National Ocean Policy of PORTUGAL

DATED:  • Resolution 163/2006 of 12 December of the Council of Ministers
        • Resolution 40/2007 of 12 March of the Council of Ministers

PURPOSE
Resolution 163/2006: to adopt an integrated and comprehensive policy in the governance of all maritime affairs, based on the cross-cutting and multidisciplinary strategy, following the 17th Constitutional Government’s program.

Resolution 40/2007: the establishment of the structure of coordination, and the redefinition of the terms of the mandate and composition structure of the Mission for the Affairs of the Sea (EMAM), adjusting it to the new reality, after full compliance with the objectives previously determined by the Government in the Council Resolution of Ministers 128/2005 of 10 August.

ADDITIONAL INFORMATION
Published by the Ministério da defensa Nacional, Estrutura de Missao para os Assuntos do Mar (2007).
Received from Mario Ruivo, the Chairman of the Portuguese Committee to IOC.
RESOLUTION N.º 163/2006 OF THE COUNCIL OF MINISTERS

Resolution n.º 128/2005 of the Council of Ministers, of August 10, established a Task Group for Maritime Affairs (TGMA), expressing the need for Portugal to adopt an integrated and comprehensive policy in the governance of all maritime affairs, based on a cross-cutting and multidisciplinary strategy, following the 17th Constitutional Government’s Program.

The TGMA has prepared, in accordance with the goals set by the Government, a draft document, where it identifies the main guidelines for a National Ocean Strategy. The different ministries have examined this draft, in order to make a political analysis and to match it with the Governments’ program. The document was then put forward for public discussion.

The TGMA proposal was prepared with the support of a broad survey to around one hundred public and private companies and institutions, economic agents, non-governmental organizations, members of the scientific community and influent individuals in maritime affairs, from Portugal and abroad. The Green Paper on the Future European Maritime Policy was also taken into consideration, as well as the recommendations issued from a number of preparatory meetings in which the TGMA has taken part.

The current situation represents a unique opportunity, which requires that Portugal define a clear and urgent National Ocean Strategy that meets the international challenges and promotes the country’s national objectives, enabling Portugal to defend its points of view and take a leading role in the international processes. This strategy should be aimed at improving maritime governance and the development of maritime activities, while promoting economic development, preserving the natural heritage and reinforcing Portugal’s position as one of Europe’s maritime countries.

The National Ocean Strategy must be framed within the other national strategies, policies and programs, particularly the national strategy for sustainable development, the Lisbon Strategy, the technological plan, the national strategy for nature and biodiversity conservation, the national spatial planning policy, the integrated coastal zone management strategy, the coastal zone management plans, the White Paper on maritime transports and ports policy “towards the 21st century” and the strategic guidelines for the maritime transports and ports sector, the national strategic plan for tourism, the national ecotourism program, the national strategy for energy, the national “Sports for all” program and the national strategic plan for fisheries.
In particular, it is necessary to assure the articulation with the plans, strategies and programs for coastal zones and adjacent waters, such as the actions taken within the framework of the Water Law, the coastal zone management plans, the future strategy for integrated coastal zone management and the future national plan for maritime transport and ports, amongst others. This strategy shall be implemented through a dialogue with all the stakeholders and oriented towards action, coordination and articulation, aimed at clarifying, simplifying and speed-up procedures for economic agents, based on solid technical and scientific information.

In defining a National Ocean Strategy for the first time, based upon an integrated approach that takes into consideration the various national policies, the Government aims at creating the essential mechanisms and providing the necessary conditions to all agents, so that the sustainable use of the ocean may become an effective and credible reality, for the benefit of the people.

In order to enable Portugal to take advantage of the existing opportunities and to mitigate the difficulties, the National Ocean Strategy guidelines are based upon three strategic pillars: knowledge, spatial planning and the active promotion of national interests and objectives.

These are the key success factors, that is to say, those that are essential to increase the importance of the ocean as a distinctive element, making it one of the main driving forces of the country’s future development. These factors will render the current national policies more effective and will help in the definition and implementation of new integrated policies aimed at a better use of the existing potential and resources.

Three high priority areas, that are to be implemented in the short term, were identified, taking into consideration the present international context and the need for internal coordination in maritime affairs:

a) To create an interministerial coordinating commission to implement the National Ocean Strategy. This will guarantee the intergovernmental articulation on maritime affairs in a permanent way, maintaining at the same time, each ministry’s own competences on areas of vertical and sectoral action;

b) To improve the coordination and articulation of the national positions in the various international fora, regarding maritime affairs. This is central to the affirmation of Portugal as a country that defends its interests and objectives consistently and that assumes the leadership in the international agenda concerning ocean affairs;

c) To assure the technical, diplomatic and political follow-up of the public discussion on the Green Paper of the European Maritime Policy and its further steps, during which it is essential to mobilize the country, in order to guarantee that Portugal remains at the forefront of the new European approach to maritime affairs, through an informed, effective and comprehensive participation.

Bearing in mind the horizontal nature of the National Ocean Strategy, a set of strategic, cross-cutting actions were defined, that will contribute to the creation of conditions assuring an optimal and sustainable use of the ocean. The implementation of those actions, in articulation with the other national strategies, will put into operation the strategic pillars, adding value to actions already taking place and contributing to the central objective of defining the ocean as a “national project”.

Eight strategic actions have therefore been selected: mobilising and raising awareness of society to the importance of the ocean; the promotion of education and outreach programs in schools of ocean-related activities; the promotion of Portugal as an European centre of excellence in ocean sciences; the spatial planning of maritime activities; the protection and restoration of marine ecosystems; the development of the maritime economy; support for new forms of technology applied to maritime activities; and national defense, security, surveillance and the protection of maritime zones under national sovereignty or jurisdiction.
These measures, and any others that may be considered relevant in the future, will be the target of specific action plans developed by the different Ministries and coordinated by the interministerial commission for the implementation of the National Ocean Strategy.

The draft National Ocean Strategy, which was approved by the Council of Ministers, in 4 October 2006, was open for public discussion and consultation, from which resulted the final document presented in the following pages.

Thus:
Under the terms of Article 199.º g) of the Portuguese Constitution, the Council of Ministers has decided:

To approve the National Ocean Strategy, set out in the Annex, which forms an integral part of the present resolution.

Presidency of the Council of Ministers, 16 November 2006. — José Sócrates Carvalho Pinto de Sousa, Prime Minister.
INTRODUCTION

Portugal needs an ocean strategy. This fact has been acknowledged in numerous initiatives that have laid the foundations for the debate on how the ocean may become one of the main factors of our country’s development, if properly used and protected.

One of the guiding lines of the national strategy for sustainable development, recently approved by the Government, is the use of the ocean as a distinguishing and development factor. Furthermore, the national action plan for growth and employment 2005-2008, a plan for the implementation of the guidelines set out in the Lisbon Strategy, acknowledges that the ocean is a distinguishing factor and constitutes an opportunity to place Portugal at the centre of an economic value-creation system of maritime activities. Several constraints and discrepancies have however prevented that potential from being used at the service of economic and social development. It is necessary to define the mechanisms to enable a better use of the available resources, to increase the knowledge on our marine heritage and biodiversity promoting their use and conservation, to restore and to give economic and sustainable viability to the exploitation of impoverished natural resources, to resolve sectoral conflicts over the use of the ocean and to support new activities in which Portugal can be competitive, standing out and taking advantage of existing opportunities.

