38th General Assembly of the CPMR
30 September & 1 October 2010 – Aberdeen (UK)

The Peripheral Maritime Regions listed below met in Aberdeen (UK)
on 30 September - 1 October 2010 for the 38th CPMR General Assembly

Aberdeen City (UK), Aberdeenshire (UK), Açores (PT), Alentejo (PT), Anatoliki Makedonia Thraki (GR),
Angus (UK), Aquitaine (FR), Aragón (ES), Argyll & Bute (UK), Asturias (ES), Basse-Normandie (FR),
Border (Donegal, IE), Bornholm (DK), Bremer (DE), Bretagne (FR), Buskerud (NO), Calarasi (RO),
Canarias (ES), Cantabria (ES), Catalunya (ES), Centro (PT), Comunitat Valenciana (ES), Cornwall (UK),
Devon (UK), East Midlands (UK), East of England (UK)*, Famasusta (CY), Fife (UK), Galicia (ES),
Gavleborg (SE), Gotland (SE), Guadeloupe (FR), Halland (SE), Hampshire (UK), Highland (UK), Hiiumaa (EE),
Hordaland (NO), Île-de-France (FR), Ionia Nisia (GR), Iperos (GR), Isle of Man (British Isles), Istria (HR),
Itá-Uusimaa (FI), Kentriki Makedonia (GR), KymiLaakso (FI), Lisboa e Vale do Tejo (PT), Madeira (PT),
Martinique (FR), Mecklenburg-Vorpommern (DE), Melilla (ES), Midi-Pyrénées (FR), Midtjylland (DK),
Møre og Romsdal (NO), Murcia (ES), Navarra (ES), Noord-Holland (NL), Noord-Nederland (NL),
Nordjylland (DK), Nordland (NO), Norrbotten (SE), Norte (PT), Örebro (SE), Orkney (UK), Östfold (NO),
Ostrobothnia (FI), Oulu region (FI), Päijät-Häme (FI), Parnumaa (EE), Pays Vasco (ES), Pays de la Loire (FR),
Picardie (FR), Podlaskie (PL), Poitou-Charentes (FR), Provence-Alpes-Côte d’Azur (FR), Rogaland (NO),
Sáaremaa (EE), Shetland (UK), Skåne (SE), Somerset (UK), South of Scotland Alliance (UK), South-Visby (SE),
Westerholland (FR), Sør-Trøndelag (NO), Stockholm (SE), Syddanmark (DK), Telemark (NO), Toscana (IT),
Trabzon (TR), Troms (NO), Umbria (IT), Uusimaa (FI), Varna (BG), Västerbotten (SE), Västernorrland (SE),
Västra Götaland (SE), Vest-Agder (NO), Western Isles (UK), Zealand (NL), Zuid-Holland (NL).

(*) Observer

Regions present at the General Assembly should like to thank the City and the Region of
Aberdeen, and Mr Howatson and Mr Stephen for their hospitality and welcome.

The President of the CPMR thanks all the attending participants representing National
Governments, Regional Authorities and European Institutions who took part in the work of the
Conference. He especially wishes to thank the Governments presents for their attendance at the
CPMR General Assembly

On behalf of its 156 Member Regions, the Conference of Peripheral Maritime Regions of Europe,
meeting for its 38th Annual General Assembly in Gothenburg, adopted the following Final
Declaration and Resolutions:
## Final Declaration and Resolutions

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FINAL DECLARATION

PREPARING FOR AFTER 2013: SETTING AMBITIOUS EUROPEAN GOALS FOR ALL TERRITORIES AND POPULATIONS

1. The economic and financial crisis is continuing its onslaught with varying impacts worldwide, despite clear signs of a return to growth in some areas. Recovery from the crisis is still very uncertain and is going to require further efforts to be made all round.

2. This is particularly the case for the European Union, where growth will stagnate at about 1% in 2010 (3% for the United States, 9% for Brazil), despite reactions on the part of the EU institutions, Member States and of course the regional authorities, which in 2008 and 2009 helped to curb or at least reduce the devastating effects of this crisis.

3. Europe presently needs to re-establish a sustainable growth that benefits its population as a whole and all its territories. This means not only managing recovery from the crisis, but above all proposing a new model of development to guarantee sustainable growth and development. Europe will need to address these challenges by making the most of its assets, especially the way its territory is organised and the active participation of regional actors in defining and implementing EU policies. The European Union now has less than two years (2010 and 2011) to establish its priorities in terms of policies, organisation and finances (a new budget) to be applied as of 2014. If the Union fails to adequately address the challenges it is facing using the current difficulties as an excuse, and notably the budgetary pressures imposed all round, it will run the unacceptable risk of undermining the entire edifice that has gradually been built up since the 1950’s. A U-turn in the current globalised context would mean the end of a strong European presence on the world stage and a definitive step backwards for the populations concerned - our populations.

