

FINAL VOTING LIST - Short version

Toward a sustainable blue economy in the EU: the role of the fisheries and aquaculture sectors

(PE697.842 -2021/2188(INI))

TRAN opinion to PECH

Rapporteur: Roman HAIDER

Concerned text	AM	Tabled by	Remarks	Rapp	Vote
	CA 1	EPP, S&D, RE, ID, ECR	If adopted, 42, 40, 41, 44, 45, 47, 48 A, 49, 50, 51, 52, 53 and 72 fall	+	
Paragraph 1 a (new)	43	Paulus		-	
Paragraph 1 b (new)	46	Paulus		-	
Paragraph 1 c (new)	48 B	Paulus	<i>If adopted will be a separate paragraph: Calls the Commission to “encourage the deployment of legal degassing infrastructure in ports”</i>	-	
	CA 2	EPP, S&D, RE, ID, ECR	If adopted, 58, 55, 54, 57, 59, 60, 61, 63, 64, 66, 68 and 69 fall	+	
Paragraph 2	56	Paulus	Falls if 58, 55, 54 or 57 adopted <i>If adopted will be a separate new paragraph</i>	-	
Paragraph 2 a (new)	62	Paulus		-	
Paragraph 2 b (new)	65	Paulus		-	
Paragraph 2 c (new)	67	Paulus		-	
Paragraph 2 e (new)	70	Paulus		-	

Paragraph 2 f (new)	71	Paulus		-	
	CA 3	EPP, S&D, RE, ID, ECR	If adopted, 73 A, 75, 74, 76, 77, 78, 79, 80, 81, 82 and 83 fall	+	
	CA 4	EPP, S&D, RE, ID, ECR	If adopted, 84, 86, 87, 88 and 91 fall	+	
	CA 5	EPP, S&D, RE, ID, ECR	If adopted, 73 B, 85, 92, 93, 95, 97, 94, 99, 106, 107, 108, 109, 100, 104 and 105 fall	+	
Paragraph 4 c (new)	89	Paulus		-	
Paragraph 4 d (new)	90	Paulus		-	
Paragraph 5 – point 1 (new)	96	Paulus		-	
Paragraph 5 – point 2 (new)	98	Paulus		-	
Paragraph 5 a (new)	101	Bauzá Díaz, Nagtegaal, Oetjen, Gade		-	
Paragraph 5 a (new)	102	Paulus		-	
Paragraph 5 b (new)	103	Paulus		-	
	CA 6	EPP, S&D, RE, ID, ECR	If adopted, 2, 3, 4, 5, 7, 8, 10, 11 and 13 fall	+	
Citation 1 a (new)	1	Paulus		-	
Citation 1 c (new)	9	Paulus		-	
Citation 1 f (new)	12	Paulus		-	
Citation 1 h (new)	14	Paulus		-	
	CA 7	EPP, S&D, RE, ID, ECR	If adopted, 15, 16, 17 and 18 fall	+	
Recital A b (new)	20	Paulus		-	

Recital A c (new)	21	Paulus		-	
Recital A d (new)	22	Paulus		-	
Recital A e (new)	23	Paulus		-	
Recital A f (new)	24	Paulus		-	
Recital A g (new)	25	Paulus		-	
Recital A h (new)	26	Paulus		-	
Recital A j (new)	28	Paulus		-	
	CA 8	EPP, S&D, RE, ID, ECR	If adopted, 19, 27, 29, 30, 31, 32, 34, 35, 36, 37, 38 and 39 fall	+	
Recital B a (new)	33	Paulus		-	
Final vote – Draft as amended (Roll-call vote)					+

Final draft version of COMPROMISE amendments

COMPROMISE 1:

Covers AMs: 40, 41, 42, 44, 45, 47, 48 (1st part), 49, 50, 51, 52, 53; 72;
Supported by: EPP, S&D, RE, ID, ECR