A strong, modern and sustained maritime economy can only be stimulated through the clarification and transparency of licensing procedures, and through the creation of mechanisms for attracting investment, based on solid and credible information. One of the greatest challenges to the design of a National Ocean Strategy lies in the difficulty to evaluate the current situation and in foreseeing potential progress. Despite the work of the Strategic Commission for the Oceans, the Portuguese contribution to the Green Paper of the European Maritime Policy and the few economic studies about maritime activities, the quantification of the importance of the ocean to the national economy is based on empirical approaches and on data containing significant gaps, that do not provide a clear picture of the real economic situation, or of the potential benefits of investing in those activities.

As an example, although tourism appears as one of the most important sectors in employment studies, it is difficult to estimate its real economic contribution to the cluster of maritime activities, given that its impact is spread over a number of economic sub-sectors such as transport, catering, trade, hotels and cultural and sporting events. One of the main goals of this National Ocean Strategy is precisely to create the tools and conditions to provide an up-to-date and permanent response to the absence of reliable information needed for strategic decision-making and to strengthen and attract new investments.

Portugal has one of the largest exclusive economic zones (EEZ’s) in Europe, covering more than 1,700,000 km², which represents more than 18 times the country’s terrestrial area. Moreover, there is the possibility of extending the zones under Portuguese sovereignty or jurisdiction that will far exceed the present EEZ. The work that is being carried out by the Portuguese Task Group for the Extension of the Continental Shelf will establish the areas to be claimed by Portugal, outside the 200 nautical-mile zone, in a proposal that will be submitted by May 2009 to the Commission on the Limits of the Continental Shelf, created under the United Nations Con-
vention on the Law of the Sea. The Autonomous Regions of the Azores and Madeira have a key role in this issue, given their central and strategic positioning in the maritime zones under national sovereignty or jurisdiction.

This vast area of the ocean contains some of the world’s most important marine ecosystems. The biogeographical and geomorphological characteristics of the zones under Portuguese jurisdiction contain a wealth of marine biodiversity. The ocean insular systems, the deep-sea with its abyssal plains, the underwater seamounts and banks, the mid-Atlantic ridge, the fields of hydrothermal vents, the rich estuaries and lagoons, the great underwater canyons, the coastal upwelling zones, the rocky reefs, among others, confer to Portugal a unique natural heritage, which is important to value and preserve. In addition, there are a number of archaeological, cultural, aesthetic and historical treasures, geological and mineral resources, renewable energy sources and biotechnological resources which, all together, represent one of the main national assets that is important to investigate and use in a sustainable way.

The creation of economic wealth and jobs is only possible through the sustainable development of activities such as maritime transport, port activities, the naval industry, fishing, tourism, renewable energy, science, technology and innovation, blue biotechnology and the exploitation of living and non-living resources.

The ties between Portugal and the ocean became highly relevant during the Age of the Discoveries, which marked the beginning of the globalization process. The commercial, cultural, scientific and technological exchanges fostered the country’s general development and marked decisively the transmission of knowledge between peoples. Nevertheless, nowadays the ocean is something distant, intangible and invisible to many Portuguese.

It is now generally agreed that the threats and risks currently hanging over the coastal zones, the marine environment and its biodiversity, such as ship accidents, marine pollution, illegal activities, including illegal immigration and terrorism, climate change, rising sea levels, natural disasters and the overexploitation of the ocean’s resources, are significant and have world-wide repercussions. These threats require new ways of internal articulation, of international cooperation and management principles, given that they influence the sustainable development of societies, and affect public health, economic and social development and the people’s quality of life.

The United Nations and other international fora have fully recognized the importance of the ocean and seas to humanity. All over the world, a new awareness has emerged in recent decades, that the management and governance of the ocean and coastal zones, and the human activities associated with them, should be approached from an ecosystem and sustainable development perspective, based on a broad, integrated and non-sectoral vision.

Portugal has an international reputation as a maritime country, with its own ideas and actions, giving an active contribution to the Global Oceans Agenda. The important steps taken in ocean policy in recent years are closely related to that fact. Thus:

- a) In 1998, the Independent World Commission on the Oceans, led by Portugal and chaired by Dr. Mário Soares, the former President of the Portuguese Republic, approved the report “The Ocean: Our Future”, within the framework of the UNESCO Intergovernmental Oceanographic Commission;
- b) The International Year of the Ocean, celebrated in 1998 as a result of a proposal made by Portugal to the Assembly of the UNESCO Intergovernmental Oceanographic Commission and adopted by the United Nations General Assembly, was integrated in the Lisbon World Expo 98, under the theme “The ocean, a heritage for the future”;
- c) In the same year, the Council of Ministers’ resolutions n.ºs 88/98, 89/98 and 90/98, of July 10, respectively created the Intersectoral Oceanographic Commission, with the objective of “strengthening the response capacity of research and development in marine sciences and technologies and in oceanographic services, through a strategy that harmonizes actions, combines strengths and avoids duplications, rationalizing human resources and the available infra-structures”, the Marine Science
and Technology Development Program, with the objective of “giving priority to this field of applied research, endowing it with a structural and interdisciplinary nature”, and the Interministerial Commission for the Delimitation of the Continental Shelf, with the mission to study the possibility of extending the external limit of the Continental Shelf beyond the 200 nautical mile zone established by the United Nations Convention on the Law of the Sea;

d) In 2003, the Strategic Commission for the Oceans was created (Resolution n.º 81/2003 of the Council of Ministers, of June 17) with the objective of defining the guidelines for a national ocean strategy. In 2004, that Commission produced a report with approximately 250 proposals and measures for strategic action;

e) In 2005 the Task Group for the Extension of the Continental Shelf was created (Resolution n.º 9/2005 of the Council of Ministers, of January 17), with the objective of preparing a proposal for the extension of the Portuguese Continental Shelf beyond the 200 nautical mile zone, to be submitted to the United Nations Commission on the Limits of the Continental Shelf;

f) A Task Group for Maritime Affairs (Resolution n.º 128/2005 of the Council of Ministers, of August 10), was also created in 2005 with the aim of continuing the work already started and the mission of “preparing a proposal that establishes the measures to be implemented in order to develop an integrated Government policy on maritime affairs and an action articulated with all the competent agencies in maritime areas”;

g) In 2006 the European Maritime Safety Agency set up its headquarters in Lisbon. This agency will play an essential role regarding the collection, registration and evaluation of technical data in the fields of maritime security, traffic and marine pollution.

This is a time of great activity in the International Oceans Agenda. Several countries throughout the world have become involved in the formulation of integrated strategies or policies for the ocean and coastal zones, although few of them have started to implement those policies in their maritime space.

Within the framework of the United Nations and other relevant international fora, several initiatives and activities are currently under way, including those associated with the United Nations Convention on the Law of the Sea, marine protected areas, the protection of underwater cultural heritage, the protection of marine resources and biodiversity in areas beyond national jurisdictions, and genetic resources and their applications.

