



EU Maritime Policy: Facts and Figures – France

Some general figures:

- France's coastline is 8,245 km long.¹ With its 4 Overseas Departments – Guadeloupe, French Guiana, Martinique and Reunion, France has coastlines on both the Caribbean Sea and Indian Ocean.
- With some 7,700 registered vessels the French share of the EU fishing fleet amounts to 11% in tonnage (the third biggest in the EU-25), including the vessels registered in the French overseas departments.
- According to 2005 data, France holds the fourth position in the total share of Short Sea Shipping (SSS) – 213 million tonnes of cargo which accounts for one tenth of the EU-25 total. Marseille and Le Havre held the third and the fourth position respectively amongst EU-25 Top 20 SSS ports.

Most significant maritime activities:

- Coastal tourism is the largest sector in the maritime and coastal economy in terms of turnover, added value and employment. It accounts for almost 27 % out of nearly € 30 billion spent by tourists in France.
- The pleasure boating industry has developed steadily in the past few decades with the number of jobs in boatbuilding having nearly doubled over the past decade. The turnover of pleasure boating harbours was around € 162 million in 2004. The total turnover of the sector, including boat construction and sale, was € 2.8 billion.
- French aquaculture sector is the biggest in Europe in terms of value (over € 0.5 billion in 2005) and comprises around one fifth of the total EU production.

Employment in maritime activities²:

Coastal tourism:	190,688 jobs
Fisheries ³ :	64,712 jobs
Recreational boating:	40,000 jobs
Seaports:	27,259 jobs
Marine equipment:	25,000 jobs
Offshore oil and gas:	24,000 jobs
Shipbuilding:	23,564 jobs

Potential for development:

- According to 2003 data, wind turbines set up on the coast provided about half of all French wind power production. However, there is still room for development of wind farms facilities in France compared to some of its European neighbours. France is rich in renewable energy resources, i. e. it has the second highest potential for wind energy and high geothermal and hydro-energy production.



Isle of Ré
LAIF

¹ EuroSION Study: Calculation of coast length based on cartography of all continental and insular coasts excluding islands less than 1 km² and with a population less than 50 persons, inland shores, fjords etc where the mouth is less than 1 km wide.

² Employment data sources: European Commission, DG Fisheries and Maritime Affairs studies: "Employment trends in all sectors related to the sea or using sea resources" and "Employment in the fisheries sector". As the methodology for data collection and the definition of maritime sectors vary from country to country, the employment figures on this fact sheet should be regarded as indicative.

³ Data comprise employment in fishing, processing and aquaculture sectors.

- France invests in innovative maritime sectors: it launched a number of regional competitiveness poles (les pôles de compétitivité), 4 of which relate to the sea, in particular to maritime safety and security, fisheries and manufacturing. Their aim is to harness knowledge-based economic performance and encourage clustering by bringing together large companies, SMEs, educational institutes and researchers.

Some challenges:

- Since the Amoco CADIZ, Erika, Prestige and, most recently, MSC Napoli eco-disasters, the protection of the marine environment and maritime security have become highly sensitive issues and have led to several actions at the national level.
- Over one third of the French coastline is impacted by coastal erosion. The white cliffs of Haute-Normandie have retreated at an average rate of 20 cm per year over the past 50 years. Moreover, in the past 100 years, their erosion has been exacerbated by human activities. More than 300,000 inhabitants are estimated to live within the impact zone of coastal erosion and the associated risk of flooding.
- Demands for space in the vicinity of the seaside are significant in France: in several coastal regions the coverage of built-up areas within 1 km from the shoreline exceeds 45 % and development pressure remains high. New construction spreads further away from the coastline. Regulation of the urban sprawl along the shore is thus a priority. As the prices of land nearest to the shore go up, it becomes increasingly unaffordable to the members of local communities: the areas nearest to the shore become reserved for seasonal tourism while permanent residents move to the coastal hinterland. This shift affects the social fabric of local communities and adds a demand for commuter transport.

Importance of maritime policy:

A number of proposals for actions outlined in the Communication from the Commission on a Maritime Policy for the European Union are particularly relevant for France, including:

- actions towards the creation of a Common European Maritime Transport Space and new ports policy that takes into account the multiple roles of ports, in order to preserve and increase the competitiveness and sustainability of the EU shipping and ports industries;
- supporting the formation of multi-sectoral maritime clusters and regional centres of maritime excellence and encouraging cooperation between research and industry, so that the EU maritime sectors remain at the cutting edge of technology and innovation and are competitive globally, and putting forward an EU marine and maritime research strategy which takes into account cross-cutting issues;

- supporting sustainable development of coastal and marine tourism, e. g. through the promotion of maritime heritage and facilitating sustainable development of leisure ports and the cruise sector, as well as by investigating ways to reconcile the needs of the tourism industry with the demands of other maritime activities;
- addressing risks faced by the coastal regions, such as coastal erosion or pollution from ships;
- ensuring the sustainability of the fisheries and aquaculture sectors in harmony with marine ecosystems;
- facilitating and optimising the support for maritime regions, islands and outermost regions under the range of the community funding instruments already available.

Further information:

- <http://europa.eu>
- <http://ec.europa.eu/maritimeaffairs>
- http://ec.europa.eu/maritimeaffairs/study_employment_en.html
- http://ec.europa.eu/fisheries/publications/studies_reports_en.htm
- <http://www.europa.eu/comm/eurostat>
- <http://www.eea.europa.eu/>
- <http://www.euronis.org>
- <http://www.mer.equipement.gouv.fr>
- <http://www.industrie.gouv.fr>
- <http://www.sgmer.gouv.fr>
- <http://www.ifremer.fr>
- <http://www.nausicaa.fr>

Sources:

- "The changing faces of European coastal regions", The European Environment Agency, 2006
- "Employment in the fisheries sector: current situation", European Commission, DG Fisheries and Maritime Affairs, 2006
- "Employment trends in all sectors related to the sea or using sea resources", European Commission, DG Fisheries and Maritime Affairs, 2006
- "The European Environment, State and Outlook 2005", The European Environment Agency
- "EU-25 Fishing Fleet in 2006", Eurostat, Data in focus 11/2007
- Eurostat database
- "Living with Coastal Erosion in Europe: Sediment and Space for Sustainability", Results from the Euronis Study, European Commission, DG Environment, 2004
- "National Approaches to Maritime Affairs", Background Paper N° 11 to the Green Paper on a future maritime policy for the Union, 2006
- "Short Sea Shipping of goods 2000–2005", Eurostat, Statistics in focus 12/2006