1. Supports the principle of sustainable development within the blue economy as a driver of economic growth in the EU, in particular in the Atlantic, Mediterranean and *Baltic Sea* areas as a way to foster *all ocean-, sea- and coastal area-related sectoral and intersectoral activities, including* maritime transport, shipbuilding, and ship repair biotechnology, sustainable tourism, offshore wind, *commercial and recreational* fishing and aquaculture, and wave and tidal energy; *calls on the Commission to promote research, development and innovation as tools that contribute towards sustainable tourism, resource efficiency and renewable energy;*
 - *stresses particularly that the offshore renewable energy has the potential to become an important component of Europe's energy system by 2050 and calls to create incentives and funding for investments in port infrastructure in order to facilitate servicing of the offshore industry;*
- 1 a. *Recognises that the EU's recovery efforts must be centred on sustainability, competitiveness and growth objectives; Highlights that the decarbonisation of the sector will require an integrated and cross-sectoral approach and that EU measures in this regard shall go hand in hand with national and local policies and respect technological neutrality; stresses the need for sustainable financing instruments in driving this transition, including through the strengthening of public and private investment;*
- 1 b. *Highlights that blue economy shall contribute to the objective of climate neutrality and the digitalisation of the European economy, while respecting the principles of energy and cost efficiency, technological neutrality, competitiveness preservation, circular economy and the preservation of biodiversity and shall create more sustainable and smart practices that are beneficial for socio-economic development and contribute to the increase of employment opportunities, moreover it should be based on impact assessment analysis;*
- 1 c. *Recalls the existence of tools such as the European CleanSeaNet programme, which aims to monitor oil pollution; emphasises that regional cooperation, including with third countries, is essential, especially in the Mediterranean Sea; calls on the Commission, therefore, to reinforce the exchange of information and cooperation among countries; Underlines the importance of collaborative, inclusive and cross-sectoral maritime spatial planning, taking into account socio-economic, environmental and biodiversity concerns; stresses the importance of the energy transition, where the blue economy sector can promote renewable offshore power generation technologies, such as tidal, wave, solar and wind energy; underlines the importance of supporting the decarbonisation of the shipping and maritime transport industries, developing sustainable technologies, increasing the use of low-emission and renewable energy sources;*
- 1 d. *Welcomes the Horizon Europe 'Mission: Restore our Ocean and Waters', recognising*

the need for a systemic and coordinated approach to our ocean and waters at EU and national level;

- 1 e. Highlights that coastal and ocean-dependent communities can contribute for the development of a sustainable blue economy sector, considering their specific circumstances and needs, and that they can lead pilot projects of different nature, such as offshore renewable energy technologies, development of nature-based activities and the contribution of sustainable fisheries and aquaculture for healthy, resilient and safe food systems;*
- 1.f Highlights the importance of improving ocean literacy culture and the renewal of the traditional and small-scale fisheries fleet, as a way of attractiveness for young generation in the sector of the fisheries-related tourism;*

COMPROMISE 2:

Covers AMs: 54, 55, 57, 59, 60, 61, 63, 64, 66, 68

Falls: 58

Supported by: EPP, S&D, RE, ID, ECR

2. *Highlights that maritime sector is a key link for international connectivity and a global trading system, for the European economy and its competitiveness and for their regions; stresses the importance of enhancing the role of ports and the need of investments in smart infrastructures, as well as the development and management of ports, which should enable further capacities to accommodate trade growth;*
- 2a. *Supports the principle of sustainable development as the main driver for economic growth in the EU, and particularly in the Atlantic, Mediterranean and Baltic areas through maritime transport, shipbuilding, biotechnology, sustainable tourism, offshore wind, fishing and aquaculture, wave and tidal energy;*
- 2b. *Calls on the Commission to ensure that the EU is achieving and maintaining technological leadership, retaining talent and producing energy while reducing any potential impacts on the marine environment;*
- 2c. *Highlights the need for the blue economy sectors of appropriate financial support to enable large-scale investments in research, technology and infrastructure at the EU and Member States level. Therefore calls on the Commission and the industry to evaluate the benefit of establishing European partnerships for maritime transport, including the private sector at EU and international level, in order to address the current international trade and supply chain challenges, in order to foster innovation and competitiveness within the sector, to contribute to decarbonisation, to create infrastructures for loading and supplying alternative fuels in ports and cargo terminals, shore-side electricity and to develop waste management plans for Atlantic, Mediterranean and Baltic ports; welcomes therefore the establishment of the “European Partnership for a climate neutral, sustainable and productive blue economy”, aiming to align national, regional and EU research and innovation priorities;*
- 2 d. *Calls on the Commission and Member States to invest in ports located along the EU coast to focus on missing connections with the hinterland, with the overall objective of making transport more resilient and turning ports into logistic platforms and strategic clusters for multi-modal transport, energy generation, storage and distribution as well as tourism; Stresses the importance of concluding a market-based measure in the International Maritime Organisation (IMO) for the reduction of greenhouse gases from maritime transport , to achieve a carbon offsetting scheme in international shipping and to ensure a realistic path of emissions reduction;*
- 2 e. *Highlights that the 2020 communication on a sustainable and smart mobility strategy aims to bring the first zero emission vessels to market by 2030, and that the EU has already financed via H2020 substantial research in the field of hybridisation and electrification of vessels. Calls on the Commission to further accelerate the support for electric vessels for short routes;*
- 2 f. *Highlights that the green transition in maritime transport should allow for*