These issues are also part of the European Union agenda. The most recent initiatives include the Green Paper on the Future European Maritime Policy, the marine strategy directive and the thematic strategy for the protection of the marine environment, the extension of the Natura 2000 network to the marine environment, the application of the water framework directive, the third maritime safety package (Erika III) and the common fisheries policy. The Commission’s strategic objectives for 2005-2009 state: “the particular need for an all-embracing maritime policy aimed at developing a thriving maritime economy, in an environmentally sustainable manner. Such a policy should be supported by excellence in marine scientific research, technology and innovation”. The strategic objectives of the European Commission make it more obvious that Europe needs to find its way towards a true policy for the oceans.

Portugal has been at the forefront of that process, having drafted, along with France and Spain, the first contribution to the Green Paper. Its central position and the Atlantic dimension of the maritime zones under its jurisdiction, both reinforce the key role that Portugal must play, as a privileged linking agent between the European Union and the Community of Portuguese-Speaking Countries, the American continent and the rest of the world.

The geostrategic position of the Portuguese maritime space imposes major challenges and responsibilities in the areas of national defense, security and surveillance, illegal immigration, the prevention of pollution, support to navigation, and the safeguard of human life at sea. It also provides a set of opportunities for economic development and for linking the various regions of the national territory.

The present situation offers a unique opportunity, which requires Portugal to define, as a matter of urgency, a clear ocean policy to meet international challenges and promote the national goals in these fields, enabling Portugal to put forward its points of
view and take the lead in international processes to improve ocean governance and the development of maritime activities, while at the same time fostering economic growth, preserving the natural heritage and assuming its role as one of the maritime nations of Europe.

A National Ocean Strategy must be framed, articulated and coordinated with other national strategies, policies and programs and with global plans resulting from our international commitments, and transposed to national law, particularly the national strategy for sustainable development, the Lisbon Strategy, the technological plan, the national strategy for nature and biodiversity conservation, the national spatial planning policy, the integrated coastal zone management strategy, the coastal zone management plans, the White Paper on maritime transports and ports policy “towards the 21st century”, the strategic guidelines for the sector of maritime transports and ports, the national strategic plan for tourism, the national strategy for energy, the national “sports for all” program and the national strategic plan for fisheries.

The National Ocean Strategy is based on the coordination of the priorities established for each sector, and should bring coherence to the existing maritime affairs policies. Special coordination will be required with the plans, strategies and programs on coastal zones and adjacent waters, particularly those arising from the application of the Water Law, the coastal zone management plans, the future strategy for integrated coastal zone management and the future national plan for maritime transport and ports, among others. In that respect, the National Ocean Strategy should add value to the sectoral activities already being undertaken, building on the existing programs.

This strategy shall be implemented through the dialogue with all the stakeholders and aimed at action, coordination and articulation, clarifying, simplifying and accelerating procedures for economic agents, based on solid technical and scientific knowledge and on the strict observance of the principles and agreements accepted by Portugal. Portugal has an internationally recognized responsibility in ocean protection and in the conservation of its ecosystems and biodiversity. This responsibility must be consolidated, extended and fully respected, in order to provide an example and a model to be followed by our international partners.

The definition of the actions and priority measures included in this strategy follows Portugal’s work at national and international level in recent years. The Strategic Commission for the Oceans has made an exhaustive survey of Portugal’s current situation regarding sea-related activities, examining the state of resources and the various sectors. This survey contains summarized diagnoses with an analysis of strengths and weaknesses, challenges and opportunities, threats, risks and constraints. It further makes a series of recommendations and proposals to take advantage of the opportunities identified, particularly in the areas of aquaculture, fish-processing industry, port development, naval construction, repair and maintenance, tourism qualification and development of nautical recreational activities, technology, renewable energy, culture, diplomacy, national defense, environment, science and ocean governance. In order for the National Ocean Strategy to become effective, it is necessary to carry out a global and intersectoral analysis, to promote common objectives and find effective means of coordinating and linking cross-cutting issues, and also to analyze and foster conflict resolution arising from sectoral measures.

Based on these findings, which were confirmed by the survey carried out by the Task Group for Maritime Affairs to around a hundred public and private companies and institutions, economic agents, non-governmental organizations, the scientific community and experts in maritime affairs, there is the need to define priorities. Despite what has already been done or proposed at the sectoral level, namely in the areas of transport, fishing, energy, education, environment, science and technology, national defense and foreign policy, because resources and mechanisms are still scarce, it is necessary to ensure the conditions that guarantee a higher probability of success and effectiveness for future actions.

The National Ocean Strategy is determined to guarantee the existence of key success factors, which render the sectoral policies being implemented or planned for the ocean and coastal zones more
efficient and articulated, and to contribute to the definition of national strategic areas, in order to take full advantage from the potential offered by the ocean.

The added-value of this strategy is to turn the ocean into a national project, through an integrated governance approach for maritime affairs combining, for the first time, the efforts of the various government agencies, economic agents, the scientific community, non-governmental organizations and the civil society, for a commitment of all actors on the sustainable use of the ocean, enhancing its role in the economic and social development of the country and preserving this heritage.

However, this strategy will not solve all the problems and its objectives can only be achieved if the ocean is regarded by all as a true national project. The State has a part to play as a facilitator and promoter of economic and social development conditions, but it is up to the companies, corporations, institutions and the civil society to take the leading role in the materialization of this strategy. The achievement of tangible results is only perceptible, in some cases, over the medium to long term, and it requires a rapid and persistent support in the fields of education, training of human resources, creation and optimization of infrastructures and research and development.

By defining, for the first time, a National Ocean Strategy based on an integrated and intersectoral policy approach, the Government aims at creating the essential mechanisms and providing agents with the necessary conditions to make sure that the sustainable use of the ocean for the people’s benefit, becomes an effective and credible reality.

Bearing in mind the present economic situation, the ongoing public administration reform and the national resources available, but assuming that Portugal needs a new ocean policy and a clear, rapid and effective response to current international challenges, the National Ocean Strategy is based on an ambitious but realistic approach. This assumes a practical and feasible character that is adaptable and consolidates the results already achieved. It emphasizes learning, and is inclusive, involving public and private institutions in the field of maritime affairs, and also the civil society, thus strengthening responsible participation and cooperation in problem resolution.

Portugal must ensure the coordination and articulation of all maritime sectors, in order to meet this challenge, such as stated in the 17th Constitutional Government Program. This was also one of the main recommendations of the Strategic Commission for the Oceans report, and was reinforced by the broad survey to public and private institutions with interests in maritime affairs.

This need is felt in areas where there is a lack of comprehensiveness and continuity in jurisdiction, or where the jurisdiction and competencies of a number of authorities overlap, the latter being divided furthermore by the different levels of local, regional and central government, a situation that is particularly evident in the areas of sea-land interface.

Thus, it is necessary to define the main paths and to create a coordinating structure for ocean affairs that suits a maritime country such as Portugal, and makes it possible to explore the full potential of the ocean, for the present and future generations.

The National Ocean Strategy is divided into five chapters.
Chapter I sets out the general principles and objectives.
Chapter II defines the strategic pillars that constitute key success factors.
Chapter III describes the human and financial resources required.
Chapter IV indicates the monitoring, evaluation and revision mechanisms.
Chapter V formulates the essential actions to be taken, classified as priority and strategic actions, and the corresponding measures, relating them to the strategic pillars.

