REPORT

on a new approach to the Atlantic maritime strategy (2020/2276(INI))

Committee on Regional Development

Rapporteur: Younous Omarjee
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The European Parliament,

– having regard to Articles 174, 225 and 349 of the Treaty on the Functioning of the European Union,

– 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),

– 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 to the agreement adopted at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (COP21) in Paris on 12 December 2015 (the Paris Agreement)¹,

– having regard to the Commission communication of 11 December 2019 entitled ‘The European Green Deal’ (COM(2019)0640),

– having regard to its resolution of 15 January 2020 on the European Green Deal²,

– having regard to the first Atlantic action plan of 13 May 2013 (COM(2013)0279) and the mid-term review of 23 February 2018 thereon (SWD(2018)0049),


– having regard to the Convention on International Trade in Endangered Species of Wild Fauna and Flora⁴,


⁴ OJ L 75, 19.3.2015, p. 4.
the conservation of wild birds (the Habitats Directive)¹,

– having regard to its resolution of 16 January 2020 on the 15th meeting of the Conference of Parties (COP15) to the Convention on Biological Diversity²,

– having regard to Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy³,

– having regard to Regulation (EU) 2021/1059 of the European Parliament and of the Council of 24 June 2021 on specific provisions for the European territorial cooperation goal (Interreg) supported by the European Regional Development Fund and external financing instruments⁴,


– having regard to its resolution of 28 November 2019 on the climate and environment emergency⁶,

– having regard to the opinion of the European Committee of the Regions of 19 March 2021 on the Commission communication 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’,

– having regard to its resolution of 25 March 2021 on establishing an EU strategy for sustainable tourism⁷,

– having regard to the report of the Commission’s Mission Board on Healthy Oceans, Seas, Coastal and Inland Waters of 21 September 2020 entitled ‘Mission Starfish 2030:

² OJ C 270, 7.7.2021, p. 94.
⁴ OJ L 231, 30.6.2021, p. 94.
 Restore our Ocean and Waters by 2030’,

– having regard to the Council conclusions of 5 June 2019 on the implementation of EU macro-regional strategies,

– having regard to its resolution of 9 March 2011 on the European Strategy for the Atlantic Region¹,

– having regard to its resolution of 13 September 2012 on the EU Cohesion Policy Strategy for the Atlantic Area²,

– having regard to the Commission report of 20 May 2014 concerning the governance of macro-regional strategies (COM(2014)0284),

– having regard to the Commission communication of 26 January 2011 entitled ‘Regional policy contributing to sustainable growth in Europe 2020’ (COM(2011)0017),


– having regard to the Commission communication of 17 May 2021 entitled ‘A new approach for a sustainable blue economy in the EU – Transforming the EU's Blue Economy for a Sustainable Future’ (COM(2021)240),


– having regard to the study by its Directorate-General for Internal Policies (Policy Department B: Structural and Cohesion Policies) of 15 January 2015 entitled ‘New Role of Macro-Regions in European Territorial Cooperation’,

– having regard to Rule 54 of its Rules of Procedure,

– having regard to the opinions of the Committee on Transport and Tourism and the Committee on Fisheries,

¹ OJ C 199 E, 7.7.2012, p. 95.
⁵ OJ L 288, 6.11.2007, p. 27.
– having regard to the report of the Committee on Regional Development (A9-0243/2021),

A. whereas the Atlantic area is severely affected by the socioeconomic impact of COVID-19 and the negative effects of Brexit;

B. whereas the Atlantic area is the largest sea basin in the European Union;

C. whereas coastal and maritime tourism is a major source of employment for the Atlantic regions and has been hit particularly hard by the socioeconomic crisis caused by the COVID-19 pandemic;

D. whereas the climate crisis and rising sea levels are causing severe damage to all the Atlantic seabords and islands, which constitute a fragile and unique land and maritime environment;

E. whereas the EU Atlantic area encompasses Madeira, the Azores, the Canary Islands, French Guiana, Martinique, Guadeloupe and Saint Martin as outermost regions (ORs), and whereas the new Atlantic action plan should be targeted at all these regions while fostering close cooperation with Atlantic overseas countries and territories (OCTs) and Atlantic non-EU countries and their regions;

F. whereas in 2015, the total GDP of the Atlantic area stood at EUR 2 175 billion, representing 15 % of the EU’s GDP¹;

G. whereas the Atlantic strategy should include tangible and intangible exchange flows with Atlantic OCTs and non-EU countries, taking the EU’s Atlantic regions, including the ORs, as its base;

H. whereas the new EU biodiversity strategy for 2030, the review of the Renewable Energy Directive² and the blue economy are key elements in the transition to a highly energy-efficient and fully renewable-based economy, including reinforced sustainability criteria;

I. whereas oceans are playing a fundamental role in adaptation to climate change;

J. whereas healthy oceans and the preservation and restoration of their ecosystems are essential for humankind as climate regulators, producers of oxygen supply in Earth’s atmosphere, hosts of biodiversity, a resource for global food security and human health, and a resource for economic activities such as fisheries, transport, shipbuilding, trade, tourism, gastronomy, renewable energy, research and health products;

K. whereas the Farm to Fork Strategy aims to build an equitable, healthy and environmentally friendly food system;

L. whereas ports and transport as a whole play a major role in the promotion of sustainable

¹ Commission study of December 2017 entitled ‘Study feeding into the mid-term review of the implementation of the Atlantic Action Plan’.
development and the transition to a carbon-free and renewable-based economy;

M. whereas the EU maritime sector should also contribute to tackling biodiversity loss and environmental degradation, and to the objectives of the new EU biodiversity strategy for 2030;

N. whereas the revised Atlantic action plan 2.0 must unlock the potential of the blue economy in the Atlantic area while preserving marine ecosystems and contributing to efforts to mitigate and adapt to climate change;

O. whereas blue skills education and training, joint research projects and raising public awareness of the potential and fragility of the ocean as a natural environment will contribute to the success of the strategy;

P. whereas the Atlantic action plan 2.0 contains no reference to the Atlantic ORs that enhance the maritime and Atlantic dimension of the European Union;

Impact of the Atlantic strategy since 2013

1. Highlights the work done by all local, regional, national and EU stakeholders, particularly the Atlantic strategy group;

2. Notes with concern the effects of Brexit and the COVID-19 pandemic on Atlantic maritime and coastal areas; observes that as a consequence, economic, social and territorial cohesion in these territories might be jeopardised, with a major risk of depopulation trends being accelerated;

