

## FINDINGS and RECOMMENDATIONS from the STAKEHOLDER INVOLVEMENT in PHASE 1

May 18 - 2016



BUILDING A MARITIME STRATEGY FOR THE WESTERN MEDITERRANEAN

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## INTRODUCTION AND OVERALL PROCESS

This report aims at providing a review and assessment for the main results emerging from the stakeholders' involvement that took place during the first weeks of March 2016, following the production of the *“Non paper based on the context analysis”* elaborated during the month of February 2016.

The report elaborates on the main challenges and potentials for a maritime initiative for the Western Mediterranean, as presented in the above mentioned “Non Paper” Report and thoroughly discussed with local stakeholders in 4 local focus groups (i.e. “Collaborative Labs”) across the basin.

As identified in the Tender Specification for this project, focus groups are one of the key elements to engage with relevant stakeholders across the sea-basin during the initial preparatory Phase 1 of the project. As such, the objectives of these events were three-fold, as they:

- Served to present, discuss and fine-tune the findings from the analysis conducted on the basis of secondary data and presented in the framework of the “Non Paper” Report;
- Were instrumental in assessing the interest and willingness of local stakeholders to support a maritime initiative for the Western Mediterranean;
- Were designed so to further suggest and detail possible “Collaboration Ideas” with clear added value for the whole sub-region including EU and Neighbouring Countries.

With such aims, focus groups have been organised in different locations and by different partners across the sea-basin, so to gather a balanced and representative range of stakeholders across important sectors, type of organisation (e.g. public, private, research) and levels of governance (i.e. local, regional, <sup>1</sup>national and sea-basin wide). An overall concept has been applied to all focus groups, in terms of approach, agenda, format, lay-out, etc. Nevertheless, each meeting has been specific in terms of themes discussed and by involving different sets of participants.

### 0.1. Details in the composition and process of each Collaborative Lab

The focus groups have gathered relevant stakeholders from a variety of countries and sectors, so to discuss specific maritime themes – often of a “cross-cutting” nature.

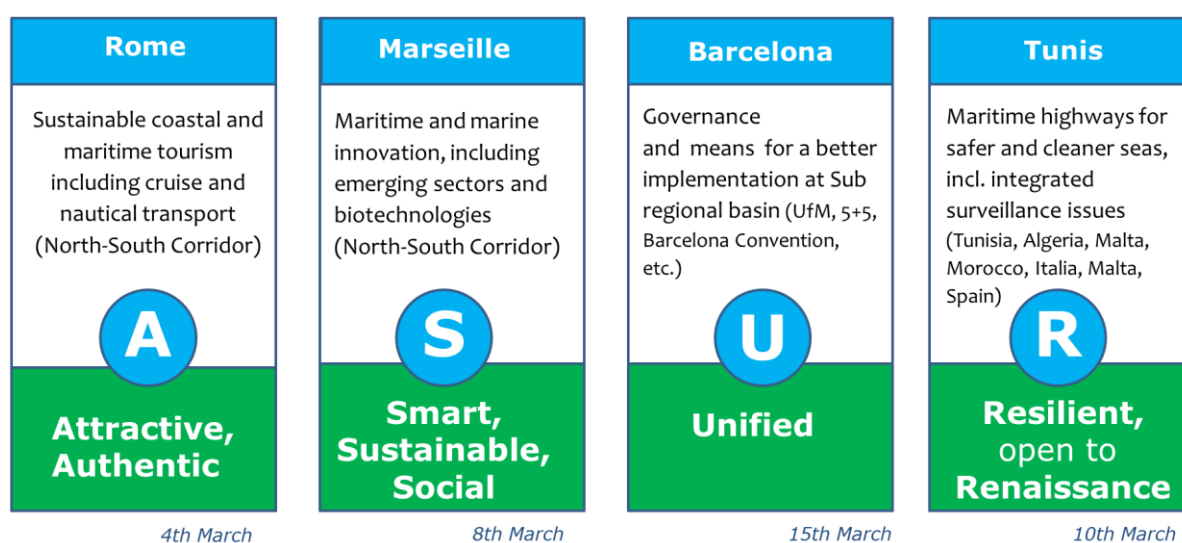
Based on the consortium's experience and being aware of the importance of the focus groups for the success of the project, it was proposed to expand such format in the context of a one day *“Collaborative Lab”*, where various sessions of exchanges could allow more confidence amongst participants and greater in-depth discussions.

The four “Collaborative Labs” have been held during the first half of March 2016:

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<sup>1</sup> In this stage, involvement of local and regional stakeholders has only been partial, and the inputs provided by them cannot be considered representative for all of such stakeholders across the sea-basin. For this, a more elaborate Stakeholder consultation is foreseen in Phase 2 of the project.

Figure 1: Overview of Collaborative Labs



The “*Collaborative Labs*” have been structured around a number of different sessions:

1. An initial moderated roundtable was held in the morning, so to allow mutual knowledge and an open initial discussion (i.e. all participants can discuss their main areas of interest);
2. This was followed by a presentation of the “Non paper based on the context analysis”, describing the blue and green perspectives, the “*ASUR vision*” and trends and potential ideas for cooperation in the Western Mediterranean. This first session was followed by a tour de table where participants have to comment and provide their opinion about the paper and emerging findings;
3. Participants identified main ideas for collaboration within the specific multi-sectorial “domains” discussed;
4. Participants then discussed the most popular “Collaboration Ideas” in some cases through smaller “sub-groups” (i.e. depending on group dynamics and preference of participants);
5. Where time allowed, for each discussed “idea”, main features were detailed and agreed (i.e. interest/readiness for cooperation and added value of the idea for the basin as a whole). Key messages were shared through Twitter before, during and after the meeting (#westmedstrat).

This concept was then tailored to local circumstances as follows:

- The Collaborative Lab in Tunis was convened and chaired by the Ministry of Transport, and clearly considered in the framework of the national actions towards IMP, which was a considerable support to participation and contributions, by other stakeholders. Given the central topic and location, regional organisations could attend and provide their experience. As this Lab was the only one planned in the South of the region, special attention was given to specific South-North and South-South cooperation issues.
- The Collaborative Lab in Marseille generated a range of initial project ideas in the morning session, and subsequently generated a second set of integrated and more strategic project ideas in the afternoon, through the concept of World Café approach where participants were able to attend freely various sub-groups.

- The Collaborative Lab in Barcelona followed a specific format fitting to the topic of governance, and was hosted by the Union for the Mediterranean.

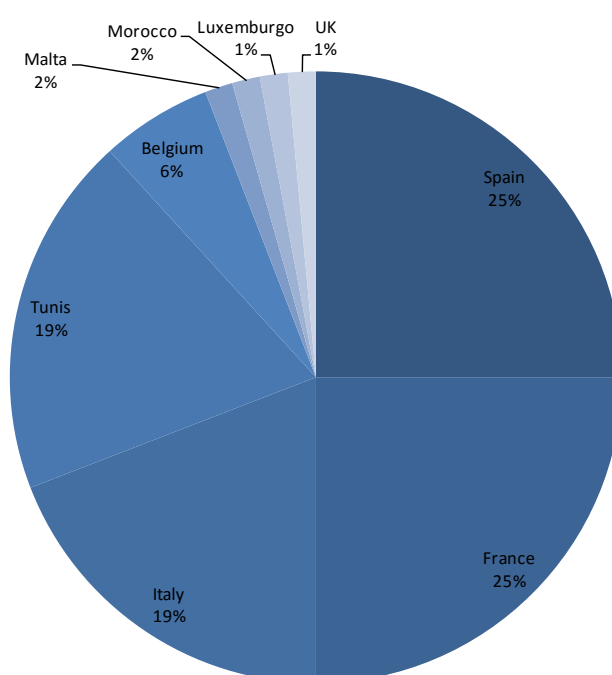
## 0.2. Participants for each Collaborative Lab

Participation in the Collaborative Labs groups has been satisfactory, involving 74 participants representing 61 organisations operating across the sea-basin. The challenge was to collect the widest possible range of opinions, assessments and proposals of all relevant stakeholders from different sectors and countries in the Western Mediterranean area.

Representation by country was really varied and all of the Western Mediterranean countries were covered, with the exception of Algeria and Libya<sup>2</sup>. As presented in the figure below, France, Italy and Spain as well as Tunisia were highly represented, mainly due to proximity. However, Malta and Morocco also had representatives. The participation in the Labs also had to reflect the idea of a shared vision with all Western Mediterranean countries in the development of the maritime initiative, in accordance with existing overlapping cooperation agreements (Barcelona Convention, UfM, 5+5, UMA, etc).

Representatives from other countries (Belgium, Luxembourg, UK) outside the basin were more numerous in the Collaborative Labs on governance in Barcelona, due to the representations of European institutions like the European Commission, the European Investment Bank (EIB) and the European Bank for Reconstruction and Development (EBRD).

Figure 2: Participants to Collaborative Labs per country

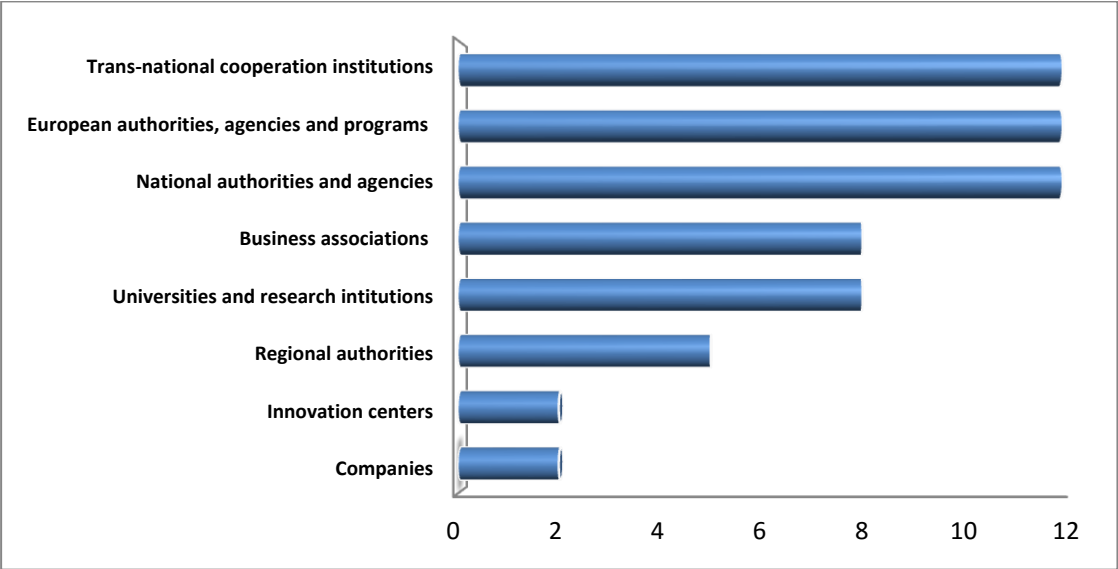


Source: Consortium Ecorys – PB – SML

<sup>2</sup> Representatives from these countries had been invited to attend the Collaborative Lab in Tunis.

A wide variety of stakeholders was represented, in light with the aim to collect a wide range of views and proposals on the maritime initiative in the Western Mediterranean through the involvement of all relevant stakeholders. The Labs’ participants included those from transnational cooperation Institutions, business associations, research and innovation centres, universities, and European, national and regional authorities and agencies.