The Annex contains a summary table of the strategic actions and measures presented in chapter V.
CHAPTER I
PRINCIPLES AND OBJECTIVES

The declaration of the ocean as a factor of distinction and national identity, assuming it as a strategic priority and a national project, requires a vision that must be simultaneously ambitious and realistic, credible and attractive.

This strategy is intended to create the conditions and the mechanisms to enable agents to develop sea-related activities, in a balanced and articulated way, with the objective of improving the quality of the marine environment, fostering economic growth and creating new jobs and opportunities.

These activities must be based on appropriate scientific knowledge, on an efficient spatial planning system and the permanent defense of marine biodiversity, and ocean conservation.

The central objective of the National Ocean Strategy is to make a better use of ocean and coastal resources, promoting sustainable economic and social development, through an efficient, responsible and committed coordination that actively contributes to the International Oceans Agenda.

This strategy promotes actions that combine the enhancement and growth of economic activities, employment and social cohesion, the protection of natural and underwater heritage and the maintenance of adequate environmental conditions for future generations. That is to say, it pursues the objectives laid down at the Lisbon, Gothenburg and The Hague European Councils.

This comprehensive objective must be based on universal values and principles, such as the ones recognized at the United Nations and in other international fora. The report of the Strategic Commission for the Oceans, defines a series of approaches and guiding principles, based on international agreements and conventions that are central to an integrated maritime policy. Among these are:

a) The United Nations Convention on the Law of the Sea (approved by Resolution n.º 60-B/97 of the Portuguese Parliament and ratified by Decree n.º 67-A/97 of the President of the Republic), whose preamble states that “ocean space problems are closely interconnected, and must be considered as a whole”, and calls for the integrated management of ocean affairs;

b) The principle of sustainable development, founded on a number of international conventions, agreements and protocols, such as the 1972 United Nations Stockholm Conference, the 1992 Rio de Janeiro Conference, which gave birth to Agenda 21, and the 2002 Johannesburg World Summit on Sustainable Development, where this principle was finally assumed and consolidated. Nowadays, this is an indispensable requisite in integrated and responsible management of the planet’s ecosystems;

c) The precautionary principle, which is a risk management approach, originated by the European policies of the 70s and mentioned in the Union Treaty. It has been subject to several interpretations and was adopted in the World Charter for Nature at the 1982 United Nations General Assembly and in other international conventions. The Common Fisheries Policy also provides for the application of the precautionary approach in resource management and, more recently, the European Commission, through the Communication COM 2000.1, has clearly defined this principle and its application procedures;

d) The ecosystem approach, as a methodology and framework for the integrated management of
terrestrial and aquatic ecosystems and their resources, aimed at promoting their conservation and sustainable use. This approach was developed and adopted at the Convention on Biological Diversity, during the COP 5 in 2000, and has since been included in international documents, treaties and conventions. It is a determining factor to the adequate implementation of the key provisions of the United Nations Convention on the Law of the Sea and Agenda 21, particularly Chapter 17, on the integrated management of the oceans and coastal zones.

The National Ocean Strategy calls for the implementation of action plans aimed at the mobilization, education and habilitation of the Portuguese society and its international partners, for the sustainable and responsible exploitation and use of the ocean and coastal zones and the creation of management tools that renders the processes more transparent, rigorous and credible.

**Given this national and international framework, the National Ocean Strategy gives priority to the development of knowledge, skills and shared management tools that make it possible to deal with the causes of problems and not merely with their symptoms. In order to achieve this, it is necessary to create a coordinating structure for maritime affairs that will promote policy articulation, the definition of strategic directions, the clarification of competences and areas of intervention, adding value to the sectoral objectives, so that the overall result is more than the sum of the sectoral results.**

This coordination needs to focus on the capacity to articulate existing skills and to promote the accountability of central, regional and local agents, as well as the public and private corporations and civil society. It calls for increased investments in knowledge, technology and innovation, through technical training, promoting conflict resolution, maximizing the shared use of resources, and promoting the economic development of maritime activities. This will match the need for employment, qualification, social welfare, and the protection and conservation of the marine environment.
CHAPTER II
STRATEGIC PILARS

The implementation and evaluation of the National Ocean Strategy constitutes an enormous challenge, due to several reasons:

a) In the first place, decision-making is difficult due to the lack of knowledge, understanding and perception of the complexity of the ocean and coastal zones ecosystems and the real impact and consequences of human activities. Further difficulties are related to the accurate assessment of the economic activities’ potential;

b) Secondly, the difficulties experienced in sharing responsibility for the management of the ocean as a common resource and a three-dimensional space, due to the interdependence and to conflicts between several interests, jurisdictions and management processes;

c) Thirdly, the ocean and coastal zones now represent, throughout the world, a major opportunity for new sea-related economic activities that, as a consequence of the recent technological advances, are creating a need for new forms of management and for an active defense and protection of national interests.

In order for Portugal to take advantage of the existing opportunities and mitigate the difficulties, the guidelines of the National Ocean Strategy are based on three strategic pillars. These pillars are the key success factors indispensable to enhancement the importance of the ocean as a distinguishing factor, essential for the country’s future development.

The key success factors will assure that sectoral policies currently being developed are more effective and integrated, and help to define and implement new integrated policies for the better use of existing resources and knowledge.

This challenge requires the existence of institutions with appropriate scientific and technical capacity and effective management tools, as well as additional efforts in cooperation, coordination and horizontal articulation between all government levels. It is also necessary to ensure that accurate information and solid scientific knowledge assist the decision-making processes, with the support of an educated, informed and engaged society. In other words, Portugal has to do the right things correctly. That is the only way to meet the new challenges and present coherent positions on the defense and promotion of its interests and objectives.

The following strategic pillars are essential to support the construction of a prosperous maritime economy, guaranteeing quality of life and social welfare, while respecting the environment:

a) Knowledge;

b) Spatial planning;

c) Active promotion and defense of our national interests and objectives.

Regarding knowledge, only through a consistent and sustained investment in scientific research and the development of new technologies applied to the ocean and coastal zones, will it be possible to create a solid basis for management decisions, in a sustainable development and integrated management perspective. In addition, training, education, awareness-raising, outreach, diffusion and access to information, together with the use of objective indicators to support sectoral and intersectoral policies, constitute the best factors for public and private investment credibility and encouragement, in sea-related activities.
Spatial planning is a governance tool, indispensable to assure an overview founded on the principles of sustainable development, precaution and ecosystem approach, through the identification and planning of all present and future uses of the ocean, backing up an integrated, progressive and adaptable management of the ocean and the coastal zones and the development of sea-related activities, promoting simultaneously:

a) The knowledge and mapping of all activities in a given area, enabling a rapid and judicious analysis;
b) The coordination of the management, licensing and supervision processes and monitoring of activities related to marine environment, promoting decision making on the use of the ocean and coastal zones, based on rigor and accuracy criteria;
c) Responsible participation, debureaucratization and procedural simplification, guaranteeing the distinguishing factors related to the ocean and coastal zones’ specificities;
d) The protection, conservation and restoration of biodiversity and coastal and marine ecosystems;
e) The best use of new opportunities for the development of maritime activities, minimizing in advance potential conflicts between the various sea-related activities, such as tourism, recreation and leisure, nautical sports, ocean and river cruises, maritime transport, dredging and coastal protection, the conservation of nature and biodiversity, underwater archaeology, commercial and recreational fishing, aquaculture, renewable energy, prospecting and extraction of geological resources, the laying of submarine cables, underwater pipelines of oil and wastewater treatment plants, naval, commercial and fishing ports, scientific and technological research, naval engineering and construction, military exercises, the exploitation of genetic resources, \textit{inter alia} through biotechnology.