3. Considers that the 2013 Atlantic action plan contributed to developing a more comprehensive picture of what is happening across the Atlantic, but that because of its broad scope, the contribution was limited in terms of influencing priorities and supporting the development of relevant projects;

4. Highlights the efforts to promote the Atlantic strategy’s international dimension, in particular through the success of the Galway Statement on Atlantic Ocean Cooperation of 24 May 2013 and the Belém Statement on Atlantic Research and Innovation Cooperation of 14 July 2017; recalls that the international dimension of the 2013 Atlantic action plan and the support for its implementation help to understand the ongoing changes in the Atlantic Ocean, as well as their effects on different coastal communities;

5. Notes with regret that the general results were a far cry from the action plan’s potential and deplores the failure to earmark a budget for the action plan and the complexity of its governance system;

6. Points out that the 1 200 new maritime projects and nearly EUR 6 billion of investments flagged by the Commission do not fully result from the 2013 Atlantic action plan, but welcomes the fact that the Atlantic strategy attracted or inspired some of those

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investments and projects; regrets, furthermore, that only around 30% of the flagged projects were transnational\(^1\) and that the mid-term review does not provide a real overview of the projects carried out through the strategy; takes the view that the Atlantic regions have been insufficiently involved in the governance of the strategy;

7. Deplores the fact that, although included in the 2013 Atlantic strategy, the sustainable fisheries and aquaculture sectors were largely left out of the Commission’s 2017 mid-term review assessment;

**THE NEW ACTION PLAN 2.0: RECOMMENDATIONS FOR IMPROVEMENT**

**General remarks**

8. Welcomes the review of the action plan and recognises the progress made regarding its governance; regrets, however, the persistence of various shortcomings;

9. Welcomes the new action plan’s more strictly defined priorities as compared to the 2013-2020 Atlantic action plan and calls for practical measures to be taken, directly resulting from the strategy; suggests that specific roadmaps or milestones are included for each goal in order to make the actions defined more specific and easier to evaluate;

10. Deplores the fact that the EU budget contains no appropriations for the Atlantic action plan; recommends that the existing programmes and funding opportunities under the 2021-2027 MFF, such as Interreg, the European Regional Development Fund, the Connecting Europe Facility and Horizon Europe, promote calls for projects to deal with the multidimensional challenges and opportunities of the Atlantic regions;

11. Stresses that greater synergies are needed between the different EU funds, strategies and programmes, particularly directly managed programmes and national and regional programmes, in order to support a sustainable, robust and competitive blue economy in the Atlantic regions; calls on the Commission to consider labelling projects that meet the various priorities and objectives of the new strategy, in order to make them easier to finance under the relevant EU programmes and funds; calls on the Member States and regions involved to mention the strategy in the cohesion policy programmes and funds relevant to these regions;

12. Believes that the strategy can encourage joint planning and the development of blue economy sectors in the Atlantic area, following the best practices of collaborative, inclusive and cross-sectoral maritime spatial planning and by putting environmental, biodiversity and climate concerns at its core, thus contributing to the achievement of the EU’s climate and energy objectives and promoting renewable offshore power generation technologies, such as tidal, wave, solar and wind energy;

13. Stresses the importance of making EU funding programmes widely known to potential beneficiaries and calls on the Commission to issue a clear and simplified guide on all of these opportunities; furthermore invites the Commission to consider labelling projects

\(^1\) Commission study of December 2017 entitled ‘Study feeding into the mid-term review of the implementation of the Atlantic Action Plan’.
to make the European dimension visible to the public;

**Outermost regions and islands**

14. Deplores the fact that there is only a short reference in the new Atlantic strategy to the Member States’ islands in the Atlantic, in particular the ORs, even though these areas are greatly dependent on the blue economy for their socioeconomic sustainability and are home to a significant proportion of the biodiversity in the EU;

15. Recalls that the ORs give a true Atlantic dimension to the EU and that their full integration into this strategy is fundamental to its success and should therefore be strengthened; recalls that their insularity, remoteness and small size should be taken in account, in accordance with Article 349 of the Treaty on the Functioning of the European Union, to promote real social, economic and territorial integration, but also to bring to the fore their unique potential and distinctive assets, such as their geostrategic position;

16. Stresses the importance of developing strategies to fight the constraints of Atlantic regions resulting from remoteness or low population density, in particular in the islands of the Member States and the ORs, by promoting more sustainable transport connections, eliminating energy dependence by embracing renewable energies, such as solar, tidal and wind energy, and developing coordinated information networks;

**Industry and jobs**

17. Recommends that an industrial strategy be developed at Atlantic level, with a strong sustainable environmental and socioeconomic blue economy component, and suggests that the action plan should focus on the development of flagship industries, as well as on relevant sectoral policies specific to the Atlantic area or areas where additional efforts to strengthen sea-basin-level cooperation have the highest potential;

18. Calls for the strategy to focus squarely on the creation of qualitative employment; considers that the principles of the European Pillar of Social Rights are not sufficiently safeguarded in the new Atlantic action plan and is therefore of the opinion that it is necessary to include a stronger social dimension in the strategy; calls for an ambitious social component to combat poverty and social exclusion and promote qualitative job creation and, in particular, training for and access to maritime professions for young people, in areas such as shipbuilding and ship repair, aquaculture and fisheries;

**Sustainable fisheries**

19. Regrets the fact that the strategy fails to mention sustainable fisheries and aquaculture, even though these industries play a vital socioeconomic and environmental role along the Atlantic coastline and in the ORs; calls for this key sector of the blue economy to be included in the new strategy, in line with the Commission’s communication of 17 May 2021 on a new approach for a sustainable blue economy in the EU; considers that references to these industries should always allude to the implementation of an ecosystem-based approach to maritime management;

20. Warns against the harmful effects of overfishing and stresses the need for Member
States and regions of the Atlantic area to effectively cooperate against unreported illegal fishing;

21. Stresses the importance of cooperation between the Commission, Atlantic coastal states and agencies on protecting fish stocks, achieving maximum sustainable yields and ending overfishing;

22. Stresses that the new Atlantic action plan 2.0 should promote greater synergies with the Farm to Fork Strategy and the biodiversity strategy for 2030 in order to support an environmentally, socially and economically sustainable, robust and competitive blue economy in the Atlantic area;

