

# ca mis

**Channel Arc Manche**  
integrated strategy



This project has received a grant from the ERDF through the European Interreg IVA France (Channel) - England programme



**All the work of the CAMIS project can be downloaded from the project's website at:**

**<http://camis.arcmanche.eu>**

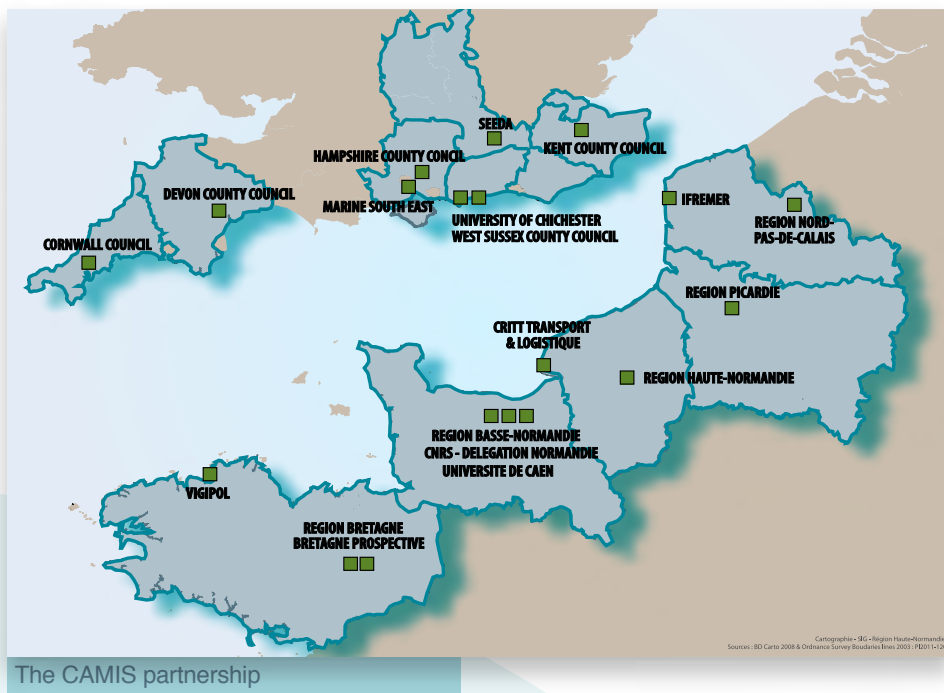
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# CAMIS, a unifying and structuring project for the Channel area

Co-funded by the European programme Interreg IVA France (Channel) - England, the CAMIS project has developed an integrated maritime strategy for the Channel area and tools promoting Franco-British cooperation in governance, maritime economy, transport, maritime safety and knowledge of the Channel area.

Over a period of four years (October 2009 - December 2013), CAMIS brought together 19 French and British partners, while involving hundreds of stakeholders in the Channel area in its work. The overall coordination and management of the project was provided by the Haute-Normandie region.



## Lead partner

- Région Haute-Normandie

## Partners

### → France

- Région Bretagne
- Région Basse-Normandie
- Région Picardie
- Région Nord - Pas-de-Calais
- Université de Caen Basse-Normandie
- IFREMER - Centre Manche - Mer du Nord
- Bretagne Prospective
- Vigipol
- CRITT Transport et Logistique
- CNRS - Délégation Normandie

### → England

- West Sussex County Council
- Cornwall Council
- Devon County Council
- Kent County Council
- Marine South East
- South East England Development Agency
- University of Chichester
- Hampshire County Council

## Project duration

01/10/2009 - 31/12/2013

## Budget

€ 3 304 510

(ERDF grant: € 1 652 255)

## Extending the Arc Manche partnership and EMDI project

Helping to structure territorial cooperation and governance in the Channel area, the CAMIS project has implemented the objectives set by the Arc Manche partnership, through its action programme. Moreover, it is an extension of an initial project conducted across the Channel area: the EMDI project.

- Relunched in 2003, **the Arc Manche partnership** is a political project based on an informal and voluntary network of French and British local authorities. Its mission is to demonstrate the merits and specificity of the Channel area as a coherent area of territorial cooperation and to recognise the added value it gives to the European Union. A place for reflection and exchange, the Arc Manche also pursues the objective of strengthening Franco-British partnership between local authorities in the Channel Arc area through actions and concrete achievements, which can be supported by European Union policies<sup>1</sup>.

