

SPECIFICATION

ESPON Applied Research Project 2013/1/15

European Seas in Territorial Development (2010-2012)

(o) Territorial challenges relevant for ESPON 2013 projects

The development of the European territory is facing several ongoing mega trends and impacts of policies:

- The integration of the EU in global economic competition is accelerating, offering regions and larger territories more options to decide their development path, as development is no longer a zero sum game for Europe.
- Interaction is growing within the EU territory and between the surrounding neighbour countries and other parts of the world. This is apparent through e.g. migration pressure on more developed countries, which are themselves confronted with population decline, and by access to and investment in new markets.
- Market forces and the evolution of society in general support a geographical concentration of activities.
- The ongoing demographic changes with an ageing European population, in addition to migration, affect regions differently and increase the competition for skilled labour.
- The occurrence of hazards due to climate change is increasing and different parts of Europe experience different types of hazards.
- Increasing energy prices and the emergence of a new energy paradigm have significant territorial impacts, some regions being more affected than others. This presents particular development opportunities for the production of renewable energy sources.
- The enlargement of the EU to 27 Member States, and potentially more, presents an unprecedented challenge for the competitiveness and internal cohesion of the Union.

ESPON results have revealed that territorial capital and opportunities for development are inherent in the regional diversity that is a characteristic of Europe. Consequently, different types of territories are endowed with diverse combinations of resources, putting them in different positions for contributing to the achievement of the Lisbon and Gothenburg Agendas, as well as to Cohesion Policy. Territorial diversity, especially in

the economic base, implies that strategies other than opting for a knowledge-based economy might be more appropriate and viable for some regions.

The ESPON 2006 Programme provided integrated analysis and long-term spatial scenarios which enriched the European policy debate and knowledge base. The results and observations on territorial structures, trends, perspectives and assessment of EU policy impacts had not been fully evident before and supported a better understanding of the European dimension of territorial dynamics. This has prompted interest among policy makers and practitioners for even more information, knowledge and understanding that ESPON can offer.

The ESPON 2013 Programme shall bring this knowledge base one step further through applied research and targeted analysis, indicator development and data collection, capitalisation events presenting results, etc. All these actions will be related to an improved understanding of territorial structures, development trends, perspectives and policy impacts.

The European-wide evidence provided by the ESPON 2013 Programme will potentially benefit stakeholders at all levels throughout Europe. Policy makers dealing with territorial development require sound evidence and comparable regionalised information in addition to medium and long-term development perspectives, in order to create sustainable and efficient integrated policy responses for their territories.

Given that the European Union is moving towards a more integrated policy approach, the territorial dimension is particularly important for policy makers. The aim of territorial cohesion proposed by the Commission supports this approach by taking the territory as an element within the framework of policy making. Due to the provision of evidence based on analyses of territorial units, the ESPON 2013 Programme is of strategic importance for European policy development and cooperation.

By further developing and expanding the existing knowledge and indicators, the ESPON 2013 Programme will play a strategic role in supporting the policy process of the 2007-2013 period, and contribute to the development of Cohesion Policy.

(i) General objectives of applied research projects under Priority 1

The general objectives of applied research projects within the ESPON 2013 Programme are the following:

- Building new evidence based on comparable information about European regions and cities, including information on dynamics and flows, and covering the entire territory of EU 27, Iceland, Liechtenstein, Norway and Switzerland.
- Addressing major territorial challenges and political priorities providing comparable information covering the entire European territory, its regions and cities.

- Providing comparable regionalised information and possible policy options for making use of opportunities inherent in territorial structures; anticipating and counter balancing negative trends and structures, taking into account the diversity of the ESPON territory and considering institutional, instrumental and procedural aspects.
- Identifying types of territories, regions and cities that share common development challenges and are affected most (positively or negatively) by the identified structures, trends, perspectives and/or policy impacts.
- Contributing to the further identification of structures within the EU territory that represent options for exploring comparative advantages and provide synergy through territorial cooperation arrangements, involving regions and/or cities.
- Contributing to the improvement of the scientific platform for European applied territorial research by refining existing concepts, methodologies, indicators, typologies, European maps and models and by defining new ones.
- Providing the knowledge and competence capabilities needed to ensure scientifically validated results of the applied territorial research with the support of Sounding Boards¹.
- Supporting the use and dissemination of results to an audience of policy makers, practitioners, scientist and experts.

This project shall contribute to these general objectives during its implementation, and in doing so make best use of existing ESPON results, new results in other ESPON projects as well as other research results and relevant studies.