23. Notes that the UK’s withdrawal from the EU might alter the way EU vessels conduct their activities in the Atlantic Ocean and long-standing dynamics in the region;

**Sustainable tourism**

24. Stresses the need to develop high-quality, smart and sustainable tourism as this is a crucial sector of the blue economy, and expects Parliament and the Commission to launch pilot projects in this area; urges the Commission to ensure that the Atlantic action plan 2.0 is properly aligned with the coastal and maritime tourism strategy and calls for an immediate reassessment of the latter; calls, furthermore, on the Commission and the Member States to develop new forms of sustainable maritime and coastal tourism that enhance the value of these areas by diversifying the activities on offer, while at the same time preserving them by combating the harmful effects of mass tourism on coastlines, the environment and cultural heritage; highlights the importance of the circular economy in the tourism sector in developing more sustainable practices that benefit local development and local employment throughout the year; notes the significant potential of gastronomic tourism linked in particular to fisheries and aquaculture products;

25. Stresses the importance of REACT-EU, which could give the Atlantic regions a new start through sustainable coastal tourism, innovation and port infrastructure; recalls that it is necessary to create, adapt and modernise specific existing maritime infrastructure, such as navigation and recreational support facilities;

**Pillar I - Ports as gateways and hubs for the blue economy**

26. Highlights the importance of enhancing the role of Atlantic ports and the need for investments in smart infrastructure, as well as the importance of the development and sustainable management of ports, including green ports; underlines the fundamental and strategic role of ports as gateways to the EU, logistics platforms, hotspots for tourism, energy production resources, storage hubs and industrial hubs; notes the need to swiftly adopt measures to offer ports the possibility to protect themselves from the consequences of climate change, particularly sea level rises;

27. Calls on the Commission, the Member States and their regions to foster innovative environmental and socioeconomic sustainable projects in the Atlantic maritime sectors, in and around ports, all along the Atlantic shoreline and in maritime territories, such as the installation of ‘green’ maritime loading infrastructure;
28. Calls on the Commission to include in the new Atlantic action plan more measures to promote connectivity between ports and airports, when applicable, by enhancing their sustainability, and the development of maritime hinterland areas via multimodal connections; regrets the persistent problems concerning the interoperability of rail transport in the Atlantic Corridor;

29. Calls on the Commission and the Member States to complete priority projects included in the trans-European transport network (TEN-T) for the Atlantic Corridor, especially in cross-border areas and in the context of the future TEN-T guidelines and the Connecting Europe Facility (2021-2027), and to promote and invest in the full development of the TEN-T motorways of the sea connecting islands to the mainland;

30. Calls on the Commission and the Atlantic regions to develop strategies to eliminate rail bottlenecks, to continue with the development of high-speed rail links and the parallel upgrading of conventional lines, providing cross-border continuity, to draw up plans for multimodal transfer to sustainable modes of transport, to support the development of the Atlantic rail motorway, to enhance rail-port connections and to link them with other major TEN-T corridors, in particular the Mediterranean, North Sea-Mediterranean and Rhine-Alps corridors, as well as the other lines on the Atlantic Corridor, taking into account the objectives of the European Green Deal and the EU biodiversity strategy for 2030; notes with satisfaction the planned realignment of the maritime corridors between mainland Europe and Ireland following Brexit, and in particular the integration of Ireland into the Atlantic Corridor;

31. Welcomes the work of national and regional stakeholders to maintain and improve the safety levels of infrastructure through the implementation of appropriate legislation, cooperation and the sharing of best practices;

32. Calls on the Commission to boost the decarbonisation of maritime transport as a way to promote investments improving sustainability; invites the Commission and the maritime transport industry to evaluate the benefit of establishing an EU partnership for maritime transport, to foster innovation within the sector, to contribute to decarbonisation, to create infrastructure for loading, storing and supplying alternative fuels in ports and cargo terminals, and to develop waste management plans for Atlantic ports;

**Pillar II - Blue skills of the future and ocean literacy**

33. Stresses the need to create networks between universities and learning centres in the field of research and training on blue topics, and notes with interest the opportunities offered by the Erasmus+ 2021-2027 programme via the new initiatives of European university alliances and Centres of Vocational Excellence; encourages the further development of the European Blue Schools; stresses that specific education and training on the blue economy, including through the European Social Fund Plus, would contribute to raising awareness of marine ecosystems and of the need to protect them by tackling the problem of marine litter;

34. Stresses the importance of combating early school leaving and of formal and non-formal education for improving the skills of maritime populations and encourages efforts to coordinate moves by the various relevant sectors to promote inclusive and
competitive blue growth;

35. Stresses the importance of launching pilot projects in the Atlantic region in the field of ocean governance and knowledge, in the ORs and elsewhere, with the involvement of universities, research centres and maritime colleges;

36. Welcomes the increased development of new marine biotechnology research because of its potential use for industrial and medical applications; recalls that innovation projects and initiatives can contribute to the development of research capacities, networking and the sharing of best practices;

**Pillar III - Marine renewable energy**

37. Welcomes initiatives to speed up the adaptation to climate change and to reach the goal of becoming a carbon-neutral continent by 2050, such as the All Atlantic Skills Alliance and the creation of incentives to promote the installation of offshore and inland renewable energy facilities; stresses the importance of cooperation among Atlantic coastal states on research and development in emerging renewable energies such as solar, wave, tidal and wind energy; regrets that offshore renewable energy remains underdeveloped in the Atlantic region;

38. Points out that a revamped blue economy in the Atlantic area could contribute to the clean energy transition by harnessing the growing potential of offshore renewable energies and the sustainable management of maritime space in line with the European Green Deal, which highlights the essential role of offshore renewables production for the transition to a climate-neutral economy;

**Pillar IV - Healthy ocean and resilient coasts**

39. Regrets that the Atlantic action plan 2.0 and its pillars make no mention of the implementation of the ecosystem-based approach to marine management as required by the Marine Strategy Framework Directive\(^1\) and stresses that it should apply to all activities that are part of the Blue Economy;

40. Supports research on the oceans and calls on the Commission and the Atlantic regions, under Pillar IV of the action plan, to promote a major joint project to clean up the Atlantic Ocean and its seabed, to support oceanographic research and observation on the ocean floor, and to promote sustainable measures for pollution prevention; calls, in this context, for the development of actions to contribute to the protection and decarbonisation of maritime sources, such as the carbon produced by vessels;