- Developed within the scope of the European programme Interreg III B North West Europe between 2004 and 2008, **the EMDI project (Espace Manche Development Initiative)** brought together 22 French, British and Belgian partners. The actions developed, including the "Strategic Vision of the Channel area" and "Cross-Channel Atlas", have strongly contributed to the expansion of the eligible area of the European cross-border cooperation programme and to the setting up of a specific programme, Interreg IVA France (Channel) - England programme from 2007 to 2013. It has generally increased the visibility of the Channel area at the European level, while emphasising its specificity<sup>2</sup>.



<sup>1</sup> For more information, visit the website [www.arcmanche.com](http://www.arcmanche.com).

<sup>2</sup> For more information, visit the website [www.emdi.certic.unicaen.fr](http://www.emdi.certic.unicaen.fr).

# Maritime governance

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

An Integrated Maritime Strategy has been developed to meet the specific challenges of the Channel area, characterised by a **high density and diversity of maritime and coastal activities**, and to fully exploit its many opportunities (marine renewable energy, blue biotechnology, etc.).

This strategy aims to develop a **joint Franco-British approach to the management and development of the maritime area**, taking into account its various sectors, and the need to protect its environment and resources.

The strategy is organised around **three Strategic Aims**:

- **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.

An action plan completes this strategy. Its purpose is to translate these Strategic Aims into operational terms. It consists of **23 actions to be implemented** during the EU fund programming period running from 2014 to 2020.

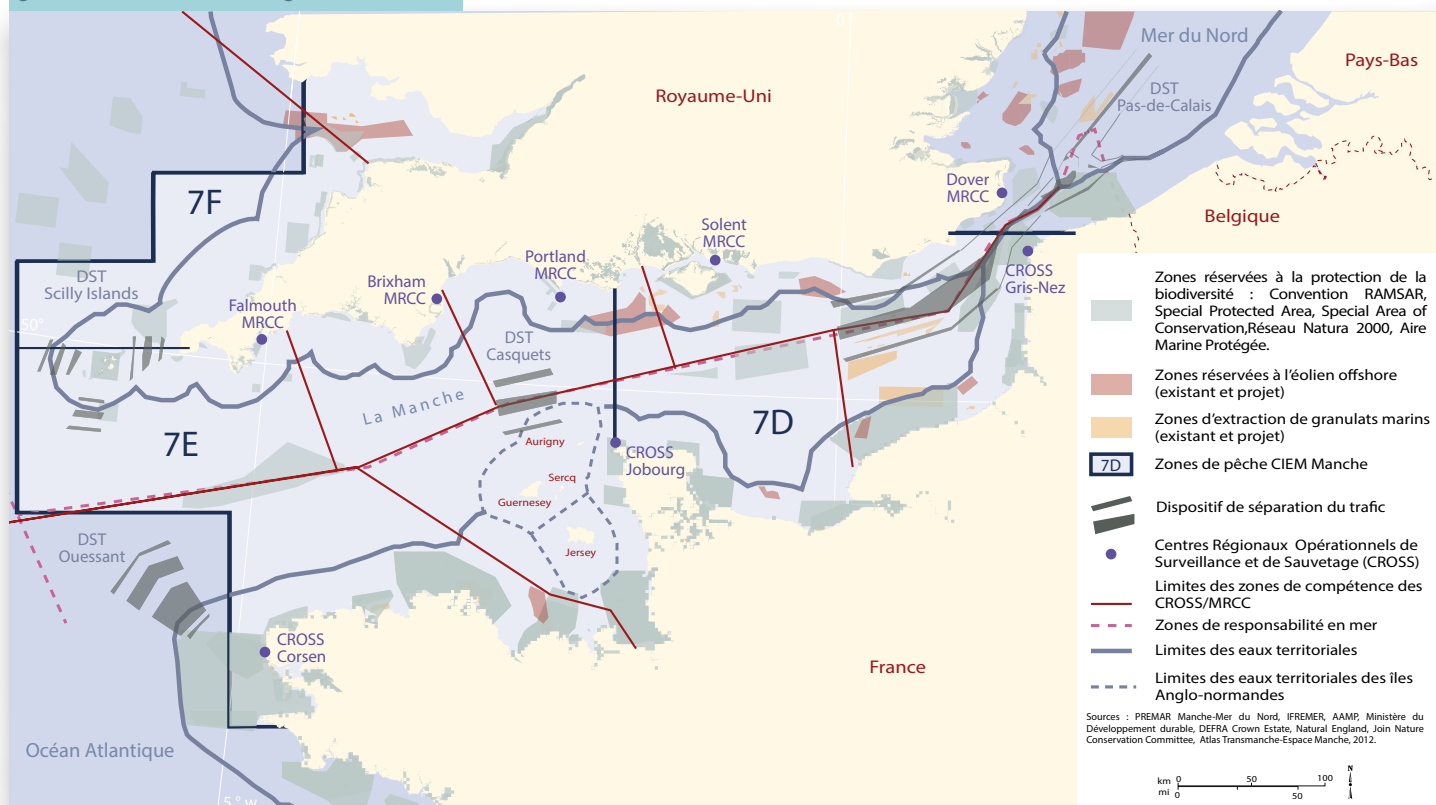
Developing guidance for the implementation of an integrated maritime policy in the Channel area and testing maritime governance tools.