(ii) Relation of this project to the ESPON 2013 Programme

The priorities describing the work-programme of the ESPON 2013 Programme are structured in four strands:

1. Applied research on territorial development, competitiveness and cohesion: Evidence on European territorial trends, perspectives and policy impacts

The applied research projects will create information and evidence on territorial challenges and opportunities for success in the development of regions. Cross thematic applied research will be a major activity integrating existing thematic analysis and adding future analysis of new themes. Territorial impact studies of EU policies will be another focus under this priority.

2. Targeted analysis based on user demand: European perspective on development of different types of territories

This priority responds to a clear demand of practitioners for user and demand driven actions within the ESPON 2013 Programme. By convening an analytical process

¹ For each applied research project a Sounding Board will be set up, accompanying the project throughout its life cycle and giving advice to the TPG on both, scientific issues as well as relevance for policy makers. Sounding Boards will normally be made up of one scientist and one practitioner. Their tasks will consist of assessing project proposals, giving continuous feedback to TPGs and commenting on their reports.

where ESPON findings are integrated with more detailed information and practical know-how, new understanding of future development opportunities and challenges may arise, which could be transformed into projects and actions.

3. Scientific platform and tools: Territorial indicators and data, analytical tools and scientific support

The scientific platform and analytical tools built up within the ESPON 2006 Programme will be maintained and further expanded. New actions shall be undertaken to develop current achievements and make use of existing indicators, data and tools.

4. Capitalisation, ownership and participation: Capacity building, dialogue and networking

Under this priority, actions are foreseen that will make the evidence and knowledge already developed operational through raising awareness and involving stakeholders in the results and practical application of them.

This project belongs to the first priority and holds a key position in developing a common understanding of opportunities for territorial cooperation in transnational areas, between regions and across internal and external borders. It combines experiences of European Territorial Cooperation Programmes (and their predecessors) and knowledge delivered by former and ongoing ESPON projects. Profound knowledge on territorial cooperation is vital for targeted policy development in the light of cohesion policy aiming at improved regional competitiveness and sustainable and balanced growth of the European territory.

A strong coordination and interlinkage with other ongoing ESPON projects is crucial for achieving comprehensive results. A close cooperation with the appointed Sounding Board and the Coordination Unit must also be established as part of the project implementation.

(iii) Thematic scope and policy context

Europe's seas have increasingly become the focus of attention of both, European and national policy makers. Growing economic activities on and exploitation of the sea coincide with growing environmental concerns about the sea but also about coastal zones. There is now a recognition that "*...there is a maritime dimension to virtually every major issue facing Europe today, including energy, climate change, environmental protection and conservation, research and innovation, competitiveness and job creation, international trade, transport and logistics*"². The awareness about the multitude of economic interests in the sea and the lack of coordination in that respect as well as the need to ensure a sustainable use of the sea have spurred activities by policy makers resulting inter alia in the adoption of the Blue Book on an Integrated Maritime Policy (IMP) by the European Commission and a related Action Plan in late 2007. The Blue Book sets out a new approach to managing Europe's seas, acknowledging that "*Europe's*

² Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions (2008): Guidelines for an Integrated Approach to Maritime Policy: Towards best practice in integrated maritime governance and stakeholder consultation. Brussels.

*maritime spaces and coasts are central to its well-being and prosperity – they are Europe’s trade routes, climate regulator, sources of food, energy and resources, and a favoured site for its citizens’ residence and recreation.”*³ The aim of the IMP is to replace the existing fragmented approaches to sea management with a collaborative integrative approach, taking account of the inter-linkages between sectoral interests and trying to foster synergies. The application of such an integrated approach requires intensified cooperation both, horizontally and vertically. However, due to the manifold interests and activities in Europe’s seas, the respective responsibilities to deal with maritime issues are spread between numerous public and private players at different levels of governance, ranging from the United Nations to small coastal communities⁴.

The implementation of an IMP needs to respect the different geographical, socio-economic, cultural and political framework conditions of each of Europe’s maritime areas. By the same token, European coastal zones often play a strong economic role in their respective region, country and sometimes even globally. Some of them serve as gateways of goods to the European common market and function as logistic hubs in the distribution of these goods to the hinterland and/or the larger continent. They provide work in traditional maritime sectors (e.g. fisheries, shipbuilding and –maintenance) but increasingly also in marine research, related technological development and in particular a marine related service industry.

Particularly in the Mediterranean Sea, land use along the coast is quite intense due to a continuously increasing demand for secondary homes as well as by the tourism industry. In addition, 40% of the Mediterranean urban population is concentrated on the coast. With the urban population in the Mediterranean being expected to double by the year 2025, coastal settlement will substantially increase in the future. In addition, great pressure is exerted on water resources while overcrowding of natural and historic sites leads to their destruction. In this context, the Mediterranean Action Plan⁵ together with the Barcelona Convention⁶ aim at limiting environmental degradation in the sea, coastal areas and inland and at linking sustainable resource management with development, inter alia by means of integrated coastal area management.