41. Is of the opinion that the circular economy should be expanded through the collection of maritime litter and its reintroduction into the economy; urges the Commission to support the construction of centres for the collection and treatment of plastics and other marine refuse, particularly in the Atlantic ORs, which are heavily affected by waste carried by marine currents; suggests that a centre to prevent and combat marine

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\(^1\) In its Article 1, the directive states that the ecosystem approach has to be applied in a manner that ensures that ‘the collective pressure of such activities is kept within levels compatible with the achievement of good environmental status and that the capacity of marine ecosystems to respond to human-induced changes is not compromised, while enabling the sustainable use of marine goods and services by present and future generations’.
pollution be set up in one of the Atlantic ORs;

42. Calls on the Commission and the Member States and their regions to develop enhanced prevention and risk management capabilities to deal with accidents on land and at sea and natural disasters; calls on the Commission to work closely with the European Maritime Safety Agency to support Member States in mitigating shipping-related environmental risks and in improving the overall sustainability and safety of the maritime sector;

43. Welcomes the reference in the Atlantic action plan 2.0 to the mapping and preservation or the recreation of coastal wetlands as part of Goal 6 on achieving stronger coastal resilience; calls on the Commission to ensure that these areas have effective management plans;

44. Highlights the importance of dedicated European Regional Development Fund/Interreg programmes especially aimed at climate mitigation and adaptation, and at the assessment and prevention of hydrogeological risks in coastal areas and wetlands;

45. Calls on the Commission to draw up, in collaboration with the International Maritime Organization, ambitious initiatives and a road map for ship decarbonisation based on an in-depth impact assessment;

46. Calls on the Member States to designate large protected maritime areas, and emphasises the importance of protecting all marine species; underscores the fact that marine protected areas do not only protect marine ecosystems, but also play a role in climate mitigation and adaptation and contribute to healthy and resilient oceans; reiterates the call of the Commission, in its biodiversity strategy for 2030, for at least 30 % of sea area in the EU to be protected, including through fish stock recovery areas, as provided for in the common fisheries policy, and for at least 10 % of EU waters to be classed as strictly protected areas[^1];

47. Stresses the importance of aligning the Commission and Member States’ efforts to improve ocean health and stewardship and promoting the sustainable management of its resources, as outlined in the Galway and Belém Statements;

48. Underscores the importance of the ‘Mission Starfish 2030: Restore our Ocean and Waters’ report for the Atlantic action plan and calls for support measures and coordination with Member States and their regions in implementing policies to achieve its five general objectives: knowledge, regeneration, zero pollution, decarbonisation and governance;

**Governance**

49. Welcomes the fact that the Atlantic regions are now more closely involved in the Atlantic strategy’s governance, that national delegations are free to invite

[^1]: The EU biodiversity strategy for 2030 sets the objectives to legally protect a minimum of 30 % of the EU’s land areas and 30 % of its sea area and to integrate ecological corridors (which means an extra 4 % of land and 19 % of sea areas compared to today). Moreover, it requires 10 % of EU land and 10 % of EU seas to be strictly protected areas (today, only 3 % of land and less than 1 % of marine areas are under strict protection).
representatives of their regions to participate in the strategic committee for the Atlantic region work and that the Conference of Peripheral Maritime Regions has been asked to take on an advisory role; points out, in this connection, that coastal regions, towns, cities and municipalities could significantly contribute to the implementation of this action plan;

50. Calls for representatives of all the regions concerned to be included in national delegations and for Atlantic OCTs and Atlantic non-EU countries to be invited to participate in the strategy;

51. Draws attention to the success of the Alpine strategy’s governance structure;

52. Proposes yearly at least or more frequent meetings between the Member States, the regions involved in the strategy, the Commission, Parliament and all stakeholders in order to promote better coordination and frequent monitoring of the measures put in place by each region; believes that more visibility should be given to the new governance structure and to future meetings;

53. Recommends that the parties to the Atlantic strategy and the members of the Interreg Atlantic Area Monitoring Committee establish common objectives and decision-making procedures to better implement solutions in order to address regional challenges in the fields of innovation, resource efficiency, environment and culture, supporting regional development and sustainable growth; stresses that the Interreg Atlantic area programme does not have the administrative and financial capacity to be the only source of funding for projects falling under the Atlantic strategy;

54. Calls on the Commission, in the context of the specific Atlantic strategy goals, to focus on the least-developed regions of the Atlantic area; considers it fundamental to increase the number of specific calls for projects in the Atlantic regions, including for small, medium and large-scale transatlantic projects, on the less developed socioeconomic priorities of the Atlantic strategy; recalls, in this context, the importance of fully implementing the partnership principle, with socioeconomic partners and other stakeholders being involved in the drawing up of the cohesion policy programmes in the Atlantic regions, also in order to ensure better planning and implementation of the projects on the ground;

55. Urges the Member States, in cooperation with their regional and local authorities, as well as other stakeholders, to step up their involvement and implement joint strategic projects; stresses the importance of the strategic sectors covered in this action plan, such as transport, energy, sustainable tourism, environmental protection and sustainable use of resources, research and education;

56. Takes the view that environmental non-governmental organisations whose activities are directly related to the sea should be more actively involved in the creation, promotion and implementation of new projects, in education and other sectors, such as the protection of the Atlantic’s ecosystems and biodiversity;

57. Calls on the parties to the Atlantic strategy, with the support of the Commission, to develop a specific information platform for the exchange of experiences and best practices of relevance for the Atlantic action plan 2.0;
58. Urges the Commission to review the current strategy, given the serious shortcomings identified;

**Towards an Atlantic area macro region**

59. Recalls that the Council, in its conclusions of 5 June 2019 on the implementation of EU macro-regional strategies, remained open to the creation of new macro regions; calls on the European Council to mandate the Commission to establish an Atlantic macro region model that reinforces the inclusion of regional authorities and the role of the Atlantic ORs in the governance of the Atlantic strategy, drives ambitious projects for the Atlantic area, better coordinates the use of EU funding in the regions and works in an integrated way, focusing on the synergies between the maritime dimension and economic, social and territorial cohesion;

60. Calls on the Commission to conduct an in-depth analysis on the benefits to the Member States and their regions of implementing an Atlantic macro region, which would address the common challenges faced by these regions; calls on the Commission to take the specificities of ORs into consideration in the action plan and in its analysis of the creation of an Atlantic macro region and stresses the need to take due account of their specificities by developing in each basin – the Caribbean basin, the Amazon basin and the Macaronesia basin – dedicated strategies focusing on the ORs’ particular challenges, thereby guaranteeing that no region is left behind;

61. Instructs its President to forward this resolution to the Council, the Commission, the Member States and the regional parliaments of France, Ireland, Portugal and Spain involved in the strategy, as well as to the Committee of the Regions and the European Economic and Social Committee.
EXPLANATORY STATEMENT

The Atlantic strategy has given rise to a more ambitious, open and effective form of cooperation in the Atlantic Ocean area and identified the challenges and opportunities facing the region. The rapporteur applauds the success of the first Atlantic strategy and the work undertaken by the institutional and non-institutional stakeholders at all levels.

