BLUE DAY

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Summary of presentations and discussions

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BLUE DAY
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Dr Daniele Del Bianco
Organisation: ISIG – Institute of International Sociology, Gorizia (Italy)

OPENING SESSION

Giorgio Dell'Orefice, moderator

Position: *Journalist*
Organisation: *Il Sole 24 Ore*

Mr Giorgio Dell'Orefice welcomes the participants, briefly recapping on the main aims of the conference dedicated to the Blue economy. This represents the new frontier in the fishing and maritime sectors.

The moderator highlights the role played by the Italian Presidency of the European Council in organizing this conference and thanks the Italian Navy for hosting the event on-board of the Military Carrier "Cavour". This is acknowledged as the ideal place to discuss the problems related with the maritime sector.

The moderator introduces the session recalling that discussions about Blue economy began in 2004 with the first Barroso Commission and the European Commissioner for Fisheries and Maritime Affairs, Joseph Borg. At that time, the Commission started considering the importance of sea-related activities, especially in the fishing sector but also in the environment and transport domains. Within this perspective, inter-sectorial integration was held to be an engine for economic development, creating new job opportunities. The Juncker Commission intends to further the integration efforts by establishing a joint Commissioner for Environment, Maritime Affairs and Fisheries.

Concerning the European resources invested in this sector, the moderator recalls the process of unification of resources under the European Maritime and Fisheries Fund (EMFF)[1]. The fund represents an integrated institutional framework for all actors involved in maritime activities.

The moderator introduces the speakers of the Opening Session informing the audience that the Squadron Admiral Carlo Gaudiosi will talk in substitution of the Admiral Giuseppe De Giorgi.

Before giving the floor to the speakers, the Moderator invites the Prefect, Ms. Maria Carmela Librizzi, Commissioner for the Municipality of Augusta, to address the audience.

[1] Further info on the EMFF: http://ec.europa.eu/fisheries/cfp/emff/index_en.htm

Maria Carmela Librizzi

Position: *Prefect*
Organisation: *Commissioner for the Municipality of Augusta*

Ms Librizzi welcomes the participants and thanks Mr Pujia, Director-General for Maritime Transport and Ports Administration (Ministry of Infrastructure and Transport, Republic of Italy) for his enduring effort in the organisation of the meeting in Augusta.

The speaker highlights the role of the city of Augusta as a Mediterranean centre for Blue growth. The city interprets the sea as a strategic economic resource. Within this perspective, the speaker pinpoints that any maritime technology improvement to ports should strive to develop, in parallel, their hinterland.

Wishing the participants a fruitful meeting, the speaker stresses the importance of these issues for the city of Augusta.

Claudio Gaudiosi

Position: *Squadron Admiral*
Organisation: *Italian Navy*

Mr Gaudiosi welcomes the participants on board of the Cavour aircraft carrier, the Italian Navy flagship chosen by the Italian EU presidency to host the Blue Day event.

The event emphasises the strategic importance of the marine sector and the need of good maritime governance to ensure its sustainability. Seas and oceans are key drivers for the European economy and the welfare of European citizens. EU Member States (MSs) are increasingly dependent on maritime resources and acknowledge the need to protect and preserve them. This encompasses the protection from risks and threats, such as terrorism, piracy and illegal immigration, illegal appropriation of resources in international waters, unsustainable fishing, intentional and accidental pollution, and climate change.

The European Commission has developed an Integrated Maritime Policy (IMP)[2] focused on boosting the capabilities of EU economies, through the well-known Blue growth strategy[3]. Furthermore, in June 2014 the European Council adopted a Maritime Security Strategy[4] for the global maritime domain, which defines the principles to achieve a safe and secure maritime environment, bringing together civilian and military stakeholders. The sea represents a source of prosperity and growth for the EU and its citizens. The EU depends on open and secure seas and oceans (i.e. economic trade, transport, energy security, tourism and

[2] Further info on IMP: http://ec.europa.eu/maritimeaffairs/policy/index_en.htm
[3] Further info on Blue growth Strategy: http://ec.europa.eu/maritimeaffairs/policy/blue_growth/
[4] Further info on Maritime Security Strategy: http://ec.europa.eu/maritimeaffairs/policy/maritime-security/index_en.htm

environment). The strategy thus links the development of a Blue economy to maritime security. Providing security to EU citizens means sustaining EU prosperity.

The Maritime security strategy links security, defence policies and joint maritime operations to Blue growth. An example is the Atalanta operation[5], that deterring piracy and armed robbery off the Somali coast allows safe passage to merchant ships arriving in the EU, therefore contributing to EU economic interests.

To use maritime forces in an effective way and avoid redundancies with other NATO forces, flexible thinking and cooperation between different countries is required. The financial crisis that the EU is facing can be an opportunity to streamline the use of navy forces, since it is happening at the same time of a Mediterranean crisis that is causing the Mediterranean Sea to no longer experience stability and peace. The Mediterranean is becoming a new risk area where conflicts, emergencies and wars might arise at any time. As an example, the speaker recalls the massive immigration at the Southern borders of EU, where Italy is facing heavy migration flows with the "Mare Nostrum" operation[6]. The Italian Navy commitment to the operation testifies the fact that the navy is a cost-effective instrument for a broader action at Sea.

Maurizio Martina

Position: *Minister for Agriculture*
Organisation: *Republic of Italy*

Mr Martina thanks the participants, and underlines the importance of the meeting for the Italian Presidency of the EU.

The speaker stresses the need for public discussions on Blue economy, which should not be a topic reserved to scholars or politicians but involve all citizens. Governments should define new strategic lines to boost entrepreneurship and job opportunities.

The goal of the event is to put together all the actors and the stakeholders involved in Blue economy. Within this new framework of global maritime governance, representatives of every sector should work together with a particular focus on the sustainable use of sea resources in order to boost the development of the economic potential of each sector. The event, taking place in Augusta, at the centre of the Mediterranean Sea, is especially apt to affirm further the centrality of sea-driven development in EU policies.

The speaker hopes that the meeting will generate ideas and projects on how to promote the maritime sector, crucial for the Euro-Mediterranean countries. The maritime vocation of Europe should not be

[5] Further info on the Atalanta operation: http://eunavfor.eu/
[6] Further info on Mare Nostrum: http://www.marina.difesa.it/EN/operations/Pagine/MareNostrum.aspx

forgotten, but expanded upon within the new Integrated Maritime Policy. This will enable terms like Blue economy and Blue growth to be more and more widespread on the global agenda.

It is therefore crucial to have a vision of sustainable sea development shared by the different stakeholders involved in the sector. Such a vision will allow the creation of policies able to face the current economic crisis and give a sustainable future to the fishing sector and to the stakeholders involved in sea development.