Similar approaches exist in other European sea regions. In the Baltic Sea Region, for instance, the Helsinki Commission (HELCOM) works to protect the marine environment of the Baltic Sea from all sources of pollution, and to restore and safeguard its ecological balance through intergovernmental co-operation between the states bordering the Baltic Sea. By the same token, the Bucharest Convention⁷ (1992) was set up to protect the Black

³ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions (2007): An Integrated Maritime Policy for the European Union. Brussels.

⁴ *ibidem*

⁵ Action Plan for the Protection of the Marine Environment and the Sustainable Development of Coastal Areas of the Mediterranean (MAP Phase II) (1995)

⁶ Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (1995) (i.e. the amended Barcelona Convention of 1976)

⁷ Convention on the Protection of the Black Sea Against Pollution (1992)

Sea marine environment and work is ongoing in the region on a protocol and action plan for integrated coastal zone management (ICZM).

There are different challenges but also different development opportunities to be tapped in Europe's seas, some of which are mentioned below⁸:

- In the Mediterranean Sea, Europe's maritime heritage takes a quite specific form, with marine archaeological sites being a major tourist attraction. However, the Mediterranean Sea is also affected by agricultural run-off and eutrophication. Furthermore, there is an increasing need to police Europe's Southern maritime frontiers and prevent illegal immigration. In that respect, there is also a need for the development of structures allowing the implementation of complex projects like data and surveillance networks with groups of very diverse non-Member States.
- Some of the Black Sea's main challenges are combating pollution from land-based sources and maritime transport as well as trying to achieve sustainable management of marine living resources.
- The North Sea faces the twin challenges of trying to find ways to facilitate the development of wind energy that will be needed to achieve the EU's sustainable energy targets and to do so in harmony with other expanding activities.
- The Baltic Sea, more than any other seas, is severely struck by the effects of agricultural run-off, causing eutrophication and the development of algal blooms that are threatening both fish stocks and tourist development.
- In the Atlantic, wave energy is of highest interest for Europe's future energy diversification and the safety of navigating in extreme weather conditions which drives the development of surveillance systems.
- In the Arctic, as a result of accelerating climate change, the sea route towards Siberia is rapidly opening up, creating new challenges to Europe's surveillance and search and rescue systems there.

One key instrument in the implementation of the IMP is the Roadmap for Maritime Spatial Planning (MSP) that the EU Commission adopted in November 2008. The roadmap gives an overview on current maritime spatial planning practices in EU Member States and third countries, informs about the instruments with an impact on MSP and sets out key principles relevant for its implementation. MSP operates within three dimensions, addressing activities (1) on the sea bed; (2) in the water column; and (3) on the surface. In fact, time should be considered as a fourth dimension, "*...as the compatibility of uses and the "management need" of a particular maritime region might vary over time.*"⁹

In the context of Integrated Maritime Policy and Maritime Spatial Planning, maritime transport receives particular attention by policy makers as it has been a catalyst of economic development and prosperity throughout Europe's history. In a globalised economy, European seaports have become even more important as gateways to trade

⁸ http://ec.europa.eu/maritimeaffairs/speeches/speech070508_en.html

⁹ Communication from the Commission (2008): Roadmap for Maritime Spatial Planning: Achieving Common Principles in the EU. Brussels.

exchange. In fact, 90% of the EU external freight trade and 40% of the intra-EU exchanges are seaborne. Furthermore, the quality of life on islands and in peripheral maritime regions strongly depends on good accessibility via maritime transport services. In addition, maritime transport plays a key role regarding the security of supply with energy and is therefore an important instrument of the European energy policy. “90 % of oil is transported by sea, while there is an increasing trend towards transport of natural gas in a liquefied form by tankers. Many other energy products are transported by sea as well”¹⁰. The disruptions in terrestrial gas supply during the winter months of 2009 underlined even more the importance of maritime transport of liquefied natural gas and the respective infrastructure in ports.

In its Transport White Paper (2001) the European Commission introduced the concept of “motorways of the sea” that aims at “...introducing new intermodal maritime-based logistics chains in Europe, which should bring about a structural change in our transport organisation...”¹¹. These key sea routes between EU Member States should offer a more sustainable and commercially more efficient transport than road-only transport. However, the concept goes beyond seaborne transport and includes the demand for stronger use of rail and inland waterways as parts of an integrated transport chain. The revision of the TEN-T guidelines in 2004 included the development of four motorways of the sea corridors (in Baltic Sea, Atlantic Ocean, Western Mediterranean Sea and Adriatic, Ionian and Eastern Mediterranean Sea). Their implementation is facilitated by the EU’s TEN-T and Marco Polo Programmes that offer funding for projects shifting freight transport from road to sea, rail and inland waterways. Funding is also available through Structural Funds, Cohesion Funds and the EIB. A “fully fledged network of motorways of the sea”¹², made up of the afore mentioned corridors, should be established throughout Europe by 2010.