4. The CPMR’s member Regions recall that they are stakeholders in the solutions to be implemented. Unless all the levels of political representation in the EU are involved - from local level up to the European institutions - a sustainable recovery of the EU’s economies is not possible in the long term. Since the Gothenburg General Assembly in October 2009, the CPMR has prepared a series of proposals for upgrading EU policies with a major territorial impact, e.g. cohesion, maritime, transport, energy-climate, neighbourhood, development, research & innovation and fisheries. These proposals should contribute towards shaping and delivering a new European agenda. The General Assembly embraces these proposals at its meeting in Aberdeen.

5. The peripheral maritime Regions had the opportunity last July to discuss the network’s proposals and to call for the EU to set its sights high to tackle the difficult situation across the continent during a discussion with the President of the European Commission, Mr Barroso, whom they thank for his time and attention.

ROLLING OUT THE EU2020 STRATEGY IN THE TERRITORIES

6. The European response to the current challenges lies in the EU2020 strategy for “smart, sustainable and inclusive growth”. The peripheral maritime Regions agree with the listed priorities, call for them to be implemented by all, and specify that many of them have already launched initiatives designed to deliver the EU2020 priorities in their territory. They remain concerned however about the lack of a territorial dimension to this strategy, both in terms of the way it has been conceived as well as in the prospects for implementing it. This could potentially lead to the same failure as the Lisbon Agenda.

Promoting a territorialised approach to EU2020

7. The peripheral maritime Regions believe that the Europe 2020 Strategy should be implemented in each territory, whatever its geographic dimension, adapted to addressing its specific challenges and in accordance with the principles of multi-level governance. Far from threatening its European
foundations, territorialising the Strategy in this way would provide a real means of encouraging widespread buy-in thus making it more effective. The European project needs to draw on its regions and citizens to recover from the crisis and propose a new, more inclusive model of development. Moreover, the CPMP recalls that the recommended priorities often fall within the remit of regional authorities.

8. At EU level, never has it seemed a more appropriate time to implement the “Europe 2020 Territorial Pact” that the CPMP has been advocating for some months now. This would help to make the link between Europe 2020 and the territories on the one hand, and with the different EU policies on the other. The signing of a political agreement on the vision, aims and priorities of the EU 2020 Strategy between the European Commission and all EU regional authorities, committing the latter to deliver them within the scope of their remit, should be a strong political signal to be conveyed as quickly as possible by the Commission and its President.

9. They call on the European Council to clearly specify arrangements for implementing the partnership approach it is encouraging by asking the European Commission to introduce the Territorial Pact advocated by the CPMP, and ask the Member States to give details on the method used to deliver their national targets while respecting their Regions’ competencies.

**Delivering true territorial cohesion**

10. The objective of territorial cohesion is mentioned in the EU2020 Strategy, but in a very restrictive way. This approach ought to be put back at the heart of the strategy and at the very core of EU proposals. The Regions recall that this is one of the Union’s objectives, on the same level as economic or social cohesion.

11. The peripheral maritime Regions call first of all for this principle to be strengthened in the future proposals to be set out in the 5th cohesion report, which will come ahead of the proposals on regional policy. Secondly we need to go further and apply this principle fully for the EU2020 Strategy as a whole, notably by seriously taking into consideration Article 174, the differentiated circumstances of the Outermost Regions as set out in Article 349, and more in all the territories.

12. The Regions consider that the European Commission’s recent decision to re-launch its inter-services group on territorial cohesion is a positive sign that they very much welcome. This group should deal not just with territories with permanent handicaps but with all territories.

**Ensuring consistency between the EU2020 Strategy and cohesion policy**

13. EU2020 mentions regional policy as an “instrument” for delivering it, which is welcomed by the Regions. However, they are worried that the main objective of this EU structural policy could be sidetracked from what it was originally meant to achieve. It should not be perceived as “merely” a source of funding, but rather as a key policy allowing an approach to the Union’s development through its territories, a strategic and partnership-based approach with a proven track record. It is necessary to ensure consistency between Europe 2020 and EU regional policy, but not to water down cohesion within the EU2020 Strategy.
concentration of EU actions at the expense of many territories, especially those furthest from the centre. They underline that the European Union needs to take advantage of the potential for competitiveness and innovation in all its Regions to ensure its growth, and that an increase in interregional disparities would cause setbacks to achieving the actual aims of the Europe 2020 Strategy. The implementation of sectoral policies needs on the contrary to be accompanied by a determined territorial approach, as stipulated for example in Article 170 of the Treaty on Trans-European Transport, Communication and Energy Networks, which refers to the need to “link island, landlocked and peripheral regions with the central regions of the Union”. Furthermore, it is essential that a sophisticated approach is taken with respect to the promotion of regionalisation. There are significant differences and variations in economic development between different parts of individual regions. In promoting regionalisation, cohesion policy must be flexible and adaptable to enable less favoured parts of regions, what might be called 'regions within regions', to optimise their potential.