The speaker closes its address envisaging a future meeting to elaborate further the results of the Blue day and to further work on maritime development.

Lowri Evans

Position: *Director-General for Maritime Affairs and Fisheries*
Organisation: *European Commission*

Ms Evans thanks the Italian presidency of the EU for focusing on the maritime agenda.

The speaker underlines the main priority in the maritime sector: job opportunities. Sustainable and safe jobs are the goal of the sector, and obtaining them will require doing things differently from what has done in the past while achieving the right balance of economic development and environmental preservation.

Protecting the environment is of paramount importance for economic development, since the level of the seas and the condition of the coasts will directly affect future jobs in the fishery and tourism sectors. Commission President Juncker himself has also stated the importance of linking economic development to environmental sustainability.

The speaker describes the current state of the Integrated Maritime Policy, stating how European countries are ready to discuss jointly on the ways to achieve Blue Growth. A first step in this direction is the Maritime Spatial Planning directive[7], a tool that will allow planning when and where human activities can take place at sea, by assessing the human impact of maritime activities and selecting what locations are suited for human activities.

The Italian government is presently preparing an action plan to give application to the Maritime Spatial Planning directive. This plan will require communication between sectors sharing the same goals, and work towards better coordination: the many existing maritime authorities should work together more, synergizing through data sharing, thus, allowing to achieve 'more' with less resources.

[7] Further info on Maritime Spatial Planning directive:
http://ec.europa.eu/maritimeaffairs/policy/maritime_spatial_planning/index_en.htm

A safe and secure maritime environment allows for legal certainty, which is a prerequisite for sustainable development and investment certainty. These, in turn, are both prerequisites for the creation of more jobs.

The European Union aims at using public investments to create the conditions to attract private investments. One example of this EU effort is the Horizon 2020 Blue growth project[8]. Project efficiency should be increased by cooperation between partners and better-targeted investments. The implementation of EU policies in the Adriatic and Ionic Seas can work as examples of coordinated actions to be implemented in other parts of the Mediterranean.

One challenge that needs immediate action is over-fishing. Mediterranean fish stocks are diminishing, and timing is key. The existing authority, the General Fishing Commission for the Mediterranean9 (GFCM), should have its role enhanced and implement proper management plans for Mediterranean stocks, while coordinating actions against unregulated and illegal fishing activities.

The speaker concludes by envisaging a bottom-up approach in the application of future guidelines, and a closer collaboration between European countries that could give reality to the immense possibilities of Blue growth in the Mediterranean region.

Alain Cadec

Position: *Chair of the Committee on Fisheries, Member of the European Parliament*

Organisation: *European Parliament*

Mr Cadec introduces his speech by thanking participants and organizers of the Blue Day, stressing the fact that reinforcement of Blue economy is essential for the economic competitiveness and job growth of the EU.

Europe has in its seas and ocean an invaluable resource that should be exploited in a sustainable fashion. Such exploitation is possible only if seas, oceans, and their resources are well known. In this perspective, the improvement of the mapping of the seabed is essential. In fact, improving overall scientific knowledge is key as the marine environment is fragile and a more sustainable approach for its use calls for specific knowledge, integration, and coordination of actions.

Seas and oceans are an essential feature of many key European economic sectors and their sustainable exploitation is to be achieved through stronger coordination and integration. The European Parliament and the European Commission have put several mechanisms in place to encourage and support such processes. The Integrated Maritime Policy represents a proper framework within which all stakeholders in the maritime sectors should pursue these objectives.

[8] Further info on the Horizon 2020 Blue growth: http://ec.europa.eu/programmes/horizon2020/en/news/blue-growth-unlocking-potential-seas-and-oceans

[9] Furter info on GFCM: http://www.gfcm.org/gfcm/about/en

Fishing is a key element for the development of the European maritime framework. The fishing industry in Europe today faces threats posed by Third countries; in fact, 75% of the fish consumed in Europe comes from Third countries. Meanwhile, unsustainable exploitation of fish stocks is posing a real problem in terms of fish stocks decrease. To address this issue and counter act its consequences, it is necessary to develop policies and implement actions supported by scientific evidence. Research institution and academia need to intensify their cooperative efforts in order to support policy-making and suggest evidence-based actions.

The regionalisation strategy allows designing and adopting specific rules, relevant for specific features of one area (as it is, for instance, the case with discarding of fish practices).

The speaker concludes his presentation recalling that the maritime sector has always played a crucial role in the economic and social life of European countries. It is key to have an innovative outlook to the traditional approach to the exploitation of the sea resources. The Mediterranean is undoubtedly a key European common good which could benefit all European citizens but it does primarily belong to those 'who go and work there'.

Árni Mathiesen

Position: *Assistant Director-General Fisheries and Aquaculture Department*
Organisation: *FAO*

Mr Mathiesen starts by describing the contradictions of the fishing industry that couples very rich actors, employing the latest technologies, with traditional actors using traditional methods. This is a driving force behind the FAO Blue growth Initiative[10], since in many countries fishing is the main economic activity and the sector with the biggest potential for new jobs.

The raw materials obtained from the sea that are presently used for basic needs, however, they could bring higher return by being employed in different sectors, such as the pharmaceutical and cosmetic industries.

The speaker underlines how now there are legal tools and institutions allowing moving towards this goal; coupling these tools with cooperation will allow making Europe a leader actor of Blue growth.

[10] Further info on Blue growth Initiative: http://www.fao.org/zhc/detail-events/en/c/233765/

Joseph Mizzi

Position: *Minister for Transport*
Organisation: *Republic of Malta*

Mr Mizzi thanks the Italian Presidency for inviting him to the event, as a representative of a maritime nation with a strong maritime history.

The speaker stresses the importance of cooperation in achieving Blue growth by strengthening the present framework of European maritime infrastructures. This need is accentuated further by the recent geopolitical changes in the Mediterranean area, with instabilities that threaten security and sustainable growth.

To achieve a safe and sustainable maritime environment, the involvement of international actors is necessary in order to create international standards for shipping infrastructures.

The speaker stressed the importance of an international framework as the most plausible way to achieve sustainable development of the seas a stable and secure environment, in view of the global nature of the maritime industry.

The speaker concludes declaring the importance of connection and collaboration between countries; especially with small island Member States such as Malta who also lay on the periphery of Europe. A high level of collaboration between EU Member States and with Third countries outside of EU will ensure a comprehensive implementation of a coherent integrated approach.

