

ROADMAP			
TITLE OF THE INITIATIVE	Initiative for the sustainable development of the blue economy in the western Mediterranean		
LEAD DG – RESPONSIBLE UNIT – AP NUMBER	DG MARE D1: MARITIME POLICY - MEDITERRANEAN AND BLACK SEA	DATE OF ROADMAP	22/12/2016
LIKELY TYPE OF INITIATIVE	Commission Communication		
INDICATIVE PLANNING	<a href="http://ec.europa.eu/atwork/planning-and-preparing/index_en.htm">http://ec.europa.eu/atwork/planning-and-preparing/index_en.htm</a>		
ADDITIONAL INFORMATION	<a href="http://www.westmedstrategy.eu">www.westmedstrategy.eu</a> .		
<b>This indicative roadmap is provided for information purposes only and can be subject to change. It does not prejudice the final decision of the Commission on whether this initiative will be pursued or on its final content and structure.</b>			

## A. Context, Subsidiarity Check and Objectives

Context
<p><i>Relevance to past and possible future initiatives, and to other EU policies</i></p> <p>The western Mediterranean Sea has an enormous wealth in natural resources, cultural assets and diversity of people and places. The various sectors of the maritime economy have a vast potential for development. The region has 200 ports and terminals representing close to 40% of Mediterranean values in goods transport (circa 700 million tons freight and 14 million TEU traffic). It is a traditional and consolidated tourist destination and it records the highest share of total tourist arrivals in the Mediterranean, with over 200 million national and international overnight stays in coastal areas in 2012 (60% of regional values). It is an hotspot for biodiversity with 481 marine protected areas and Natura 2000 sites.</p> <p>Maritime (or sea basin) strategies are a tool envisaged by the Integrated Maritime Policy to better address cross sectorial challenges and develop the blue economy in EU-shared sea basins. Tailor-made measures are crafted to foster coordination and cooperation amongst the countries, raise awareness and stimulate networks and partnerships among stakeholders across sectors and (maritime) borders. Already, sea basin based strategies have been set up for the Atlantic<sup>i</sup>, the Baltic Sea (which developed into the EU Strategy for the Baltic Sea Region<sup>ii</sup>) and the Adriatic-Ionian Seas (fully integrated in the EU Strategy for the Adriatic and Ionian Region<sup>iii</sup>). A common feature of these sea basin strategies is the recognition of the need to enable blue growth and jobs, whilst fostering the health and productivity of seas and oceans.</p> <p>The Initiative builds on the Union for the Mediterranean process and its Ministerial Declaration on the Blue Economy adopted on 17 November 2015, which invites the UfM countries to explore the added value and feasibility of maritime appropriate strategies, including at sub-regional level, notably building on the experience of the 5+5 dialogue, which concerns Algeria, France, Italy, Libya, Malta, Mauritania, Morocco, Portugal, Spain and Tunisia. In the 5+5 Ministerial Declaration of Foreign Affairs adopted on 28.10.2016, Ministers encourages further work on this Initiative and stress the importance of a synergy with the secretariat of the Union for the Mediterranean in this framework. Accordingly, whilst the geographical scope of this initiative focuses on the western Mediterranean sub-sea basin, it treats the marine and coastal areas as interconnected systems. In turn, it proposes actions, where appropriate on a variable geographical setting depending on the identified needs, and remains open to other partners in the Region.</p> <p>Several initiatives have already been developed in the Mediterranean in order to promote sectorial and political cooperation. Greater integration at sea-basin level can further explore and expand the opportunities offered by the Blue Economy. Competing national priorities together with instability in the region so far have prevented a full coordination and harmonisation of maritime policies and practices across the Mediterranean. However, the current political momentum, following the recent UfM ministerial Declaration, has prepared the ground for a mutually beneficial commitment and joint actions involving the various stakeholders across the western Mediterranean region.</p> <p>Using a bottom-up approach, extensive consultations of stakeholders were conducted to identify clear needs specific to the Region. Those needs have been assessed against existing frameworks relating to the sustainable development of the blue economy to highlight possible gaps. Those have been identified in terms of (1) strategic scope: existing frameworks are asymmetric in their objectives and/or geographical scope, (2) information and knowledge: data availability, accessibility, processing and understanding are heterogeneous and fragmented; (3) implementation, enforcement and monitoring: existing national capacities and resources are very</p>

heterogeneous.

Therefore, this initiative is aiming to better coordinate activities and use more efficiently existing governance and cooperation frameworks (e.g. Union for the Mediterranean<sup>iv</sup>, 5+5 Dialogue<sup>v</sup>, Maghreb Arab Union<sup>vi</sup>, International Maritime Organization<sup>vii</sup>, FAO Regional Projects ), to facilitate implementation of the existing legislative framework at international level (UN Convention of Law Of the Sea<sup>viii</sup>, Barcelona Convention/Mediterranean Action Plan<sup>ix</sup>, General Fisheries Commission for the Mediterranean<sup>x</sup>, UN Fish stocks Agreement<sup>xi</sup>, the FAO Agreement to promote compliance with international conservation and management measures by fishing vessels on the high seas, the FAO Code of Conduct for Responsible Fisheries) and at EU level (Maritime Spatial Planning Directive<sup>xii</sup>, Marine Strategy Framework Directive<sup>xiii</sup>, Common Fisheries Policy<sup>xiv</sup>, Traffic Monitoring Directive<sup>xv</sup>, the EU Regulation on the European Border and Coast Guard amending the mandate for FRONTEX-EFCA-EMSA on coast guard functions co-operation<sup>xvi</sup>).