More broadly, this document aims to contribute to:

- the development of the INTERREG V France (Channel) - England programme and development of maritime cooperation;
- projects between French and British stakeholders;
- approaches to planning and management of coastal and maritime areas initiated in France and England;
- maritime and coastal policies of local communities bordering the Channel.

Map illustrating the complexity of management of the Channel region © F. Turbout



## The Cross-Channel Forum

The development of an Integrated Maritime Strategy has been strongly supported by the contribution of stakeholders in the maritime and coastal world, especially through **four meetings of the “Cross-Channel Forum”** held during the project.

This “Cross-Channel Forum”, tested as part of the CAMIS project, was a real **expression and exchange platform** for all French and British sea and coastal stakeholders concerned by the future of this area (representatives of local and government authorities and European institutions, stakeholders in the maritime economy, research and innovation, higher education and the environment).

It is **the only entity that currently brings together all these stakeholders** to tackle cross-border or common interest issues in this maritime area.

The Forum’s various meetings have included:

- Expert presentations on the key issues of the Channel area;
- Workshops intended to facilitate the expression and contribution of participants in a joint approach to management and development of the Channel area.

The Integrated Maritime Strategy and meetings of the Cross-Channel Forum significantly highlighted **the merits of Franco-British cooperation** in all matters related to the development and management of the maritime and coastal area of the Channel.



Cross-Channel Forum meeting in Rennes, 22 November 2011  
© Pauline Blumerel

## Prospects

This dynamic will be continued and consolidated through the **PEGASEAS** project, funded by the Interreg IVA France (Channel) - England programme. Bringing together 12 structures that have already taken part in projects supported by the programme<sup>1</sup>, its aim is to create synergies between projects with actions focused on the governance of maritime and coastal areas of the Channel area. Over a period of one year, PEGASEAS aims to hold three “Cross-Channel Forums” in 2014 and publish a guide on the governance of ecosystems.

<sup>1</sup> The Haute-Normandie region and Devon County Council represent the CAMIS project.



The biodiversity in the Channel region  
© Jérôme Chaïb - AREHN



Veules-les-Roses, Haute-Normandie  
© Pauline Blumerel

# Knowledge of the Channel area

## The Channel area resource centre

Accessible via the CAMIS project website, the Channel Area Resource Centre is both a tool for the dissemination of knowledge and a collaboration platform. It is intended for stakeholders involved in the project's themes, but also the general public.

It consists of three databases:

- **The “Stakeholders” database** that identifies key structures in the maritime and coastal areas, as well as in the fields of research and innovation. In particular, it aims to help French and British stakeholders find partners on the other side of the Channel in order to conduct future cooperation projects;
- **“Projects” database identifies projects** that are now complete or still under way, supported by Interreg or other types of funding programmes and focusing on at least one of the five major themes of the CAMIS project. It aims to raise awareness of projects concerning the Channel area, targeting capitalisation, greater complementarity, but also identification of new areas of cooperation to be developed;
- **The “Atlas-Observatories” database** lists atlases and observatories that provide information, analysis, maps or data on the Channel area, either specifically in this area, or more broadly at the French and British domestic or European level. These atlases and observatories deal with the sea and coastline or more generally cover territorial dynamics.

