



Sail Training International

Sail Training International

response to

Green Paper on a Future Maritime Policy for the EU

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A European vision for the oceans and seas”**

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Summary

Sail Training International is a charity whose purpose is the development and education of young people of all nationalities, cultures, religions and social backgrounds through the sail training experience. Sail training comprises two main elements: building life skills in young people for the good of society and teaching seafaring skills to those embarking on a maritime career.

We are the world's leading provider of races and events, conferences and seminars, publications and research, and other services for the international sail training community. Our members are the National Sail Training Organisations of 21 countries worldwide, including 14 EU member states.

Sail Training International and its members support the proposal for an integrated Maritime Policy for Europe. We consider that the Green Paper consultation process has been a worthwhile exercise and welcome further involvement in the development of the Maritime Policy.

Sail training and events for sail training vessels have much to offer in addressing some of the issues contained within the Green Paper. In particular, sail training voyages and events can assist the future of maritime Europe in the areas of developing Europe's maritime skills and widening the pool from which new recruits can be drawn, promoting awareness of maritime heritage and modern maritime activities and identity, assisting with education and knowledge about the environment and promoting coastal tourism.

Although sail training is a growing activity and already performs a valuable role in society, it would better serve the needs of the EU if it had greater recognition within a future Maritime Policy. Our key suggestions therefore are to:

- Consider ways in which the number of young people taking part in sail training can be increased significantly.
- Recognise that sail training is a legitimate activity eligible for funding in its own right and also align some existing EU funding programmes with the aims expressed in the Green Paper.
- Encourage closer co-operation between sail training providers and modern maritime activities to enhance seafarer training programmes.
- Make more use of The Tall Ships' Races and other maritime events to promote maritime awareness to the general public.
- Explore ways in which environmental awareness, research and protection can be further integrated into sail training voyages and events.
- Assist the future of sail training by establishing best practice networks to address issues relating to regulations for sail training vessels.

1. Introduction

1.1 This submission has been prepared by **Sail Training International** in response to the Maritime Policy Green Paper presented by the European Commission. We welcome this opportunity to respond to the Green Paper and have commented only in those areas where we believe we are well qualified.

1.2 Our submission has been prepared in consultation with our member national organisations (14 of which represent countries in the European Union) and members of the Class A Tall Ships Forum (devoted to the needs and interests of square-rigged and other larger sail training vessels). We have also discussed some of the issues covered in our submission with other relevant international and national organisations. We consider that the consultation process has been a useful and worthwhile exercise to date and would welcome further involvement in the development of the Maritime Policy.

1.3 Sail training and events for sail training vessels have much to offer in addressing some of the issues contained within the Green Paper. We have structured our response around suggestions as to how sail training can contribute more to a Maritime Policy for Europe. In particular, we feel that sail training can play a greater role in the areas of maritime employment skills and mobility, maritime heritage, coastal tourism and the environment.

1.4 Sail Training International is a charity ('not for profit') organisation whose purpose is the personal/social development and education of young people of all nationalities, cultures, religions and social backgrounds through the sail training experience. We are the international voice of the National Sail Training Organisations (NSTOs) from 21 countries, which include the following 14 EU member states: Belgium, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, the Netherlands, Poland, Portugal, Spain, Sweden and the UK.

1.5 The sail training experience comprises two main elements:

- **Personal development for young people:** Many sail training vessels are dedicated to the education and development of young people from all nationalities, cultures, religions and social backgrounds. Young people who take part in the challenges of managing a vessel under sail learn life skills valuable to society (such as social interaction) as well as gaining confidence and self-esteem. Adults also participate in sail training and the experience can be equally valuable for them. Sail training is experiential 'learning by doing'.
- **Training for professional mariners:** Many navies, governments, shipping companies and maritime academies around the world see voyages under sail as an excellent way to teach the power of the elements as well as teamwork, leadership, communication and resource management skills.

1.6 Recently the largest and most wide-ranging study of sail training to date concluded that young trainees who participate in off-shore sail training programmes show measurable improvements in social confidence and their ability to work with others and the benefits are sustained over time after the voyage experience. ("The Characteristics and Value of the Sail Training Experience", University of Edinburgh, June 2007: see Appendix 1).

1.7 Sail training is a growing maritime activity that is recognised as playing a valuable role in society but its potential is not fully realised because of a shortage of funding to cover the costs involved with running and maintaining sail training vessels.

1.8 There are currently approximately 250 European vessels involved in sail training, taking more than 60,000 trainees to sea each year. There are also many vessels from outside Europe which operate regularly in European waters or take EU nationals to sea.