It will also be instrumental to implement other strategies and policy initiatives (e.g. Blue Growth Strategy, A partnership for Democracy and Shared Prosperity with the Southern Mediterranean<sup>xvii</sup>, EU Maritime Security Strategy, the New Migration Partnership Framework<sup>xviii</sup>, 7th Environment Action Programme (EAP), Circular Economy package, UfM Horizon 2020 initiative for depollution of the Mediterranean Sea, the recently adopted Mediterranean Strategy for Sustainable Development and the European Commission Communication on International Ocean Governance<sup>xix</sup>) and to better use existing funding instruments (e.g. aligning European Structural and Investment Funds and the European Neighbourhood Instrument, including cooperation programmes, Horizon 2020 programme for research and innovation, LIFE, COSME, Connecting Europe Facility, European Fund for Strategic Investment, national, regional, bilateral and multilateral sources<sup>xx</sup>) and leverage private investment. Improved coordination amongst several sectors and policies should be beneficial also to the investment plan for Europe.

This is a completely new non-legislative initiative, thus there are no ex-post evaluations available. However, it will build on the outcomes of a study to support sea basin cooperation (report 4 – Mediterranean Sea) published in September 2014<sup>xxi</sup>, on the lessons learnt from the report on the added value of macro-regional strategies<sup>xxii</sup> and the report on Implementation of the European Neighbourhood Policy Partnership for Democracy and Shared Prosperity with the Southern Mediterranean Partners<sup>xxiii</sup>.

This initiative is not part of the Commission REFIT programme<sup>xxiv</sup>, however it will contribute to achieve its objectives by helping to implement the existing EU policies in a more coordinated manner at sub-regional sea basin level.

## Issue

The western Mediterranean region is facing a growing socio-economic and environmental pressure due to a longstanding economic and financial crisis (including high rates of youth unemployment), increased anthropogenic pressures (e.g. urbanisation of its coasts, overexploitation of fish stocks, increased marine pollution), and more recently the refugee crisis, due notably to the overall geopolitical instability of the Mediterranean region.

That pressure will be exacerbated in the future by a multitude of powerful, highly complex and interconnected forces, the so-called megatrends – large-scale social, economic, political, environmental or technological changes that are slow to form, but which, once they have taken root, exercise a profound and lasting influence on many if not most human activities, processes and perceptions. Examples are global population growth, migration and urbanisation and the demographic unbalance of ageing societies in many parts of the world; the warming of the planet, rising sea-levels and the acidification of oceans and seas; the deepening of globalisation and the growing momentum of digitalisation, big data and bioengineering. Due to its position, assets and the vulnerability of its ecosystems the western Mediterranean is more exposed than other regions to some of those forces; three present and future main challenges have been identified accordingly.

### *Ageing maritime workforce vs. high youth unemployment rates*

Youth unemployment rates are very high all around the western Mediterranean, accounting from a minimum of 14% to a maximum 58% (average 2011-2015)<sup>xxv</sup>, while the demographic trends show an ageing working population on the northern shore of the Mediterranean and a growing proportion of young population on the southern one. Based on a United Nations medium variant scenario, from 2007 to 2030, the working age population (over 15) will increase in the Mediterranean region by over 100 million people.<sup>xxvi</sup> Yet 84% of these potential additional workers will be located in the south.

The maritime workforce is also ageing in the EU Member States, while careers in some maritime sectors are no longer attracting young people. In turn, businesses don't have access to the desired skills and knowledge<sup>xxvii</sup> either in traditional or emerging maritime sectors, and are facing a shortage in the needed labour force in a moment that employment in ocean-based industries as a whole is set to more than double by 2030<sup>xxviii</sup>. Above-average job growth is expected in almost all maritime sectors, with especially rapid employment growth occurring for example in marine aquaculture, fish processing, offshore wind and port activities.

Experiences in other sea-basins have demonstrated that maritime clusters are instrumental to the development

of the blue economy. Such as the cases of Rampion Offshore Wind-farm promoted by the Marine SouthEast (UK)<sup>xxix</sup> in the Atlantic and the North-Adriatic Ports Association<sup>xxx</sup> in the Adriatic-Ionian Seas. So far western Mediterranean maritime clusters have showed a limited capacity to network. The last call for proposal on IMP projects in the Mediterranean and Black Sea (EMFF Work Programme 2015) has showed very limited interest/capacity by western Mediterranean clusters, which is astonishing considering the concentration of economic activities in the sub-region and compared to other sub-regions, such as the Adriatic-Ionian.