Figure 3: Profile of participating stakeholders to the Collaborative Labs



Source: Consortium Ecorys – PB – SML (Focus Groups)

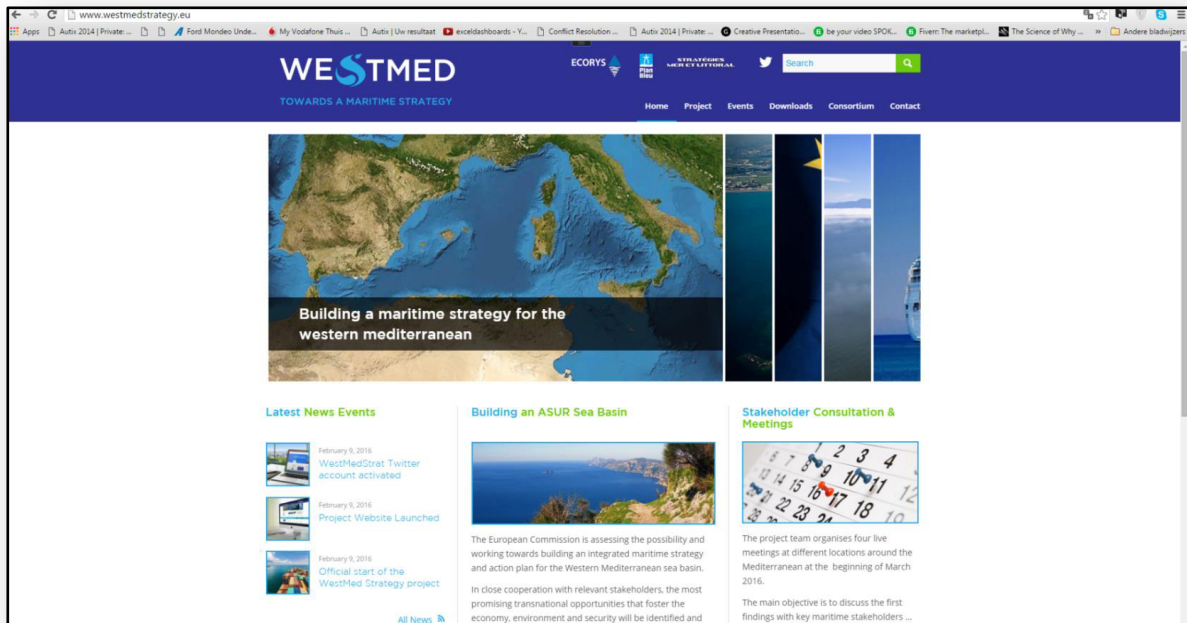
Furthermore, the participation by sector was also highly diverse. While most of the participating institutions were cross-cutting, sectors such as tourism, fisheries, technology, maritime transport, or marine industry had representatives who introduced the state of the art in their respective sectors and shared their visions in order to develop a potential maritime initiative for the Western Mediterranean.

The lists of attendees in each event are provided in Annex I of the report.

### 0.3 Other consultation tools

An external website to promote the involvement of stakeholders, set-up a virtual forum, and make accessible all information to the interested stakeholders has been designed and launched in mid February 2016. It contains a question and answer service (e-mail address/ contact form) and allow feedback, comments, from stakeholders. During the initial stage of Phase II a revised “engagement approach”, building on what already proposed in Phase I and the other off-line activities envisaged, will be proposed for the attraction of stakeholders and their contribution through online interaction.





The communication with stakeholders has also included the use of social media technologies, in particular Twitter.

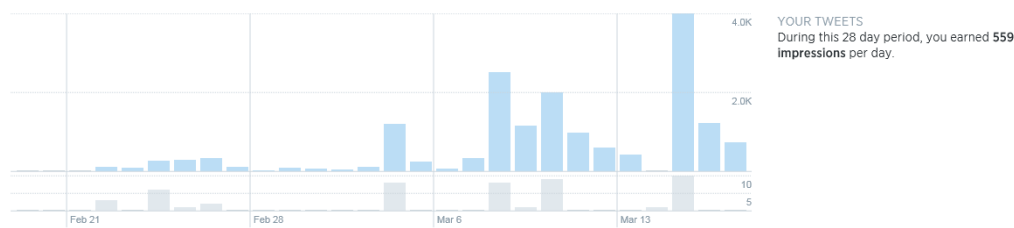


The graph below show the number of impressions<sup>3</sup> and the number of tweets per day.

<sup>3</sup> Impressions are the times people saw a Tweet on Twitter.



Your Tweets earned **15.0K impressions** over this **28 day** period



Source: Twitter analytics

Below are some figures provided by Twitter analytics on the 17th of March.

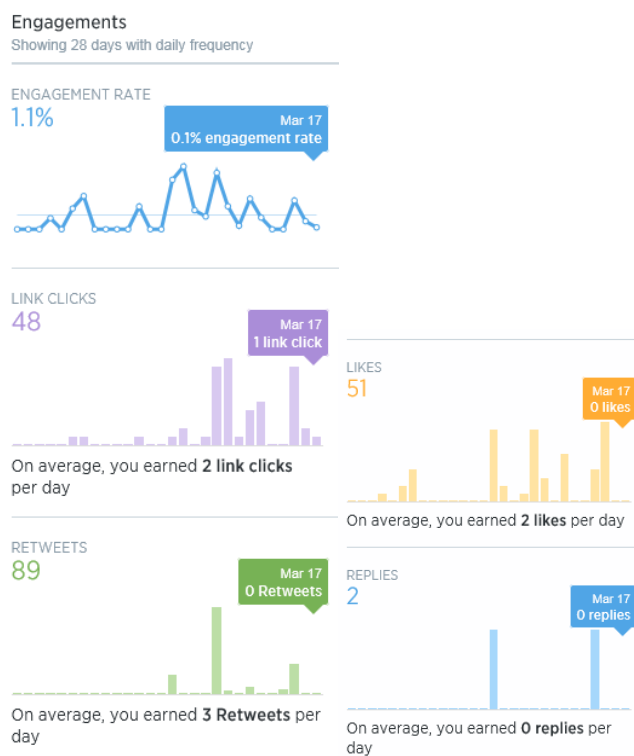
**West Med Strategy** @WestMedStrat

**28 day summary** with change over previous period



### Summary of visits and impressions

Peaks correspond with collaborative labs during which were posted in average 9 tweets. The figures below provide with an in-depth overview. Again, peaks match with collaborative labs. We do not have much activity at the moment, therefore average do not seem particularly. Nevertheless, an engagement<sup>4</sup> rate<sup>5</sup> of 1.1% is usual for organic impressions (non paid impressions).






Source: Twitter analytics

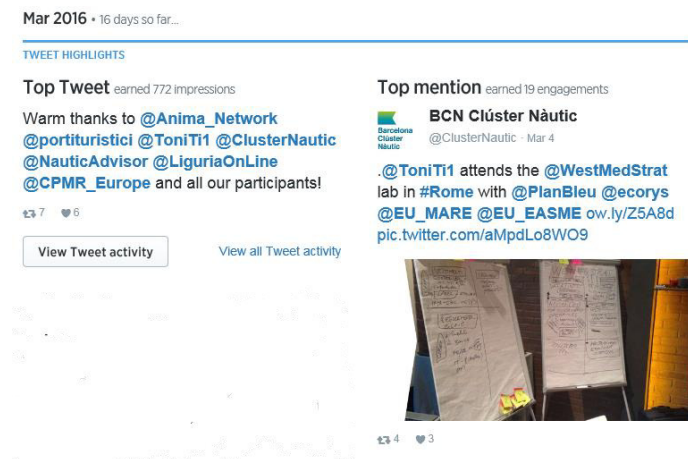
<sup>4</sup> Engagement is the total number of times a user has interacted with a tweet. This includes all clicks anywhere on the Tweet (including hashtags, links, avatar, username, and Tweet expansion), retweets, replies, follows, and likes).

<sup>5</sup> Engagement rate is the number of engagements by the number of impressions

The table below shows figures of the three tweets that perform best.

Tweets	Top Tweets	Tweets and replies	Promoted	Impressions	Engagements	Engagement rate
	<b>West Med Strategy</b> @WestMedStrat · Mar 4 Warm thanks to @Anima_Network @portituristici @ToniTi1 @ClusterNautic @NauticAdvisor @LiguriaOnLine @CPMR_Europe and all our participants! <a href="#">View Tweet activity</a>			772	39	5.1%
	<b>West Med Strategy</b> @WestMedStrat · Mar 15 End of first session @UNEP @MedPAN @MedCities @UfMSecretariat CETMO & MENBO presented their West-Med initiatives <a href="https://pic.twitter.com/iPBKeQuGNY">pic.twitter.com/iPBKeQuGNY</a> <a href="#">View Tweet activity</a>			521	15	2.9%
	<b>West Med Strategy</b> @WestMedStrat · Mar 15 @MEDProgramme and @FedericoMartire of @ENPICBCMed presented European territorial cooperation programmes during session 2 #Barcelona <a href="#">View Tweet activity</a>			499	13	2.6%

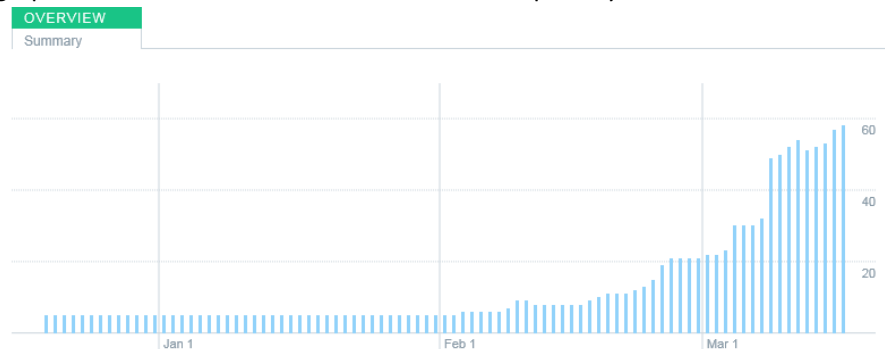
Source: Twitter analytics



Source: Twitter analytics

A rising number of followers

The graph below indicates the number of followers per day.



Source: Twitter analytics

As of today, our audience counts:

- 5 EU institutions (including Commissioner Vella and DG MARE, Seas, Rivers, Islands and Coastal Areas Intergroup is an official Intergroup of the European Parliament)
- 18 local and national and international institutions and organisations related to marine and/or maritime topics (CPMR InterMed Commission, Union for Mediterranean, Interreg Med, Port of Algeciras, Newsblog Mer & Marine etc.);
- 2 accounts dedicated to environment;
- 23 specialists ( most of them participants of collaborative labs);
- 10 bots and private non related persons.

Our audience is very specialised and there is potential to reach out to a much bigger audience throughout Phase II activities (based on the engagement approach to be updated in Phase II)..

# 1. CHALLENGES AND OPPORTUNITIES FOR THE WESTERN MEDITERRANEAN INITIATIVE

As indicated under Chapter 0 of the present report, an initial element and objective of the Collaborative Labs was the presentation of the main findings from the Non Paper, which were subject of discussion and debate. The main feedback and reactions from each Lab are briefly provided here, in order to present a snapshot of the main elements emerging during the discussions. In a later stage, Member States and countries had also the opportunity to provide their opinions on the initial consultation carried out and the present report.

## 1.1. Main reaction to the main “values” proposed in the Non Paper

The Non Paper proposed a vision to build an “ASUR Western Mediterranean Sea-basin”<sup>6</sup>. The acronym resonates in all languages across the basin as a mix of “safe” and “turquoise” and represents a number of relevant principles for the initiative itself, such as: A (attractive and authentic), S (smart, sustainable and social), U (unified) and R (resilient and open to renaissance).

In **Rome**, a general enthusiasm emerged over the proposed principles of ASUR (particularly the idea of renaissance) and in general the proposed approach for the possible Western Mediterranean maritime initiative. In **Marseille**, there was recognition of the main concepts, notably the need for promoting the attractiveness and authenticity of the Western Mediterranean. Participants of the meeting in **Tunis**, fully endorsed the need to have a Western Mediterranean maritime initiative which has to take into account existing frames and structures with a sub-basin focus – an opportunity to define, consolidate and strengthen cooperation in maritime sectors. This message to build the initiative carefully on existing initiatives, and to not interfere with them, was also confirmed at the **Barcelona’s** Lab.

## 1.2. Main opportunities and potential identified

The main challenges and opportunities for the Western Mediterranean presented in the Non Paper<sup>7</sup> were reviewed and discussed in each of the thematic “Labs”, so to gather feedback and reactions from a range of stakeholders across the basin. The main responses are briefly reported hereby, as emerged in each event.