1.9 Sail Training International is the world's leading provider of conferences and seminars, publications and research, races and events and other services for the international sail training community. Our biggest single project is The Tall Ships' Races, an annual event in European waters which typically attracts around 3 – 4 million spectators per year. Sail Training International also organises or endorses several other Tall Ship events and festivals in Europe and elsewhere (see Appendix 2).

1.10 The first Tall Ships' Race took place in 1956 under the supposition that it would be the last gathering of sailing ships from a disappearing era. However it is largely due to the sail training activity that the fleet did not disappear and has grown considerably in number. In 1956, 21 vessels gathered; in 2007, 160 vessels will take part in The Tall Ships' Races in the Baltic and Mediterranean.

1.11 During The Tall Ships' Races, crew exchanges, mixed nationality crews and cultural activities at sea and during the days in port help make young people aware of their regional identity in Europe.

1.12 Sail Training International has been nominated for the Nobel Peace Prize 2007 for its work in promoting international friendship and understanding.

2. Should the EU have an Integrated Maritime Policy?

2.1 Sail Training International and its members support the notion of an integrated Maritime Policy, but not in the sense of a one-size-fits-all policy; individual sectors have special characteristics that will still need sectoral policy approaches.

2.2 It is important that at an overall level, a holistic view of maritime activities is considered when establishing policy guidelines and that stakeholders are involved at every stage in the development process.

3. EU Policy area: Developing Europe's Maritime Skills and Expanding Sustainable Maritime Employment

3.1 Context

3.1.1 The Green Paper acknowledges that the number of European seafarers is declining and that it is necessary to tackle the poor image of the maritime sector and attract high quality recruits.

3.1.2 For many young people, a sail training voyage is their first experience of the sea. The trainees come from all religious, ethnic and social backgrounds and abilities, including disadvantaged communities, unemployed, schools and universities and the disabled. This can be a valuable opportunity for them to develop a favourable perception of maritime activities and potentially a greater interest in subsequently choosing a maritime related career. The best time to educate people about the sea is during their formative years before they decide their careers or adopt entrenched positions in industry and no longer have the time, interest or opportunity to go sailing.

3.1.3 Poor retention of professional seafarers has been partly attributed to incorrect expectations of life at sea at recruitment stage. The reality of life at sea can be demonstrated on sail training vessels.

3.1.4 Sail training vessels provide a real platform to learn seamanship as opposed to the current trend of simulators. Sail training teaches the power of the sea and the influence of the wind and develops basic skills of seamanship and navigation that are crucial to the monitoring and use of automatic control systems. Participants of sail training also learn team work, leadership, communication and resource management skills vital to the modern ship. These basic skills make for better captains, watchkeepers, navigators and ultimately leaders in the maritime field.

3.1.5 There is evidence that sail training and associated maritime events and activities already play a part in helping to address some of the issues raised in the Green Paper. They do so in various ways:

- **Through professional maritime training:** In some countries, future naval officers and ratings, merchant seamen and fishermen spend some time at sea in sailing ships as part of the curriculum at their training establishment.
- **Through The Tall Ships' Races and other maritime events:** These events heighten maritime awareness amongst general observers and individuals who may have only a limited experience of sailing ships. Such awareness should contribute to the ongoing development and implementation of maritime strategy for the good of the EU. In a sense this is building Europe's future on Europe's heritage.
- **Through participants of sail training:** for example, the University of Edinburgh research project (June 2007) "The Characteristics and Value of the Sail Training Experience" concluded that amongst participants of sail training, there is 'widespread interest in simply having some experience of a maritime environment and seafaring'.

The Irish sail training association 'Coiste an Asgard' undertook a survey of trainees in 2004-5; the survey sought to establish the attitude of trainees and parents towards sail training. It concluded that sail training can be life changing with the potential to rekindle interest in maritime activities. The trainees, because of their overall experience on board, carried forward a sense of the importance of the sea which made a major impression on their lives.

3.2 Suggestions for the EU Maritime Policy

3.2.1 Recognise the potential of sail training within a new integrated Maritime Policy. Such recognition could include actions to:

- Increase significantly the number of young people taking part in sail training and thereby help to improve public awareness of the maritime sector and possibly widen the pool from which new recruits are drawn.
- Facilitate networks and conferences to develop existing and new partnerships between maritime players and sail training providers to encourage recruitment and enhance professional seafarer training programmes. Develop a display promoting maritime activities and career opportunities that can be set up in all host ports of The Tall Ships' Races and other maritime events and festivals.
- Ensure that the EU grant application process is as user-friendly as possible (more so than currently).
- Align some existing funding programmes (for example the ESF programme where life-long learning and development of human potential are named as objectives) with the aims of the Green Paper to enable sail training operators to apply for funds to undertake themed voyages such as social skills or introducing young people to the skills involved in a maritime career. The sail training activity can then be used as a means for specific objectives, which is proven to be effective. For example, Sail Training Association Netherlands and other NSTOs have been successful in applying to the EU's Youth in Action programme for voyages where the purpose is to exchange cultural values. Young people from six or more nationalities take part in a programme where sail training is one of the means of cultural exchange along with museum, shipyard and other maritime site visits and general cultural exchange activities (which also promote interaction with the communities in the ports that the ship visits).
- Encourage EU member states to promote closer co-operation between sail training providers and the educational system for the personal development of young people and to promote an awareness and interest in the maritime world. (For example this is done in New Zealand where all school children are given the opportunity to take part in a sail training voyage). Ensure that maritime careers advice is offered in schools alongside other options.
- Use the potential of The Tall Ships' Races and other maritime events to improve the awareness of the general public of the importance of ports and shipping.

3.3 Answers to specific questions posed by the EU:

3.3.1 How can the decline in the number of Europeans entering certain maritime professions be reversed and the safety and attractiveness of jobs assured? (Green Paper section 2.5)

One element of the solution could be to promote sail training as a medium for personal character development of the youth of the EU (education and the general good) that may have the important spin off of securing a percentage of trainees that will choose a maritime orientated profession either at sea or in support of maritime operations. Participation in sail training by adults could also potentially encourage them to start a new career in the maritime industry. A second element of the solution could be to promote choosing a maritime career as a result of visiting an event and receiving information from displays and other materials.

3.3.2 How can the quality of education, training and certification be assured? (Green paper section 2.5)

Some training programmes have been enhanced by the inclusion of sail training to teach essential skills effectively. (For example two of the three Norwegian large square-rigged sailing ships are now used by the military services under charter every year for four to six months as a platform to teach cadet officers the value of teamwork and necessity of leadership, and to give them a flavour of the forces at work at sea; power of the sea, influence of the wind, etc). Education and training could benefit from an EU wide accepted syllabus of the skills deliverable by sail training voyages and recognition of the advantages obtained by achieving them. STCW'95 could be examined to identify training requirements and outcomes that can be achieved onboard sail training vessels; with flag state accreditation this could lead to effective and attractive training opportunities. Sail training vessels offer the potential for assessment and evaluation of seafarers' competence and experience – against robust and agreed performance criteria.

3.3.3 What kind of training programmes would contribute to job mobility? (Specific question posed to STI by Maritime Policy Task Force)

Within the sail training industry, job mobility could be improved by staff training programmes that were internationally recognised or by having multilateral recognition in the manner of European Maritime Heritage's Memorandum of Understanding for the safe operation of traditional ships in European waters.

3.3.4 What kind of training would enable European workers to operate in different maritime roles in the future? (Specific question posed to STI by Maritime Policy Task Force)

Training that develops personal and social skills (such as leadership, teamwork, communication, self-esteem, problem solving; tolerance; managing conflict; international friendship and understanding), in addition to seamanship skills.

3.3.5 What would be the benefits of making sail training obligatory for maritime professions? If this is true for naval professions, should the same be done for commercial professions related to the sea? (Specific question posed to STI by Maritime Policy Task Force)

The benefits would be the learning of fundamentals of the many aspects of the oceans, natural environment, shipping, seamanship, team work and leadership. These provide an excellent all-round foundation for a maritime career. It is the view of Sail Training International that commercial professions related to the maritime industry would benefit substantially from a sail training module in their training programmes. The potential value of this could be validated by further research with modest funding from the EU.

3.3.6 Could organisations like yours envisage participation in curricula for young people wanting to engage in a maritime career? (Specific question posed to STI by Maritime Policy Task Force)

This is an idea with great value and one in which sail training is ideally positioned to undertake. Across the fleet there is a knowledge base that could be drawn upon to contribute to maritime career curricula. There would also be considerable value in establishing a sail training cadetship scheme, (culminating in STCW '95 qualifications) to help provide captains and mates to feed the sail training industry. This would also help produce good personnel for the wider maritime community.

3.3.7 Which measures could be taken at the European level to assist Sail Training International in creating additional opportunities for the development and training of youth in the maritime field? (Specific question posed to STI by Maritime Policy Task Force)

The major issue to overcome is funding for developing and conducting the necessary programmes. The current processes for obtaining European level funding present difficulties particularly to the small individual sail training providers who do not have the time available to progress the necessary applications or develop themed voyages that meet the criteria set out for obtaining funding. It would be helpful if a more straightforward process could be introduced, that recognised the value of sail training in its own right.

