

**CONFÉRENCE DES ACTEURS:
VERS UNE INITIATIVE POUR LE
DÉVELOPPEMENT DURABLE DE L'ÉCONOMIE BLEUE
EN MÉDITERRANÉE OCCIDENTALE**

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LA NOTE DE SYNTHÈSE - PANEL 2B

**Ports et transports maritimes:
de nouvelles technologies et compétences
pour les professions marines**



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PANEL 2B: PORTS ET TRANSPORTS MARITIMES: DE NOUVELLES TECHNOLOGIES ET COMPÉTENCES POUR LES PROFESSIONS MARINES

CONTEXTE

L'un des enjeux principaux relatifs à la région méditerranéenne est la capacité à faire face au manque de compétences professionnelles dans toute une série d'activités pertinentes pour l'économie bleue. De nouvelles technologies sont développées pour s'assurer que les activités maritimes soient plus durables (par exemple le transport vert ou la pêche verte, les ports intelligents), et afin de réduire les impacts environnementaux et ses coûts économiques, ce qui requiert un développement constant des infrastructures et des compétences existantes à travers des programmes d'éducation et de formation professionnelle efficaces.

OBJECTIF

Le panel se focalisera sur les meilleurs moyens d'améliorer la compétitivité et la durabilité du transport maritime dans la région en mettant l'accent sur l'optimisation et la rationalisation du trafic, sur les plateformes logistiques, le transport intermodal et les autoroutes de la mer; le développement de compétence; la gestion et l'écologisation des ports; la sécurité des terminaux navals et offshore et des solutions innovantes pour assurer la prévention des accidents, détecter la pollution illicite ainsi que pour éviter la congestion et encourager un transport plus sûr pour favoriser l'économie bleue dans la Méditerranée occidentale

PANEL

Co-présidente:

- M. Remi Mayet, Chef d'Unité adjoint pour les ports et la navigation intérieure, Direction Général de la Mobilité et du Transport, Commission Européenne
- M. Alberto Palacios, Directeur technique de CETMO, Centre d'étude pour les Transports pour la Méditerranée Occidentale

Panélistes:

- M. Jamal Eddine El Abdellaoui, Professeur, Université de Tanger, Maroc
- M. Philippe Guillaumet, Manager en Affaires européennes et en plan stratégique, Grand Port Maritime de Marseille, France
- Mme Noelia Ortega, Directrice, Centre de Technologie maritime et navale, Secrétaire de NYM, Groupe maritime et naval de la Région de Murcie, Espagne
- M. Enrico Maria Pujia, Directeur Général pour le transport maritime et fluvial, Ministère des Infrastructures et des Transports, Italie
- M. Abdelkrim Rezal, Directeur des Etudes, Ministère de la Pêche et de l'Aquaculture, Agriculture et Développement rural, Algérie
- M. Eduard Rodés, Directeur, Ecole Européenne de transport maritime à courte distance, Barcelone, Espagne
- M. Youssef Ben Romdhane, Directeur Général du Transport Maritime, Tunisie
- M. Imed Zammit, Directeur, Institut Méditerranéen pour la Formation maritime, Tunisie

Setting the topic of the panel

What is the challenge at stake?

Research shows a shortage of skills across Blue Economy activities in the western Mediterranean. This is the case for activities such as maritime transport, coastal protection, offshore oil and gas, blue biotechnology, aquaculture and maritime surveillance, maritime tourism, offshore renewable energy and environmental monitoring. Existing training and education curricula are often reported as traditional and conventional (Ecorys 2016¹) and not always addressing new innovation needs (EU Parliament 2015²). As such, they are not necessarily adjusted to the needs of the modern Blue Economy. A lack of Blue Skills therefore prevents the ability to innovate and hinders the resilience of mature activities, such as coastal and maritime tourism (Arco Latino 2014³) or maritime transport (MarinaMed 2015⁴), but also prevents growth potentials of more innovative and emerging activities, such as marine aquaculture and blue-biotech (UfM 2015⁵). To foster the Blue Economy in the region it is essential to find ways to address this challenge.

What are the persisting problems and gaps identified?

The Western Mediterranean accounts for almost 200 ports and terminals located along its coasts and represents a third of total ports of the Mediterranean region. Maritime transport is a relevant and mature sector across the sub-seabasin. A number of relevant hubs (in terms of calls, container throughputs and freight transport) are distributed across the sub-seabasin. This high density of terminals involves a variety of potentially competing port authorities, both public and private. As a result, a fragmented governance structure hinders the sub-seabasin capacity in effectively addressing global trends, risks and opportunities.

The shipping sector has been facing a radical change in the business model after the 2009 crisis, with certain trends foreseen for the future. Amongst those, the persisting growth in size of deep-sea ships, the increasing concentration of the market in few large global carriers (Fortune 2015), the development of specialised ship types as well as the constant need of innovation to reduce costs and environmental footprints of ships.

Seaports in the sub-seabasin should be able to combine more effectively transshipment with a gateway cargo function, as currently implemented in northern EU ports and obtain a more stable position within shipping networks. Western Mediterranean ports may therefore find it beneficial to further cooperate and invest in diversification rather than compete and reinforce the current regional fragmentation. This may require a regional approach that complements national and local visions and interests.