**Stepping up the regional dimension and promoting a method of governance based on integration and contractualisation**

16. The economic circumstances of the European Regions and the pressures imposed on all public budgets lead the peripheral maritime Regions to propose the following arrangements for after 2014:

- Substantial priority financial aid for Regions with a GDP below 75% of the EU27 average;
- Specific aid for intermediate Regions phasing out from the convergence objective;
- Aid for all Regions whose GDP is higher than 75% of the EU average. Among these, those Regions whose GDP is below the EU average and which are all experiencing structural difficulties in adapting, should be eligible for specific aid. The financial amount of this aid, which is insufficient in the current context, should be re-evaluated so as to help consolidate their competitive assets as effectively as possible;

Again, a flexible and adaptable approach is essential, recognising the extent to which structural difficulties exist on an intra-regional basis.

- Finally they request increased support for more strategic territorial cooperation.

17. Such arrangements will need to be implemented under a single regional programming scheme which includes specific infra-regional characteristics (urban, rural, etc.) and natural and physical features (islands/small island states, sparsely-populated areas in the extreme north and mountain territories, as well as Ceuta and Melilla, OMRs, etc) and takes these properly into account by virtue of the principle of territorial cohesion. The Regions recall to that effect point 11 of the Final Declaration adopted in Göteborg on 2 October 2009.

18. The Regions are prepared to accept greater conditionality for regional policy within the right system of governance, given that when it is the subject of a genuine contract, subsidiarity creates community added value. They therefore consider that it would be useful to have thematic targeting based on a limited number of priorities, greater additionality highlighted within Regional Operational Programmes, and increased regional responsibility in terms of delivering results and financial management in partnership with the national authorities.

19. The peripheral maritime Regions consider that in order to be effective, this conditionality must be applied to integrate regionalised programming. In this context, the ERDF and ESF must work together

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1 Territorial cohesion

11. Reducing peripherality and improving accessibility, in order to participate in exchanges of people and goods and to fully benefit from this, is still a fundamental objective for a great many of our member regions. So they adhere to the definition of territorial cohesion proposed by the Aarhus Political Bureau (23 January 2009): “Territorial cohesion must be a Community objective that aims to allow the inhabitants of the different territories of the Union to benefit fairly from the basic freedoms set out in the Treaty and implemented through EU policies; given that in practice, the freedom of movement and the freedom of access to goods, services, capital or knowledge rely to a great extent on the geographic or demographic characteristics of these territories.” The CPMR will strive to have this objective taken into account in all European policies in the near future and at the latest in the programming period after 2013. It will in particular ensure that the specific circumstances of territories beset by natural or geographic handicaps, which on account of their permanent or persistent nature hinder their development and give rise to a lower level of competitiveness, are given adequate treatment; these territories include islands/small island states, sparsely-populated areas in the extreme north and mountain territories, as well as Ceuta and Melilla. Lastly, the CPMR will support the outermost regions’ efforts to ensure that the Treaty’s specific provisions on them are implemented ambitiously by the Union.
coherently, since the community added value of the ESF will only arise from the tight link between structural action and action to promote employment. The same is true of economic and social diversification measures led under the EAFRD. These are similar on all counts to ERDF action and need to come under the framework of cohesion policy, provided that the allocated budget envelopes are not reduced.

20. Furthermore, in order to be widely accepted by national and regional officials, at the same time as introducing this conditionality the European Commission must refocus its mission on providing strategic guidance for cohesion policy in relation with the Europe 2020 Strategy, leaving national and regional authorities in charge of the delivery and financial management. To this end, they urge for a truly contractualised cohesion policy (bi- or tri-partite depending on the institutional situations of the Member States) to be introduced as of 2014.

**More strategic territorial cooperation**

21. Furthermore, they recall their desire for a more strategic cooperation policy designed to help move on to a stage where territories become strategically stronger while ensuring that certain cooperation actions continue to keep citizens engaged and uphold the European idea. The CPMR has largely contributed to the debate on macro-regions. Implementing them should help to solve some persistent problems at the right territorial level. The CPMR’s Regions are now working within their different geographical commissions to propose relevant strategies and the means to deliver them, in relation with the future neighbourhood policy where necessary. The CPMR’s Regions are also closely monitoring the involvement of regional authorities within the Baltic strategy, which has been in place now for several months.