### Rome

West-Med destinations share specific challenges and opportunities, which are due to a common and specific ecosystem (with some vulnerability and some economic and research potentials), and political/institutional setting (with several political, linguistic and cultural commonalities). However, there are also persisting institutional fragmentations within and outside the EU. Certainly, the promotion of a “common brand” for the West-Med has emerged, as a strong potential for increasing the global competitiveness of the basin as an “attractive and authentic” destination. Collaboration of ports to become competitive globally has been seen as a stronger growing pattern across the West-Med, rather than mutual competition or “cannibalisation”.

### Marseille

Progress towards a blue –sustainable- and innovative (re-)development in the West-Med requires the simultaneous improvement and development of a number of different dimensions: the economic

<sup>6</sup> The ASUR vision is included under Section 1.2

<sup>7</sup> Themes are detailed in Chapter 2 of the Non Paper Report.

dimension, the environmental dimension, the political dimension and the dimension of competences and knowledge. Each one involves a number of economic, social and environmental opportunities. They involve local stakeholders, improved quality of information on the basin, and its use throughout the policy-making cycle including policy monitoring.

## Tunis

Building a resilient blue economy is considered a central element of the West-Med development. The region, and particularly Tunisia, experienced major crises with dramatic consequences for the maritime economy (e.g. coastal tourism, cruises) and greater stability should be foreseen as an essential element of the initiative. Integration of land and maritime planning is also a core aspect to be addressed, so to fully consider spill-over effects for the environment (e.g. land-based pollution sources), potentials for inter-modal transport between sea and in-land, as well as value chain diversification linking the blue and the land-based economy. Moreover, the Lab highlighted the fact that the Western Mediterranean maritime initiative should provide a real need of cooperation in a win-win relationship across several areas, including: joint actions involving neighbouring countries (surveillance, control and intervention means); better coordination amongst various capacities and bodies involved in maritime surveillance; greater ambitions in addressing climate change with greenhouse gas reduction.

### 1.3. Main comments on the themes for cooperation as proposed in the Non Paper

All themes for cooperation proposed in the Non Paper<sup>8</sup> were presented and discussed in the thematic Collaborative Labs, so to gather feedback and reactions from a range of stakeholders across the basin. The main responses as emerged in each event were as follows.

## Rome

Participants acknowledged the relevance of all “themes” including the “cross-cutting” elements. The need for sharing competencies, skills and qualifications, towards a growing harmonisation of rules and certifications, emerged as a particularly relevant cross-cutting element. A need for common regulations (including spatial maritime and inland planning) emerged as well, towards a Western Mediterranean “shared sea-tizenship” for all operators and freedom of movements for all visitors.

## Marseille

Several themes included in the Non Paper aroused interest and comments, in particular the need to find effective mechanisms to articulate the different dimensions and actors of the maritime domain. Indeed, “articulation”, “linking”, “integration”, “cooperation”, “collaboration”, “coordination”, “fragmentation” are some of the words that repeatedly emerged during discussions. Admittedly, governance frameworks, programmes and actions exist already at different levels –ranging from international (e.g. conventions and agreements), supranational (e.g. Mediterranean basin and sub-basin conventions and intergovernmental organisations), to national or subnational levels. Nevertheless, the overall concern expressed was that there are still cooperation gaps regarding the different themes presented in the Non Paper. These gaps hinder a sustainable, innovative and above all integrated development of marine and maritime activities in the Western Mediterranean sub-region.

Competition among activities and uses of the marine and maritime spaces hampers sub-regional socio-economic progress. There is a need to identify cooperation gaps and constraints, and to assess cooperation possibilities based on existing structures, e.g. governance structures and organisations, and/or clusters (competitiveness poles) and networks. Identifying complementarities was considered necessary as well, between: 1) Northern and Southern countries (formal/institutional, informal); 2)

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<sup>8</sup> Themes are detailed in Chapter 3 of the Non Paper Report.

among Northern and Southern players (decision makers, universities and research centres, civil society and the private sector) to unblock barriers between educational, public (decision-making) and private sectors and work together on concrete research projects closely related to needs (e.g. water, draught, climate change); and 3) among marine and maritime activities, not always compatible among each other, to ensure an environmentally-friendly development and to find spaces for co-development.

There was a general understanding and agreement on the need to bring innovation and new dynamics to the region and address concerns and challenges, in particular those of an environmental nature (climate change, warming, biodiversity loss, waste generation, etc.) entailing risks to coastal societies, as well as social concerns (jobs creation, education, motivation and engagement of new generations). It was believed that such new dynamics will emerge notably through the development of innovative technologies, procedures and management methodologies, and their application to marine and maritime activities, from the ports and energy sectors to environmental management.

### Tunis

A general message concerned the need to build on existing frameworks and structures, with the need to take into account existing marine and maritime strategies: regional one's (UNEP/MAP), multilateral one's between the countries, national one's in order to make them consistent with a global objective of efficiency (Western Mediterranean umbrella or focus). Special emphasis should be given to operational cooperation: many structural policies are already defined at regional level, but lack proper implementation, because the regional scale is too large, or because willingness is missing in some areas, or because the cooperation needed is not possible in some parts of the region. The Western Mediterranean is a very good context for operational cooperation in order to implement regional policies, and it should be a major strategic axis for the Western Mediterranean maritime initiative.

From this, it was concluded that cooperation must provide bilateral benefits (North and South) but also between Southern countries (for instance under the umbrella of the Maghreb Arabic Union). Increasing local added value should be a major objective for the Blue Economy strategy. Examples were given of maritime sectors where major decisions are taken out of the region (e.g. maritime cruises), and where most of the added value is not captured within the territory "used" by maritime activity. Better balance should be found between the legitimate desire of the industry to make profit, and the legitimate desire of coastal countries to get a return from their investments or from exploitation of their natural and cultural assets. Geographic coverage of a Western Mediterranean maritime initiative should include fully the Strait of Gibraltar for its Atlantic connection, including the involvement of Mauritania and Portugal.

Cooperation is requested in maritime education, not only on initial training but also for targeted training of managers and administrations in order to share the best practices and implement them in a harmonised way in a shared perspective (capacity building).

### Barcelona

Cross-cutting themes were found to be essential and achieving a real cross-sectoral approach that could enable bringing together environment, fishing, transport, tourism or the industry was judged to be a foremost need, and this at various different levels:

- at political level (inter-ministerial dialogue, legal framework national / European levels, integrated governance..);
- at scientific level;
- at financial level;
- at technical / implementation level.

#### 1.4. Relevant initiatives by the EU or other institutions to be considered

During the different Collaborative Labs, different relevant initiatives supported by the European Union and other institutions were discussed and a number of them emerged from the various discussions to be most relevant in order to support a future maritime initiative for the Western Mediterranean.

##### Rome

INTERREG (e.g. IT/FR Marittimo Mediterraneo<sup>9</sup>), Horizon 2020 and Smart Cities (a need to be connected to “Smart Ports”), EMFF and FLAGS (Local Action Groups for diversification of fisheries), INTERREG (e.g.), ETIS (sustainable indicators), UNESCO and roots of the sea, JRC Spatial Data Interest Communities (SDICs)<sup>10</sup>, ENPI CBC-MED<sup>11</sup>, Med Cruise<sup>12</sup>, Euro-Med Invest<sup>13</sup>, Euro-Med Invest Academy<sup>14</sup>, Ten-T Projects<sup>15</sup>, Face-Coast Med Cluster<sup>16</sup>, Reference Sites for Ageing Society<sup>17</sup>, Med Cop Climate Change<sup>18</sup>.

##### Marseille

The INTERREG MED Programme and its Innovation and Governance axis, participation of southern countries as associate partners, UNEP/MAP Mediterranean Strategy for Sustainable Development 2016-2025, HORIZON 2020 – in particular new calls on “Blue growth” requiring the implication of different Mediterranean actors. Several southern countries may collaborate with European countries in the framework of programmes such as Horizon 2020 (e.g. Tunisia) and actions such as ERANET MED and the PRIMA Initiative. BLUEMED Initiative, ENPI CBC-MED, New European Maritime and Fisheries Fund (EMFF) calls: Blue Careers (education and training), Blue Labs (marine research), Blue technologies (Smart Specialisation), Critical Ecosystem Partnership Fund CEPF calls on “Mediterranean Basin Biodiversity Hotspot”, CRPM and partners’ actions.

##### Tunis

A general message concerned the need to build on existing frameworks and structures, with the need to take into account existing marine and maritime strategies: regional one’s (UNEP/MAP), multilateral one’s between the countries, national one’s in order to make them consistent with a global objective of efficiency (Western Mediterranean umbrella or focus). Building on the experience of operational implementation by UNEP/MAP regional action centres is considered important (e.g. network of dedicated experts designated for significant period, common working rules, transparent procedures, common and shared studies). The experience of CETMO at sub-basin level (in support of GTMO within 5+5 Dialogue) has been recalled. The potential of a sub-regional initiative in supporting implementation of regional policies (e.g. MSSD) was also evoked.

Several initiatives exist in the domain of prevention and action against maritime pollution between neighbouring countries (surveillance, control and intervention means). The REMPEC role is to be taken into account at subregional level as well. Coordination between national and regional (UNEP) institutes/observatories is a key issue in order to improve and share knowledge, and activities and

<sup>9</sup> <http://www.maritimeit-fr.net>

<sup>10</sup> <http://inspire.ec.europa.eu/index.cfm>

<sup>11</sup> <http://www.enpicbcmec.eu/fr>

<sup>12</sup> <http://www.medcruise.com>

<sup>13</sup> <http://www.euromedinvest.eu/en/mapping-innovation-networks-mediterranean>

<sup>14</sup> <http://afaemme.org/present/events/euromed-invest-academy>

<sup>15</sup> <https://ec.europa.eu/inea/en/ten-t/ten-t-projects>

<sup>16</sup> [http://www.facecoast.eu/index.php?option=com\\_content&view=article&id=4&Itemid=119](http://www.facecoast.eu/index.php?option=com_content&view=article&id=4&Itemid=119)

<sup>17</sup> [https://ec.europa.eu/research/innovation-union/pdf/active-healthy-ageing/rs\\_catalogue.pdf](https://ec.europa.eu/research/innovation-union/pdf/active-healthy-ageing/rs_catalogue.pdf)

<sup>18</sup> <http://www.plateformesolutionsclimat.org/solution/medcop/>



environmental monitoring capacities. Synergies could be found with common studies as the one's which are under CETMO coordination. The actions should be supported thanks to global European programmes or regionally focused programmes.

### Barcelona

Barcelona's Collaborative Lab gathered a number of the above-mentioned initiatives and cooperation frameworks, including among them the MED Programme, POCTEFEX Programme, the ENI CBC MED Programme, UNEP/MAP representatives, the CPRM or the INTERACT Programme.

Finding a way to achieve a better coordination of the existing initiatives and programmes is of paramount importance and a maritime initiative for the Western Mediterranean could be central in achieving a further alignment of these existing cooperation frameworks. Also, the different initiatives around the 5+5 dialogue should be taken as an example and could help in guiding the process towards a better coordination of maritime and marine policies in the region.

## 1.5. How a Western Mediterranean collaboration could support such potentials

### Rome

Promotion of a common vision and concrete initiatives for collaboration, including: 1) data gathering at the sea-basin level (as a basis for monitoring, shared planning, knowledge sharing, etc.); 2) "alliances" for specific offerings/product across destinations (and sharing of practices, know how, twinning, marketing, etc.); 3) network and coaching for sustainable development of Maritime Protected Areas (MPs), 4) Greater coordination and integration in spatial planning (maritime and inland) across the basin (towards a "common space" across the basin).

### Marseille

Building bridges among territories and establishing a dialogue between different disciplines and actors: 1) ensuring the interaction and collaboration (development of collaborative networks) between actors from environmental and socio-economic areas; 2) ensuring the interaction and collaboration between actors of the marine and maritime domains from northern and southern Western Mediterranean shores; 3) facilitating coordinated research and development of education programmes, allowing international mobility (e.g. "Erasmus" exchange programme applied to the maritime domain); 4) coordinated data procurement and management, ensuring the effective channeling of information to decision-makers, allowing them better to make evidenced-base decisions with regard to the future of the sea-basin; 5) institutional coordination for the identification of synergies among on-going actions and programmes and for collaboration to address challenges.; 6) Donors (funding) raising for integrated/common initiative.

