

22 February 2006

**DEAR COLLEAGUES,**

It is our sad duty to inform you that Renato Sicurezza, our colleague and representative of the Italian Maritime Cluster, deceased last January. We shall miss this great and charming friend dearly.

The Green Paper on the new European Maritime Policy will probably be published in May. The maritime cluster concept is expected to be central to the integral policy approach that will be adopted by the Commission. In order to make sure that the maritime cluster will remain on the agenda in Europe and its member states, we shall have to improve the statistical basis of the maritime clusters and many sectors as we have discussed on our Paris Meeting. We have met the researchers of the previous (EU 15) Maritime Cluster Study and discussed with them Terms of Reference for a phased investigation..

Apart from a sound statistical basis, we have to become much more active towards the European Parliament. A first step could be the second European Maritime Policy Conference that we have offered to organize with Mare Forum and the European Commission at the end of November this year. As soon as so decided we will contact you with details, venue, and your suggestions for invitations

Finally the Waterborne Technology Platform has completed it's Vision 2020 Document, and also has put emphasis on a cluster approach.

Look forward to hear from you soon.

Niko Wijnolst  
chairman

Francis Vallat  
vice-chairman

## **Renato Sicurezza passed away**

We were shocked by the sad news of the sudden death of the nestor our European Network of Maritime Clusters, Renato Sicurezza. Born in 1935 in Formia, he chose for a naval career in which he attended the highest level naval institutes, not only in Italy, but also in the USA. As a distinguished admiral of the Italian Navy, he retired in 1995 and became the chairman of Assonave. In this capacity he joined our first maritime cluster meeting in Wassenaar, April 2004. We shall dearly miss his great personality, wisdom, and knowledge of the business he represented so professionally as we all witnessed during the meeting in Paris.

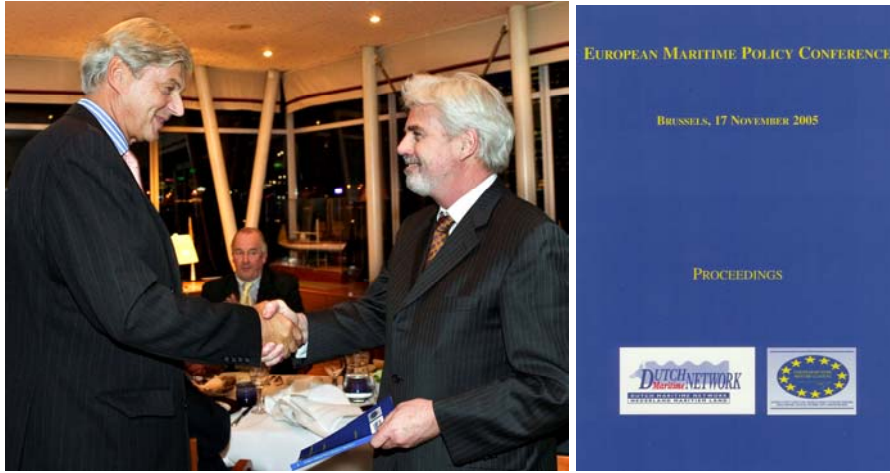


*Renato Sicurezza second from the right; Paris, 4 November 2005*

## **Proceedings European Maritime Policy Conference**

The first copy of the Proceedings was handed over to John Richardson, chairman of the Maritime Policy Task Force during his visit to the Netherlands on 30 January, 2006. A high-level group of representatives of the Dutch Maritime Cluster attended the dinner and took the opportunity to discuss the issues which are close at heart in relation to the Green Paper initiative on a European Maritime Policy.





*Niko Wijno1st hands over the first Proceedings to John Richardson*

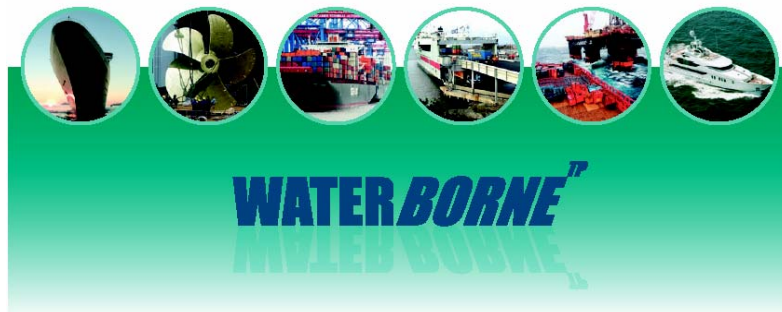
The Dutch Maritime Network and Mare Forum intend to organize a second conference, titled *European Maritime Policy: The Green Debate*, in November 2006. In the next Newsletter more about this upcoming event.