Giovanni La Via

Position: *Chair of the Committee on the Environment, Public Health and Food Safety, Member of the European Parliament*
Organisation: *European Parliament*

Mr La Via opens his speech by underlining the importance of sustainability, which is one of the main factors of Blue growth and economic development.

Sustainability is in fact a central point in many sea activities, e.g. the importance of a clean sea for tourism and a sustainable approach to fishing to ensure future fishing stocks.

The speaker recalls two directives implemented by the EC under the Italian presidency, the Directive on Sulphure Content of marine fuel[11] and the Directive to reduce the consumption of lightweight plastic bags in the EU[12], that are central for sustainable and environmental-friendly growth.

[11] Further info on: http://ec.europa.eu/environment/air/transport/ships.htm

The speaker concludes by stressing the importance of new forms of employment in the sea sector, which must overcome the traditional view of sea development as being strictly related to the fishing sector: new economic perspectives within a sustainable environment can open new opportunities, such as in the renewable energy sector.

[12] Further info on: http://ec.europa.eu/environment/waste/packaging/legis.htm#plastic_bags

SUSTAINABLE FISHERIES FOR FOOD SECURITY

Riccardo Rigillo, Chairperson

Position: *Director-General for Maritime Fisheries and Aquaculture*
Organisation: *Ministry of Agriculture and Forestry, Republic of Italy*

Mr Rigillo thanks all the participants to the Blue Day. He introduces the session by summarizing the new elements of discussion provided by the recent changes in the EU legal framework concerning the fishing sector.

The General Fisheries Commission for the Mediterranean (GFCM)[13] promotes cooperation in the management of sea resources. Mr Rigillo also stresses the impact of fishing activities on different levels:

- On an environmental level, it is important to understand the specificities of the Mediterranean stocks. It is therefore key to adopt a scientific approach in order not to exploit available resources, in an eco-friendly perspective.
- On a social level, it is necessary to consider that the regionalization of the new EU Common Fishery Policy should promote the specificity of each actor. The Mediterranean Sea resources should be protected and preserved within a sustainable growth perspective. This is necessary to create a bridge between the North and South shores of the Mediterranean Seas with the vision of sharing resources.
- On an economic level, it is important to take into account the disparities in terms of development and approaches to the fishing sector. This needs to be addressed through specific programs that target poverty reduction and enhance knowledge transfers between the North and South coasts of the Mediterranean.

In this sense, the creation of a joint legal framework is the only way ahead for a sustainable use of resources. This joint framework in turn implies an institutional stability between the North and South shores of the Mediterranean. This is currently very complicated to achieve due to political instability.

Nonetheless, despite the difficulties, Mr Rigillo stresses the fact that only through cooperation it is possible to achieve long lasting results. Fishing should be considered a pilot sector from which best practices can be implemented and broaden to other activities as well.

[13] Further info on GFCM: http://www.gfcm.org/gfcm/en

Fabrizio Donatella

Position: *Acting Director for Mediterranean and Black Sea, DG Maritime Affairs and Fisheries*

Organisation: *European Commission*

Mr Donatella introduces his presentation by illustrating the new European framework for a Common Fisheries Policy (CFP)[14]. The previous framework (adopted six years ago) was not well received. Some of the principles of the old framework are not adopted in the new one. The reform aim was to implement in the South countries what has been already done in the North.

The new strategy was developed for the creation of a common framework integrating previous experiences and new guidelines, all aiming towards the same objective.

Mr Donatella stresses the fact that although inspiration is taken from measures adopted in the North Sea and in the Atlantic Ocean, for the Mediterranean different and contextualized tools will be put in place. In this regard, Mr Donatella underlines the importance of the process of regionalization of the CFP.

The common objective identified for the new strategy is the establishment of a system of sustainable fisheries. This is done, in first place, by applying the same methodology for the quantification, for each area, of how much fish can be caught sustainably, and how this can be done.

Mr Donatella remarks the fact that the last couple of years have seen a progress in the development of a common strategy. In the last year, the majority of EU countries agreed to establish a common management plan. The future for EU policies is to go one-step beyond national policies, with Mediterranean countries working together and sharing management tools while aiming at the same objectives.

The overall aim of the Commission is to see joint management measures implemented.

Stefano Cataudella

Position: *President of the GFCM*

Organisation: *GFCM*

Mr Cataudella introduces his speech by stressing the importance of finding a common vision and common standards within the area of resource administration and implementation of EU policies at Mediterranean level.

[14] Further info on Common Fisheries Policy (CFP): http://ec.europa.eu/fisheries/cfp/index_en.htm

The complexity of the Mediterranean scenario is very high due to the North-South divide and the problems related with the difficulties of cooperation within an increasingly more politically unstable area.

The aim of the Commission in this sense is to promote sustainable fishing. This in turn implies the need to design new tools for the common administration of existing resources through dedicated policies. This is particularly true in an environment influenced by the economic crisis where small and big actors are using the existing resources in an unrestrained way. This is seen as a dangerous practice that is liable to jeopardize the shared project for the development of a sustainable fishing sector.

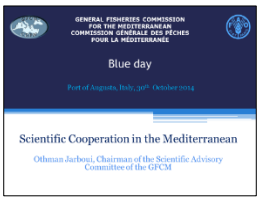
To counter this phenomenon, Mr Cataudella stresses the importance played by legal tools that only institutions may provide. GFCM is one of these institutions, which has been involved in creating guidelines for the policy makers.

The speech is concluded on the remark that it is necessary to create the appropriate synergies between the policy makers that have to decide, and the technical experts whose purpose is to provide information and data to allow for an informed decision-making.

Giampaolo Buonfiglio

Position: *President of the MEDAC*
Organisation: *MEDAC*

Mr Buonfiglio stressed the importance of stakeholders' involvement when dealing with such important issues like sustainability, fishery managements and CFP enforcement.
The CFP has boosted the involvement of stakeholders, organized into 11 Advisory Councils, including MEDAC, composed by professional and recreational fishing organizations, NGOs, consumers, labor unions and others. The role of the Mediterranean Advisory Council (MEDAC) is no longer to express simple opinions and positions, but has to provide the EU and Member States with proposals and technical solutions, possibly, in the form of joint recommendations among multiple MS.
The Mediterranean Council has now 40 members and is becoming more effective in dealing with the issues posed by the new CFP as well as in building bridges with Third countries.
Mr Buonfiglio underlined the necessity of setting realistic targets, because promoting too ambitious management plans implies requesting enormous efforts from stakeholders. This can harm the efficient achievement of the objectives that were set.