The environmental pillar of the IMP is constituted by the Marine Strategy Framework Directive (2008) that sets the framework for a more effective protection of Europe’s marine environment. The Directive establishes “European Marine Regions on the basis of geographical and environmental criteria”¹³. Following the Directive, Member States that cooperate with other Member States and non-EU countries within a marine region, need to develop strategies for their marine waters. In terms of environmental legislation, the Water Framework Directive (WFD) also needs to be taken into account, as it includes provisions applicable to coastal and transitional waters. Following the WFD requirement that EU Member States need to publish River Basin Management Plans by December 2009, Member States have established water bodies that need to cooperate to ensure WFD compliance with regard to transboundary river basin districts. The EU

¹⁰ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions (2009): Strategic goals and recommendations for the EU’s maritime transport policy until 2018. Brussels.

¹¹ http://ec.europa.eu/transport/maritime/motorways_sea/motorways_sea_en.htm

¹² ibidem

¹³ http://ec.europa.eu/environment/water/marine/index_en.htm

Recommendation on Integrated Coastal Zone Management (ICZM)¹⁴, calling for a strategic approach to coastal zone planning and management in order to achieve sustainable development, equally encourages Member States to cooperate with third countries in the development of ICZM strategies.

As far as marine and maritime research is concerned, EU research programmes have supported multidisciplinary activities in coastal and marine sciences since the 1980s. A European Strategy for Marine and Maritime Research (2008) aims at integrating research efforts in the field, thereby boosting the knowledge on marine systems and improving the management of sea-related activities. Furthermore, in order to assist MSP with relevant data, a European Marine Observation and Data Network (EMODNET) will be established, integrating existing but fragmented initiatives to assemble data and maintain a database. A prototype EMODNET will be operational throughout 2010 and 2011.¹⁵ These activities are complemented by networking initiatives in the framework of past and present INTERREG Programmes, in which various projects have been implemented or are underway dealing for instance with maritime transport or maritime spatial planning¹⁶.

Against this backdrop, the project should strive to achieve a better understanding of the following key policy questions, for which it should produce supporting information and evidence:

- How can the different functions of the sea and the different human/economic activities both at sea and in coastal regions be coordinated in order to ensure sustainable use and added value of both, Europe's seas and coastal regions in the light of overall European policy goals as formulated e.g. by the Lisbon Strategy, and in view of upcoming climate change effects, namely sea level rise and increased coastal flooding?
- How can maritime inter-linkages as well as linkages between inland waterways and between the sea and inland waterways both, for the transport of people and of freight, be fostered and improved in an integrated way (i.e. including links to land-borne transport modes)? Are there any major missing links?
- How can cooperation (incl. cross-border cooperation) between regional sea areas, inland harbours and between different actors (i.e. policy makers, researchers, and stakeholders engaged in maritime issues) be improved to achieve efficient governance structures for the implementation of an Integrated Maritime Policy? How can maritime and land-based activities come stronger together in a mutually supportive (and synergetic) development?
- How can European Cohesion Policy contribute to these challenges of future sea-use and maritime inter-linkages and support the competitiveness of regions (i.e.

¹⁴ Recommendation of the European Parliament and of the Council of 30 May 2002 concerning the implementation of Integrated Coastal Zone Management in Europe.

¹⁵ Commission of the European Communities (2009): Commission Staff Working Document. Building a European marine knowledge infrastructure: Roadmap for a European Marine Observation and Data Network. Brussels.

¹⁶ see for instance "BaltSeaPlan" (http://eu.baltic.net/24_projects_approved_in_the_first_call.4489.html?); „PlanCoast – Spatial Planning in Coastal Zones“ (<http://www.plancoast.eu/>)

what territorial development potentials can be better exploited where through Cohesion Policy)? Can IMP and MSP contribute to the achievement of the goals of European territorial cohesion?

The perspective of applied research under this measure shall be guided by the objective to identify broad development perspectives and trends for the different European seas and their adjacent coastal zones¹⁷, also in the light of the Lisbon/Gothenburg agenda.

