



Editorial

Today, maritime safety is a major global stake, with multiple facets which are political, legal, technological, economic, social and environmental. To assess it at the appropriate scale, regional, national, European and global interaction has proved to be a highly determining factor.

Designed with a multidisciplinary grounding, at the crossroads of skills and specialties in scientific, legal and institution realms, benefiting from the expertise of marine operators and professionals, Safer Seas has found the formula that has met with success since it was launched in 2002.

The quality and diversity of our partners and the stakeholders mobilized for the occasion make Safer Seas a unique opportunity to:

- grasp the reach of European and international policies implemented.
- focus on technological innovations and opportunities designed to serve the cause of *safer and cleaner seas*.
- take the measure of the ground covered and the new challenges with respect to economics and shipping.
- meet and talk with international experts and key players such as:
the International Maritime Organization (IMO), European Parliament, European Commission, European Agency for Maritime Safety, European Space Agency, Secretariat General of the Sea, the network of local and regional authorities, port authorities, shipowners and seagoing personnel, industrial firms and maritime clusters from various regions worldwide.

The event is organized around international conferences and symposia, a professional show intended for researchers, entrepreneurs and institutional representatives from France and abroad, including poster sessions. Tours are also on offer to the main centers of expertise in Brest, with the Atlantic Maritime Prefecture, French Navy, CETMEF, SHOM, Ifremer, CEDRE, University of western Brittany and other research institutions.

The 2007 event was the key turning point for European maritime identity, conferring the rank of **strategic priority** to the EU's maritime policy. It is important that this be an **integrated policy**, like the convergence of these four days of exchanges on approaches and experiences in other parts of the world, particularly Asia. This was probably the strongest message conveyed in 2007.

The second message is the commitment undertaken by Brest métropole océane and its partners, - *in particular the European Commission, the Secretariat General for the Sea, the Brittany Regional Council, the Finistère General Council and the Brittany Marine Cluster* - to meet again, seeing the intense level of current events in the maritime realm and the determining stakes for governance. There is no lack of subject matter, between the IMO's action, implementing the Erika III package, the blue paper and its prospects, the Grenelle summit meeting for the sea, issues of piracy and smuggling at sea, harbor security, the exponential rise in container ships and insurance issues, ship-breaking, climate change, marine environmental protection, and so on. Technological strides have been especially fast, what with tools to monitor and assist navigation, satellite-based developments and eco-design of ships.

This means that, in a prospective, forward analysis, between economics and maritime safety, under the sensitive angle of climate change and the challenges it presents for shipping and navigation, that during the 3rd Safer Seas event we will outline and discuss the contours of vessels of the future (clean, energy saving vessels, etc.), new shipping routes, new requirements for training and professionalization, new stakes for monitoring, planning and surveillance of maritime areas.



PROJECT

Detailed program of main Conference

STRAND 1

**Policies, regulations, technological innovations & operational means :
progress made in terms of maritime safety since Safer Seas 2007.**

Could a spill like that of the Erika still happen today?

What progress has been made since Erika? What are the new systems and means of intervention ? Beyond transporting oil products, what are the challenges with respect to new risks ?

Stakes & aims for information and satellite technologies and communications?

What regulations are needed in terms of knowledge about the oceans, aids for shipping and navigation, maritime surveillance, maritime security, and spatial planning and use of the maritime areas. What technological developments and responses?

On the containership front...

Vessel design, crew training & qualification, drifting containers and techniques to locate and retrieve them, harbor security and integrated logistics.

For a healthier world sector of ship dismantling

Taking stock, IMO convention, EU action, Grenelle environmental summit for the sea, pilot experiences.

Comparative analysis for rescue at sea

For recreational sailing, passenger transport, goods transport, fisheries.

STRAND 2

Climate change and its stakes for maritime shipping and navigation

Aiming for the « zero emissions – zero waste » target

The frames of action for IMO and the EU and the presentation of major projects (Poseidon project) for reducing greenhouse gas (GHG) emissions and combating invasive species.

New shipping routes : between use and protection, maritime safety at the crux of the stakes

For safer navigation in extreme environments: hull, winterization, stabilization, special training, etc.

European Aurora Borealis program (to be confirmed)

For high-performance search and rescue means to save human lives and protect the environment

What governance and stewardship for these fragile areas? The case of the Arctic.

STRAND 3

Geo-strategic context & maritime security

What measures are needed to respond to the upsurge of acts of piracy?

Taking stock : historical, geographical, legal, economic and social approaches to the phenomenon.

Reponses in situ : ship design, protection & training of crews, means of surveillance and intervention, coordination between States

Combating smuggling and trafficking at sea

Stronger national response systems adapted to the type of traffic (illegal immigration, drug smuggling, weapons, etc.)

Adapting the international law of the sea

Role, means and coordination of agencies (Frontex, Emsa, etc)

Comparing international ways of looking at things

Workshops plans

- **European ARCOPOL project on Atlantic regions' coastal pollution response and maritime safety from contingency planning to intervention**
- **Naval Academy IRENAV “FUSION AND GEOGRAPHICAL INFORMATION SYSTEMS” international workshop, co-organized with the research institute of St Petersburg and the Russian Academy of Sciences**
- **Ifremer « Search for rescue » workshop**
- **Ensieta – Europôle mer workshop on « marine biomimetics »**
- **TBI – Naval Academy « MITS » workshop**
- **Météo France “My Ocean” / “GMES Mercator” workshop**
- **Brittany Economic Agency workshop on marine renewable energy sources**