



European Commission
Directorate General For Maritime Affairs and
Fisheries - Mediterranean and Black Sea



PROCEEDINGS

Towards an Integrated Maritime Policy at the level of the Mediterranean coastal Regions

**16th and 17th December 2010
ROME, ITALY**

Lazio Region - Sala Tirreno

Event co-financed by European Regional Development Fund - ERDF





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Towards an Integrated Maritime Policy at the level of the Mediterranean coastal Regions

Verso una Politica Marittima Integrata a livello delle Regioni costiere mediterranee

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"Towards an Integrated Maritime Policy at the level of the Mediterranean coastal Regions"

With the publication of the communication "Blue Paper - An Integrated Maritime Policy for EU" (COM(2007) 575, issued on 10th October 2007, the European Commission has started an important process to gradually reach an integrated, coherent and common decision-making procedure for oceans, seas, states, coastal regions and maritime sectors.

By promoting a multi-sector and multi-level maritime governance, the IMP directly involves coastal Regions in environmental, maritime transports, energy, research, industry, fisheries and innovation policies.

Over the recent years, the European maritime policy has been further enriched by many sectoral contributions - such as the Marine Strategy Framework Directive 2008/56/EC of 17 June 2008 - and specific orientations for the Mediterranean - such as the COMMUNICATION FROM THE COMMISSION COM(2009) 466 "Towards an Integrated Maritime Policy for better governance in the Mediterranean" of the 11 September 2009.

A common element of all these instruments is the attention given by the European Union and the Member States to the concrete potential of the coastal Regions to act as territorial governments, though at different levels of competence; a potential they implement with undeniable efficiency and strategic relevance in a complex context such as the Mediterranean.

This is the overall context where the Conference "*Towards an integrated Maritime Policy at the level of the Mediterranean coastal Regions*" takes place.

The objective of the Conference is to give an overview of the state of implementation of the Integrated Maritime Policy in the Mediterranean, with special focus on the Mediterranean coastal Regions, by analysing some of the many actions carried out by the Regions together with other important actors of the multi-level maritime governance.

By establishing a "*Cabina di Regia del Mare*" (Sea Control Centre) on the 1st June 2010, the Lazio Region has launched a concrete process for the "*coordination and integration of sectoral policies in Maritime Policy*". Together with the Directorate General MARE of the European Commission, it has seen this event as a particularly timely and useful occasion of exchange and confrontation, even with reference to the future programmes of the Commission outlined in the proposal for a Regulation of the European Parliament and Council, establishing a programme to support the further development of the Integrated Maritime Policy, issued last 29 September.

The active participation of the FAO "Rural territorial development" Working Group and of the IMC-CPMR, not only confirms the integrated approach of this event, but it also ensures a wide involvement of Mediterranean coastal administrations even from the southern and eastern banks, in order to foster cooperation processes through examples of concrete cooperation among coastal Regions.

Renata Polverini
Lazio Region President

"Verso una Politica Marittima Integrata a livello delle Regioni costiere mediterranee"

Con la pubblicazione della comunicazione "Una Politica Marittima Integrata per l'Unione europea" avvenuta il 10 ottobre 2007 (COM(2007) 575 - "Libro Blu"), la Commissione Europea ha avviato un importante processo per il graduale conseguimento di una procedura decisionale integrata, coerente e comune per quanto concerne gli oceani, i mari, le regioni costiere ed i settori marittimi.

La Politica Marittima Integrata, promuovendo un approccio intersettoriale e multilivello della governance, coinvolge in maniera diretta le Regioni costiere nell'ambito delle politiche in materia ambientale, dei trasporti marittimi, dell'energia, della ricerca, dell'industria e della pesca.

In questi anni il quadro della politica marittima europea si è ulteriormente arricchito di numerosi contributi settoriali tra cui la Direttiva Quadro 2008/56/CE del 17 giugno 2008 sulla "Strategia per l'Ambiente Marino", e di indirizzi specifici per il Mediterraneo come la Comunicazione della Commissione COM(2009) 466 per "Una Politica Marittima Integrata per una migliore governance nel Mediterraneo" dell'11 settembre 2009.

Un elemento comune a tutti questi strumenti è l'attenzione che l'Unione Europea e gli Stati membri rivolgono alle concrete potenzialità di governo territoriale che le Regioni costiere, pur a differenti livelli di competenza, riescono ad esprimere con efficacia e con strategica rilevanza in un quadro complesso come quello del Mediterraneo.

In questo contesto generale si inserisce la Conferenza "*Verso una Politica Marittima Integrata a livello delle Regioni costiere mediterranee*".

Obiettivo della Conferenza è quello di offrire un quadro dello stato di applicazione della Politica Marittima Integrata nel Mediterraneo, con particolare riferimento alle Regioni costiere mediterranee, analizzando alcune delle numerose azioni intraprese dalle Regioni stesse insieme ad altri importanti protagonisti della governance marittima.

La Regione Lazio, con l'istituzione della "*Cabina di Regia del Mare*" il 1° giugno 2010, ha avviato un processo per il "*coordinamento e l'integrazione delle politiche settoriali relative alla Politica Marittima*" ed insieme alla Direzione Generale del Mare della Commissione Europea ha ritenuto questa sede un'occasione di scambio e confronto, anche relativamente ai futuri programmi della Commissione stessa, come delineati nella proposta di Regolamento del Parlamento Europeo e del Consiglio del 29 settembre scorso per istituire un programma di sostegno per lo sviluppo della politica marittima integrata.

La partecipazione attiva del Gruppo di Lavoro "Sviluppo territoriale rurale" della FAO e della CIM-CRPM, oltre a confermare l'approccio integrato dell'evento, assicura un esteso coinvolgimento di Amministrazioni costiere mediterranee anche della sponda meridionale e orientale, nell'intento di favorire i processi di collaborazione tramite esempi di concreta cooperazione tra Regioni costiere.

Renata Polverini
Presidente Regione Lazio

Objectives

As part of the process on maritime governance in the Mediterranean launched with the September 2009 Communication DG MARE has launched a proposal (through the IMC-CPMR) to all Mediterranean regions to set-up and host a dedicated Conference for Regions on IMP. The Lazio region's proposal was chosen for reasons of timing, policy-relevance and preparations from the side of the organisers. This Conference was therefore officially co-organised by DG MARE and the Lazio Region, with the support of the IMC-CPMR and the FAO "Rural Territorial Development" Working Group.

The objective of the Conference was that of gathering major coastal and maritime regions in the Mediterranean around a common agenda in order to:

- (a) Bring out the perspectives of the different institutional representatives on the challenges faced by coastal and maritime regions in the Mediterranean;
- (b) Bring to the forefront existing projects and initiatives at the level of regions that may contribute to the IMP, corresponding experiences, such as specific Maritime Agendas and contributions from existing projects financed under EU programmes;
- (c) Address 3 specific topics of particular relevance to regions: infrastructure for maritime transports and communications, management of activities having an impact on the coastal and marine environment and jobs and quality of life in coastal populations.

The Conference was a first time event where Mediterranean regions got together around a common agenda to discuss the role of coastal and maritime regions in the development of an Integrated Maritime Policy in the Mediterranean. It departed from the perspective of the various institutions on the EU IMP and developed into four targeted thematic sessions where Regions themselves presented their experiences, projects and views.

DG MARE

Obiettivi

La DG MARE, nell'ambito del processo sulla governance marittima nel Mediterraneo avviato con la Comunicazione del settembre 2009, ha lanciato una proposta a tutte le Regioni mediterranee (attraverso la CIM-CRPM) al fine di organizzare ed ospitare una Conferenza sulla PMI dedicata alle Regioni. La proposta della Regione Lazio è stata selezionata per ragioni di tempo, rilevanza politica e livello di preparazione degli organizzatori. Tale Conferenza è stata pertanto ufficialmente co-organizzata dalla DG MARE e dalla Regione Lazio, con il sostegno della CIM-CRPM e del Gruppo di Lavoro "Sviluppo territoriale rurale" della FAO.

L'obiettivo della Conferenza è stato quello di riunire il maggior numero possibile di regioni costiere e marittime mediterranee attorno ad un tavolo comune, al fine di:

- (a) far emergere il punto di vista dei diversi rappresentanti istituzionali rispetto alle sfide cui si trovano confrontate le regioni costiere e marittime del Mediterraneo;
- (b) mettere in luce i progetti e le iniziative esistenti a livello delle regioni che possano fornire un contributo per la PMI, le esperienze corrispondenti, quali specifici Programmi Marittimi, e i contributi provenienti da progetti in corso finanziati nell'ambito di programmi europei ;
- (c) affrontare 3 questioni specifiche di particolare importanza per le regioni: le infrastrutture per i trasporti marittimi e le comunicazioni, la gestione delle attività impattanti per l'ambiente costiero e marino e infine l'occupazione e la qualità di vita delle popolazioni costiere.

La Conferenza ha rappresentato un evento unico, in cui le regioni mediterranee si sono riunite attorno ad un tavolo comune per discutere del ruolo delle regioni costiere e marittime nello sviluppo di una Politica Marittima Integrata nel Mediterraneo. L'incontro si è aperto con la presentazione del punto di vista delle varie istituzioni in merito alla PMI europea, per poi svilupparsi in 4 sessioni tematiche distinte, nel corso delle quali le Regioni stesse hanno illustrato le loro esperienze, progetti ed opinioni.

DG MARE

First day – Thursday 16th December 2010

Introductory session

Marco Mattei, Councillor of the Lazio Region for environmental affairs	1
Ramón Luis Valcárcel Siso, 1st Vice-President of the Committee of Regions	1
Monique Pariat, DG MARE (Maritime Affairs and Fisheries), European Commission	3
Eleni Marianou, Secretary General of CPMR	7
Árni M. Mathiesen, Fisheries and Aquaculture Department FAO	10
Oriano Otocan, Councillor for international cooperation and European integration, Istria Region, member of ARLEM	13
Julia Jordan, Mission Union for the Mediterranean	13

1st Session

Towards an Integrated Strategy in the Mediterranean: multi-level and multi-sector governance

Moderator: Anita Vella, Directorate General Maritime Affairs and Fisheries, European Commission

Stefano Zappalà, Councillor for Tourism and "Made in Lazio" Marketing, Lazio Region	15
Oliviero Montanaro, Italian Ministry for Environment and Protection of Land and Sea	17
Francesco Attaguile, Sicilia Region	17
Benoit Vasselin, Corine Locht - Provence-Alpes Côte d'Azur Region	18
Federica Raggi, Abruzzo Region - Lead Partner Adriatic CBC IPA Program	19
Fausta Corda, Directorate General Regional Policy – European Commission	20
Francesco Saverio Abate, Italian Ministry for agricultural food and forest policies	20

2nd Session "*Infrastructures for maritime transport and communications*"

Moderator: Enrico Maria Pujia, Italian Ministry for Infrastructures and Transports

Juan Manuel Diez Orejas, Autoridad Portuaria de Valencia	22
Paolo Costa, President of Autorità Portuale di Venezia	22
Riccardo Honorati Bianchi, INFRAMED, Cassa Depositi e Prestiti	23
Francesco Lollobrigida, Councillor for Mobility and Local Public Transport Policies - Lazio Region	23

Second day – Friday 17th December 2010

3rd Session "*Management of the activities having an impact on the coastal and marine environment*"

Moderator: Carlos Berrozpe, Directorate General Environment – European Commission

Italo Giulivo, Campania Region	24
Philippe Carbonnel, Département de l'Hérault	26
Mauro Cerrone, Emilia Romagna Region IT	26
Giovanni Randazzo, University of Messina, Sicilian Region	29
Stefano Cataudella, Professor of Ecology and Aquaculture at the University of Rome Tor Vergata	29

4th Session "*Jobs and quality of life of coastal populations: balanced development among regions*"

Moderator: Francisco Perez Trejo, FAO (Territorial Development Working Group)

Athena Mourmouris, Greek Ministry of the Environment, Energy and Climate Change, Athens	30
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Pietro Tagliatesta, Directorate General Employment, Social Affairs and Equal Opportunities - European Commission	31
Carmen Sandoval, Murcia Region	31
Alessio Satta, Coastal protection Agency, Sardegna Region	32

Conclusion

Monique Pariat, Directorate General Maritime Affairs and Fisheries - European Commission	32
Marco Mattei, Councillor for Environment and Sustainable Development - Lazio Region	34

First day: Thursday 16th December

INTRODUCTORY SECTION: FIRST PANEL

The programme of the introductory section was modified and the opening of the conference was carried out by Marco Mattei (Lazio Region), Luis Varcarcel Siso (Committee of the Regions), Monique Pariat (DG MARE) and Eleni Marianou (CPMR). The panel of the first part of the introductory section was chaired by Ms Josefina Moreno Bolarin, Executive Secretary of the Inter Mediterranean Commission of the CPMR.

Marco Mattei, councillor of the Lazio region for environmental affairs

Mr Mattei thanked for the organisation of this important conference and highlighted the role of



Mediterranean Sea as both a border and a bridge for countries as well as people. Mr Mattei invited to consider the Mediterranean Sea as an unicum and welcomed the existing or proposed common rules in fields such as fisheries, tourism, boating industry or maritime transport. In particular, fisheries, an important source of income for many families, should be carried out respecting the environment. Finally, maritime tourism should be supported as an important contribution from the maritime sector to economic growth.

Luis Valcarcel Siso, 1st Vice-President of the Committee of the Regions

The Committee of the Regions supports the IMP as an important element to fight pollution, foster competitiveness and face globalisation in line with the EU 2020 strategy. It particularly welcomed the diversified approach for the different sea basins around the EU, considering the specificities of the Mediterranean shared by more than 22 countries. In this basin, the recently created ARLEM brings an added value with the inclusion of the local and regional authorities. Regions are important stakeholders for the IMP and an increased availability of regional data and indicators would help define its priorities. The Committee of the Regions also supports the idea to create a specific fund for coastal and island regions.



Intervention:

*Estimada Presidenta,
Estimada Comisaria Europea,
Estimado Ministro,
Señoras y Señores,*

Quisiera comenzar agradeciéndoles muy sinceramente la oportunidad que me brindan de presentarles hoy la perspectiva del Comité de las Regiones sobre este tema tan crucial para el Mediterráneo. Como ustedes sabrán, nuestra institución lleva mucho tiempo apoyando el concepto de una política marítima integrada europea, con un enfoque adaptado al Mediterráneo.

El CDR siempre ha tenido muy claro que una política marítima integrada ayudará a resolver, entre otros, muchos problemas relacionados con la mundialización, la competitividad y el deterioro del entorno marino.

Consideramos que el objetivo global de la política marítima de la Unión europea es reconocer y preservar la riqueza de los mares de Europa y diseñar medidas activas y eficaces para salvaguardar y proteger la riqueza medioambiental, económica, biológica y cultural del mar y desarrollar así su gran potencial.

Para alcanzar este objetivo, pensamos, además, que es necesario adoptar un enfoque global y transversal, basado en una ordenación territorial del espacio marítimo, con el fin de hacer frente a la creciente utilización intensiva del mar y de favorecer la coexistencia armoniosa de intereses contrapuestos en un espacio frágil y limitado, lo que es aún más cierto en el caso del Mediterráneo.

Precisamente en este punto es donde la política marítima puede apoyar las ideas recogidas en la Estrategia Europa 2020. La Comisión Europea defiende en esta Estrategia un crecimiento inteligente, sostenible e integrador, haciendo hincapié, en particular, en el fomento de la innovación, la competitividad y la cohesión territorial. Todos estos aspectos deben estar en el centro de una política marítima integrada que tenga éxito.

De esta posición se desprende, naturalmente, nuestro apoyo a los esfuerzos de la Comisión por desarrollar unos enfoques diversificados que permitan afrontar los distintos problemas que se plantean en nuestros mares y por tanto, en el Mar Mediterráneo.

Consideramos que las políticas deben adaptarse a las características específicas de las diversas cuencas marítimas o zonas de pesca. Cada cuenca marítima se caracteriza por su propia especificidad combinando retos y oportunidades que requieren respuestas adaptadas, ya sea en el Mediterráneo, el Atlántico, el Mar Báltico o el Mar del Norte.