1 out of 3 jobs in the maritime domain is located in a cluster in the Mediterranean region and the western Mediterranean sub-region hosts 50% of the Mediterranean maritime clusters (48 out of 96). In the western Mediterranean, the growing clusters (specialized in traditional still growing sectors) are concentrated in the Southern shore (95% against 56% in the Northern shore), whilst the emerging clusters (new sectors) are mainly located in the Northern shore, which has already experienced a decline in traditional (mature) sectors and is diversifying towards new technologies/value chains<sup>xxxi</sup>. This differentiation offers interesting opportunities for mutual job creation between the two shores of the western Mediterranean and for developing blue skills and addressing the persisting high rates of youth unemployment.

The development of smart specialization and value chain approaches at sea basin level can help to better identify and address emerging innovation needs. Inter-regional collaboration in the context of Smart Specialization Strategies has been explored in the Baltic Sea<sup>xxxii</sup>, with a clear identification of needs and opportunities for increasing economies of scale, maximize spill over effects, favour access to specialist services and enhance policy coordination and policy learning. In the case of lagging regions, collaboration can overcome fragmentation and lack of critical mass and facilitate access to specialized services. As an example, ocean energy can be key to future economic development (mainly floating offshore wind mill and wave power generation plants in the western Mediterranean), while blue biotech can offer innovative solutions to a wide range of sectors and activities. They include food production, pharmaceuticals, cosmetics, but also ship maintenance (anti-fouling) and various environmental applications such as oil remediation.

This challenge has a high potential to generate qualified jobs across the sea basin by establishing research and industrial partnerships based on comparative advantages of the various stakeholders (e.g. advanced technological capacity; low costs for testing applications; geographical positioning; genetic resources; skills). These new opportunities can further facilitate make best use of the transition potential between related but changing sectors. Reducing fishing capacity whilst capitalising on existing knowledge and infrastructure by transferring resources to more productive sectors such as coastal tourism and aquaculture present a case in point.

The current state reflects a lack of capacity and a gap in terms of critical mass of stakeholder relations, which is undermining the establishment of research and industrial partnerships and the creation of employment needed around the shores of the sub-region to address youth unemployment and migration flows.

The inclusion of partner countries in the BlueMED Initiative (and its Strategic Research and Innovation Agenda) by adapting it to their needs and interests needs to be explored with stakeholders in the western Mediterranean.

#### *Safety and security*

Ensuring the safety and security of sea-related activities is an essential prerequisite for the sustainable development of a range of “blue” economic sectors and for the prosperity and stability of the region. This region is however, particularly sensitive from a security perspective and is facing a growing number and more complex maritime threats leading to growing concerns on the safety and security of human and economic assets. Moreover, during the period 2013-2015, on average 11.000 irregular migrants per month have crossed the western Mediterranean<sup>xxxiii</sup>.

Current demographic and climate change trends are predicted to exacerbate existing competition and conflict for resources and to further fuel the geopolitical instability of the region.

On average, there are 60 maritime accidents annually in the western Mediterranean, out of which 15 involve tankers transporting petroleum or chemicals<sup>xxxiv</sup>. The development of certain activities may expose the sub-sea basin to potential safety risks mainly in areas in which maritime traffic is particularly congested due to narrow passages such as the Strait of Gibraltar, the Bonifacio Strait or due to high traffic intensity like in the Sicily channel. This concentration of ships increases the risk of maritime collisions<sup>xxxv</sup>, noise pollution and operational accidents<sup>xxxvi</sup>. In the last decade, nearly half of the accidents leading to significant spills (of more than 100 tonnes) reported by REMPEC occurred in the western Mediterranean Sea.

Efforts have been made to address these risks and threats in a more general way inter alia through the European and Mediterranean Coast Guard Functions Fora, the EU Maritime Security Strategy and its Action Plan, SAFEMED projects and through numerous activities under the European Agenda for Migration and the EUNAVFORMED-Sofia. A pilot project was also launched in 2016 in order to improve operational co-operation between three EU agencies (FRONTEX-EFCA-EMSA) in the western Mediterranean.

Nevertheless, security and migration are trans-boundary issues that can be addressed only through a coordinate response from all concerned countries around the sub-region. Therefore the cooperation with partner countries

need to be strengthened to improve the security situation in this region, such as by tailor-making some of the general actions in the Action Plan for the EU Maritime Security Strategy<sup>xxxvii</sup>. Such efforts could include enhancing co-operation at sub-regional level, and notably between coastguard functions bodies, enhancing the capabilities of coastal states and by ensuring information exchange, multipurpose operation and capacity building programmes in concerned partner countries.

#### *Diverging and competing interests at sea*

The western Mediterranean region is the most biodiverse part of the Mediterranean<sup>xxxviii</sup>, has more endemic species and is one of the most productive areas of the region, even if it is subject to long-lasting overexploitation of several fish stocks similarly to the rest of the sea basin<sup>xxxix</sup>. Nationally designated Marine Protected Areas (MPAs) and Natura 2000 sites, cover about 3.5% of the western Mediterranean waters (source: MEDPAN<sup>xl</sup>). However, the sub-sea basin is still far from reaching the 10%, fixed by the Aichi biodiversity target 11 by 2020 and adopted under Sustainable Development Goal 14.5.