22. They are appealing to the European Commission to define before mid 2011 an operational framework for macro-regions designed to accompany and support the proposals from the Regions.

23. The Regions wish to thank Commissioner Hahn, with whom they have been able to establish a direct link during various sessions of talks. They particularly welcome his participation in this General Assembly. They hope to continue and strengthen these productive partnerships.

**A budget designed to address the challenges**

24. They are quite aware of the budgetary pressures that the EU and Member States are experiencing, but they give a firm reminder that what basically matters is to ensure that the European agenda is really and truly implemented throughout the European territory in all its diversity. They therefore urge the European Union and Member States to make budget proposals for a cohesion policy designed to deliver on challenges.

25. They await with interest the proposals of the 5th cohesion report and request that it should include their various proposals for a strong cohesion policy targeted at all territories.

### EUROPE, A MARITIME CONTINENT: SUPPORTING AN AMBITIOUS MARITIME POLICY TO AID GROWTH IN THE TERRITORIES

**Integrated maritime policy**

26. The peripheral maritime Regions call for a renewal of the partnership with the European Commission on the Integrated Maritime Policy (IMP), recalling that they were instrumental in helping to initiate it.

27. The CPMR is now asking for this policy to be applied in practice by means of regional sea strategies and is proposing, with the support of its geographical commissions, to assist the European Commission in getting the necessary initiatives off the ground.

To this end, it is supporting the launch of transnational cooperation projects aiming to put these sea basin approaches into practice. In order to be in a position to shape common strategies, it draws the attention of the Commission and Member States to the importance of having comprehensive statistics,
data and indicators which are adapted to the contexts of the different areas and recognised by all levels of governance.

28. The Regions urge for an EU policy which helps to improve the quality of the maritime and coastal ecosystems and which in addition offers a framework adapted to the harmonious development of the different uses of the seas and coastal areas. They give priority here to joining up existing instruments and consider that streamlining should be the first aim of maritime planning. Partnership with the Regions is a priority in this field, since they are at the centre of the dynamics operating between land and sea and are best placed to involve local actors.

29. The CPMR approves the launch by the European Commission of a study to identify the sources of “blue growth” and hopes that the Regions will be involved in this exercise accordingly.

30. Finally, they ask the European Commission to give its backing to the Vasco da Gama initiative aimed at developing international exchanges of young people in a sector which lacks a sufficient degree of mobility.

Fisheries

31. With regard to fisheries, the peripheral maritime Regions welcome the European Commission’s considerations so far within the framework of the public consultation on the reform of the Common Fisheries Policy (CFP). They are pleased that the Commission has indicated that it wishes to move towards decentralising the CFP. They state once more that they wish to see this future policy become a fundamental pillar of EU policy capable of achieving the economic, environmental and social objectives presented in the Green Paper issued in April 2009.

The Regions underline the importance of highlighting the value of the territorial approach supported in Axis 4 of the European Fisheries Fund (EFF) and invite the European Commission to broaden the scope of action of Axis 4 in the future generation of financial instruments for the CFP.

32. Furthermore, the CPMR’s Regions call for the creation of a special financial instrument to support interregional cooperation under the EFF. They also recall the important role played by the Regional Advisory Committees (RACs) and ask that in the future programming period these bodies might broaden their scope for action. The Regions ask for there to be a regional representation within these RACs.

33. Finally, the Regions underline the economic, historic and cultural importance of fishery-dependent coastal communities and their importance for the territorial cohesion of the Union. The peripheral maritime Regions ask the European Commission to produce regulation proposals that might take into consideration this role. The European Commission is also asked to acknowledge the link between these communities and the actual reality of small scale fishing. A special system for this type of fishing cannot be introduced without including it into broader considerations aimed at proposing a new model of development for these specific European territories.

34. The CPMR’s Regions welcome the presence at their General Assembly of Fisheries Ministers from several European countries and thank them for agreeing to attend.

Maritime Safety

35. The oil spill in the Gulf of Mexico should draw the Union’s attention to the need to introduce preventive measures without waiting for this kind of tragedy to occur in the European seas. The CPMR also points out the need for a regulatory framework concerning transport by container ships, the size of which could harbour potential accidents that could prove particularly difficult to manage. This is why it suggests that an Erika 4 type initiative should be introduced, which could set out a package of preventive measures on these aspects. It also wants an analysis to be conducted on the conditions in which the measures of the first three Erika packages are being applied with a view to remedying any shortcomings regarding their implementation.