Apoyando este enfoque adoptamos el pasado mes de junio un dictamen sobre "Una Política Marítima Integrada para una mejor gobernanza del Mediterráneo". Dadas las características únicas del Mediterráneo, en particular la gran proporción de alta mar, sumada a la presencia de 22 Estados costeros, la mayoría de los cuales no son miembros de la UE, esta región necesita claramente unos instrumentos políticos innovadores y simplificados, un esfuerzo en el que deben participar tanto los entes locales y regionales como los terceros países.

En este sentido, una de nuestras propuestas específicas consiste en el lanzamiento de un proyecto dirigido a la aplicación de la ordenación territorial del espacio marítimo a nivel subregional, con el fin de alentar buenas prácticas transfronterizas.

Y precisamente con respecto a la cooperación transfronteriza, es imposible no destacar la contribución de la Asamblea Regional y Local Euromediterránea (ARLEM). Sus actividades presentan una prueba clara del valor añadido del nivel local y regional cuando en un marco de diálogo sincero y abierto.

El CDR también considera que la ordenación territorial del espacio marítimo constituye un instrumento eficaz de gobernanza que permite aplicar una gestión del ecosistema capaz de amortiguar las repercusiones de las actividades marítimas, los conflictos entre los distintos usos del espacio y la preservación de los hábitats marinos.

Por otra parte, queremos concretamente a la Comisión Europea, especialmente ahora, cuando estamos tan cerca de conocer sus propuestas sobre la nueva Política Pesquera Común, que establezca programas y medidas destinados a las regiones ultraperiféricas e insulares, en particular, en ámbitos como la conservación de la industria pesquera, mediante la gestión y explotación sostenible de sus reservas.

Esto implica la adopción de medidas tendentes a renovar y modernizar las flotas pesqueras de estas regiones y a promover acciones en favor de la pesca artesanal y de bajura.

El Comité de las Regiones quisiera también felicitar a la Comisión por su disposición de reflexionar sobre nuestra idea de crear un mecanismo financiero simplificado único para todos los asuntos marítimos, en el marco de un fondo costero e insular europeo.

Señoras y Señores, Nuestros mares constituyen un entorno en el que se interrelacionan un gran



número de agentes e intereses. Es lógico, por tanto, que los objetivos estratégicos de la Política Marítima Integrada, y las formas de lograrlos, se elaboren de la manera más abierta posible y con participación de todas las partes interesadas.

Los entes locales y regionales han contribuido de manera efectiva a esta labor, y pueden seguir haciéndolo. Algunos de ellos, como el Estado federado de Schleswig-Holstein o el Consejo Regional de Bretaña, han sido ya destacados por la Comisión Europea, que ha elogiado sus iniciativas regionales en este ámbito.

Naturalmente, este tipo de iniciativas sólo

puede desarrollarse con la participación activa de todas las partes interesadas y, en particular, de la comunidad científica. Es importante subrayarlo y destacar la necesidad de brindar un mayor apoyo al logro de resultados científicos y tecnológicos en el ámbito de la investigación marina, afrontando así las amenazas presentes y las posibles amenazas futuras, en particular con relación a la disminución de los recursos pesqueros. En este sentido, los entes locales y regionales son importantes protagonistas con su apoyo financiero y sus conocimientos técnicos.

La necesidad de reforzar las agrupaciones también es una prioridad estratégica para fomentar la innovación. Ambos puntos son mencionados en el dictamen del Comité sobre El desarrollo de una política marítima integrada y del conocimiento del medio marino 2020, que fue adoptado por la Comisión NAT y que se presentará al Pleno el próximo mes de enero.

También en este dictamen el CDR apoya la idea de ofrecer incentivos para apoyar la investigación y el desarrollo privados en una serie de campos, como el de la piscicultura sostenible, estableciendo protocolos de cría que los productores han de respetar, con la convicción de que el pescado es un producto alimenticio básico clave y que la piscicultura es un proceso que requiere muchos recursos. Acogemos con suma satisfacción el reconocimiento de estas necesidades por la Estrategia Europa 2020, así como la introducción de una serie de medidas destinadas a mejorar las condiciones de la I+D privada.

Finalmente, el CDR propone que la Comisión apoye el desarrollo de indicadores de datos regionales, que podrían servir para definir mejor las prioridades de las estrategias marítimas regionales.

A modo de conclusión, deseo señalar una vez más que el desarrollo de una Política Marítima Integrada en el Mediterráneo que se ocupe de un abanico tan amplio de cuestiones interrelacionadas es, en sí, una innovación, y que sólo conseguiremos que funcione si actuamos con un espíritu de solidaridad, cooperación y apertura con todas partes interesadas, incluso nuestros interlocutores internacionales.

Monique Pariat, Directorate General Maritime Affairs and Fisheries, European Commission

Ms Pariat welcomed this important conference as the first event bringing together authorities of all



maritime regions around the Mediterranean, working together to build closer cooperation to tackle the serious challenges. Ms Pariat reminded the aims of the IMP as a tool to maximise the use of the sea and related economic activities, whilst at the same time preserving the marine environment and improving the lives of coastal populations, as well as the 6 strategic directions set by the Action Plan of 2010 for the coming years. With regard to the Mediterranean, Ms Pariat described the following priority issues: governance of the marine space, Maritime Spatial Planning, the building of marine knowledge and information sharing in the field of

maritime surveillance, the contribution of Mediterranean region to the Europe 2020 strategy dialogue and co-operation with non-EU partner countries in the Mediterranean. Ms Pariat stressed also the necessity to keep into account differences among various Mediterranean sub-regions and the fact that the IMP departs from the premise that all stakeholders can make a contribution. The purpose of this Conference was to shed light on the crucial role played by Regions in the IMP, considering that many activities are carried out under the direct responsibility of regional and local authorities. As highlighted by Ms Pariat, Regions naturally have a direct contact with actors on the ground and may therefore bring about concrete ideas and real partnerships. To conclude, Ms Pariat expressed the wish that the dialogue between regions, but also between regions and their national authorities continues and made clear that the Commission stands ready to engage actively with the Regions to make of the IMP a common success.

Intervention:

Excellencies, ladies and gentlemen,

I am delighted to be with you in Rome today to meet both national and regional authorities actively

engaged in maritime policy.

I would, first of all, like to thank the President of the Lazio region for hosting this important event. It is the first time that the authorities of all maritime regions around the Mediterranean meet and this event is thus a landmark in the development of an ever closer cooperation on maritime affairs within the Mediterranean.

Commissioner Damanaki was unfortunately not able to be present with us today. She in fact asked me to apologise on her behalf and, most importantly, to congratulate you for setting up this landmark event and wish you success. She hopes to be able to address you in person in the near future.

As Director for the Mediterranean and Black Sea in DG MARE since October this year, I have come to see the need for such closer cooperation between countries and regions, while at the same time realising how daunting this task is.

The Mediterranean is facing serious challenges, as the Commission described in 2009 in a Communication on an Integrated Maritime Policy for better governance in the Mediterranean.

With 30% of all sea-borne traffic passing through Mediterranean waters, its identification as a Climate Change hot spot, the threat to the more than 400 cultural heritage sites, and the presence of almost half of the EU's fishing fleet, the Mediterranean is an interesting test bed for an integrated maritime policy. This is even more of a challenge when considering that the majority of its marine space is outside waters under national jurisdiction of coastal states.

The Communication in essence asks all relevant authorities to look at the maritime aspects in an integrated way, linking environmental challenges and opportunities to economic and social ones. It secondly suggests looking at the Mediterranean as a common space that binds and links us.

But, in which framework does this Communication/proposal lie and what exactly would we like to achieve in the Mediterranean?

Firstly, let me speak briefly about the EU Integrated Maritime Policy as a whole.

The EU IMP, as launched in 2007 by the Blue Book and then endorsed by EU Heads of State and Governments, has set in motion a common maritime agenda for Europe and its shared seas. The shared aim is that of defining mechanisms, initiatives and tools that enable a maximisation of the use of the sea and related economic activities, whilst at the same time preserving the marine environment and improving the lives of coastal populations.

A number of initiatives have been developed since 2007 at all levels of governance, starting from the EU level itself and followed in parallel by initiatives taken by specific Member States, Regions and other stakeholders, as then demonstrated in the Progress Report on the EU IMP adopted in Autumn 2009. More specifically, this Progress report set 6 strategic directions for the policy for the coming years:

- 1. Enhancement of integrated maritime governance at all levels, inviting Member States, but also regions, to chart their own national policies and integrated policy-making structures;*
- 2. The further development of Cross-cutting policy tools – in particular Maritime Spatial Planning, the integration of maritime surveillance and the marine knowledge aspect – the focus being that of bringing added-value through a common EU approach to planning of the marine space, knowledge and information sharing;*
- 3. Definition of the boundaries of sustainability – with the aim of putting in place an ecosystem approach to the way human activities are managed at sea, and implementing fully the obligations under the Marine Strategy Framework Directive, i.e. the environmental pillar of the IMP;*
- 4. The development and consolidation of Sea-basin strategies, allowing for the adaptation of our actions to the real needs and specificities of the EU's shared sea areas;*
- 5. A strengthening of the International dimension of the IMP, so as to better define Europe's role in global ocean governance, as has already been done for instance in the field of piracy;*
- 6. And lastly, setting a renewed focus on sustainable economic growth, employment and innovation, so that maritime economies and sectors may effectively contribute to the Europe 2020 Strategy.*

With this as a background, let me however come back to the Mediterranean.

It is clear that a specific sea-basin strategy for the Mediterranean is essential, in line with the 4th strategic direction I just mentioned. This is why the Commission launched a dedicated process in 2009 with its Communication.

But what exactly would we like to achieve and what dedicated actions are being undertaken for the Mediterranean in this regard?

1. **Firstly**, we need to address the issue of governance of the marine space itself, and practical considerations, such as enforcement of applicable EU and international rules that come with it. With only limited areas of the marine space falling under national jurisdiction of coastal States, it is natural that particular challenges arise in particular with respect to protection of the marine environment and fisheries beyond these areas. Ratification and implementation of the United Nations Convention on the Law of the Sea by all Mediterranean coastal States remains a key EU objective in this respect. In order also to build further knowledge and transparency on this topic, the European Commission has just launched a dedicated study aimed at identifying and analysing the costs and benefits of establishing maritime zones in the Mediterranean. We hope to be able to share the results of this work in one year's time.

At the same time, this brings me to the issue of Maritime Spatial Planning. The fact that only limited areas of the marine space fall under the national jurisdiction of the Coastal States shows that there is an increased need in the Mediterranean for bilateral and/or multilateral co-operation in order to also cover overcrowded cross border and high seas areas. Luckily, there are a number of existing bilateral and multilateral bodies, such as the Barcelona Convention, which can serve as an initial platform for this type of co-operation.

We need to make sure however that spatial planning initiatives remain coherent with other maritime initiatives. Of particular relevance is the implementation of the Marine Strategy Framework Directive of the EU and the protocol for Integrated Coastal Zone Management adopted under the Barcelona Convention. We need to work together with all relevant stakeholders to make sure that this works. Following the study which we have commissioned on the potential for MSP in the Mediterranean and its sub-regions, we in fact hope to be able to launch, in the next two years, also dedicated test projects to see how it may work in practice in the Mediterranean.

2. **Secondly**, the building of marine knowledge and information sharing in the field of maritime surveillance also has a specific Mediterranean dimension.

In September 2010, Commissioner Damanaki presented the "Marine Knowledge 2020" initiative. This aims at unlocking and assembling marine data from different sources and facilitating their use. The preparatory actions being undertaken at the moment cover at least part of the Mediterranean but we would like to come to a complete coverage of the basin as well as the identification of a sea-basin checkpoint for the Mediterranean that would assess the necessary gaps.

The roadmap towards a Common Information Sharing Environment adopted in October 2010 will also build on a flagship pilot project that is currently being implemented in the Mediterranean – BlueMassMed. This project is aimed specifically at improving and testing cooperation amongst national authorities from Mediterranean Member States responsible for maritime monitoring, surveillance operations and also port authorities. The results which will come out at the end of 2012 will be crucial for our common EU approach towards a CISE.

3. **Thirdly**, it is evident that in the light of the Europe 2020 strategy and the ongoing priorities for smart and sustainable growth and jobs, a stronger reflection is required on maritime economies in the Mediterranean can become real contributors to the expected objectives. We are aware of certain difficulties in attracting investment and creating/maintaining jobs for instance in specific regions in Southern Italy, Spain, France and Greece. Sustainable port development, related infrastructure investments,



tourism, and the development of EU priority projects such as the Highways of the Mediterranean Sea should also contribute to the growth agenda. Marine and maritime research and innovation and its potential contribution should also be explored in this same perspective. We therefore intend to look at these aspects in greater detail in the coming months.

Let mention however that the Mediterranean and Black Sea Technology Platform for Maritime and Marine Research, Innovation and Training (PTMB) as launched in EMD 2009 in Rome, could be considered as a major flagship initiative in this respect, in as much as it aims at bringing together national maritime clusters and technology platforms from MS (and non-EU partners) with the aim of generating public-private partnerships, industrial research, technologies for sustainable fisheries, training and the exchange of practices.

4. **Fourthly**, I would like to mention dialogue and co-operation with non-EU partner countries in the Mediterranean. It is evident that an integrated maritime policy cannot be developed in isolation from ongoing EU policies, such as the European Neighbourhood Policy, Enlargement Policy (Croatia/Turkey) and also wider multilateral processes such as the Union for the Mediterranean. The Commission is therefore working towards a strengthening of the maritime dimension of existing agreements and fora. The dedicated technical Working Group on IMP in the Mediterranean bringing together all Mediterranean coastal States will hopefully help us build on this aspect. A dedicated programme of technical assistance on an integrated approach to maritime affairs for the 9 Southern Mediterranean partners has also just been launched with the aim of addressing capacity-building needs and promoting more coordinated governance structures in interested partners in the region. We will see how this project evolves in the coming two years. I have so far spoken of the Mediterranean as a single entity but it is clear that in the Mediterranean there also differences, notably across its various sub-regions. The challenges to the environment vary from region to the other, so do the economic opportunities on offer. What is required for the east of Italy may not suit Morocco.

We are therefore delighted with the initiative taken by the eight Foreign Ministers of Italy, Greece, Slovenia, Croatia, Montenegro, Serbia, Albania and Bosnia and Herzegovina to support an EU Strategy for the Adriatic Ionian Region. While the discussion on so-called macro-regions is ongoing and not yet conclusive, Commissioner Damanaki is very interested in developing further the maritime dimension of such a strategy and has therefore invited the relevant Member States to nominate a contact point to work together with my services on such a maritime strategy.

Such a dedicated maritime "strand" for the Adriatic Ionian sea basins could for instance be regarded as a solid core for wider cooperation at a later stage, and would also open the way for more concrete ideas for translating into practice the existing policy framework of the IMP in the Mediterranean.

With these objectives and messages in mind, I would like to underline however that our approach for the Mediterranean is also rooted in the active support and contribution of all relevant stakeholders.

This brings me back to the purpose of this Conference. While States have an overarching responsibility for Mediterranean governance many activities are carried out under the direct responsibility of regional and local authorities. In some places this relates to environmental tasks, in others to innovation and economic policy. The support given by the European Parliament and the Committee of the Regions to the Communication underlines the crucial role Regions have to play. Regions naturally have a direct contact with actors on the ground and may therefore bring about

concrete ideas and real partnerships. We also have specific examples: not later than last June the Lazio Region created the "Sea Control Center" to enable coordination and exchange of coastal areas policies. I am sure that there are similar experiences in other Mediterranean coastal



regions. The MED transnational cooperation programme is also giving the light to various projects to improve maritime governance at the level of Regions, such as for instance the MAREMED project that has been recently launched.

DG MARE certainly welcomes these initiatives and looks forward to seeing how they may be translated into something that brings real added value to the coastal populations, the regional economies and the marine environment in the Mediterranean.

I find the programme set out for this Conference excellent in this respect. The four themes identified - (1) Multi-level and multi-sector governance, (2) Infrastructures for maritime transport (3) Impacts of activities on the marine environment and (4) Jobs and quality of life of coastal populations – are essential pillars of maritime policy. Indeed, I sincerely look forward to see new ideas and proposals emerging from these sessions.

Excellencies, ladies and gentlemen,

With these few introductory words I have tried to set the scene for what I hope will be a productive two-day conference. I also hope that this will not be a one-off event. It is important that the dialogue between regions, but also between regions and their national authorities continues. From our side we are ready to engage actively with you.