The region generates 48% of GVA and 45% of employment from the main maritime sectors (mainly tourism, aquaculture, fisheries and transport) of the whole Mediterranean. Indeed, it is a hotspot for anthropic pressure (economic and demographic) and climate change impacts; in turn it hosts, 7 out of 13 of the large scale areas of high interactions between coastal and maritime economic activities and sites of conservation interest in the EU<sup>xli</sup>.

There is a strong need to better understand trends and cumulated impacts of human activities on the marine environment, the water surface, the water column and the sea floor (data being a basis for knowledge needed for developing evidence-based policies). The heterogeneity amongst countries in terms of quality and quantity of collected data is still an issue. In this respect, there is a need to support the countries to bridge existing gaps, share data and connect to existing initiatives promoted by the EU (e.g. EMODNET<sup>xlii</sup>, Maritime Spatial Planning Directive, Marine Strategy Framework Directive, Horizon 2020 research projects), the UfM (EuroMed Transport Forum and cooperation projects, H2020 initiative - depollution and pollution prevention of the Mediterranean, Plastic Busters for a Mediterranean Free from litter and BlueGreen; the Regional Transport Action Plan (RTAP) 2014 – 2020, “Motorway of Sea” services – Turkey, Italy, Tunisia; OPTIMED IMPLEMENTATION: Towards a new Mediterranean Corridor: from South-Eastern to North-Western ports<sup>xliii</sup>), UNEP/MAP Barcelona Convention, REMPEC<sup>xliv</sup>, IMO<sup>xlv</sup>, EMSA<sup>xlvi</sup> (e.g. SAFEMED III) the GFCM<sup>xlvii</sup> (e.g. Data Collection Reference Framework) and the Protocols of the Barcelona Convention (e.g. Action Plan for Sustainable Consumption and Production for the Mediterranean; Protocol on Integrated Coastal Zone Management).

Previous efforts at regional level to agree preparatory joint actions to plan at sea amongst countries have failed due mainly to lack of a strategic framework and capacity. A more structured and inclusive approach (i.e. accrued country ownership within a sub-regional perspective) is needed to ensure that this process is supported by the best possible marine and maritime knowledge and implemented at national and sub-regional levels.

To shift towards a more sustainable scenario while maximizing sustainable supply and economic rent, the overall fishing pressure would need to be reduced significantly in line with the Maximum Sustainable Yield objectives while taking into account the ecosystem approach to fisheries management and the socioeconomic importance of the fishing sector namely for local coastal communities. The scientific consensus is that, without addressing this issue, several stocks will suffer a critical collapse, entailing socioeconomic consequences on fisheries and related sectors and coastal livelihoods and the subsequent increase on imported seafood; as well as environmental costs deriving from an impoverished marine biodiversity and altered trophic webs.

Potentially competing maritime economic activities in waters within as well as beyond national jurisdiction may deter or prevent investments, while their cumulated pressures can in some cases increase rates of waste generation and energy and water consumption, exacerbate resource exploitation (mineral and biological), all leading to increased pollution and deterioration of marine and coastal ecosystems.

To counter these issues, the implementation of the EU Maritime Spatial Planning (MSP) Directive, the EU Marine Strategy Framework Directive (MSFD), combined with efforts in implementation of the Barcelona Convention<sup>xlviii</sup> and its protocol on Integrated Coastal Zone Management as well as reinforcing the effectiveness and data framework of the General Fisheries Commission for the Mediterranean and implementing its Mid-term are steps in the right direction.

Possible actions will be discussed with the countries and the relevant regional organizations to clarify whether they can generate substantial improvements in the implementation of the existing protocols and agreements.

The heterogeneous character of the region makes cooperation between the countries and sectors challenging. While existing cooperation structures in the Mediterranean region pursue objectives in a range of different sectorial activities, they struggle to achieve common goals when passing to concrete action in the development of a sustainable blue economy and need a more integrated approach and a more geographically focused scope to gain increased efficiency and consistency.

The greater integration at Mediterranean basin level of maritime policies can be effectively and efficiently promoted through a stepwise approach developed at sub-regional level; the western Mediterranean provides an adequate and sufficiently interconnected geographic scale.

## Subsidiarity check

### *The EU right to act*

The initiative is meant to support the ongoing implementation of the EU Integrated Maritime Policy (IMP) in the western Mediterranean basin and enable the setting of shared priorities for enhancing growth and jobs in line with the Union's priorities. The Commission's progress report on the IMP of October 2009<sup>xlix</sup> proposes the development of a sea basin approach as one of the six pillars of the IMP development. The Conclusions of the General Affairs and External Relations Council of November 2009<sup>l</sup> call for further development of the strategic approaches to regional sea basins where there is a demand and a perspective of clear added value.

Due to a range of complementary and competitive priorities between EU Member States and the role of the EU in pursuing common interests through external actions, including issues related to the EU exclusive competence on fisheries conservation issues, the EU role in this area is perceived as compatible with the subsidiarity principle of the EU Treaties. Individual or a group of Member States would have a more limited capacity to intervene at Sea basin level (see also envisaged options).

