portsmouth, Hampshire, United-Kingdom
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Action Code: A20

Action Title Develop a cross Channel ports network
Aim of Action Develop a federation of ports to include APLM (French Association of Channel Local Ports), SW Ports and SE ports for knowledge exchange, best practice lobbying at local, national, Arc Manche and EU levels. Develop cross Channel links between existing port networks in the Channel region.
Relevant IMS Objectives 1.1, 1.3, 2.2
Relevant policies EU Blue Growth Strategy, UK Maritime Industries Growth Strategy
Deliverables An established collaborative network of UK and French ports developed from the current APLM
Potential partners APLM and all ports
Actual or potential funding sources Interreg V
Resources required for success Needs to work with other projects to ensure the interest from ports is developed sustainably.
Timescale Ongoing

Intended benefits, including sectors and regions most likely to benefit The main benefit will be to ports that will have an increased knowledge and opportunity to develop their operations and reduce their costs through collaborative working and increased power through lobbying.
Capitalisation opportunities This project could work effectively with many other projects including FLIP.
Gaps e.g. Partners needed, known data gaps UK interest is needed.
Links with other projects FLIP
Contact details Nathalie Dumay APLM DUMAYNathalie@cg22.fr



Port of Le Havre
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Action Code: A21

Action Title Optimise the use of short sea shipping in the Channel to reduce road congestion
Aim of Action Investigate what is needed to enable an increase in short sea shipping in the Channel region. Develop a model for short sea shipping (SSS) that incorporates the technological and policy implications of the EU Blue Growth Strategy. Establish a chartering information centre (similar to those existing for water transport) and supporting sea transport software.
Relevant IMS Objectives 2.2
Relevant policies TENT-T
Deliverables A Model for SSS Completed pilot study comparing increase in shipping with road congestion in the pilot study region.
Potential partners Nov@log, MAS Consulting, Grand Port Maritime du Havre, APLM (Association des Ports Locaux de la Manche), BP2S (Bureau de Promotion du Shortsea Shipping).
Actual or potential funding sources Interreg V
Resources required for success Ports willing to be included in the pilot study. Collaboration with universities and research centres operating in the technological aspects of shipping communication.
Timescale A longitudinal study over 3 years.
Intended benefits, including sectors and regions most likely to benefit Enhanced communication methods for monitoring SSS in the Channel which will benefit ports, ship owners/operators, local authorities in respect of road congestion, logistics customers will benefit from optimised delivery.

Capitalisation opportunities Could work with the Blue Belt project and PROPOSSE
Gaps e.g. Partners needed, known data gaps UK partner needed
Links with other projects Blue Belt, PROPOSSE, 'A Short Sea Shuttle'
Contact details Dawn Robins University of Chichester semalresearch@chi.ac.uk





Action Code: A22

<p>Action Title Increasing the use of freight capacity in the Channel Tunnel</p>
<p>Aim of Action Provide the incentive and targeted plan for enabling the increase of freight transport through the Channel Tunnel. There are a number of issues hindering the growth of freight: lack of available wagons and locomotives approved for use; lack of competition on the route; costs of freight per km through the Tunnel; gauge differences on long haul; infringement of the First Railway Package around ownership and regulation; and out dated safety regulations. These safety regulations need to be revised to account for technological changes since conception. Investigate what incentives need to be in place and how these can be achieved, in order to increase freight through the Channel Tunnel. The focus for the action should be on the economic potential to the Arc Manche of increasing freight whilst maintaining current road and ferry loads. This is a complex and multi-faceted issue with varying orders of priorities for each country therefore the aim would be to identify small steps that could be taken that would have a larger impact of freight usage whilst maintaining the National interests of each country and the balance safety and security with growth and modal sustainability.</p>
<p>Relevant IMS Objectives 2.5</p>
<p>Relevant policies First railway package, TEN-T, Blue Growth</p>
<p>Deliverables A report identifying recommendations to address the regulatory issues of safety and compliance with the First Railway Package that would allow the growth of bulk freight through the Tunnel. Possible lobbying activities.</p>
<p>Potential partners CRITT Transport & Logistics, and local authorities including Kent CC.</p>
<p>Actual or potential funding sources Interreg V</p>

<p>Resources required for success Access to the major stakeholders including EuroTunnel</p>
<p>Timescale This requires fairly urgent attention to comply with the EU Directive – First and Second Railway Package - but the benefits of increasing freight to the economy need to be explored in detail.</p>
<p>Intended benefits, including sectors and regions most likely to benefit The benefits of this project are both environmental and economic. Increasing rail freight is an environmentally sound choice when compared to road and air. Long haul freight that has previously come via air can be sent via rail from all across Europe thereby reducing the environmental impacts. The regions of Kent and Nord Pas De Calais would not see much of a reduction in congestion routes as the freight would be new freight rather than diverted freight but the benefit would lie in the lack of increase in congestion and a move from heavy bulk road freight to other lighter forms of freight.</p>
<p>Capitalisation opportunities This work could capitalise on the research already conducted in this field by the University of Chichester during the CAMIS Project.</p>
<p>Gaps e.g. Partners needed, known data gaps</p>
<p>Links with other projects / Liens avec d'autres projets</p>
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Action Code: A23

<p>Action Title Develop best practice recommendations focusing on the regulation and operational interoperability for cross Channel transport</p>
<p>Aim of Action Provide the incentive to increase interoperability for cross Channel transport. For example in rail transport (rail gauge, electricity differences...), in hazardous regulation or in passenger regulation. Investigate what is needed to increase interoperability across the Channel region, with some evaluation of the role of the Channel Tunnel.</p>
<p>Relevant IMS Objectives 2.5, 3.1</p>
<p>Relevant policies EU transport policy, TEN-T, First Railway Package Politique des transports de l'Union européenne, RTE-T, Premier paquet ferroviaire</p>
<p>Deliverables Identification of interoperability opportunities across the Channel region. Generation of best practice recommendations for interoperability and transport across the Channel region.</p>
<p>Potential partners IDIT (Institut du Droit International des Transports), Pôle de compétitivité Nov@log CRITT Transport et Logistique, MAS Consulting, Kent County Council, Southampton City Council</p>
<p>Actual or potential funding sources Interreg V</p>
<p>Resources required for success Set up a partnership which brings together all relevant stakeholders. Understanding of the local, national and EU legislation and the complementarities of focus for these. An understanding of the cost of compliance and the impact on the local economies from increasing interoperability. Greater understanding of the impact on local infrastructures and major motorways of both land and sea. Capability of lobbying governments to ensure opportunities for increasing compliance, economic impacts and additional funding sources are accounted for.</p>

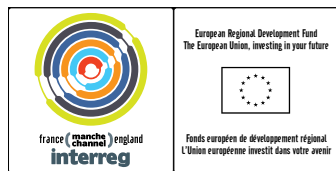
<p>Timescale 18-24 months</p>
<p>Intended benefits, including sectors and regions most likely to benefit Reduced congestion, improved competitiveness of ports, local economic benefits and reduction in time of transport through increased efficiency</p>
<p>Capitalisation opportunities CAMIS Port Centricity work. Some research already exists as regards the interoperability of ships (sea and river), containers, etc.</p>
<p>Gaps e.g. Partners needed, known data gaps Regulatory and legislative understanding at the local, national and EU level.</p>
<p>Links with other projects The results of projects such as PATCH, C2C, WEASTFLOWS should be considered.</p>
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This project is supported by the Interreg IVA France (Channel) – England European Cross-border Cooperation Programme, part financed by the ERDF

Chef de file