On this note, I would like to wish you a pleasant and productive conference.

Eleni Marianou, Secretary General of CPMR

Ms Marianou stressed the valuable contribution to the IMP by the CPMR, a unique entity which



welcomed since the beginning the multi-level governance and integrated approach of the IMP. The CPMR will also contribute the revision of the operational programme for 2014-2020, which will start in 2011, and hopes that the financial regulation for the IMP 2011-2013 will be adopted as soon as possible. In addition, it provides the secretariat for the Parliamentary Intergroup on Coasts and the Sea, chaired by Corinne Lepage. The CPRM also contributes to the implementation of the IMP by bringing forward concrete proposals for projects. To this effect, Ms Marianou enumerated some ideas in the fields of maritime security (reinforcing controls in national waters), fisheries (supporting small scale fisheries), aquaculture, fight against climate change and improvement quality of life in coastal regions, for instance by promoting sustainable coastal tourism. Ms Marianou

highlighted the importance of the concept of macro-regions, notably the example of the Baltic region which could be transposed at the Mediterranean level.

Intervention:

LA POLITIQUE MARITIME INTEGREE EN MEDITERRANEE

Mesdames et Messieurs,

Je remercie la Présidente, Mme Polverini pour l'organisation de cette conférence, ainsi que la DG Mare et en particulier la Commissaire Damanaki et toutes les équipes techniques des régions méditerranéennes nord et sud du bassin. Nous souhaitons remercier surtout le Groupe de Travail Politique Maritime de la Commission Interméditerranéenne qui a suivi très étroitement depuis 2007 avec Livre Blanc et Bleu de la Politique Maritime, le Livre Vert de la Pêche, et le Livre Blanc sur l'Adaptation au changement climatique des zone côtières, un travail de suivi qui a conclu avec le projet Med-Maremed en 2008, outil intégrateur de la Politique Maritime (et des autres projets tels que Coastance et MEDLAB).

La DG MARE de la Commission Européenne a compris également la nécessité d'une meilleure administration des politiques maritimes au niveau des Etats côtiers, le besoin de plus de transparence, de concertation et d'harmonisation des réglementations nationales, et a voulu promouvoir une approche intégrée des politiques maritimes à l'échelle du bassin méditerranéen.

L'adoption de la Communication concernant Une Politique Maritime Intégrée pour la Méditerranée ouvre la route à une approche permettant de concilier une activité économique maritime accrue avec la protection de l'environnement et le développement d'un lien symbiotique entre les deux pour autant que soient mis en place une gouvernance appropriée et des mécanismes transversaux.

La gestion d'un espace aussi complexe que le bassin méditerranéen, nécessite la mise en place d'outils d'aide à la décision adaptés. A ce propos la Commission Interméditerranéenne souligne l'importance d'une gouvernance multiniveau et multisectorielle. En effet, comme la Commission Européenne le souligne dans la Communication, «la coopération en vue de l'élaboration de la politique maritime intégrée et la meilleure gouvernance qui en découle reposeront sur le cadre multilatéral actuel, l'Union pour la Méditerranée, les accords bilatéraux existants et la coopération régionale dans le contexte de la politique de voisinage européenne et les relations avec les pays candidats et les pays candidats potentiels».

A travers une action construite autour d'une priorité et de 4 axes d'actions, la Politique Maritime Intégrée vise à créer les conditions d'une bonne gouvernance de cette politique maritime méditerranéenne. Dans le cadre de cette volonté un appel a également été lancé en direction des Régions pour qu'elles contribuent, à leur niveau, à favoriser la bonne intégration des politiques maritimes. Et cette conférence c'est la conséquence de cette initiative.

Comme vous le savez, les 4 axes d'actions concernent l'amélioration de l'efficacité de la concertation internationale en la Méditerranée, l'amélioration de la gouvernance de l'espace marin, l'amélioration de l'intégration de la société civile dans la gouvernance des politiques maritimes et l'organisation de l'action. Dans cette approche intégrée de la Politique Maritime Méditerranée, concernant la politique de sécurité, les Régions de la Commission Interméditerranéenne ont demandé d'apporter son concours pour faciliter l'extension des zones de compétences des Etats pour la surveillance et le contrôle en mer et pour renforcer les moyens de surveillance affectés à ces zones. En effet compte tenu de l'étroitesse des eaux européennes en Méditerranée, il est nécessaire de favoriser l'application des normes européennes de sécurité sur tous les navires qui naviguent en Méditerranée au moyen d'accords et/ou de traités internationaux.

A ce propos le développement du projet Galileo semble particulièrement important pour la Méditerranée en raison de son contexte géopolitique et des problèmes de sécurité maritime engendrés par son important trafic. Dans le cadre de la politique des pêches maritimes nous souhaitons souligner que les pêches méditerranéennes se caractérisent par une prédominance de la petite pêche côtière artisanale d'une part et, d'autre part, par l'existence de pêcheries pélagiques s'exerçant sur des stocks partagés avec les autres pays riverains et dans les eaux internationales. Pour le secteur de l'aquaculture, il est nécessaire de développer son potentiel alimentaire grâce à de nouvelles espèces et des nouvelles techniques, dans le respect de l'environnement et de la santé publique et améliorer le travail de concertation des professionnels de la pêche et de l'aquaculture.

Une politique très importante dans le cadre de la Politique Maritime Intégrée est sûrement la lutte et l'adaptation au changement climatique. Les Régions méditerranéennes constatent déjà une augmentation des phénomènes météorologiques violents et des situations de crise et préconisent la prise en compte globale et intégrée des phénomènes d'imperméabilisation des sols, d'inondation, de submersion et d'érosion, salinisation, sécheresse, ainsi que les risques dérivés sur la santé, les activités économiques et l'intégrité du territoire. A ce propos elles demandent que l'échelle bassin versant et baie soit utilisée comme unité de travail cohérente pour cette problématique et que les financements européens favorisent la prise en compte de ces phénomènes. En outre elles soulignent l'importance de la gestion des données sur la prise de décisions dans ce domaine. Pour finir, pour ce qui concerne la qualité de vie des populations littorales et tourisme durable, on peut pas nier que la Méditerranée aujourd'hui doit faire face la pression importante



exercée sur le littoral méditerranéen par une évolution démographique, par une métropolisation et un développement économique et touristique croissants. Ces défis provoquent une forte augmentation des risques d'exclusion des populations locales de leur propre zone côtière et de dégradation des conditions de vie sur le littoral. Sans doute la préservation et la gestion des espaces naturels côtiers jouent un rôle majeur dans l'accessibilité à la mer, la lutte contre l'artificialisation et la privatisation du littoral et, d'une façon plus globale, dans la qualité de vie des populations et doivent être encouragées à l'échelle du bassin. Les échanges d'expériences en matière de tourisme durable sont essentiels pour permettre de concilier qualité de vie des populations littorales et développement touristique.

Pour conclure les transports maritimes, sont un secteur essentiel dans le cadre de la Politique Maritime Intégrée, qui invite à une réflexion sur la nécessité de considérer l'organisation des transports européens dans leur globalité et non par mode de transport, avec une attention particulière aux bénéfices et aux impacts sur l'environnement des transports dans leur globalité. Dans ce processus il est crucial de développer le concept d'autoroutes de la mer sans le limiter au concept de grandes routes maritimes et grandes infrastructures portuaires. Il est nécessaire de désenclaver les régions maritimes périphériques (en particulier celle du sud de la méditerranée) et les îles ; développer le transport maritime pour stopper la croissance insoutenable du développement routier, favoriser les économies d'énergie ; supprimer tous les obstacles à ce développement en facilitant la fluidité des transports sur tout le territoire, en évitant d'établir des mécanismes de rupture entre les transports maritimes et terrestres et en reliant tous les modes de transports entre eux en réseau multimodale.

Pour finir , nous souhaitons faire noter un parallélisme entre la Politique Maritime Méditerranéenne Intégrée et une Stratégie Méditerranéenne Intégrée pour la prochaine période de programmation 2014-2020, que nos régions méditerranéennes demanderont à leurs Etats en 2011 de faire approuver par le Conseil, car il est nécessaire de simplifier et de faire synergies et capitaliser les instruments financiers des politiques communautaires au seins des bassins maritimes, comme cela est en cours en Baltique et sera pour le Danube, en demandant une simplification plus vaste et multiniveau pour la Méditerranée.

INTRODUCTORY SECTION: SECOND PANEL

The panel of the second part of the introductory section was chaired by Marco Pani (Consultant, Directorate for Environment - Lazio Region) and was composed by Arni Mathisen (FAO), Orian Otocan (ARLEM) and Julia Jordan (Union for the Mediterranean).

Arni Mathiesen, Fisheries and Aquaculture Department, FAO

Mr Mathiesen thanked the EC and the Lazio region for organising the conference, which helps identify ways to work together towards sustainable use of natural resources. Particularly in the Mediterranean, sustainable fisheries and aquaculture, in connection with IMP, is important for the FAO, which in 1949 established the GFCM. The FAO is also the oldest organisation to promote sustainable use of coastal marine resources and to take up the challenge to establish binding measures. The Ministerial Declaration signed in 2003 in Venice and the code of conduct on responsible fisheries represented important steps to this effect. According to the FAO's approach, management of natural resources in the Mediterranean should be:

- Participatory and capable of balancing various social objectives (consultation of stakeholders to achieve balance of interests and values). This is linked to the concept of ensuring equity of benefits for the present and future generations;
- Based on use of best available knowledge and capable of adapting to changes, as well as adopting a precautionary approach in case data are not well-defined;
- Integrated, in the sense that it requires integration of economic aspects, not only biological one, during all phases, and that it should take into account the impact on other sectors.

The management of fisheries in the Mediterranean represents a particular challenge, because of the prevalence of high sea and the relevance of artisanal fisheries, strongly dispersed geographically and often conflicting with other activities. In order to provide all Mediterranean countries with the capacity to implement the principles declared in the Venice Declaration on sustainable projects, the FAO put in place a series of projects, such as COPEMED, ADRIAMED, MEDSUDMED and EASTMED which aims at making the best use of resources in coordination with local authorities.

Intervention:

*Ms/Mr Chairman,
Minister Altero Matteoli,
Lazio President Renata Polverini,
EC Commissioner Maria Damanakis,
Excellencies,*

Distinguished participants, Ladies and Gentlemen

On behalf of the Director-General of FAO, I wish to extend my warm thanks to the European Commission and to "Regione Lazio" for the kind invitation to attend this meeting that we consider very relevant to the work developed by FAO on promoting the sustainable use of the Earth's natural resources.

Allow me to stress how important it is for FAO in general and for its Fisheries and Aquaculture Department in particular, to address the issue of sustainable fisheries and aquaculture development, in connection with integrated policies and coastal management, globally but also particularly in the Mediterranean Sea.

The establishment in 1949 of a Regional Fisheries Management Organisation dealing specifically with the Mediterranean is a clear evidence of the interest given by FAO to this region. This Organisation, the General Fisheries Commission for the Mediterranean (GFCM), an FAO body, has demonstrated its capacity to adapt in order to fulfil its mandate to ensure responsible fisheries in the Mediterranean and all its sub-regions and to preserve its marine ecosystems in a rapidly evolving international and regional environment. The Commission, through its member countries, made notable efforts to face the rising challenges, including through the strengthening of its functioning and by formulating binding management measures. The will of its Members to continue facing the challenges deriving from implementing responsible fisheries in the region, was stressed



in particular in the Ministerial Declaration of the Conference on the sustainable development of Fisheries in the Mediterranean which was held in Venice in November 2003, of which FAO has taken due note.

FAO is of course one of the oldest organisations promoting the sustainable use of the marine and coastal natural resources, particularly fisheries resources, but FAO has adapted and evolved since its creation, in 1945, always remaining at the forefront of efforts in favour of sustainable natural resource utilisation. FAO has a well-defined

approach to sustainable Fisheries, Aquaculture and the Marine Environment, that is based on the Code of Conduct for Responsible Fisheries and its main implementation tool, the Ecosystem Approach to Fisheries.

Central to these approaches are a couple of simple but powerful concepts, that I would like to share with you, simply because they embody the essence of FAO's work in the Mediterranean, but also elsewhere in the world.

First is the principle that management of the natural resources of the Ocean should be as participatory as possible and balancing the necessarily diverse social objectives. This includes the idea that the important steps of this process should involve, as much as possible, the participation or consultation of all stakeholders involved, so as to achieve a sound balance of the different interests and values promoted by society at large, but especially of the coastal communities dependent on the sustainable utilisation of the resources for their livelihoods and of the corresponding local or regional authorities. It is also directly linked to the concept of ensuring equity in the distribution of the benefits, both among countries and regions in the current generations, and among generations, that is, ensuring that future generations will have the same or more choices for the use of resources as we currently enjoy.

The second main principle is that management of these resources should be based on the use of the best available knowledge, in an adaptive way, explicitly accounting for the uncertainty in the information available or in the dynamics of the system. This should allow management to react to unexpected changes in circumstances, and requires it to adopt the precautionary principle in the face of uncertain information or data, so that the rights of the future generations, as I already mentioned, are not jeopardized by our current actions.

Finally, the third basic principle requires management of the natural resources to be done in an integrated way. This requires that the social and economic aspects, and not only the biological/ecological, are explicitly incorporated and considered, at all phases of the process, from planning to implementation and monitoring. It also means considering explicitly the impact of and on other sectors, like tourism or mining, and working at the appropriate spatial and time scales. In this way, the geographical distribution of the resources, and of the social units exploiting them, like the movements of the fishing fleets or the dependency patterns of coastal communities, are explicitly considered in the management plans.

These principles clearly recognise that local and regional communities and authorities, that are closest to the issues and often depend directly on the natural marine and coastal resources, should be involved, at the appropriate level of decision or consultation, on the discussions held and the decisions made on the management of the sea, the fisheries and of the coastal zone. It is therefore with great interest that we see these local stakeholders taking the initiative to promote the discussion on the integrated management of the Mediterranean Sea, an issue that is crucial to its future.

Several scientific studies have demonstrated that numerous stocks of fish in the Mediterranean are suffering from excessive levels of exploitation aggravated by environmental degradation. This situation is clearly associated with a very long history of intensive human exploitation, but there are many factors that make the management of natural resources in the Mediterranean, especially



fisheries resources, particularly challenging, when compared to other areas of the world. Briefly, I can mention the lack of the 200-miles EEZ's common in other areas of the world, meaning that most of the area is indeed International Waters; the fact that most fisheries are clearly multi-species, exploited by a mostly small-scale or artisanal fleet using multiple gears and with a strong geographic dispersion; And finally, the conflicts between fisheries and other uses of the sea or of the coastal areas, like tourism or coastal development, that while being present in most areas of the world are particularly acute in the Mediterranean.

During the Ministerial Conference for the Sustainable Development of Fisheries in the Mediterranean, held in Venice in November 2003, the issue of sustainability of the exploitation of the living natural resources was discussed, and a global agreement was reached recognizing the idea that an adequate regional cooperation in fisheries management of the Mediterranean taking into account environmental, economic and social factors, would offer a unique opportunity for the advancement of the sustainable development of the region.

FAO also strongly believes that these discussions and the ensuing conclusions or measures taken can only be productive and provide the desired results if all relevant stakeholders have an adequate level of capacity to engage in them in equal terms. Because some countries in the Mediterranean did not have all the capacity necessary to ensure this equal participation, FAO has set into place a set of sub-regional projects, the FAO Mediterranean Fisheries Management support projects, to support the countries bordering the Mediterranean develop their capacity for participating fully in the management of the fisheries resources and their supporting environment. The first of these projects, CopeMed, dealing with the Western Mediterranean, saw the light of day in 1996. It was then followed by AdriaMed, in 1999, MedSudMed, in 2001, and finally by EastMed, in late 2009. With this latest addition, the coverage of the Mediterranean by the FAO Mediterranean regional projects has become complete. FAO is now running a suite of fully-coordinated and integrated projects across the Mediterranean, supporting the countries in the development of their capacity for sustainably managing their fisheries and the related ecosystems. FAO ensures that these projects are adequately coordinated, to make the best possible use of the available resources, and also that they effectively contribute to the cooperation among the Mediterranean countries and coastal communities and local or regional authorities. FAO, through the GFCM, the regional projects or its Regular Program, also cooperates with other entities active in the management of the Mediterranean natural resources, like the Mediterranean Action Plan from UNEP, several non-governmental organizations, and the European Commission, in order to achieve a concentration of efforts in favour of the sustainable use of the Mediterranean natural resources, including fisheries resources.