Specific studies have also been conducted in **the areas of vocational training and innovation support**, leading to a comparative analysis of French and British schemes, systems and policies concerning vocational training and support for innovation.

## Mapping tools

To support project activities, a mapping exercise was conducted, leading to the redesigning and updating of the “Cross-Channel Atlas” website on the one hand, and the creation of a collection of maps entitled “Focusing on the Channel”, on the other.

- **The Cross-Channel Atlas** is a tool for multidisciplinary knowledge developed by French and British scientists and experts. Through maps, data and analyses, it informs about and gives insight into the Channel area in terms of territory, population, transportation, environment, economy, culture or even training and research<sup>1</sup>.
- In 11 detachable plates, **“Focusing on the Channel”** covers the following issues of the Channel area: submarine morphology and fishing resources, organisation of space, shipping, fishing, pleasure-boating, marine renewable energy, land/ sea interface, vulnerability, maritime accidents. Diagrams, maps, graphs and short texts provide all you need to know about a particular question<sup>2</sup>.

Developing knowledge of the Channel area to enhance understanding of shared issues, promote cross-border partnerships, further mobilise available skills and provide tools to assist public decision-making.



Portsmouth, Hampshire  
© Pauline Blumerel

<sup>1</sup> The Cross-Channel Atlas is available at the following address: <http://atlas-transmanche.certic.unicaen.fr>.

<sup>2</sup> The collection of maps is available electronically on the project website and in a hardcopy version.

# Maritime clusters

Significant research work has been done on both sides of the Channel to identify opportunities for “clustering” in four areas of maritime activity:

- Marine renewable energies
- Maritime operations
- Marine environment
- Marina tourism

On this basis, three actions have been undertaken to make businesses aware of the benefits of cooperation and promote the exchange of best practices:



Fécamp marina, Haute-Normandie  
© Pauline Blumerel

Encouraging the development of maritime clusters in the Channel area, on the cross-border level but also within and between regions, by making companies aware of the benefits of cooperation and the exchange of best practices.



## The Channel Maritime Portal

Designed as a one-stop-shop and a collaboration platform for businesses and maritime stakeholders in the Channel area, the Maritime Portal aims to:

- provide information about maritime projects and tenders in progress, business outlets, employment and training opportunities as well as the legislative and regulatory environment;
- promote exchanges between businesses through a directory and a discussion forum.

The Portal is accessible via the CAMIS project website or directly at: <http://maritimeportal.eu>.

## “Marina 2020” Vision

Based on the observation that the marine and coastal leisure tourism sector is an essential component of the Channel area maritime economy and that marinas are ideally located to encourage the development of local and cross-border clusters, specific work has been done in order to identify current and future needs of the sector.

On the basis of in-depth interviews with key stakeholders, a **best practices and recommendations guide** has been drafted to encourage the development of the marina sector in the Channel area by 2020. This action has also laid the groundwork for a Channel wide marina network.

## Foreshadowing maritime clusters in the Channel area

Various events have been organised, particularly in Devon and Haute-Normandie, to encourage collaboration within the maritime sector. Well received by the companies present, they have shown great potential for the development of maritime clusters.

## Prospects

This dynamic will be continued and consolidated through the **Channel MOR** project, funded by the Interreg IVA France (Channel) - England programme. Bringing together 12 structures that have already taken part in projects supported by this programme<sup>1</sup>, it aims to create synergies between projects with activities focused on marine renewable energies. Over a period of one year, Channel MOR plans to enrich the Channel Maritime Portal and organise networking events for businesses in the marine renewable energy sector.

<sup>1</sup> The Haute-Normandie region and Chichester University represent the CAMIS project.

# Maritime transport and intermodality

## Analysis of the transport network and port facilities in the Channel area

Two studies have been conducted to assess the capacity of the transport network serving the major ports in the Channel area:

- An initial study, conducted in September 2010, has brought together data on maritime services, port capacity, road, rail and air transport networks;
- A second study, conducted in March 2011, has focused specifically on the assessment of the current and future capacity of port infrastructure and led to recommendations for the development of ports for 2020-2030.

