

# AN INTEGRATED MARITIME STRATEGY



THE DANISH GOVERNMENT  
July 2010



The background features a minimalist design with several overlapping, thin black outlines of circles and arcs. One large circle is positioned in the upper left, another in the middle right, and a smaller one in the lower left. A horizontal line crosses the page near the top and bottom, intersecting the circular shapes.

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# Preface

Denmark is a maritime nation. Given the country's more than 400 islands and one of Europe's longest coastlines, shipping and maritime industries have traditionally played an important role in Denmark. And they still do.

Today, the maritime industries consist of a wide range of industrial branches that benefit from their activities on, in or by the sea. These industries include shipping, ports, shipyards, equipment and service suppliers, offshore energy production, fishing, fish-processing as well as coastal and maritime tourism. And they contribute considerably to the Danish economy and level of employment.

At the international level, the awareness of the sea's immense importance and its potential in terms of growth and employment has grown in recent years. At the same time, an increased recognition of the need for climate- and environmentally sustainable solutions as well as enhanced safety at sea has emerged. The aspiration is to generate sustainable economic growth within the maritime field.

The Danish government's objective for this strategy is that it will provide a comprehensive overview of the policies that form the basis for the maritime issues in Denmark. Many commendable initiatives have already been taken or will be launched soon and, all in all, no major new measures seem to be needed for the time being. However, it will be useful to ensure further integration between existing and future initiatives.

The aim of the strategy is to provide an overview of initiatives and specific measures that either exist already or will be launched soon and, on this basis, look for ways in which to coordinate and optimise current efforts. This will also increase transparency in this field.

The government's efforts are focused on five overarching objectives:

1. Excellent growth potential for the maritime industries.
2. Reduced greenhouse gas emissions and air pollution.
3. Protection of the marine environment and the coastal zone.
4. Enhanced safety at sea.
5. Coordination of initiatives in the maritime field.

The following outlines these five priorities and the Danish efforts made in order to reach these goals. At the same time, the initiatives and specific measures to be taken in order to achieve these aims will be identified.

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# Excellent growth potential for the maritime industries

## CHAPTER 1



# 1 Excellent growth potential for the maritime industries

The maritime industries are of great importance to the Danish economy.<sup>1</sup> The value added<sup>2</sup> in the maritime industries during the period 2004-2009 accounted for an average of 7.7 per cent of the overall Danish economy, while the average employment in the same period accounted for 3 per cent of the overall Danish economy. If the indirect effects are included, these figures rise to 9.4 per cent and 4.4 per cent, respectively.<sup>3</sup> In this light, it is decisive to have a future-oriented policy in order to ensure the best possible growth potential for the industries.

The maritime industries are characterised by strong cohesion. This holds especially true in a socio-economic perspective given the cohesion within, for example, education and training, in the labour market and in relation to a number of institutional conditions. In the area of education and training, “migration” of competences from the ships to the companies’ shore-based organisations and to other maritime industries occurs, which is of great importance in terms of retaining crucial maritime competences in the Blue Denmark and, consequently, for growth. Similarly, good cooperative networks have been established between the public administration, research and training institutions and industrial organisations within the maritime field.<sup>4</sup>

The cohesion is less pronounced when considering the commercial interaction between maritime companies. It is quite true that the shipping industry is, for example, an important customer of the marine equipment and shipyard industries, but at the same time the global nature of the shipping industry means that supplies from companies in the Blue Denmark account for only a minor share of the Danish shipping industry’s total purchase of the said services.

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1. Maritime industries are defined as shipping, ports, ship construction, equipment and service suppliers, offshore oil and gas extraction, offshore wind power, fishing, fish-processing as well as coastal and maritime tourism.
  2. The value added refers to the gross value added and is an expression of the production value created by the industries less production consumption adjusted for product taxes and product subsidies.
  3. See tables 1.1 and 1.2 of annex 1. Observe that offshore wind power as well as coastal and maritime tourism are not included in these figures. The figures are characterized by some uncertainty.
  4. See “Navigating Blue Denmark – The structural dynamics and evolution of the Danish Maritime Cluster”, Henrik Sornn-Friese, 2003; “Shipping political growth strategy – Competences and growth” (in Danish), Danish Maritime Authority, November 2003; and “Denmark as Europe’s leading shipping nation” (in Danish), Ministry of Economic and Business Affairs, March 2006.