### Tunis

To provide a shared vision to be implemented with a dedicated initiative and its action plan, in order to support: 1) exchange promotion to develop commercial and touristic sectors in the Western Mediterranean - create the conditions for a stable and secured environment for investment in innovative projects; 2) enhance efficiency and performance of maritime transport existing services and the settlement of new maritime lines (motorways of the sea) but also the development of short sea shipping (interconnectivity). These efforts should be made along the supply chain, the enhancement of interoperability with an adaptation of the offer regarding the demand; 3) modernisation and development of port infrastructure all around the Western Mediterranean in a coordinated and complementary approach in order to shift from competition to synergy in a global approach to support internal and external exchanges; 4) improvement of safety and security of ships, goods and maritime

navigation with the settlement of exchanges networks and information sharing (traceability); 5) protection and promotion of rational, planned and sustainable use of maritime spaces (MSP and ICZM); 6) maritime education promotion and enhancement of research and innovation in maritime sector.

Furthermore, best practices should be shared in order to develop common standards across a range of themes. A first step could be rules for the harmonisation of damage and impacts evaluations, but also rules on environmental management of (fishing) ports.

#### Barcelona

A Western Mediterranean collaboration could support such potentials by acting as a facilitator and catalyst for reinforcing the existing initiatives, contributing to their further alignment, without creating new binding arrangements to participating countries.

Also, it could support identified potentials by getting involved in an existing multilevel governance system, making it work better and digging into the links of the sea- and land-based components.

Finally, contributing to a better use of the existing set-up of the 5+5 dialogue, which in some areas is an already consolidated and mature frame for cooperation, as in the areas of transport and water management.

## 2. COLLABORATION IDEAS: MAIN OPPORTUNITIES FOR COOPERATION AND COORDINATION

During the discussions a series of “collaboration ideas” emerged, with specific relevance for the Western Mediterranean. These ideas were noted on flipcharts and ranked on a basis of the interest of all participants (i.e. a “preferred” idea and a “second-best” for each participant). Developing collaborative instruments and tools for sharing knowledge, in fact, has emerged as a major component of the Western Mediterranean maritime initiative and its possible Action Plan: portals, databases, standards, sharing agreements, access for decision makers, industry, scientists and citizens. Cooperation in education and training is also very important, strongly contributing to building sub-basin identity and attractiveness for researchers. Existing experiences, in the framework of EU instruments (EMODNET, HORIZON 2020) or other one’s (MISTRALS, exchanges of students) are considered a good basis for such “repository of practices”, and could be extended and reinforced through time. Particularly, ensuring complementarity and consistency with actions already launched at regional scale (such as the Virtual Knowledge Centre developed with EU funding) is important.

### 2.1. Enhanced knowledge base across the sea-basin

A common theme emerging from all “thematic” focus groups (i.e. Rome, Marseille and Tunis) is the fact that joint observatories and monitoring processes are certainly an essential element to boost a sustainable growth for the sea-basin. Nonetheless, due to institutional and sectorial fragmentations, there are still many gaps in these fields, which could be properly and efficiently addressed by a WMS Action Plan. It will be important, though, to assure continuity and consistency with existing observatories and networks as developed or planned at regional scale (particularly UNEP/MAP’s centres) and those other datasets available at a range of territorial levels (e.g. cities, regions, enterprises, countries). At the scale of the sea-basin, in fact, some centres and laboratories already exist, but are partial, fragmented and uncoordinated.

Nonetheless, when it comes to collect and aggregating dispersed data and information across the basin, some challenges emerge and must be properly assessed and addressed, namely: which data are needed for which purpose? At what level? Some data are in fact collected (and some information is needed) at the local level, others at a higher level. Furthermore, the main challenge of existing projects and programmes in this field is the discontinuity: national entities are not always interested in providing the data. Therefore, there might be an opportunity to set up a working group that will focus on the type of data to be made available, address the quality of data, design and implementation of data infrastructure (databases) and maintenance (financing) to ensure its long-term, work on user-friendly formats, open data, (citizen science?).

Before any further action is therefore important to assess what is the expected capacity and ambition of such an initiative, so to avoid the generation of false expectations which might result in additional frustration over time. This said, the potentials for such type of initiatives are huge and the consensus on the need of some coordination from the EU in this respect is strong. The most popular “collaborative ideas” on this matter, as emerged in the various focus groups, are as follows.

#### 2.1.1. Harmonisation of existing data across destinations and stakeholders in the Western Mediterranean (Rome)

The most-voted *idea for collaboration* in Rome was the establishment of common protocols and procedures for the harmonisation of existing sources of data across the basin. Amongst these, existing local and regional tourism supply and demand data, environmental and social sustainability data, data

collected in the Western Mediterranean regions through the European Tourism Indicators System<sup>19</sup> (ETIS) initiative and other satellite data including fleet routes in the basin and national tourism data, good practices.

There is a current mismatch between informational *needs* for the promotion of authentic and attractive destination in the Western Mediterranean, and the level of data available. Relevant data for monitoring and assessing such challenges/opportunities is often at disposal, but is not yet effectively harmonised at the sea-basin level and as such remain difficult to transform in valuable information. As a result it is still complex to monitor current challenges (e.g. environmental and social) and capture emerging opportunities (e.g. existing internal and global demand). In the absence of commonly shared information, the potentials for a stronger coordination in the promotion of the Western Mediterranean “brand” are therefore limited. Data is required to promote the Western Mediterranean as a competitive “Authentic and Attractive” global destination.

Relevant data is collected and analysed at a range of levels (e.g. cities, NUTS II regions or MS). Nonetheless, there are important *barriers*: due to the institutional fragmentation typical of the Western Mediterranean basin, there is lack of incentives for sharing such data through common protocols at a sea-basin level. The EU added-value in promoting incentive for such cooperation is emerged, as an essential element in pushing such “collaboration ideas” forward in a practical and feasible way.

The idea will have *impacts* in terms of greater harmonisation of existing data sources for a range of relevant sectors and activities across the Western Mediterranean. Procedures for a more factual monitoring and assessment of the performance (positive and negative) of the basin can be put in place, as well an estimate of the potentials to be further exploited in a sustainable manner. A common brand for the Western Mediterranean as an Attractive and Authentic Destination can be promoted and more sound strategies and policies implemented. The impact is therefore the support of Western Mediterranean destinations that are more sustainable, resilient, competitive and authentic. Potentials in the mid to long term are the creation of competitive jobs and the promotion of economic returns that value and preserve the quality and authenticity of the Western Mediterranean eco-system.

### 2.1.2. Towards shared practices in monitoring of human impacts on marine ecosystems (Tunis)

The *collaborative idea* consists of developing joint procedures and practices across monitoring bodies in the basin, so to allow data-sharing through agreed protocols towards a possible joint observatory to be set up in the mid-to-long terms, by mobilizing existing European networks and consortia, including the European Strategy Forum on Research Infrastructures<sup>20</sup> (ESFRI), and national infrastructures. A comprehensive assessment of climate-related risks in the area is also required<sup>21</sup>, as well as an updated data/information on erosion phenomena and coastal risks. A clear *need* for such action emerged in the discussion with local stakeholders, as existing research networks are currently not always fit for an integrated surveillance (EMBRD Network, MISTRAL network) and financing is essential to ensure that such local observatories are long-lasting. Local observatories are in fact complementary to top-down (satellite-based) initiatives and might benefit from integration with such other sources of information, as well as stronger involvement of new generations and the civil society (universities, young academics). In terms of possible *barriers*, boundaries between economic development and environmental quality are not easy to establish, as good environmental status is difficult to define and regulatory mechanisms (e.g. international conventions), although necessary, are not easy to implement and monitor. Subsequent

<sup>19</sup> [http://ec.europa.eu/growth/sectors/tourism/offer/sustainable/indicators/index\\_en.htm](http://ec.europa.eu/growth/sectors/tourism/offer/sustainable/indicators/index_en.htm)

<sup>20</sup> [http://ec.europa.eu/research/infrastructures/index\\_en.cfm?pg=esfri](http://ec.europa.eu/research/infrastructures/index_en.cfm?pg=esfri)

<sup>21</sup> Including extreme climate events in a changing climate, sea-level rise, flooding and weather extreme events.

*impact* is foreseen in terms of coherent and consistent data structures, so to allow more efficient and effective monitoring and prevention of impact of human activities on ecosystems across the basin.

Other specific initiatives have emerged in monitoring and preventing human pressure in the ecosystem, amongst which: develop and test (bio)remediation actions in different areas/places, including possible re-use and recycling of hazardous materials; implement exploration, managing and conservation plans for coastal to deep sea ecosystems and their relationship to the environmental changes of natural and anthropogenic origin; develop common methodologies to implement the Marine Strategy Framework Directive (MSFD) in shared waters, enhancing coordination and cooperation among States of the area to achieve the Good Environmental Status (GES).

## **2.2. Smarter and more innovative sea-basin**

Another area which triggered participant's enthusiasm during the focus group was the possibility to promote pilot "joint experimentation" initiatives involving northern and southern clusters and other consolidated structures. These "pilot initiatives" are meant to allow joint experimentation amongst stakeholders from different backgrounds and expertise, so to boost innovation and diversification across a wide range of value chains in the basin. Importantly, such "pilot initiatives" should support a range of potentially innovative sectors (e.g. biotech, advanced services), as well as more "traditional" one's (e.g. fishing, tourism), so to enhance the market potentials of artisanal know-how and related practices.

A strong opportunity has therefore emerged in supporting a coherent roll-out the concept of "smart specialisation" in both the northern and southern parts of the basin. Often, in fact, a lack of clear vision on relative strengths and weaknesses of the sea-basin as a whole, and how each territory can take best advantage from collaborative-competition, is limiting the potential developments of each and all local actors and territories. The possibility to build a partnership between North and South (and promote innovation through exchanges and peer reviews), as a means to reduce competition between regions towards a greater sense of "common belonging" across the basin, is certainly a potential for the initiative to build upon.

Nonetheless, it is essential to act by respecting the political and institutional mix of territories and encourage diversities based on cultural and bio/eco-system specificities, so to prevent an excess of imposed "cultural homogeneity" (or "monocultures") that might negatively affect local destinations. Also, before establishing pilot joint "experimentation" initiatives, it is important to promote a study of the state of the art in R&D innovation in the chosen priority areas.

### **2.2.1. Western Mediterranean "alliances" amongst sustainable operators with shared interests (Rome)**

The *collaboration idea* is to allow institutions, commercial partners and operators in general to promote joint "authentic products" across the basin, by building on "authentic" new or historical assets (i.e. cultural traditions, natural beauties or innovative sustainable services). These could be, for example, "Mediterranean pathways" (e.g. Franciscan Walks<sup>22</sup>), networks of aqua-parks, sustainable yachting and shipping including pesca-tourism, etc. These will connect destinations across the basin and develop coherent and competitive "sustainable packages" to be promoted globally.

The *need* arises from global competition, which requires higher capacity to effectively market local assets towards a growing range of interested visitors, so to attract a relevant "internal" (across the basin) and "global" demand. Nonetheless, marketing requires greater capacity in cooperation across

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<sup>22</sup> <http://viefrancigene.com/>

involved stakeholders, as well as critical mass to attract investments required to innovate existing offers and make the best of the existing valuable assets in the basin (i.e. cultural, natural and entrepreneurial). Moreover, “alliances” will allow exchange of practices, enhanced quality through capacity building through “twinning” initiatives, and joint marketing activities on the basis of “common products”. And a stronger sense of common belonging and unity amongst those involved.

Fragmentation of the basin (institutional and political more than cultural) is currently posing a range of *barriers* to effective cooperation, which results in a limited exploitation of assets available across the basin. And a limited promotion of “authentic and attractive” offers (i.e. sub-brands) across the basin. Incentives are essential to overcome current burdens and the promotion of joint initiatives (i.e. “alliances”) is perceived as a “quick-win” for the basin.