The active promotion and defense of national interests and objectives is achieved through a committed and competent engagement in bilateral and multilateral relations, by means of proactive participation, cooperation and contribution in the various international fora. Once again, those actions must be supported by a coordinating structure that ensures an articulation, at the national level, of the diplomatic, political, economic, social, environmental, scientific, technological, national defense and security areas, strengthening national image, sovereignty and identity.

Any failure in the measures or actions associated with these three strategic pillars will impede the development of an ocean-related sustainable policy that integrates the economic, social and environmental aspects.
CHAPTER III
HUMAN AND FINANCIAL RESOURCES

Given its horizontal nature, the National Ocean Strategy requires, in addition to the responsibilities of each sectoral agency, the creation of a coordinating structure that ensures consistency of actions, promoting complementarity of sectoral policies and creating mechanisms for the valorization of joint actions.

In the present situation, there is a need for a rationalization and qualification policy of human resources. It is important to regard all agents as valuable human resources to the implementation of the National Ocean Strategy.

European Union funds and sectoral budgets from government authorities will contribute to the financing of the actions and measures proposed in this Strategy, with the purpose of rendering the actions of those authorities more effective and integrated, increasing synergies and optimizing existing resources. The funding to be allocated to this strategy will be determined through the action plans to be implemented under the strategic actions, in articulation with the various stakeholders.

CHAPTER IV
MONITORING, EVALUATION AND REVISION

The implementation of the National Ocean Strategy requires an annual evaluation. The contribution of the various ministries and regional governments to that evaluation will include a reference to the need for the revision of existing planning instruments, and also to the relevance of preparing additional measures. Contributions will also be required from independent consultants within the framework of the consultative bodies that will be created as a result of this strategy. That evaluation must be based on the analysis of objective indicators that provide an assessment of the implementation targets and the effectiveness of the plans and programs. Those must be specific, preferably quantitative indicators, to be defined in advance, in order to make them more easily measurable. They must also take into consideration the resources mobilized, the results to be achieved and the proposed calendar. These indicators will be defined according to the specific action plans, in articulation with the different stakeholders, to assure the implementation of the measures contained in this strategy. At the same time, the evaluation reports must make recommendations aimed at improving the implementation of this strategy, highlighting the measures to be adopted.

The National Ocean Strategy is a dynamic document, open to any adjustments resulting from the evaluation process of the action plans’ implementation. It will remain in force from 2006 until 2016, when it will be globally assessed and revised, through an evaluation and public discussion process.
The creation and application of actions and measures that materialize the three strategic pillars are fundamental to foster both traditional and cutting-edge technological sectors of economic activities, and an essential support for the creation of wealth and improvement of growth, social cohesion and quality of life.

Only with a National Ocean Strategy based on these foundations will it be possible to achieve the objectives proposed in other national policies, particularly in the following areas:

a) Transport: increasing the competitiveness of national ports and encouraging sea transport as a less pollutant means of transport; promoting the articulation of sea transport with other forms of transport, adding value through logistical chains and the standardization and simplification procedures, such as the “single window” in ports; ensuring an effective performance by the competent authority for transport, ports and the safety at sea, taking into consideration management responsibilities in the implementation of the maritime vessel traffic services (VTS) and the international ship and port facility security code (ISPS);

b) Energy: investing in renewable energy, contributing to the reduction of the dependence on external energy and the emission of greenhouse gases, using ocean energy resources; speeding up licensing procedures, mobilizing and attracting private investment, and backing technological innovations to respond to the challenges of competitiveness in that sector; developing of an industry of goods, equipment and services that promotes job creation, exportation of equipment, technology and know-how, and industry reconversion, such as the metal-working industry and the naval shipyards; and also providing a better knowledge of the geological characteristics of the deep off-shore;

c) Aquaculture and fisheries: ensuring the sustainability of resource exploitation; introducing measures for a fairer distribution of wealth and diversifying the economic activities of the fishing communities; creating marine protected areas and restoring damaged ecosystems; reinforcing the system of artificial reefs; and fostering research and development in offshore aquaculture systems, ensuring their economic profitability and environmental sustainability;

d) National defense and security: clarifying competencies and responsibilities, areas of intervention and coordination for the Maritime Authority System; improving the prevention and the fight against marine pollution, navigation safety and the protection and safeguard of human life at sea within the framework of the national search and rescue systems; reinforcing maritime surveillance and the mitigation of natural risks and community support in the context of the National Civil Protection Service;

e) Science, technology and innovation: investing in qualified human resources; ocean-related scientific and technological projects and infrastructures, optimizing existing resources, encouraging and strengthening inter-institutional cooperation and resource-sharing; and actively participating in international networks;

f) Environment and nature conservation: ensuring the proper functioning and maintenance of marine and coastal ecosystem services; promoting knowledge and protection of marine biodiversity; restoring damaged habitats and safeguarding essential areas for the conservation of living and non-living resources, particularly through the creation of a network of marine protected areas; ensuring the prevention and control of pollution,
including the effects of onshore and inland human activities on the marine environment; combating and preventing the introduction of non-indigenous species; and ensuring the general monitoring of the marine environment health; 
g) Education, culture, awareness-raising and outreach: highlighting the importance of the ocean, in all its dimensions, into the school curricula; publicizing the importance of maritime activities to society in centres, aquariums, oceanariums and sea-related museums; promoting environmental education and encouraging naval and nautical education; and enhancing the underwater cultural heritage;
h) Tourism, leisure, sport and recreational sailing: promoting the ocean as a distinguishing factor in the universe of tourist attractions and stimulating sea-related activities that provide leisure, recreational and sporting activities, developing conditions for easy and natural access to the sea; promoting nautical and oceanic tourism through the organization of prestigious international sporting events, such as sailing, rowing, canoeing, boating, diving and bird- and whale-watching; encouraging fishing-related tourism; making the most of the major classified natural areas along our coasts, where the Autonomous Regions of the Azores and Madeira play an important role in the promotion of eco-tourism; developing cruise ship tourism, which is expanding rapidly in this country;
i) Foreign policy: promoting the central position of Portugal in the Atlantic and reinforcing international relations with other continents, particularly in the transatlantic context and with the community of Portuguese-speaking countries, affirming Portugal as one of the maritime nations of Europe and defending our national interests and objectives in all relevant international fora.

A set of three actions that should be given priority was identified. Given the demands of the present international policy context and the need for internal organization to deal with maritime issues, these actions should be implemented immediately.