Coordination should take place with other relevant ongoing ESPON projects (above all the projects on “Climate change and territorial effects on regions and local economies (ESPON CLIMATE)”, “Regions at risk of energy poverty (ReRisk)”, “Transport accessibility at regional/local scale and patterns in Europe (TRACC)”, “Territorial cooperation in transnational areas, between regions and across internal/external borders (TERCO)”, “Continental territorial structures and flows (globalisation) (TIGER)”, all of which are applied research projects), the targeted analysis on “The development of the Islands – European Islands and Cohesion Policy (EUROISLANDS)”), namely, and the project that will start in parallel to this one, namely “Services of general interest”. In addition, methodologies developed within this project shall complement and be coherent with that of the applied research project on “European patterns of land use”.

(iv) Analytical framework and deliveries expected

On the basis of the policy context described above, the project shall address various dimensions of the Integrated Maritime Policy such as maritime economy, competitiveness and job creation, energy supply, maritime transport, environmental protection and conservation, climate change, and research and innovation. Some of these dimensions are intertwined and shall consequently be analysed in an integrated and cross-dimensional manner. Throughout its implementation the project should ensure a balanced coverage of all of Europe’s seas (i.e. the Mediterranean, the Black Sea, the Atlantic and the Arctic Ocean, the North and the Baltic Sea) and the territory of EU 27 + 4. However, in order to better understand certain developments observed by the TPG during their work, potential influences of neighbouring countries to the South, West and East should also be taken into account.

The project shall start off with an investigation of current uses of Europe’s seas, resulting in an inventory and mapping of current sea use patterns, typologies, dynamics and inter-linkages. This exercise shall include the creation of an overview of existing data, data sources, their completeness as well as accessibility for the purpose of this project. The inventory shall reveal existing and/or potentially occurring conflicts of use and related environmental threats, and serve as basis for analysis of the more detailed research questions mentioned below. The prospective impacts of climate change on Europe’s seas, the marine environment and coastal regions, as identified also in a recently published

¹⁷ i.e. the Atlantic and Arctic Oceans, the Baltic Sea, the North Sea, the Mediterranean and the Black Sea.

Commission Staff Working Document¹⁸, should be taken into account throughout the analytical work. In this respect, an exchange with the team implementing the ESPON applied research project on climate change should be foreseen.

The Transnational Project Group (TPG) should consider existing data and indicators for the analysis. The data, indicators and maps of the ESPON 2006 Programme are one important source in this respect. This project shall in particular be informed and make use of relevant results from the following previous and current ESPON projects:

- ESPON project 2.1.5 on “Territorial impacts of European fisheries policy” was looking at the diversity of types of coastal regions and the possible influence of economic dynamics as well as of fisheries policies on the spatial development of these regions. In addition, this project dealt with the impacts of fisheries policies on different types of coastal regions in relation to the concept of Integrated Coastal Zone Management (ICZM). Potentials and preconditions for innovation in the marine sector were also considered.
- ESPON project 2.1.1 on “Territorial impacts of EU transport and TEN policies” particularly investigated the effects of the afore mentioned policies on regional development potentials and polycentricism. Typologies of regions were developed, based on the classification of the predicted impacts of transport and ICT policies. However, the focus of this project was rather on land-borne transport.
- ESPON project 1.3.1 on “Spatial effects of natural and technological hazards” presented a spatial pattern of natural and technological hazards on NUTS 3 level. By doing so, the project also looked into the influence of climate change on the probability of occurrences of certain hazards in a long-term perspective.

The project shall strive for a comprehensive and integrated research approach, taking into account social, cultural, environmental, economic and institutional aspects. In addition, a 4-level-approach (global, European, transnational/national and regional) to the analysis should be applied in order to support a clear presentation of results, which might vary depending on the geographical scale.

The project shall also strive for delivering innovative results which can support the policy development in the field of territorial development, competitiveness and cohesion. It should demonstrate an inventive approach with regard to the scientific answers to the policy questions and should aim at showing new development opportunities for the European territory. There should be a combination and interrelation of various sectors and territorial insights on the development in order to contribute to the creation of new development paths and visions.

In the concrete design of the applied research project and its work packages, the project is expected to answer the following key research questions:

¹⁸ Commission of the European Communities (2009): Commission Staff Working Document accompanying the White Paper. Adapting to climate change: Towards a European framework of action. Climate Change and Water, Coasts and Marine Issues. Brussels.