3.3.8 Which maritime players encountered during races could you further interact with which could potentially lead to increased sponsorship? (Specific question posed to STI by Maritime Policy Task Force)

The kind of organisations that would generate a return from an investment in sail training (and therefore could be approached for sponsorship) are those that are interested in the potential to reach trainees and spectators and who empathise with our mission to help educate and develop young people from all nationalities, cultures and social backgrounds. Such maritime players might include shipping companies; oil companies; ship surveying and marine insurance companies; manufacturers of electronic devices for navigation; marine equipment and clothing manufacturers; shipyards, shipbuilders and boatbuilders; commercial ports; any European company whose business relies on the maritime industry to import / export their products; hydrographic industry and research vessels.

3.3.9 How could sail training vessels be used for activities other than sailing, notably for educational purposes? (Specific question posed to STI by Maritime Policy Task Force)

Sail training not only provides a superb environment for personal development, it also offers many other educational opportunities through experiential learning. Examples include:

- Literacy and numeracy while navigating and maintaining the ship's log
- Engineering / mechanics from maintenance of the ship's systems
- Environmental studies – the 'carbon footprint of the vessel'
- The bio-diversity of the marine environment
- Heritage and history: exploration, trade and warfare through the use of sailing ships
- Astronomy – the effect of the sun and the moon on tides
- Nutrition – menu planning and food preparation
- Physics – how the sails harness the energy of the wind to drive the vessel
- Meteorology

Some sail training vessels are used as a classroom to deliver academic subjects in a practical manner. The programmes offered range from school visits of an hour, full

day or week long programmes, to longer term educational voyages. The courses vary from vessel to vessel and may include marine related subjects like history and heritage, sciences and geography, or an even wider scope covering a full academic curriculum. Maritime environmental teaching can be built into all subject areas and provide real-world relevance to maths, literature and science and the students learn more and remember longer when the material is related directly to their lives.

An example is the Swedish sailing vessel *Gunilla*. She is used as a school ship for nine months every year. The rest of the time she is used for conferences and adventure sailing. When school sailing, she takes 38 students who visit ports in various locations, making contact with schools and organisations to share different cultures and societies.

The Polish vessel *Pogoria* is used by the 'Education under Sails' programme, combining sail training with regular school. The voyages may have a theme; for example 'The roots of Mediterranean and European Culture'.

The Canadian organisation 'Class Afloat' provides an educational and sail training programme that offers high school and university credits for international trainees including EU nationals. Class Afloat's vessels undertake long distance voyages with the students on board and a large part of the itinerary is based in European and Mediterranean coastal waters.

4. EU Policy area: The Regulatory Framework

4.1 Context

4.1.1 Sail training vessels must be certified, and their staff licensed and/or certified, in accordance with their respective 'Flag State' regulations. Governments authorise their national Marine Administration to administer regulations made by the national legislature. These regulations implement International Conventions and address vessels of sub-convention size by the application of specifically 'national' requirements.

4.1.2 Larger sail training vessels comply with international regulations ('Conventions') agreed by Member States at the International Maritime Organization (IMO). Smaller vessels comply with national regulations that differ from nation to nation.

4.1.3 The experience of sail training vessels may vary on visiting one or another state due to Port State Control (ie the control exercised by a state over ships visiting its ports).

4.1.4 Many sail training vessels have multiple uses which complicates the regulation process. For example, some vessels may be engaged in private charter when not taking young people on sail training voyages.

4.1.5 The international regulations were written principally for cargo and passenger vessels and contain aspects which are inappropriate to sail training vessels. Some maritime authorities have made exemptions but these are not always accepted by other maritime authorities and this can cause problems when sailing abroad.

4.1.6 In a similar manner, some EU Directives have been inappropriate to sail training vessels. An example is the Working Time Directive (93/104/EC).

4.1.7 To address this issue, Sail Training International currently has a dialogue with the IMO to establish sail training vessels as 'Special Purpose Ships' under SOLAS. Part of this process has involved defining sail training programmes and trainees as distinct from passenger voyages and passengers.

4.2 Suggestions for the EU Maritime Policy

4.2.1 Because of the complex nature of regulations for sail training vessels, Sail Training International is of the opinion that the best way forward to resolve any issues is for the EU to assist in establishing networks of best practice for regulators of sail training vessels and Sail Training International members. These networks should enable vessel operators to express their concerns and for regulators to work together to find solutions to such issues as establishing the status of sail training vessels within regulations.

4.2.2 The EU could adopt a facilitating role in assisting European multilateral recognition of national standards of legislation, in accordance with the principles adopted by European Maritime Heritage with their Memorandum of Understanding for the safe operation of traditional ships in European waters.

