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Towards an **initiative** for the  
**sustainable development**  
of the **blue economy** in the  
**western Mediterranean**

Stakeholder conference  
Barcelona | February 2, 2017

summary of

**discussions and outcomes**

June 20, 2017



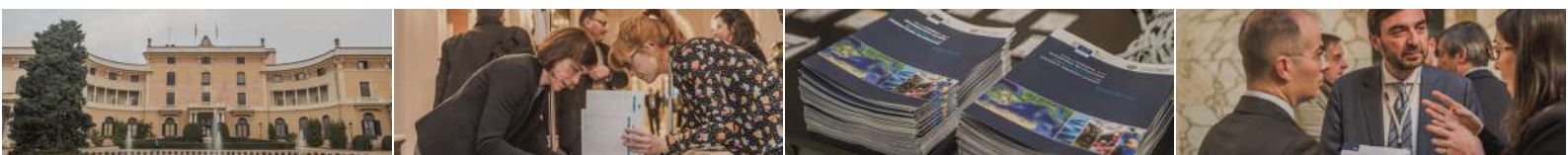
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## Conference

# Context and Objectives



## Active Engagement

Within the objective of developing a maritime initiative for the western Mediterranean, active engagement with stakeholders forms the heart of the approach.

Such engagement is crucial, not only to validate findings and ensure that interests and concerns are properly taken into account, but also to strengthen commitment and engagement for the actions that will be proposed.

To this end, consultations have been carried out both on- and offline over the last year. They have been aimed at the whole maritime community situated around and using the western Mediterranean.

## Stakeholder Conference

An essential and consolidating step in gathering views from actors and the community has been the Stakeholder Conference, held on the 2nd of February 2017 in Barcelona, Spain. The conference was organised by the European Commission in close cooperation with the Union for the Mediterranean (UfM) Secretariat and the participating countries.

With about 200 participants discussing main areas of cooperation and priorities for the 'westMED Initiative', the conference offered an important chance to present, discuss and finalise the main features of the western Mediterranean Initiative and its action plan.

## Structure

The conference was structured around two plenary sessions at the beginning and the end of the day, with six different thematic panels in between. Taken together, they covered all relevant aspects included in the Initiative, that were discussed in detail by a wide range of stakeholders. Outcomes of the conference were reported and have constituted valid information as input to the final stages for the preparation of a Framework for Action.

## Background information

Participants had at their disposal the already published 'Non paper' based on the context analysis, a report on Findings and Recommendations from stakeholder involvement in Phase 1 and a report on the Assessment of feasibility and added value to support a possible sustainable blue economy Initiative for the western Mediterranean.

## Reports and videos

All reports and conference videos are available at the dedicated project website:

[www.westmed-initiative.eu](http://www.westmed-initiative.eu)





# Summary of Conclusions and Outcomes

### STRATEGIC AND PROGRAMMATIC ALIGNMENT



The first plenary session brought together representatives from the European Commission, the European Investment Bank, participating countries, the Union for the Mediterranean Secretariat and the Conference for Peripheral Maritime Regions (CPMR).

#### Process welcomed

All participants welcomed the process towards the elaboration of the Initiative for the sustainable development of the blue economy in the western Mediterranean and the opportunity that this Conference offered to validate interim findings and share views on possible follow-up.

#### Safety

The topic of safety as a prerequisite for the full deployment of the Initiative, the acknowledgment of a large number of initiatives and frameworks already operating in the region, and the need to strengthen coordination to gain effectiveness, were among the ideas exposed during the interventions made at the beginning of the Conference.

#### Funding

Moreover, funding was also mentioned on several occasions, as the issue on fund alignment and complementarity were judged to be crucial. The European budget for the 2014-2020 programming period already contains a number of relevant programmes and initiatives that can be used in order to boost the implementation of the Initiative.

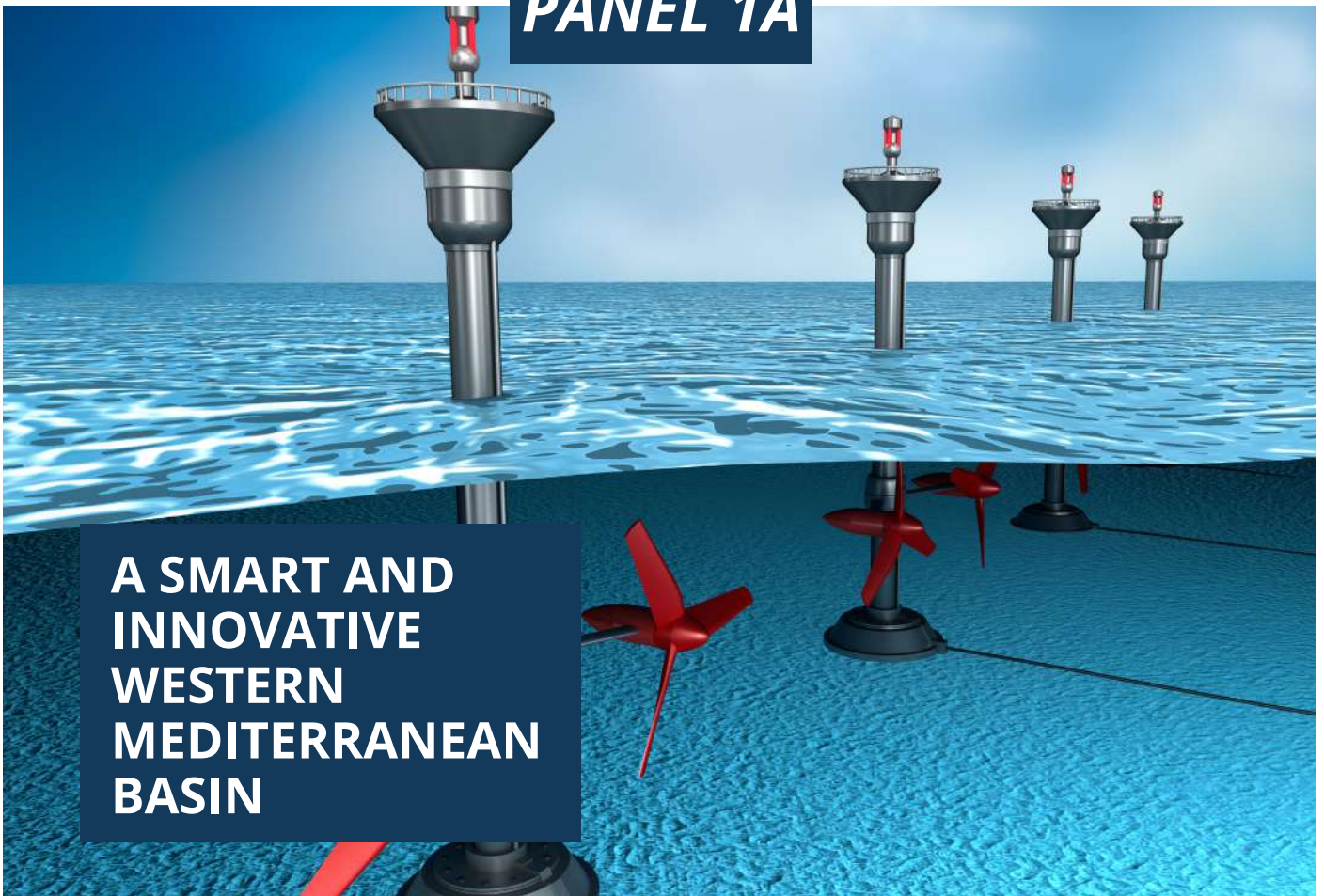
#### Themes

Finally, the different themes that were about to be discussed in the different panels were confirmed:

- Innovation to develop blue growth and jobs
- Ensuring the safety and security of sea-related activities
- Reducing coastal and marine pollution through more sustainable consumption and production patterns
- Achieving the best possible marine and maritime knowledge and governance
- Enhancing competitiveness and sustainability of maritime transport in the region
- Becoming more competitive in developing new and more sustainable tourism products.



## PANEL 1A



## A SMART AND INNOVATIVE WESTERN MEDITERRANEAN BASIN

### Context

Innovation and knowledge-creation and sharing is an essential element in ensuring a future-proof blue economy in the western Mediterranean.

It is required to make the region more competitive and able to build on technological and market opportunities - always in the context of global sustainability ambitions.



### Aim

This panel discussed how to create blue growth and jobs in the western Mediterranean region, by fostering integration of knowledge and by promoting joint actions for research and innovation, including coordination, planning and programming of relevant research and innovation policies and instruments.

