

Final Compromise Amendments

COMPROMISE AMENDMENT 1

(covering AM 21, 22, 23, 24, 25, 26, 27, 28, 35, 67 and 96)

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

Paragraphs 1, 1a, 1b, 1c

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, *in the areas of renewables, alternative fuels and the diversification of the EU's energy sources as well as to be able to interconnect the territorial smart specialisation strategies pivotal for new industrial value chains*;

1 a. Points out that a revamped blue economy in the Atlantic Area can contribute to the clean energy transition, via the rising 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 regards, the importance of the offshore strategy to reach climate neutrality and highlights in that 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 EU is maintaining technological leadership, retain talent and provide clean energy while taking into account potential impacts, including those related to climate change, on the marine environment;

1 b. Calls on the Commission and the industry to evaluate the benefit of establishing an 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 reinforce the need to develop waste management plans for the ports of the Atlantic; recalls the importance of incentivising and investing in value chains for economically viable and sustainable products, processes and businesses aiming at achieving 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

1c. 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 a cross-cutting way in its strategy the adaptation to climate change and its numerous consequences for the Atlantic area;

COMPROMISE AMENDMENT 2
(covering AMs 29, 30, 31, 32, 34, 36, 37, 38, 39, 68 and 80)

Supported by: EPP, S&D, RE, ID, Greens, ECR, The Left

Paragraph 2, 2a, 2b, 2c

2. Calls on the Commission and the Member States to complete priority projects included in the Trans-European Transport Network 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 the islands to mainland and a comprehensive multimodal transport system across the Atlantic region; projects should pay particular attention to special needs*

regarding connectivity and accessibility for 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;

2a. *Underlines the fact that the various macro-regional strategies have been effective at facilitating cooperation, recovery and the efficient use of EU programmes such as the ERDF, and 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 involving the main stakeholders, such as economic and social agents, civil society, academic community and non-governmental organisations; 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 its governance must likewise be based on the principle of multi-level governance to ensure effective regional participation; stresses the importance of dedicated ERDF/Interreg programmes especially aimed at climate mitigation and adaptation, and at the assessment and prevention of hydrogeological risks in coastal areas and wetlands;*

2b. *Stresses that the Atlantic corridor, as being part of the TEN-T core network, will need to be completed by 2030 and recalls it has an outstanding maritime dimension with important maritime core ports; deplores however that hinterland multimodal connections in several ports are still missing, in particular high-speed and conventional lines to ensure rail cross-border connections between the Iberian Peninsula and the remaining EU network; highlights also that problems of interoperability affect the rail transport in this corridor;*

2c. *Calls for improving 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; calls for fully exploiting the external dimension of the Atlantic corridor that will improve the logistic chain to/from the EU in the global framework thanks to its geographical location along worldwide maritime routes;*

COMPROMISE AMENDMENT 3

(covering AMs 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 57, 81 and 94)

Supported: EPP, S&D, RE, ID, ECR, The Left

Paragraph 3, 3a, 3b, 3c, 3d

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

3 a. Calls on Commission to elaborate in collaboration with IMO ambitious initiatives

and a road map for ships decarbonization based on an in-depth impact assessment;

3b. Points out the need to set out specific goals on the implementation of marine renewable energies in the Atlantic regions, taking into account its environmental impacts in the transport and tourism sectors;

3 c. Highlights the geostrategic position of the outermost regions and the importance that they have in the implementation of this strategy, therefore the financing and access to funds by these regions must be based on their specific characteristics as provided by Article 349 TFEU (Treaty on the Functioning of the European Union);

3d. 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; furthermore, calls on the Commission to set up an alert and observation system for increased storms and floods due to climate change; highlights in that 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 utilise the "SafeSea Net" system by EMSA;

COMPROMISE AMENDMENT 4

(covering AMs 53, 54, 55, 56, 58, 59, 60, 61, 63, 64, 65, 66, 78 and 93)

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

Paragraph 4, 4a, 4b, 4c

4. 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 of costal tourism, aquaculture, shipbuilding, logistics, infrastructure for the development of renewable maritime energy and marine industries, to ensure that all parts of the region can benefit from the growth of a Smart and Sustainable maritime transport and achieve* balanced growth distribution across the territory;

4 a. Highlights that ports have been recognised as key for international connectivity, for the European economy and for their regions in the Commission's Communication on "Sustainable and Smart Mobility Strategy"; further highlights 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; recalls 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 have the possibility to become green areas in a short period; calls on Commission to elaborate a framework regarding 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 low level of emissions; furthermore, calls 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 logistic platforms and strategic clusters for multi-modal transport, energy generation, storage and distribution as well as tourism;

4b. Highlights the importance of enhancing the role of Atlantic ports and the need of

investments in smart infrastructures, as well as the development and sustainable management of ports, including green ports, which should enable further capacities to accommodate trade growth; furthermore, stresses the importance of reinforcing the role of port operators as catalysts for the economic activities of the blue economy, in order to mobilize financing for intelligent infrastructures and enable the way to complement and monitor the growth of trade; in this regard, stresses the need of installing recharging and refuelling infrastructure for alternative fuels in ports and cargo terminals, which would significantly improve the air and water quality in coastal areas; furthermore stresses the need to enhance sustainable maritime transport and innovative port activities, in order to reduce the 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;

4 c. Urges the European 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, focus on renewable energy development and coastal protection measures; points out that healthy coastal ecosystems play an important role in climate change adaptation, especially concerning rising sea levels and increasing severe weather events; highlights in that regard the importance of climate risk management and adaptation measures that are necessary to protect the coastal communities, habitats and biodiversity; furthermore, calls on the Commission to develop different scenarios for maritime trade routes and foresee adequate measures in order to prepare for cases of sea level rise and severe weather conditions;