## **Waterborne Technology Platform**

The Waterborne TP launched the Vision 2020 document on February 8, 2006 at the CESA/EMEC reception in Brussels. The document can be found on [www.waterborne-tp.org](http://www.waterborne-tp.org).

# **VISION 2020**

**Waterborne Transport & Operations**  
A Key Asset for Europe's Development and Future



The Waterborne Strategic Research Agenda is currently in the final stage of discussion and should be available in April. This document will be an input for the work of the European Commission which currently drafts the 7<sup>th</sup> Framework Programme. The Waterborne Vision and WSRA will be presented at an EU Technology Platform meeting 4-5 May, 2006 in Vienna. The ENMC could play an important role in the dissemination of these two important documents to their national maritime clusters. As chairman of the Mirror Group of country representatives, Niko Wijno1st has asked the Waterborne TP secretariat to prepare a powerpoint presentation in the Vision and SRA which can be made available to the ENMC.

## Official Creation of the French Maritime Cluster

The Institut Français de la Mer has taken the initiative to create on January 1, 2006 officially the "Cluster Maritime Français" or CMF. Its real work will start on March 1, when the management team and secretariat will have been constituted, the offices installed and all legal proceedings finalized.

The CMF has been created exactly along the lines which have been presented at the ENMC meeting November 4, 2005 in Paris with the confirmed support of already about a hundred participants (companies, professional federations, associations of the French maritime world, etc.). These participants have committed themselves to contributing about € 500,000 on a yearly basis to the 2006 budget of the CMF. With the notable exception of the French Navy, all participants come from the private sector. Public funding may be sought in a later stage.

Contrary to some other existing or starting European clusters, the French Maritime Cluster, will not concentrate mainly on the definition and sharp description and evaluation of the French maritime activities. It is certainly the intention of the CMF to cooperate, extend and deepen the work currently done by the IFM with the annual French Maritime Cluster brochure. Indeed such a work, which remains absolutely necessary, should be continuously updated and extended. The CMF brochure will be used as a tool for its ultimate targets, which are:

- the "promotion" - in France and abroad when possible - of the French maritime activities through the performance of its members;
- the "communication" , which is self-explanatory;
- the "lobbying" (not a dirty word !) whether in France or in Brussels, in order to convince decision makers to take maritime interests more and more into account. In that respect the IFM and CMF want to acknowledge receipt of the "message" which has been delivered and repeated several times by quite a few European Commission representatives, i.e. that the center of power and decision-making is progressively being transferred to the European Parliament, which therefore should be approached more efficiently more efficiently by the maritime sectors "organized in clusters" !!!

Very important: the CMF will be run in a way which hopefully will be together democratic.... and "clear and firm" as far as the management is concerned. At least one general meeting of all members once a year (votes being somewhat, but not entirely, proportional to the individual contributions); at least two meetings of the "Conseil d'Administration" per year which consists of 25 to 30 high-ranking managers representing all marine activities; regular meetings of the "Executive Committee" (called the "Bureau") which is a very active team of six members; and finally, a newly appointed high-level, full time managing director very close to the chairman, who will himself devote about 50 % of his time to the Cluster at least till the end of 2006.

Last but not least, the preparation of a short and medium term workplan which will have to be adopted by the CMF members i.e. during its first Board meeting early March. Thereafter, the director of the Bureau will visit some of the cluster organisations in our ENMC network (The Netherlands, Great-Britain ). The director will make a detailed workplan and will look for synergies among the maritime sectors and the instruments that can be used to implement strategies. The ambition is to submit to the CMF members a comprehensive action plan at the latest before the summer, the implementation of which will start immediately but will really develop as from the autumn 2006. Before the end of 2007, the CMF will have to prove the rationale for its existence, or otherwise it will be sunk (or better, torpedoed).

Francis Vallat

*\*Individual contributions a) from € 200 to 10 000 € ( 17 000 € for "membres bienfaiteurs" ) depending on the turn-over for companies , and b) from € 1000 to 15 000 € ( 23 000 € for "membres bienfaiteurs" ) depending mainly on the number of represented employees/workers for professional federations and associations.*