## Summary of discussions

The introduction of the discussions was done by Amb. Delphine Borione, Deputy Secretary General for Higher Education and Research, Secretariat of the Union for the Mediterranean and Ms Sigi Gruber, Head of Unit Marine Research, Directorate-General for Research and Innovation, European Commission

### Stability and security

Stability and security were identified right at the beginning of the discussions as key drivers for development and it was emphasised that a strong focus should be placed on the availability of data and information systems. More mobility channels between countries should be established and finally, young people should be placed right at the centre of any future activity, as unemployment rates among young generations are far too high.

### Training and mobility

Job creation for young people will imply the creation of the appropriate channels for training and mobility, and there are already valid examples of good cooperation on this matter from Spain and Germany, as for instance, the 'Floating Open University', or the existing cooperation with the US, deploying research tools to connect the (young) people of the seas.

### Uniting the region

An overriding message was that stakeholders were gathering at the conference today to work out how to drive forward a common agenda in the western Mediterranean, that should unite the region, not divide it.



### BLUEMED initiative

The BLUEMED initiative was introduced and presented as an effective tool to promote a more effective management of local challenges and opportunities and the promotion of sustainable and smart growth in the area, being now open to all countries bordering the Mediterranean sea-basin.

The BLUEMED initiative can offer a substantial contribution to a smarter and more innovative western Mediterranean basin, and a number of points were outlined on this matter, such as:

- mapping all major national/regional/international RTD projects in the Mediterranean sea-basin and expanding it to Southern partner countries (in cooperation with UfM);
- identifying RTD gaps and existing opportunities;
- reducing existing asymmetries in R&I agenda/initiatives to facilitate investments in the region.

### Blue biotechnology

Blue biotechnology was presented as a transversal enabler that can benefit a wide range of sectors. Various examples illustrate this cross-cutting dimension, such as bio-based anti-fouling activities that can benefit strongly the environment or the contribution that biotechnology can make to aquaculture - notably in the improvement of species and the achievement of more sustainable practices.

Finally, as a concrete example on the ground, a new blue biotech and aquatics laboratory was presented, which has been recently opened as a result of interregional cooperation between Italy and Tunisia.



## Observing systems

A next topic discussed was the role of new observing systems in the Mediterranean and their role as key enablers to ocean's innovations, growth and jobs. It was argued that blue economy is based on knowledge. Research infrastructure and observing systems with real time open data are therefore key elements for real innovation initiatives, and in particular for turning data into jobs in a healthy and sustainable sea-basin.

Key aspects on research infrastructure and new observing systems brought to the attention of the audience were the following:

- problems at stake are global: SDG's, COP21, Tsukuba declaration;
- new technologies are also drivers of change for cooperation with the Southern partner countries, in particular in terms of the marine research infrastructures;
- new forms of outreach are societal engagement from the outset;
- a need to increase international cooperation and for EU leadership;
- the sustainability principle - aiming for a healthy Mediterranean for healthy people and a healthy society.

Very much related to the point above, the strong link between data, businesses and blue growth was made as a response to the need for openness and connectivity, and to deploy research tools connecting the people of the seas.

In other words, 'real' open data drives the business world and the right channels to achieve this need to be put in place, as there are concerns on whether the right things are done to support businesses in the region.

## Evidence based policies

A broader plea for evidenced-based policies was made, requiring high-quality data and models as input to decision making. Such information requirements also refer to the creation of linkages between different observations, and a need to produce "ready and easy access data" (e.g. on oil spills), completely tailored to the needs of users.

MSP and ICZM as horizontal tools and as 'vehicles' for a smart and innovative western Mediterranean basin formed also part of the discussions. Both require cooperation and coordination between Member States and partner countries and they can both accelerate spatial development and maritime investments, being also a potential facilitator for improving sea-land interfaces.

The creation of a west Med marine & coastal observatory would be very beneficial to foster the above mentioned cooperation and coordination between Member States and partner countries. Such an observatory could support the shift from databases to concrete tools and services with high value added.

## Maritime cultural heritage

Cooperation and coordination between Member States and partner countries is also needed for another area brought up during the panel's discussions: maritime cultural heritage and the use of innovative tools such as underwater robotics to develop scientific archaeology at large depths.

An interesting example of existing cooperation is the BRIDGES project on the development of glider services - bringing together research and industry. BRIDGES is proving that coordination of efforts is a 'must' and even the idea of setting up a 'Mediterranean Deep Waters Archaeology' cluster was emphasised. This cluster could include among its fields of activity training and capacity building for OOS projects, in order to maximise the current use of the available technology, or mobility of students and practitioners' schemes to facilitate exchanges and the development of joint solutions to develop this sector.

## Clusters

More generally, clusters were seen as a fundamental tool to achieve a smarter and more innovative western Mediterranean basin.

Important features for clusters' development are:

- an integrated approach;
- sufficient critical mass and financial means;
- an adequate national policy framework, and
- the need for clusters to connect the business community with the research/academic world and the public government.

Projects such as Pelagos and Proteus (five national nodes linked to maritime surveillance) were mentioned as valid examples of existing cooperation clusters. Marine renewable energies and robotic technologies were highlighted as two essential sectors where some clustering initiatives could take place as well.

## Hydrography

As one of the final points discussed in the panel, hydrography was mentioned to have many purposes and potential impacts in the development of the blue economy.

Examples of hydrography applications were provided in the fields of port safety, Integrated Coastal Zone Management, shipping, the fishing sector and marine boundaries.

# Conclusions and Recommendations

## Panel 1a

<p>A need to coordinate, cooperate, and empower actors across the whole region, e.g. through tools such as the BLUEMED Initiative, clusters, Smart Ports, and Maritime Spatial Planning processes.</p>	<p>Existing initiatives need to be capitalised so that they can be enlarged and enhanced, as it is clear from the discussions that a substantial number of initiatives and projects are already in place.</p>	<p>A need to focus on technologies of the future with high economic (through value chains) and environmental benefits.</p> <p>Examples of relevant sectors could include blue biotechnology, ocean renewable energy and hydrography</p>
<p>Open data systems that provide real services and that address real needs of citizens will become crucial, this requiring interoperability and certain standards (e.g. on data collection).</p>	<p>Building capacities and competencies across the whole region and across sectors, disciplines and generations should be sought, so that technologies and opportunities can be effectively used, and improved perspectives for the youth can be offered.</p>	

## PANEL 1B

### A SAFER AND MORE SECURE MARITIME SPACE

Increasing capacity in delivering coastguard functions

#### Context

The western Mediterranean region is facing a number of complex maritime threats, leading to growing concerns about the safety and security of human lives and economic assets. Although a number of initiatives involving southern partner countries promote the development of maritime surveillance, maritime security and safety, activities and means are not evenly provided by participating countries. Such variations, coupled with significant differences among countries in terms of governance structures and actors involved, provide an initial explanation to the still limited regional cooperation structures amongst coastguard functions.



#### Aim

Ensuring both safety and security of activities at sea is an essential prerequisite for the sustainable development of a range of relevant blue economy activities, as well as for the well-being of the population and stability of the region.

The panel focused on the means to reach the needed common level of operational standards and skills between coastguard function bodies for information exchange, planning, and conducting effective joint operations across the western Mediterranean region.



## Summary of discussions

The co-chairs Ms Barbara Sellier (Deputy Head of Unit for Maritime Safety, Directorate General for Mobility and Transport, European Commission) and M. Michele Avino (Unit for Border Management and Schengen, Directorate-General for Migration and Home Affairs, European Commission) introduced the discussions.

### New emerging skills required

It was stated that a range of new emerging skills are required to fully address a number of challenges for maritime safety and security, at all levels. Although EU support exists in this area, additional actions would be beneficial to better exchange information (particularly on emergency planning in case of pollution and coordination of emergency response), capacity building and joint operations including search and rescue. When addressing common issues, shared approaches in interagency cooperation at the regional and sub-regional levels is essential, and is perceived as an added value in coastguard cooperation.

### Cooperate at strategic and operational level

In accordance with the legal framework (UNCLOS, coastal State, Port State, Flag State), the main challenge for the coastguard function is to define a clear way to cooperate both at strategic and operational levels. Such agreed modus operandi will likely contribute to an optimal use of resources, efficient and effective information sharing as well as the development of coordinated training activities.