We are all aware that this is not the end of our joint journey for the sustainability of the Mediterranean Sea. Far from it, we know the travel will be long and sometimes even rough. Nevertheless, we are confident that the Mediterranean countries, with the support of FAO and all the other partners, will achieve the common goal of a sustainable Mediterranean, where all will find their place, with an equitable sharing of the benefits, including taking due account of the rights of the future generations to a healthy and productive natural ecosystem. I can safely state that we at FAO are motivated to do this journey with all of you, working as a team for a better future of the Mediterranean Sea and of the people that depend on it for their livelihoods and their well-being. I am sure this meeting will help us all focus our efforts on what is really important, and to identify ways to strengthen our collaboration, thus contributing significantly to the efficiency of our work for the Mediterranean.

In concluding, I wish you a constructive and successful meeting and hope you will also enjoy your stay in this lovely and spiritual city.

Oriano Otocan, Councillor for International Cooperation of the Istria region, Member of ARLEM

Mr Otocan described the existing cooperation in the Adriatic Euroregion, where a lot has been done



which could be extended to the Mediterranean. Mr Otocan called for increased cooperation between the Adriatic countries with other Mediterranean countries, and highlighted in this sense the importance of the ARLEM. Cooperation in the Adriatic has considerably increased in the recent years, although the countries sharing this sea are considerably different in terms of size and GDP. Mr Otocan presented the Adriatic Euroregion, one of the international initiatives created in the Adriatic in the last decade. The Adriatic Euroregion is an association aiming to protect cultural heritage and the environment, to foster sustainable economic development and improved infrastructure and to ensure peace and stability. This association of regions also cooperate towards a better absorption and a more efficient use of EU

funds, thus paving the way to the EU accession of Balkan's countries. It is composed of various commissions (institutional affairs, tourism, fisheries, economy, transport and environment). The Adriatic Euroregion participate in the IPA Adriatic CBC calls for projects with around 30 project proposals, of which 10 were approved and 2 are already in the implementation phase. Among the projects pursued by the Adriatic Euroregion, one can mention the creation of an Adriatic brand for sustainable touristic development, the exchange of knowledge in the fisheries sectors, the creation of « Motorways of the Sea ». Other institutions and associations, such as the Adriatic Ionian Initiative, the Chamber of Commerce of the Adriatic Ionian, the North Adriatic Port Association and the forum of the Adriatic Ionian cities and local authorities also contribute to the creation of good synergies among the Adriatic Ionian countries. The proposal to create a macro-region for the Adriatic and Ionian Sea basins shares the same underlying idea of the Euroregion, namely creating a strategy for defining a coherent regional development and a framework for common work, helping identify problems and find solutions.

Julie Jordan, Mission Union for the Mediterranean

Ms Jordan presented the Union for the Mediterranean (UfM) and its contribution to the EU policies

in the Mediterranean, including the Integrated Maritime Policy. The UfM brought new political support to cooperation in the Mediterranean, based on the principle of co-ownership and on concrete projects (6 axis defined during the 1st summit, among which the fight against pollution -Horizon 2020 which will include a strategy on water, the Motorways of the Sea, renewable energy and a s). Work on roadmap is ongoing (2007-2013), developing the one for 2014-2020. MoS and new energy renewable energy (solar plan, but also others, including maritime renew energy..).The UfM



Secretariat is composed of a Secretary General and 6 Vice Secretaries General (one from Turkey in charge of transport, one from Italy in charge of economic development, one from Greece in charge of energy, one from Israel in charge of higher education and research and one from the Palestinian authority in charge of water and environment). The INFRAMED funds ensure possible financing for transport infrastructures and the ARLEM represents the territorial dimension of the UfM. The November 2008 summit held in Marseille identified maritime affairs among the possible political priorities of the UfM. The work carried out until now in the 3 Working Group on IMP in the Mediterranean, which bring together all countries in the region, could pave the way to a Ministerial meeting on maritime affairs, in line with what President Sarkozy called for in his speech about the French maritime policy in 2009.

Intervention:

L'Union pour la Méditerranée, officiellement lancée lors du Sommet de Paris pour la Méditerranée le 13 juillet 2008, est une création régionale originale réunissant 43 pays de la Méditerranée et de l'Union européenne. Les États, au plus haut niveau politique, collaborent à pied d'égalité pour lancer des projets opérationnels concrets. L'Union pour la Méditerranée n'a pas vocation à se substituer aux procédures de coopération et de dialogue qui réunissent déjà les pays de la Méditerranée, mais à les compléter et à leur donner une impulsion transversale supplémentaire. Les sujets marins, tels que le développement des autoroutes de la mer, la sécurité de l'espace maritime, la dépollution de la Méditerranée, la protection de la biodiversité marine ne peuvent s'envisager comme des actions exclusivement sectorielles. L'élaboration d'une stratégie maritime de l'Union pour la Méditerranée constitue une priorité mentionnée dans la déclaration des ministres des affaires étrangères de l'Union pour la Méditerranée réunis à Marseille les 3 et 4 novembre 2008. L'objectif est de faire de la Méditerranée une mer plus propre et plus sûre dans le respect du droit international, du cadre communautaire et de la souveraineté des États.

La définition d'une stratégie maritime de l'Union pour la Méditerranée repose sur la mise en œuvre d'un dialogue maritime au niveau régional. Dans la ligne de la communication de la Commission européenne du 11 septembre 2009 intitulée "pour une meilleure gouvernance dans la Méditerranée grâce à une politique maritime intégrée", un réseau de points de contacts « mer » se met en place. Le renforcement des coopérations multilatérales à travers des projets fédérateurs concrets auxquels les pays peuvent contribuer activement en s'appuyant sur les différentes instances internationales existantes sur le bassin méditerranéen, en lien avec le Secrétariat de Barcelone, est un levier majeur de la définition d'une stratégie maritime pour la Méditerranée.

Le Président de la République Française, lors de son discours au Havre le 16 juillet 2009 sur la politique maritime de la France, a appelé à la tenue de la première réunion des ministres en charges des affaires maritimes de l'Union pour la Méditerranée pour avancer sur la voie d'une stratégie maritime pour la Méditerranée. Avec l'adoption du Livre bleu « Stratégie nationale pour la mer et les océans » en décembre 2009, la France a confirmé sa volonté d'œuvrer à la construction de cette stratégie. Le Parlement européen a adopté le 21 octobre 2010 une résolution sur la politique maritime intégrée qui suggère notamment la mise en place d'une réunion sur la politique maritime intégrée au niveau ministériel des États membres de l'Union pour la Méditerranée.

Dans cette dynamique, l'action concertée et partenariale entre les États, les collectivités territoriales, le secteur privé, les organisations non gouvernementales et les institutions internationales est fondamentale. Le succès de l'Union pour la Méditerranée ne dépend pas que de la volonté des gouvernements. Le vrai défi politique est de mettre en mouvement l'ensemble des sociétés civiles méditerranéennes, car l'Union pour la Méditerranée est avant tout une Union de projets concrets pour le quotidien des hommes et des femmes de Méditerranée.

FIRST SESSION:

"TOWARDS AN INTEGRATED STRATEGY IN THE MEDITERRANEAN: MULTI-LEVEL AND MULTI-SECTORAL GOVERNANCE"

Panel moderated by Anita Vella, Directorate General Maritime Affairs and Fisheries, European Commission

Stefano Zappalà (Councillor for Tourism and "made in Lazio" Marketing, ex MEP)



With 362 km of coast and 4% of its GDP stemming from the maritime economy, the sea is an important element for the Lazio region and its growth. Mr Zappalà called for a direct engagement of regions in the IMP but also for the creation of a multi-level governance within the regions themselves, for instance with the involvement of entrepreneurs who could sustain activities of economic relevance. The Sea Control Centre ("cabina di regia del mare") established by the Lazio region represents an important steps in this direction, as it includes representatives of various public authorities and sector's operators aiming to overcome administrative blockages. Coastal erosion is one of the most critical problems for the Lazio region, but no solution has been

found yet. Mr Zappalà called for a comprehensive study to identify more definitive solutions. In the next months, the Lazio region will visit Spain, France and Japan to find possible solutions. This study should be linked to the process of planning and managing of coastal territories. The cohesion policy as well as the ENPI provides important funding possibilities to implement the IMP, and the Lazio region would like to see more ENPI funds. The proposal of a macro-region for the Mediterranean is taking shape thanks also to the MAREMED projects, and prospects new elements for the IMP. Finally, the Lazio region fully supports the importance accorded to tourism by Commissioner Tajani.

Intervention:

Noi tutti conosciamo l'impegno della Commissione e degli Stati marittimi dell'U.E. nel promuovere una politica marittima integrata, con l'obiettivo di garantire lo sfruttamento sostenibile della risorsa mare.

Conosciamo bene anche l'importanza economica che questa risorsa ha per tutte le regioni marittime e non solo (per il Lazio è calcolata intorno al 4% del Pil regionale – dato 2005) e la complessità della gestione dei conflitti che le nuove e vecchie opportunità di sfruttamento stanno acuendo.

Ma la minaccia di una ingovernabile emergenza ambientale, di cui conosciamo bene i risvolti, impone azioni volte a valutare le conseguenze di uno sfruttamento irresponsabile di questa preziosa risorsa.

Ci rendiamo tutti conto quindi dell'urgenza di modifiche allo stato attuale delle cose; ma per far ciò è necessario il coinvolgimento di tutti coloro che, sia a livello decisionale che a livello operativo o di semplici fruitori, giocano ruoli chiave nello sfruttamento della risorsa mare.

La Commissione, attraverso i suoi documenti, ha ben rappresentato la diversità e la complessità degli attori chiave che a vario titolo sono coinvolti nel promuovere, supportare ed applicare nuove regole e nuove politiche e, allo stesso modo, ha chiaramente identificato il ruolo cruciale che le popolazioni e le Amministrazioni delle zone costiere giocano nel garantire il successo delle nuove iniziative messe in campo.

E' quindi logico che qualsiasi sia la strategia adottata, per avere maggiore successo, dovrà prevedere il coinvolgimento diretto delle Regioni e le Amministrazioni costiere che ne saranno le dirette responsabili della gestione oltre che le prime a pagare il conto delle conseguenze di eventuali errori.

Sono le Regioni costiere quindi che in prima linea debbono affrontare le emergenze ambientali e l'organizzazione di nuovi modelli di governance cercando di non sottoutilizzare le grandi opportunità economiche che la risorsa mare ha da sempre garantito.

Per questo le Regioni costiere hanno il dovere di promuovere, all'interno del proprio territorio, la

costruzione di governance multilivello e multisettoriale, che, anche se parte di una governance più complessa, assicuri la partecipazione di tutti gli attori chiave del territorio ivi compresi i rappresentanti della società civile e gli imprenditori che grande ruolo potrebbero giocare, soprattutto in questo momento, nella sostenibilità delle azioni economicamente importanti.

E' altrettanto ovvio che per assicurare l'auspicato impatto sul mediterraneo tutte le governance regionali dovranno necessariamente essere in rete tra loro al fine di condividere sfide/obiettivi e risultati anche con i Paesi non UE che vi si affacciano.

La Regione Lazio, con l'insediamento della Giunta guidata dalla Presidente, Renata Polverini, ha iniziato un nuovo percorso di governance dell'ambito costiero laziale istituendo a livello regionale la cabina di regia del mare nella quale sono rappresentate molteplici istituzioni e, nell'ambito delle diverse istituzioni, è previsto il coinvolgimento di tutti i settori che a diverso titolo governano l'ambito territoriale costiero.

La gestione corretta della costa, ribadisco, deve passare attraverso una governance multilivello e multisettoriale. La complessità della questione scaturisce dalla molteplicità dei soggetti coinvolti, quindi dei diversi interessi da tutelare e non da ultimo dalle ricadute sul territorio che, come tutti sappiamo, è una delle risorse più preziose del nostro Paese, anzi di tutto il Mediterraneo.

Proprio in considerazione di quelle che sono le principali peculiarità dell'ambito territoriale costiero mi preme evidenziare, in questa sede, alcune criticità che il "sistema costa" del Lazio oggi presenta.

Mi riferisco in particolare al problema dell'erosione che in questi ultimi anni ha assunto una criticità che va ben oltre l'interesse dei singoli imprenditori che operano sul litorale. Ormai da alcuni anni, a seguito del susseguirsi di numerose mareggiate, alcuni tratti di spiaggia del litorale laziale sono letteralmente spariti. Né i numerosi interventi finanziati e attuati negli ultimi anni dalle amministrazioni sono riusciti a contenere questo fenomeno. Il problema dell'erosione sfugge al controllo e le azioni intraprese sino ad oggi sembrano essere dei semplici palliativi che in una porzione della costa aumentano la profondità della spiaggia e in altri punti la fanno sparire.

Credo a questo punto sia necessario affrontare il problema dell'erosione in un'ottica diversa. A mio avviso sarebbe auspicabile realizzare uno studio complessivo che, tenendo conto dei diversi fenomeni ambientali e climatici coinvolti, analizzi in modo globale ed innovativo il problema dell'erosione delle coste.

Una seconda questione sulla quale mi voglio soffermare è quella delle concessioni demaniali marittime per finalità turistico-ricreative. Anche qui la peculiarità del territorio laziale, caratterizzato da un'elevata presenza di stabilimenti balneari concessi in gestione ormai da numerosi anni, soffre oggi della necessità di una disciplina normativa innovativa che sappia coniugare i principi generali del diritto comunitario, di libera circolazione dei servizi e di libertà di stabilimento, con le esigenze specifiche del nostro territorio e della nostra collettività. Dopo il 2015, con la scadenza delle concessioni attualmente in essere e la successiva messa a bando delle aree da dare in concessione, lo scenario che verrebbe a crearsi sulla costa potrebbe essere quello di un'innovazione positiva o al contrario, se non ben gestita a livello normativo e amministrativo, la questione delle concessioni, potrebbe creare situazioni di malessere e degrado sociale ed ambientale.

La Regione Lazio, inoltre, partecipa, a livello transnazionale, alla realizzazione di progetti di Cooperazione Territoriale in materia di politica marittima integrata.

A tal proposito è opportuno sottolineare tra gli strumenti che la politica di coesione ha messo in campo per raggiungere gli obiettivi prefissati, quelli della



Cooperazione Territoriale e della politica di Vicinato (il Lazio partecipa al programmi Interreg (IVC - Urbact – Espon), MED ed ENPI CBC Med), che stanno producendo risvolti interessanti nell'ambito della politica marittima integrata.

L'attesissimo lancio per i bandi strategici di MED ed ENPI CBC Med saranno occasioni importanti per confrontarsi a livello di bacino mediterraneo sui diversi modelli di governance mentre la discussione sulla macroregione mediterranea sta già elaborando i primi risultati con la chiusura del progetto (previsto in primavera - 2011) MED GOV di cui la Regione Lazio è partner.

Approfitto dell'occasione per auspicare un finanziamento maggiore per i programmi di Cooperazione territoriale nella prossima programmazione 2014-2020 ed allo stesso modo auspicare maggiori fondi per il Programma di vicinato ENPI CBC Med poiché ritengo che i risultati possano stimolare momenti importanti di confronto anche all'interno di ARLEM. Tutto questo perché sono pienamente convinto che la Cooperazione territoriale così come la Politica di vicinato nel bacino del mediterraneo potranno dare un contributo fondamentale nel raggiungimento degli obiettivi di Europa 2020.

Presso il mio Assessorato infine, che, oltre al turismo, ha la responsabilità del coordinamento regionale delle attività di Cooperazione territoriale (3° obiettivo della politica di coesione della programmazione 2007-2013), è prevista la costituzione di un tavolo di coordinamento interdipartimentale sul mediterraneo (interno all'Amministrazione regionale) finalizzato a seguire l'evoluzione della politica marittima integrata europea e gli sviluppi del confronto sulla macroregione mediterranea attualmente in discussione anche sui tavoli di coordinamento della Cooperazione territoriale.