Added value can only be created when compared to the already existing initiatives. On the basis of the overall framework as presented above in the context, three types of added value have been identified:

1. Tailor responses to challenges and tackling asymmetries in terms of geographic or thematic scope: e.g. focus on cross-border threats in order to reduce risks and mitigate their consequences; benchmarking for decision-making.
2. Bundle interventions and promote horizontal coordination and enforcement: e.g. economies of scale with the aim of using resources more efficiently and providing citizens with better services; implementing international agreements and commitments.
3. Promote awareness, alignment and vertical coordination of existing strategic initiatives and/or actions amongst stakeholders at local, regional or national level: e.g. aligning policy frameworks where appropriate and desirable, networking and promoting best practice and results dissemination.

Accordingly the added value of the EU action consists in promoting a cross-sector and transnational approach, strengthening compliance with EU legislation and policies, notably by implementing concrete actions, mobilising the whole spectrum of relevant existing funds, improving coordination between existing cooperation mechanisms in the following areas of intervention:

- blue growth and jobs: Research & Innovation, skill development, maritime clusters, enabling sectors, sustainable consumption and production;
- maritime safety and security: coastguard functions capacity and operability (including data sharing), search and rescue, safety in maritime transport, migration;
- governance of the sea: spatial planning, marine knowledge and data sharing, preserving biodiversity and ecosystem, sustainable fisheries.

Aiming to have an action plan fully owned and led by the participating countries, the EU will play mainly a facilitator role by supporting and supervising the process, unless EU exclusive competence issues are at stake.

## Main policy objectives

To promote sustainable economic and social prosperity of the western Mediterranean region through growth and jobs creation by improving its competitiveness and attractiveness, while at the same time preserving healthy and balanced marine and coastal ecosystems.

The ambition is to agree on concrete areas of cross sectorial coordination and cooperation that will address the identified specific challenges by achieving the following specific objectives:

1. Boosting innovation, skills development and research and industrial cooperation to create job and investment opportunities
2. Ensuring safety and security for the sustainable development of the blue economy and for the prosperity and stability of the region.
3. Promoting sustainable management of maritime economic activities and preserving ecosystems functioning and biodiversity

The above listed challenges and the relevant responses will be discussed and developed with all concerned parties (see consultation strategies), in turn the specific objectives might be revised as well.

This initiative will contribute to the following Union's Priorities: "Jobs, Growth and Investment", "Migration", "A stronger Global Actor".

## B. Option Mapping

The following options have been mapped:

### 1. Baseline scenario – no strategy/action plan

This scenario is based on a business-as-usual involvement by the EU. It encompasses a range of multi-stakeholder initiatives promoted across different level of territorial governance and specific sectorial interests (see context) that, although increasingly endorsed by a range of local and national relevant stakeholders does not reflect the existing heterogeneity in terms of capacity and political readiness by the countries and is creating “asymmetries” of priorities and policy actions to be promoted in the maritime domain at sub-regional level. This scenario addresses in a very limited manner the current and future challenges of the region. As such it will allow to continue promoting the regional dialogue, which has proved to be useful but unable to define and promote concrete actions and neither to ensure the necessary cross-sector and trans-boundary coordination on maritime issues. The coordination amongst instruments (e.g. cooperation programmes) is also perceived as sub-optimal (see also above mentioned Union for the Mediterranean Declaration on the Blue Economy adopted on 17 November 2015).

2. Alternative policy approaches - Different levels in the approach towards joint vision, objectives, priorities and actions/projects can be foreseen:

2.a General endorsement of common goals and priorities to be pursued: main elements of a vision agenda are agreed amongst the countries, while an Action Plan is not defined. The involvement of the European Commission is mainly to facilitate the dialogue between the countries. Possible definition and implementation of an action plan could be considered by the existing 5+5 dialogue structure in place.

2.b Fully-endorsed common goals/priorities and action-plan amongst the countries: strategic objectives and detailed actions/projects are identified and agreed by the countries and where necessary by the European Commission on behalf of the EU for areas under the EU exclusive and/or shared competence<sup>ii</sup> depending on the issue at stake. The involvement of the European Commission is mainly to facilitating and coordinating the development of the Initiative and its governance for implementing the Action Plan accompanying it. Possible governance structure could be based on the 5+5 geometry and assisted by the UfM Secretariat. A monitoring mechanism should be considered to follow up the implementation of the Action Plan.

2.c Fully-endorsed common goals/priorities and action-plan amongst the countries with a joint secretariat dedicated to assist and monitor the implementation of the initiative: as per above option 2.b both Initiative and Action Plan are agreed, however the European Commission together with the participating countries is directly involved in supporting the governance structure to implement the Action Plan. The feasibility and political acceptance of this option needs to be verified with the countries.

This initiative is not deemed to modify the scope of existing legislation and frameworks. There is no explicit regime for micro-enterprises and SMEs, as the strategy will provide the framework for enhanced coordination of regional, national and European instruments. The regime for micro-enterprises and SMEs will be determined by the parameters included in the existing operational programmes and by the legislation in place.