**Both studies have highlighted the importance of local and niche ports in the Channel area and the need for increased cooperation between French and British ports and optimisation of cross-Channel operations.**

## The concept of “Port Centricity”

This concept highlights that ports can gain a competitive edge by diversifying their activities and strengthening their relations with other local port “stakeholders” (local authorities and businesses operating around ports).

Research work carried out within the scope of the CAMIS project has revealed that the spread of these “port centric clusters” in the Channel area would promote economic growth and development of an efficient and sustainable transport network in the Channel area.

On the basis of case studies<sup>1</sup>, a guide identifying seven types of “port clusters”<sup>2</sup> has been developed to facilitate their development across the Channel. For each cluster, this guide describes their features, benefits and conditions of implementation.

1 Ten local ports in the Channel area have been the subject of a case study: Dover, Shoreham, Newhaven and Portsmouth in the United Kingdom, Saint Brieuc, Saint Malo, Caen-Ouistreham, Cherbourg-Octeville, Dieppe and Calais in France.

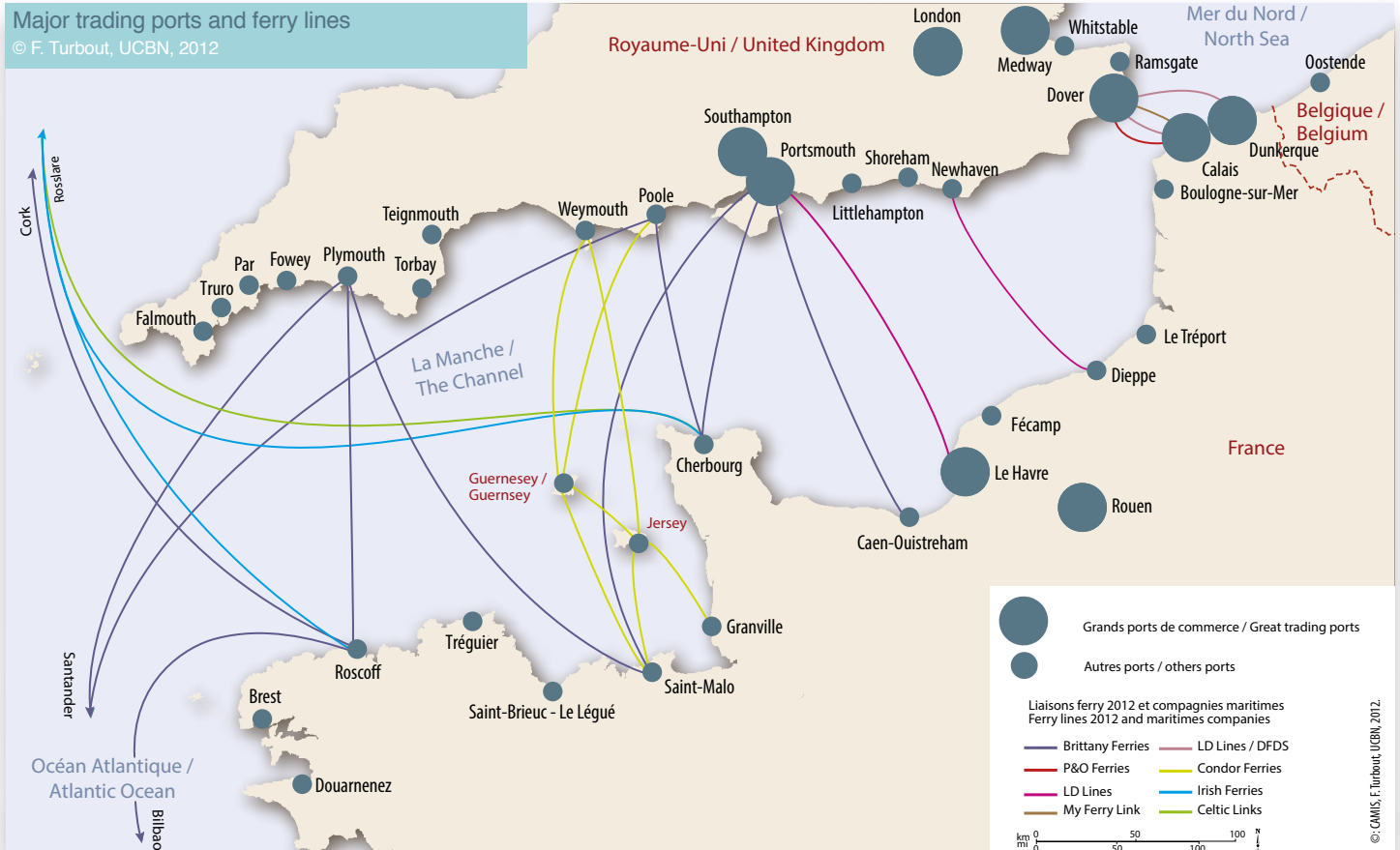
2 “Value Chain” cluster, “Green Port” cluster, “Tourism” cluster, “Port services” cluster, “Innovation” cluster, “Fishing” cluster and “General Business” cluster.