Oliviero Montanaro, Italian Ministry for Environment and Protection of Land and Sea

Mr Montanaro defined the IMP, and in particular ICZM, a timely issue to discuss, considering the growing "littoralisation" of Mediterranean regions. In order to reach an effective system of multi-level governance, two main elements should be taken into account at the international level: the EU legislation and the Barcelona Convention. With regard to the EU legislation, this covers:

- Recommendations on ICZM and the ongoing work to compile a report on the achievement of the various member states, to which Italy is contributing;
- The IMP « Blue Book » and its Action Plan, as the common Framework for all elements of governance, both concerning the coasts and the sea.
- The MSFD, whose implementation is included within the IMP;
- Network NATURA 2000, a central element to proceed with MSP;
- Legislation on the Environmental Impact Assessment.

The existing normative framework should be assessed to find out if it is adequate or if there are gaps. Within the Barcelona Convention, the ICZM Protocol established principles and criteria approved also by the EU in the whole Mediterranean.

To conclude, Mr Montanaro highlighted that relevant instruments for governance already exist, but need to be better connected among them and with the public to be more effective.



Francesco Attagui, Sicily region

Mr Attagui stressed the importance of the « Conference State-regions » as a forum to discuss participation to integrated policy of relevance for the regions. In his view, multi-level governance in the Mediterranean is lagging behind compared to other basins, due to the complexity of the region. This theme was the object of a conference organised in Sicily on 15 May, in cooperation with the CPMR. Other important conference were organised on 22 October and 3 November in Taormina, the former specifically dealing with coastal erosion. Mr Attagui criticised the Union for the Mediterranean, whose failure is in his view due to a top-down « neocolonialist » approach



because of the intrusion of non Mediterranean countries. Always on this line, he criticized the organisation of the Mediterranean Economic Forum in Milan. In the meantime, the projects put forwards by the UfM (such as the DESERTEC) are too big and not enough linked to the territories to be relevant for Mediterranean regions. Sicily intends to promote a bottom up approach, especially on issues such as the fisheries memorandum annexed to the EU-Libya Framework agreement. Finally, with regard to the proposal to create an Adriatic Ionian macro-region, Mr Attaguile complained about an approach which is bringing to the compartmentalisation of the EU.

Benoit Vasselin, Corine Locht - PACA region

Mr Vasselin explained that the implementation of the IMP requires cooperation among sectors as well as regions. This second element is facilitated by the CPMR, as well as by a series of projects (such as MareMed or MedGovernance) which create spaced for exchange. Cooperation among regions is particularly important in the field of data sharing, so as to allow working on a eco-system base. According to Mr Vasselin, these projects can be operational if other level of governance, such as the EU and the UNEP/MAP, cooperate. The MareMed project was born from the reflection of the IMP Working Group of the CPMR and is based on a questionnaire to be compiled by participating regions to build a platform of knowledge which will allow them to understand how they work and compare their system of governance. This questionnaire will be ready in spring 2011 and by the end of the project an event will be organised to draw consequences on how to improve governance.



Abstract:

Rôle et place des Régions dans la gouvernance de la politique maritime intégrée Méditerranéenne

Convaincues que les outils actuels restent insuffisants ou inadaptés, tant au niveau euro-méditerranéen que du Plan d'Action pour la Méditerranée, les Régions considèrent que seule une nouvelle gouvernance de l'espace méditerranéen, impliquant une coopération étroite entre les niveaux internationaux, nationaux, régionaux et locaux, pourra permettre d'apporter des réponses adaptées aux grands enjeux maritimes en Méditerranée.

Aucun niveau de gouvernance ne pourra, en effet, seul, élaborer et mettre en œuvre une politique maritime intégrée et une gouvernance multi niveaux est indispensable.

La fédération des Régions méditerranéennes, est donc nécessaire pour qu'elles puissent être associées efficacement, de façon représentative et démocratique, à ces différentes instances : c'est la vocation et l'ambition des organisations telles que ARLEM et la CRPM.



MAritime **R**egions cooperation for **M**editerranean
A technical task force for maritime policies in Mediterranean

Toutefois la politique maritime méditerranéenne n'aura de sens que si elle est élaborée à l'échelle du bassin dans sa globalité, et ceci nécessite de renforcer très largement la représentation des pays tiers dans les organisations inter régionales.

La contribution des Régions à la bonne gouvernance des différents volets de la future politique maritime intégrée méditerranéenne, passe aussi :

- par la mise en œuvre de projets de coopération, opérationnels et concrets, pour répondre aux grands enjeux maritimes, partagés à l'échelle du Bassin Méditerranéens,

- par la capacité qu'auront les porteurs de projets, à savoir les partager avec l'ensemble des parties prenantes, et notamment avec le PAM et la Commission européenne,
 - et par la mise en synergie de ces différents projets entre eux.
- C'est l'objet de projets tels que MAREMED, MEDGOUVERNANCE COASTANCE

Federica Raggi, Abruzzo Region, Lead Partner Adriatic CBC IPA Programme

Ms Raggi presented the IPA CBC as a good example of EU funding underpinning cross-border cooperation among regions sharing the same basin. The role of the IPA also consists of contributing to the alignment to the EU aquis. Ms Raggi explained how to apply the programme, which actions have been selected by the Joint Monitoring Committee at the beginning of December 2010 as well as the differences between the ordinary and the strategic projects: the former imply a more bottom-up approach, less money and duration, while the latter have a more cross-border and top-down approach.



Abstract:

IL PROGRAMMA DI COOPERAZIONE TRANSFRONTALIERO ADRIATICO IPA ADRIATIC CBC 2007-2013

Il Programma di Cooperazione Transfrontaliera IPA Adriatico (IPA Adriatic CBC) è il risultato di un lavoro congiunto realizzato dagli otto paesi partecipanti (3 Stati Membri: Italia, Slovenia, Grecia; 1 Paese Candidato: Croazia; 4 Paesi Potenziali Candidati: Bosnia Herzegovina, Serbia; Montenegro, Albania) ed è parte del processo di cooperazione nell'area Adriatica. Il Programma prende forza e incisività dalla vasta esperienza acquisita durante il precedente periodo di programmazione, traducendo in risultati concreti gli studi e le analisi finanziate nel passato.

Sono molti i fattori che oggi rendono importante la cooperazione nell'area adriatica, particolarmente da un punto di vista politico ed economico:

1. Fattori connessi alla stabilità politica dell'area. Dopo dieci anni di conflitto, l'area si sta adesso muovendo verso un'integrazione sia "verticale" (tra istituzioni Europee e Internazionali) che "orizzontale", attraverso la creazione di un'area di libero commercio;
2. Fattori connessi a prossimità geografiche e culturali che rendono possibile l'intensificazione di relazioni multilaterali tra le regioni adriatiche costiere per sostenere processi locali di crescita armoniosa, di sviluppo sostenibile e unità tra i popoli.

Sulla base della lunga esperienza maturata in tre cicli di programmazione, riguardo alla cooperazione transfrontaliera tra Stati Membri e paesi confinanti candidati/potenziali candidati all'adesione all'Unione Europea, il nuovo quadro finanziario UE 2007-2013 fornisce un singolo strumento di approccio attraverso il nuovo Strumento per l'Assistenza di Pre-Adesione (IPA). Lo strumento IPA intende fornire un'assistenza mirata ai Paesi candidati o potenziali candidati all'adesione all'Unione Europea, razionalizzando e sostituendo i vari strumenti precedentemente esistenti per l'assistenza, ovvero Phare/ISPA/SAPARD/CARDS/Turkey Instruments. L' IPA prepara i Paesi candidati, inter alia, all'attuazione dei Fondi Strutturali, di Coesione e del Fondo agricolo per lo Sviluppo Rurale, supportando specificatamente le istituzioni locali nell'introduzione di procedure il più possibile simili a quelle dei Fondi Strutturali Europei.

La Cooperazione Transfrontaliera lungo i



THE TERRITORIAL CONTEXT



confini tra gli Stati Membri (SM) e i Paesi Candidati/Potenziati Candidati (PC/PPC), e quindi anche il Programma di Cooperazione Transfrontaliera IPA Adriatico 2007-2013, è regolamentata dalla componente II dell' IPA (la componente "Cooperazione Transfrontaliera").

Il Programma IPA Adriatico CBC si pone come obiettivo principale il rafforzamento delle capacità dello sviluppo sostenibile della Regione Adriatica attraverso una strategia concordata tra i Beneficiari dei territori eleggibili ed è suddiviso in quattro Priorità.

- Priorità 1 – Cooperazione Economica, Sociale e Istituzionale
- Priorità 2 – Risorse Naturali, Culturali e Prevenzione dei Rischi
- Priorità 3 – Accessibilità e Reti
- Priorità 4 – Assistenza Tecnica

Informazioni più dettagliate sono fornite nel Programma Operativo e nel Manuale di Implementazione disponibili nel sito del Programma www.adriaticipacbc.org sezione "Documents".

Il primo bando per Progetti ordinari:

I progetti ordinari sono proposte puntuali, presentate da due o più beneficiari, che riguardano un'area definita e una sola misura di intervento. I progetti sono selezionati attraverso bandi di evidenza pubblica che coprono l'intera area eleggibile.

Il 1° Agosto 2009 (con chiusura 29 ottobre 2009) sono stati lanciati i primi bandi per progetti ordinari, uno per ogni Priorità. In totale sono pervenute 282 proposte progettuali, delle quali 134 sono state ammesse alla valutazione qualitativa (avendo superato la valutazione formale e di ammissibilità). In data 6 dicembre 2010 è stata pubblicata la graduatoria dei progetti ammissibili al finanziamento (111) di cui 32 potenzialmente finanziabili a seguito della verifica della documentazione di supporto richiesta.

Fausta Corda, Director General Regional Policy, European Commission

Ms Corda explained the work of DG REGIO financing regional projects through the cohesion funds, which constitute around 1/3 of the EU budget. DG REGIO being the Directorate of reference for the development of macro-regional strategies, Ms Corda also defined the concept of macro-regions and its advantages. A macro-region is « an integrated Framework allowing EU and MS to identify needs and allocate available resources thus enabling a macro region to enjoy sustainable environmental and economic development ». It provides transnational and cross-sector cooperation among policies as well as facilitation from the European Commission. However, these strategies should not come from the EU but from Member States and imply a high level political commitment which should be expressed through a clear mandate from the Council as well as the full agreement of regional partners about its implementation.



Francesco Saverio Abate, Department for Fisheries Italian Ministry for Agriculture, Food and Forest Policy

Mr Abate described the importance of the fisheries sector in the Mediterranean, but also the limits of its management, such as the scarce reliance of economic models and data as well as insufficient communication among levels of decision. Improvements on management systems and control have been made, but control systems are very expensive and raise doubts about their effectiveness and usefulness if one compares the cost of controls with the value of fisheries as an economic activity. These concerns should also raise the question of how suitable the systems in place are to pursue the objectives fixed (for example, the system of Total Allowable Catches has proven unsatisfactory but is still in place). The FAO projects only partially deal with economic



data and do not tackle resources management but focus mainly on research. Mr Abate also highlighted the asymmetric effectiveness of the GFCM recommendations, to which the EU contributes: in fact, while Member States are compelled to follow them, non Member States have more flexible arrangement in place. At the Mediterranean level, politics clearly distorts technical discussions and different sensibilities, socio-economic structures and priorities among countries translate into different objectives of the various members of agreements. When talking about management of local stocks, Mr Abate explained, multi-level governance acquires a different character: international organisations don't play a role and the CFP reform may be given to Member States, which may entail a loss in effectiveness if research costs will prove too high. Mr Abate proposed to consider the option consisting of giving competences to final users according to the principles of co-management, introducing territorial rights for fishing (as it happens in Italy in the case of clams and shellfish). To conclude, Mr Abate highlighted that it is of utmost importance to define the interlocutors at various level to carry out the reform of the CFP.

2ND SESSION:

"INFRASTRUCTURES FOR MARITIME TRANSPORT AND COMMUNICATIONS"

Panel moderated by Enrico Maria Pujia, Directorate for Maritime Transport, Italian Ministry for Infrastructures and Communication

Juan Manuel Diez Orejas (Port authority of Valencia)

Mr Orejas presented the Valencia port as a crucial element for regional economic development. It is the 1st Spanish and Mediterranean port, the 5th EU port and the 27th port in the world. It originates around 953 million € of added value and employs around 20000 people.



The Valencia port supports economic development by facilitating access, providing services and facilitating regional integration. For the next years, the priority of the port authority will be to consolidate and strengthen its deep sea status and develop an intermodal platform. In addition, by promoting accessibility and hinterland

connectivity, namely through the railway corridors, as well as ICT technology and innovation, the port will promote economic activities in the regional clusters. The Valencia port authority also aims to develop Short Sea Shipping and Motorways of the Sea through new infrastructure, alliances with operators and smoothing of operations.

Mr Orejas also explained how the port authority is striving to make the port a place which is able to attract citizens by foreseeing various alternative uses for commercial purposes or sport's events (such as Formula 1, the America's Cup or the Spanish « vuelta »). Environmental sustainability is regarded as an important mark of quality for the port of Valencia. Indeed, the Valencia port participates in the « CLIMAPORT » project, which aims to evaluate the impact of climate change for ports (together with the ports of Algeciras, Koper, Livorno, Marseille and Piraeus). Another project, called "SEDMED", has been developed to analyse access to port, prevention of risks from pollution, sustainable handling and reutilization of sediments in Mediterranean ports.

Paolo Costa, President of Autorità Portuale di Venezia

Mr Costa explained how the Venice Port Authority is trying to ensure an important role for the Venice port, which at present moves around 22-23 tons per year (while the Valencia port moves around 60 tons). Venice is the first Mediterranean port for cruises, with almost two million users per year. According to Mr Costa, the current predominance of the ports of Northern Europe on the traffic coming from Asia creates a distortion, which may be avoided by strengthening the role of the Mediterranean ports and thus reducing the hours of navigation and corresponding CO2 emissions. If the CO2 would have a price, says Mr Costa, the geography of ports would change. At the same time, the Venice port competes with the Black Sea ones to serve Central Europe, whose economies present higher growth rates than Western Europe. Southern Mediterranean countries are also looked at with interest, notably Turkey and Egypt. Mr Costa called for the development of Motorways of the Sea not only among EU Member States, but also with partner countries. In order to remain competitive in a global environment, Mr Costa also highlighted the need for ports to come together and thus increase their dimension. Finally, Mr Costa presented the projects that the Venice port will carry out in the upcoming years to upgrade its activities, and particularly the construction of a platform to be place at 8 nm off the Venice coast which will host tankers and cargos allowing to unload and to stock goods. By reinforcing road and rail connection to the hinterland, the Venice port also hopes to be able to serve the Italian Northern regions, which are at present served by the Northern Europe ports up to the 50%.



Riccardo Honorati Bianchi, INFRAMED, Cassa Depositi e Prestiti

Mr Honorati Bianchi presented the "INFRAMED" fund, described as the first concrete financial tool adopted by the Union for the Mediterranean. It is a market-oriented fund financed by private banks as well as the European Investment Bank for a total of 385 million € (150 M from Italy, 150 M from France, 50 M from the BEI, 20 M from Morocco and 15 M from Egypt). The bank sponsoring the projects have done considerable investment, and the objective is to raise around 1,2 billion € over the next 18 months. The fund will be run by an independent company and will finance projects in the urban, transport and energy infrastructure sector which are expected to support economic development in the Mediterranean South and East banks. The fund will last for a maximum period of 15 years and money will be allocated according to the following conditions: not more than 45% will be allocated to Egypt and Morocco, not more than 10% to any other country alone, not more than 65% in one of the three sectors of infrastructure (urban, transport or energy) and not more than 15% for a single project.



Abstract:

"Il Fondo InfraMed per lo sviluppo delle infrastrutture nei Paesi Sud ed Est del Mediterraneo"

Il Fondo InfraMed Infrastructure, rappresenta il primo strumento finanziario operativo realizzato nel contesto delle iniziative promosse dall'Unione per il Mediterraneo (UPM). Si tratta di un Fondo di investimento destinato alle infrastrutture essenziali necessarie a favorire il progresso economico e sociale dei paesi dell'Unione per il Mediterraneo e che al contempo favorirà un importante sostegno alla ripresa economica generale anche attraverso le opportunità di lavoro per le imprese europee.