He nonetheless notes the previous action plan’s disappointing results and deplores the fact that few projects were ultimately supported. Although the plan represented an important first step, it soon became evident that the forthcoming action plan would need to be better structured and more effectively governed and that the regions would have to be more closely involved.

The new action plan is proof that significant progress has been made. The Atlantic regions have been given a more central role in governance, the assistance mechanism has been strengthened, and the plan’s priorities have been chosen on the basis of more rigorous criteria. One remaining weak spot is the continued lack of a dedicated Atlantic strategy fund.

The challenges facing the Atlantic area are even greater today. There is an urgent need to respond to the socioeconomic crisis, which has been exacerbated by the ongoing pandemic and Brexit, and to address threats to ecosystems, promote climate neutrality and respond to new emergencies in outlying parts of the Atlantic area.

In this own-initiative report, the rapporteur advocates that the Atlantic strategy should be developed into a strategy for an Atlantic macro-region with a view to improving coordination between measures addressing issues on land and at sea, increasing the strategy’s political importance while providing multi-level governance and rationalising the sources of funding.
26.5.2021

OPINION OF THE COMMITTEE ON TRANSPORT AND TOURISM

for the Committee on Regional Development

on a new approach to the Atlantic maritime strategy (2020/2276(INI))

Rapporteur for opinion (*): Izaskun Bilbao Barandica

(*) Associated committee – Rule 57 of the Rules of Procedure

SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Regional Development, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

— having regard to the Agreement adopted in Paris at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (COP 21) on 12 December 2015 (the Paris Agreement),

— 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 to its of 28 November 2019 on the climate and environment emergency,25


A. whereas the blue economy in the Atlantic ocean generated EUR 73.4 billion of gross value added (GVA) representing 36% of the EU’s blue economy GVA and employed 1.29 million people in 2017;

B. whereas the blue economy sector must contribute to the clean energy transition, in particular by exploring renewable energies, expanding their potential offshore and by more sustainable management facilitating the preservation and the restoration of maritime ecosystems;

26 OJ L 288, 6.11.2007, p. 27.
C. whereas the International Panel on Climate Change (IPCC) Special Report on the Ocean and Cryosphere in a Changing Climate has shown the various threats to the sea and coastline; whereas the EU needs to develop a better response to threats and emergencies, such as marine pollution, including from accidents, and the rise in sea levels;

D. whereas besides the EU’s trading partners such as Asia and North America, the Latin American and Caribbean region represents the EU’s fifth largest trade partner; whereas the EU is the top investor in the Latin American and Caribbean region and its second trade partner, resulting in significant maritime transport flows between the two regions;

E. whereas increased coordination and cooperation between Atlantic regions constitutes the only way forward towards mitigating the effects of the current COVID-19 crisis, climate change and biodiversity loss which affect ocean habitats and coastal communities, and the side effects of Brexit;

F. whereas several sectors of the blue economy have been severely affected by the current crisis, in particular coastal and maritime tourism; whereas the blue economy must be used strategically to help repair the economic and social damage caused by the COVID-19 pandemic;

G. whereas the action plan adopted by the Commission to update its Atlantic maritime strategy includes the same principles that are set out in the European Green Deal and in its digital strategy, and takes into account the UN Sustainable Development Goals;

H. whereas the preservation and restoration of marine ecosystems is essential for humankind as they are fundamental for global food security and human health, and as a source of economic activities including fisheries, transport, trade, tourism, renewable energy and health products, which should be based on the principle of sustainability;

I. whereas green shipping and innovative port activities will contribute to reducing the EU’s carbon and environmental footprint;

J. whereas the Atlantic Ocean has historically had been of great strategic value for Europe, as it holds potential that may be significantly enhanced by scientific and technological development;

1. Supports the principle of sustainable development as the main driver for economic growth in the EU and particularly in the Atlantic area, through maritime transport, shipbuilding, biotechnology, fishing and aquaculture, sustainable tourism, offshore wind, wave and tidal energy; calls on the Commission to promote research, development and science-based innovation as tools that contribute towards the clean energy transition through the use of renewables, alternative fuels and the diversification of the EU’s energy sources, and that can also interconnect territorial smart specialisation strategies pivotal for new industrial value chains;

2. Points out that a revamped blue economy in the Atlantic Area can contribute to the clean energy transition, by harnessing the growing potential of offshore renewable energies and the more sustainable management of maritime space in line with the European Green Deal, which highlights the essential role of offshore renewables production for the transition to a climate-neutral economy; stresses, in this regard, the
importance of the offshore strategy to reach climate neutrality; highlights in this regard 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; calls on the Commission to ensure that the EU is maintaining technological leadership, retaining talent and producing clean energy while taking into account potential impacts on the marine environment, including impacts related to climate change;

3. Calls on the Commission and the industry to evaluate the benefit of establishing a European partnership for maritime transport to foster innovation within the sector, to contribute to decarbonisation, to create infrastructures for loading and supplying alternative fuels in ports and cargo terminals, and to develop waste management plans for Atlantic ports; recalls the importance of incentivising and investing in value chains for economically viable and sustainable products, processes and businesses aiming to achieve climate neutrality, resource efficiency, recycling facilities, circularity, while maintaining and developing international competitiveness; calls on the Commission to explore further possibilities for tackling the problems of plastic, waste and noise pollution;

4. Highlights that the EU’s recovery efforts must be centred on sustainability, in line with the Green Deal, competitiveness and growth objectives; calls on the Commission to include in its strategy the adaptation to climate change and its numerous consequences for the Atlantic area;