The idea will have *impacts* in terms of the concrete promotion of a range of coordinated products and offers which can enhance the visibility and appeal of the basin for a broad range of potential demands across the basin and globally. As a result it can strengthen the competitiveness and attractiveness of the region, resulting in greater income generation and economic resilience.

#### **2.2.2. Creation and integration of a Renewable Marine Energies (RMEs) axis (Marseille + Tunis)**

The *collaborative idea* consists in the promotion of a common axis amongst neighbouring stakeholders across the basin, with a particular focus on floating offshore wind-farms as well as on hot seawater pumping. Challenges: need to harmonise regulatory frameworks, which differ among countries and scales (supranational, national, regional). There is in fact a *need* to develop port infrastructure in the vicinity of the installations. Opportunities have been identified in making the best use of existing offshore infrastructures, tools and skills, from the offshore oil exploitation sector towards the renewable energy sector. Potentials in the multiple uses of the platforms for energy production (e.g. solar energy) and the development of complementary economic activities (e.g. aquaculture) are also to be carefully addressed. There is also the need of new concepts and protocols with private companies and the maritime operators to maximise the use of infrastructures, ships and platforms for scientific and environmental monitoring, safety and security purposes. Certain *barriers* can emerge due to the current lack of cooperation amongst neighbouring areas across the “axis”, but a step-by-step approach could be promoted to allow greater knowledge and trust amongst involved actors through time. The main expected *impact* is that greener, efficient and shared energy infrastructure will improve the energetic performance of destinations and economic actors across the basin, whilst respecting its particularly fragile ecosystem.

#### **2.2.3. A network of institutes to promote aquaculture in the Western Mediterranean (Marseille)**

The *collaborative idea* consists of promoting the share of knowledge and practices amongst aquaculture institutes across the basin, so to improve their capacity and promote greater sustainable innovation. Traditional fishing activities, in fact, progressively increase their pressure on fish stocks and marine aquaculture activities appear as a complimentary pathway to address an increasing fish demand in the sub-region. There are already European initiatives in this area, but the Mediterranean is not specifically involved in them. There is in fact a *need* for greater harmonisation of regulatory bodies between countries and at all scales, taking into consideration also the gradient in the development north-south, and share of best practices to promote sustainable innovation in the field, taking advantage of social acceptability and public consultation procedures (major impediment to implementation), gathering of knowledge and experience in the domain and harmonise practices in the selection and control of inputs (fish feeding). The diversification of aquaculture and the use of multi-trophic marine farming systems

should be promoted, and aquaculture should be further integrated with other economic activities and sectors such as tourism, transport or energy. Again, some *barriers* can emerge due to the lack of ongoing cooperation on this matter across the basin, particularly but not exclusively in the southern coast, but a step-by-step approach could be promoted to allow greater knowledge and trust amongst involved actors through time. The main expected *impact* is that more harmonised and sustainable practices will allow innovative sustainable development for the sector (using new technological developments) by managing and avoiding the potential negative externalities on the eco- and bio-system across the basin, resulting in long-term local employment, access to nutrition and economic growth in the long terms.

#### 2.2.4. A network of institutes and incubators in blue-biotech research (Marseille + Tunis)

The *collaborative idea* consists of establishing a network in the field of blue biotechnology, to help fostering and consolidating the sector by linking research institutes and universities to incubators (start-ups) for a better connection between socio-economic (private) and academic (public) sectors. This network could take in account all interested maritime institutes. A Sub-basin maritime cluster could be structured as a “cluster of national clusters”. This idea responds to the strong *need* to better structuring and integrating the available “high-tech” competencies across the region, so to catch up and compete with other EU regions more advanced in this area and tailor the blue biotech topics to those aspects (i.e. challenges and potentials) more relevant for the Western Mediterranean basin. Amongst those, opportunities should be assessed in obtaining new and more robust micro-algae species, eukaryotic and prokaryotic marine microbial communities, and strains from the area to be exploited in the production of new bio-based products and fuels and greening the local chemical industry. Another priority for research and innovation is to evaluate the impact of marine litter and its in situ biodegradation and management, and possible in situ strategies for remediating oil spills and contaminated sediments. No specific *barriers* are foreseen, although certainly some investment is required in the engagement with practitioner, academic and institutions in the field, so to avoid duplications of existing structures and “top-down” imposition of facilities that should serve the needs of local actors. The expected *impact* is a support to blue-biotech research activities that are specific to the basin, and therefore are expected to generate greater returns from investments both in terms of economic innovation, mitigation and management of environmental risks. And will attract highly qualified professionals and researchers, with consequent employment gains across the basin.

#### 2.2.5. Smart ports: linking energy, ferries, cruise and ports (Marseille + Tunis)

New EU rules are also going to be implemented in the Mediterranean regarding CO<sub>2</sub> emissions, pushing the region towards more sustainable fuels (notably LNG, LPG). Priority in southern shores will be given to the electrification of ports, but the development of a new generation of Decision Support System tools for emergency response in relation to marine pollution from accidents, including the analysis of the state of damaged platform/carriers should be supported. The *collaborative idea* consists of developing a particular “Western Mediterranean” action line to promote “smart ports”. No specific *barriers* are foreseen, although the action could be achieved through existing frameworks and structures (e.g. Water Board, Ocean Energy Europe), so to foster greater capacity of electricity generation in southern areas of the basin, promoting knowledge and studies which responds to the needs and opportunities of the basin. Due to high fragmentation of local institutions and structures, and a wide range of different practices and capabilities, there is a *need* for a common agenda to develop smart ports and blue energy facilities across the Western Mediterranean, towards cleaner fuels and port infrastructures that reflect the specificities of the basin. Subsequent *impact* is foreseen in terms of a more competitive, efficient and sustainable range of maritime infrastructures (both “mart” ports and ships), resulting in greater economic and employment performances in the long terms.



### 2.2.6. Improve the value of ecosystem services (Tunis + Marseille)

The *collaborative idea* consists of promoting common priorities for innovation across the basin on ecosystem services that are both good for the economy and the environment, by taking advantage of Western Mediterranean's ecosystem qualities and specificities. The idea responds to the *need* of sharing good practices regarding MSP and marine protected areas across the basin, and explore the potential of protected parks and their positive impacts on economic activities (fisheries) by discovering, protecting and valuing the underwater and coastal cultural heritage. The idea is to take advantage of existing skills and knowledge in southern countries, which have already developed research clusters, notably on biodiversity. Another chapter is the one related to the sustainable exploitation of the deep-sea biotic and abiotic resources, including gas hydrates, minerals, molecules of industrial interest. No specific *barrier* has emerged, although certain institutional inertia in sharing practices might emerge across countries, and should be prevented by engaging relevant practitioners across the basin. *Impacts* of ecosystem services on national economies and job creation are already being studied (e.g. Green Economy initiative in Morocco) and could be further assessed and promoted.

### 2.3. Advancing governance of sea-basin

A wide range of ideas have emerged in order to foster greater cooperation in planning, monitoring and development across such a still much fragmented sea-basin. Many of those ideas touch upon the risk of having a range of different priorities, and consequent planning activities (e.g. MPAs, aquaculture and fisheries) across the various Countries and Regions in the basin. Others suggest actions aimed at fostering coordination essentially at sectoral level, notably "enabling" coastal infrastructures such as transports and buildings. In general a key area of potential opportunities for the Western Mediterranean seems to be possibly gravitating around the promotion of a more coordinated and consistent planning and regulation (e.g. Maritime Spatial Planning and Integrated Coastal Zone Management) for the sea basin as a whole, including greater freedom of mobility for workers, visitors and professionals. In this regard, it has also been highlighted the importance of promoting new technologies and approaches for a more sustainable management of fish stocks and the protection of the marine environment (e.g. artificial reefs), instead of focusing only on compulsory measures that may be negatively perceived.

#### 2.3.1. Developing Maritime Protected Areas and joint sustainable initiatives uses (Rome + Tunis)

Another more specific *collaboration idea* emerging from Rome aims at building on the potentials of MPAs as "assets" for the promotion of an attractive and authentic Western Mediterranean. The current status of MPAs, in fact, allows for sustainable exploitation of these areas as attractive destinations for tourists, particularly by developing ad-hoc ("non intrusive") arrangements with local shipping, yachting and pesca-tourism operators. This idea could be considered as a specification of the previous "alliances", with the involvement of interested local operators, academic and institutions around specific protected areas. MPAs might often affect several regions and countries across the basin (e.g. Pelagos Sanctuary<sup>23</sup> in IT/FR) and therefore allow broader basin-wide alliances. As discussed in Tunis, developing a consistent network of MPAs (including in areas beyond national jurisdiction) is considered a need, both for protecting environmental heritage and allowing sustainable development of blue economy with long-term vision in the area (e.g. transport, O&G and aquaculture, maritime tourism). It should be considered in the wider framework of Maritime Spatial Planning activities and requirements (RAC/SPA is a key player for their definition and monitoring).

The *need* arises from the fact that Maritime Protected Areas provide ecological assets, which can appeal to a range of interested visitors by respecting the existing protections and limitations. However, fully sustainable exploitation requires innovation, both in terms of proposed products and offers, and of

<sup>23</sup> [http://www.cetaceanalliance.org/cons\\_Pelagos.htm](http://www.cetaceanalliance.org/cons_Pelagos.htm)

technologies available. It is crucial to develop greater trust and dialogue amongst a wide range of interested stakeholders (e.g. universities, researchers, local communities and local institutions, as well as enterprises and operators) and promote effective public private partnerships. New visions, approaches and value-nets must be jointly developed.

*Barriers* to exploit this potential are related to the limited dialogue between involved scientists and biologist and other interested stakeholders. This also leads to poor assessment of sustainable development potentials of such areas as authentic and attractive destinations. Lack of dialogue can also lead to limited trust amongst potentially interested stakeholders and a consequent stagnation of sustainable innovation (i.e. products and technologies) in order to strike win-win deals amongst interested private/public parties. Greater incentives towards such dialogue to evolve and trust to emerge is an essential prerequisite for sustainable development in such areas.

*Impacts* arise from the fact that protected areas are at the “core” of the Western Mediterranean environmental and eco-system authenticity. If well-developed, sustainable development of such destinations might result in greater economic added value as well as greater visibility of such areas. Success in such an area might reinforce a stronger “brand” for the Western Mediterranean, as an authentic and attractive global destination. Visibility might impact on the entire basin, potentially resulting in much broader positive economic and social impacts for the entire business ecosystem across the Western Mediterranean.

### 2.3.2. Towards a safer maritime transport (Tunis)

The *collaboration idea* aims at developing a network of vessel traffic services operators (VTS/VTMIS). A range of possible « Flagship » projects has emerged in the discussion, such as:

- Maritime highway (Western segment of a future Suez-Gibraltar project) project seems a very good tool for addressing maritime safety and maybe security issues, protection of biodiversity, coordination of VTS, coordination of contingency plans and emergency response capabilities. It could also contribute to the development of MSP, and would certainly foster cooperation between environment and maritime transport, which are major issues in the region (becoming the « backbone » of a sub-regional MSP);
- Sub-basin scale VTS network (e.g. standards, information exchanges, support);
- Densification of the network of motorways of the sea (regular shipping lines under Motorways of the Sea (MoS) standards);
- There is in fact a strong *need* for operational cooperation on maritime safety issues (e.g. pooling of capabilities, rules for sharing national capabilities, rules for mutual assistance at sub-basin scale, risk analysis methods, contingency plans).

The main *barriers* to such development are not technical but rather of political and strategic nature (i.e. if there is no high level endorsement, no sharing and no network can realistically implemented). Careful developments of such networks should be considered, in order to allow a political buy-in and technical cooperation, which avoids “sensitive” issues of national surveillance.

*Impacts* arise from the fact that operational cooperation allows greater sharing of ideas and practices, and provides a greater “critical mass” to attract long-term sustainable investments for further developments and innovation of existing procedures and services. It is therefore expected that diversification and innovation across the value-chain can be triggered by cooperation, resulting in greater economic gains in the “surveillance sector” and new jobs being created across the basin.