Othman Jarboui

Position: *SAC Chairperson*

Organisation: *Scientific Advisory Committee*

Mr Jarboui starts his presentation by stressing the fact that scientific cooperation could be a useful tool to face the challenges posed by the need for a joint strategy for the Mediterranean. In this regard, he frames the role of the Scientific Advisory Committee of the GFCM work.

Specific features of the Mediterranean Sea are that: a) it is a closed sea b) it is very densely populated, c) it is characterized by high biodiversity d) it is highly exploited (traffic, fisheries). The main constraints and challenges related to the sustainable use of the Mediterranean are:

- Extraordinary Increase of the consumption of seafood
- Overcapacity of the fishing fleet (the stocks cannot support more fishing effort)
- Overexploitation of the majority of the Mediterranean stocks

Thus, there is a strong need to manage fisheries resources to ensure their sustainability. To this end, international cooperation is one of the most effective tools to ensure proper preservation and management of such resources in Mediterranean. The basis of a sustainable fisheries management is consequent to the good scientific understanding of their current exploitation degree and rate.

This knowledge cannot be reliable if data are obtained and processed only in a standard way between different scientific teams. As an example of successful management derived from scientific knowledge, he quotes the fact that the number of consistently assessed demersal stocks in the Working Group on Demersal species (WGSAD) increased significantly in the last 5 years because of the enhanced data collection system and commitment of scientists.

The fish stocks in the Mediterranean are overexploited. In the Mediterranean 81% of the demersal stocks are in an overfishing status, while 75% of pelagic stocks are already depleted or at high risk. Only 3 stocks out of 12 are sustainably exploited. There is a need to act quickly.

To this end, Mr Jarboui stresses the importance of the:

- Reinforcement of the scientific cooperation, particularly at regional level (GFCM FWP);
- Creation of a bridge between EU and non-EU countries for the joint management of fisheries in the Mediterranean. this is also achieved through North – South cooperation (GFCM, FAO, UE, …);
- Involvement of all the stakeholders in the process of fisheries management in the Mediterranean;
- Improvement of the dissemination of scientific results (through simplification of jargon, creation of more discussion opportunities, etc.);
- Enforcement of already existing multilateral cooperation (FAO Regional Projects funded by FAO, EU and some European countries). These projects have already significantly contributed to the strengthening of cooperation between countries and should be taken as best practices.

Federica Mastracci

Position: *Vice-President for the Product Development & Programs*
Organisation: *GEOS S.p.A*

Ms Mastracci focuses her speech on the support that space technology can offer to the Blue economy sector.

Geo-information can be a valuable support in implementing policy on the maritime sector. As an example of this collaboration, she quotes the possibility of monitoring and analysing the maritime traffic in a determined area of the sea through radar-satellite technology.

These technologies can offer a near real time monitoring of the sea activities, thus supporting the enforcement of maritime rules. A further benefit of this technology is that it is not dependent on weather or on the willingness of ships to transmit their position. This powerful tool, in combination with other technologies can provide a complete set of information by correlating the satellite data with other data sources (such as AIS, VTS, etc.).

Satellite technology is invaluable in controlling sea activities and to ensure that European laws are respected and enforced.

In addition, satellite technology is useful also for gathering scientific data like monitoring the sea activity in a particular region to estimate the rate and degree of exploitation of resources of a certain area. This information is particularly relevant not only for enforcement agencies but also for scientific institutions seeking to monitor the sustainability of the activities that are taking place on the sea.

Ms Mastracci also explains that satellites are fundamental in preventing environmental pollution by controlling the activities performed at sea. These technologies act in an independent way from that of the sea operators, thus preventing the redundant use of patrols of the sea and allowing distributing resources where they are most needed.

Enrico Arneri

Position: *Project Coordinator MedSudMed/AdriaMed Fisheries and Aquaculture Department*
Organisation: *FAO*

Mr Arneri summarizes the content of previous speeches on the importance of cooperation and suggests the relevance of research, in order to guarantee an informed decision-making based on stock availability and sustainability in the Mediterranean Sea.

This is the aim of FAO regional projects like COPEMED[15], ADRIAMED[16], MEDSUDMED[17] and EASTMED[18]. These projects are necessary for data gathering and to create awareness across the countries involved in such projects.

Different countries have different capabilities. FAO role is to support countries lacking appropriate knowledge by providing useful support and technical skills, with the aim of levelling disparities between countries.

Mr Arneri reinforces the importance of a shared knowledge. This is possible only through data sharing and common methodologies for the use, elaboration and interpretation of these data. Before starting a single project, precise data are required to implement specifically targeted solutions.

Data and incremental research are important because policy makers base their decisions on the information that is provided to them. FAO Fisheries and Aquaculture Department offers a scientific support tool to optimize policies that regulate the fishing sector.

Luigi Giannini

Position: *Vice-President of Federpesca*
Organisation: *Federpesca*

Mr Giannini focuses on the idea of integration between different stakeholders within the maritime sector, which is at the base of Blue economy and Blue growth. Only through the interaction among the different sea actors, it is possible to enhance economic development within the maritime sector.

Federpesca was a precursor to the integrated approach discussed presently. In fact, since 1994 together with the Confederaction of Ship-Owners, Federpesca created the Federazione del Sistema Marittimo Italiano[19] (Sea Federation), an aggregation of different actors involved in the maritime business (from fisheries to logistics and transportation). This was done with the idea that only by bringing together different actors operating in the same sector it is possible to create better job opportunities and development for this sector.

Federpesca is currently working together with different stakeholders to create and deliver to policy-makers concrete proposals to enhance the synergies in the fisheries sector. Mr Giannini brings as an example the proposals to complete the mapping of Italian coasts to identify locations that are best suited for aquaculture. This is particularly important when considering that this particular activity needs dedicated

[15] Further info: http://www.faocopemed.org/
[16] Further info: http://www.faoadriamed.org/Italy/
[17] Further info: http://www.faomedsudmed.org/
[18] Further info: http://www.faoeastmed.org/
[19] Further info: http://www.federazionedelmare.it/Home/

space separated from other industrial and commercial ventures that have a greater impact on the environment.

Another example that he illustrates is related to eco-labelling. In this regard, Federpesca feels that is necessary to implement a higher standard of classification of the different activities operating at sea to better evaluate their environmental compatibility.

Concluding, Mr Giannini reinforces the importance of stakeholders' involvement in the decision-making processes, so to allow for informed decisions that can positively affect the fishing sector and create the virtuous synergies that are necessary for the sustainability of this economic activity in the future.

WHAT BLUE GROWTH PATHS FOR THE MED? RE-THINKING MED SEA BASIN COOPERATION FROM A MARITIME PERSPECTIVE

Beate Gminder, Chairperson

Position: *Head of Unit Maritime Policy in the Mediterranean and Black Sea*
Organisation: *DG Maritime Affairs and Fisheries, European Commission*

Ms Gminder introduces the session highlighting the two main topics, which will be discussed by panelists.