These actions aim at the establishment of a coordinating structure and will allow a response to the 17th Constitutional Government Program, which seeks to "promote the coordination, at Government level, of all sea-related areas under the control of different authorities". This is the best way to respond to the challenges ahead in an efficient manner.

Eight structural actions that materialize the three strategic pillars were also defined. The measures associated with these structural actions shall be implemented immediately although some of them might only produce results in the medium/long term, given their complexity and their intersectoral nature.

These measures, and any others considered relevant, will be the target of specific action plans promoted by the future coordinating structure, that shall define the main agents and stakeholders involved and their roles, the financial funds and their sources, and the indicators to use in the evaluation procedures.

A—PRIORITY ACTIONS

The steps to ensure the effective coordination of maritime affairs and to respond to the challenges of the international political agenda are expressed in three priority actions, to which Portugal must respond immediately. These actions will make it possible to monitor the ongoing processes and to consolidate the bases for the implementation of the National Ocean Strategy.

1. To create a coordinating structure for the implementation of the National Ocean Strategy, based in the articulation and participation of all stakeholders, and on the accountability of the relevant sectoral policies. This strategy is to be applied nationwide, recognizing the ocean as a relevant factor for national cohesion and identity. The Autonomous Regions of Madeira and the Azores are of great importance to the national ocean policy due to of their geo-strategic position, their accumulated knowledge and their potential for the development of significant economic activities.

In view of the present context, the coordination mechanism to be adopted will be based on the creation of an Interministerial Commission for Maritime Affairs (ICMA), consisting of all ministries with authority in maritime issues and the Autonomous Regions, with a flexible structure and a mandate that allows it to effectively implement this strategy.
The main tasks of this interministerial commission are:

a) To coordinate, monitor and evaluate the implementation of the National Ocean Strategy with other cross-cutting strategies, planning instruments and programs;
b) To contribute to the coordination, implementation and monitoring of Government-approved cross-cutting actions, measures and policies related to maritime affairs;
c) To promote the participation in international fora on maritime affairs and the coherence of the Portuguese positions in those fora, in support to the Ministry of Foreign Affairs;
d) To promote favourable conditions for the attraction of private investment to sea-related activities, in coordination with the competent bodies, making it possible to develop a strong and modern maritime policy, that makes a wise use of the country's resources and assets;
e) To stimulate the participation of public and private institutions, governmental and non-governmental organizations, and civil society in the implementation of the National Ocean Strategy.

According to what was established in the 17th Constitutional Government Program, a Permanent Forum for Maritime Affairs, open to all civil society actors, will be created. This top-priority action involves the adoption of the following measures:

a) Creation of the Interministerial Commission for Maritime Affairs;
b) Definition of an information management model and the establishment of the Permanent Forum for Maritime Affairs.

2. To improve the coordination and articulation of national positions in the various international fora regarding maritime affairs. This is a central action designed to affirm Portugal as a country that consistently defends its interests and objectives and assumes a leadership position on international dossiers relating to maritime affairs.

It is essential that the coordinating structure to be created supports the Ministry of Foreign Affairs, by making an effective contribution to the preparation of the Portuguese positions to be presented in the various international fora, maximizing the articulation and coherence of Portugal's action.

To do so, it is necessary to identify the main international fora relevant to the Oceans Agenda, having in consideration Portugal's specific interests, and to define those fora that should be permanently monitored. This work requires the active involvement and participation of all authorities with technical competence in the various areas of maritime affairs.

This top-priority action involves the adoption of the following measures:

a) To identify the national delegates to the various international fora and the systems of appointment, communication, validation and transmission of information and to define those fora that should be permanently followed, with particular emphasis to the United Nations and the European Union;
b) To identify and evaluate the set of technical, diplomatic and political skills and competences that are needed to assure an effective representation of Portugal in the various ocean fora;
c) To promote and monitor preparatory meetings with the authorities involved, backing the Ministry of Foreign Affairs, for the coordination of Portuguese positions in the international fora;
d) To create an appropriate information processing system, through the implementation of rapid and efficient information archiving, communication and circulation schemes.

3. The technical, diplomatic and political follow-up of the public discussion on the Green Paper of the European Maritime Policy and its further steps, during which it is essential to mobilize the country and evaluate the opportunities, threats, advantages and disadvantages of that policy, in order to guarantee that Portugal remains at the forefront of the new European approach to maritime affairs, through an informed, effective and comprehensive participation.

The end of the Green Paper of the European Maritime Policy discussion period coincides with the start of the Portuguese Presidency of the European Union. This policy will be central to the Portuguese Presidency, thus making it possible to achieve and maintain a position of leadership in the European maritime affairs.
The discussions to be held after the presentation of the Green Paper and the follow-up process, possibly leading to a White Paper or action plan, clearly justify the inclusion of the maritime policy as one of the subjects to be given priority and will require constant and efficient monitoring of progress of this European policy over the next years.

This top-priority action involves the adoption of the following measures:

a) Cooperation with the Ministry of Foreign Affairs and the involvement of all authorities, the Autonomous Regions, civil society, non-governmental organizations, regional and local agencies in the discussion of the Green Paper and in the preparation of a future action plan, enabling Portugal to assume a leadership position in the next steps of the European maritime policy;

b) Promotion of events, debates and workshops about the lines of action of the European maritime policy;

c) Promotion of awareness-raising of Portugal’s particular characteristics in the European context, the specificities of the Portuguese regions as centres for the development of maritime policies and the peculiarities of the EU’s ultra-peripheral regions, such as the archipelagos of Madeira and the Azores.

**B—STRATEGIC ACTIONS**

Given the cross-cutting nature of the National Ocean Strategy, a set of eight strategic actions materialized by transversal measures intended to create favourable conditions for the sustainable use of the ocean, were identified.

The implementation of these strategic actions, in articulation with other national strategies, will make it possible to put into operation the strategic pillars, adding value to on going actions and contributing to the central objective of defining the ocean as a “national project”.

The eight strategic actions are:

a) To mobilize and raise awareness of society of the importance of the ocean. One of the main difficulties associated with the implementation of a National Ocean Strategy is the lack of visibility of maritime affairs in Portuguese society. Although the glories of the past are certainly present in our culture, the truth is that few citizens look at the ocean as a life, investment, or business opportunity. To achieve that goal it is necessary to invest in medium- and long-term measures that provide a way of increasingly mobilizing society to the importance of the ocean as a development factor and also to encourage continuous actions with a major immediate impact, accelerating the proximity between the Portuguese and the sea. Without a mobilization capable of turning the ocean into a national project, it will be difficult for this strategy to effectively achieve its objectives;

b) It is also necessary to encourage education and outreach programs aimed at the divulgence of ocean-related activities in schools, promoting the diffusion of “the ocean” topic at all levels of education. This will include the promotion of nautical sports as part of the sports curriculum in schools, the involvement of basic and secondary education students in sea-related jobs and activities and professional and advanced training courses in these areas;

c) The unique conditions that our country presents in the European context require the promotion of Portugal as a centre of excellence in ocean sciences, through the optimization of existing resources and the investment in the training and attraction of highly qualified human resources, and the creation of infrastructures that will make it possible to achieve this important project;