### Proportionality check

A Communication (Initiative and its action plan) have been identified as the proportionate response to the identified problems and able to define key actions based on the existing regulatory, institutional and financial frameworks. The proposed options highlights how the EU role would be limited to facilitate the process and help to establish the necessary governance (based on or in support of existing bodies/frameworks) to implement the action plan.

## C. Data collection and Better Regulation instruments

### Data collection

Data collection and statistical systems of the concerned countries do not follow the same standards and often cannot be aggregated at regional level. Nevertheless, available data are considered sufficient to start the preparatory work and the impact assessment. Data sources have been mapped and missing data will be provided in the forthcoming months through a study (Contract – EASME/EMFF/2015/1.3.1.19/SI2.717296), which is supporting the whole process for developing this Strategy and its action plan. Eventually, the Action Plan will identify specific actions to address statistical asymmetries amongst the countries on data and statistical standards for measuring the size of the blue economy as well.

### Consultation approach

The consultation of concerned parties will be carried out mainly at two parallel levels. The first level involving the National Administrations of the concerned countries and the relevant regional organizations, while the second one concerning all interested public and private stakeholders

1. Consultations of National Administrations and regional organizations:

Target groups: Governments of the 5+5 countries (Portugal, Spain, France, Italy, Malta, Libya, Tunisia, Algeria, Morocco and Mauritania), including relevant Ministries (e.g. Foreign Affairs, Maritime Affairs, Fisheries, Environment, Transport, Economic Development, Home Affairs), Union for the Mediterranean Secretariat, UNEP/MAP and GFCM.

EIB, EBRD and Managing Authorities for the Transnational Cooperation Programme MED and ENI-CBC-MED were also involved at this level to help to identify appropriate funding mechanisms and instruments. INTERACT and the Conference of Peripheral and Maritime Regions have also joined the group in a later stage.

Scope: define problems/needs and priorities; agree on main contents of the strategy and its Action Plan; prepare political endorsement (Ministers level).

Tools: a Working Group has been established and will meet periodically to discuss and define thematic priorities (March 2016-April 2017).

## 2. Consultations of other stakeholders

Target groups: regional and local administrations, networks of stakeholders, NGOs, businesses and their associations, research centres, training institutes, universities, citizens.

Scope: define problems/needs, possible actions and main contents of the strategy and its Action Plan.

Tools:

- Initial consultation through four thematic Focus Groups carried out in March 2016 (Report on stakeholder consultation<sup>iii</sup>);
- On-going exchange and debates with relevant stakeholders on- and off-line: a website<sup>liii</sup> has been created as well to promote the debate and disseminate all relevant information and documents. On-line debates and exchanges are envisaged in December 2016 and January 2017 to finalise contents and prepare the 6 panels foreseen in the below Stakeholder Conference;
- Stakeholder Conference: to discuss results of the consultations and main contents of the Action Plan on 02 February 2017);
- Launch event: to present the Initiative and its Action Plan and launch its implementation (October 2017).

### **Will an implementation plan be established?**

Yes  No

This initiative aims to define an Action Plan. If option 2.b or 2.c are retained, an Action Plan will be defined and proposed for endorsement by the 10 countries concerned (i.e. declaration) and the Council (i.e. conclusions).

### **Will an impact assessment be carried out for this initiative and/or possible follow-up initiatives?**

Based on previous works carried out on sea basin based strategies (including macro-regional strategies) a preliminary analysis on potential impact assessment needs and appropriateness has been carried out in January-March 2016 (see also above consultation approach and below steps). . A full impact assessment is not deemed necessary given the size of the initiative and the fact that no additional funding is envisaged (i.e. principles of better using existing rules, institutions and funds). Therefore, the planned study activities have been focused on identifying the problems, ascertaining the added value and assessing the feasibility of the initiative.

The preparatory work and support activities have been launched in January 2016 and are planned to last until October 2017 (with help of an external consultant) as follows:

- a. Preliminary definition of issues/problems and advisable responses, options to be explored, based on initial consultation of local stakeholders through thematic Focus Groups and discussion in a Workshop with 5+5 countries, UfM, UNEP/MAP, GFCM, EIB, EBRD and Managing Authorities of MED and ENI-CBC-MED Programmes held on 21 March 2016);
- b. Two additional workshops of the above Group have been held to follow up the process (on 29 September and 01 December 2016); A final one may be envisaged on 01 February to complete the discussion on the governance structure for the Initiative;
- c. The state of play of the assessment of the added value and feasibility of this initiative has been presented at the Senior Officers' Meeting of the Union for the Mediterranean (UfM) on 14 October 2016 and at the UfM Blue Economy Working Group on 09 November 2016.
- d. On-going exchange and debates with relevant stakeholders on- and off-line (a website has been envisaged as well to promote the debate and disseminate all relevant information and documents) (April 2016-July 2017);
- e. Report on the assessment of the added value and the feasibility has been discussed with the countries and will be finalised in January 2016;
- f. Draft Action Plan is envisaged in January 2017;
- g. Stakeholder Conference discussing results of the consultations and main contents of the Action Plan (on 02 February 2017);
- h. Adoption in April 2017 (possible discussion under the Maltese Presidency of the European Council). and launch event in October 2017.