The peripheral maritime Regions thank Commissioner Damanaki for according her constant attention and for accepting to attend the General Assembly.
36. Furthermore, they welcome the special partnership established between the CPMR and the European Parliament’s intergroup on maritime issues and thank Mrs Corinne Lepage, MEP, for her active support and her presence at the General Assembly.

**AN INTEGRATED APPROACH AND AN INCLUSIVE GOVERNANCE OF EU POLICIES WITH A HIGH TERRITORIAL IMPACT**

37. Success of the EU2020 strategy for growth implies that the different EU policies should be consistent and work together. This applies not only to cohesion policy but also to the so-called “sectoral” policies which often have a high territorial impact.

**Research, innovation and development**

38. The peripheral maritime Regions want the recently re-launched debate on synergies between EU regional policy, the Framework Programme for Research and Technological Development (FP-RTD) and the Framework Programme for Competitiveness and Innovation (CIP) to avoid being limited only to current arrangements targeted specifically at the Regions, or to a narrow accountancy based view of the contribution regional policy makes to the innovation and research aspects of EU2020.

39. On the contrary, the peripheral maritime Regions want this debate to address in an ambitious, political and constructive way, the link between the objectives of economic, social and territorial cohesion on the one hand, and the pursuit of competitiveness and scientific excellence on the other. At the same time, the Regions want to see a broad reflection on how to better coordinate their policies and those led at European and national levels. This means notably stepping up their direct participation in the FP-RTD and CIP, as well as their involvement in the structures governing these programmes and a certain number of initiatives such as joint programming, European research facilities, joint technology platforms, and clusters or communities of the European Institute of Technology. The CPMR’s position on synergies sets out these principles in detail, together with directions for developing them. It is in this perspective that the CPMR will be taking part in the group of experts set up by the European Commission on the synergies between EU regional policy, the FP-RTD and CIP.

40. Finally, the peripheral Maritime Regions particularly champion the European strategy for marine and maritime research, and ask for EU support in this area to be stepped up for the next generation of programmes. Through its participation in the group of experts on marine and maritime research facilities, the CPMR also wants to highlight and develop the principles set out above.

**Energy - Climate**

41. The peripheral maritime Regions welcome with satisfaction the creation of a Directorate-General for Climate, which shows that the Commission is keen to give this dimension a major place in the future policies of the Union. In this respect they insist that the consequences caused by climate disruption should be included in the debate on future cohesion policy. They reiterate their request for the Regions to be fully involved in work aimed at implementing the White Paper on adaptation, especially with regard to actions focusing on coastal and maritime areas, as well as work on setting up vulnerability indicators. They draw the Commission’s attention to the work currently being carried out in this field within the maritime cooperation areas. The Regions hope that the needs and requests expressed during this cooperation work will be taken into account and that the Commission will draw on existing expertise within the Regions.

42. The peripheral maritime Regions recall that they fully support the objectives of the Energy/Climate Package and wish to contribute actively towards reducing energy consumption and developing a low carbon economy. They point out that developing a sustainable energy policy can constitute an important factor in promoting territorial cohesion, but that this requires efforts in the right direction such as (for example) the development of TEN-EN, aid for research and development in promising sectors such as marine energies, or indeed overcoming certain administrative barriers. In this respect, they refer to the proposals put forward during the European Commission’s consultation on the new EU energy strategy for the 2011-2020 period. They also wish to express support for the political statement adopted at NSC Annual Business Meeting (18.06.10) entitled “the challenge of mainstreaiming energy efficient buildings in the North Sea region and the significance of the existing building stock.” - See annex p.13.
Transport

43. Physical accessibility remains a challenge for the territories, whether these are outermost regions, islands, mountainous areas, peripheries of Europe, or maritime territories. The CPMR General Assembly would like to stress the importance of developing the infrastructure of the peripheral and maritime regions with regard to the TEN-T review. Well-functioning peripheral maritime regions are vital to the development and growth of all of Europe, including central regions. The accessibility issue crucially conditions the development of the territories, especially those beset by permanent handicaps. In its policy position on TEN-T, the CPMR suggests that the institutions should take greater account of the principle of territorial cohesion within this policy, while remaining committed to the completion of outstanding TEN’s projects.

44. The European Union should use various legislative (State Aid, Eurovignette, etc.) and financial (Marco Polo, TEN-T, structural funds, etc.) means to encourage a massive shift of transport flows from road to sea and rail, which are more environmentally friendly modes of transport and offer substantial possibilities for progress/development for the Regions. With regard to maritime transport, this is a prerequisite to ensuring the success of the Motorways of the Sea and improving the accessibility of the outermost regions and islands. The Regions call on the key actors, namely ports (primary and secondary) and shipowners, to join them in their reflections which will be presented at the seminar on policy proposals to be held in April 2011 in Gijón (Asturias, Spain).