The SAFEMED programme was indicated as an example of good cooperation across the region. Although addressing capacity building in EMSA competences rather than targeting coastguard functions, SAFEMED is considered as a good practice as it provides a step-by-step approach to capacity building in beneficiary countries in various fields. Following this example, a more targeted focus on coastguard functions could be considered.



It was also highlighted that, as part of the cooperation in the field of coastguard function, exchanges are crucial on training, common procedures and technical tables, VTS networking and data sharing.

### Common missions

Common missions should also be developed to build trust among the different boards involved. There is merit in facilitating a development of common missions between the different boards in the region to consider and explore the opportunities for building trust to further enhance maritime security. These missions could also include sharing of data and intelligence for joint operations (EU MSs and non-EU partners), as done within FRONTEX. In this respect bilateral agreements can provide an initial framework to outline cooperation principles and could be followed-up by a regional agreement supported by western Mediterranean partner countries

Some participants also suggest that the regional Virtual Knowledge Centre (VKC), although not currently intended in this role, could be further developed to support inter-regional coordination, data sharing and dissemination of existing good practice in the area of safety and security.

Security and safety are a precondition to economic and social development. In this sense a positive link was highlighted between greater maritime security in the western Mediterranean and enhanced transport connections and exchanges in the region. For example, existing capacities of the surveillance system around Tangiers could be reinforced to ensure greater safety and security in the Gibraltar area. At the same time, though, the promotion of a regional maritime highway could be an opportunity to further enhance maritime surveillance and foster better regulation across the sub-sea basin.

### Cooperation North African countries

The cooperation between North African countries in the field is important and needs to be further strengthened. A strong case for the development of regional cooperation, for example, was made by the Libyan representative. Tunisian also called for the availability of Sea Safety Net data, for greater technical cooperation with EMSA on clean sea net, as well as data sharing with other regional players including Morocco.

### Importance EU programmes

In conclusion, the importance of the EU programmes was underlined (particularly SAFEMED).

Equally so, interagency cooperation, the use of common platforms for exchanges and operations, and adaptation to new and emerging needs were highlighted.

## Conclusions and Recommendations Panel 1b

<p><b>Coastguard function:</b> At national level, many organisations depending on different administrations are already involved in cooperation based on international, sub-regional and multilateral agreements.</p> <p>The EU Interagency cooperation (EMSA - EFCA - FRONTEX) represents an opportunity to enhance maritime safety and security.</p>	<p>Maritime surveillance and intelligence are to support joint actions and shared missions of coastguard functions.</p> <p>Data sharing (including end users) is not a technical issue but a governance one.</p>	<p><b>Training:</b> A need to set up a network of training centres.</p> <p>Training is a full axis of cooperation which could benefit of capacity building using a partnership approach.</p>
<p><b>Maritime surveillance:</b> Vessel Traffic System networking is a key issue for action and training. Maritime surveillance must be defined in an integrative approach (i.e. multi-purpose).</p>	<p><b>MED Coastguard Forum:</b> It is a requested place to discuss strategic issues to define a common vision of challenge or operational issues such as data sharing for joint operation.</p>	<p>A shared request to address problems at source (migration, illegal activities).</p>
<p>A need to share knowledge data: coastguard function to be integrated in a Virtual Knowledge Centre.</p>	<p>SafeMed and SeaHorse as possible concrete projects to support actions on regulation and surveillance.</p>	

# PANEL 1C

## SUSTAINABLE PRODUCTION AND CONSUMPTION

### Context

Maritime and land-based activities in the western Mediterranean region, along with the progressively more urbanised coastline, are at the origin of a wide spectrum of pressures affecting marine and coastal ecosystems.

These range from high resource consumption (water, energy, food products, raw materials, coastal space, etc.) to air and water pollution releases and waste generation. This also includes climate change effects on biodiversity and marine resources.



### Aim

The aim of this panel was to discuss the opportunities offered by Sustainable Consumption and Production (SCP) in the western Mediterranean region, existing barriers and ways of overcoming them. Taking into consideration the Barcelona Convention Regional Action Plan on Marine Litter and the Regional Action Plan on Sustainable Consumption and Production in the Mediterranean, as well as the experience gained through various regional and sub-regional ongoing SCP programmes and projects, specific sectors can be highlighted.

Areas which offer a great potential for action are aquaculture, tourism, food and fisheries, renewable energy generation, goods manufacturing, housing and construction, waste collection from maritime transports and ports and recycling.



## Summary of discussions

A short introduction to the panellists, as well as to the subject of the panel, was provided by the two co-chairs of the session, Mr Michel Sponar (Deputy Head of Unit Marine Environment and Water Industry, Directorate-General for Environment of the European Commission) and Mr Miguel García-Herraiz (Deputy Secretary General for Water and Environment, Secretariat of the Union for the Mediterranean).

The challenge of shifting production and consumption patterns in the region was highlighted, as well as the need to actively engage stakeholders to ensure their feedback and raise new ideas.

### SCP key pillar of EU, UfM and UNAP/ MAP

At the beginning of the session it was recalled that the SCP is part of the thematic pillars of the EU, UfM and UNEP/ MAP. It is a main issue to be addressed in order to tackle key marine and coastal concerns such as pollution and marine litter.

Among the milestones achieved, the approval in 2016 of the Regional SCP Action Plan was recalled, along with its provision for concrete actions regarding specific sectors relevant for the sustainable socio-economic development of the region: i) food and agriculture, ii) housing and construction, iii) tourism, and iv) goods manufacturing.

### SwitchMed/ Med ReSCP

Furthermore, the EU funded SwitchMed and the UfM labelled Med ReSCP programmes were described as a means allowing shifting towards SCP patterns.

These programmes contribute to:



- support green industries and business initiatives using eco-design and eco-production models, thereby providing sustainable goods and/or services;
- open up and consolidate new markets for green products in the region;
- promote access to financing for companies adopting SCP models.

To this purpose, channelling and encouraging sustainable investments into sustainable product development, as well as training and capacity building, are essential elements. Extending SCP practices to maritime sectors and marine areas would be a further step in this direction.

### International promotion SCP tools

Commitment and efforts conducted at the international level to promote sustainable industrial production were also recalled. Different manners to promote SCP tools were described such as providing technical assistance and fostering bottom-up projects, as a means to set examples on how to become cleaner and more effective; not only environmentally but also economically (win-win situation). These manners include providing advice to governments to adapt regulation frameworks; ensuring that pertinent economic incentives and tools are in place or sharing good experiences and results. Moving towards SCP models and ensuring the involvement of both industries and consumers was pointed out as a major need; in this sense, providing consumer education is considered essential.

### Need for regulatory framework

Among the progress to be made, the need to set a regulatory framework was underlined. Such a framework is needed to ensure that green products are cheaper and more affordable than unsustainable ones. This, in view of the numerous impacts caused by human pressures derived from unsustainable consumption and production practices (e.g. plastics or ocean acidification) on ecosystem compartments.

## National Strategies

During the panel, several national strategies were presented as examples of the initiatives being developed at the national level in the sub-seabasin to foster sustainable development.

### Morocco: Blue Belt

The Moroccan initiative “Ceinture Bleue” (Blue Belt) was the first presented. Its objective to create new opportunities in a framework of blue economy was underscored, in particular regarding key maritime sectors such as fisheries and aquaculture, as well as its will to act as a means to address current challenges, i.e. direct human impacts (e.g. overexploitation of stocks) and indirect impacts (e.g. climate change, and related acidification and seawater temperature increase).

The “Ceinture bleue” initiative can be set within the context of the western Mediterranean initiative, as a number of objectives are shared, such as its resolution to make resource protection and exploitation compatible, and to identify priority areas (e.g. coastal zones, by reason of their vulnerability and their high contribution to fish production).

It is determined to act as a collaborative platform to identify projects willing to exchange information and expertise, as well as to channel funding to associate different territories and partners. It also fosters the identification of solutions based on integrated actions, in the framework of an ecosystem-based approach to sustainably manage socio-economic activities, particularly fisheries and aquaculture.

The involvement of interested partners may favour the development of public-private partnerships and foster the necessary participation of the private sector. However, the need was pointed out to cooperate at the basin and regional scale to succeed in this ambitious endeavour.

### Algeria: Acqua Fisheries national Plan

The Aqua-fisheries national plan developed in Algeria was then presented as another example of national effort to achieve responsible fisheries and sustainable aquaculture practices, while guaranteeing the preservation of the natural heritage and social rights.