The first, relates to the expertise necessary to boost the Blue growth potential of the Mediterranean. Blue growth consists of both traditional maritime sector (e.g. fishing, maritime tourism, etc) and new sectors such as biotechnology, mineral resources exploitation, renewable energy, etc.

The second topic concerns sea-based cooperation that is the potential of working together within a common integrated maritime framework.

Patrick Baraona

Position: *Managing Director*
Organisation: *Pôle Mer Mediterranée*

On boosting the Blue growth potential of the Mediterranean

Mr Baraona approaches the question on how to foster the Blue growth in the Mediterranean by presenting the Pôle Mer Méditerranée, its vision and mission and its strategic areas of work. The Pôle contributes to the sustainable development of blue economy. He underlines the importance for a cluster, to be positioned on several strategic areas and not focused on only one. Cross-cutting issues between different areas are fundamental for the blue growth, crossing markets and technologies.

For instance the ship of the future is not only a matter of hydrodynamic, shipbuilding process, engines and so but also needs technologies coming from energy (LNG, bio fuel algae, hydrogen, wind sail), security (integrated bridge console, automatic vision systems), clean-tech (water ballast treatment, scrubber).

The speaker stresses on the importance of European maritime clusters and highlights their role in creating sustainable partnership both among MSs (Italy, Spain, Greece, etc) and with Third countries in the Mediterranean Basin (North African countries, Turkey, Libya, Egypt, Israel and the Black Sea Region). Moreover, providing a number of examples of maritime clusters encourages the creation of a network of maritime innovative clusters.

The speaker highlights the opportunities for boosting Blue growth, which arise from stakeholders joint participation to EU funded programs such as Horizon 2020 at the global European level but also at Mediterranean regional level, as MED, Maritimo, etc.
On sea-based cooperation

Maritime clusters are a model for competitive collaboration. Usually called "Triple Helix" associating companies (Groups, SMEs), research& education institutes and political institutions; all these actors need to be constantly involved in the policy making process.

The key to success of maritime clusters is to include a vast array of stakeholders operating in domains relevant to the maritime region.

On sea-based cooperation

Stimulating integration is, therefore, essential. The European Commission is called upon to play a leading role in promoting such integration by identifying pilot areas to be portrayed as successful examples of cooperation.

Integration among different stakeholders would be beneficial to implement sustainable projects to improve shipbuilding, transport, LNG infrastructures as well as increasing vessels safety and overall sea security. An European integrated project under the support of commission associating several harbours, shipbuilders and ship-owners on the LNG topic will be very profitable for the blue growth and the sea-based cooperation.

Stakeholders should jointly address the opportunities stemming from the 2014-2020 programming period (e.g. Horizon 2020, etc.) in order to activate innovative, integrated projects in line with the path shown in the Blue growth strategy.

Mario Dogliani

Position: *Manager Corporate Project Financing*
Organisation: *RINA Services Spa*

On boosting the Blue growth potential of the Mediterranean

Mr Dogliani focuses on the opportunities and challenges for Blue growth coming from traditional sectors such as maritime transport, logistics and infrastructures, marine based energy production and environmental issues. The speaker stresses that, although different and increasingly sophisticated skills are needed when working in these sectors, the common keyword is sustainability, both environmental (we need to preserve our seas), and economic (we need to generate wealth and value). Guaranteeing sustainability is a challenge that can be converted into an opportunity.

As an example, the so-called Sulphur directive (Directive 2012/33/EU) is mentioned: fuels used in maritime shipping will have to contain a limited maximum Sulphur content (from 2020 in the EU areas of the

Mediterranean; and worldwide in 2025). Complying with the directive can determine a significant increase in maritime transport costs, hence not economically sustainable. However, the Directive represents an opportunity to cooperate across borders to identify common strategies, such as e.g. the use of LNG (liquefied natural gas) as a fuel, to avoid increasing shipping costs. A concrete example comes from cooperation in the shipbuilding sector where Europe is still a leading actor in the development and implementation of the relevant technology. Working towards this challenge now among European partners is essential, as well as reaching out to North-African countries, in order that also maritime transport in these areas benefit from both environmental (lower sulphur emissions) and economic sustainability. Moreover EU industry would consolidate its position of a competitive actor worldwide when all the world will have the same limitations in 2025.

In order to face these challenges and foster cooperation, the European Commission must work in closer relation with all stakeholders in the maritime sector, providing concrete help in the identification of actions to ensure that the implementation of its directives also results in economic sustainability. This is, for instance, the case for the Directive 2014/94/EU on the deployment of alternative fuels infrastructure.

Ms Gminder stresses the relevance of alternative fuels infrastructure debate both in terms of future challenges and cooperation opportunity. With reference to Liquefied Natural Gas (LNG) terminals, the Chairperson highlights the challenges linked to the costs and risks of such infrastructures. In this perspective, cross-sea and cross-border cooperation is instrumental and benefits from the experience of regional cooperation areas such as the Adriatic-Ionian Region.

On sea-based cooperation

There are two main lessons to be learnt from past experience:

- better synergies between existing funding programmes need to be pursued. Stakeholders in the maritime sector have the duty to to use properly the existing financial opportunities, identifying and suggesting possible synergies and implementing actions; for instance Horizon 2020 for medium term industrial research on further improving low emission systems and Connecting Europe Facility for pre-deployment of alternative fuel infrastructures;
- the European Union should work towards the identification of possible ways to invest more in marine biotech, which represent a key sector in which the EU could capitalise on today's competitive advantage without losing ground against future competitors such as South Korea.

Godwin Sant

Position: *Chief Policy officer*
Organisation: *Ministry for Energy and Health, Malta*

On boosting the Blue growth potential of the Mediterranean

Mr Sant focuses on the potential of renewable energy for the Mediterranean and highlights the role of Malta has energy hub for the Mediterranean region with a view to enhance Euro-Mediterranean cooperation. The Mediterranean is a melting pot of different models of social development, security and energy issues. The South Mediterranean is growing, both in terms of population and energy consumption, which is soon be expected to double.

The speaker recalls that Europe has reacted to the current Ukrainian crisis giving with clear indication on how it should diversify its sources of energy, creating a Mediterranean Gas Hub in Southern Europe through Euro-Mediterranean cooperation on both political and commercial terms

Investments in the energy sector in Europe are strongly needed, yet the development of large-scale projects including renewables and distributed generation of energy require new methods of cooperation. The Government of Malta and the European Commission produced a paper on the Mediterranean component of the EU Energy Security Strategy (COM/2014/0330 final)[20], dealing with production and costs of transportation of natural gas, and the potential of Mediterranean solar plan. The paper explores the forms the Mediterranean Gas Hub could have.

