

Integrated European Maritime Policy

INTRODUCTION by Per Inge Lindqvist

It's a pleasure and a great honor to sit here and try to moderate this very interesting and professional group of boat and ship lovers.

It's, as you have seen, a very tight program and I would like to salute the organizers. First for taken the opportunity to celebrate the Maritime Day but also to have managed to create this very interesting program.

The seminar is dedicated to historical ships and vessels! I would like to add: *traditional* ships and vessels. It is also of course dedicated to the Maritime Day introduced by EU parliament as one result of the new European Maritime Policy which i.e. involves themes of sustainable development of coastal regions, the quality of living in these areas, with a tool to deal with the oceans, maritime policy and of course maritime heritage. And the maritime heritage should mainly be seen as a factor of identity for the Europeans and for the awareness of the sea.

There are mainly two stakeholders who have the responsibility to make this come true: maritime museums in Europe and the European Maritime Heritage, the umbrella organization for all traditional ships in Europe, where of course the sailing festivals with traditional ships and Sail Training International are included too. Already 2000 of them have got a recommendation from the Parliamentary Assembly of the Council of Europe no 1486, dealing with the maritime and fluvial heritage.

European national governments should encourage to preserve the maritime heritage. Moreover, the use and operation of this maritime heritage for public enjoyment and public display should be encouraged. This should be facilitated by creating easy and adaptable safety procedures for traditional ships. This recommendation is, as you understand, mostly written for traditional ships in operation.

After this European Maritime Heritage has succeeded to launch two relevant and necessary papers. The most important is **The Memorandum of Understanding of European coastal states**. Presently we have 10 signatory states including Poland which are mutually accepting their national rules, solving problems in Port State control and defining a minimum standard. The other one is the **Barcelona Charter** signed and published in 2003. The Barcelona Charter

provides a series of guidelines for restoration and operation of ships in a culturally meaningful way.

The aim of this annual Maritime Day is to provide the occasion for networks of best practice to come together, for awards for best practice to be announced and for the holding of conferences by maritime network clusters.

Another important part of the policy is the Maritime Atlas. The main purpose is that we shall all work together as appropriate partners to produce such an atlas which would serve to provide a basic source information for all of those involved and interested in the maritime world. It should serve as a visible first step publicizing an expanded use of data network .

The SeaSiders and the Polish Maritime Museum is in this very moment working with an outline for this Atlas and what I have seen so far gives me the hope that this will serve as a prototype for the whole Europe. So, Dr Litwin I think you should be very proud about Your staff.

Unfortunately you will not hear much more about this today due to that our hosts here are so polite they couldn't find the time to introduce their own work in this area. But I don't think you should be sorry for that because it only means that we are looking forward to next year invitation to the Polish Maritime Museum and the Maritime Day.

This conference I hope will show that these two bodies: the maritime museums and the people who run the traditional fleet, are coming closer and closer to each other; the old "Gorch Foch" getting a museum ship, the museum ship "Jarramas" getting a traditional ship, "General Zaruski" being restored to a traditional ship, I hope, with the help of antiquarians and museum people.

So let me quote and at the same time introduce our first speaker: Eric Kentley , former curator of the "Cutty Sark" Trust who said after the terribly fire on Cutty Sark: "It is serious but not the end. The "Cutty Sark" has meant so much to so many people, that whatever it costs, and however long it takes, we will put her back together".

Let's take that as a statement for the preservation of our maritime heritage in or out of operation.