It was highlighted that a precautionary and integrated approach had been adopted in order to set up a regulatory framework for fisheries management, focusing on fishing fleets, fishing capacity, fish production and stock management, while taking into account links with other activities and initiatives (e.g. ports and maritime transport, for which a “Ports bleus” initiative has been adopted; or maritime recreation and recreational fisheries, object of a national special decree; etc.). The national willingness to contribute to the development of strong international cooperation and to implement measures set up in the framework of FAO and GFCM was also emphasised.

## Mauritania: National Strategy

The new national strategy of Mauritania was also shown to be based on the protection and conservation of resources, and oriented towards a scientific data-based management in order to set quotas allowing managing fisheries.

The need to reach high political engagement towards sustainable development of key maritime activities was underlined, in particular regarding fisheries. In addition, different needs were emphasised, such as the need for collaboration, especially regarding the technical tasks that are to be carried out by environmental experts. Mention was also made of the need to address financial aspects in order to implement the strategy.

### Spanish network of marine reserves

Finally, the Spanish network of marine reserves was presented as a model of sustainable use of marine resources and effective management at different administrative levels, since it is co-managed by the National General Secretariat of Fisheries together with regional and local authorities. The objectives of the network include regenerating fishing resources and protecting key habitats of commercially relevant species; maintaining artisanal fisheries; evaluating compatibility and regulating other uses; monitoring and research on global changes; and raising awareness and promoting dissemination activities.

Some results were highlighted, in particular with respect to the recovery of species of commercial interest along with corresponding benefits to the fisheries sector. Other activities focused on increased value of marine reserves to recreational diving and to research activities, since they allow conducting investigation tasks in a number of domains (e.g. commercial fish stocks, impacts of climate change and invasive species, water quality control, acoustic studies on cetacean migration, etc).

### Plastic Busters project <sup>1</sup>

In order to illustrate part of the research undertaken with regard to the impacts of marine litter in the Mediterranean Sea, the Plastic Busters Project was then introduced.

The impacts of marine debris according to current research outputs were pointed out, in particular regarding biodiversity and the relationships between marine litter, fisheries (and other maritime activities) and human health. Indeed, the Mediterranean Sea is one of the marine areas most affected by marine litter worldwide and a variety of studies confirm impacts on biodiversity. For instance, there is evidence of marine litter and (macro and micro) plastics in stomach contents in different species (e.g. top predators, tuna, turtles or sperm whales).

To address the issue of marine litter, a number of knowledge gaps and issues still need to be overcome, for the most part linked to governance. Since marine pollution has no boundaries, it needs to be addressed by a regional approach.



Among other objectives, the Plastic Busters Project works towards filling information gaps and contributing to data collection regarding accumulation areas, by means of model-based prediction and information mapping. It also monitors presence and effects of plastic debris on megafauna, pelagic fish (fisheries), and other ecosystem compartments to define hotspot areas.

### Sustainable growth cruise activities

To get an insight from the private sector, a brief description of the association of cruise ports was provided.

The presentation stressed the increasing commitment to sustainable and responsible growth of, in this case, cruise activities. In particular, the need for drawing up plans for waste reception in Mediterranean ports was pointed out, emphasising the progress made as regards effective handling, notification, delivery, inspections and fee regimes, especially at the smaller cruise call ports in the basin.

### Reconcile economic development with environmental protection

Another discussion topic brought to the panel was the issue of how to reconcile economic development with environmental protection, and more particularly on how

to gradually dematerialise economic flows (e.g. by reducing inputs and raw materials).

To address these challenges, the SWIM-H2020 Support mechanism <sup>2</sup> proposes education and capacity building, innovation and stakeholder involvement –especially, consumers- as principal means and tools to foster the blue economy and address countries’ limitations towards achieving SCP patterns. Such limitations include lack of expertise in different domains in both the private and public spheres, and the use of available innovation (applying also to marketing mechanisms, or governance issues).

In recent years, more and more institutions and initiatives have progressively emerged with the aim of involving the greatest number of stakeholders into activities that have been running over decades.

### westMED Initiative to act as catalyst

In this sense, it was underlined that it is important to capitalise on what already exists, and to avoid duplication efforts. The need for the westMED Initiative to act as a catalyst for the whole region was emphasised as a means to achieve sustainable activities and a green-blue economy in the basin.

## Conclusions and Recommendations Panel 1c

<p>Implement the SCP Regional Action Plan and mainstream SCP practices in maritime sectors:</p> <ul style="list-style-type: none"> <li>• Implement sustainable actions that turn into socio-economic opportunities (aquaculture and fishing industry);</li> <li>• Eco-innovation, eco-design, green entrepreneurship, transfer of environmental sound technology</li> </ul>	<p>Upscale technical assistance for SCP tools: support industries towards greening their practices and promote environment friendly products, provide access to financing and explore producer responsibility schemes.</p>	<p>Since SCP is a broad concept, there is a need to focus on specific and concrete topics relevant to the West Med basin, such as marine litter, sustainable financing, or marine protected areas.</p>
<p>Create incentives for SCP: green procurement, rewarding good green practices and behavioural changes</p>	<p>Strengthen circular economy: reduce marine litter, provide incentives for the 3R, reducing, recycling and re-using waste.</p>	<p>Use existing knowledge and technology; capacity building and awareness raising; involving “big groups-economic champions” (plus dialogue with NGOs)</p>
<p>Encourage Science for Policy, Science for Action (from knowledge to decisions and actions);</p>	<p>Important Role of institutional and regulatory framework in stimulating SCP</p>	

## PANEL 2A

### ADVANCING GOVERNANCE IN THE WESTERN MEDITERRANEAN BASIN

#### Context

Maritime sectors in the western Mediterranean region (e.g. maritime transport, coastal and nautical tourism, exploitation of mineral and biological resources) are at the origin of a wide spectrum of increased pressures affecting coastal and marine ecosystems and contributing to their rapid degradation.



#### Aim

The panel discussed how to develop more structured and inclusive approaches to ensure that planning and integrated management at sea and coasts allow for the development of a sustainable blue economy and reduce pressures on marine and coastal environments in the region.



## Summary of discussions

The panel was co-chaired by Christos Economou, Head of Unit Sea-basin strategies of the Maritime Regional Cooperation and Maritime Security at the EC Directorate-General for Maritime Affairs and Fisheries, and Enrique de Villamore, Director of the UNEP/MAP SCP RAC.

The co-chairs initiated the session by two introductory questions, addressed to all participants:

1. how to share the common resources in the western Mediterranean sub-seabasin, i.e. the sea and coasts along with their marine and coastal resources, while reconciling the different opportunities that these environments offer us to achieve sustainability?
2. what is needed for planning to implement a blue economy, and how to involve stakeholders from an early stage?

### Marine Spatial Planning

It was recalled that, when compared to the terrestrial environment, seas and marine areas constitute very different spaces with very different legal status that cannot be administered by a 'sea register'.

Therefore, it was pointed out that marine spatial planning is an essential support tool allowing i) identifying activities' specificities and constraints, as well as their interactions, in order to evaluate compatibility between activities and establish priorities in space and time; ii) adopt compromises to reconcile different interests, in processes in which stakeholders need to be involved from the very beginning, especially when different communities have never collaborated before, so as to develop trust relationships and optimally cope with constraints; and iii) collecting data, since marine spaces are still less known.

### Ecological coherence and management MPAs

The debate continued by addressing the issue of the conservation of resources, regarding in particular the need to reach targets and the instruments to monitor such progress.



In this sense, it was recalled that the Aichi Target requires the protection of 17% of the earth surface and at least 10% of the ocean's surface by 2020, an ambition which the basin is far from achieving. It also requires that the protected areas are ecologically coherent and effectively managed. Despite the exponential growth of MPAs in the Mediterranean since the 1980s, it was recalled that if all figures<sup>3</sup> of Mediterranean MPAs were considered together (including the ones with and without management bodies) only 7.14% of the Mediterranean would be today under some form of coverage.

The difference in MPA characteristics results from the variety of the typologies set up, regarding financial, administrative and managerial aspects, among others. Areas under national designations (with stronger management systems) make up 1.60% while "no go-no take" areas are almost inexistent (0.04%). Many MPAs have no management plan: in non-EU countries, only 30% of MPAs have established management plans, rising to 60% in EU countries. In addition, besides administrative and managerial differences among MPAs, a decreasing gradient from coastal to offshore waters is also observed, since the open marine space records few protected areas. The final picture in the Mediterranean reflects significant heterogeneity.