There are two critically interconnected projects: a) 200megawatts cable to Ragusa, which in a few months will allow Malta to connect to the European energy market; b) gas pipeline to Sicily. More cooperation between countries, however, is needed also concerning Floating Storage Unit (FSU) terminals, that will allow to mix the use of oil with natural gas.

Ms Gminder asks the panellist whether pushing the energy potential with offshore installation affects the fishing and tourism sectors, especially in terms of space use.

Mr Sant acknowledges that this matter exists. Environmental reasons stopped a plant in Malta to start working. Stronger cooperation and joint mechanisms between European MSs are envisaged to solve these problems. Moreover, cooperation with Third Countries should target the development of a Mediterranean solar plan, notwithstanding the failure of the DESERTE project. Such failure was determined by the political and social turmoil in North African countries, which strongly hindered investment potential.

[20] COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL European Energy Security Strategy COM/2014/0330: http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:52014DC0330&qid=1407855611566

Ms Gminder highlight that the European commission has just adopted a Directive on establishing a framework for maritime spatial planning (2014/89/EU)[21], according to which in the next two years each MS should set up a maritime spatial plan, and authorities to settle the competition for space. The directive does not say how it should be done, so each country is free to proceed, also by working together with non-EU countries, as is the case in the Mediterranean.

On sea-based cooperation

There many existing Mediterranean bodies which should cooperate more closely; more cooperation is also needed between the North and South countries of the Mediterranean. The Parliamentary Assembly of the Mediterranean (PAM)[22] is very important to achieve such goal but to establish a consistent Mediterranean energy ring, support and commitment should come from all parties concerned. In parallel, all Mediterranean countries should cooperate to solve common issues, such as the political scenario of North Africa.

Michele Sferrazza

Position: *Board Member and Director R&D Rodriguez Cantieri Navali*

Organisation: *Rodriguez Cantieri Navali*

On boosting the Blue growth potential of the Mediterranean

Mr Sferrazza provides insights on how to boost Blue growth in the Mediterranean, focusing on the fishing boats building sector in Europe. The fishing boats fleet in the Mediterranean is outdated and equipped with outdated technology. This implies high management costs, both in terms of fuel consumption and crew. The old vessels are not eco-friendly; over-exploitation of fishing and incentives to dismiss the old boats are causing a big shrink in the sector of fishing-boat building, mostly made up of SMEs.

To tackle this trend two actions could be undertaken: a) re-organising the fishing industry (i.e. fishing less but fishing better, with modern techniques and technologies). b) Designing new kinds of fishing boats, with state-of-the-art, existing technologies.
Existing technologies could be applied to boats in order to reduce fuel consumption (reducing economic and environmental costs). Redesigning hulls for less friction, making boats lighter using new materials, changing propelling methods, etc, could do this.

Moreover, it is key to increase vessels security (most casualties that happen on the sea are connected to fishing activities) through stricter directives, even if this would increase costs.

[21] Further info on DIRECTIVE 2014/89/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 July 2014 establishing a framework for maritime spatial planning: http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2014.257.01.0135.01.ENG

[22] Further info on PAM: http://www.pam.int/default.asp?lang=en

In this perspective, the Commission should help this sector, mostly made by very small enterprises, by giving incentives not only to dismiss old boats, but also to renew them, making them more efficient.

On sea-based cooperation

The European Commission is called upon to provide more support to SMEs working in the sector, not only with incentives mechanisms but also by proactively helping economic operators, research stakeholders and policy institution to join efforts to sustain the European competitive advantage in the shipbuilding sector.

Mathilde Konstantopoulou

Position: *Responsible for Blue growth and Territorial Dimension*
Organisation: *Ministry for Development, Greece*

On boosting the Blue growth potential of the Mediterranean

Asked by the Chairperson to pinpoint the opportunities of the new funding period for maritime stakeholders, Ms Kostantopoulou highlights the importance of the territorial cohesion policy. The Mediterranean basin needs to be taken into consideration in such policy since action and planning in this area represents a benefit for the whole Europe.

Recapping on the important conclusion on Blue growth reached under the Hellenic Presidency of the European Council in the first semester 2014, Ms Kostantopoulou presents some insights on Blue growth, and on how they are included in the new programming period.

Firstly, sea and land need to be understood and planned together. The EU territory is an emblematic example since it is characterised by islands, coastal zones, double insularity, and protected maritime environment. All of these represent different challenges and difficulties for the operational programmes.

Secondly, the Maritime spatial planning directive has been adopted and it is MSs' obligation to prepare their own maritime spatial strategy in two years' time. This implies that integrated plans for the sea are now needed.

Thirdly, Blue growth has many interesting and innovative aspects that must be taken in consideration along with sustainability and efficiency: safety and security are key issues to be addressed. The Mediterranean is the external border of Europe, the physical external border to external countries: there are risks of pollution along with social issues for safety and maritime security. Inter alia, a skilled and advanced labour force is key to address effectively such issues.

The Greek partnership agreement includes all these aspects. The regional programme in Greece focuses on actions to take the most of the Blue growth potential, to boost innovation, promote entrepreneurship, and promote jobs.

Ms Gminder underlines the fact that the Commission has made huge efforts to bring the maritime dimension in the next programming phase, since it believes it is crucial. At present, there are several ideas and projects, but there is an urgent need to link projects with a more systemic approach to project synergy.

On sea-based cooperation

Convergent institutional frameworks are needed. Their harmonization is essential to solve problems stemming in the Mediterranean basin from the different EU-access status several countries have. Moreover, regardless of their status, many countries have different ways of interpreting European membership. Harmonization is needed, not only on policy matters but also on social, political and human rights issues.

Luigi Grossi

Position: *Scientific Director*
Organisation: *DTLM, La Spezia, Italy*

On boosting the Blue growth potential of the Mediterranean

Mr Grossi addresses Blue growth and innovation with specific reference to the pelagic areas. He stresses the relevance of the Blue growth strategy as a way to provide policy-makers with possible future policies options, to support smart, sustainable and inclusive growth of the coast and sea.

Concentrating the effort will allow to boost both green and blue technology development, and turn environmental challenges into opportunities for sustainability and development. There is a need to better connect activities on land and sea for better water-management; blue and green must grow together.