An Inter-Service Group (ISG) has already been established to support the preparatory work with all DGs and the EEAS. This ISG will assist the revision of relevant reports and the drafting of the Communication.

- <sup>i</sup> <http://www.atlanticstrategy.eu/>
- <sup>ii</sup> <http://www.balticsea-region-strategy.eu/>
- <sup>iii</sup> <http://www.adriatic-ionician.eu/>
- <sup>iv</sup> [www.ufmsecretariat.org](http://www.ufmsecretariat.org)
- <sup>v</sup> <http://ufmsecretariat.org/55-dialogue-ministerial-meeting-highlights-the-key-role-of-the-ufm-to-promote-regional-cooperation-in-the-mediterranean/>
- <sup>vi</sup> <http://www.maghrebarabe.org/en/>
- <sup>vii</sup> <http://www.imo.org/en/Pages/Default.aspx>
- <sup>viii</sup> [http://www.un.org/depts/los/convention\\_agreements/texts/unclos/UNCLOS-TOC.htm](http://www.un.org/depts/los/convention_agreements/texts/unclos/UNCLOS-TOC.htm)
- <sup>ix</sup> <http://www.unepmap.org/>
- <sup>x</sup> <http://www.fao.org/gfcm/en/>
- <sup>xi</sup> [http://www.un.org/depts/los/convention\\_agreements/convention\\_overview\\_fish\\_stocks.htm](http://www.un.org/depts/los/convention_agreements/convention_overview_fish_stocks.htm)
- <sup>xii</sup> Directive 2014/89/EU <http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014L0089&from=IT>
- <sup>xiii</sup> Directive 2008/56/EU <http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32008L0056&from=IT>
- <sup>xiv</sup> Reg. (EU) 1379/2013 <http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32013R1379&from=IT>
- <sup>xv</sup> Directive 2002/59/EC <http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32002L0059&qid=1457708372584&from=EN>
- <sup>xvi</sup> Reg. (EU) 2016/1624 of 14.09.2016
- <sup>xvii</sup> [http://eeas.europa.eu/euromed/docs/com2011\\_200\\_en.pdf](http://eeas.europa.eu/euromed/docs/com2011_200_en.pdf)
- <sup>xviii</sup> [http://ec.europa.eu/dgs/home-affairs/what-we-do/policies/european-agenda-migration/proposal-implementation-package/docs/20160607/communication\\_external\\_aspects\\_eam\\_towards\\_new\\_migration\\_ompact\\_en.pdf](http://ec.europa.eu/dgs/home-affairs/what-we-do/policies/european-agenda-migration/proposal-implementation-package/docs/20160607/communication_external_aspects_eam_towards_new_migration_ompact_en.pdf)
- <sup>xix</sup> [http://ec.europa.eu/maritimeaffairs/policy/blue\\_growth/index\\_en.htm](http://ec.europa.eu/maritimeaffairs/policy/blue_growth/index_en.htm)
- <sup>xx</sup> <http://europa.eu/about-eu/funding-grants/>
- <sup>xxi</sup> <https://webgate.ec.europa.eu/maritimeforum/sites/maritimeforum/files/Task%205-Report4.pdf>
- <sup>xxii</sup> [http://ec.europa.eu/regional\\_policy/sources/docoffic/official/communic/baltic/swd\\_added\\_value\\_macro\\_region\\_strategy\\_en.pdf](http://ec.europa.eu/regional_policy/sources/docoffic/official/communic/baltic/swd_added_value_macro_region_strategy_en.pdf)
- <sup>xxiii</sup> [http://eeas.europa.eu/enp/pdf/2015/enp-regional-report-southern-mediterranean\\_en.pdf](http://eeas.europa.eu/enp/pdf/2015/enp-regional-report-southern-mediterranean_en.pdf)
- <sup>xxiv</sup> [http://ec.europa.eu/smart-regulation/refit/index\\_en.htm](http://ec.europa.eu/smart-regulation/refit/index_en.htm)
- <sup>xxv</sup> Both extreme % are referring to EU MSs; source WB on ILO data: <http://data.worldbank.org/indicator/SL.UEM.1524.ZS>
- <sup>xxvi</sup> [http://www.ipemed.coop/adminlpemed/media/fich\\_article/1323859454\\_Tomorrow\\_the-Mediterranean-2030\\_eng.pdf](http://www.ipemed.coop/adminlpemed/media/fich_article/1323859454_Tomorrow_the-Mediterranean-2030_eng.pdf)
- <sup>xxvii</sup> Study on supporting a possible network of maritime training academies and institutes in the Mediterranean sea basin, Ecorys (2016)
- <sup>xxviii</sup> The ocean economy in 2030, OECD (2016) <http://www.oecd.org/sti/the-ocean-economy-in-2030-9789264251724-en.htm>
- <sup>xxix</sup> <http://s3platform.jrc.ec.europa.eu/documents/20182/154989/Blue+Growth+and+Smart+Specialisation/9c313981-8c97-44bc-8284-b63df078e71c>