- **Identification of patterns of sea use and of types of coastal regions**
 - What is the present state of European sea use (broken down in economic use for fishery, aquaculture, digging for building material, tourism and recreation, energy generation; environmental use for protecting existing habitats; transport use for shipping of both, people and freight, but also pipelines for energy supply), based on the most appropriate economic, environmental and social indicators that can be collected European wide? How are European seas economically exploited by various regions both, coastal and hinterland regions?
 - Where can conflicts of use and/or deterioration of the marine environment/environmental threats be detected (for instance because of greater exposure to hazards like ship collisions, oil spilling, outflows and related ecological impacts, etc.)? Where more surveillance systems are needed to combat dumping of waste fuel oil?
 - Are existing infrastructure and activities on sea and inland waterways sufficiently complemented by respective infrastructure (e.g. road and rail infrastructure) and activities on land and harbours to allow e.g. for integrated transport chains?
 - Can different types of coastal regions be distinguished, taking into account their peripherality from a European perspective, their accessibility, the density of settlements and population, their economic structure, their GDP/capita, etc.?
 - What does the current pattern of employment look like in these coastal regions (e.g. which share of GDP derives from maritime economy?)? How far does the sphere of influence of maritime economy reach into the hinterland?
 - What is the present state of development of maritime clusters? Where are they located throughout Europe?

- **Analysis of development opportunities**
 - Which development opportunities can be identified in European seas for more sustainable development of their use and exploitation?
 - Are there coastal regions throughout Europe that could make better use of their maritime potential and if so, which ones?
 - Are there inland regions that could economically benefit from an improved integrated transport system, offering them better access to the sea?
 - Are there more opportunities for the creation of motorways of the sea and if so, where?
 - Which European regions and cities could economically benefit from the opening of sea routes like the Northwest Passage or the Northeast Passage and connecting sea routes like the Northern Maritime Corridor (i.e. from Northwest Russia to continental Europe)?
 - What would be the effect of the exploitation of the opportunities identified (as a result of the analysis of afore mentioned questions) for the EU as a whole, e.g. concerning its competitiveness in the world?

- How and to which degree will climate change impact on sea use in general and on the economic development and long-term competitiveness of coastal regions?
- **Analysis of relationship terrestrial – maritime planning and of best practice for maritime governance**
 - How could terrestrial and maritime planning most suitably be integrated, given the quantity and diversity of terrestrial planning systems, the diversity of responsibilities for the marine area and the provisions made by the Water Framework Directive¹⁹ applicable also to coastal waters?
 - Which effects could maritime planning have on territorial planning in coastal regions (and the hinterland, if relevant)?
 - Which governance structures have already proved to be adequate in the implementation of an integrated maritime policy and particularly in relation to dealing with conflicts of use?

In order to receive some more focused information on the above listed issues, a limited number of targeted case studies shall be included in the research. The case studies should serve to analyse in greater detail different maritime regions (e.g. peripheral, more centrally located, on European mainland, islands), their specific development opportunities and challenges in relation to sea use. The case studies shall assess the experiences made and the potential transferability of cases of good practice.

The geographical coverage of the project should encompass all the countries participating in the ESPON 2013 Programme. Furthermore, the TPG should assess the data situation for their field of research in the EU candidate countries (i.e. Croatia, the former Yugoslav Republic of Macedonia, Turkey) and/or the other countries of the Western Balkans (i.e. Bosnia and Herzegovina, Serbia, Montenegro, Albania, Kosovo under UN Security Council Resolution 1244) and report on their findings in the inception report. Depending on the respective data situation these countries would then be included in the analysis.

The deliveries of the project should make use of and complement the existing scientific platform and tools of ESPON, which are accessible via the ESPON website. The project is expected to enhance the scientific platform of ESPON through the following deliveries:

- Data input to the development, update and extension of the ESPON database by additional data on sea use and maritime related activities on land. Indicators need to offer compatibility with a map-making facility, to provide a consistent, homogenous, reliable, and up-datable database.
- Indicators offering information on the different types of coastal areas, and new complex indicators, revealing these areas' development opportunities, their socio-economic situation as well as their competitiveness.

¹⁹ DIRECTIVE 2000/60/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2000 establishing a framework for Community action in the field of water policy

- Typologies of different patterns of sea use and of coastal areas classified by territorial evidence based characteristics, strengths, weaknesses, potentials and challenges.
- European maps revealing (1) the present state of sea use as well as existing and potential environmental threats, (2) different coastal areas and the current territorial state of their development (characteristics, strengths, and weaknesses), (3) territorial potentials and challenges in the different European seas and coastal areas.

Regarding the development of new data and maps and/or the use of existing data, the TPG is expected to cooperate closely with the TPG being in charge of the development of the ESPON 2013 Database.

The results and conclusions of the applied research within the project should be formulated in relation to policy orientations present at European level and make use of the new maps resulting from the project.

In order to create coherence with project findings of other ESPON applied research projects, the project should present the main final results in relation to different types of regions and cities, using existing typologies for the urban system, rural areas, mountain areas, islands, coastal areas and outermost regions.