## **Danish Maritime Cluster**

Three maritime centres in Denmark: "The Maritime Development Center of Europe", "The Association for Promotion of Danish Shipping" and "The Danish Society for Naval Architecture and Marine Engineering" have at the end of 2005 fully established joint office management. With this integration of office management, the maritime cluster in Denmark is full ahead with correct speed and course. The Manager of the three associations, Steen Sabinsky, is very keen on corporation with other parts of the maritime cluster in Denmark. We have rented office location in the premises of The Danish Shipowners' Association and have an excellent cooperation in joint forces special on the recruitment of young people to the Danish maritime industry. In the same house "Danish Car Ferry Association", "Danish Shipbrokers' Association" and the "Danish Maritime Occupational Health Service" are located. In spring 2006 "Danish Maritime" is moving their location to the same premises so the environment is and will be very innovative and maritime. The maritime sector in general is still in a healthy trend and the maritime cluster in Denmark will surely work together to gain further. In 2005 a new initiative was taken in Denmark to promote Danish Shipping, Shipyards and related industries. The Danish Maritime Fond was established and is now active promoting innovation and development in maritime industry. We will have a busy year in 2006 with four conferences which will take place in 2006. In Copenhagen 27<sup>th</sup> of February the conference "The relationship between The Ship owner, The Classification Society and the Danish Maritime Authority" is arranged by "The Danish Society for Naval Architecture and Marine Engineering". In connection with the "Shipyard week" (in Denmark the "Maritime Week") a conference is held in the Danish Parliament. The maritime conference is arranged by Danish Maritime, CO Industries and the Danish Shipowners' Association. The 30<sup>th</sup> of March a conference titled "Development of Denmark as one of the Leading Shipping Nations in Europe – why, how and with whom?". The 25/26 of August the conference "Maritime Safety, Environment and Health 2006" is taking place and is arranged by "Danish Maritime Occupational Health Service", Danish Engineers' Association, Danish Maritime Authority and "The Maritime Development Center of Europe".

Steen Sabinsky

## **SEA VISION UK Forum**

Sea Vision UK's aim is to promote the United Kingdom's wider maritime sector. The second Sea Vision UK Forum took place on 24th November 2005 and was attended by 120 delegates from around the UK and Republic of Ireland. After discussing the current progress of the Sea Vision campaign and the success of the Sea Britain 2005 / Trafalgar 200 celebrations the forum broke out into 4 sub-groups before reporting back and receiving the closing address from Sea Vision UK's patron HRH the Princess Royal. The points identified apply specifically to the Sea Vision project, however, they are equally applicable to European Maritime Clusters.

The Skills breakout group looked at how to address the skills shortage in the maritime sector (an issue of concern throughout Europe). Communication was the main theme which came out – there are a number of groups in the UK with an interest in developing skills (RDAs, LSCs and Sector Skills organisations), however, there is little communication between them and the employers – the people who know exactly what skills are required. Good communication will ensure that best practice is shared, duplication of effort is minimised and delivery of the end result is quicker and suits the recipient.

The Education group looked at how the maritime sector could best engage with the education sector. One of the best ways to promote the maritime sector and develop the necessary skills is to engage with schools and youth groups from an early age. This can take the form of assistance through maritime challenges or through Enterprise schemes. The Education Business Partnership is an excellent example of bringing industry and education together.



One of the most important aspects of a campaign such as Sea Vision UK is ensuring the brand and the maritime sector is visible to the public. The key way to achieve this is through activities bringing Sea Vision to the public; 2005, in the UK, was a good year for this with the Trafalgar 200 celebrations. However, Sea Vision has been engaged in other successful events, receiving a large proportion of the 300,000 visitors to the International Festival of the Sea and good figures at regional events in Barrow and Newcastle. Contacts made at these events need to be followed up to develop a wider and more interested audience. In many respects exhibiting at maritime events is preaching to the converted (people would not be there if they did not already have an interest). Now that a base-line has been established Sea Vision will start exhibiting at non-maritime events, engaging the general population.

The Sea Vision campaign relies on its partners; over the past year the Sea Vision membership has swollen to over 200. The partnering group looked at the way partners could work together to achieve the Sea Vision aims. Again, communication was seen as being key in order to pass best practice and reduce replication of work. A national database of maritime events is now run on the Sea Vision website and this is available to be added to by organisers. A number of partners have large corporate responsibility budgets and partners, between each other, can work to best utilise these.

Further details from the forum can be found by following the link [http://www.seavisionuk.org/Forum\\_2005.htm](http://www.seavisionuk.org/Forum_2005.htm). For more information on Sea Vision UK please visit [www.seavisionuk.org](http://www.seavisionuk.org) or email [john.firth@british-shipping.org](mailto:john.firth@british-shipping.org).

John Firth

## **GERMANY**

### **FIFTH NATIONAL MARITIME CONFERENCE**

The German Chancellor, Angela Merkel, has decided that a new National Maritime Conference will be held in Hamburg, in the beginning of the month of December. Under the previous chancellorship four National Conferences have been organized, reuniting the various sectors and companies of the German Maritime Clusters. Social Partners and Central and Regional Government, to discuss future maritime politics.

## **Any Other Business**

If you have contributions for the Newsletter, please mail these to:

Dutch Maritime Network, drs. ir. H.P.L.M. Janssens, phone +31 (0)10 2052720, telefax: +31 (0)10 2055307 or by e-mail: [info@dutch-maritime-network.nl](mailto:info@dutch-maritime-network.nl).

Rotterdam, 22 February 2006