5. Calls on the Commission and the Member States to complete priority projects included in the trans-European transport network (TEN-T) for the Atlantic Arc, especially in cross border areas and in the context of the future TEN-T guidelines and the Connecting Europe Facility (2021-2027), to promote and invest in the full development of the TEN-T motorways of the sea connecting islands to the mainland and a comprehensive multimodal transport system across the Atlantic region; believes that projects should pay particular attention to the special connectivity and accessibility needs of peripheral, islands and outermost regions of the Atlantic; stresses the need to give priority, where geographically feasible, to the most sustainable modes of transport such as rail, maritime and inland waterways transport;

6. Underlines the fact that the various macro-regional strategies have been effective in facilitating cooperation, recovery and the efficient use of EU programmes such as the European Regional Development Fund (ERDF), Interreg or the Smart Specialisation Strategies; calls, therefore, on the Commission to draft an Atlantic macro-regional strategy based on the current sea basin strategy for the Atlantic in cooperation with national, regional and local authorities, and involving the main stakeholders, such as economic and social agents, civil society, academic community and non-governmental organisations; calls on the Commission to harness sustainable and inclusive economic, social and territorial cohesion in this geographic area, taking into account the European Green Deal and the Biodiversity Strategy; stresses that the governance of this strategy must also be based on the principle of multi-level governance in order to ensure effective regional participation; stresses the importance of dedicated programmes especially aimed at climate mitigation and adaptation, and at the assessment and prevention of hydrogeological risks in coastal areas and wetlands;

7. Stresses that the Atlantic corridor, as part of the TEN-T core network, will need to be
completed by 2030, and recalls the Atlantic corridor’s exceptional maritime dimension due to its important maritime core ports; deplores, however, that there are no hinterland multimodal connections in several ports, in particular high-speed and conventional lines to ensure cross-border rail connections between the Iberian Peninsula and the rest of the EU network; highlights also that interoperability problems affect rail transport in this corridor;

8. Calls for improvements to the multimodal connectivity of the Atlantic corridor with other corridors of the TEN-T network, in particular with the Mediterranean, the North Sea-Mediterranean and the Rhine-Alpine corridors; recalls the external dimension of the Atlantic corridor because of its geographical location along worldwide maritime routes, and calls for fully harnessing the external dimension of the Atlantic corridor that will improve the logistic chain to and from the EU in the global framework thanks to its geographical location along worldwide maritime routes;

9. Calls on the Commission to focus on further ways to boost the decarbonisation of maritime transport as a way to promote investments towards sustainability; calls, in this regard, for a shift towards a more sustainable and multimodal transport system, for the deployment of alternative fuels, such as renewables, refuelling equipment and infrastructure, for the renovation of existing infrastructures, the completion of infrastructures included in the Atlantic Arc TEN-T, port call optimisation, fleet renewals in waterborne transport, technical and operational measures to improve the energy efficiency of vessels, the modernisation, digitalisation and automation of maritime transport, and a transition towards a circular economy-based business model, all of which must become priorities in the area; calls the Commission to secure investments to match those ambitions;

10. Calls on the Commission to draw up in collaboration with the International Maritime Organization (IMO) ambitious initiatives and a road map for ship decarbonisation based on an in-depth impact assessment;

11. Highlights that the potential inclusion of maritime transport in the EU emissions trading scheme (ETS) should be duly justified and based on an in-depth impact assessment;

12. Points out the need to set out specific goals on the implementation of marine renewable energies in the Atlantic regions, taking into account their environmental impacts on the transport and tourism sectors;

13. Highlights the geostrategic position of the outermost regions and their important role in the implementation of this strategy; considers, therefore, that the financing of these regions and their access to funds must be based on their specific characteristics as provided for by Article 349 of the Treaty on the Functioning of the European Union;

14. Calls on the Commission to work closely with the European Maritime Safety Agency (EMSA) to support Member States in mitigating shipping-related environmental risks and in improving the overall sustainability and safety of the maritime sector; calls on the Commission, furthermore, to set up an alert and observation system for the more frequent and severe storms and floods that are a result of climate change; highlights, in this regard, that adequate resources should be given to the EMSA to set up and manage such a system; calls on the Commission to take action to prevent marine pollution and use EMSA’s ‘SafeSea Net’ system;
15. Highlights the fact that investment in coordination and cooperation between seaports, which act as gateways and hubs for both passenger and freight transport, is a priority for the blue economy; stresses that ports must play a key role in the shift towards multimodality and sustainability in coastal tourism, aquaculture, shipbuilding, logistics and infrastructure for the development of renewable maritime energy and marine industries, in order to ensure that all parts of the region can benefit from the growth of smart and sustainable maritime transport and achieve balanced growth distribution across the territory;

16. Highlights that ports have been recognised as key for international connectivity, for the European economy and for the regions in the Commission’s communication on ‘Sustainable and Smart Mobility Strategy’; highlights, further, that ports and maritime transport are key to the transition towards sustainable and smart mobility in line with the goals of the European Green Deal; reminds the Commission and Member States that further investment is needed for ports to become multimodal mobility and transport hubs, as well as testbeds for waste reuse and the circular economy; stresses that ports could become green areas in a short period; calls on the Commission to draw up a framework for the measures to be taken by the ports to become clean energy hubs for integrated electricity systems, hydrogen and other alternative fuels and entities with a low level of emissions; calls, furthermore, for public and private investments in ports located along the Atlantic coast to focus on missing connections with the hinterland, with the overall objective of turning ports into logistics platforms and strategic clusters for multi-modal transport, energy generation, storage and distribution, as well as tourism;

17. Highlights the importance of enhancing the role of Atlantic ports and the need for investments in smart infrastructures, as well as the importance of the development and sustainable management of ports, including green ports, which should enable further capacities to accommodate trade growth; stresses, furthermore, the importance of enhancing the role of port operators as catalysts for the economic activities of the blue economy, in order to mobilise financing for smart infrastructures and to enable the way to complement and monitor the growth of trade; stresses, in this regard, the need to install recharging and refuelling infrastructure for alternative fuels in ports and cargo terminals, which would significantly improve the air and water quality in coastal areas; stresses, furthermore, the need to improve sustainable maritime transport and innovative port activities in order to reduce their carbon and environmental footprint; recalls, in this context, the importance of adopting an integrated approach to the management of maritime, coastal zones and the hinterland, in particular by encouraging blue mobility plans that promote inter-modal transport services, intelligent mobility laboratories and sustainable Atlantic tourism routes;