The Mediterranean basin is fit for this challenge: particularly rich in resources, only partially known and exploited. It is crossing point for the most important commercial ways of European economy. To manage and safeguard growth, a good knowledge of the area is needed. Specific knowledge is needed concerning coastal monitoring, of both North and South Mediterranean. This implies:

- deep-sea environmental monitoring (which can be done by land or from space, but it is also necessary to monitor it by using on-site boats);
- monitoring of coastal infrastructures, for safety and security purposes;
- monitoring human activities and movements;
- analysis and sharing of data is also important; both from researchers and industries – the latter seldom share.

The speaker recalls that development should be based on three pillars:

- Research institutes, for innovative tools and procedures;

- Maritime industries and economic operators, to put on the market affordable and environmental-friendly systems and equipment;
- Governmental and social institutions to address enforce and sponsor cooperation initiatives.

Cooperation between these three pillars and the cross-exchange between North and South of the Mediterranean can boost the economy of the whole of the Med.

Ms Gminder recalls that one policy aim of the integrated maritime policy is data sharing. However, experience shows that there is still some reluctance in sharing data among stakeholders and agencies.

On sea-based cooperation

The speaker stresses the point that the idea of competition is not against the concept of cooperation. Not only they can coexist but they mutually reinforce each other when overall European competitive advantages in an integrated maritime framework are considered. In this perspective, Southern Mediterranean countries should be subject of partnerships both on administrative and research issues and economic and industrial relations.

Marine observation and monitoring is a domain where cooperation is essential and calls for data sharing, integration of technologies and synergies in the deployment of monitoring vessels.

Eugenio Massolo

Position: *President of Italian Academy Foundation of the Merchant Navy and Coordinator of RottaPolare*

Organisation: *Italian Academy Foundation of the Merchant Navy*

On boosting the Blue growth potential of the Mediterranean

Mr Massolo highlights that to identify regional areas of cooperation is an urgent need in order to identify the local resources upon which an integrated European maritime hub must be built.

The Italian Academy Foundation of the Merchant Navy was born to avoid the extinction of maritime workers in Europe, but this means giving a high-level training on a European level with very high standards. It is necessary to build regional clusters: training and research institutions as well as enterprises should work together, making better use of EU funds, to achieve shared goals.

Identifying and establishing inter-sectorial links in maritime clusters is key to identify elements of strength in Europe. This in turn, ensures to work better at the local level and to find European partnerships to work together on shared goals and with shared strategies.

The speaker suggests working at two levels: at the local level, focusing on research, enterprises, innovation and trends; and at the macro level, integrating local innovations within a bigger network, for a multiplier

effect. This operational strategy will allow reaching competitive collaboration: “I do my best at the local level, in order for my best to be further strengthened by the European level”.

On sea-based cooperation

The speaker states that reinforcing cooperation in the training sectors implies enforcing high standards and benchmarks. In turn, this strengthens the existing cooperation networks and their capacity to operate in the Mediterranean basin.

The Italian Academy Foundation of the Merchant Navy implemented several twinning and assistance projects with various North African partners and, lately, with the competent Turkish authorities. Such projects provide concrete answers to address key issues such as that of migration whilst increasing overall capacity in the Mediterranean.

Through cooperation in the training sector, Europe could expand further its role of leading actor in the management of the maritime space and its resources, developing sustainable policies including both EU MSs and Third countries.

Ivan Sammut

Position: *Registrar of Ships*
Organisation: *Ministry for Transport, Malta*

On boosting the Blue growth potential of the Mediterranean

Mr Sammut pinpoints the fact that there are a lot of challenges in the near future, but also opportunities. It is necessary to be positive and creative to tap the opportunities and build on the past. Such opportunities develop in the energy sector, in tourism, cruise-lining industry, yachts, etc.

In order to tackle the challenges ahead it is necessary to be equipped with capable human resources. Maritime workers should be trained to the highest standards, whilst it is a priority to attract young people to the industry. We must increase the visibility of the industry, showing to the young generation that there is a lot of potential. However, right now, the Mediterranean stakeholder landscape is still fragmented, there is little cooperation between academia and national agencies.

Cooperation is critical; European MSs must not remain insular but open to North Africa. Cooperation should acquire a new international dimension.

Most maritime clusters started within Europe and account for a good level of R&D, shipyards, personnel. Unfortunately, due to international competition, Europe is now losing on all fronts. More cooperation among European actors is key to face international competition. This, however, should be achieved not only with policies and strategies, but also with more concrete actions that are sometimes lacking.

On sea-based cooperation

One challenge is that there are many ongoing parallel projects on similar topics. The existing, limited resources should be more focused in order to join forces. The Mediterranean is the cradle of civilization, but in order to develop further Blue growth there is need of concrete goals to achieve.

Laura Giuliano

Position: *Scientific Advisor*
Organisation: *Mediterranean Science Commission - CIESM*

On boosting the Blue growth potential of the Mediterranean

Ms Giuliano introduces her presentation by explaining how the new economy benefits from new technologies and techniques. The biotech industry is new, it has no lobbies, but it can develop freely. Marine biotech are an innovative choice of Blue growth; they use new resources and search for new products and processes, with low environmental impacts since they are based upon mechanisms employed by natural organisms to adapt to their environment.

These mechanisms are especially effective, since they allowed life to evolve in the very harsh conditions of the deep sea. Chemical and tactile mechanisms allow some bacteria to identify molecules of their preferred foods from kilometres away. Chemical reactions allow certain organisms to communicate, with positive signals to stimulate friendly response or negative signals to stimulate aggressive responses. Some chemical particles allow making aggressive organisms flow away.

Marine biotech use new materials and processes, which can then be integrated in new industrial development. Sharkskin, for example, generates the least amount of friction in water; there are now more than 200 patents trying to reproduce it. Similarly, industries have focused on jellyfishes, which have the most efficient moving mechanism, since they use the difference of chemical concentrations in water to generate energy and move.

A challenge faced by marine biotech is the cost: it is a very expensive sector but cooperation between different sectors could cut costs. Thanks to marine biotech, for example, a new kind of oil-eating bacteria was developed, which can also produce bio-plastics and that can be employed to build sensors. Different industries can therefore cooperate on the product development and R&D.

OCSE data report that between the biggest investors in the sector there are the USA, Japan, Germany and South Korea, which is one of our main competitors for several maritime industries. Sout Korea is currently investing the highest budget share towards marine biotech.

On sea-based cooperation

Competition is present in every industry and this is reflected in a dynamic patent sector. European patent legislature is evolving towards a new relevant directive. Genetic data need expensive infrastructure; there is a lot of debate upon regulating and protecting genetic resources by treating them as natural resources.