Following the logic of the Territorial Agenda of the EU, orientations for policy makers should refer to the respective territorial development opportunities and the available options to mobilise these for the benefit of the regions in question. In this respect, references to future policy options should take account of European Cohesion Policy orientations, in particular expressed in the Community Strategic Guidelines on Cohesion 2007-2013 and the Fourth Report on Cohesion.

Finally, the project should consider avenues for further applied research on the theme.

(v) Outputs and timetable

One of the main objectives of the ESPON 2013 Programme is to focus on research with policy relevance and to contribute to the development of relevant policies. Therefore, the outputs of the research project should be highly operational and coordinated in time, as far as possible, to fit into the relevant political agenda.

The proposal for the project is expected to reveal individual work packages on project coordination, research activities, and dissemination, as well as a schedule for project implementation based on the following indicative²⁰ timetable and specification of outputs:

²⁰ The final timetable for the project will depend upon the exact date of the project's Kick-off Meeting. At this meeting, the exact delivery dates for all project reports will be agreed upon with the Lead Partner.

January/February 2011 (Inception Report):

Twelve weeks after the Kick-off meeting, a more in-depth concept should be submitted by the TPG allowing for a detailed overview on the research approach to be applied, the methodology and hypothesis for further investigation, as well as a review of the main literature, data sources, etc. The Inception Report shall also inform about the selection of case studies that will be conducted on different maritime regions. It shall as well include an overview of more detailed deliveries and outputs envisaged by the project as well as an indication of likely barriers that the project implementation might face. The report shall give clear orientation for the applied research previewed towards the Interim report. The research team should also report on the findings regarding the assessment of the data situation in the EU candidate countries (i.e. Croatia, the former Yugoslav Republic of Macedonia, Turkey) and/or the other countries of the Western Balkans (i.e. Bosnia and Herzegovina, Serbia, Montenegro, Albania, Kosovo under UN Security Council Resolution 1244) and, on that basis, determine the geographical coverage of their research. Finally, the TPG should outline how it envisages making use of existing ESPON results that are relevant for this project.

July/August 2011 (Interim Report):

The content of the Interim Report shall reflect the orientations given in the Inception Report as well as the results of the discussions having taken place with the Sounding Board. The report is envisaged to include elements such as:

a) Preliminary results on the basis of available data, developed indicators, typologies, and European maps, including

- An inventory and mapping of current sea use patterns, typologies, dynamics and inter-linkages.
- An overview of existing data, data sources, their completeness and accessibility.
- First indicative identification of the state of European sea use.
- First indicative identification of conflicts of use and/or deterioration of the marine environment.
- First indicative identification of the current pattern of employment in coastal regions and the reach of the sphere of influence of the maritime economy into the hinterland.
- First indicative overview on the state of development of maritime clusters and their location throughout Europe.
- First indicative identification of development opportunities in European sea use.
- First indicative identification of coastal regions throughout Europe that could make better use of their maritime potential as well as of inland regions that could economically benefit from an improved integrated transport system.
- First indicative identification of opportunities for further motorways of the sea.
- First indicative identification of European regions and cities that could benefit from the opening of an Arctic sea route.
- First indicative analysis of the impact of climate change on sea use.

- Data collection achieved, including an overview on statistical and geographical data collected by EUROSTAT, and national Statistical Institutes etc.
- Draft European maps of (1) the present state of sea use, (2) different coastal areas and the current territorial state of their development (characteristics, strengths, and weaknesses), (3) territorial potentials and challenges in the different European seas and coastal areas.
- First indications on the conclusions and policy relevant options that could be the outcome of the project.

b) Plan for the applied research towards the draft Final Report as well as the Table of Content envisaged.

July/August 2012 (Draft Final Report):

The Draft Final report will take into account feed-back on the Interim Report from an ESPON seminar and by the Sounding Board. The report is supposed to include elements such as:

c) Report (max. 50 pages) on the main results, showing the current use of Europe's seas and respective patterns, existing characteristics and development potentials, including key analysis and findings and the most relevant indicators and maps (any additional information should be included in a scientific report). In this respect, an assessment of the potential integration of terrestrial and maritime planning and relevant governance structures should be provided, including an interpretation of best practices. Particularly important are options for policy makers, which could provide the basis for interventions related to opportunities for improving European competitiveness and cohesion.

d) An executive summary (max. 10 pages) summarising the main results of the applied research that can be communicated to a wider audience of stakeholders. This summary should be based on the Report mentioned above.

e) Scientific report documenting the scientific work undertaken in the applied research including elements such as:

- Literature, definitions and methodology/theory used.
- Methodologies, typologies and concepts developed and used, including projections developed revealing diverse territorial potentials of the different European sea areas.
- Data collected and indicators used, including calculation algorithms and tables with the exact values of indicators.
- Maps produced in support of the results, covering the territory of EU 27, Iceland, Liechtenstein, Norway and Switzerland.
- Tools and models used or developed.
- Future research avenues to consider, including further data requirements and ideas of territorial indicators, concepts and typologies as well as on further developments linked to the database and mapping facilities.