### 2.3.3. Towards a Western Mediterranean “single maritime space” (Rome + Tunis)

Another more “specific” but certainly relevant *collaboration idea* from Rome aims at promoting coherent and consistent planning and regulation across the Western Mediterranean. From Tunis, Coordination of environmental regulations is considered important, both for avoiding unfair competition based on differences in constraints, and to support cooperation and improve environmental quality in the region. Such regulations should cover the whole scope, from strategic environmental evaluation to impacts assessment and compensation of environmental damages. The idea can be very specific, by providing support to the existing Maritime Spatial Planning (MSP) processes or international agreements implementation across the basin and allowing greater consistency and coordination. It can get more complex and strategic, by looking at greater consistency and coordination between maritime and in-land planning amongst destinations sharing common interests (e.g. coordinated multi-modal planning for transport across port cities in the basin). But the idea can become extremely valuable and ambitious, by promoting common regulations and a “common space” across the Western Mediterranean (so to allow seamless mobility across the basin for EU and international operators and visitors). In this respect, coordination of environmental regulations is important for avoiding unfair competition based on different constraints and assure that Western Mediterranean countries comply with existing standards as set by the European and International regulations. A broader approach should be taken by integrating requirements and procedures in a wide range of different domains (e.g. minimum common requirements on transport of dangerous goods, ease administrative and customs procedures in ports).

The *need* arises from the vision that for a full capitalisation on Western Mediterranean potentials it is important to remove bureaucratic obstacles, so to maximise consistency and coherence of operations and allow operators and visitors to move freely across the basin. Western Mediterranean Maritime Spatial Planning requires consistency, so to avoid backlashes due to fragmentation of sector policies' priorities across different institutions and countries. Consistency amongst maritime and inland (e.g. urban) planning has to be assured, as part of the EU Maritime Spatial Planning Directive<sup>24</sup> and the ICZM protocol implementation across the sub-sea basin, so to allow greater inter-operability and multi-modal transport across main port cities and generally across local destinations. Finally, the idea of “Sea-tizenship” has emerged as a long-term goal for promoting greater competitiveness of maritime sectors as a whole, to be possibly tested in the Western Mediterranean.

*Barriers* to implement this idea emanate from the complexity of regulations and planning across a wide range of local, regional and national administrations. Sectorial fragmentation also reinforces such challenges, as it limits seamless spatial planning between maritime and in-land planning for example in complex port cities, but even more so in minor destinations where integrated planning is essential to assess multi-modal transport potentials between the sea and in-land infrastructures. Due to the lack of a “common strategy” for the Blue Economy in the Western Mediterranean, it is difficult to assure even a minimum level of coherence and consistency in regional planning. A Western Mediterranean initiative would therefore provide the essential foundation for further harmonisation.

The expected *impact* of this idea is ideally to have a “single space” for the mobility of goods and people across the basin, which can be achieved with different levels of ambition and different degrees of integration. A “minimum level” of coherent spatial planning (MSP and in-land) across EU MS will allow greater synergies in terms of common infrastructures, attraction of investments and long-term stability for economic sustainable development in the region. A more “extreme” version will allow drastic reduction of administrative burdens for local and international businesses and a more efficient

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<sup>24</sup> [http://ec.europa.eu/maritimeaffairs/policy/maritime\\_spatial\\_planning/index\\_en.htm](http://ec.europa.eu/maritimeaffairs/policy/maritime_spatial_planning/index_en.htm)

allocation of resources (i.e. human and financial) in the basin.

#### 2.3.4. Recognised “sustainability labels” for builders: pre-requisites for funding (Rome + Tunis)

The *collaborative idea* consists of the fact that quality of buildings and constructions is a central element for the promotion of “authentic and attractive” destinations across the Western Mediterranean. Investments are essential to assure regeneration of existing infrastructures (including destruction where needed), as well as development of new infrastructures in area with high development potentials. Generally approved “sustainable infrastructures labels” (e.g. Edil.EU<sup>25</sup>) can provide a tool to link public investments to inclusive and sustainable development practices. It is nonetheless important to build consensus in the adoption of such “labels” through inclusive processes.

The *need* for such labels arises from the fact that the Western Mediterranean has seen the results of unsustainable “mass-tourism” business models which have characterised the basin since the touristic boom of the 1960s to the 1980s. This has led to a commonly shared need to demolish and regenerate unsustainable infrastructure. If future construction plans are not promoted through the highest standard of inclusivity and sustainability, new infrastructures and buildings risk to “replicate” the invasive patterns that characterised the Western Mediterranean in the past. It is therefore essential to identify incentives and mechanism for promotion of sustainable practices in construction across the basin.

However, certain *barriers* have been registered. Notably, labels are often perceived as unreliable and discriminatory, and in case these must be promoted by allowing the greatest transparency on what, how and why indicators are being introduced. EU investments as part of Smart Specialisation strategies could rely more heavily on “labels” or “certificates” for beneficiaries to be eligible. Nonetheless, caution should be put in such processes and possibly different “ranges” should be assessed and labelled, so to allow improvements through time and avoid unfair discrimination.

A main expected *impact* is that greener, efficient and inclusive projects will certainly allow for greater quality and economic gains which are not at the expense of ecosystem assets. Sustainable infrastructures will allow greater returns of investment as well as benefits to local communities, and offer a more stable and predictable environment for financial support by local and global actors.

#### 2.4. Transversal ideas which are more “top down” in nature and could be promoted by the EU

A range of actions can be envisaged by the EU to create stable structures and processes, specifically focusing on the maritime domain capitalising knowledge and skills and allowing entrepreneurship and job generation.

**Capacity building** in administration and leading industry stakeholders is considered a major issue, and the initiative should include efficient actions in this field (the example of twinning between Tunisia on one side, Germany, The Netherlands and France on the other side, is cited as an example of what could be done). A need to modernise the maritime education offer has emerged, through blue skills for green and blue (“*azur*”) jobs, as well as further promoting innovation across relevant sectors and value-chains (for example through greater support to technology transfer and clustering/incubators initiatives) and rising interest and appeal of the various Blue Economy career potentials for the youth. Cross-fertilisation and exchanges between the two sides of the basin, through greater mobility from the north to the south, is essential. So is the need to train the trainers across the sub-region and focus on the next generations of workers and entrepreneurs.

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<sup>25</sup> Label promoted by the Union for the Mediterranean

**Mobility** in the maritime domain deserves to be promoted. In addition to already established ideas of networks for research, education and training in the basin, a specific idea was to take better advantage of migrants' intellectual background and skills and make use of their expertise and *"reconnect brains"* (by building on the positive concept of "brain-gain" rather than that of "brain-drain") working in the domain across the basin.

### 3. THE INSTITUTIONAL PERSPECTIVE: TRYING TO ACHIEVE A BETTER GOVERNANCE FOR THE SEA BASIN IN THE WESTERN MEDITERRANEAN

#### 3.1. The institutional and governance perspective: existing initiatives

The *non-paper report* already showed the important number of existing governance arrangements, as well as active cooperation frameworks operating in the region. These early evidences were proven to be very relevant and well established initiatives during the Focus Group in Barcelona.

More than 10 relevant frameworks/instruments/networks with different geographical, political and thematic scopes participated in the event and described their respective organizations, and provided a first identification of the key strengths and challenges that can be identified in their specific scope of action.

Following, a general overview of the institutional and governance perspective and the existing initiatives is presented<sup>26</sup>.

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<sup>26</sup> The initiatives presented in the table are the ones who participated in the Barcelona Focus Group. Other relevant organizations operating in the region are the following: Arab Maghreb Union, Arab League, additional ETC programmes (IT/TN Italy-Tunisia, IT/FR Italy - France 'Maritime', IT/FR Italy - France ALCOTRA, ES/FR/AD Spain - France – Andorra, ES/PT Spain – Portugal, IT/MT Italy – Malta and South West Europe) or the CGLU –Global Network of Cities) or the Local and Regional Governments

Frameworks/instruments/networks	Governance and implementation setup	Thematic focus	Countries
<b>Union for the Mediterranean</b>	<b>Intergovernmental organisation</b> Paris Joint Declaration signed by all Heads of State UfM is chaired by a co-presidency shared between the two shores A Secretariat of the Union for the Mediterranean is established in Barcelona	Business development Transport and urban development Energy Water and Environment Higher education and research Social and civil affairs governance	28 EU member states + 15 Mediterranean countries European Commission  <i>Albania, Austria, Bosnia and Herzegovina, Croatia, Czech Republic, Egypt, Finland, Germany, Hungary, Italy, Jordan, Lebanon, Luxembourg, Mauritania, Montenegro, The Netherlands, Poland, Romania, Slovenia, Sweden, Tunisia, United Kingdom, Algeria, Belgium, Bulgaria, Cyprus, Denmark, Estonia, France, Greece, Ireland, Israel, Latvia, Lithuania, Malta, Monaco., Morocco, Palestine, Portugal, Slovakia, Spain, Syria, Turkey</i>
<b>United Nations Environment Programme - Mediterranean Action Plan (UNEP-MAP)</b>	<b>Conference of parties</b> Signature by Heads of State of the Convention for the Protection of the Mediterranean Sea Against Pollution (Barcelona Convention) and 7 thematic-related protocols MAP coordinating unit (Athens) Six MAP regional Activity Centres Mediterranean Commission on Sustainable Development (MCSDD)	Environment	21 Mediterranean countries European Commission  <i>Albania, Algeria, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, the European Community, France, Greece, Israel, Italy, Lebanon, Libya, Malta, Monaco, Montenegro, Morocco, Slovenia, Spain, Syria, Tunisia, Turkey</i>
<b>General Fisheries Commission for the Mediterranean</b>	<b>Conference of parties / international organization</b> Approved by the FAO Conference (1949) General Secretariat (Rome) Scientific Advisory Committee (SAC), the Committee on Aquaculture (CAQ), the Compliance Committee (CoC), the Committee of Administration and Finance (CAF) and their respective subsidiaries.	Fisheries	19 Mediterranean riparian countries 3 Black Sea riparian countries Japan (one distant water fishing nation) European Commission
<b>MENBO - Mediterranean Network of Basin Organisations</b>	<b>Ministerial meeting</b> 5+5 Water Strategy for the Western Mediterranean adopted in Algiers (2015) by all Ministers responsible for water issues (Declaration d'Alger)  The strategy is part of the 5+5 Dialogue endorsed by Head of States and Foreign Ministers	Water	Algeria, France, Italy, Libya, Malta, Mauritania, Morocco, Portugal, Spain and Tunisia.
<b>Centre for Transportation Studies for the Western Mediterranean (CETMO)</b>	<b>Ministerial meeting</b> GTMO (Transport Group of the Western Mediterranean) 5+5 is composed by transport ministers CETMO holds the position of Technical Secretariat EC (DG Mobility), AMU and UfM participates as observers The group is part of the 5+5 Dialogue endorsed by Head of States and Foreign Ministers	Transport	Algeria, France, Italy, Libya, Malta, Mauritania, Morocco, Portugal, Spain and Tunisia.