d) The main tools for promotion of ocean-related economic activities are marine spatial planning and integrated coastal zone management. To do so, the mapping of current and future activities and the implementation of simplification procedures that foster the maritime economy need to be developed, safeguarding environmental sustainability and allowing to identify opportunities for new uses and to promote the coordination of the monitoring, surveillance, control, security and national defense systems;

e) It is also necessary to protect Portugal’s valuable natural marine heritage through: a knowledge and evaluation of marine biodiversity and the assessment of geological, archaeological, aesthetic and historical values; the implementation
of a national network of marine protected areas; the restoration of damaged ecosystems and the marine environment monitoring; the implementation of sustainable procedures for the management of living resources; and research and preservation of our underwater cultural heritage;

f) A strong and sustained maritime economy is only possible if the mechanisms that enable investors to support maritime activities are created. To do so it is essential to provide credible up-to-date information that can be used to enhance the economic and social development of the country. It is also necessary to promote the definition of rapid, transparent and investment-friendly mechanisms for the creation and attraction of maritime industries and the exploitation of existing natural resources;

g) There is a set of new ocean-related activities in which Portugal is in an exceptionally good position to develop. These include, among others, offshore aquaculture, blue biotechnology, renewable energy and underwater robotics. Thus, it is important to promote favourable conditions for the installation of those industries and activities in this country, fostering their economic and technological potential and projecting into the future the benefits of that investment;

h) Finally, no National Ocean Strategy can be effectively implemented without an efficient integrated system of surveillance, security and national defense, holding the resources to provide an effective and articulated system of maritime surveillance, protection against natural risks and prevention of pollution, terrorism, drug trafficking and other illegal activities.

These measures, and any others that may come to be considered relevant, will be developed through specific action plans where the main stakeholders and their roles, the financial resources to be mobilized and their sources, and the evaluation indicators are identified. These action plans will be developed by the competent authorities and coordinated by the Interministerial Commission for Maritime Affairs.

The following Annex contains a table setting out the eight strategic actions, a set of associated measures and their relation with the three strategic pillars of this National Ocean Strategy.
## ANNEX

### STRATEGIC ACTIONS

**Pillars:** A—Knowledge; B—Spatial planning; C—Promotion and defense of national interests and objectives

<table>
<thead>
<tr>
<th>Strategic Actions</th>
<th>Measures</th>
<th>Pillars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Awareness raising and mobilization of society to the importance of the ocean.</td>
<td>Adopt the ocean as a distinguishing developmental factor for the country.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Ongoing promotion of media publicity for maritime activities, to reach Portuguese society.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Promotion of environmental education.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Promotion of maritime sports.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Preservation and adequate exploitation of the underwater archaeological and historical cultural heritage, fostering the study of social and cultural aspects of ocean-related activities, and the preservation of relevant historical, archaeological and cultural evidence in specialized museums.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Promotion of prestigious international sea and ocean-related sports events in Portugal.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Promotion of sea-related activities within the framework of the Community of Portuguese Speaking Countries, which increase cooperation, contributing to the International Agenda for the Oceans.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td>Promotion of education and outreach programs of ocean-related activities in schools.</td>
<td>Implement integrated education and outreach programs in schools on the various aspects ocean issues: historical, cultural, social, economic, scientific and environmental.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Promotion of professional training courses in secondary education, oriented towards ocean-related activities.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Promotion of the various aspects of maritime activities in university courses in top-priority areas for the country.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Encouraging the teaching of sailing, swimming, rowing and other nautical sports and activities in schools, in partnership with clubs and municipalities.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Developing study programs for young people to visit companies and corporations of the maritime sector as a way of raising their awareness and promoting those jobs.</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td></td>
<td>Developing life long learning and training programs in maritime activities</td>
<td>A x  B x C x</td>
</tr>
<tr>
<td>Strategic Actions</td>
<td>Measures</td>
<td>Pillars</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td></td>
<td>Promotion of Portugal as a European centre of excellence in ocean sciences.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promoting the definition of strategic lines of research in the public policies on maritime issues and reinforcing investment in ocean sciences.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promoting an articulated and coordinated involvement of public research institutions working in maritime issues on ocean and coastal zones research, optimizing the sharing of resources and information.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Create incentives for investment in suitable infrastructures and resources that match the strategic lines defined, to be shared by the research institutions.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implement a network of State and associated laboratories, research units and centres in ocean sciences, allocating long-term funds and defining data supply protocols that feed the lines of action defined for the national ocean policy.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promote Portugal as a centre for deep-sea research in Europe, enhancing the existing natural conditions in the Autonomous Regions of the Azores and Madeira.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Commitment to marine research in the areas of blue biotechnology and biodiversity.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mapping biological, geological and mineral resources both in the ocean floor and subsoil and in the water column, contributing to a better knowledge of large marine ecosystems and to the definition of ecological regions.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Study and safeguard of underwater archaeological assets, protecting them from dilapidation and degradation and supporting their research.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promoting the integration of existing databases, managing data and recovering historical information, promoting data access and sharing at national and international levels, contributing to the global ocean research and monitoring network.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Creation of mechanisms that encourage knowledge transfer from the State and associated laboratories, universities and research centres to companies and corporations, and promotion of scientific jobs in maritime areas.</td>
<td></td>
</tr>
<tr>
<td>Spatial planning of maritime activities.</td>
<td>Mapping the use of ocean and coastal zones by different activities. Promote spatial planning of existing activities, foreseeing potential and future uses and mapping out opportunities at local, regional and national levels. Expedition and simplification of activity licensing procedures. Coordination of security, monitoring, surveillance and control systems in maritime and coastal activities.</td>
<td></td>
</tr>
<tr>
<td>Strategic Actions</td>
<td>Measures</td>
<td>Pillars</td>
</tr>
<tr>
<td>-----------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Protection and restoration of marine ecosystems.</td>
<td>Promote the conservation, knowledge and adequate use of marine biodiversity. Establish a national network of marine protected areas and implement the “Natura 2000” network in the marine environment. Maintenance of habitats in a favourable state of conservation and recovery of damaged habitats; implementation of sustainable management measures for the exploitation of living resources; assuring an integrated management and environmental sustainability in the use of non-living marine resources; and monitoring the marine environment health.</td>
<td>x x x</td>
</tr>
<tr>
<td>Development of the maritime economy</td>
<td>Promote detailed studies of the current situation and the potential represented by the maritime economy and the associated cluster of activities, using data from the National Statistics Institute and other public and private institutions that deal with maritime affairs, adopting methods compatible with European standards. Creation of a maritime economy observatory, defining the group of activities to be monitored, methods and frequency of monitoring and data collection criteria, providing reliable information to support decisions. Enhancing the ocean as a distinguishing element in tourist offer, creating conditions for the best use of the ocean and coastal zones and supporting the quality and diversity of the range of tourist products. Promotion of the competitiveness of our national ports, investing in intermodality, the creation of logistical chains and the implementation of monitoring and procedure-simplifying instruments.</td>
<td>x x x</td>
</tr>
<tr>
<td>Support for new forms of technology applied to maritime activities.</td>
<td>Creation of conditions for the installation, testing and development of emerging forms of technology with the potential to contribute to the sustainable development of maritime activities, such as renewable forms of energy, aquaculture, underwater robotics, instruments and sensors for the study of the ocean, blue biotechnology and genetic resources. Implementation of the maritime coastal traffic control system (VTS) and the international ship and port facility security code (ISPS).</td>
<td>x x</td>
</tr>
</tbody>
</table>