technological neutrality, progressively increased blending mandates, roadmaps for supplying and charging points, and a clear commitment to transitional fuels such as LNG; calls on the Commission to support all ship-owners and commercial operators to implement all available operational and technical measures to improve energy efficiency and reduce emissions from maritime sector, including slow steaming and speed optimisation, wind propulsion, anti-fouling coatings, electrification from renewable sources and energy storage, digitalisation and logistics optimisation;

COMPROMISE 3:

Covers AMs: 73 (1s part), 74, 75, 76, 77, 78, 79, 80, 81, 82, 83

Supported by: EPP, S&D, RE, ID, ECR

3. Calls on the Commission and the Member States to complete priority projects *included in the trans-European transport network (TEN-T) for the Atlantic, Mediterranean and Baltic Sea, especially in cross border areas and in the context of the future TEN-T guidelines and the Connecting Europe Facility (2021-2027), to promote, simplify and invest with adequate funding in the full development of the TEN-T motorways of the sea better integrating short seas shipping to distribute goods more widely via ports connecting islands to the mainland and a comprehensive multimodal transport system; stresses that it is essential to create seamless and sustainable transport chains for passengers and cargo across all transport modes, and in particular rail, maritime and inland waterways transport; believes that projects should pay particular attention to the connectivity and accessibility needs of peripheral, islands and outermost regions of the Atlantic, Mediterranean, and Baltic Sea;*
 - 3 a. *Highlights that ports can be used to boost the blue economy, having a key role in the economic activities of this sector and to ensure its transition towards a sustainable and smart mobility in line with the principles of the European Green Deal; calls on the Commission to reallocate more EU funding to improve accessibility to TEN-T core ports, improving transport efficiency, and reducing costs. This includes investment in continuous dredging, channel deepening and other capacity-building measures in selected ports; recalls the Commission and Member States that further investment in sustainable, and intelligent port infrastructures is needed, enabling them to become multimodal mobility and transport hubs, as well as energy hubs for integrated electricity systems, hydrogen and other alternative fuels, and testbeds for waste reuse and the circular economy;*
 - 3 b. *Highlights that the potential of an blue economy strategy can only be achieved through the cooperation of all different stakeholders; notes the increasing use of data and artificial intelligence in the maritime transport and calls on the Commission to assess the socio-economic impact of automation and digitalisation of the sector;*
 - 3 c. *Calls for an improved and more coordinated implementation of all available financial instruments, including the structural and investment funds, to better promote the blue economy strategy;*
 - 3 c. *Calls on the Commission to collect consistent data enabling the intelligent management of coastal tourism, avoiding the pressure on ecosystems and local communities, as well as the competition with the so-called traditional activities such artisanal and coastal fishing;*

COMPROMISE 4:

Covers AMs: 86, 87, 88, 91

Falls: 84

Supported by: EPP, S&D, RE, ID, ECR

4. Highlights that fostering the blue economy is key to reviving the economy as a whole and restoring the *economic and* social aspects of several sectors *such as transport and tourism among others*, severely affected by the COVID-19 pandemic;
 - 4 a. *Highlights the importance of management and adaptation measures that are necessary to protect coastal communities, habitats and biodiversity and that would represent costs well spent vis-a-vis the enormous climate change impacts and resulting costs; calls on the Commission to set up an alert and observation system for increased storms and floods and to provide adequate environmental and health monitoring and conduct research into early warnings; calls on the Commission to assess different scenarios and measures to face possible sea level rise and intensification of severe weather events;*
 - 4 b. *Calls for the development of instruments to utilize maritime resources in a sustainable way and to diversify the ocean economy, including through support for new products connected to and derived from fishing activities, which can add value to our cultural and natural heritage, specifically by providing high-quality tourism options;*

COMPROMISE 5:

Covers AMs: 73 (2nd part), 85, 92, 93, 94, 95, 97, 99, 100, 104, 105, 106, 107, 108, 109
Supported by: EPP, S&D, RE, ID, ECR

5. ***Calls on the Commission to **develop new forms of sustainable** maritime coastal **tourism**, to boost **new forms of** tourism activities, **to provide additional income streams** and increase employment all year round, **to enhance the value of maritime and coastal areas, while protecting the environment and the blue cultural heritage and preserving marine and coastal habitats; highlights the importance of the circular economy in the tourism sector in developing more sustainable practices that benefit local development; recognises that the tourism sector should engage with coastal communities and it needs support to boost the efficiency and sustainability of infrastructure and the competitiveness of marine and tourism resorts;*****
- 5 a. ***Calls on the Commission to include sustainable maritime, island and coastal tourism in related actions and programmes, to support initiatives that encourage the diversification of coastal, maritime and marine tourism, to make tourist activities and employment less seasonal, highlights the need of collecting better data on the contribution of recreational angling tourism;***
- 5aa. ***Stresses the importance of the Blue Economy in the Outermost Regions, namely in the Tourism sector. Therefore calls on the Commission to create a "POSEI Transport" to address the needs of the island and outermost regions more directly and support the operation of some commercial routes to them;***
- 5 b. ***Supports sustainable practices in coastal and maritime tourism, since they are essential for the competitiveness of the Atlantic, Mediterranean and Baltic Sea areas and in the creation of high-value jobs focusing on blue education and vocational training; stresses that specific training on blue economy activities would contribute to raising awareness of marine ecosystems and of the need to protecting them;***
- 5b.a. ***Calls on the Commission to conduct a broad consultation of regional and local authorities and all related stakeholders, in order to identify tailor made solutions for local and regional communities;***
- 5bc. ***Asks the Commission to assess possible solutions to promote the resilience of the tourism sector against the impacts of future pandemics or any kind of disruptive events that risk the operability of tourism activities, and to come up with appropriate initiatives to improve the working and employment conditions for workers in the sector, increasing its attractiveness and helping to realise the full potential of the blue economy;***
- 5 c. ***Underlines the importance of yachting and sailing for maritime tourism, the importance of beach and underwater tourism, angling tourism, ecotourism, water sports, the cruise industry and the role of local culture and gastronomy in the development of European coastal tourism;***
- 5 d. ***Stresses the importance of marine protected areas as an instrument for protecting the oceans, constituting an opportunity for the development of the so-called scientific tourism;***

5 e. Notes that reliable, high-quality and harmonised ocean data are an important factor for a sustainable transformation of the blue economy; welcomes the initiative of sharing marine data and ocean observations via EMOD net, and the work of the Copernicus marine environment service providing satellite data and forecasting services in the EU sea basins and in the world;

Citation & Recitals

COMPROMISE 6:

Covers AMs: 2, 3, 4, 5, 6, 7, 8, 10, 11, 13

Supported by: EPP, S&D, RE, ID, ECR

- having regard to the Commission communication of 17 May 2021 on a new approach for a sustainable blue economy in the EU – transforming the EU’s Blue Economy for a Sustainable Future (COM(2021)0240),
- *having regard to the competence of the European Parliament’s Committee on Transport and Tourism in the area of maritime programming and an integrated maritime policy,*
- *having regard to the Commission communication of 20 May 2020 entitled ‘EU Biodiversity Strategy for 2030: Bringing nature back into our lives’ (COM(2020)0380),*
- *Having regard the Article 349 of the article 349 of the Treaty on the Functioning of the European Union,*
- *having regard to the Commission communication of 9 December 2020 entitled ‘Sustainable and Smart Mobility Strategy’ - putting European transport on track for the future’ (COM(2020) 789),*
- *having regard to the political agreement between Parliament and the Council of 11 March 2021 on the Connecting Europe facility 2021-2027,*
- *having regard to the Commission communication of 23 July 2020 entitled ‘A new approach to the Atlantic maritime strategy – Atlantic action plan 2.0: An updated action plan for a sustainable, resilient and competitive blue economy in the European Union Atlantic area’ (COM(2020)0329) and to the European Parliament resolution of 14 September 2021 on ‘A new approach to the Atlantic maritime strategy’ (2020/2276(INI)),*
- *having regard to Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks,*
- *having regard to Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources,*
- *having regard to Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive),)*

COMPROMISE 7:

Covers AMs: 16, 17

Falls: 15, 18

Supported by: EPP, S&D, RE, ID, ECR

- A. - Whereas *Europe's* blue economy *provides 4.5million* direct jobs, *it encompasses all industries and* sectors *related to oceans, seas and coasts, whether they are* based in the marine environment (*e.g. shipping, seagoing passenger transport, fisheries, energy generation*) or on land (*e.g. ports, shipyards, coastal tourism, land-based aquaculture*), *and it is a broad, fast-moving segment of our economy, which over the past decade has taken significant steps to modernise and diversify and which will play an important role in improving the environmental, social and economic development;*
- Ab. - *whereas it will further provide new prospects and new jobs creation, namely in areas such as ocean renewable energy, the blue bio-economy, bio-technology and desalination;*

COMPROMISE 8:

Covers AMs: 19, 27, 29, 31, 32, 34, 35, 36, 37, 38, 39

Supported by: EPP, S&D, RE, ID, ECR

- B. whereas maritime and coastal tourism constitute a pillar of the blue economy, with over half of the EU's tourist accommodation located in coastal areas and 30 % of overnight stays occurring at beach resorts, *while the Communication on Tourism and Transport in 2020 and Beyond underscores the importance of protecting and restoring Europe's land and marine natural capital;*
- B a. whereas biodiversity conservation and the preservation and restoration of marine ecosystems is essential for humankind as they are fundamental for the proper functioning of oceans as carbon sinks, for global food security and human health, and as a source of economic activities including transport, trade, tourism, fisheries, renewable energy and health products;*
- B aa. whereas coastal communities need to diversify their incomes in order to sustain economic and social shocks;*
- B ab. whereas angling tourism can be a sector to diversify the income sources, while ensuring the sustainability and good status of fish stocks and providing social and health benefits;*
- B ac. whereas maritime and coastal tourism accounts for 60% of the employment in the blue economy; whereas a competitive, resilient and socially fair blue economy needs highly qualified and skilled professionals, "blue jobs" can promote growth and career opportunities;*
- B ae. whereas biodiversity conservation and protection should be safeguarded when promoting maritime economic activity;*
- B af. whereas several sectors of the blue economy were affected by the COVID-19 pandemic, in particular coastal and maritime tourism; whereas blue economy could help to repair the economic and social damaged caused by the current crisis;*
- B b. Whereas EU shipyards could seize the opportunities arising from the fast- growing markets of innovative energy-efficient service vessels;*
- B c. Whereas Ports are crucial to the connectivity and the economy of regions and countries, and play an important role in the promotion of sustainable development contributing to tackling biodiversity loss, as envisaged by the new EU biodiversity strategy for 2030, and As Europe's industrial landscape changes (for example with the expansion of offshore renewable energy), the role of ports will evolve too;*
- B d. Whereas in coastal regions, developing sustainable infrastructure will help preserve biodiversity, coastal ecosystems and landscapes, strengthening the sustainable development of tourism and of the coastal regions' economy;*
- B da. whereas the blue economy sector plays a vital role in the prosperity of outermost regions, that, due to their insularity, are especially dependent on blue economy-based*

activities, such as maritime transport, shipping, and tourism, with ports being an important hub for the transport of goods and passengers;