Therefore, while substantial progress has been made in recent years regarding the declaration of protected areas, much work remains regarding their ecological coherence and management. There is a lack of secured budgets allowing planning and defining strategies for each MPA.

The positive sign, however, is that active stakeholder involvement gradually increases, in terms of promoting new MPAs, since for instance fishermen are asking to protect marine areas and contributing actively to the protection of marine resources.

In addition, significant efforts are being deployed, as evidenced by the two editions of the Mediterranean MPA Forum (conducted in Turkey, in 2012, and in Tangiers, in 2016) carried out to assess the progress made and way ahead according to the MPA Roadmap developed at the 2012 Forum and now adopted by the Barcelona Convention.

### Overexploitation resources - Fisheries

Another topic addressed, relates to the role of stakeholders (industries, but especially consumers) regarding the issue of overexploitation of resources, and in particular fishery resources.

In this respect, the critical situation of the west Med commercial fish stocks (over 90% overexploited) was recalled, as well as the need to develop fisheries and aquaculture sectors in a sustainable manner. To address these challenges, the establishment of a sub-regional committee of the GFCM to bring together relevant stakeholders in the sub-basin was announced.

The GFCM Medium-Term Strategy for the Mediterranean includes measures to integrate stakeholders at different levels through the development of science-policy interfaces, in particular regarding Mediterranean widespread artisanal fisheries. It does so in order to: involve and ensure collaboration between institutions (e.g. FAO), administrators, fishermen, academic circles, etc.; to develop management plans integrating socio-economic data; to take into account links between political decisions and impacts on the social/economic spheres, as well as undesirable interactions between fisheries and the marine environment (e.g. cetaceans); and ensure the improvement of data quality and knowledge for decision-making.

The need for building and strengthening capabilities and expertise at the regional and national level was also stressed.

### Research strategy - engaging stakeholders

The development of a national research strategy in Algeria, in connection with a national growth strategy, was also noted. Underpinning such strategy is the will to protect natural heritage and resources, upstream and downstream.

In addition, with respect to the aforementioned subject, the strategy's objective to involve stakeholders was highlighted, particularly academic circles and administrations, as well as to disseminate knowledge in an attempt to reinforce an intersectoral approach. Such an approach is already being carried out in the framework of regional partnerships (both at Mediterranean and at EU level), which allows strengthening capacities, techniques and technologies. Such an intersectoral approach also allows standardising the data processing methods, which remains a main principal challenge to be addressed in the southern countries.

Similarly, the recent "Ceinture Bleue" Initiative approved in Morocco in 2009 was also cited as an example of strategy engaging stakeholders from an early stage.

The strategy is structured in 3 axes: sustainability, performance and participative approach, allowing the implementation of actions to improve welfare, reform land structures, promote user and consumer awareness, and establish cooperation in the domain of fisheries. A particular emphasis was put on the integrated approach adopted to manage fisheries, especially small-scale, artisanal and coastal fisheries, based on projects limited in time and establishing milestones, aimed at drawing concrete diagnoses and at identifying weaknesses.

### Co-management approach

Finally, on the issue of improving governance to involve all pertinent stakeholders, a recent experience on co-management of fisheries was also exposed.

This "co-management approach" has focused on achieving the effective empowerment of stakeholders and has been recently tested by the Regional Government of Catalonia at different levels. Indeed, faced with the evidence that efforts deployed in the matter of sustainable exploitation and protection of fishing resources did not come to fruition, a new and effective approach was adopted to the sector management, involving fishermen communities, industries, scientists and civil society.

In view of the success of the experience, the current objective is to apply the co-management approach to implement the whole maritime policy package, bringing together all stakeholders of the maritime domain in order to establish a bidirectional dialogue between administrations and other communities in the matter of visions, experiences and good practices. In the framework of the West Med, the development of a "laboratory of experiences" could be an opportunity to foster synergies and explore the application of good and successful practices to other territories of the region.

### Dealing with common constraints

Part of the discussion then referred to how to achieve objectives and address implementation gaps towards the development of the blue economy.

Major challenges include addressing the transfer of know-how at the technological level, combating illegal activities (e.g. IUU fishing) and ensuring financial security.

In this respect, it was generally agreed that the issue of funding is a shared constraint.

A context of restricted funding but shared objectives and priorities leading to pool efforts in joint projects (different countries and partners) could constitute a means to deal with common constraints.

In this sense, the usefulness to share knowledge and expertise in similar areas was re-emphasised, especially in southern countries, to continue the upgrading of knowledge and skills, as well as of pool funding and efforts. The development of shared platforms was suggested as an example of a tool for channelling funding. Such platforms could act as interfaces aimed to give visibility to common needs manifested by countries, and to reorient the necessary funding able to address them.

### Quality, management and data exchange

The issue of quality, management and exchange of data for sustainable development, as well as related challenges, was also brought up to the debate. Since knowledge is an indispensable support to sustainable development, many national and local initiatives in different countries have been undertaken.

An example is provided by the region of the Balearic Islands, in Spain: despite the importance of tourism as leading socio-economic sector in the area, there is a current priority to focus on the development of data, research and science on the marine environment.

The objective is to develop an innovative “bio-economic” perspective, aiming to integrate acquired knowledge as a valuable resource into key sectors (including tourism) in

order to foster diversification and development of new activities, as well as favour the “sustainable-isation” of the traditional ones. The efforts and work already carried out by a number of research (IMEDEA-CSIC, IEO) observation (SOCIB) and academic (UIB) institutions and facilities was highlighted, as well as the need to put together fragmented outputs and efforts. To this purpose, the creation of the first regional scientific centre was announced.

### Invest in knowledge and dialogue

Finally, it was generally agreed that, to achieve blue sustainable development in the region there is a need to invest in knowledge (i.e. research/researchers, training, information and data production, sharing and managing) and to foster dialogue between actors and sectors using the sea. A need to continue developing synergies and bringing together existing initiatives and frameworks (EU, FAO, UNEP/MAP, GFCM, UMA, etc.) was stated.

As an example, the 14 MoU established to the present day between GFCM and other regional organisations were cited, in order to put forward the regional willingness to cooperate in the field of sustainable fisheries. The need for building stronger cooperation frameworks was also underlined, as well as for developing a leadership for common work towards blue economy.

## Conclusions and Recommendations Panel 2a

Fill the gaps in terms of data availability, identify conditions and constraints for efficient MSP taking into account activities and countries' specificities and interactions.	Increase the region's ability to ensure proper data collection, regular scientific assessments and an adequate legal framework for control and inspection (fight against illegal fisheries).	Build trust between maritime communities (fisheries, MPAs, energy industry, tourism) and countries, taking into account that data and knowledge sharing help to reach compromises
Support transnational capacity building to facilitate technology and technical transfer, as well as knowledge and data sharing.	Promote Science-Policy Interfaces: science-based decision (scientific evidence and advice for helping policy/ decision/ management).	Promote integrated and participatory approaches in maritime and fisheries policies (bottom-up, Community-Led Local Development, co-management).
Increase budget for effectively manage MPAs – towards the achievement of the Aichi Target.		

## MARITIME TRANSPORT AND PORTS

### New technologies and skills for the maritime professions

#### Context

New technologies are developed to make maritime activities more sustainable (e.g. green shipping or fishing, smart ports), and reduce environmental impacts and overall economic costs of maritime transports activities.

This requires a constant development of infrastructure and upgrade of existing skills through effective professional education and training schemes.

Research shows a shortage of skills across blue economy activities in the western Mediterranean. Existing training and education curricula are often reported as traditional and conventional (Ecorys 2016 <sup>4</sup>) and not always addressing new innovation needs (EU Parliament 2015 <sup>5</sup>).

A lack of Blue Skills therefore, prevents the ability to innovate and hinders the resilience of mature activities, such as maritime transport or maritime tourism. But it also prevents growth potentials of more innovative and emerging activities, such as marine aquaculture and blue biotechnologies.

To foster the blue economy in the region it is essential to find ways to address this challenge.



#### Aim

The panel focused on the best ways to enhance competitiveness and sustainability of maritime transport in the region with a focus on optimisation and rationalisation of traffic, logistics platforms and intermodal transport and motorways of the sea; skill development; management and greening of ports; ship and offshore terminal safety and innovative solutions to ensure accident prevention, detect illicit pollution as well as to avoid congestion and foster safer transport to foster the blue economy in the western Mediterranean.