225
<table>
<thead>
<tr>
<th>Strategic Actions</th>
<th>Measures</th>
<th>Pillars</th>
</tr>
</thead>
<tbody>
<tr>
<td>National defense, security, surveillance and protection of maritime zones under Portuguese sovereignty or jurisdiction.</td>
<td>Clarification, where necessary, of the competencies attributed to the different agencies dealing with maritime affairs, ensuring the effectiveness of the Maritime Authority System in that field. Coordinate existing resources held by the various agencies with competences attributed by the Maritime Authority System, optimizing their use and effectiveness. Identification of the main areas of risk; investing in the adequate resources to minimize those risks; and implementing a natural disaster observation and warning system. Safeguarding national interests in matters of national defense, security and surveillance in the international context. Conclusion of the extension of the Continental Shelf project.</td>
<td>x x x</td>
</tr>
</tbody>
</table>
The National Marine Strategy, hereinafter abbreviated as the Strategy, adopted under Council of Ministers resolution No. 163/2006, 12th December, sets forth, as one of its main goals, the integration and coordination of cross-cutting policies related to marine affairs, in compliance with the goal laid down in the Programme of the XVII Constitutional Government to “promote the coordination, within government, of all matters pertaining to the sea which come under different regulatory bodies”.

The first priority action under said Strategy thus reflects the need to set up a coordination facility to achieve linkages and the participation of all concerned, including a joint accountability requirement placed on the relevant sector policies. In this context, the coordination facility must be flexible, so as to secure sustained inter-ministerial links, adequate support and consultation on marine related cross-cutting policies and the proper implementation of the Strategy.

Another priority action calls for improved links and the coordination of national positions on marine related matters in various international fora to support of the Ministry of Foreign Affairs, and thus contribute to the effective preparation of Portuguese positions to be upheld in these fora, as well as mechanisms for disseminating decision making support information.

Finally, technical, diplomatic and political support to defining and implementing, within the European Union, marine policies is essential to Portugal, given her geo-strategic position, the natural conditions and the dimension of her maritime territory.

In this connection, this resolution provides for the introduction of said coordination facility, as well as redefined terms of the mandate and the composition of the Mission for Marine Affairs Facility (EMAM), to meet the new circumstances, following the attainment of full compliance with goals previously set by the Government in Council of Ministers Resolution No. 128/2005, 10th August which established said Mission.

Hence:

In pursuance of paragraph g), Article 199 of the Constitution, the Council of Ministers resolves to:

1 – Set up, under the National Ministry of Defence, the Inter-ministerial Marine Affairs Commission (CIAM), with, as permanent members, the Ministers of State and of Internal Administration, of State and of Foreign Affairs, of the Presidency, of the Environment, of Town and Country Planning and Regional Development, of the Economy and Innovation, of Agriculture, of Rural Development and Fisheries, of Public Works, Transport and Communications, of Education, of Science, Technology and Higher Education and of Culture, or their representatives, and by representatives of the Regional Governments of the Autonomous Regions of Madeira and the Azores.

2 – The CIAM may also include, on a non-permanent basis, representatives of other ministries, private entities and non-government organisations where deemed appropriate.

3 – Decides that the CIAM shall have the following goals:

a) Coordinate, support and evaluate the implementation of the National Marine Strategy, secure its links with other strategies, planning instruments
and programmes of a clearly cross-cutting nature;
b) Contribute to the coordination, implementation and support of government approved cross-cutting actions, measures and policies related to marine affairs;
c) Promote in conjunction with the Ministry of Foreign Affairs and with the ministries with relevant sector competences, participation in international fora related to marine matters, consistency in the positions upheld therein and the dissemination of decision making support information;
d) Urge the regulatory bodies to draft specific action plans in pursuance of the National Marine Strategy as well as other plans which are deemed relevant, wherein the main actors and their duties, the attendant financial resources and their origination, and the evaluation indicators to be employed shall be defined;
e) Promote conditions to attract private investment, in conjunction with other bodies with responsibilities in this area, for marine related activities that will lead to the development of a strong and modern marine economy, using the potential and the resources the country has to offer;
f) Set up a Standing Forum on Marine Affairs, open to all civil society, and promote, in this area, the establishment of a reflection and support group on marine affairs on which persons of recognised merit, non governmental organisations and private entities shall serve.

4 – Decide that the CIAM operating regulation shall be adopted by joint order of the members of the government listed in No.2 of this resolution.

5 – Decide that the CIAM shall be supported by the Marine Affairs Mission Facility (EMAM).

6 – Decide that the mandate of the EMAM shall be extended to 31st December 2009.

7 – Decide that the goals previously set for the EMAM, and now met, shall be redefined as follows:
a) Discharge the executive duties in support of the president of the CIAM required for the coordination, support and evaluation of the implementation of the National Marine Strategy and of the cross-cutting measures and policies related to marine affairs adopted by the government;
b) Propose to the CIAM the promotion and the application of specific measures with a view to carrying out the actions set forth in the National Marine Strategy;
c) Prepare orders of business for consideration at CIAM meetings;
d) Submit to the CIAM opinions on legislative initiatives on marine affairs pertaining to actions and measures contained in the National Marine Strategy;
e) Support the CIAM in implementing and energizing the Standing Forum for Marine Affairs;
f) Draw up and submit annual progress reports to the CIAM.

8 – Decide that the EMAM shall consist of the following elements:
a) A head of mission to lead the EMAM who shall command the remuneration of a central public administration grade 1 senior administrative official;
b) An assistant with advisory duties to the head of mission who shall command the remuneration of a central public administration grade 2 senior administrative official.

9 – Decide that the senior technical staff and assistant administrative career staff required to perform the mission shall be requisitioned by the Secretary-General of the Ministry of National Defence from amongst the staff of the services and bodies of the central or regional public administration on a proposal from the head of mission.

10 – Decide that the head of mission shall have the following powers:
a) Represent the Mission Facility to institutions;
b) Develop, coordinate and support the work of the Mission Facility;
c) Authorize necessary current expenditure of the Mission Facility;
d) Promote hearings of any public or private entities deemed useful in achieving its goals and, in particular, the ministerial departments competent in the relevant area;
e) Carry out all the acts needed to achieve the aforementioned goals and actions that fall within its competence and, for this purpose, avail itself of the prompt assistance and cooperation of indirect and direct state administration services and bodies;
f) Provide the secretariat for CIAM meetings.
11 – Establish that the personnel of the EMAM, in accordance with the composition set forth in No. 8 of this resolution, shall be appointed and dismissed by order of the Minister of National Defence.

12 – Establish that the Secretary-General of the Ministry of National Defence shall provide logistical and financial support to the EMAM operations.

13 – Determine that the budgetary expenditures stemming from the operations and the redefinition of the EMAM mandate shall be funded out of the Ministry of National Defence budget.

Presidency of the Council of Ministers (Prime Minister’s Office), 8th February 2007 – Prime Minister, José Socrates Carvalho Pinto de Sousa.