4.2.3 It would be helpful if the EU could consider the impact on sail training vessels when setting future Directives, and to act in co-operation with Sail Training International's work with the IMO.

4.3 Answers to specific questions posed by the EU:

4.3.1 How could the regulatory framework for the maritime economy be improved to avoid unintended and contradictory impacts on maritime goals? (Green Paper section 2.7)

Due consideration given to different sectors when setting legislation: for example subjecting sail training vessels to the same legislation as cargo and passenger vessels could potentially stifle sail training.

4.3.2 Are the same operating / safety standard rules for Sail Training International applied in all Member States? (Specific question posed to STI by Maritime Policy Task Force)

Sail training vessels must be certified, and crewmembers licensed and/or certified, in accordance with their respective 'Flag State' regulations as long as they are sub-convention size. Convention vessels should comply with international (IMO) regulations.

4.3.3 Is there Community legislation which impedes the achievement of sail training goals important to Sail Training International, and if so, which ones? (Specific question posed to STI by Maritime Policy Task Force)

A number of EU Directives have caused problems for national Marine Administrations when applying them to sail training vessels. These include:

- Work at Height Directive (2001/45/EC)
- Working Time Directive (93/104/EC)
- Directive 98/18/EC on safety rules and standards for passenger ships: this is not suitable for sail training vessels that need to earn extra income from day trips for the general public.
- The adoption of similar measures to the ISPS (International Ship and Port Facility Security) Code. Such measures mean that ships may not be berthed close enough to the public to play a significant part in promoting maritime awareness and coastal tourism.

5. EU Policy Area: Reclaiming Europe's Maritime Heritage and Reaffirming Europe's Maritime Identity

5.1 Context

5.1.1 The Green Paper expresses an interest in not only preserving maritime heritage but in using it to promote understanding and identity of maritime activities of the present and future.

5.1.2 Sail training and sail training events offer a way of promoting both the past and the future. They are one of the main activities of historic vessels and help preserve skills from the past, many of which are equally valuable in the modern maritime environment. Sail training plays a vital role in preserving maritime traditions from the past and is also able to put those traditions in a context which has relevance and value for the future. Maritime heritage is not just old ships; any sailing ship is part of common cultural heritage, as well as people, skills, songs and literature.

5.1.3 Sail training vessels are valuable in terms of capturing the imagination and awareness of those who observe them and make contact with them without necessarily spending any great time sailing on them. The effect of port visits by ships during or outside of The Tall Ships' Races and other events has the effect of reaching many more people than the number who actually go sailing.

5.1.4 The Tall Ships' Races and Tall Ship events organised by Sail Training International and other major maritime festivals offer outstanding opportunities to promote maritime heritage and maritime activities because of the many historic vessels that take part, attracting millions of spectators per year and reaching many millions more via the media.

5.1.5 The Tall Ships' Races first took place in 1956 and now take place every year. The Races typically involve around 100 sail training vessels (many of which are historic), and 6 – 7,000 participants from as many as 50 nationalities. The Races have made around 100 visits to European ports in just the last 20 years, bringing significant economic benefits to the host ports, and 25 ports are already engaged to host our Races through to 2011, as well as 16 others for Tall Ship events organised or endorsed by Sail Training International.

5.1.6 During The Tall Ships' Races, the ships are regularly berthed in the historic parts of the host ports and the Races are often catalysts for regeneration of historic quays. For example 500m of quayside in Riga (Latvia) in 2003 were rebuilt to host The Tall Ships' Races; likewise the waterfront in Turku (Finland) in 1996 and part of the NewcastleGateshead (UK) river front between 1993 and 2005. In Liverpool (UK), one of the biggest regeneration schemes in Europe is taking place. The Wellington Dock in the central dock area has been refurbished specifically to make it suitable to host The Tall Ships' Races in 2008, and all the other major projects around the city are being timed to be ready for this event.

5.1.7 Some of these quays are then frequently used by cruise liners, which as the Green Paper points out, is an expanding activity.

5.2 Suggestions for the EU Maritime Policy

5.2.1 Encourage measures that will make more people aware of the opportunities to sail on a Tall Ship or visit the ships alongside at a quay, for example an annual European Maritime Day.

5.2.2 Develop an exhibition package to be used in all host ports of The Tall Ships' Races and other major maritime festivals designed to educate and inform about the link between sailing vessels and modern maritime activity.

5.2.3 Establish partnerships between sail training operators and modern maritime related players. Maritime companies could send their employees on historic vessels to learn traditional skills, or fund young people to sail on traditional vessels and then do a work experience placement at the company. Such partnerships would help sail training vessels to continue to operate as well as linking the past and the present.