COMPROMISE AMENDMENT 5

(covering AMs 62, 69, 70, 71, 72, 73, 74, 75, 76 and 82)

**Supported by: EPP, S&D, RE, ID, Greens, ECR, The Left
Paragraph 5, 5a, 5b, 5c**

5. Supports sustainable practices in coastal and maritime tourism, since they are essential for the competitiveness *and the resilience* of the Atlantic area and in 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 the sectors of the blue economy in the area, such as shipbuilding, energy, circular economy, marine sector and sustainable tourism in order to initiate a Atlantic Campus for advanced STEM (science, technology, engineering and mathematics) education and training related to the blue economy and the European Green Deal;*

5 a. Highlights that the new strategy should be a leveraging factor for job creation in coastal communities in the Atlantic region, mainly in the areas of transport and tourism; Asks the Commission to take action to improve the working and employment conditions for workers at sea 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 trainings, up-skilling and re-skilling of seafarers; ;

5b. Calls for the need to develop actions combining maritime strategy with the tourism sector and highlights the need to promote sustainable practices in the field of coastal and maritime tourism; Calls on the Commission to develop further maritime and coastal tourism to preserve marine and coastal habitats and highlights the importance of the circular economy in the tourism sector, which should be the guiding principle alongside actions towards zero pollution, energy efficiency and biodiversity preservation, to develop more sustainable practices that benefit local development and local employment all over the year;

5c. Calls on the Commission to develop pilot areas to test methods of coastal protection and promote nature-based solutions; calls on the Member States to propose the inclusion in their Partnership Agreement of specific programs and actions to support litter-free coastal areas and communities;

COMPROMISE AMENDMENT 6

(covering AMs 33, 77, 79, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 95 and 97)

**Supported by: EPP, S&D, RE, ID, Greens, ECR, The Left
Paragraph 6, 6a, 6b, 6c, 6d, 6e**

6. Highlights the need to protect and promote the attractiveness of the Atlantic coastal areas and outermost regions, landscapes and cultural heritage using 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, setting up designations of origin and quality labels for agricultural, fishing and aquaculture products produced in the Atlantic regions to further spur gastronomic and cultural tourism;

6 a. Stresses the importance of a solid governance structure for effective implementation of the 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 reference the European Green Deal where the pivotal role of the blue economy as a one of the key sectors to reach its objectives is clearly recalled; recalls, in this regards, 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;

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

6c Stresses the importance of outermost regions and islands as they are of paramount importance to the European and international maritime trade given their strategic location; urges the Outermost Regions to be considered as special areas, where priority should be given to quality employment as well as accessibility and connectivity by sea and air should be strengthened in order to facilitate their development and cohesion on an equal footing with the mainland ; expresses that the Outermost Regions are offering further opportunities

for the development of renewable energies, sustainable tourism and the circular economy, being an environment of excellent marine biodiversity;

6d. Highlights that Brexit has changed the geopolitical scenario and has created new EU exterior borders for the regions of the Atlantic and the Channel seaboard which exacerbates their peripheral condition in regards 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, the scope and the terms of its participation as Third Country in the Atlantic Action Plan 2.0; calls on the Commission to make every effort to include the UK and relevant agencies of the UK in the implementation process of the Atlantic Maritime Strategy, and to take the necessary measures to facilitate the trade and connectivity through the 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 of the Atlantic maritime strategy, as well as in other relevant proposals complying with the EU added value criteria, 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, to ensure seamless links between ports, logistics platforms, airports, rail and road networks;

6e. Believes that the Commission should keep carrying out regular monitoring and reviews of how the Atlantic Action Plan 2.0 thematic pillars and relevant goals are implemented, and provide, together with the Member States involved, 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 and encourages the public-private partnerships and further possibilities for combination of public investments from national and EU budgets with private funding being able to draw on the resources of all European programmes;

COMPROMISE AMENDMENT 7 (covering AMs 1- 20)

Supported by: EPP, S&D, RE, Greens, ECR, The Left

Citations (AMs 1-4):

- 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);*
- 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 European Parliament resolution of 28 November 2019 on the climate and environment emergency;*
- 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;*

Recital A, Aa, Ab, Ac (AMs 5-10),

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 gross added value and employed 1.29 million people in 2017;**

Aa. whereas the blue economy sector must contribute to the clean energy transition, in particular by the exploration of renewable energies growing potential offshore and by a more sustainable management facilitating the preservation and the restoration of the maritime ecosystem

Ab. whereas the IPCC Special Report on the Ocean and Cryosphere in a Changing Climate have shown the various threats for the sea and the coastline; whereas the EU needs to build better response to threats and emergencies, such as marine pollution, including from accidents, and the sea level rise

Ac. 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 and that the EU is the top investor and second trade partner of the Latin American and Caribbean region, resulting in significant maritime transport flows between the two;

Recital B, Ba (AMs 11- 14)

B. whereas increased coordination and cooperation between the Atlantic regions constitute 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;**

B a. whereas several sectors of the blue economy are 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;

Recital C, Ca (AMs 15 - 20)

C. whereas the action plan adopted by the Commission to update its Atlantic maritime strategy includes the same principles set out in the European Green Deal and in its digital strategy **and takes into account the United Nations Sustainable Development Goals;**

Ca. whereas the preservation and restoration of the marine ecosystems is essential for humankind as a source 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;

Cb. whereas green shipping and innovative port activities will contribute to reducing EU's carbon and environmental footprint;

Cc. whereas the Atlantic Ocean has historically had a high-value strategic factor for Europe, as it represents a potential that may be significantly enhanced by scientific and technological development;