La Cassa depositi e prestiti (Cdp) insieme all'omologa francese Caisse des Dépôts et Consignations (CDC), alla Caisse de Dépôt et de Gestion du Maroc (CDG), alla egiziana EFG-Hermes Holding SAE (EFG) e alla Banca Europea degli Investimenti (BEI) hanno costituito lo scorso maggio un fondo che è dedicato agli investimenti di lungo periodo in una delle regioni il cui tasso di crescita è tra i più elevati al mondo. Il fondo si è già dotato di una propria organizzazione ed è pronto a valutare i primi investimenti in infrastrutture nei settori dell'urbanizzazione, dei trasporti e dell'energia.

Francesco Lollobrigida, Councillor for Mobility and Local Public Transport Policies, Lazio Region

Mr Lollobrigida presented the initiatives undertaken by the Lazio region in the maritime sectors. After the last regional election of April 2010, the new regional council put the competence for port back with the portfolio on mobility. It also launched the so called "Cabina di regia del Mare" (Sea Control Centre), a structure for various actors and authorities involved in maritime affairs to work together. The Lazio region is also developing the so called "metropolitana del mare" (Sea metro line) to connect the Pontine islands for the transport of goods and persons. With a few exceptions, the port infrastructures in the Lazio region are insufficient and need upgrading. The Lazio region council also intends to invest in tourism to make it the first maritime sector in the region.



Second day: Friday 17th December

3RD SESSION: "MANAGEMENT OF THE ACTIVITIES HAVING AN IMPACT ON THE COASTAL AND MARINE ENVIRONMENT"

Session moderated by Carlos Berropze Garcia, DG ENV

Mr Berropze introduced the topic by defining the policy Framework which the EU developed to manage the activities impacting on the sea, keeping into account regional specificities. This Framework includes:

- the Marine Strategy Framework Directive
- the Regional Sea Conventions (notably the Barcelona Convention through which we cooperate with southern countries)
- the Protocol on ICZM soon to enter in force. A EU recommendation on ICZM is already in force
- two Communications on MSP in context of IMP, one adopted in 2008 and the second one adopted on 15 December 2010. An impact assessment is jointly being developed by DG ENV-DG MARE on ICZM and MSP.

Italo Giulivo, Campania region

After describing some general characteristics of the Campania region, Mr Giulivo presented some



ongoing trends of coastal areas, such as coastal erosion, sea level rise, ports INTERRIMENTO and renourishment of beaches. A project is being carried out with ISPRA called "CARG" on geological cartography in order to show the geological consistency of coastal and sea areas, including systems of canyons. The project will also allow to draft plans for environmental itineraries. The Campania region also created a coastal informatics system called "SIC", developed around the example of the SIC of the Emilia Romagna region and in accordance to the INSPIRE Directive. This system provides mainly

geological information and a catalogue of maritime constructions. Another project called "TELLUS" is being implemented to install a radar which will be allow to check if maritime constructions, but also river bed, are modified. Mr Giulivo presented the planning instruments drafted by the regional authorities which, together with these projects, function as a basis for ICZM work but also to data sharing within EMODNET.

Abstract:

Elementi conoscitivi per la programmazione degli interventi di tutela, salvaguardia e difesa delle coste.

Il sistema costiero della Regione Campania è molto articolato, costituito per una metà da coste alte

incise nei depositi carbonatici, terrigeni e vulcanici, e per la restante metà da coste basse e sabbiose, talora ghiaiose.

Tale sistema, oltre che custodire paesaggi di eccezionale valore naturalistico e preziose testimonianze storiche, ospita una consistente parte delle risorse economiche regionali, con importanti centri urbani, numerose attività industriali, infrastrutture varie ed uno dei più importanti sistemi turistici europei, con le isole di Capri e Ischia, e la penisola sorrentino-amalfitana.

Per attuare la programmazione degli interventi di tutela, salvaguardia e difesa

ASPETTI E CRITICITA' DEL SISTEMA COSTIERO CAMPANO

- Erosione delle spiagge
- Rischio da mareggiate
- Instabilità delle falesie
- Flussi iperconcentrati lungo la fascia costiera
- Ingressione di acqua marina
- Innalzamento del livello medio mare (acqua alta)
- Interrimento dei porti
- Programmazione della opere di difesa costiera

delle costa del territorio campano, il Settore Difesa del Suolo della Regione Campania si serve di strumenti conoscitivi dello stato geo-ambientale marino e costiero, sviluppati dallo stesso Settore, e di studi sui rischi di erosione/inondazione delle aree costiere delle Autorità di Bacino e dell'AMRA (centro di Competenza nel settore dell'Analisi e Monitoraggio del Rischio Ambientale).

Dal 2000 il Settore coordina la realizzazione della cartografia geologica, costiera e marina, della Campania in scala 1:10.000,

nell'ambito del Progetto CAR.G. (CARTografia Geologica nazionale 1:50.000 dell'ISPRA, ex Servizio Geologico Nazionale). Ha fornito, in sede nazionale, i criteri normativi di indirizzo al rilevamento geologico subacqueo dei settori costieri sommersi (da 0 a -30 m), pubblicando le "Linee Guida al rilevamento geologico subacqueo in scala 1:10.000 delle aree marine costiere".

E' stato recentemente sviluppato un Sistema Informativo Territoriale per la gestione delle aree costiere della Campania nell'ambito di un progetto di Gemellaggio con la Regione Emilia-Romagna, che ha visto coinvolti la maggior parte dei Settori regionali, Province, Autorità di Bacino ed altri Enti con competenze in ambito costiero, realizzando un'interfaccia WebGis per la consultazione.

E' stato quindi realizzato il Catalogo Gis delle opere di difesa della costa della Campania, basato sulle ortofoto degli anni 2004-2005. I dati contenuti nel catalogo hanno reso possibile la valutazione dello stato di protezione della costa, e del relativo indice strutturale, come base per lo studio e la conoscenza dei fenomeni morfoevolutivi lungo costa, in relazione agli interventi effettuati, alla loro ubicazione ed alla tipologia delle opere installate.

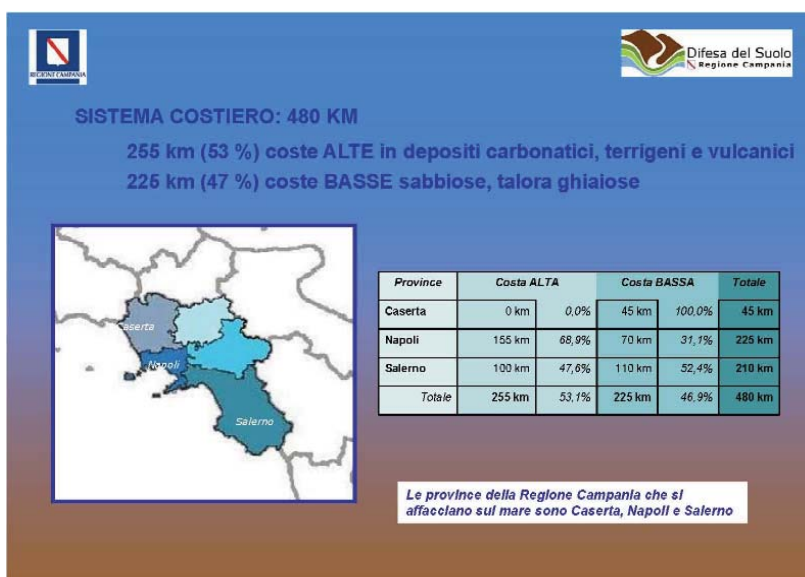
(www.difesa.suolo.regione.campania.it, Area tematica: Difesa delle coste e S.I.T. Difesa Suolo: WebGis)

L'esperienza sviluppata nella realizzazione del WebGis Coste e dell'esposizione di servizi WMS riguardanti tematismi costieri, in conformità ai principi di interoperabilità e condivisione della Direttiva Europea INSPIRE e secondo gli standard previsti dall'OGC, ha consentito alla Regione Campania di partecipare al Progetto MAREMED, Gruppo di Lavoro "Dati e Cartografia". Il Progetto MAREMED vede altresì coinvolto il Settore Difesa del Suolo nei Gruppi di Lavoro "Gestione integrata della costa" e "Adattamento ai cambiamenti climatici".

Studi specifici sull'erosione costiera sono stati portati avanti dalle sei Autorità di Bacino della Campania che affacciano sul mar Tirreno per la redazione dei Piani Stralcio per l'Erosione Costiera i quali, come da D.Lgs. 152/2006, ex L.183/89, concorrono alla formazione del Piano di Bacino. L'iter di approvazione non è ad oggi ancora concluso (alcuni Piani sono adottati ed in attesa di approvazione definitiva da parte del Consiglio regionale, altri sono in fase di studio), ma per molte aree costiere sono comunque vigenti le Norme di salvaguardia.

E' anche disponibile lo studio condotto dall'AMRA per la Protezione Civile regionale su Scenari di rischio di erosione delle coste e relativi modelli, con informazioni su pericolosità per erosione costiera, ricostruzioni di scenari di danno, curve di vulnerabilità, carte degli scenari da erosione marina regionale, carte degli scenari di rischio da allagamento, individuazione di tratti di costa maggiormente critici.

Il Settore Difesa del Suolo dispone quindi di solide basi di conoscenza, in continuo aggiornamento, per la gestione delle attività di propria competenza che hanno un impatto sull'ambiente costiero e marino, come gli interventi per la difesa costiera o i ripascimenti di litorali sabbiosi, con la connessa problematica del reperimento di cave di prestito a mare.



Philippe Carbonnel, Département de l'Hérault

Mr Carbonnel presented coastal erosion and marine submersion phenomena in the Hérault region and made reference to the various maritime sectors relevant for the area, such as fisheries, boating industry and tourism and aquaculture. Mr Carbonnel described how awareness is raising about the need to fight coastal erosion to preserve the coastal



environment but also economic activities. As a result, studies and actions to create and protect quality beaches, one of the main regional strengths for tourism, through renourishment of beaches financed also by FEDER funds. According to Mr Carbonnel, interregional cooperation on these issues through, for example, the MAREMED project, allows to increase effectiveness of policies, increase transparency and data sharing, exchange best practices and methods for intervention.

Activités économiques	Adaptation littorale	Coopération Méditerranée
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La mise en valeur du littoral de l'Hérault



Mauro Cerrone, EmiliaRomagna Region

With thousands of hotels and almost 40 million tourists per year, tourism activities and coastal urbanisation in the Emilia Romagna coastal area pose an important STRAIN on the coastal and marine environment. Other economic activities, such as maritime transport and fisheries, but also energy and particularly methane extraction at sea, are particularly important for the region. Marine protected areas cover an area of 76000 ETTARI and dunes areas have considerably diminished because of rapid urbanisation, representing only 2% of coasts. Mr Cerrone informed that in 2012 the region will carry out a project of beach renourishment. ICZM recommendations were adopted by the Regional Council in 2005, and provinces and municipalities also implemented them at their level. Information on coastal and maritime activities have been provided by the MSP plancoast handguide and by some ongoing projects, such as Coastance, Maremed or Micore and Shape.



Abstract:

Le azioni della regione Emilia-Romagna per la gestione delle attività che hanno un impatto sull'ambiente costiero e marino

La Regione Emilia-Romagna ha da sempre prestato una estrema attenzione alla gestione delle attività in ambito costiero, conscia sia delle problematiche ambientali che delle attività economiche collegate alla zona costiera ed alle loro strette interazioni.

Le problematiche ambientali principali da affrontare in ambito costiero sono l'erosione costiera, la perdita delle dune naturali e la subsidenza.

Il sistema regionale costituito da 130 km di linea di costa bassa e sabbiosa, di cui oltre 60 km con difese rigide, sostiene una pressione di 44 milioni di turisti all'anno, concentrati nei tre mesi estivi.

Il turismo rappresenta il 7% del prodotto interno lordo regionale ed ha comportato una forte urbanizzazione della parte meridionale della costa regionale.

Porti e trasporti marittimi, con l'1% del prodotto lordo regionale hanno influenzato l'economia, ma anche la morfologia della costa regionale stessa.

Anche le attività di pesca ed acquacoltura (con un incremento della seconda negli ultimi tempi) contribuiscono ad una parte rilevante della economia regionale.

Altra problematica che interagisce sia con turismo che con pesca e acquacoltura è quella della qualità delle acque, con fenomeni come eutrofizzazione e bloom algali, sia per cause naturali che antropiche. Pur essendo molto antropizzata, la costa regionale, specialmente nella parte nord, ospita molte zone protette (SIC, ZPS e Parco regionale).

Anche la zona marittima al largo è soggetta ad utilizzazioni e vincoli di vario tipo, oltre alla pesca vi sono zone destinate al prelievo di idrocarburi, zone protette, aree soggette a restrizioni per vari motivi e aree di scarico.

In particolare a circa 50 km al largo della costa regionale, sono stati individuati dei depositi di sedimenti sabbiosi che sono già stati utilizzati in passato (2002 e 2007) per interventi di ripascimento a riva.

L'insieme di queste problematiche ambientali e necessità economiche, che si intrecciano strettamente in una fascia marina relativamente stretta, hanno fatto sorgere da tempo la consapevolezza della necessità di una gestione integrata della fascia costiera e delle attività marittime. Fin dal 2002 la Regione Emilia-Romagna si è attivata con un programma di Gestione Integrata delle zone Costiere (GIZC-ICZM) che ha concluso la prima fase nel 2005 con la adozione di Linee guida specifiche da parte della Regione, poi adottate anche da tutte le province e comuni costieri regionali.

Le aree tematiche delle GIZC toccano tutte le tematiche di interesse (Sistema fisico e difesa della costa, Gestione integrata a scala di bacino, Porti, trasporti, navigazione e gestione dei rischi relativi, Ambienti naturali e biodiversità, Turismo sostenibile, Pesca ed acquacoltura, Agricoltura sostenibile, Politiche energetiche, Urbanistica e trasporti, con una parte trasversale dedicata alla educazione e diffusione delle informazioni.

Per quanto attiene alla Pianificazione spaziale marittima, la Regione Emilia-Romagna ha in particolare partecipato alla redazione del Manuale pubblicato nell'aprile del 2008 che contiene raccomandazioni per i decisori e strumenti per i pianificatori marittimi, oltre a casi di studio e materiale applicativo. Il manuale è stato redatto all'interno del gruppo di Progetto europeo PlanCoast.

Un'ulteriore attività della Regione è stata quella di creare ed implementare il Sistema informativo del mare e della costa, gestito dal Servizio Geologico regionale, disponibile come webgis on-line, che contiene tutti i dati di possibile interesse per la pianificazione costiera e marittima (dalle basi cartografiche di vario tipo ai dati storici e a quelli tecnici e sulle opere di difesa) e che permette elaborazioni specifiche e implementazione continua di nuovi dati.

La Regione Emilia-Romagna sta attualmente partecipando ai Progetti COASTANCE – Programme Med, MAREMED – Programme Med, MICORE – 7th FP e SHAPE – IPA Adriatic CBC Programme. In particolare il programma Shape, acronimo di “Shaping an Holistic Approach to Protect the Adriatic Environment: between coast and sea” intende promuovere una cooperazione transfrontaliera per lo sviluppo sostenibile della Regione Marittima Adriatica attraverso un approccio che promuova l'uso integrato del mare e delle sue risorse.

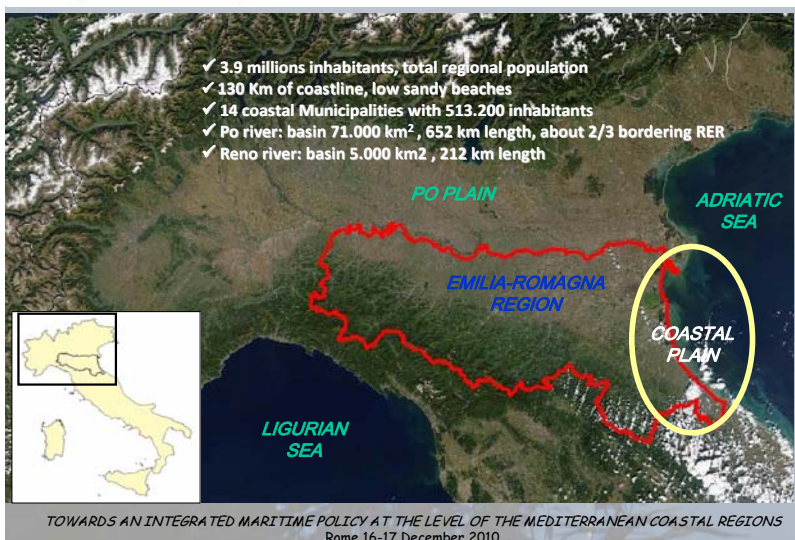
Lo scopo di Shape è di creare un sistema di governance trasversale e multilivello, capace di risolvere i conflitti tra i differenti utilizzatori.