5.2.4 Increase access to EU funding for sail training linked with maritime heritage projects. For example in 1999, the Trinity Sailing Foundation in Brixham, UK, obtained EU funding to renovate a sail loft to serve as an office and to undertake a feasibility study for a maritime heritage centre which would link their historic sail training vessels with the maritime history of the area. Szczecin in Poland obtained EU funding to host gatherings of traditional vessels, 'Old Timers', which have helped enable the city to develop the infrastructure to host The Tall Ships' Races in August 2007.

5.3 Answers to specific questions posed by the EU:

5.3.1 What action should the EU take to support maritime education and heritage and to foster a stronger sense of maritime identity? (Green Paper section 6)

Market maritime education, heritage and activities at the host ports of The Tall Ships' Races; facilitate in establishing partnerships between sail training operators and maritime companies and maritime heritage projects; increase access to EU funding to facilitate the establishment of such partnerships.

6. EU Policy Area: The Importance of the Marine Environment for the Sustainable Use of our Marine Resources

6.1 Context

6.1.1 Sail training voyages introduce young people to the beauty and fragility of the marine environment and they observe how the wind can be used as a natural source of propulsion.

6.1.2 On board, the young trainees are taught not to throw waste into the sea and how to conserve water. On some voyages, trainees have collected water samples and logged plastic and other garbage which was sighted. This is an accessible and practical way to introduce young people to the concept of marine environmental awareness, research and protection.

6.1.3 Host ports of The Tall Ships' Races are beginning to address the idea of hosting 'eco-friendly' events. For example, Fredrikstad in 2005 met the requirements to be officially labelled a 'Green Event' in Norway. For the event in 2008, Den Helder (Netherlands) is organising a number of activities for the public with the theme 'Wind and Energy'.

6.1.4 During each Tall Ships' Races event, in-port programmes enable the young people taking part to learn something of the communities and cultures they visit during the races. Sail Training International is developing new initiatives to use these events to promote maritime environmental protection issues.

6.2 Suggestions for the EU Maritime Policy

6.2.1 Establish an activities programme that can be undertaken during sail training voyages such as marine mammal observations and meteorological readings, possibly communicating these back to schools during the voyage via email if the vessel has that facility. As an example, STA Bermuda is conducting programmes like this on their new vessel *Spirit of Bermuda*, which is equipped with 'state-of-the-art' communication and educational facilities and equipment.

6.2.2 Promote partnerships between sail training providers and companies developing 'green' transportation to expose young people to the activities of these companies.

6.2.3 Establish best practice networks to share ideas and schemes between ports hosting maritime events.

6.2.4 Encourage host ports of The Tall Ships' Races and other maritime festivals and events to host 'eco-friendly' events and promote awareness of environmental issues. Have an extensive information campaign at host ports of maritime events which have adopted an eco-friendly theme, encouraging a like-minded effort by the participating ships, visitors and various partners.

6.2.5 Initiate a scheme like the US NOAA's 'Ocean Literacy Project' (making people aware of the oceans).

6.3 Answers to specific questions posed by the EU:

6.3.1 *How can Sail Training International contribute to the awareness of environmental issues such as green transportation and the promotion of environmental causes? (Specific question posed to STI by Maritime Policy Task Force)*

Sail training vessels could play an enhanced role in environmental education because sail training voyages provide an excellent means of introducing young people to the concept of marine environmental awareness, research and protection. Activities such as marine mammal observation or logging garbage sightings can take place during the voyages, as well as more ambitious activities such as studying the effects of climate change in remote locations. Tall Ships' Races and other events organised by Sail Training International also provide opportunities to bring attention to environmental issues. Sail Training International would be pleased to explore with relevant organisations ways in which specific environmental issues could become part of sail training voyages and events.

7. EU Policy Area: Developing Coastal Tourism

7.1. Context

7.1.1 Sail training vessels attract spectators whenever they are in port. The Tall Ships' Races and other major maritime events and festivals attract millions of visitors. Maritime events are important for coastal tourism, including in peripheral regions. For example, with 25 European ports engaged to host The Tall Ships' Races through to 2011, these events alone will account for in the region of 18 million port visitors.

7.1.2 The Tall Ships' Races generate many times the original investment of the host port. As an example, an economic impact study undertaken for NewcastleGateshead, one of the four host ports for the Races in 2005, calculated that the direct economic impact of the event in the NewcastleGateshead region was over £50 million. This study also ascertained that four out of every five of the spectators came to the area specifically to see The Tall Ships' Races.