## Summary of discussions

The co-chairs, Mr Remi Mayet, Deputy Head of Unit for Ports and inland navigation, Directorate General for Mobility and Transport, European Commission and Mr Enric Pons, CETMO, Centre for Transportation Studies for the western Mediterranean, introduced the panel.

### Integrated approach - Logistic chains

Maritime transport can no longer be considered alone. The logistics chain is more and more integrated and there is a need for developing new skills. Moreover, changes in the logistics chain are taking place quite fast, something which should be considered in an integrated approach (“door-to-door”), calling for wider knowledge.

During the discussions, it was recalled that the development of new technologies and tools brings new challenges. A major one is the development of an efficient and sustainable transport system, which will require new skills, upskilling and/or skill adaptation of workers. New skills are also strongly needed in the logistics sector.

### Mismatch education and needs

The mismatch between education programmes and needs (in terms of time or contents) was also highlighted. The gaps can be addressed through a number of instruments, such as observatories (early detection of new needs) or governance channels (cooperation with private sector). The Mediterranean Institute for Maritime Training (Tunisia) was presented as a “success-story” for North-South cooperation (France-Tunisia), and a genuine public-private cooperation linking education and industry stakeholders to fill the gaps between needs and curricula.



### National strategy - increased use of ICT

For marine and maritime education and training, strategies at national level are key for a regional strategy. In this sense, cooperation was considered a key concept.

New tools should be mobilised to address these new needs, e.g. distance learning. The use of ICT for adaptation, cooperation and pooling of resources was also recommended to avoid duplication and provide with a harmonized level of skills for workers mobility in the region.

### Harmonisation and mobility

As the development of the blue economy requires fully skilled workers, further harmonisation of activities, avoidance of duplication, and mobility become more and more necessary.

The preparatory action “Guardians of the Sea” (DG MARE) was mentioned as a good practice to illustrate job re-orientation of fishermen outside fishing, for instance, supporting different uses of fishing vessels: tourism, litter and lost nets collection, biological and oceanographic monitoring, etc.

### Ports

The importance of ports for the blue economy was also highlighted during the panel.

Ports’ cooperation in the western Mediterranean was illustrated by the relations established between the ports of Marseille, Genova and Barcelona. During the discussions, it was emphasized that such ports’ cooperation can be supported by existing instruments and programmes, for instance, RTE-T.



## Maritime Highways

The experience of the Motorways of the Sea (EU MoS program/MEDAMOS) was also mentioned as it supports the improvement of the efficiency of the whole transport system. Technical assistance and training are key points to make this change successful. Maritime Highways are a way to improve monitoring and promote cooperation at sub-region level.

## Shift to LNG

In addition to the improvement of transport efficiency, and regarding the level of maritime traffic, the shift to LNG was presented as an opportunity for the western Mediterranean (complete ecosystem, including production) for a “greener” form of transport. An ambitious strategy for LNG encompassing all sectors (shipbuilding, refuelling, operation...) was called for, including the need for training and new skills.

# Conclusions and Recommendations

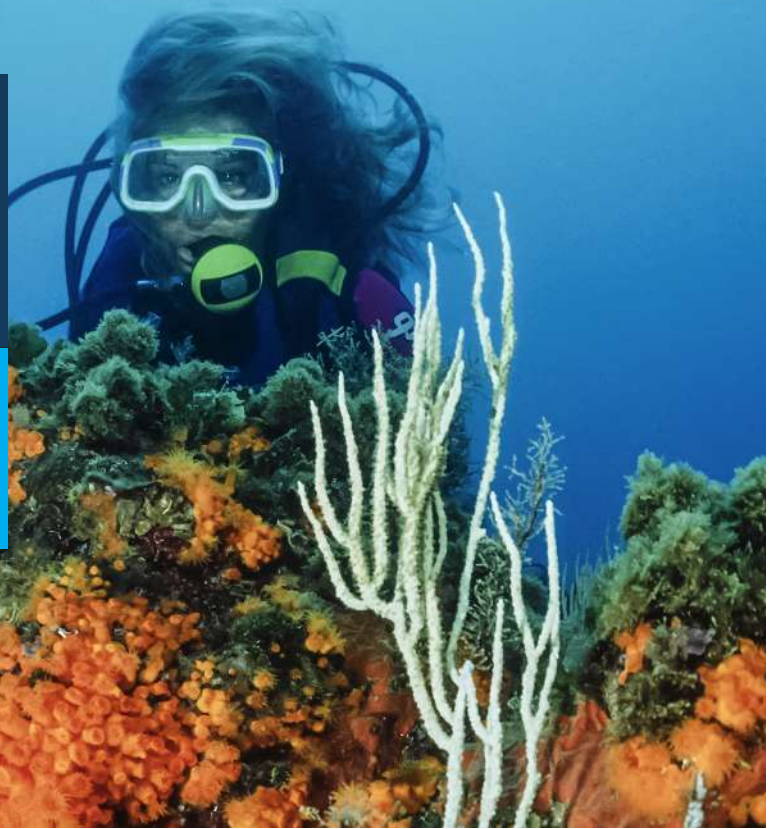
## Panel 2b

<p>There is already a wealth of existing cooperation actions and initiatives in the framework of RTE-T.</p>	<p>A shift from shipping to multimodal transport is needed to support full transport chain (logistics) and to improve door-to-door delivery efficiency (use of Motorways Of the Sea).</p>	<p>A need to support the adaptation of jobs and skills for the blue economy (historical and new activities) for environment protection, sustainability of activities but also for e-technologies, management. This is considered a full axis of cooperation.</p>
<p>A need of ports' adaptation with green and blue technologies across the value chain (logistics, supply, ...) based on innovation, training and multimodality.</p>	<p>First topics for Mediterranean port cooperation/association could be education, training and low carbon logistics solutions.</p>	<p>A real request to monitor early detection of changes in market trends and e-technologies for adaptation of training and education and to anticipate end-users demands. It could be done by a component of a West Med observatory.</p>
<p>A need of cooperation in training and education for skilled jobs all around the western Mediterranean sea, taking into account workers' mobility and end users' needs.</p>	<p>Identification of strategic opportunities/projects in the western Mediterranean sea, such as:</p> <ul style="list-style-type: none"><li>• GNL use for a green maritime transport thanks to a complete and available ecosystem with production availability, existing rules, adapted solutions for delivery and customers;</li><li>• Development of network of Motorways Of the Sea with integrated maritime surveillance</li></ul>	



## AN ATTRACTIVE WESTERN MEDITERRANEAN BASIN

### Sustainable maritime tourism



### Context

The western Mediterranean region is a popular tourist destination. In 2012 it recorded over 200 million national and international overnight stays in coastal areas and thus boasts the largest share of total tourist arrivals in the basin.

### Aim

An essential element in fostering blue growth in the western Mediterranean region is the development of a new, integrated, sustainable and innovative tourism offer. This contributes to the sector becoming more competitive at global level.



This panel discussed how such an aim could be achieved by building on available assets and opportunities and by enhancing cooperation among public authorities and public-private partnerships, through transnational and interregional partnerships, networks, clusters and integrated strategies. This will improve governance and strengthen the position of operators, like the representatives of SMEs, such as chambers of commerce.

In particular, actions can aim at creating and promoting sustainable and innovative tourism products and services at cross-border and transnational level around specific themes (like coastal and underwater cultural heritage), developing new thematic routes (including cruise and nautical routes) promoting integration and linkages between coastal and inland attractors, and fostering nautical tourism, including the enhancement of quality standards for marinas.

## Summary of discussions

Ms Donatella Soria, Unit for Tourism, Emerging and Creative Industries, Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs, European Commission opened the panel by recalling the main elements of the 2014 Communication from the European Commission “A European Strategy for more Growth and Jobs in Coastal and Maritime Tourism”.

The Communication indicated the need to fully exploit available funds while pointing to a series of challenges for the tourism sector in the EU.

### Ensuring linkages

Ensuring linkages between the sea-land with ancillary activities (such as transports, creative industries, coastal and underwater cultural heritage, nautical sports, pesca-tourism and sport-fishing) would support the diversification and valorisation of the tourism offer as well as the development of innovative tourism products and services.

### Regional brand

Tourism can be a considerable engine for growth in the Mediterranean sea basin. This is why the promotion of the Mediterranean as a top tourist destination should exploit the message of unity of the sea-basin and promote a regional “brand” to attract local and global visitors.