- <sup>xxx</sup> <http://www.portsofnapa.com/>
- <sup>xxxi</sup> <https://webgate.ec.europa.eu/maritimeforum/en/node/3648>
- <sup>xxxii</sup> [http://antonioviader.com/pdfs\\_preview/userupload/toni/Innovation\\_Policies/RIS3/JRC%20IPTS%20Interregional%20Collaboration%20in%20RIS3.pdf](http://antonioviader.com/pdfs_preview/userupload/toni/Innovation_Policies/RIS3/JRC%20IPTS%20Interregional%20Collaboration%20in%20RIS3.pdf)
- <sup>xxxiii</sup> <http://www.europarl.europa.eu/EPRS/EPRS-AaG-565905-Recent-Migration-flows-to-the-EU-FINAL.pdf>
- <sup>xxxiv</sup> [http://www.medmaritimeprojects.eu/download/ProjectMediamer/SH\\_Meeting\\_WME/WM\\_Transport\\_factsheet\\_300115.pdf](http://www.medmaritimeprojects.eu/download/ProjectMediamer/SH_Meeting_WME/WM_Transport_factsheet_300115.pdf)
- <sup>xxxv</sup> Source: REMPEC 2015
- <sup>xxxvi</sup> voluntary oil discharges into the sea, comprising ballast waters, washing residues by chemical tankers or bulk carriers, sludge and bilge discharges
- <sup>xxxvii</sup> [http://ec.europa.eu/maritimeaffairs/policy/maritime-security/doc/20141216-action-plan\\_en.pdf](http://ec.europa.eu/maritimeaffairs/policy/maritime-security/doc/20141216-action-plan_en.pdf)
- <sup>xxxviii</sup> Species diversity in the Mediterranean increases from East to West: 43% of known species occur in the eastern Mediterranean, 49% in the Adriatic, and 87% in the western Mediterranean.
- <sup>xxxix</sup> Notably, 44 out of 48 stocks assessed in period 2012-2014 (source: STECF and GFCM) are considered to be outside safe biological limits and this poses at risk the future sustainability of the fishery sector in the sub-region.
- <sup>xl</sup> MAPAMED, the database on Sites of interest for the conservation of marine environment in the Mediterranean Sea. MedPAN, UNEP/MAP/RAC-SPA. April 2016 release: <http://www.mapamed.org>
- <sup>xli</sup> MEDTRENDS Report 2015: [http://d2ouvy59p0dg6k.cloudfront.net/downloads/medtrends\\_regional\\_report.pdf](http://d2ouvy59p0dg6k.cloudfront.net/downloads/medtrends_regional_report.pdf)
- <sup>xlii</sup> <http://www.emodnet.eu/>
- <sup>xliiii</sup> <http://ufmsecretariat.org/the-h2020-initiative-sets-out-ambitious-objectives-to-step-up-the-protection-of-the-mediterranean-sea-against-pollution/>
- <http://ufmsecretariat.org/wp-content/uploads/2015/02/H2020workprogramme-EN.pdf> (work programme of H2020 Initiative for a Cleaner Mediterranean)
- <http://ufmsecretariat.org/mediterranean-rescp-post-rio20-promotion-for-the-adoption-of-sustainable-consumption-and-production-scp-and-resource-efficiency-re-models-in-the-mediterranean-region/>
- <http://ufmsecretariat.org/plastic-busters-for-a-mediterranean-free-from-litter/>
- <http://ufmsecretariat.org/fr/motorway-of-the-sea-mos-turkey-italy-tunisia-project/>
- <http://ufmsecretariat.org/bluegreen-med-cs/>
- <http://ufmsecretariat.org/optimed-implementation-towards-a-new-mediterranean-corridor-from-south-eastern-to-north-western-ports/>
- <sup>xliv</sup> <http://www.rempec.org/>



- 
- xlv [WWW.IMO.ORG](http://WWW.IMO.ORG)
- xlvi [www.emsa.europa.eu](http://www.emsa.europa.eu)
- xlvii <http://www.fao.org/gfcm/en/>
- xlviii <http://ec.europa.eu/environment/iczm/barcelona.htm>
- xlivx COM(2009)540 final - Report from the Commission to the Council, the European Parliament, the Economic and Social Committee and the Committee of the Region "Progress report on the EU Integrated Maritime Policy"
- i Council Conclusions 15913/09, 16-17 November 2009.
- ii [http://ec.europa.eu/maritimeaffairs/documentation/facts\\_and\\_figures/index\\_en.htm](http://ec.europa.eu/maritimeaffairs/documentation/facts_and_figures/index_en.htm)
- iii [http://www.westmed-initiative.eu/wp-content/uploads/2016/07/WestMed-Maritime-Initiative-Report2\(public\).pdf](http://www.westmed-initiative.eu/wp-content/uploads/2016/07/WestMed-Maritime-Initiative-Report2(public).pdf)
- iiiii <http://www.westmed-initiative.eu/>