Agriculture and Rural Development

45. The peripheral maritime Regions urge the European Commission to acknowledge them as essential actors and partners in the reform of the Common Agricultural Policy after 2013. The Regions are not given enough recognition at present and this prevents taking on board their role and positive contribution towards delivering a more effective CAP for the citizens of the Union by focusing on rural development aspects. The CPMR will continue to target this objective in partnership with the 10 other interregional organisations that it has brought together under the umbrella of the Agriregio network. The development of regional policy in rural areas must consider the critical role of agriculture. Regional, agricultural and fisheries policies cannot be developed in isolation. There should be greater recognition of the success of the LEADER model in promoting and delivering integrated rural development at regional level.

46. The Regions recall that Europe’s rural areas need to benefit from public policies that contribute towards the objective of territorial cohesion. The CPMR will be looking into the issue of rural development in greater detail in order to formulate proposals in this context.

EUROPE MUST RECLAIM ITS POSITION AT GLOBAL LEVEL IN ORDER TO WIN BACK GROWTH

47. Europe needs to be ambitious on the global stage in order to maintain its leadership in economic trade, to defend its model and guarantee its domestic long-term prosperity. The Europe 2020 Strategy stresses the need to act on the “external aspects of our various internal policies” and highlights the importance of neighbourhood and development policies and the EU’s trade policy. An open Europe is the best way of taking advantage of globalisation to stimulate growth and employment in Europe.

Neighbourhood Policy

48. This implies strengthening the link with neighbouring States and States from the wider neighbourhood, especially in the case of the outermost regions. In this context, the peripheral Regions welcome the very positive initial outcomes of discussions with the Directorate General for External Relations of the European Commission, particularly the newly expressed aim to create a cohesion policy at the EU’s borders as first proposed by the CPMR in 2008. The Regions recall that this is the cost at which growth and security in the EU can be achieved. They have had the chance to express the important role the peripheral Regions can play in this context and their capacity as outposts. They embrace the network’s positions for giving real consideration to territories in the future neighbourhood policy and for stepping up cooperation between regional authorities. This should be included at present in the discussions on macro-regions and territorial cooperation instruments concerning EU territories and neighbouring countries.
Development Policy

49. The peripheral maritime Regions intend to take forward work conducted with the EU institutions to gain better recognition of the unique role and specific added value of the regional authorities in development aid and cooperation. They are pleased at the progress in gaining political recognition of the Regions by the European Commission, but remain attentive to the many difficulties that still remain. The peripheral maritime Regions, through the CPMR’s participation in PLATFORMA – European platform of regional and local authorities for development – will continue their work in formulating proposals for a real territorial approach to development and more effective development cooperation which includes the regional authorities, especially by means of the Community programmes dedicated to them.

50. They thank Commissioner Piebalgs in charge of development issues, who will be meeting with them at the end of October to discuss these topics, and will take forward the high-level political dialogue that has been initiated.

Internationalisation of Policies

51. Beyond these specific issues, the Regions recall that they are playing a direct part in the external aspects of certain EU policies, such as energy, climate and agriculture. This involvement is consistent with the areas in which the CPMR is led to focus its work.

52. Regarding the international dimension, while the Copenhagen Summit was rightly considered to be a failure by the international community, it did allow the Regions, under the umbrella of the Climate Group and nrg4SD, to prove their ability to work together at a global level. The commitments made on this occasion by the regional governments present, particularly those on reforestation and promoting clean transport, showed that the Regions are keen to engage in efforts to achieve low carbon development. The Regions feel that it is necessary to move forward towards introducing a new model of development at European level in order, subsequently, to be able to gainfully orient the cooperation policies that its members are responsible for implementing. To this end, they request the CPMR to continue its activity within the scope of the transnational cooperation projects it is supporting in the EU’s different cooperation spaces.

53. The peripheral maritime Regions also ask for considerations and work to be taken forward to secure an active participation of the CPMR within the global organisations related to the CPMR’s priority areas of intervention.

54. On a more general level, the observations made over the past few years have shown that big European projects and international programmes fail to achieve satisfactory results unless the regional territorial levels are involved. The Regions owe it to themselves to be present on the global playing field to defend and promote their involvement in delivering sustainable development that is beneficial for all the territories. A real multi-level governance system therefore needs to be built up step by step at the global level.

IN CONCLUSION

55. The Regions give a mandate to the Political Bureau and General Secretariat to implement the guidelines of the present Declaration and the policy positions that accompany it.

56. The General Assembly is pleased to welcome two new member Regions: Örebro (Sweden) and Sebastopol (Ukraine).

57. The peripheral maritime Regions wish to conclude by warmly thanking the political leaders present and more especially the national representatives and European institutions for their attentiveness, involvement and support, with a view to moving forward together.