More efficient and synergetic maritime activities across the Western Mediterranean can therefore provide an asset for boosting economic activities across the sub-seabasin, but potentials are currently hindered by the lack of integrated management of the ports system.

¹ Ecorys, MRAG, « Study supporting a possible network of maritime training academies and institutes in the Mediterranean Sea basin », 2016, see <https://webgate.ec.europa.eu/maritimeforum/en/node/3951>

² https://ec.europa.eu/futurium/en/system/files/ged/18-ep_report_on_the_communication_on_innovation_in_the_blue_economy.pdf

³ http://es.arcolatino.org/download/Doc_Marina_Med/Section_1-SUSTAINABLE_TOURISM.pdf

⁴ http://www.medmaritimeprojects.eu/download/MyTemplate/Pdf/20150629_Policy_Paper_final.pdf

⁵ http://ufmsecretariat.org/wp-content/uploads/2015/11/2015-11-17-declaration-on-blue-economy_en.pdf

The efficiency of ports is not only a sea-related issue, given that they are not independent infrastructures in the regional transport system. Sometimes, integration into the territory conditions their activities and possibilities of further development, so connections may be an element to take into account in future port development plans.

Another element to be addressed is the fact that a mismatch of skills and qualifications appears to be critical across the Blue Economy activities. A survey⁶ amongst education and training providers, employers and government bodies pointed to skills mismatches in the western Mediterranean. When asked about the mismatch between offer of skills and demand of the market, 20 out of 26 western Mediterranean public authorities pointed to a gap between the education and training bodies and the business sector. Of the private stakeholders, 50% of respondents agreed on the existence of such mismatch. When asked to indicate which maritime economic activities suffer from a demand/offer gap, public authorities in the western Mediterranean pointed to maritime transport, followed by shipbuilding, marine aquatic products and coastal tourism. Private sector respondents saw such gaps emerging above all in environmental monitoring and ocean renewable energy, followed by coastal protection, yachting & marinas, coastal tourism and maritime transport.

Another important issue affecting the matching of demand and supply of Blue Skills is the limited cooperation between education providers and the private sector, as well as between education providers themselves. Cooperation, networking and coordination are in fact concrete means to collectively address challenges that are, very often, shared by multiple stakeholders in different regions and countries. Cooperation and networking in marine and maritime knowledge can help responding to the needs of the Blue Economy and help building a modern, state-of-the-art maritime education and training offer in the western Mediterranean. It is important to fully capitalise on existing cooperation experiences and the available resources. Several areas for cooperation can be identified, and these have been carved out in the context on a recent study carried out on the subject⁷. An important coordinating role for the UfM in this domain could be further supported, so to provide a fair playing-field amongst existing educational institutions and bodies.

Discussion on potential interventions to be supported by the initiative

Proposed questions on Maritime Transport and port infrastructure's development

- How the Transport Action Plan for the Mediterranean Region should be implemented to overcome existing barriers to the development of the motorways of the sea and promote investments in greater inter-connectivity, in-land and multi-modal connections and to shift towards smarter and greener mobility in the region?
- How maritime safety should be addressed? What are the infrastructure lacks necessary to improve maritime safety?
- How promoting investment in blue technologies, green maritime transport, sustainable tourism and aquaculture will contribute to creating growth and jobs in the region?

⁶ https://webgate.ec.europa.eu/maritimeforum/sites/maritimeforum/files/Maritime%20Academies%20-%20Final%20Report%20and%20annexes_template%20EC_0.PDF cf. 2.3

⁷ Ecorys, MRAG, « Study supporting a possible network of maritime training academies and institutes in the Mediterranean sea basin », 2016, see <https://webgate.ec.europa.eu/maritimeforum/en/node/3951>

- How optimizing port infrastructure, interfaces and procedures/operations can boost maritime transport, short-sea shipping capacity and cross-border ferry connectivity?
- How define, test and deploy the infrastructure network for the use of LNG - Liquefied Natural Gas for maritime transport can promote green shipping through clean fuels
- How new technologies can contribute to improve ports efficiency (specific measures to implement)?
- How the lack of integrated management of the ports system could be overcome for exploiting the sector potentialities?
- How a port cooperation mechanism in the Western Mediterranean, if necessary, could be implemented in order to discuss common problems and act in a coordinate way?

Proposed questions for the mitigation of mismatch of blue skills between offer and demand

- How to promote apprenticeship schemes and mobility programmes across the western Mediterranean, with a view to strengthen linkages between education and the labour market?
- How to enhance the attractiveness of the sector and increase the number of people entering the sector? How to opening of existing apprenticeship schemes (that target more traditional sectors) to less traditional topics in the maritime sector?
- How can the needs and challenges for the Blue Economy in the western Mediterranean be identified?
- How could opportunities for dialogue and exchange among private sector, public authorities and education providers be identified?
- How could initiatives help to set common themes and priorities in the training and education offer, and develop a gap analysis so to move from traditional to emerging maritime economic activities?
- How to encourage the sharing of best practices and lessons learned among stakeholders?
- How to engage with both public authorities and the private sector to ensure that all training and education approaches used in the western Mediterranean are brought together?
- How to share the existing infrastructures on the West Med, and how mobilize financial means to develop updated trainings and educational programs to support the blue economy .