18. Urges the Commission to present a plan including adequate measures at European level, with the collaboration of national, regional and local administrations, to address the effects of climate change on sea level rise and river mouths, and to propose solutions to adapt ports, infrastructure and coastal areas to prevent disasters; welcomes the positive environmental elements of the Atlantic Strategy, including the creation of a network of green ports and the focus on renewable energy development and coastal protection measures; points out that healthy coastal ecosystems play an important role in climate change adaptation, especially to rising sea levels and increasingly frequent severe weather events; highlights, in this regard, the importance of the climate risk
management and adaptation measures needed to protect coastal communities, habitats and biodiversity; calls on the Commission, furthermore, to develop different scenarios for maritime trade routes and to plan adequate measures to prepare for sea level rises and severe weather events; 

19. Supports sustainable practices in coastal and maritime tourism, since they are essential for the competitiveness and resilience of the Atlantic area and the creation of high-value jobs, focusing on mutually recognised blue education and vocational training with a dedicated ‘blue Erasmus programme’, so as to attract young talents to all sectors of the blue economy in the area, such as shipbuilding, energy, the circular economy, marine sector and sustainable tourism, and in order to establish an Atlantic campus for advanced STEM (science, technology, engineering and mathematics) education and training related to the blue economy and the European Green Deal;

20. Highlights that the new strategy should be a leveraging factor for job creation in coastal communities in the Atlantic region, mainly in of transport and tourism; asks the Commission to take action to improve the working and employment conditions of workers at sea in order to increase the attractiveness of the sector; highlights that high environmental standards should go hand in hand with high social standards, both for ports and ship workers; recalls the need for regular training courses, up-skilling and re-skilling of seafarers;

21. Underscores for the need to develop actions combining maritime strategy with the tourism sector, and highlights the need to promote sustainable practices in coastal and maritime tourism; calls on the Commission to further develop maritime and coastal tourism in a way that preserves marine and coastal habitats; highlights the importance of the circular economy in the tourism sector, which should be the guiding principle, along with actions towards zero pollution, energy efficiency and biodiversity preservation, as part of the development of more sustainable practices that benefit local development and local employment throughout the year;

22. Calls on the Commission to develop pilot areas where methods of coastal protection can be tested and nature-based solutions can be promoted; calls on the Member States to propose the inclusion in their partnership agreements of specific programmes and actions to support litter-free coastal areas and communities;

23. Highlights the need to protect and promote the attractiveness of Atlantic coastal areas and outermost regions, their landscapes and cultural heritage by means of a holistic approach which can include the development of alternative and thematic tourism products, with a view to enhancing the region’s profile as a tourist destination and ensuring a sustainable economy; emphasises, therefore, the importance of setting up designations of origin and quality labels for agricultural, fishing and aquaculture products produced in the Atlantic regions in order to further spur gastronomic and cultural tourism;

24. Stresses the importance of a solid governance structures for the effective implementation of Atlantic Action Plan 2.0 involving all relevant stakeholders at EU, national, regional and local levels, backed by all available financial instruments in response to the COVID-19 crisis, and taking as a reference the European Green Deal, where the pivotal role of the blue economy as a one of the key sectors for reaching its objectives is clearly recalled; recalls, in this regard, the importance of effective maritime
spatial planning and inclusive EU engagement in the development of the blue economy and the protection of the marine environment;

25. Stresses the need to ensure that the strategy is implemented as quickly as possible in order to help economic and social recovery, in particular of the transport and tourism sectors; highlights, in this regard, that the circular economy, actions towards zero pollution, energy efficiency and the preservation of biodiversity must be guiding principles in this strategy, and must create more sustainable practices that benefit development and employment, while safeguarding the international competitiveness of industries in the Atlantic region;

26. Stresses the importance of outermost regions and islands, as they are of paramount importance to European and international maritime trade given their strategic location; calls for the outermost regions to be considered special areas, where priority should be given to quality employment, and where accessibility and connectivity by sea and air should be improved in order to facilitate their development and cohesion on an equal footing with the mainland; expresses the view that the outermost regions offer further opportunities for the development of renewable energies, sustainable tourism and the circular economy, as they are an environment with outstanding marine biodiversity;

27. Highlights that Brexit has changed the general geopolitical context, and created new EU external borders for the regions of the Atlantic and the Channel seaboard, which exacerbates their peripheral condition with regard to the rest of the EU; calls on the Commission and participating countries to begin negotiations with the UK without delay on an ad hoc agreement to determine the status, scope and terms of its participation as a third country in Atlantic Action Plan 2.0; calls on the Commission to make every effort to include the UK and relevant UK agencies in the implementation process of the Atlantic maritime strategy, and to take the necessary measures to facilitate trade and connectivity through Atlantic ports between the EU and UK, in order to tackle the consequences of Brexit; calls on the Commission to take this into consideration in the upcoming action plan for the Atlantic maritime strategy, as well as in other relevant proposals with EU added value, such as the revision of the TEN-T guidelines, in order to facilitate and strengthen the socioeconomic and territorial cohesion of these regions by, for instance, improving the interconnection between the core and comprehensive networks as well as multimodality, and in order to ensure seamless links between ports, logistics platforms, airports, rail and road networks;

28. Believes that the Commission should continue to perform regular monitoring and reviews of how Atlantic Action Plan 2.0 thematic pillars and relevant goals are implemented, and provide, together with the Member States involved, the necessary funding for proper project implementation; stresses the need to ensure the continuity of territorial cooperation programmes, such as the Interreg Atlantic Area programme, the BlueInvest platform; encourages public-private partnerships and further possibilities for the combination of public investments from national and EU budgets with private funding able to draw on the resources of all European programmes.
INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

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**Key:**
- **+** : in favour
- **-** : against
- **0** : abstentions
21.4.2021

OPINION OF THE COMMITTEE ON FISHERIES

for the Committee on Regional Development

on a new approach to the Atlantic maritime strategy
(2020/2276(INI))

Rapporteur for opinion: Pierre Karleskind

SUGGESTIONS

The Committee on Fisheries calls on the Committee on Regional Development, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

1. Deplores the fact that the strategy makes virtually no mention of fisheries and aquaculture, even though these industries play a vital role along the whole Atlantic coastline, generate economic activity and jobs, play a part in shaping our coastal regions and tackle demographic decline; calls on the Commission to review the current text and adapt the proposed strategy to include both sectors, given the severe identified deficiencies and to include measures to tackle the impacts of the pandemic relating to changing consumer demands, market access, safety issues and transport in relation to border restrictions; stresses in this regard the importance of aligning the efforts of the Commission and the Member States to improve ocean health and stewardship and sustainable management of its resources;