58. They agree to meet again in 2011 in Aarhus (Midtjylland - DK) for their 39th General Assembly.

Unanimously adopted
II.1 In favour of an interregional mobility pilot scheme for young people in the maritime sector, to be supported by the European Union under the Integrated Maritime Policy – the Vasco Da Gama programme  
(Resolution presented by Land Mecklenburg-Vorpommern - Chair of the Aquamarina "Maritime Employment" Working Group)

II.2 The challenge of mainstreaming energy efficient buildings in the north sea region and the significance of the existing building stock - Political Statement adopted at NSC Annual Business Meeting - 18/06/10  
(Resolution presented by the CPMR North Sea Commission)
The maritime regions firmly believe that the seas and oceans will be instrumental in achieving the objectives of EU 2020 Strategy.

“Blue growth” will undoubtedly be underpinned by efforts to promote maritime jobs, skills and know-how. It will thus require investment in the social dimension of European maritime policy, above all in training, at all levels and in all sectors of the maritime economy, on land and at sea.

European regions usually have significant powers in the fields of education and training. To tackle the lack of attractiveness certain maritime careers hold for young people and to tap the potential offered by new maritime activities, they are working together to find ways of making maritime occupations more dynamic and are developing appropriate schemes.

It has now been proved that the open-mindedness and exchange of know-how facilitated by international mobility enrich course curricula and improve the professional effectiveness of those involved. The mobility programmes set up by the EU have also clearly played a role in forging a perception of European identity among young citizens.

In light of these facts, the CPMR member regions wish to launch a specific programme to encourage maritime mobility – the Vasco da Gama Programme. In the Aquamarina Group, they have already started benchmarking to identify their potential assets and areas of complementarity in the field of maritime training.

The CPMR calls on the European Commission to make maritime employment a priority in the various activities developed under Integrated Maritime Policy. They ask that the financial regulation being prepared for the development of IMP for the 2011-2013 period should explicitly encourage efforts which, like those of the regions, boost the attractiveness and visibility of maritime training courses with a view to promoting “blue growth”, and help forge a European maritime identity.

They also call on the European Parliament to support this option. They would like the final version of the report on IMP currently being prepared by Parliament to refer to the need for specific European support for maritime mobility schemes for young people. They thank the Maritime Intergroup for its support for these initiatives.

Unanimously adopted
THE CHALLENGE OF MAINSTREAMING ENERGY EFFICIENT BUILDINGS IN THE NORTH SEA REGION AND THE SIGNIFICANCE OF THE EXISTING BUILDING STOCK

- Political Statement adopted at NSC Annual Business Meeting - 18/06/10 -

(Resolution presented by the CPMR North Sea Commission)

SUMMARY

Key to meeting energy and greenhouse gas targets is the buildings sector which accounts for 40 per cent of final energy consumption. However current EU policy largely focuses on energy efficiency in new building. Existing buildings in 2010 will continue to dominate total emissions from the building sector in 2020 and are likely to represent nearly 80 per cent of the EU’s building stock even by 2050. Hence tackling emissions from existing buildings is vital if overall emissions from the building sector are to be successfully reduced.

The Commission should ensure that relevant policies and Directives tackle the issue of energy efficiency in the existing building stock and lobby for the introduction of ambitious detailed measures to accelerate the refurbishment of existing buildings to low energy standards.

BUILD WITH CARE

Build with CaRe (Carbon Reduction http://www.buildwithcare.net/) is a European project which aims to mainstream energy-efficient building design and construction. Partners from local and regional authorities, universities and institutes from 10 regions in 5 countries in the North Sea Region are active in the Build with CaRe partnership. The project, which started in 2008 and concludes in 2011, is partly financed by the Interreg IV B North Sea Programme.

There are numerous environmental benefits of low energy buildings, however there are also significant non-environmental benefits including financial savings associated with reduced energy use, as well as improved indoor living quality. The benefits of low energy buildings encompass the three pillars of Sustainable Development (environmental, financial and social aspects) which is at the heart of European and National policy.

Build with CaRe (BwC) has identified many barriers to improving energy efficiency of both new buildings and in particular, the existing building stock. The lack of ambition of the recast Energy Performance of Buildings Directive (EPBD) in refurbishment, where responsibility for refurbishment targets is given to Member States (MS), is a reflection of these barriers – in awareness, financial incentives, planning, and in skills. Yet initiatives in Member States and regions have shown how these barriers can be addressed both for new build and for refurbishment.