The maritime industries' contribution to the Danish economy has decreased relatively from 2008-2009 as the economic recession unfolded worldwide. This also holds true for other export industries. In that perspective, the international economic crisis has highlighted the need for Denmark to focus further on its strengths within the maritime field and to create good framework conditions for future, sustainable maritime development and growth. In addition, the maritime industries must prepare for stricter climate and environmental requirements and a possible increased expectation on the part of consumers and companies that such growth must occur on a climate- and environmentally sustainable basis. The maritime industries must be equipped to meet the challenges of the international competition when the international economic winds turn and to innovatively make use of the growth potential related to the global climate and environmental challenge.

The government is aware hereof and has, consequently, already launched a number of measures that will strengthen the Danish business sector in international competition and create a basis for growth. Such measures count, among other things, *the Globalisation Strategy* from April 2006, the establishment of the *Government's Growth Forum* in September 2009, the establishment of the *Fund for Green Reorganisation and Business Renewal* from November 2009, the *Offensive Trade Political Strategy* from June 2007 as well as *the Spring Package 2.0* from March 2009. More specific maritime measures include the government's action plan *The Danish Maritime Cluster – an agenda for growth* from June 2006. These initiatives still form a solid and important basis for the government's trade and growth policy. We must adhere to current initiatives and continue along the course already set.

Through its initiatives to create a strong potential for industrial development, the government aims to nurture the growth potential of the maritime industries. In this connection, consideration must also be given to the government's aims of reduced greenhouse gas emissions and air pollution, protection of the marine environment and the coastal zone as well as enhanced safety at sea. These aims are, in short, integral elements of a common maritime policy.

In the following, the efforts made to create a strong potential for the industrial development of the maritime industries will be described. The efforts are partly directly aimed at specific maritime industries such as shipping, fishing and tourism, but they also focus on crosscutting initiatives of importance to several industries, such as the efforts made to reduce the administrative burdens imposed on the industry.

## 1.1 Shipping

### The government will

- ensure a flexible maritime administration with limited administrative burdens on the industry;
- continue working for favourable and long-lasting framework conditions for the shipping industry in order to ensure international competitiveness;
- make a status of the action plan “The Danish Maritime Cluster – an agenda for growth” and consider the need for adjustments hereof;
- continue working for free and open markets and increased market access for Danish shipping and oppose protectionist measures in the maritime field, including anti-competitive state subsidies;
- strive to retain and extend its contact with countries with markets of great importance to Danish shipping;
- seek to actively solve market access problems experienced by Danish shipping interests in third countries on a multilateral (WTO), a bilateral (Free Trade Agreement) or an ad hoc basis through the use of embassies and the European Commission’s market access team;
- in close dialogue with other European shipping nations work actively to ensure that the EU guidelines on state aid for the maritime transport sector continue to serve as a stable framework condition safeguarding the international competitiveness of European shipping;
- actively seek influence on the Commission’s specific initiatives pursuant to the EU maritime transport strategy towards 2018 and enter into close cooperation with other European shipping nations to ensure attractive and internationally competitive framework conditions for the maritime transport sector.

## 1.2 Ports and infrastructure

### The government will

- strive to strengthen the framework conditions for and growth potential of the ports, cf. report to the Danish Parliament on the goods transport of the future;
- strive to ensure an effective infrastructure and to strengthen the interaction between the various modes of transport, including sea-based and shore-based transport modes;
- ensure continued favourable framework conditions for the ferry services offered in Denmark.

