

Maritime Spatial Planning The shipping perspective

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Summary

- 1. Introduction to ECSA**
- 2. Economic value of EU shipping**
- 3. Market developments**
- 4. Why maritime spatial planning ?**
- 5. Evaluation of the EU framework**



European Community Shipowners' Associations

1. Introduction to ECSA

- **Established in 1965**
- **National shipowner associations EU + Norway**
- **All trades – all sectors**
- **Based in Brussels – interlocutor EU institutions**

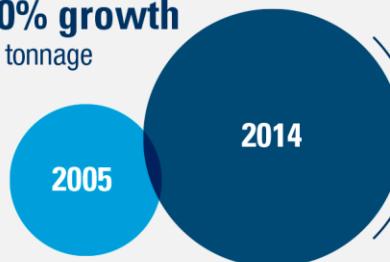


2. Economic value of EU shipping

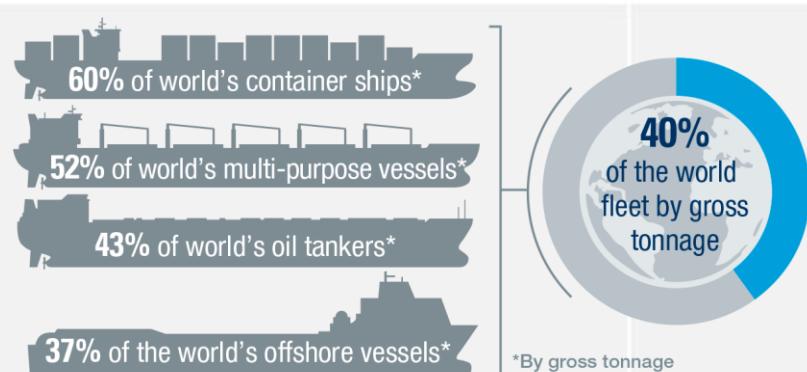
The EU controlled shipping fleet in numbers

70% growth

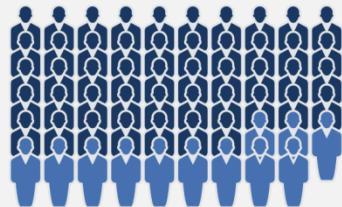
in tonnage



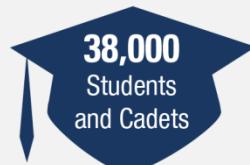
660 million deadweight tonnes
450 million gross tonnes
23,000 vessels