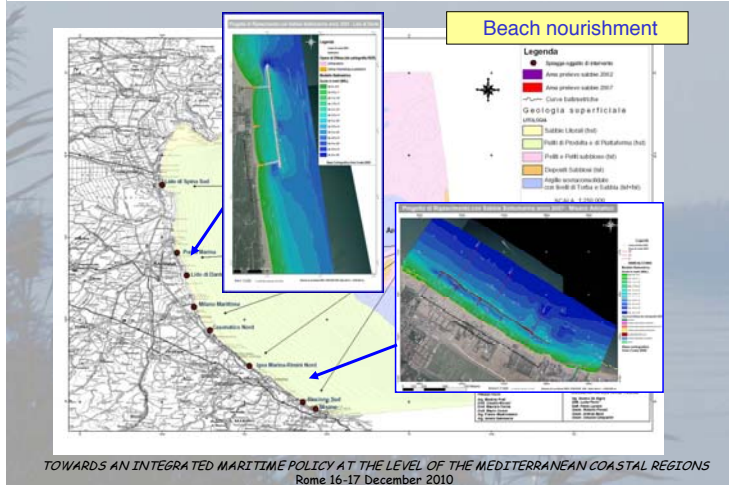
Appunto per questo il progetto si focalizza sulla Gestione integrata della zona costiera e sulla Pianificazione spaziale marittima, offrendo la opportunità di sviluppare strumenti adeguati a sostenere la pianificazione spaziale nell'intero bacino Adriatico.

Il progetto interessa tutte le dimensioni spaziali, sia fisiche (terra, costa, superficie dell'acqua, volume dell'acqua, fondo marino)



Direzione Generale Ambiente e Difesa del Suolo e della Costa





che immateriali (sociali, economiche, culturali).

Il progetto Shape trae la sua origine dai precedenti progetti Interreg IIIB CadSES PlanCoast, CadSeaLand e BeachMed e fa inoltre riferimento alla Regione EuroAdriatica fondata nel giugno 2006 come modello di cooperazione tra le regioni che si affacciano sulla costa del mare Adriatico e di cui la Regione Emilia-Romagna presiede la commissione per l'Ambiente.

In sintesi Shape inizierà nel gennaio 2011 ed avrà una durata di 36 mesi, con un budget di 4,1 milioni di € ed è inserito nel Programma IPA Adriatic CBC, priorità

2, misura 2.1 – Protezione e miglioramento dell'ambiente marino e costiero. Coinvolgerà tutti i paesi dell'area adriatica e d avrà come capofila la Regione Emilia-Romagna.

Gli obiettivi di Shape sono i seguenti:

- rendere più sostenibili le attività umane nelle aree costiere e marine;
- gestire i conflitti tra usi concorrenti e supportare il processo decisionale;
- migliorare la struttura istituzionale, il coinvolgimento dei portatori di interesse e la consapevolezza pubblica;
- rinforzare il ruolo della GIZC nella regione Adriatica in accordo con i principi chiave europei;
- promuovere la Pianificazione Spaziale Marittima nella regione Adriatica in accordo con i principi chiave europei;
- raggiungere un alto livello di coerenza tra la pianificazione nelle aree costiere e quella negli spazi marittimi, collegando GIZC e PSM;
- condividere dati ed esperienze come base comune di conoscenza che permetta una coerente e conscia gestione dell'ambiente costiero e marino;
- sviluppare una rappresentazione chiara della situazione del mare Adriatico e contribuire a EMODNET.

Il progetto è costituito da 5 WP (work packages):

- WP1 Gestione transfrontaliera del progetto e coordinamento
- WP2 Comunicazione e pubblicizzazione
- WP3 Gestione Integrata delle Zone Costiere
- WP4 Pianificazione Spaziale Marittima
- WP5 Fra terra e mare

In special modo dai WP3 e WP4, che convergono poi nel WP5, è chiara una volontà di andare ad una esperienza di gestione del mare nel suo complesso, come un insieme di problematiche ed opportunità che hanno origine sia nella terra che nell'acqua e che interagiscono variamente, realizzando:

- la raccolta e la valutazione dei dati sulle correnti politiche e strumenti di pianificazione in materia di GIZC e PSM nel bacino Adriatico, adottando le normative della direttiva INSPIRE;
- la raccolta e valutazione dei dati utilizzando i criteri della direttiva EUROSION;
- lo sviluppo di un Atlante GIS della regione marina Adriatica, seguendo i dettami di EDMODNET;
- la creazione di un WebGis dimostrativo del bacino Adriatico;
- la attivazioni di azioni sperimentali per creare elaborazioni di Gis;
- Organizzazione di conferenze transnazionali tematiche.

I partners coinvolti sono tutte le Nazioni che si affacciano sul Mare Adriatico (Italia, Slovenia, Croazia, Bosnia-Herzegovina, Montenegro ed Albania).

Giovanni Randazzo consultant to President of Sicily

Mr Randazzo presented the coastal management plan of the Sicily region. The “hydrological organisation plan” (PAI -piano assetto idrologico) has been drafted to define risks in coastal areas. It includes the definition of plans on coastal typologies, coastal erosion risk, coastal existing or planned constructions and maritime projects. Out of its 1600 km of coasts, more than 300 suffer from erosion. The region has also drafted a plan of uses of maritime properties, composed of various detailed plans which have to undergo an environmental impact assessment (VAS-valutazione ambientale

strategica). These plans are based on a cooperative Exchange of information among municipalities which provides the region with the data necessary to compile the plans. Mr Randazzo highlighted the importance of having a regional structure able to understand the data provided and transform them into a plan. He also stressed the importance of creating connection with port plans and BORROW SEDIMENTS plans.

Abstract:

The “new” Coastal Management Plan in Sicily

The “new” Coastal Management Plan (CMP), within the Integrated Coastal Zone Management (ICZM), will take into account the protection of the cultural and archaeological heritage, the port development and the safeguard of the shoreline with its infrastructures.

The CMP will be therefore built along with the essential support of local administrations and territorial consortia operating on the coastal area.

In order to better use the tourist resources of the island it will be necessary to start virtuous processes by the creation of themes or territorial circuits able to better integrate resources, avoiding at the same time unsustainable pressure on a dynamic but vulnerable area, i.e. the littoral.

The CMP will be developed in collaboration with the Ports Plan and above all with the management system that concerns them and the borrow deposits which are necessary for artificial beach nourishment, possibly non protected.



Stefano Cautadella, Professor of Ecology and Aquaculture at the University of Roma Tor Vergata

Mr Cautadella mentioned the initiatives taken by the FAO to promote sustainable fisheries according to an eco-system approach, such as the 1995 Code of Conduct, sub regional projects. Among initiatives taken by other projects, the Pescamed IAMB à Bari and the ItaFishNet, an Italian network for research on fisheries in support to decision-making process. The gradual development and implementation of coastal management plan as well as Maritime Spatial Planning should be adapted to the specific regional situation and be based on a forward-looking approach focused on prevention. The need for plan for adaptation to climate change makes them particularly useful for coastal zones. According to Mr Cautadella, one of the

challenges ahead lies in the capacity to move from a focus only on coastal zones to the larger marine environment.

4TH SESSION: "JOBS AND QUALITY OF LIFE OF COASTAL POPULATIONS: BALANCED DEVELOPMENT AMONG REGIONS

Panel moderated by Perez Trejo, FAO, Territorial Development Working Group

Mr Trejo highlighted the importance of an integrated approach to avoid that the development process create disparities but also the need for innovation, which may strongly benefit from the creation of adequate networking structure. The MedLab project supported by FAO indeed aims to support innovation.

Athena Mourmouris, Greek Ministry of the Environment, Energy and Climate Change, Athens

Ms Mormouris presented the specific challenges of Greece, among which the presence of four insular region which represent a challenge for territorial cohesion. Greece recently restructured its institutional set-up and the central government granted more competences to regions and decreased the number of municipalities to around 300. Playing a role in the IMP is a specific challenge for the Greek regions, considering that it is mainly the central government which has contributed up to now to its making. Among the initiative undertaken by Greece in relation to maritime affairs, Ms Mormouris mentioned the national action plan to implement the Blue Book, the review of regional spatial



plans, the consultation for new spatial plan concerning aquaculture and new spatial plan on ICZM as required by ICZM protocol. In addition, a draft law on biodiversity will soon be presented to the Greek parliament for adoption. Offshore wind makes the object of ongoing discussion because of numerous proposals from the private sector. Maritime Spatial Planning has thus become an important topic to discuss, namely with reference to specific hotspots where conflicts among various maritime activities is stronger. Greece is however aware of the challenge posed by its specific geography and the cost it will entail in terms of control efforts. Greece also intends to make of renewable energy a crucial VOLANO for green growth. Ms Mormouris mentioned some of the important projects to which Greece has or is taking part, such as BEACHMED COASTANCE, ECOSUMMER, HERMES, CADSEALAND, ECASA, ENCORA, MEDPAN and OURCOAST. The challenge ahead for Greece consists of improving governance of maritime affairs by incorporating regional aspects into national policy as well as EU and national law into regional planning. To do so, existing studies, databases (such as NCMR, national network of environmental protection) or scientific network (such as HENCORA) are regarded as useful tool. Management committees are foreseen for spatial plan on ICZM and pilot projects are needed to assess situation in selected areas. To conclude, Ms Mormouris explained how regions are becoming increasingly important for the IMP as they get more competences and resources and how substantial regional development is not possible without integrating environmental considerations in all policies and measures.

Major related projects (financed by the EC)

Greece is participating in:

- **BEACHMED-E**;
- **COASTANCE**;
- **ECOSUMMER**;
- **HERMES**;
- **PEGASO**;
- **European Islands**
- * **CADSEALAND**;
- * **ECASA**;
- * **ENCORA**;
- * **MedPAN**;
- * **OURCOAST**;

Major financial instrument for big scale interventions: The 4th Community Operational Programme 2007-2013 (ESPA)

Abstract:

Integrated Policy - Opportunities for the Regions: The case of Greece

The EU Integrated Maritime Policy together with the Marine Environment Strategy and the policy on the Integrated Coastal Zone Management (ICZM) constitute a new framework calling for new dynamic

and effective schemes appropriate to ensure the necessary implementation. Regions can be the proper geographical units for the actions needed, while regional authorities could combine their competences focusing on specific problems and offering effective solutions.

Greece has recently restructured its legislation on regional and local authorities and is actually facing the challenge of mainstreaming all related actions of different services and stakeholders. The presentation will illustrate briefly plans for the coordination of activities needed for the implementation of the Integrated Maritime Strategy and the ICZM (at EU and Mediterranean level), the promotion of sustainable development and at the same time the encouragement of green growth through spatial planning, renewable energy, regional pilot projects for coastal management and job creation in these fields.

Pietro Tagliatesta, Directorate General for Employment, Social Affairs and Equal Opportunities, European Commission (replacing Michel Laine)

Mr Tagliatesta presented the EU 2020 Strategy developed in continuation of the Lisbon agenda in a context shaped by the entry into force of the Lisbon Treaty and by the economic crisis with different economic performance across Europe. The EU 2020 strategy aims to achieve a growth pattern based on knowledge and innovation which can be inclusive and green. Targets have been established, such as a 20% reduction of gas emission compared to the 1990 level or the 3% of PIL for investment in research and



development. On the basis of these targets, member states were called to establish national reform programmes. Among structural funds, the Social European Fund allows to finance projects on maritime employment. Mr Tagliatesta mentioned as an example the “Progetto Mare” of the Friuli Venezia Giulia region, the project “infoMARE” in Sicily, the “polo inforMARE” in the Liguria region and the “Gente di Mare project” in Sardinia which aims to train unemployed people to get qualifications to work on board of boats.

L'azione del Fondo Sociale Europeo nel settore marittimo

Il FSE cofinanzia numerose attività formative nel settore marittimo che sono realizzate in un'ottica di complementarietà e di non sovrapposizione con le azioni sostenute dal FEP (Fondo europeo per la pesca). Le principali finalità sono:

- potenziamento della formazione di talenti operanti nel campo delle tecnologie marine
- rilevare e collegare le figure professionali ai fabbisogni formativi e occupazionali delle imprese e in particolare alle esigenze connesse all'avvio e/o alla realizzazione di processi di innovazione tecnologica, produttiva e organizzativa, e di ricerca applicata
- promuovere progetti formativi pilota da utilizzare quale sperimentazione per la messa a regime dell'istruzione e formazione tecnica superiore
- sperimentare azioni formative innovative in raccordo con la ricerca scientifica e tecnologica anche attraverso progetti di alta formazione
- monitorare e valutare e diffondere i risultati degli interventi realizzati in una dimensione multiregionale e comunitaria.

Carmen Sandoval, Murcia region

Ms Sandoval made reference to the role of the IMP as a tool to improve quality of life in coastal region by developing the maritime economic potential, promoting tourism and creating strategies against catastrophes. Ms Sandoval also explained the division of competence with regard to governance of maritime affairs between national level, regions and municipalities. The Murcia region has 252 km of coasts and a high density population (500 inhabitants per Km²). In 2004 the region adopted an ICZM strategy called “directions and plan of territorial and coastal regional organisation (“Directrices y plan de ordenación territorial del litoral”). Finally, Ms Sandoval mentioned the project FERRMED



in which the Murcia region participates and which aims to connect by rail North Africa and South Europe.

Alessio Satta, Coastal Protection Agency, Sardinia region

Mr Satta introduced the activities carried out by the Sardinia region to implement the principles of ICZM, among which the regional landscape plan ("Piano regional paesaggistico") of 2006, which forbids building any new building on the coasts. The Sardinia region also established a dedicated agency for the conservation of coasts which, among other things, coordinated the CAMP Italia projects which are being carried out in Sardinia, Latium, Tuscany, Liguria and Emilia Romagna. The CAMP Sardinia project is built around three axes, namely coastal erosion, sustainable tourism and maritime spatial planning, with a particular reference to fisheries. One of the main results of the

project was the creation of a table of discussion involving all councillors working on issues related to the coasts. A pilot project is ongoing in Alghero testing methods to fight coastal erosion. With regard to the second axis, a zero environmental impact youth hostel has been created in Buggerru transforming a mine hospital. As concerns MSP, biological protection areas are being established within two fisheries zones off the coasts of Sardinia. In addition to these, other initiatives are ongoing: example of scientific tourism may be found in the PELAGOS where number of observatory tours of cetaceans is growing; projects to raise awareness on the sea among young pupils have been set up etc.

CONCLUSION

Monique Pariat, Directorate General Maritime Affairs and Fisheries, European Commission

Ms Pariat recognised that the conference had shown a clear commitment, and capacity, from the part of Mediterranean coastal and maritime regions to act as drivers of an integrated maritime policy. In this regard, she underlined the role of the CPMR as well as ARLEM and the UfM as key partners to reinforce the Integrated Maritime Policy in the Mediterranean. With reference to the first introductory panel, Ms Pariat welcomed the existence of many initiatives and highlighted the need to ensure that all our actions are brought together under a coherent umbrella and that the Integrated Maritime Policy can provide a central pillar for cohesion in the basin and its sub-regions. She also reminded that this coherent approach also needs to provide a framework for better use of all the funds in the region. With regard to the second panel on maritime economic opportunities, Ms Pariat noticed how the experiences of the ports of Valencia and Venice demonstrated the importance of promoting the port cluster, and the need for higher integration with nearby local areas and communities, also in view of improving the economies of the regions in question. These examples also pointed to the importance of the Motorways of the Sea initiative. Ms Pariat also stressed the role of the InfraMed financial instrument as an important tool for investments and networks across the maritime economies of both shores of the Mediterranean basin. As regard the third panel on the impact of activities on the marine and coastal environment, Ms Pariat stressed how exchanges of best practices across regions, mapping of areas and platforms for the exchange of marine data can help find proper and innovative ways of addressing challenges such as coastal erosion, rise of water levels, and overall territorial management. Finally, with regard to the



fourth and last panel, Ms Pariat highlighted how the current economic situation and the Europe 2020 objectives require a greater role to be played by regions, particularly in terms of job creation and creating opportunities for more private investment. Ms Pariat encouraged to reflect more on the gaps and remaining needs to be addressed and expressed the wish that constructive dialogue will continue to devise further opportunities at the level of Mediterranean regions.