## 1.3 Fishery and fish-processing

### The government will

- continue its efforts to pull the EU common fisheries policy in a sustainable direction, for example by working for the introduction of an extended catch quota model in the fisheries policy in 2012 and by working actively to develop new and more selective fishing methods in order to, among other things, eliminate fish discards;
- work for a reform of the EU common fisheries policy in 2012, which will increase the fishermen's responsibility for developing sustainable catches;
- work for increased value added in the primary sector. After the liberalisation of the fisheries policy, primary efforts will include developmental support as regards value added, certification and global competitiveness;
- continue to support the development of fishing ports under the European Fisheries Fund (the fisheries development programme) in order to offer a coherent service at a high level in strategic fishing ports, while offering basic service functions to small and minor as well as locally rooted fishing vessels in niche ports, including at landing sites;

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- continue to support the development of the fish-processing industry under the European Fisheries Fund (the fisheries development programme) in order to further the development of the fish-processing industry in both an environmentally and economically sustainable direction; to contribute to the production and sale of fish, fish products and aquaculture products of a high quality; to further the development and modernisation of the companies as well as to ensure adaptation to changed supply and market conditions;
- continue to allocate means for and build on the experiences gained so far in terms of locally based action groups in the fishing areas as well as strive for a more effect-oriented administration of the projects launched by such groups;
- strive for improved market access for fish products to the Danish and EU markets by reducing and, preferably, totally abolishing the tariffs on fish products for the Danish processing industry and through increased quantities of fish that can be imported to the EU on favourable conditions (tariff quotas);
- strive for improved export market access for Danish fish products;
- support and promote a sustainable aquaculture production in Denmark, cf. the Agreement on Green Growth;
- support market-driven development of products and methods;
- support documentation and certification of fish;
- further increased cooperation between research institutions, technological companies and the fishing industry in order to increase the user-driven development of fishing tackle and fishing methods;
- cooperate with the entire fishing sector on the development of a more optimum fishing administration using, among other things, modern technology.

## 1.4 Coastal and maritime tourism

### The government will

- continue the efforts made to create favourable growth potential for cruise ship tourism, yachting tourism and the recreational fishing industry in Denmark;
- in continuation of the “Report on the framework conditions for tourism 2010” establish a dialogue forum aiming at improved utilisation of the possibilities established by the Planning Act Framework. The forum is, for example, intended to examine how the development of potential “all year tourist areas” can be coordinated with the municipalities’ planning activities.

## 1.5 Maritime training and competences

### The government will

- ensure that the maritime training programmes continuously focus on quality and career opportunities;
- actively promote the creation of a “European Standard of Maritime Excellence”;
- ensure that, in cooperation with the maritime industries and the maritime training institutions, tools are developed to showcase, in terms of the maritime industries, the job opportunities and further training possibilities as well as the maritime graduates’ competences;
- strive to improve the possibilities for recruiting persons in the offshore sector who have passed a maritime training programme;
- in the long term strive for more offshore training programmes to be mutually recognised by the countries around the North Sea.

## 1.6 Administrative reductions

### **The government will**

- strive to ensure that the administrative burdens are assessed when international regulations are issued;
- strive to simplify the ships' obligations to report to shore;
- strive to reduce the administrative burdens imposed on European short sea shipping and European ports in the framework of the EU;
- ensure the availability of self-service and digital solutions making contact to the administration simpler for seafarers and making the Danish shipping business more attractive;
- simplify regulations and reduce the administrative burdens imposed in the field of ports;
- ensure links between the Danish maritime authorities' webpages in order to give the users an improved overview of the relevant regulations and authorities.

## 1.7 International cooperation

### The government will

- strive to create the basis for Danish ratification of the United Nations' convention on contracts for the international carriage of goods wholly or partly by sea. The aim is that the Danish ratification of the convention is completed in time for Denmark to be among the countries giving effect to the convention;
- cooperate with Poland and Cyprus with a view to determining the maritime priorities for the Trio Presidency;
- draw up a national EU Presidency programme presenting in detail the Danish priorities in the maritime field within the framework of the Trio Presidency.