2. Stresses that the only reference to fishing is to ‘fishing-for-litter actions’ and that, however important it is for fishers to take part in the clean-up of the oceans, it is imperative that the socioeconomic and environmental impacts of this sector be taken into account; stresses that fisheries, as the oldest activity of the blue economy, has an important role to play in the development of the circular economy and that fisheries must be taken into account with a view to promoting a strategy that ensures the continued sustainability of the fisheries sector by drawing on its strengths;

3. Stresses the fact that fishers play an important role in the clean-up of the oceans in their collection of marine litter; notes, however, that the issue must be tackled first and foremost on land and by reducing waste at its source;

4. Deplores the fact that the evaluation of the first Atlantic strategy ignored fisheries and aquaculture, although these sectors were included in the strategy;

5. Stresses the importance of cooperation between the Commission, Atlantic coastal states and agencies on protecting fish stocks, achieving maximum sustainable yield and ending overfishing;
6. Notes that the UK’s withdrawal from the EU will profoundly alter the way EU vessels conduct their activities in the Atlantic Ocean and long-standing dynamics in the region; stresses that the Brexit Adjustment Reserve could be an important tool in this transition; decries the fact that the budget allocated to this reserve to cover losses caused by the UK's withdrawal in the fisheries sector is completely inadequate and the distribution criteria proposed by the Commission do not treat every part of the sector concerned equally;

7. Welcomes, in the context of the disruption caused by the UK’s withdrawal from the EU, the goal of fostering short-sea shipping links in the Atlantic to better integrate Ireland;

8. Calls on the Commission to make every effort to include the UK and its relevant agencies in the implementation process of the Atlantic Maritime Strategy so as to build on the history of fruitful cooperation in this area;

9. Notes that, if the strategy is to be truly effective, the role of the regions and local authorities must be strengthened, in particular the outermost regions because they are home to a significant proportion of European biodiversity, but also because these regions are significantly dependent on blue economy for their social and economic sustainability;

10. Believes that the Atlantic Strategy should incorporate links with the Farm to Fork Strategy and the Biodiversity Strategy in order to guarantee synergy between these initiatives; notes that the fisheries and aquaculture sectors play a key role in providing healthy food with a reduced carbon footprint, and that the interconnection of the Atlantic Strategy with both strategies is essential; considers, in this respect, that the overall impact of these strategies on the Atlantic region must be analysed, from both an environmental and a social and economic point of view, to enable these strategies to foster a strong, prosperous and sustainable sector that is resistant to threats such as climate change;

11. Stresses that climate change is increasingly altering the distribution, productivity and species composition of the entire marine life chain and the generation complex; stresses that climate change has inter-related impacts on oceans, estuaries and sea grass beds that provide habitats and nursery areas for fish; notes that scientists have suggested that the most notable effect of climate change will be the poleward expansion of marine species; stresses that, in line with the 2015 Paris Climate Agreement, the 2.0 strategy should focus on the need for effective and progressive transatlantic responses to climate change, through mitigation and adaptation measures, particularly to tackle the novel challenges for fisheries management and supply chains;

12. Recalls that the fisheries sector plays a pivotal role in the economies on both sides of the Atlantic, which makes it fundamental to make joint progress on sustainable fisheries and trade policies that help combat illegal, unregulated and unreported fishing, level the playing field for operators and prevent market access to unsustainably-sourced seafood products;
13. Welcomes the reference in the Action Plan to the mapping and preservation of coastal wetlands as part of Goal 6 on achieving stronger coastal resilience; calls on the Commission to ensure that these areas have effective management plans;

14. Recalls, in that regard, that marine protected areas not only protect marine ecosystems but also play a role in climate mitigation and adaptation and contributing to healthy and resilient oceans; reiterates the call of the Commission, in its 2030 biodiversity strategy, to have at least 30% of sea area in the EU protected, including through fish stock recovery areas as provided for under the common fisheries policy, and areas where the most destructive fishing techniques and economic activities are restricted; and a high level of protection for at least 10% of EU waters;

15. Regrets the fact that the Action Plan 2.0 and its pillars make no mention of the implementation of the ecosystem approach to marine management as required by the Marine Strategy Framework Directive and that it should apply to all activities that are part of the Blue Economy;

16. Stresses that the Atlantic coastline offers opportunities for other sectors with significant potential, such as renewable marine energy, research, shipbuilding, fishing tourism and gastronomic routes in coastal areas with high-quality products and short value chains; stresses the importance of cooperation among Atlantic coastal states on research and sustainable development in renewable energy; welcomes in this regard the environmental aspects of the strategy, including the creation of a network of green ports and the sustainable development of renewable energy;

17. Deplores the fact that no funding has been earmarked for the implementation of the strategy; takes the view that, once reviewed, it should have an appropriate budget;

18. Highlights the importance of effective maritime spatial planning and inclusive community engagement in the development of the blue economy, the protection of the marine environment and in the industrial development new sectors at sea; stresses that the expansion of activities must be compatible with the precautionary principle and the need for socio-economic impact assessments, particularly on traditional activities such as fishing.
# INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

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## FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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**Key to symbols:**
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<td>Pascal Arimont, Isabel Benjumea Benjumea, Tom Berendsen, Franc Bogovič, Christian Doleschal, Mirea-Gheorghe Hava, Krzysztof Hetman, Peter Jahr, Stelios Kympouropoulos, Dan-Ştefan Motreanu, Andrey Novakov</td>
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<td>Stéphane Bijoux, Vlad-Marius Botoș, Laurence Farreng, Susana Solís Pérez, Irène Tolleret, Yana Toom</td>
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<td>S&amp;D</td>
<td>Adrian-Dragoș Benea, Erik Bergkvist, Isabel Carvalhais, Corina Crețu, Constanze Krehl, Cristina Maestre Martín De Almagro, Nora Mebarek, Tsvetelina Penkova</td>
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<td>The Left</td>
<td>Martina Michels, Younous Omarjee</td>
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<td>Verts/ ALE</td>
<td>François Alfonsi, Rosa D’Amato, Niklas Niemöller, Caroline Roose, Bronis Ropé</td>
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Key to symbols:
+ : in favour
- : against
0 : abstention