<b>MED Cooperation Programme</b>	<b>European Territorial Cooperation Programme</b> Managing Authority and Joint Technical Secretariat: Provence Alpes Côte d'Azur Region (France) Monitoring Committee: 13 Member States	Innovation Energy Environment Governance	Croatia, Cyprus, France, Greece, Italy, Malta, Portugal, Slovenia, Spain, United-Kingdom, Albania, Bosnia-Herzegovina, Montenegro
<b>ENI CBC MED programme</b>	<b>European Territorial Cooperation Programme</b> Joint Monitoring Committee Joint Managing Authority and Technical Secretariat: Regiones Autonoma de Sardinia Branch Offices (Western and Eastern Mediterranean – Valencia and Aqaba)	Economic and social development Environment Institutional capacity	Cyprus, Egypt, France, Greece, Israel, Italy, Jordan, Lebanon, Malta, Palestinian Authority, Portugal, Spain, Syria (participation currently suspended) and Tunisia
<b>Spain External Borders Cooperation Programme (POCTEFEX)</b>	<b>European Territorial Cooperation Programme</b> Managing Authority: Ministry of Finance and Public Administration (Spain) Joint Technical Secretariat: Algeciras Monitoring Committee Branch Offices: Canarias	Socioeconomic development territorial connectivity. Environment risk prevention cultural heritage circulation of goods	Spain, Morocco
<b>Interact Point Valencia</b>	<b>European Territorial Cooperation Programme's support mechanism</b> Secretariat and Managing Authority : Bratislava Four Interact Points (Turku - Finland, Valencia – Spain, Viborg – Denmark, Vienna – Austria)	Coordination of ETC programmes	EU28
<b>CPMR - Intermediterranean Commission</b>	<b>Network of regions</b> General Assembly Political Bureau Secretariat Working Groups & Task Forces Biannual global IMC Action Plan for the period 2014-2016	Territorial Cooperation and Macro-Regional Strategies Water and Energy Transport and Integrated Maritime Policy Economic and Social Cohesion	41 regions from 10 Mediterranean countries  <i>Spain, Italy, France, Greece, Malta, Portugal, Cyprus, Morocco, Tunisia, Albania.</i>
<b>MEDCITES - Mediterranean Cities Network</b>	<b>Network</b> Network of Mediterranean cities General Secretariat established in the Metropolitan Area of Barcelona	Urban development	40 Mediterranean cities  <i>Agadir, Alexandria, Ancona, Antalya, Barcelona, Union of Municipalities of Batroun, Benghazi, Bizerte, Chefchaouen, Union of Municipalities of Darnieh, Djerba, Dubrovnik, Urban Community of El Fayhaa, El Mina, Gabes, Gaza, Izmir, Jbeil ( Byblos), Union of Municipalities of Jezzine, Kairouan, Union of Municipalities of Koura, Larnaka, Lemesos, Mahdia, Málaga, Marseille, Monastir, M'Saken, Nabeul, Oran, Roma, Saida, Sfax, Sidi Bou Said, Sousse, Tanger, Tétouan, Tirana, Tripoli, Tunis, Zarqa, Zgharta-Ehden and the Metropolitan Area of Barcelona.</i>
<b>The Mediterranean Marine Protected Areas Network</b>	<b>Network</b> Legally independent structure with an international governance Secretariat Scientific Committee, Advisory Committee, Board of Directors and General Assembly MoU with UNEP/MAP-RAC/SPA, IUCN Med, WWF, GFCM, ACCOBAMS, Conservatoire du Littoral,	Environment	Spain, France, Italy, Slovenia, Greece, Malta and Tunisia

	French MPA Agency		
<b>BlueMed: Research and Innovation Initiative for Blue Jobs and Growth in the Mediterranean</b>	Ad hoc working group of EU Member states of the Mediterranean basin with EU commission (DG RTD, DG MARE)	Research and innovation for the blue growth of the Mediterranean basin.	Italy, Cyprus, Croatia, France, Greece, Malta, Slovenia, Spain and - since July 2014 – also Portugal. The process is supported and facilitated by the European Commission (DG R&I, DG MARE)

As it can be deduced from the table above, a wide array of organisations and cooperation frameworks are active in the region.

A high level of political involvement can be noticed in most of the relevant existing frameworks. In this sense, the Union for the Mediterranean, UNEP/MAP – Barcelona Convention, GFCM and the 5+5 Dialogue have been all ratified either by the Heads of State, Foreign Ministers or line Ministries of the country Members. Also, the European Territorial Cooperation programmes count with the formal support of the States who participate in the respective Monitoring Committees and have the overall responsibility for approving the initiative, the Operational Programmes, the projects to be supported and are in general overlooking the Programme's implementation.

This high political involvement is key in the sense that it contributes to increased coherence with the national / regional challenges and needs. At the same time, it also contributes to ensure that the decisions taken at multiregional level are applied (or at least analysed) at national level. In this sense, and as a matter of example mentioned during the Collaborative Lab, the conservation and management measures proposals approved by the Contracting Parties in the annual session of the GFCM become mandatory on them and have to be transposed into the respective national legal systems.

The development and maturity level of existing institutional arrangements is also an important aspect to be highlighted. Many of the existing initiatives count with a wealth of experience that has led to what it can be considered well established coordination and implementation mechanisms (technical secretariat, working groups, annual meetings...).

As far as the thematic focus is concerned, a wide range of topics are being addressed related to economic, social, territorial and environmental development. In fact, for the latter, the protection of the environment is one of the most prominent topics for cooperation in the Western Mediterranean with all institutional arrangements covering, to a greater or lesser extent, environmental issues and three of them totally devoted to this topic.

Regarding the geographical scope, the only organisation specifically dedicated to the Western Mediterranean region is the 5+5 dialogue, a platform for cooperation between the five countries on the North of the Western Mediterranean (Malta, Italy, France, Spain, Portugal, Mauritania, Morocco, Algeria, Tunisia, and Libya). All the others cover the Mediterranean sea basin as a whole implying both the southern EU countries as well as the northern African one's. It is important to note that the European Commission through its different Directorate Generals is an active member of some of the initiatives (UfM, UNEP-MAP, GFCM, UMA or the ETC programmes).

From all the above, it seems to be clear that a real tradition of cooperation on marine, maritime and related issues is in place in the region, with several complementary regional and sub-regional initiatives playing a fundamental role in supporting cooperation channels and mechanisms across the sea-basin.

### **3.2. The institutional and governance perspective: the challenge ahead**

After having analysed the existing initiatives and taking into account the inputs from the Collaborative Lab held in Barcelona - focusing on governance and means for a better implementation at sub regional

basin - there are several key strengths and challenges that can be identified based on the already existing initiatives.

The most important challenges identified from the governance point of view as they were identified in Barcelona on 15 March 2016 are reflected below:

- The first important challenge to be highlighted is the need to **enhance cooperation and synergies** among similar cooperation activities performed by the different institutions operating in the Western Mediterranean basin in order to avoid overlaps, overcome coordination gaps and strengthen the capacity to produce added value at territorial level. This coordination is important and indeed a challenge, taking into account the different means to involve stakeholders in each of institutions operating in the area (from voluntarism to legally binding international treaties) which ends up in differences between the potential impacts of the initiatives that act in the same area. To help this process the idea of creating permanent / collaborative platforms could be studied.
- **Protecting the environment and reducing the environmental pressures** at Western Mediterranean level is a big challenge in the region. For this purpose, combining maritime investments with environmental protection in a fully and integrated approach to maritime affairs is really important. There are several innovative niches of sea-oriented economic activities that could be developed in the Western Mediterranean basin, and that may contribute to the blue economy such as fisheries and aquaculture with a strong job creation potential. The challenge here resides in developing them in a sustainable way in order to ensure environmental protection in the sea basin.
- Taking into account the structural differences between the countries, there is a need to extend and promote **capacity building** in order to reduce heterogeneity amongst the countries and harmonise planning, enforcement and monitoring practices, to bring southern countries into the different collaboration opportunities that may arise by taking part in calls for projects (e.g. marine research, technological transfer and innovation), both EU co-financed or not. EU countries are more familiar than other southern countries with the administrative procedures and legislation that rule EU calls and this sometimes prevents them to participate. These facts may hinder the possibilities to explore and develop synergies among projects in the region. In this respect, a supportive role from EU delegations in southern countries could be an option to overcome this identified challenge.
- Achieving a **real cross-sectorial approach**, including a balanced use of the maritime space and marine resources (MSP/ICZM), that could bring together sectors such as environment, fisheries, aquaculture, energy, transport, tourism, industries, is a foremost need: at the political level (inter-ministerial dialogue, legal framework national/European levels, integrated governance.); at the scientific and industrial levels (so to achieve a shared vision of what is really needed in terms of R&D and innovation perspective across the sub-region); at the financial level (so to maximise and expand the capacity to attract financial resources and investments); at the technical and implementation level (so to harmonise existing initiative and support local capacities).
- To identify **sustainable financial mechanisms** in the Western Mediterranean area is another important need. In this sense, and according to the EIB and EBRD representatives, there is a

clear strategic intention of supporting good ideas with a sound financial logic behind. Projects related to infrastructure, energy, green economy transition or projects with a positive climate change focus could very well be within their future portfolio in the region in the near future. It was also outlined by both institutions that, there is a clear mandate to support projects in the sea basin (and there is a plan to do so) and that financial institutions will always use “financial methodologies”, including risk assessment plans, feasibility studies and the selection in the type of financial instrument to be used (mainly loans, debt or equity), in order to filter out projects. It was then suggested that this methodology could eventually help in the definition of the actual projects.

- **Reinforce coordination systems between existing EU funded programmes** (notably ETC programmes and the ENI CBC programmes) was also identified as a challenge to be confronted. In this sense, this new initiative is regarded as a valid channel for ensuring further coordination efforts among programmes operating in the sea basin and having an impact on fostering the Blue Economy potentials across the basin.
- To **bring the urban perspective** into the Western Mediterranean maritime initiative there is a need to take into consideration decentralisation and multilevel governance as well. This is particularly important as urbanisation in the sea-basin has strongly increased over time, and that most large cities are bordering the shoreline. This implies the need to be able to involve and hear what coastal cities have to say and to well explain the purpose and real added value of the initiative.
- External and internal risks to be taken into account and mitigated, as much as possible, that have been raised are the global **geo-political situation** (involving migration flows, conflicts, resilience, etc.) and potential uncertainty brought about by the turnover in the elections at regional and national levels.

Similarly to the identified challenges in terms of governance for the region on the maritime domain, a number of existing strengths were also highlighted by participants to the event.

As a way of summary, they comprise the following:

- The Western Mediterranean unites a **wide critical mass of regions** and there is **wide representativeness** of the different key actors and regions operating in the area through the existing actors that will possibly be involved in the Western Mediterranean maritime initiative.
- There are **synergies** both with EU institutions and external key players. There are also synergies among projects and initiatives carried out by the different actors in the area.
- A strong need is felt by participants of the Collaborative Labs to include bottom-up approaches, and to involve and engage with practitioners and experts on the ground.
- All actors operating in the area have a thorough **experience in working with European** actors and also in working in **EU Mediterranean projects**.
- Support to improve **governance** in the Mediterranean is already foreseen in Axis 4 of the MED Programme, although has not been implemented yet.

- There is **strong specialization** among the actors operating in the area in sectors such as transport or environment.
- There is potential for **alignment and integration with the 5+5 Dialogue** throughout the existing actors in the Western Mediterranean area.
- There is **willingness and openness among the EU financial institutions** (namely the EIB and the ERDF) to collaborate and be involved in the process since the beginning.

### 3.3. The institutional and governance perspective: the way forward

Building on the above key strengths, and in order to tackle the challenges and needs identified before, there is way to define new governance solutions that could be implemented in the context of a Western Mediterranean maritime initiative.

- Creation of a permanent / collaborative platform (with multi-disciplinary scientists, decision-makers at local/regional/national levels, stakeholders, business sector, managers or donors, among others). This platform could help:
  - to adopt a common "language" / to better understand visions;
  - to capitalize results of different initiatives/projects;
  - to exchange / share experiences and knowledge;
  - to build new (joint) projects.
- Launching jointed or coordinated calls for proposals, through which existing synergies among actors and initiatives could be deepened and new ones could emerge.
- Improve the role of networks as capacity builders (ex MedCities, Arco Latino etc).
- Facilitate participation of countries in key decision-making processes affecting Blue Economy potentials across the basin.
- Build upon already existing collaboration and interaction tools such as INTERACT med lab groups.
- Deploy cross-cutting transversal action in the programmes' preparatory phases, benefiting for existing initiatives with the same purpose (eg: Axis 4 of the MED programme).
- Explore environment as an area with lots of possibilities of collaboration.

## 4. EMERGING CONCLUSIONS

### 4.1 Main findings from Stakeholders' involvement

An emerging and growing consensus appeared throughout the Collaborative Labs regarding the **importance** of a maritime initiative for the Western Mediterranean. This has been confirmed by other stakeholders who have submitted their comments and feedback during the successive days after the collaborative labs took place.