November/December 2012 (Final Report):

f) Revision of the Draft Final report on the basis of comments received.

December 2012/January 2013 – May 2013/June 2013 (Dissemination):

g) Dissemination of project results by the TPG in the framework of international conferences and seminars, e.g. transnational activities of the ECP Network, events organised by the CU. These activities need to be reflected in the budget proposed by the TPG for the implementation of the project.

The ESPON 2013 Programme foresees in Priority 4 also capitalisation of project results including events, printed reports, website facility, etc. The Programme includes, in other words, substantial dissemination activities at Programme level which all projects should make use of and support. This means that the project's dissemination activities shall ensure consistency and avoid overlaps with and repetition of respective activities organised at Programme level. The project team shall refer to the objectives of Priority 4 of the ESPON 2013 Programme "Capitalisation, ownership and participation: Capacity building, dialogue and networking" when considering dissemination activities and closely coordinate these with the ESPON CU.

Irrespective of the above mentioned reports to be submitted at certain stages in the project life cycle, the TPG is expected to give presentations on the state of their research or/and the results in the framework of internal and external ESPON seminars. Therefore, when setting up the project proposal, the TPG should also allow for travel expenses for the attendance of ESPON seminars.

(vi) Budget for the applied research project

The maximum budget foreseen for this applied research project amounts to € 800.000 including VAT if applicable. Proposals exceeding this value will not be considered.

All real eligible costs incurred for carrying out the approved project will be refunded 100% by the ESPON 2013 Programme.

(vii) Existing access points

Synergies and use of results from outside the ESPON regime shall be sought. In particular, research activities by international bodies like the OECD might be valuable for this project.

The other access points listed below can serve the purpose of providing the TPG useful information for preparing a proposal. It is by no means meant to be exhaustive, but

should be considered as information that can be helpful in tracing additional useful background information.

- ESPON projects results, data and maps: www.espon.eu
- European Commission (2009): Strategic goals and recommendations for the EU's maritime transport policy until 2018. Brussels.
- Commission of the European Communities (2009): Commission Staff Working Document accompanying the White Paper. Adapting to climate change: Towards a European framework of action. Climate Change and Water, Coasts and Marine Issues. Brussels.
- European Commission (2008a): Green Paper on Territorial Cohesion. Turning territorial diversity into strength. Brussels.
- European Commission (2008b): Guidelines for an Integrated Approach to Maritime Policy: Towards best practice in integrated maritime governance and stakeholder consultation. Brussels.
- European Commission (2008c): Roadmap for Maritime Spatial Planning: Achieving Common Principles in the EU.
- European Commission (2007): An Integrated Maritime Policy for the European Union.
- European Commission (2007): Commission Staff Working Document, The EU's freight transport agenda: Boosting the efficiency, integration and sustainability of freight transport in Europe. Report on the Motorways of the Sea. State of play and consultation.
- European Commission (2001): White Paper. European transport policy for 2010: time to decide. Brussels.
- INTERREG III B CADSES PlanCoast Project (2008): Handbook on Integrated Maritime Spatial Planning. Berlin.
- An overview of INTERREG III programmes and results throughout Europe (<http://archive.interact-eu.net/604900/604902/0/0>)
- MOSES – MOtorways of the Sea European Style. 6th RTD Framework Programme (http://www.transport-research.info/web/projects/project_details.cfm?id=28330)
- Convention for the Protection of the Mediterranean Sea Against Pollution (Barcelona Convention) (http://195.97.36.231/dbases/webdocs/BCP/BC76_Eng.pdf)
- United Nations Environment Programme / Mediterranean Action Plan for the Barcelona Convention (1995): Action Plan for the Protection of the Marine Environment and the Sustainable Development of Coastal Areas of the Mediterranean (MAP Phase II) (http://195.97.36.231/dbases/webdocs/BCP/MAPPhaseII_eng.pdf)
- DIRECTIVE 2000/60/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2000 establishing a framework for Community action in the field of water policy

- Recommendation of the European Parliament and of the Council of 30 May 2002 concerning the implementation of Integrated Coastal Zone Management in Europe.
- European Commission, DG Environment Expert Group on Integrated Coastal Zone Management supporting the implementation of the ICZM Recommendation (mentioned above): <http://ec.europa.eu/environment/iczm/home.htm>