The new directive will act in this sense, by forcing the member states to guarantee the traceability of biological samples. In turn, traceability requires data collections and storing, in other words, to establish dedicated databases. However, these infrastructures are expensive and not every European country has the needed capacity. Therefore, the directive risk to create a technological divide between the European states them-selves, unless some forms of cooperation are put in place. Moreover, this directive will act only on European states; foreign countries taking samples in European seas could just go elsewhere in the Mediterranean basin to avoid dealing with the directive.

CLOSING REMARKS

Andrea Gueglio

Position: *Rear Admiral*
Organisation: *Italian Navy*

Mr Gueglio stresses the need for the EU to act as a global maritime actor, synergising maritime security and development while protecting and ensuring respect of EU values. The first step in this direction has to be an Integrated Maritime Policy promoted by the European Commission.

A further step is identified in the EU Maritime Security Strategy, which has the objective of ensuring a secure and stable environment. An action plan will be derived starting from the strategy that should be concluded by the end of the year.

The action plan, explains the Rear Admiral, will include concrete goals and tasks, and will aim to develop the strategy turning it into sustainable deliverables. In fact, the protection of maritime interests is to be reached through a comprehensive approach, needed to face sudden crises; this approach necessarily includes the increase of maritime awareness, protection of maritime infrastructure, education and training.

The Cavour carrier is one of the most performing naval vessels, used also in humanitarian crises such as the Haitian earthquake. It can also work as a diplomatic tool, furthering the outreach of European presence. In fact, naval diplomacy is not merely a tool to empower national policy and international relations, but also to strengthen the implementation of EU policies.

Beate Gminder

Position: *Head of Unit Maritime Policy in the Mediterranean and Black Sea*
Organisation: *DG Maritime Affairs and Fisheries, European Commission*

After thanking the Italian presidency, Ms Gminder stresses the relevance of the Blue Day as an endorsement of the European Commission approach to Blue growth. In this sense a) it focused on the identification of existing (e.g. transports) and new (e.g. renewable energy, biotech) sectors for the Blue growth; b) it focused on the development of a framework for these sectors to prosper and expand.

In this sense, Ms Gminder underlines the importance of the development of a common agenda to foster awareness on ocean management. In addition, governance of extra-territorial waters should be worked upon within a common framework, shared at international level. In this perspective, all neighbouring countries need to work together to achieve shared goals. Ocean governance is an important issue and task for the European Commission.

Ms Gminder states that the panels and discussions of the day have all highlighted the importance of cooperation on ambitious objectives (in the sectors of fisheries and fish management, energy, technology, etc.). The European Commission will continue its work on the improvement of interregional and regional frameworks, strengthening policy and interregional bodies.

Enrico Pujia

Position: *Director-General for Maritime Transport and Ports Administration*
Organisation: *Republic of Italy*

After thanking the DG Maritime Affairs and Fisheries for the organisation of the Blue Day, Mr Pujia focuses on the relevance of organising the meeting in Southern Italy, where many maritime activities concentrate.

Launching a common maritime policy necessarily implies the consideration of all cultural aspects, which can be influenced only through citizens' awareness and involvement. Although a lot of work has already been done by DG Mare to increase knowledge and awareness of Blue growth issues among stakeholders, the perception of co-responsibility in this sense is still low. Often technical stakeholders still do not understand all the implications of the term Blue economy.

Thus, awareness-raising among citizens and policy-makers is still an important aspect to be developed for integrated policies.

Mr Pujia suggests that Italy should take a leading role in the European Blue growth. The Italian Ministry of Infrastructure and transport brings forward the government interest in following the EU strategy and guaranteeing the involvement of Italy in the Mediterranean strategy.

Italy certainly faces problem related to a non-integrated governance of the maritime space but it strongly believes that the key determinants for a stronger integration are cooperation (with MSs and non-MSs); competitiveness and competence.

In addition, it is very important at EU level to work on patents. Europe is producing the least patents worldwide. Support needs to be given to innovative ideas stemming from the young generations. Mr Pujia stresses the need to work on renewable and sustainable energies developing stronger synergies in this sector in the Mediterranean area. An innovation technology platform should be created and extended to all Mediterranean countries.

Finally, the speaker stresses the need for specific activities to promote the Adriatic Ionian region. Now that the Action Plan has been adopted it is necessary to focus on concrete projects and initiatives.

Luca Bianchi

Position: *Chief of Department DIPQI, Ministry of Agriculture and Forestry*
Organisation: *Republic of Italy*

Mr Bianchi thanks the European Commission for its support in the organisation of the event. He stresses the valorisation of the sea as a key resource for the economy of Italy. In order to ensure its sustainable use it is important to listen to the needs and requests expressed by stakeholders.

The viable frameworks for action need to be clarified, as well as the responsibilities of each actor involved. The European Commission has defined and provided MSs with the main guidelines; it is necessary that, at national level, governments clearly identify the actions needed for their implementation.

The existing resources (national and regional) need to be pooled together and structured within a systemic approach, to maximize the possibilities to make them profitable for the largest number of stakeholders and communities.

In this sense, the Blue economy is an economy of individual and collective responsibility: if the sea is used sustainably, then it can become a valuable resource creating economic growth and new job opportunities.

Giuseppe Castiglione

Position: *Undersecretary of State delegated to Fisheries and Blue economy*
Organisation: *Ministry of Food and Forestry, Republic of Italy*

In order to summarise the discussions of the day, Mr Castiglione remarks the importance of the sea as a resource and of the need to achieve its sustainable use as a main challenge for Europe. In this direction, he stresses the importance of using existing resources and European funding opportunities well. In fact, there are resources that are still not spent. For this reason, public administrators should use resources in a coordinated, well planned way.

In addition, resources coming from Europe would be spent better if policy makers would be able to link them to other existing policy and funding tools. An example could be linking together projects from EU different programmes.

The Undersecretary remarks the need to put more energy in policy-making but it is strategic to implement a better monitoring on management and execution of policies. Policies should be more about objectives and strategies and all relevant stakeholders involved should identify management and implementation actions.

The Blue growth strategy allows policy-makers and stakeholders alike to act comprehensively on several issues: renewable energy, infrastructures, fisheries, etc. Governments, international and national agencies as well as private and research actors should work together within the strategy coordinated framework. However, excessive bureaucracy burdens and agency-redundancy should be avoided to allow for more effective cooperation, monitoring and planning of the use of the Mediterranean Sea.

Mr Castiglione, in order to underline the strong link between sea and land resources, concludes the Blue Day by reminding the participants of another EU event that in November will be hosted in Sicily. This conference, in fact, will focus on Euro-Mediterranean agriculture and also provide a great participation of many extra UE delegations.