Building on the strengths and unique elements and patrimony of the Mediterranean, innovative products and services should promote eco-tourism activities as well as the discovery of local cultures and unique elements of the Mediterranean including the considerable patrimony of underwater cultural heritage.



For instance, the creation of cultural routes and Marine Protected Areas could be created to promote linkages to new destinations while strengthening links between culture, tradition and heritage.

### Stakeholder involvement

The sustainability of and support to such initiatives can be further ensured through greater networking and involvement of stakeholders. Fostering greater visibility of existing initiatives with respect to potentially concerned actors in the sub-sea basin might allow them to be aware of their objectives and potential, and favor their active involvement. In addition, their participation is at the core of innovative activities: fishing and marine tourism, for instance, can nurture closer ties between coastal actors and the wider public, while encouraging the discovery of Mediterranean traditions, culture and gastronomy.

Dissemination of initiatives, communication events/fora/platforms (virtual or physic) are considered appropriate means to make information available and easily accessed and engage. Equally important is the creation of opportunities for dialogue and exchange among the private sector, public authorities and education providers.

### Blue skills issues

Strengthening cooperation among these players could also promote a shared understanding of the fundamental importance of addressing blue skills issues in the western Mediterranean. Panel exchanges highlighted the need to step up efforts in the promotion of digitalization skills and the development of managerial capacity in the marine tourism sector.

According to the panel, initiatives aimed at pooling knowledge (e.g. create dedicated cluster for nautical tourism, IT facilities, online bookings & apps) could help the development of innovative competences and hence a more effective adaptation to new practices and needs.

Innovation will ultimately need to adjust to the demands of changing tourist profiles, also with a view of ensuring access to new investments and exploitation of new markets. Such success will also depend on the capacity of the West Med tourist offer to enhance quality standards for reception facilities and infrastructure.

#### Safe and secure infrastructure

Connectivity and mobility are key conditions for enhancing tourism and cooperation amongst relevant regional actors, notably by linking up sea and inland attractors.

For these reasons, investment in safe and secure tourism infrastructure (alternative fuels, clean ports, develop niche

destinations) should not be delayed. At the same time policy makers shall ensure that relevant policy frameworks are adapted to respond to such challenges.

#### Holistic approach

More generally, this issue highlights the need for a holistic approach to sustainable maritime tourism in the west Med as a provider of strategic planning and integrated approach across relevant sectors. In parallel, policy support could be coupled by ad hoc financing mechanisms such as public-private partnerships, targeting green technology and green practices for the tourism sector.

## Conclusions and Recommendations

### Panel 2c

<p>A need to develop a west Med integrated approach to strategic planning which builds on the protection, preservation and use of cultural and natural resources: exploit new markets (i.e. India, China) and promote innovative tourism products and services including new itineraries, nautical and cruise tourism, pesca-tourism and recreational fishing.</p>	<p>Consider investing more resources on appropriate connectivity and mobility solutions to link-up sea and inland attractions and promote new tourism products and routes.</p>	<p>Invest in safe and secure tourism infrastructure (alternative fuels, clean ports, develop niche destinations) as well as in the development of innovative 'Blue Skills' in the sea-basin (e.g boating jobs, digitalisation and managerial skills) to meet new tourism practices and changing tourist profiles.</p>
<p>A need to pool knowledge and create opportunities for dialogue and exchange among private sector, public authorities and education providers (e.g. create dedicated clusters for nautical tourism, IT facilities, online bookings &amp; apps).</p>	<p>A need to strengthen new and sustainable tourism services and step-up ad hoc financing mechanisms for green technology and green practices for the tourism sector</p>	<p>Ensure that local stakeholders are actively involved in developing new tourism products has proved to be key (e.g. creation of networking opportunities, dissemination of initiatives and communication events ).</p>
<p>A need to deliver a message of unity of the Mediterranean as a top tourist destination by building on the strengths and unique elements and patrimony of the Mediterranean with a view to promote sustainable tourism activities, new destinations and the links between culture, tradition and heritage.</p>		

# Conclusions



## Summary and common points



The final session of the Stakeholder Conference was co-chaired by:

- Mr Christos Economou, Head of Unit of Sea basin Strategies, Maritime Regional Cooperation and Maritime Security, Directorate-General for Maritime Affairs and Fisheries, European Commission, and
- Mr Miguel García-Herraiz, Deputy Secretary General for Water & Environment at the UfM Secretariat.

They invited the co-chairs of the six different panels to report on the main conclusions and recommendations emerging from their respective sessions.

After these panel-presentations and moving towards an overall conclusion of the day it was stated that the conclusions and recommendations reported by the panellists fit very well with all the work that has been developed throughout the last 12 months by the European Commission and the 10 countries concerned, which, overall, tries to assess how to develop the blue economy in a sustainable way in the region.

### Priorities

In particular, priorities have emerged as follows:

1. A safer and more secure maritime space: the cooperation between coastguards and maritime safety and response to marine pollution discussed and developed by panel 1B and 2B;
2. A smart and resilient blue economy: the importance of strategic research and innovation and maritime clusters development emerged in panel 1A, skills development and circulation, maritime transport and ports have been elaborated by panel 2B, while sustainable consumption and production and sustainable marine aquaculture were addressed by panel 1C and sustainable maritime and coastal tourism emerged under panel 2C.



3. Better governance of the sea: the discussion carried out in panel 2A has identified priorities for interventions on spatial planning and coastal management, marine and maritime knowledge, Biodiversity and marine habitat conservation and sustainable fisheries and coastal community development.

This was followed by listing a number of points that emerged during the day and that were common to all the panels.

- *Financing*  
On this topic, two types of answers come from today's conclusions. On the one hand, there is a need to prioritize blue economy when dealing with the sources of funding at international and national levels. A second answer comes from the regional approach and the necessity to agree on selected priorities at sea basin level, which can inform and guide resource programming.
- *Social innovation and science-policy interface*  
There is need for social innovation and strengthening the links between the national, the regional and the local government, and with the civil society and the research and business communities to deliver technology in the right way.

- *Data*  
Having relevant, timely, reliable and aggregated data to support a well informed decision making is key and has emerged as a very important topic in all various panels.
- *Ownership*  
This initiative needs to be shared by the countries and the communities involved in the process.