In the maritime field, the government will pursue four principles in its work on the EU Strategy for the Baltic Sea Region:

1. Creation of favourable business conditions, a good environment, safety at sea and sustainable development.
2. New measures are to create added value in relation to existing activities and institutions.
3. Maritime measures must embrace the fact that the Baltic Sea region and the maritime industries are, to a great extent, subject to global conditions and regulations.
4. Sustainable development of the maritime industries, building on the Baltic Sea Action Plan and the Marine Strategy Framework Directive as the environmental basis.

## 1.8 Regional reorganisation and development of the maritime industries

### **The government will**

- for example through the EU Renewal Fund, make it possible to get state co-financing for specific local and regional projects that will promote maritime growth.

# Reduced greenhouse gas emissions and air pollution

## CHAPTER 2



## 2 Reduced greenhouse gas emissions and air pollution

The government's efforts to create a strong growth potential for the maritime industries go hand-in-hand with climate and environmental considerations. The development of the maritime industries must occur in a sustainably manner, and climate changes as well as air pollution and pollution of the marine environment have an effect on the maritime industries and are of importance for their development. Therefore, it is necessary to integrate climate and environmental considerations in the efforts made to create a strong potential for industrial growth.

As is the case in many other areas, climate changes will be of great consequence to the maritime field. Less ice in Arctic regions may result in changed navigational patterns and, for example, create shorter shipping routes. On the one hand, this may save fuel and, thus, reduce greenhouse gas emissions. On the other hand, it will result in more traffic in Arctic regions and, thus, increase the risk of accidents in Greenland. However, the sea may also contribute to solve the climate change challenge through an increased use of sea wind turbines and wave power installations as well as increased goods transport by sea, where the emission of CO<sub>2</sub> per tonne carried goods is less than for other types of transport over greater distances.

Air pollution from ships also accounts for an obvious environmental impact. It causes respiratory diseases, acidification and eutrophication of the seas to the detriment of the marine environment. Consequently, it is necessary to reduce greenhouse gas emissions and air pollution in the maritime field.

Already now, the government works both nationally and internationally to reduce the air pollution from ships and the emission of greenhouse gases. The efforts made must be continued with undiminished zeal. Furthermore, the government has in recent years launched a number of initiatives to develop marine energy technology. This holds true of offshore oil and gas extraction, the extension of offshore wind power and the utilisation of wave power. The initiatives are, to a great extent, based on adopted action plans and political agreements, such as *The Action Plan for a More Energy Efficient Extraction of Oil and Gas in the North Sea 2009-2011* and the *Energy Agreement* from 2008. Thus, there is at present no need to launch any major new initiatives; rather, focus will be on implementing the initiatives already taken and on preparing the next energy-political agreement.

## 2.1 Development of marine energy technology

### The government will

- strive to ensure that the extraction of oil and gas is carried out effectively in terms of energy, cf. the Action Plan for a More Energy Efficient Extraction of Oil and Gas in the North Sea 2009-2011;
- strive to use the Danish oil and gas reserves as best and safely as possible while at the same time respecting the environment through improved extraction methods;
- strive to maintain Danish expertise within the field of marine-based electricity generation;
- support the development of, among other things, wave power as agreed in the Energy Agreement of February 2008;
- continue focusing on using the Danish potential for offshore wind energy as an alternative to fossil fuels;
- continue planning for test turbines towards 2020 with a view to maintaining the technological development in Denmark;
- scrutinize the international development in terms of storage of CO<sub>2</sub> in the subsoil and, on this basis, consider any Danish measures in this field.

## 2.2 International regulations on CO<sub>2</sub> emissions from shipping

### The government will

- continue its active international efforts in the IMO to develop and implement global, binding and flag-neutral regulations on CO<sub>2</sub> emissions from international shipping.