Direct economic impact



590,000
people employed
■ Sea based jobs
■ Land based jobs



38,000
Students and Cadets



€56 billion
to EU GDP



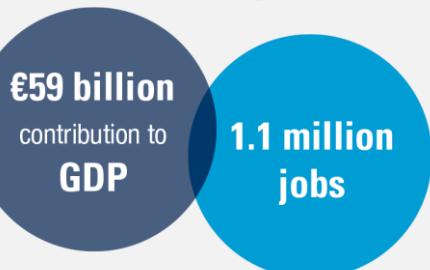
€6 billion
tax revenue

EU average
€53,000

Shipping
€88,000

GDP per worker

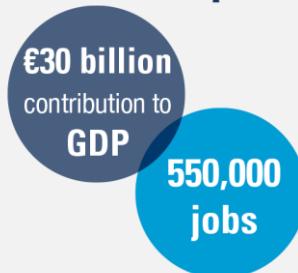
Indirect impacts



€59 billion
contribution to
GDP

1.1 million
jobs

Induced impacts



€30 billion
contribution to
GDP

550,000
jobs

Total economic impact



€145 billion
to EU GDP

2.3 million jobs

€41 billion tax revenue

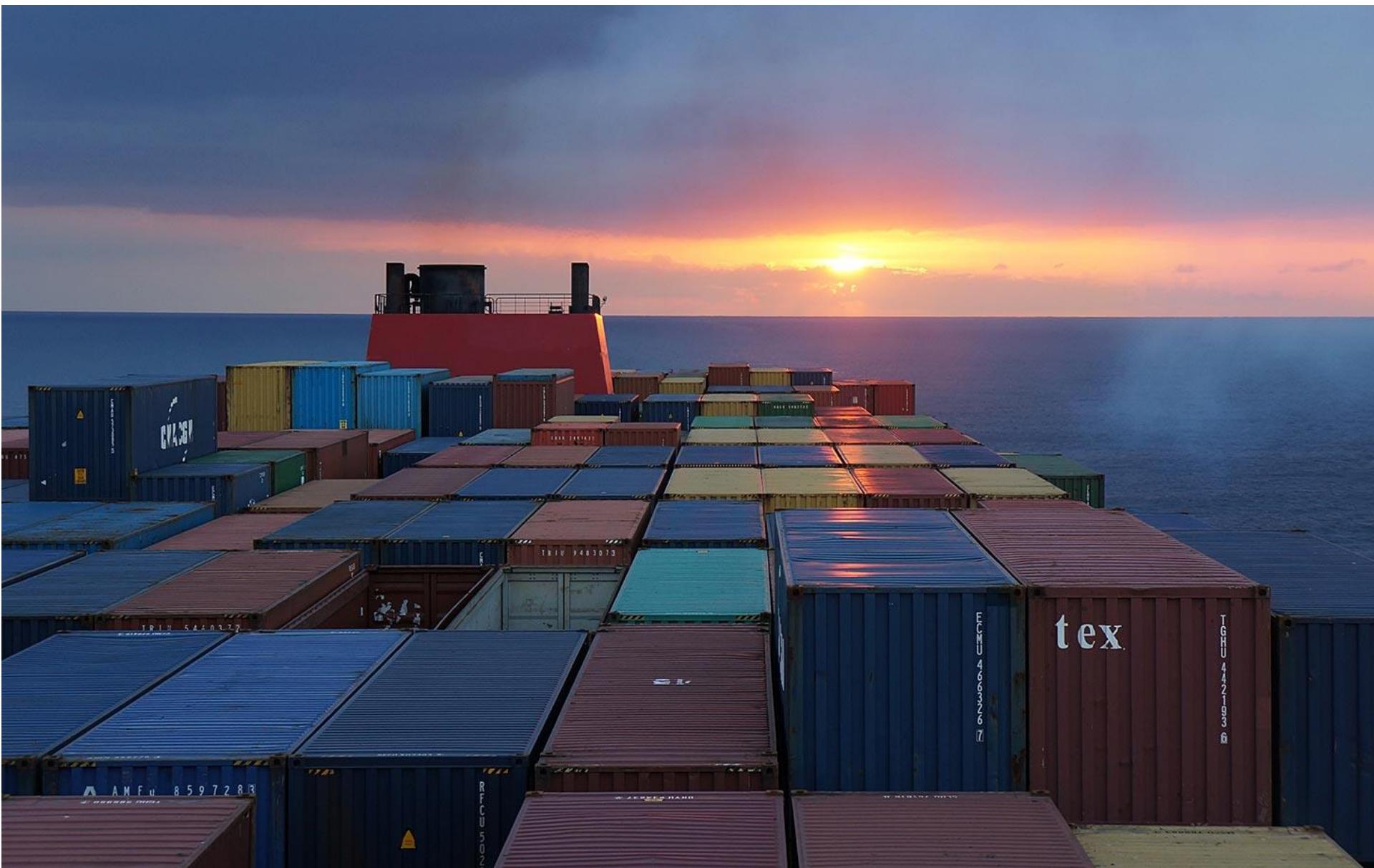


For every **€1 million**
of GDP the shipping industry
creates, another

€1.6 million is created
elsewhere in the EU economy



3. Market developments











ECSA