Such an initiative needs above all to **promote a sustainable development** of the blue economy in the Western Mediterranean sub-sea basin. It should build on existing shared principles, such as those from the Agenda 2030 for sustainable development and on the progress carried out in the Mediterranean context, through the Barcelona Convention. Rather than creating another governance layer, though, such initiative should allow greater coherence amongst various programmes and initiatives, by assuring a strong view on fostering Blue Economy potentials across the basin.

A future maritime initiative for the Western Mediterranean will only be successful if it **builds on existing initiatives and relevant tools**, as for instance the 5+5 dialogue and the UfM process. In this sense, the initiative should be meant to exploring ways of making the current institutional and governance scenario working better, without interfering with it.

Also, strong **links between the initiative and national policies** is fundamental to ensure ownership.

Similarly, a future maritime initiative for the Western Mediterranean should be really **targeted** at stakeholders and actors, so there is a need to **engage local stakeholders and practitioners** across the sea-basin, and give them a voice.

#### Box. Key messages as emerging across the Collaborative Labs

##### Rome

There is a strong interest in taking this initiative forward, as long as the voices of local stakeholders and practitioners are sufficiently taken into account. Critical mass of project ideas for a future pipeline can be secured by leveraging on existing sources and aligning with Blue-Med key actions.

##### Marseille

A positive interest in promoting a Western Mediterranean maritime initiative may emerge provided that a series of aspects are taken into account. It appears relatively essential to define a vision on the Western Mediterranean sub-region, imagining how we want it to be like in 50 years. It is however understood that the setting of such a vision will require political choice(s), which might not be easy to make.

##### Tunis

A full support for the West Med establishment as a relay and support to future Tunisia integrated maritime initiative but also a driver for a more operational implementation of UNEP/MAP strategies on the area with a big expectation to promote the interest of the Eastern side. The existing structures are there and these governance solutions should represent the basis and the key actors for future developments and implementation.



### Barcelona

A general agreement on the need to build on existing well-matured initiatives and tools, on a role for the initiative to stimulate synergies and make things work better, an initiative that needs to remain focus to secure usefulness and that needs to be linked to existing national policies in the southern sea basin countries.

A mechanism to implement the potential future initiative and the action plan should be carefully conceptualised, should have links with the existing core initiatives operating in the region and should articulate itself with the 5+5 dialogue.

Such a vision should be accompanied by the setting of strategic, practical and realistic objectives aiming to respond to **real regional needs**, current and foreseen, e.g. jobs generation, security establishment, sustainable provision of food and energy resources, etc., which are to contribute to the credibility and potential success of a Western Mediterranean maritime initiative.

The will to **develop an action plan** including concrete actions for addressing regional needs might be the key to stimulate the interest amongst southern Western Mediterranean countries towards the development of a sub-regional maritime initiative.

Established as an integrating frame of existing actions and policies, the main issue for stakeholders' involvement in the Western Mediterranean maritime initiative definition is to create the interest whatever their level of involvement (local, national, regional). The issue is not to write another initiative for a dedicated geographic level (sub region). It must be a linking initiative to develop cooperation and synergies at sub regional level but also at the other levels. It is to federate and stimulate multilateral actions thanks to a full scoping of existing actions and established cooperation of all their actors. This scoping should be done with the full support of existing technical structures (e.g. UNEP/MAP/RACs, GFCM, CETMO).

Under the potential umbrella of the 5+5 dialogue, the WMS should provide resilience at any level (local, national, sub-regional, regional) thanks to a global approach taking into account all strengths and weaknesses of each level. It could have also dedicated action for dedicated cooperation (South-South for instance) in which existing organisations (Maghreb Arabic Union for instance) could find interest to support in accordance with the WMS.

Over and above, a Western Mediterranean maritime initiative should be defined based on an **integrative approach** to marine and maritime management, able to create stable and long-lasting relations among actors on the ground and to deal with conflicts of use of marine spaces. Such an initiative can become an important tool to break more pillarised ('silo') policies and to overcome dilemma's between the economy and the environment. In this respect, a strong desire to bring **innovation** and dynamics to the Mediterranean sea-basin is shared – linking to the notion of 'renaissance'. Furthermore, coordination, interaction and linkage with **other territories** beyond maritime areas (i.e. land-sea connection) should be assessed and considered.

Stakeholders saw much value in using the Western Mediterranean maritime initiative as a tool to promote **evidence-based policy making** in the region, helping to provide data, information and analysis

regarding the situation in the sea-basin, and allowing to provide clear guidance on consequences of decisions taken regarding the future of the sea-basin. Within this context, the fragile nature of the ecosystem, and the interdependencies across the sea-basin were repeatedly mentioned. A desire emerged to empower policy makers and politicians to make well-informed decisions regarding the future of the sea-basin that will be better than those made in the past.

The extent to which such initiative should result in a general endorsement of common goals and priorities, or a fully-endorsed common initiative and action plan, is still to be further investigated. This is the specific purpose of Phase 2 of this project, to be launched in case of approval of this Phase 1.

## 4.2 How to involve stakeholders in Phase II?

Building a Western Mediterranean maritime initiative involves the examination of coherence and complementarities with existing frameworks, structures and/or programmes of action already implemented in the basin and aiming at facilitating and boosting multilateral cooperation. This responds to a three-fold purpose: 1) to obtain the strategic involvement and engagement of the largest range of key national and regional stakeholders in the region; 2) to gain consistency and coherence of (potential) action plans and targets of a future initiative, with the aim to address existing cooperation gaps; 3) to ensure that the initiative considers basin challenges as perceived by the players in the region, as well as their willingness to cooperate, takes into account existing opportunities and envisages options and spaces for action.

A key element, in order to avoid duplication and as a means to get full endorsement across stakeholders in the basin, is a thorough consultation and engagement with those stakeholders. The main goal of Phase 2, as indicated by the Terms of Reference, will therefore be to gather as much as possible feedback and opinions so to structure the Western Mediterranean maritime initiative and its Action Plan in full respect of (and consistency with) other main existing initiatives, as promoted by EU and other institutions. Once a formal approval for Phase 2 is received, a duly Inception Report for such stage will be provided, on the basis of the Terms of Reference, so to fully detail the actions to be implemented.

In order to assure full engagement of stakeholders, we are aiming at working through multiple actions:

- A **Public Online Consultation** is planned in the period from April to July 2016, so to allow the broadest possible range of feedbacks and opinions by local stakeholders across the basin; the consultation will result in a report taking into account the main inputs and opinions collected;
- The **online presence** of the project will allow an additional support to such consultation, by providing periodically updated contents and interactive sections, so to allow greater exchanges and participation to the growing audience for the site;
- A range of **relevant events** has been identified for disseminating and exchange through engagement of those stakeholders attending the Focus Groups, and it will allow to attend strategic events and workshops across the basin, so to reinforce the messages emerged so far and collect additional feedbacks and ideas;
- A full association with all stakeholders attending the Focus Groups has allowed us to set up a **database of contacts** which will be consistently expanded throughout Phase 2, so to increase the number of stakeholders to be contacted with specific communications and tailored messages;
- Stronger linkages will be provided with relevant **existing initiatives**, such as the Union for the Mediterranean, the 5+5 process, the Barcelona Convention, , etc., as well as relevant programmes.
- Additional usage of **social media** (i.e. twitter, facebook) will allow greater interaction and multi-media exchange with those stakeholders involved in off-line initiatives.

ANNEX I

LIST OF

# PARTICIPANTS

## Rome

Organisations	Position	Country
Regione Liguria – Brussels Representation	Director	IT
Napoli Federico II University – Ageing Society	Professor	IT
Napoli Federico II University – Urban Planning	Professor	IT
Pescatour National Association	Director	IT
FLAG (GAC) Sardegna Orientale	Director	IT
Nautical Platform – National Marina Association	Director	IT
Ministry of Culture	Advisor	IT
Consorzio NaViGo – Maritime Services	Director	IT
Palermo University	Researcher	IT
Regione Lazio - ARDIS (Soil defence)	Director	IT
Anima Investment Network – Mediterranean	Coordinator	FR
Cluster Català	Coordinator	ES
Nautic Advisors Association	Expert	ES
Mediterranean Small Islands Network	Coordinator	TN
Permanent Representation Malta	Expert	BE
Permanent Conference of Peripheral Regions	Expert	ES

## Marseille

Organisation	Position	Country
International University of the Sea	Director	FR
« Pôle Mer Méditerranée – PACA » Sea Cluster	Director	FR
Interreg MED Programme	Expert	FR
IFREMER	Researcher	FR
Agency for sustainable Mediterranean cities and territories	Development Directorate	FR
Institut de Recherche pour le Développement	Researcher	FR
Sea Inter-regional Directorate of Maritime Affairs	Head of mission	FR
Région Provence-Alpes-Côte d’Azur	Programme Director	FR
Région Languedoc Roussillon Midi Pyrénées	International Affairs Service	FR
Centre for Mediterranean Integration	Senior Specialist	FR
Mediterranean Universities Union	Advisor	IT
WWF Marseille	Specialist	FR
Direction régionale des entreprises, de la concurrence, de la consommation, du travail et de l'emploi - DIRECCTE PACA	Division director	FR
Advisory Council for Sustainable Development - Catalonia	Director	ES
University Mohammed V	Professor	MR
Permanent Conference of Peripheral Regions	Executive Secretary	FR
MED Cooperation Programme	Project Officer – Axis 4	FR
European Commission - DG MARE	Team Leader	EU

## Tunis

Organisation	Position	Country
Ministère des transports	General Director maritime transport and ports	TU
Ministère des transports	Maritime traffic subdirector and cooperation	TU

Ministère des transports		TU
Ministère de l'environnement et du développement durable	Sub director	TU
Ministère de l'environnement et du développement durable		TU
Ministère des affaires étrangères	Conseiller	TU
Ministère du tourisme	Sub director	TU
Institut pour la recherche et le développement (IRD) (cooperation France – Algérie- Tunisie)	director	FR
UNEP/PAM/REMPEC	Director	Malta
UNEP/PAM/RAC/PSA	Biodiversity coordinator	TU
Agence nationale pour l'environnement	Division director	TU
Institut National des sciences et techniques de la Mer (INSTM)	Maître de conférence	TU
Institut National des sciences et techniques de la Mer (INSTM)	RProfessor	TU
OMMP	Shipping central director	TU
OMMP	Exploitation director	TU
CTN	Director	TU
STAM	Quality and security director	TU
IMP expert	IMP expert	TU

## Barcelona<sup>27</sup>

Organization	Position	Country
Union for Mediterranean	Ambassador/ Special Envoy	SP
Union for Mediterranean	Senior Programme Manager	SP
Regional Activity Centre for Sustainable Consumption and Production (SCP/RAC) – UNEP-MAP	Director	SP
MENBO - Mediterranean Network of Basin Organisations	General Coordinator	SP
MED Cooperation Programme	Project Officer – Axis 4	FR
ENI CBC MED programme	Coordinator West Med	SP
INTERACT POINT VALENCIA	Former coordinator	SP
European Investment Bank	Director Strategy Economic Affairs	LUX
European Bank for Reconstruction and Development	MD	UK
European Commission - DG REGIO	Programme Manager	EU
European Commission - DG MARE	Team Leader	EU
Spain External Borders Cooperation Programme (POCTEFEX)	Subdirector General Adjunto	SP
Spain External Borders Cooperation Programme (POCTEFEX)	Consejera Técnica Coordinadora de Área	SP
CPMR - Intermediterranean Commission	Executive Secretary	SP
CPMR - Intermediterranean Commission	Policy officer – Secretary for Foreign affairs	SP
Centre for Transportation Studies for the Western Mediterranean (CETMO)	Director General	SP
Centre for Transportation Studies for the Western Mediterranean (CETMO)	Engineer	SP
MEDCITES - Mediterranean Cities Network	Secretary General	SP
MED PAN	Executive Secretary	FR
General Fisheries Commission for the Mediterranean	Executive Secretary	IT

<sup>27</sup> The Maghreb Arab Union was invited, but could not participate



TOWARDS A MARITIME STRATEGY

## **BUILDING A MARITIME STRATEGY FOR THE WESTERN MEDITERRANEAN**

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