EUROPE 2020

Europe 2020\(^2\) calls for smart, sustainable, inclusive growth. However, energy and greenhouse gas targets are unchanged from 2009 with targets of 20 per cent cuts relative to 1990 levels. Yet greenhouse gas emissions for the EU-27 are already 10 per cent below 1990 levels. At Copenhagen the EU was prepared to (and remains prepared to) propose a 30 per cent cut in energy use and greenhouse gas emissions. Build with Care notes that a 30 per cent target is feasible and will help kick start the 2020 Vision.

Key to sustainable growth is the buildings sector which accounts for 40 per cent of final energy consumption. Ambitious targets to reduce energy consumption in existing buildings are essential if “Resource Efficient Europe” is to become a reality.

Only if energy consumption in buildings is ambitiously tackled can renewable energy and greenhouse gas targets be met. A campaign to reduce energy use in existing buildings in particular will create jobs, drive innovation and stimulate the smart, sustainable and inclusive growth envisaged in Europe 2020. Such a campaign will not only tackle the issue of energy efficiency but will encompass all three aspects of sustainable development – financial, social and environmental. Billions of Euros will be saved as a result of reduced imports of fossil fuels and a major improvement in public health will be seen as low-carbon

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\(^2\)Europe 2020, A European strategy for smart, sustainable and inclusive growth, 3 March 2010.
buildings, both new and refurbished, provide higher air quality and comfort for children, adults and the elderly alike. This is particularly important when considering the issue of demographic change in Member States as forecasts (up to 2050) predict that the trend of a declining working age population will continue with a parallel increase in the number of retired people\(^3\).

**ENERGY PERFORMANCE OF BUILDINGS DIRECTIVE**

Build with CaRe can see many benefits of the recast EPBD\(^4\) and view it as a significant step forward towards reducing carbon emissions from buildings. The agreement on a “nearly zero energy” definition is recognition of the vital role that buildings play in reducing carbon emissions in Europe. Additionally, removing the 1 000 square meter threshold and setting minimum energy performance requirements for components of renovations are also important features of the agreement.

However, it compromises on several aspects, especially in respect of refurbishment of existing buildings. Existing buildings in 2010 will continue to dominate total emissions from the building sector in 2020 and are likely to represent nearly 80 per cent of the EU’s building stock even by 2050. Hence tackling emissions from existing buildings is key if overall emissions from the building sector are to be successfully reduced.

The recast EPBD does not effectively tackle the barriers that lead to the low levels of building refurbishment that is currently undertaken. These barriers are many but initiatives in Build with CaRe partner countries and regions show that they can be addressed.

Build with CaRe therefore urges local and regional authorities to continue to put pressure on the EU and on national legislation by Member States by taking a pro-active approach and leading by example both in the regulation of energy performance targets for new buildings and, in particular, in the refurbishment of existing buildings. This can be achieved by cooperating with business and by using a mix of both incentives and regulation. In this way local and regional authorities will contribute to reaching our climate goals on time.

Although it is disappointing that the revised EPBD does not include more stringent targets for refurbishment of existing buildings the forthcoming Energy Efficiency Action Plan brings opportunities to tackle this issue. This Action Plan presents the European Commission with a chance to propose further ambitious and detailed measures to accelerate the refurbishment of existing buildings to low energy standards. Energy efficient buildings represent a cost-effective way to achieve the required energy reductions\(^5\).

**CONCLUSION**

For the EU to reach its current and any future climate change targets reducing emissions from buildings is essential, key to this is reducing emissions from existing buildings.

Since the EPBD compromises on several aspects, especially in respect of refurbishment of existing buildings, it is noted that the forthcoming Energy Efficiency Action Plan presents the European Commission with a further chance to address these issues and propose ambitious detailed measures to accelerate the refurbishment of existing buildings to low energy standards.

Build with CaRe, therefore calls for:

- The introduction of policies and fiscal measures for all sectors to address the new build/refurbishment imbalance and to ensure that the latter domain receives the attention it must get;
- The introduction of national targets for energy efficiency in existing buildings; and
- Local and regional authorities to continue to put pressure on national legislation by taking a pro-active approach and leading by example.

The Build with CaRe partnership asks the North Sea Commission to support this paper and help persuade the European Commission to prioritise energy efficiency in existing buildings.


\(^5\) Energy efficiency in Buildings - Business realities and opportunities [http://www.buildwithcare.net/index.php?option=com_remository&Itemid=99&func=startdown&id=120](http://www.buildwithcare.net/index.php?option=com_remository&Itemid=99&func=startdown&id=120) “It has already been proven that the energy requirement can be cut by an average of 80 percent through energy-saving design; and dena’s standards show that energy-efficient refurbishments are not only technically feasible but also make sense in economic terms”.

Unanimously adopted