European Community Shipowners' Associations





ECSA

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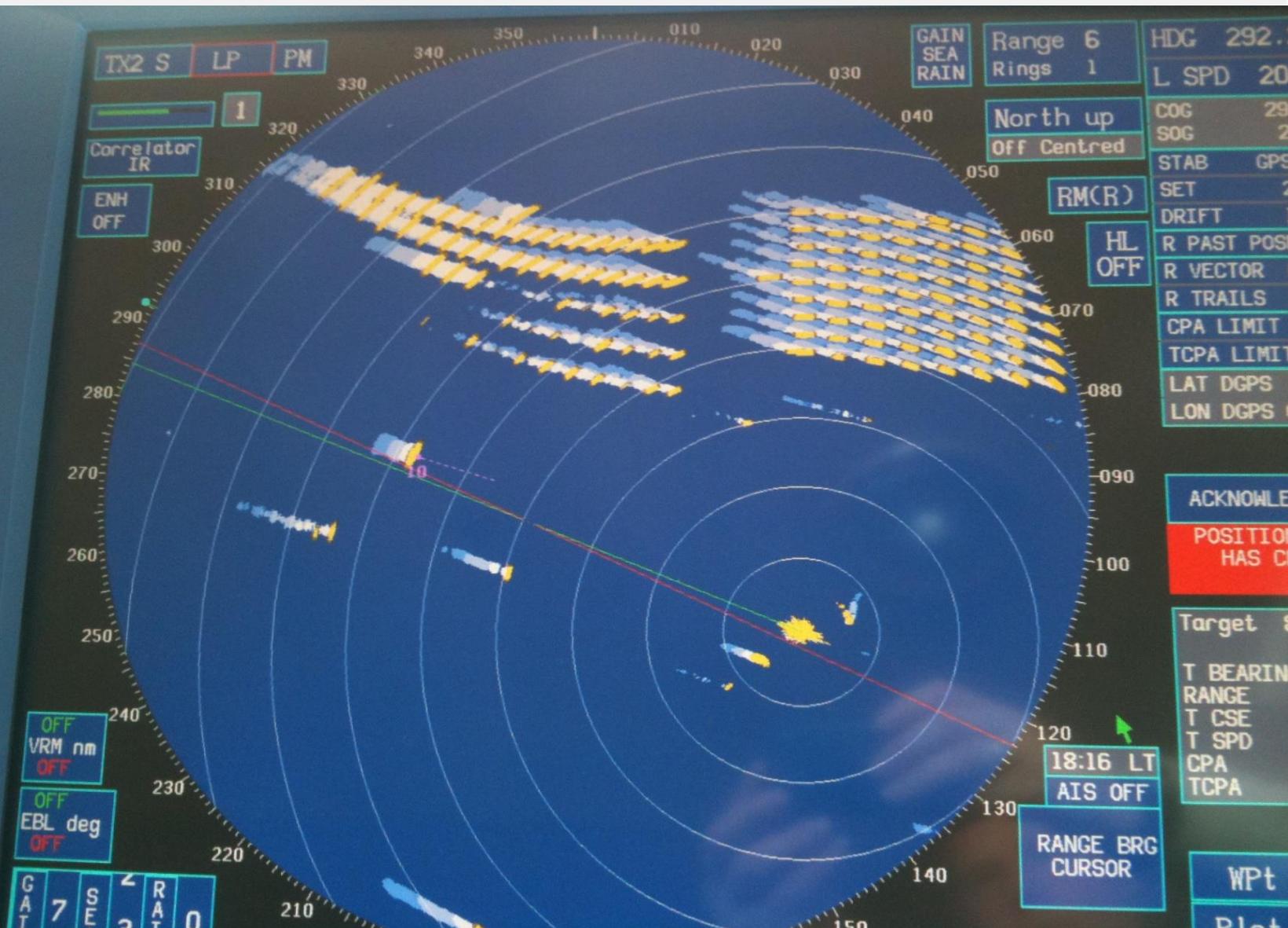
4. Why maritime spatial planning ?

- **Sustainable growth needs:**
 - Transparency
 - Predictability
 - Coherence
 - Stability
- **Maritime spatial planning benefits:**
 - Economic growth
 - Marine environment
 - Safety of navigation



ECSA

European Community Shipowners' Associations





5. The EU framework

- Directive ...
- Sustainability in the true sense of the word
- Balance between different interests
- Minimum common requirements
- Compatible with UNCLOS
- Recognises land-sea connectivity and multi-modality
- Respects particular interests and needs Member States

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