7.1.3 In Szczecin, Poland, the hosting of The Tall Ships' Races in 2007 is an important part of a long-term strategy to redevelop the whole city including the regeneration of derelict industrial areas and improve Szczecin's standing as an attractive tourist destination.

7.2 Suggestions for the EU Maritime Policy

7.2.1 The EU could encourage member states to support their national ports' bids to host The Tall Ships' Races and Tall Ship events organised by Sail Training International and other maritime events and festivals and for all ports and harbours to be friendly, welcoming and supportive towards sail training vessels.

8. EU Policy Area: Spatial Planning for a Growing Maritime Economy

8.1 Context

8.1.1 The Green Paper acknowledges that there is increasing competition for the use of European coastal waters.

8.1.2 In the context of sail training, offshore oil rigs and windfarms are a potential hazard and could affect such events as The Tall Ships' Races.

8.1.3 In the context of the development of ports, it is important to conserve an historic area as an ideal place to organise Tall Ships and heritage events that will raise awareness and image of the port and the sea in general.

8.2 Suggestions for the EU Maritime Policy

8.2.1 Sail Training International suggests that sailing vessels and maritime events are included in new plans to change how the sea, ports and coastal areas are used and that the consultation process involves all relevant stakeholders from the sail training, maritime heritage and maritime events sectors.

9. Additional information requested by the Maritime Policy Task Force: How is sail training funded?

9.1 Most sail training vessels are owned and operated by charities or foundations, schools or universities, individuals, small corporations, governments or other institutions.

9.2 Providing sail training is no easy task as vessels are expensive to run and maintain, high quality staff and volunteers must be found and trained and the sail training community's commitment to a high standard of safety brings additional costs. Many operators also endure the high costs of running and maintaining a traditional wooden vessel that was built for another purpose but adapted for sail training.

9.3 Naval sail training vessels are funded by their respective governments but some take paying civilians to help bring in extra income. On other sail training vessels, trainees are expected to pay a 'voyage fee'. Many ships are only able to deliver sail training programmes because they supplement their income by other means such as corporate hospitality, providing day sails for the general public and private charter.

9.4 Many sail training organisations have funding programmes to subsidise the participation of those who could otherwise not afford it. Such funding may come from a wide variety of sources including corporate sponsorship, local authority grants, donations, trusts, legacies and a few have been successful in obtaining EU grants.

9.5 Sail Training International is funded primarily by income from the host ports of the events it organises and currently by support sponsorship for The Tall Ships' Races from the City, Port and Province of Antwerp.

10. Appendices

Appendix 1

Sail training research project press release 18 June 2007

SAIL TRAINING DOES EXACTLY WHAT IT CLAIMS TO DO

The findings of the biggest ever international study into the value and effectiveness of sail training for young people are announced today. The study concludes that sail training does exactly what its proponents claim it does.

The independent worldwide research project was commissioned and funded by Sail Training International and its member national sail training organisations. It was carried out by the prestigious University of Edinburgh, highly respected internationally for research on education in non-formal settings including the outdoors.

The study reveals four important findings:

- Young trainees who participate in off-shore sail training programmes show measurable improvements in social confidence and their ability to work with others ... and the benefits are sustained over time after the voyage experience.
- The most common reasons for young people wanting to participate in a sail training voyage are the anticipation of adventure, making new friends, seeing new places and conquering their fear of heights ... with seasickness, a fear of heights, and a concern about being among strangers in a confined space the main anxieties.
- The positive value of the sail training experience transcends national and cultural boundaries and is not much influenced by the size or rig of the vessel.
- The most effective sail training experience in developing social confidence and teamwork skills is delivered by vessel operators who offer well structured educational programmes ... the more emphasis

there is on defined and purposeful activity relating to these goals, the more successful the programme is in those terms.

ABOUT THE STUDY

Fieldwork for the study was conducted in the middle months of 2006 with follow-up interviews towards the end of the year and early 2007. The participating vessels were selected by the University of Edinburgh. The study involved observations and interviews with more than 300 young trainees (aged 15-25) on 34 voyages of 5-15 days duration on 17 sail training vessels of different sizes and rigs from 13 countries around the world. Observations and interviews were conducted before, during and up to six months after the voyage. Field work was conducted by 'indigenous researchers' from each of the participating countries following an intensive training programme organised by the University of Edinburgh. Analysis of more than 1,000 field-work reports was conducted by five of the University's Moray House School of Education faculty.

The full report is available to sail training operators from their national organisation, or by special arrangement from Sail Training International.