## 2.3 Green growth in the Blue Denmark

### **The government will**

- work for research, training, development and demonstration of environmentally-effective and energy-effective maritime technologies and systems capable of reducing emissions from ship transport;
- develop partnership models for companies in the Blue Denmark and foreign shipyards that can nurture the development of innovative ship types as well as the green shipping process in general;
- as a part of the EU Strategy for the Baltic Sea Region strive to create a positive incentive structure for shipowners to choose climate-friendly solutions for their ships.

## 2.4 Reduced air pollution from shipping and from oil and gas extraction

### The government will

- intensify the efforts made to reduce air pollution from shipping in close partnerships with the shipping industry and manufacturers of environmental engineering solutions, cf. the Action Plan on Cleaner Shipping for 2010-2011;
- cooperate widely to strengthen the supervision and enforcement of IMO regulations on, for example, SO<sub>x</sub>;
- strive to establish common emission inventories and common approaches to the evaluation of the shipping industry's air pollution in the Nordic countries and the Baltic Sea region where it makes sense;
- strive to promote the establishment of an infrastructure of LNG filling stations in the Baltic Sea region;
- in order to comply with the emission threshold for Denmark in the EU NEC Directive continue its cooperation with the offshore industry to reduce the emission of nmVOC and NO<sub>x</sub> from the oil and gas extraction industry in the North Sea.

# Protection of the marine environment and the coastal zone

## CHAPTER 3



## 3 Protection of the marine environment and the coastal zone

The government's effort to protect the marine environment and the Danish coastal zone is an integral part of the overall policy in the maritime field. A good and sustainable marine environment is decisive for our continued enjoyment of the resources and wealth of the sea. As an example, it is necessary to preserve the fish stocks that are of great importance to the fishing and food industries. A poor marine environment surrounding Denmark may also result in fewer blue flags at the Danish beaches and, thus, make it less attractive for tourists to visit the Danish coasts. A coastal zone with no adaptation to climate change may be a less interesting place to settle for both citizens and companies and may impede the development of ports.

Consequently, protection of the marine environment, the fight against pollution of the marine environment and a sensible coastal administration are important elements of a common maritime strategy and some of the preconditions for sustainable development in the maritime industries. Therefore, the government has launched a number of initiatives in this area to help protect the marine environment and the Danish coastal zone.

## 3.1 Protection of the marine nature and environment

### The government will

- ensure the implementation of the marine strategy framework directive as an environmental basis of the coming years' sustainable development of the maritime sectors;
- strive for ratification of the ballast water convention in 2011 and for the ship recycling convention coming into force as soon as possible;
- strive for ratification of the removal of wrecks convention by 1 January 2013, at the latest;
- strive for ratification of the HNS protocol as soon as possible and by 2012, at the latest;
- strive to reduce the emission of oil and chemicals from the offshore industry in the North Sea;
- carry out a risk analysis of the marine environment in and around Greenland;
- further the work carried out in the Arctic Council, the IMO and other relevant international fora, in cooperation with the other Arctic countries, in order to introduce specific measures for preventing the effects and accidents related to maritime activities.

## 3.2 Fight against and prevention of pollution of the marine environment

### The government will

- generally strengthen the equipment of the Naval Home Guard's vessels with a view to solving environmental tasks;
- examine the possibilities of strengthening the Home Guard's capacity for solving environmental tasks in the coastal zone, including the collection and detection capacity;
- if the ongoing pilot project on extension and alteration of the existing Naval Home Guard's vessels is as successful as anticipated, consider starting to extend and alter more of these vessels;
- use the flying units of the Air Force Home Guard for marine environment surveillance, etc.;
- consider equipping an additional fishery protection vessel as well as other state ships with marine environment capacity;
- continue to promote regional cooperation around the Baltic Sea on the development of a sufficient emergency preparedness for combating pollution of the marine environment, for example by considering more coordinated use of each individual country's resources in this area.