**Developing maritime transport and intermodality by improving accessibility and competitiveness of ports - essential links of the Channel area transportation network.**



Major trading ports and ferry lines

© F. Turbout, UCBN, 2012





## Maritime safety

In terms of maritime safety, **the Channel is a high risk area**, very specific in relation to other European and global coastlines. Although safety at sea has been an issue leading to very close cooperation between the two countries, the same cannot be said for land safety where French and English approaches to managing marine pollution differ according to the administrative organisation specific to each State.

Measures to fight sea pollution and management of large-scale land pollution are the responsibility of the State in both France and in the United Kingdom. But in the case of major pollution, local authorities are necessarily mobilised and involved in management of the crisis. For smaller pollution situations, statistically the most likely to occur, responsibility lies with the local authorities.

### Awareness of Channel local authorities

- **An awareness conference** was held on 28 January 2011 at Fécamp on the topic: "Local authorities along the Channel coastline: what actions and what resources to tackle the risk of accidental maritime pollution?". The conference showcased the risk of pollution in the Channel, the respective roles of government and local authorities, existing prevention and management tools and ways to improve the preparedness of local authorities;
- **A study of the risk of maritime pollution** in the Channel was conducted to synthetically highlight risks, issues and tools available to fight against maritime pollution in the Channel. It also recommends possible areas for improvement. The goal is to sensitize Channel area elected officials, State and local authorities on the need to work together to prepare to handle marine pollution incidents.

### Organising and networking Channel local authorities

- On the occasion of the fourth meeting of the "Cross-Channel Forum" on 20 March 2013 in Caen, thirty or so French and British local authorities signed a **declaration of intent** in which they undertook to act together to protect the Channel and its population against the risk of marine pollution;
- This joint declaration is expected to take shape through awareness **operations, experience swapping and lobbying** at national, European and international levels. To this end, discussions were initiated between French local authorities signing up to the Declaration and the British local authorities brought together in the "Local Government Association Special Interest Group on Coastal Issues"<sup>1</sup>.

**Despite the constant improvement of maritime safety in the Channel, the risk of maritime accidents remains high and represents a major challenge to both sides of the Channel. Preparing for such an eventuality appears indispensable.**

<sup>1</sup> For more information, visit the website <http://lgacoastalsig.com/>.

**Improving the coordinated action capability of local authorities and maritime organisations against the risk of marine pollution in the Channel.**



Wood washed up on Worthing beach (West Sussex) following Ice Prince sinking



Towing of the MSC Napoli  
© Marine nationale

## L'espace Manche, un bassin maritime unique

La Manche est la principale voie maritime vers l'Europe du Nord-Ouest et constitue un bassin maritime unique en raison de la densité du trafic et des activités qui s'y concentrent. Une gestion intégrée et transfrontalière de nos enjeux stratégiques communs est le gage d'un développement durable de l'espace Manche.



# The Channel area, a unique maritime basin

The Channel is the main gateway to North West Europe and is a unique maritime basin due to its traffic density and the variety of activity that takes place there. An integrated, cross-border approach to managing common strategic issues is the best way to ensure the sustainable development of the Channel area.