For further information, please contact:

emma.laird@sailtraininginternational.org

Appendix 2



Sail Training International FUTURE RACES, FESTIVALS AND EVENTS



Colour Key:

Races organised by Tall Ships Races (Europe) Ltd

Races organised by Tall Ships International Ltd

Races organised by Tall Ships Atlantic Challenge Ltd

Races organised by member national organisations of Sail Training

International Festivals and Events endorsed by Sail Training International

2007

The Tall Ships' Races Baltic 2007



Århus, Denmark	Thu 5 – Sun 8 July	Race 1
Kotka, Finland	Wed 18 – Sat 21 July	Cruise-in-Company
Stockholm, Sweden	Fri 27 – Mon 30 July	Race 2
Szczecin, Poland	Sat 4 – Tue 7 August	

The Tall Ships' Races 2007 Mediterranea



Alicante, Spain	Wed 4 – Sat 7 July	Race 1
Barcelona, Spain	Thu 12 – Sun 15 July	Cruise-in-Company
Toulon, France	Sat 21 – Tue 24 July	Race 2
Genoa, Italy	Sat 28 – Tue 31 July	

Race2sail de Ruyter 2007 *Fri 17 – Thu 23 August* *Endorsed Event*
Den Helder – Vlissingen
Netherlands

Sail de Ruyter, Vlissingen, *Thu 23 – Sun 26 August* *Endorsed Event*
Netherlands

ASTO Small Ships' Race *Cowes, UK. Sat 6 October* *Endorsed Event*

2008

ASTA Tall Ships Challenge – Pacific Coast



<i>Victoria, British Columbia</i>	<i>Wed 25 – Sun 29 June</i>	
<i>Tacoma, Washington</i>	<i>Thu 3 – Mon 7 July</i>	
<i>Port Alberni, British Columbia</i>	<i>Thu 10 – Sat 12 July</i>	

L'Armada Rouen, France *Sat 5 – Mon 14 July* *Endorsed Event*



The Tall Ships' Races – North West Europe

Liverpool, UK	Fri 18 – Mon 21 July	Race 1
Måløy, Norway	Fri 1 – Mon 4 August	Cruise-in-Company
Bergen, Norway	Sat 9 – Tue 12 August	Race 2
Den Helder, Netherlands	Wed 20 – Sat 23 August	

Lütje Sail Bremerhaven, Germany Wed 27 – Sun 31 August Endorsed Event



Funchal 500 Tall Ships Regatta

Falmouth, UK	Wed 10 – Sat 13 September	Race 1
Ilhavo, Portugal	Sat 20 – Tue 23 September	Race 2
Funchal, Madeira	Thu 2 – Sun 5 October	

2009

Tall Ships Atlantic Challenge



Vigo, Spain	Thu 30 April – Sun 3 May	Race
Tenerife, Las Canarias	Thu 14 – Sun 17 May	Race
Hamilton, Bermuda	Fri 12 – Mon 15 June	
US East Coast	US ports and dates to be announced	
Halifax, Canada	Thu 16 – Sun 19 July	Race
Belfast, UK	Thu 13 – Sun 16 August	



The Tall Ships' Races – Baltic Sea

Gdynia, Poland	Thu 2 – Sun 5 July	Race 1
St Petersburg, Russia	Sat 11 – Tue 14 July	Cruise-in-Company
Turku, Finland	Thu 23 – Sun 26 July	Race 2
Klaipeda, Lithuania	Fri 31 July – Mon 3 August	

Delfsail, Netherlands Fri 20 – Tue 24 August Endorsed Event

2010

	The Tall Ships' Races – North Sea		
	Antwerp, Belgium	Sat 10 – Tue 13 July	Race 1
	Aalborg, Denmark	Wed 21 – Sat 24 July	Cruise-in-Company
	Kristiansand, Norway	Thu 29 July – Sun 1 August	Race 2
	Hartlepool, UK	Sat 7 – Tue 10 August	

Historical Seas Tall Ships Regatta
Ports in Greece, Turkey and Bulgaria to be announced
May / June – dates to be announced

Sail Amsterdam, Netherlands *Wed 18 – Sun 22 August* *Endorsed Event*
Sail Bremerhaven, Germany *Wed 25 – Sun 29 August* *Endorsed Event*

2011

	The Tall Ships' Races – North Sea		
	Waterford, Ireland		Race 1
	Greenock, Scotland		Cruise-in-Company
	Lerwick, Shetland	All dates to be announced	Race 2
	Stavanger, Norway		Race 3
	Cuxhaven, Germany		



Sail Training International

Sail Training International, 5 Mumby Road, Gosport, Hampshire PO12 1AA
Tel: +44 23 9258 6367, Fax: +44 23 9258 4661, Email: office@sailtraininginternational.org
www.sailtraininginternational.org