### 3.3 Coastal administration, dikes, ports and near-shore buildings

#### **The government will**

further the integration between the consequences of climate change and the planning and development of the coastal zone by:

- developing tools for use by the municipalities, the citizens and the industry;
- imparting the best available knowledge about the impact of climate changes in Denmark on an ongoing basis;
- discussing solution models for handling noise from ships in ports with the industry;
- striving to ensure the establishment of international regulations on noise emission levels for ships in ports.

# Enhanced safety at sea

## CHAPTER 4



## 4 Enhanced safety at sea

Accidents at sea may have far-reaching consequences for people and the environment and, consequently, safety at sea is a highly prioritised issue for the government. Danish shipping must, in other words, be quality shipping maintaining a high safety, health and environmental performance level.

At the same time, the efforts made to increase safety at sea take into account a number of other considerations. The growth potential of the maritime industries increases when Denmark is associated with quality shipping and a high level of safety – hence, it will quite simply be more attractive for shipowners to transfer ships to the Danish flag. For Denmark as a coastal state, it is furthermore decisive to protect the Danish coasts against ship accidents that may cause damage to human beings and the environment. Both environmental and economic considerations apply in this respect, since pollution accidents may have negative economic consequences for, for example, the fishing and tourist industries. Thus, safety at sea is also of importance to growth in the maritime industries. In addition, it is in the interest of the Danish shipping industry to work for safety at sea and navigational safety worldwide. Denmark contributes significantly to international developments making it possible for ships to navigate safely not only in Danish waters, but all over the world.

The government has great focus on safety at sea, which is for example demonstrated by the action plan *The Danish Maritime Cluster – an agenda for growth* from 2006, in which a strategy for increased safety in Danish waters is presented. Hence, the government has already launched a number of initiatives that are now being carried out and, at present, there is not considered to be a need for additional, new initiatives. In the following, the efforts made by the government to increase safety at sea are described. A major part of the efforts are made at the international level where global and EU regulations contributing to increased safety in both Danish and international waters are negotiated and adopted.

## 4.1 Safety of navigation

### The government will

- enhance safety at sea through a revised routing system for Danish waters to be approved by the IMO;
- continue to follow closely the development in the use of pilots in Danish waters;
- examine the international negotiation atmosphere as regards the introduction of mandatory pilotage when navigating the Danish straits;
- consider measures to enhance the safety of large cruise ships in Danish waters, including the use of pilots;
- ensure that the work establishing the fixed link across the Fehmarn Belt is carried out properly in terms of the environment, safety and health and ensure that the safety work and the inspection hereof is coordinated between the relevant authorities;
- ensure that safety at sea is safeguarded during the construction period and future operation period by revising the traffic routes and establishing voyage traffic surveillance;
- strive to establish the ship reporting system in the Sound as a permanent system and strive for its approval as a mandatory ship reporting system in the IMO;
- continue strengthening the coordination and exchange of ship information between the Danish authorities in order to increase safety at sea and reduce the administrative burdens.

## 4.2 Safety at sea in the Arctic regions

### **The government will**

improve safety of navigation in the Arctic with special focus on preventive measures by

- assessing whether new technologies can improve voyage surveillance in the Arctic region;
- continuously applying strict port state control inspections on cruise ships calling at Danish ports and bound for or navigating in Arctic waters and striving to get other coastal states in the vicinity of the Arctic to adopt a similar approach;
- drawing up internationally binding regulations in the IMO intended to prevent accidents in Arctic waters;
- striving to introduce stricter international educational and qualification requirements;
- promoting further international cooperation on search and rescue activities.