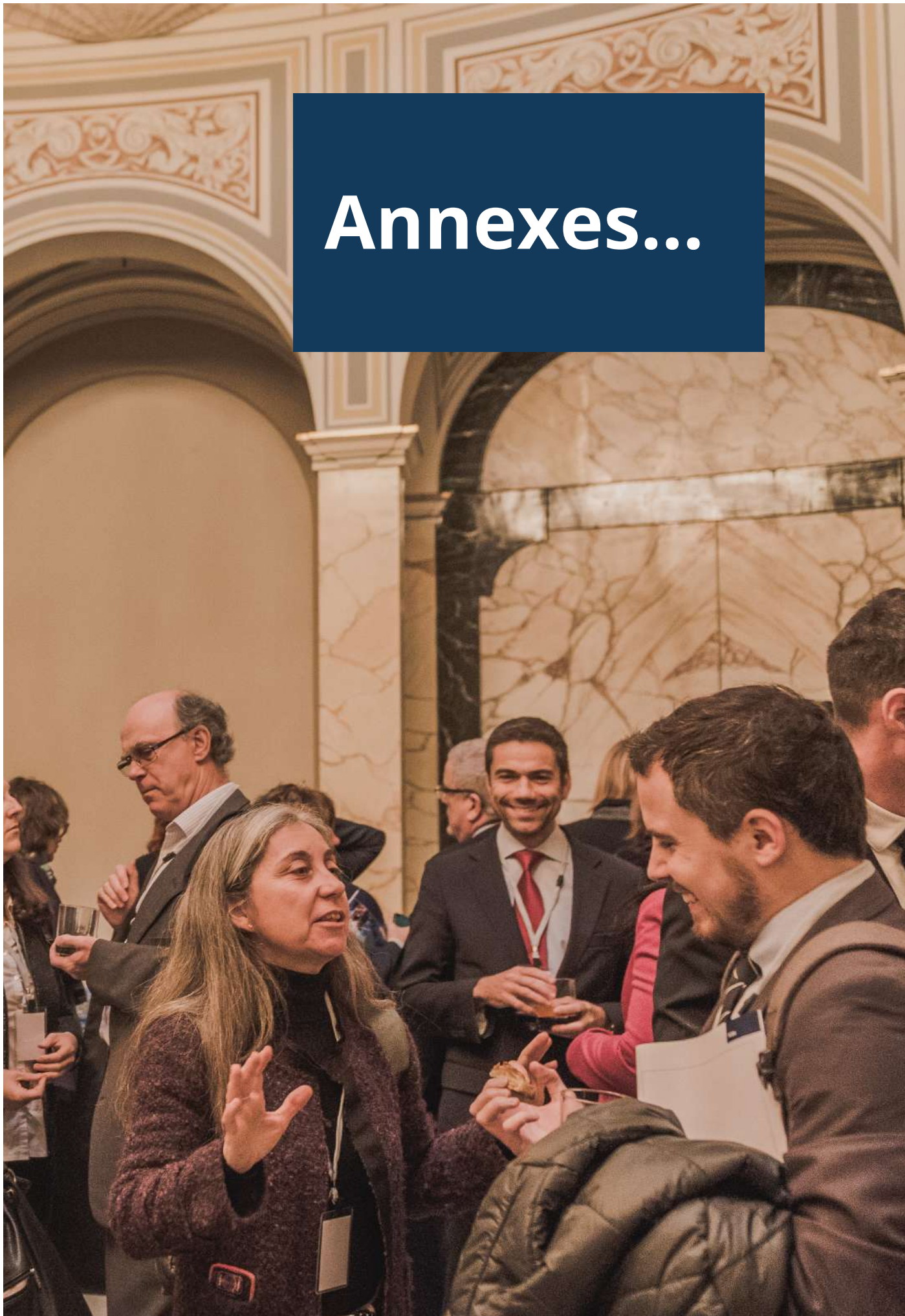
### Next steps

All inputs from this Stakeholder Conference are certainly in time to inform what it is being prepared by European Commission and the ten countries concerned.



Under the Maltese Presidency of the European Council, the European Commission will adopt a Communication on this Initiative for the sustainable development of the blue economy in the western Mediterranean, which will be subject to the scrutiny of the Council.

In the second half of 2017 the ten countries and the UfM will be invited to give political support and provide guidance to the Initiative in order to start the concrete work and put in practice all the ideas and projects that were heard today.

# Annexes...



# References

1	<p>Panel 1c Plastic Busters <a href="http://plasticbusters.unisi.it">http://plasticbusters.unisi.it</a></p>	
2	<p>Panel 1c SWIM <a href="http://wim-sm.eu/index.php/en/support-mechanism">http://wim-sm.eu/index.php/en/support-mechanism</a></p>	
3	<p>Panel 2a Marine reserves, Natura 2000 sites , marine parks, all types, international marine parks, the Pelagos Sanctuary (measures to protect cetaceans), RAMSAR sites (UNESCO), SPAMIS (UNEP/MAP), World Heritage sites (UNESCO), etc.</p>	
4	<p>Panel 2b Ecorys, MRAG, 'Study supporting a possible network of maritime training academies and institutes in the Mediterranean Sea basin' - 2016 See: <a href="https://webgate.ec.europa.eu/maritimeforum/en/node/3951">https://webgate.ec.europa.eu/maritimeforum/en/node/3951</a></p>	
5	<p>Panel 2b <a href="https://ec.europa.eu/futurium/en/system/files/ged/18-ep_report_on_the_communication_on_innovation_in_the_blue_economy.pdf">https://ec.europa.eu/futurium/en/system/files/ged/18-ep_report_on_the_communication_on_innovation_in_the_blue_economy.pdf</a></p>	



# Program

8:30-9:15

Registration

## Opening remarks

09:15-9:45

Context and objectives



speaker

**Bernhard Friess**  
Director for Maritime Policy and Blue Economy, Directorate General for Maritime Affairs and Fisheries, European Commission



speaker

**Miguel García-Herraiz**  
Deputy Secretary General for Water & Environment, Secretariat of the Union for the Mediterranean

## Roundtable

09:45-10:45

Strategic and programmatic alignment



moderator

**Marina Villegas Gracia**  
Director, Spanish Agency of Research, Ministry of Economy, Industry and Competitiveness, Spain



panellist

**Adm Patrick Augier**  
Deputy Secretary General for the Sea, France



panellist

**Maria Badia**  
Vice-President of the Inter-Mediterranean Commission of CPMR, Secretary for Foreign and European Union Affairs, Regional Government of Catalonia, Spain



panellist

**Zakia Driouich**  
Secretary General, Ministry for Maritime fisheries, Morocco



panellist

**Normunds Popens**  
Deputy Director General, Directorate General for Regional and Urban Policy, European Commission



panellist

**Youssef Ben Romdhane**  
Director General, Department of Maritime Transport and Maritime commercial ports, Ministry of Transport, Tunisia



panellist

**Werner Schmidt**  
Director, European Investment Bank

## Program cont.

10:45-11:15 Coffee break

### Theme panels 1

11:15-13:00

Panel 1a: A smart and innovative western Mediterranean basin

Panel 1b: A safer and more secure maritime space: increasing capacity in delivering coastguard functions

Panel 1c: Sustainable consumption and production

13:00-14:30 Lunch

### Theme panels 2

14:30-16:15

Panel 2a: Advancing governance in the western Mediterranean basin

Panel 2b: Maritime transport and ports: new technologies and skills for the maritime professions

Panel 2c: An attractive western Mediterranean basin: sustainable maritime tourism

16:15-16:30 Coffee break

### Conclusions

16:30-17:15

Reporting from panels by rapporteurs from the 6 theme panels

Conclusions and closing remarks



speaker

**Christos Economou**  
Head of Unit Sea basin strategies, Maritime Regional Cooperation and Maritime Security, Directorate-General for Maritime Affairs and Fisheries, European Commission



speaker

**Miguel García-Herraiz**  
Deputy Secretary General for Water & Environment, Secretariat of the Union for the Mediterranean

# Participants

## EUROPEAN COMMISSION

Surname	First Name	Organisation
Avino	Michele	European Commission
Detant	Anja	EASME
Economou	Christos	European Commission
Friess	Bernhard	European Commission
Gruber	Sigi	European Commission
Jansen	Talander	European Commission
Marangoni	Luca	European Commission
Mayet	Remi	European Commission
Nobile	Marco	European Commission
Popens	Normunds	European Commission
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Soria	Donatella	European Commission
Sponar	Michel	European Commission

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Provenzano	Giuseppe	Union for the Mediterranean
Saliba	George	Union for the Mediterranean
Sensi	Alessandra	Union for the Mediterranean
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Abgrall	Jocelyne	CIPPM
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Affronte	Marco	Europarl
Ajuelos Moretti	Paul	CIPPM
Alami	Nisrin	Regional Council of Tanger Tetouan Al Hoceima
Alexakis	George	CPMR - Intermediterranean Commission
Alonso García	Julián	Spanish Ministry of Foreign Affairs
Angioli	Serena	Regional Government of Campania
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Aomar	Bourhim	Ministry of Agriculture and Maritime Fisheries of Morocco
Argente García	Jesús E.	University of Murcia
Augier	Patrick	French Secretariat General for the Sea
Badia	María	Inter-Mediterranean Commission of CPMR/Regional Government of Catalonia
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Barbanti	Andrea	CNR-ISMAR
Battistella	Vincenzo	Autonomous University of Barcelona (UAB)
Bedos	Núria	Regional Government of Catalonia
Bellver	Aritz Jokin	Eco-union
Ben Romdhane	Youssef	Ministry of Transport of Tunisia
Bensmail	Laila	Ministry of Agriculture and Marine Fisheries of Morocco
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Bonanno	Angelo	National Research Council of Italy
Bourhim	Omar	Ministry of Morocco
Bouzekry	Assia	Regional Council of Tanger Tetouan Al Hoceima
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Bucas	Dominique	French Embassy in Spain
Busolini	Patrizia	MED Programme
Camerlenghi	Angelo	Italian National Institute of Oceanography and Experimental Geophysics
Canals	Purificació	Network of Marine Protected Area in the Mediterranean (MedPAN)
Carbajosa	Jesús	International Centre for Numerical Methods in Engeneering (CIMNE)
Cardiff	Simon	Issues in Superyacht Ownership
Carmela	Di Giorgio	Regional Government of Lazio
Chaparro	Lydia	Fundació ENT
Chererghy	Ahmed	G-Mauritanie
Christodoulakis	Loannis	Special Advisor to George Alexakis Regional Councilor in Charge of EU Affairs, Region of Crete

## Participants

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Di Gioia	Marco	Governmental Affairs for CLIA Europe (Cruise Lines International Association)
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