## 4.3 International efforts for increased safety

### **The government will**

- ensure timely implementation of the EU third maritime safety package and thereby strengthen safety at sea and the continued protection of the marine environment;
- continue its endeavours for Danish ratification of the SUA protocols;
- through its work in the EU, strive to make the ISM Code stricter so that sub-contractors responsible for major parts of the safety management may themselves be subject to the ISM responsible requirements;
- ensure implementation of the MLC Convention with a view to ratifying it as soon as possible;

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- strive for Danish ratification of the ILO Work in Fishing Convention by 2012, at the latest;
- continue cooperating internationally, for example as chairman of the legal working group under the contact group on piracy off the Somali coast (initiated by the UN Security Council) and in the IMO, to create focus on the problems and to ensure an understanding of the need for continued international efforts that may assist Danish ships and crews;
- accede to the RECAAP agreement<sup>5</sup> on cooperation on combating piracy and armed robbery against ships in Asia;
- assist with capacity-building in East Africa to reduce the risk of piracy;
- work actively to contribute to the efforts made by the international community to limit piracy off the coast of Somalia, for example by maintaining Danish involvement in the naval operations against piracy to the extent possible;
- ensure increased awareness of measures against piracy and armed attacks on ships in the industry and strive to ensure updating of the IMO guidelines at any time;
- promote the standardisation of systems for navigation, data exchange and communication.

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5. Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia.

## 4.4 Preventive measures

### **The government will**

- ensure the implementation of a preventive strategy aimed at increased safety at sea;
- introduce a maritime safety package for small fishing vessels.

# Coordination of initiatives in the maritime field

## CHAPTER 5



## 5 Coordination of initiatives in the maritime field

Above, the Danish efforts made in the maritime field have been presented with focus on four overall objectives. They are excellent growth potential for the maritime industries, consideration of the climate and the environment, including reduced greenhouse gas emissions and air pollution, protection of the marine environment and the coastal zone as well as enhanced safety at sea.

The government is determined to meet these important goals and, hence, a number of initiatives and specific measures have been launched to ensure that the efforts are made in an effective and focused way. In the coming years, the government will continue the ongoing work and follow the course set by this array of initiatives. In continuation hereof, focus should be on ensuring close cooperation and coordination between the involved authorities and stakeholders. The efforts already launched must, to a higher degree, be integrated and coordinated.

Increased integration and coordination of interests in the maritime field must help optimise and develop the maritime efforts made in favour of all players associated with the sea. Structure and coherence must to a higher extent be developed in the maritime policy by creating a good institutional framework while at the same time focusing on improved planning and an improved basis for developing the maritime efforts. Consequently, it is necessary to introduce new measures intended to ensure integration in a focused way of the efforts made at present in the maritime field.

The following describes a number of measures intended to create increased coherence in the maritime field through strengthened dialogue between the maritime authorities and stakeholders as well as an improved knowledge base in connection with the development, planning and implementation of new measures.

## 5.1 Coordination between the authorities

### The government will

- establish a maritime director-general forum allowing director-generals of relevant maritime authorities to meet when needed for cross-sector discussions and serving as a reference group for the national EU focal point members;
- on the basis of the work carried out so far with the integrated maritime policy, establish a dialogue forum for all the stakeholders within the maritime field, which will, when needed, discuss maritime issues not handled in other cooperative fora.

## 5.2 Maritime spatial planning

### The government will

- ensure that all relevant interests and considerations are taken into account when launching measures on maritime spatial planning in Denmark;
- continue to follow the work on the development of maritime spatial planning in the EU and in other international cooperative fora;
- establish a working group consisting of the relevant Danish authorities, which – in the light of the work carried out at the EU level – is to present proposals for the future practice in terms of maritime spatial planning in Denmark.

## 5.3 Geographical infrastructure for maritime information

### **The government will**

- ensure that the geographical infrastructure in the maritime field is extended, for example in connection with the implementation of the act on an infrastructure for geographical information.

## 5.4 Easier reporting in the maritime field

### **The government will**

- ensure that the authorities within the relevant fields pertaining to maritime safety, surveillance, environmental and economic conditions:
  1. create common statistics on a common basis;
  2. put relevant data at the disposal of other authorities;
  3. strive to ensure that information reported by companies to one authority is re-used by other authorities.

**An Integrated Maritime Strategy**

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