Intervention:

Ladies and gentlemen,

In my opening speech yesterday, I put special emphasis on the need for bringing out concrete ideas and forging partnerships, and the importance of working with all relevant stakeholders.

This Conference has shown that there is a clear commitment, and capacity, from the part of Mediterranean coastal and maritime regions to act as drivers of an integrated maritime policy. The commitment of the Conference of Peripheral Maritime Regions (CPMR) and particularly its inter-Mediterranean Commission is also very valuable in this respect.

I was also delighted to see that even though the Integrated Maritime Policy is essentially an EU policy, pan-Mediterranean institutions and initiatives, such as the Union for the Mediterranean and the Euro-Mediterranean Local and Regional Assembly, are keen to strengthen co-operation on maritime affairs across all Mediterranean coastal States. As I said in the beginning, dialogue with non-EU partners is also one of the objectives of the process launched by the Commission with the 2009 Communication on the Mediterranean.

Let me now pass on to some concluding remarks on the key messages that emerged yesterday and today:

- Introductory session & Session 1 - "Towards an integrated strategy for the Mediterranean: multi-sector and multi-level governance"

The introductory session showed a clear commitment from the part of major institutions in the Mediterranean for taking the Integrated Maritime Policy forward.

The process for an integrated strategy for the Mediterranean was raised in the first session, together with specific priorities in the areas of maritime security, transport, fisheries, environment and tourism, both by representatives of national Ministries and major regions in the Mediterranean, such as PACA and Sicily.

The European Commission has initiated a number of initiatives in 2009 directed at enhancing governance of maritime affairs in the Mediterranean. It is evident however that we need to ensure that all our actions are brought together under a coherent umbrella and that the Integrated Maritime Policy can provide a central pillar for cohesion in the basin and its sub-regions, such as for instance in the Adriatic-Ionian sub-region.

This coherent approach also needs to provide a framework for better use of all the funds in the region. Like this we can reap more benefits and ensure more targeted results. Be it in 2011, 2012, 2013 or thereafter, there is already a good political and financial basis for making progress on the development of an Integrated Maritime Policy in the Mediterranean.

The experiences brought forward and initiatives proposed at the different governance levels shows that there is already a booming basis for effective multi-level and multi-sector governance.

- Session 2 - "Infrastructures for maritime transport and communications":

The experiences of the ports of Valencia and Venice demonstrated the importance of promoting the port cluster, and the need for higher integration with nearby local areas and communities, also in view of improving the economies of the regions in question.

The need for improvement of railway connections with the rest of Europe, for instance, through logistics and inter-modality measures, is another area that needs to be explored.

The link with the Highways of the Seas projects however also needs to be made. It seems that progress on this is still needed in the Mediterranean. At the level of the Adriatic sub-region, we heard for instance about the possibility for more enhanced connections and trade gateways towards Southern Europe but also Asia.

It is natural that ports are a key factor for competitiveness, creating jobs, and re-qualifying areas that are close to the port structures.

In this context, the need for developing an EU policy that integrates not only the activities of governments and stakeholders, but also other social and economic communities, was underlined.

We also look forward to see how the InfraMed financial instrument, as a public-private fund, could in future contribute to investments and networks across the maritime economies of both shores of the Mediterranean basin.

- **Session 3 - "Impact of activities on the marine and coastal environment"**

The specific challenges being faced by regions in France, Italy, but also Egypt, notably coastal erosion, rise of water levels, and overall territorial management, demonstrate that Mediterranean regions need to find proper and innovative ways of addressing such impacts. As we saw, exchanges of best practices across regions, mapping of areas and platforms for the exchange of marine data, can help in this respect, and are already taking place through major projects under the EU territorial cooperation programmes.

Important economic activities, such as tourism, fisheries, aquaculture, etc., but also certain historical and cultural assets, need to be safeguarded. This is where Integrated Coastal Zone Management and also Maritime Spatial Planning practices may be brought in, so as to ensure a more sustainable management of all the activities taking place on the coast and at sea. We could look further at how to establish more common methodologies for developing these instruments, as is being done by Emilia-Romagna in the Adriatic.

- **Session 4 - "Jobs and quality of life of coastal populations"**

The current economic situation and the Europe 2020 objectives require a greater role to be played by regions, particularly in terms of job creation and creating opportunities for more private investment. We saw that possibilities for off-shore wind-farms are being considered.

The role of the European Social Fund in targeting employment and training in the maritime sectors in regions perhaps needs to be brought more into light.

I would like to take these ideas and elements for further work back to Brussels, but at the same time I encourage you to reflect more on the gaps and remaining needs that you would like to see addressed, but also better ways of managing those initiatives that already exist.

As I said earlier, I also hope that this will not be a one-off event. Myself, and my team, are willing to engage with you to bring success stories forward and devise further opportunities at the level of Mediterranean regions.

Lastly, I would like to thank the Lazio region once again for the commitment, the organisation and efforts invested in setting up this Conference.

Thank you.

Marco Mattei, Councillor for Environment and Sustainable Development, Lazio Region

Mr Mattei reiterated the importance of some initiatives from the Lazio region which are based on the fact that the current administration regards the sea as a place of opportunities. Mr Mattei stressed the fact that the region is ready to reply to the industry's expectations. Indeed, as he pointed out, public authorities can help not only by financing projects but also by streamlining and reducing procedures.

Intervention:

«Questa è la prima grande occasione di scambio e di coordinamento per i futuri programmi della Commissione europea in materia di politiche del mare, tant'è che gli enti territoriali, le istituzioni e le professionalità, peraltro internazionali, chiamate a raccolta in questo importante momento di confronto contribuiranno a implementare l'approccio integrato dell'evento allo scopo di mettere a sistema conoscenze, capacità e attitudini. Tutte caratteristiche volte a sostenere e migliorare le politiche marittime delle regioni costiere del Mediterraneo».

Lo ha spiegato l'assessore regionale all'Ambiente e sviluppo sostenibile del Lazio Marco Mattei intervenendo ai lavori di apertura della prima conferenza internazionale delle Regioni costiere del Mediterraneo.

«Il Mediterraneo è il luogo privilegiato dell'incontro fra Nord e Sud, Est ed Ovest, durante tutta la sua storia millenaria ha messo in contatto popoli e civiltà diverse, segnandone l'evoluzione attraverso i secoli. La peculiarità del Mediterraneo non sta solamente nella dolcezza del clima o nella biodiversità tra le più ricche d'Europa, ma nel fatto di essere un vero e proprio "mare fra le terre" attraverso il quale tradizioni, religioni e culture differenti hanno potuto possono interagire ed arricchirsi dal confronto reciproco. Nessun impero, neanche quello romano, è mai riuscito a dominare stabilmente questo mare, e nessuna egemonia culturale ha mai caratterizzato la sua

storia; la tradizione greca e latina, erroneamente considerata da molti la principale e quasi esclusiva fonte culturale mediterranea, si è invece intrecciata fruttuosamente sia con quella ebraica sia con quella araba e islamica, generando delle comuni radici storico-culturali che permettono di trattare il Mediterraneo con un'ottica globale ed unitaria che ricomprenda tutte le sue componenti ed il loro essere così strettamente interconnesse. Ed è nel mantenimento di queste peculiarità anche nell'uso razionale delle risorse naturali del Mediterraneo, attraverso la valorizzazione delle tradizioni locali, che si deve necessariamente inquadrare la strategia marittima integrata per il mediterraneo. Abbiamo ascoltato in questi giorni validi esempi da parte di molte regioni mediterranee di alcuni dei cardini della strategia nell'ambito delle politiche in materia ambientale, dei trasporti marittimi, dell'energia, della ricerca, dell'industria, della pesca e dell'innovazione. Ne scaturisce un quadro complesso ed innovativo di governance mediterranea che deve costituire un asse portante della politica comunitaria in molti settori dalla biodiversità naturale a quella culturale ed allo sviluppo economico di una delle culle della nostra civiltà. In questo contesto il ruolo delle regioni è di fondamentale importanza per saper trasferire le conoscenze dal livello locale al livello nazionale e a quello Comunitario per poter riaffermare il ruolo centrale del Mediterraneo quale asse di cooperazione tra Europa, Nord Africa e Medio Oriente».

«La Legge Finanziaria messa in campo dalla Regione Lazio per il 2011 vede le politiche del mare e la difesa delle coste tra gli attori principali per quel che riguarda gli impegni dell'assessorato all'Ambiente. A questo proposito voglio ricordare l'istituzione della Cabina di regia del Mare già a giugno che – ha precisato l'assessore regionale all'Ambiente e sviluppo sostenibile Marco Mattei - è stata voluta dalla presidente Renata Polverini per armonizzare le politiche marittime con l'apporto, l'integrazione e la valorizzazione di politiche che possono essere comuni a tutte le regioni del Mediterraneo. Gli interventi che si sono susseguiti negli ultimi anni sono stati nebulizzati sul territorio e uso questo termine per specificare quanto quei processi lunghi che si sono succeduti per la difesa delle coste e la mobilità marittima non hanno portato i risultati sperati. Faccio degli esempi: quando si parla di turismo integrato si deve parlare anche di portualità mentre, fino a oggi, gli studi messi in campo finivano con il confine della Regione che li attuava senza tenere conto delle marine da diporto e della preservazione del patrimonio costiero intorno. Ecco perché occorre integrare gli interventi con le altre regioni, renderli funzionali, così da non creare doppioni inutili: serve infatti un "sistema mediterraneo" che si sviluppi ulteriormente in questa direzione. L'impresa si aspetta molto dalle Istituzioni e queste hanno il compito di armonizzare la gestione e rendere superabili gli eventuali ostacoli. Per favorire le imprese è necessario che le procedure siano più snelle e più veloci e che le azioni messe in campo non producano interventi dannosi per il territorio. L'approccio alle politiche marittime della presidente Polverini si muove proprio su questo versante per favorire uno sviluppo armonizzato che tenga conto delle peculiarità del Mediterraneo».

Questo grande nostro incontro che si è tenuto grazie alla Conferenza Internazionale sulle Politiche Marittime Integrate porterà certamente dei miglioramenti sostanziali nell'ambito della gestione del mare. Su questa scia la Regione Lazio – ha concluso l'assessore Mattei - già si ritiene impegnata e lo sta dimostrando con l'Accordo di Programma per il Porto di Anzio oltre che con le risorse specifiche messe in campo per la tutela e la valorizzazione delle coste. Con lo scopo di rendere il Mediterraneo non solo quella meta turistica molto ambita come la vedono i tanti che aspirano a passarci le vacanze ma che sia anche un luogo dove vengono tutelate le caratteristiche ambientali e naturali. E' importante ritenere che un appuntamento come questo della Conferenza Internazionale segni un ulteriore inizio per il rilancio dell'area costiera con l'impegno di grandi stanziamenti da parte della Ue per indurre a rendere concreta la politica del fare. E' un grande onere questo che ci viene affidato dall'Unione Europea e che implicherà competenze da impegnare nei rapporti sociali, culturali e negli investimenti del prossimo futuro».

COASTANCE

REGIONAL ACTION STRATEGIES FOR COASTAL ZONE ADAPTATION TO CLIMATE CHANGE

COASTANCE is a European project co-funded by MED Programme. The idea to propose the project comes from the need of a group of Public Administrations with competence on coastal management and defence to face the increasing erosion phenomena and marine flooding risks arising on the mid-long term related to the effects of climate changes (sea level rising, extreme storm events, increasing frequency & intensity etc.).

In this frame it is evident the need of a strategic and sustainable approach on the management of coastal sediments, paying attention to the new environmental aspects involved in the related activities.

The aim of this project is to address these very issues, working on 3 different technical components:

- C3: Coastal risks : Submersion and Erosion;
- C4: Territorial action plans for coastal protection management;
- C5: Guidelines for Environmental Impacts Studies focused on coastal protection works and plans.

Partners

1. Region of East Macedonia & Thrace
2. Region of Latium – Territory Department, Environment and People Cooperation Directorate
3. Region of Crete
4. Department of Hérault
5. Region of Emilia-Romagna - Directorate of General Environment Soil and Coast Protection
6. Regional Ministry for the Environment of Andalusia (CMA) – Junta de Andalucía
7. Ministry of Communications and Works of Cyprus – Department of Public Works
8. Dubrovnik Neretva County Regional Development Agency (DUNEA)



Project implementation

Starting date 01 April 2009; End date 31 March 2012

Total Budget

1.870.351,80 euros

Info

www.coastance.eu

MedLab
Mediterranean Living Lab
for Territorial Innovation

Gli utenti fi nali nel cuore del processo creativo

MEDLAB PROJECT :

Un Living Lab trans-regionale nel bacino del Mediterraneo

L'obiettivo del progetto MedLab è quello di applicare, al lato della domanda di politica regionale, l'approccio del Living Lab, facendo leva su progetti pilota concreti al fine di costruire una rete di governance multilivello per l'innovazione territoriale.

Una serie di progetti pilota collegherà la ricerca e lo sviluppo transnazionali e le strategie dei dipartimenti regionali, alle specifici che necessità di sviluppo di cinque settori chiave : le reti di inno-PMI, lo sviluppo rurale, la gestione delle zone costiere, la pianificazione strategica partecipativa e il turismo.

Le partnership pilota transnazionali e i coincidenti temi di Ricerca e Sviluppo che emergeranno saranno sviluppati all'interno di una rete di governance integrata e aperta, ma stabile.

Il risultato finale di MedLab sarà la creazione di una struttura trans-mediterranea permanente attraverso cui le autorità di sviluppo regionali potranno applicare il modello di Living Lab in un numero crescente di settori. L'industria ICT si renderà pertanto conto dell'importanza di investire nei processi di co-design e di utilizzare questi ultimi per definire iniziative di sviluppo locale e regionale. Di conseguenza, verranno sviluppate sempre più soluzioni che porranno al centro dell'attenzione gli utenti, aumentando così la competitività dell'area del Mediterraneo in numerosi settori politici.

Il progetto, della durata di 24 mesi, è co-fi nanziato dal Fondo Europeo di Sviluppo Regionale (FESR) e comprende 6 Stati membri dello spazio MED : Grecia, Cipro, Slovenia, Italia, Francia e Spagna.



Projet co-financé par le Fonds Européen de Développement Régional – FEDER / Project co-financed by European Regional Development Fund - ERDF



Programme cofinanced by the
European Regional
Development Fund

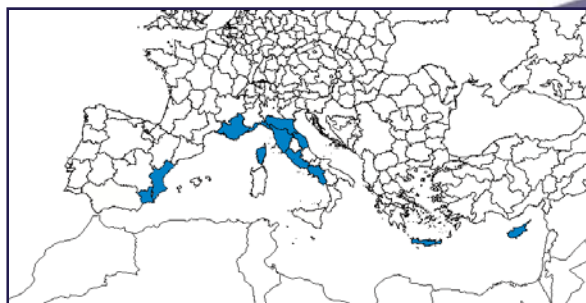


MARITIME REGIONS COOPERATION FOR THE MEDITERRANEAN

“MAREMED” is developed within the framework of the creation of an integrated Mediterranean maritime policy. The main aim of the project is to strengthen the coordination of regional maritime policies between themselves and also with those in force at National, European and Mediterranean levels. The project focuses on those constituents of maritime policy with a strong transnational dimension, namely Integrated Coastal Zone Management, pollution (including small and medium scale accidental coastal pollution), adaptation to climate change in coastal areas, fisheries and coastal and maritime data management. Under the coordination of the project leader, Provence-Alpes-Côte d'Azur Region, the fourteen regional partners will carry out an overview of the policies implemented and their governance, will identify pilot coastal zones for transnational management and shared operational tools to aid in decision-making. They will develop documents to disseminate these results in order to encourage integrated maritime management and the sustainable development of coastal zones for the different levels of coastal governance.

Partners

- | | |
|--|--|
| 1. Provence - Alpes - Côte d'Azur Region | 8. Marche Region |
| 2. Comunidad Valenciana | 9. Emilia-Romagna Region |
| 3. Murcia Region | 10. Corse Region |
| 4. Liguria Region | 11. Larnaca District Development Agency |
| 5. Toscana Region | 12. Crete Region |
| 6. Lazio Region | 13. Generalitat de Catalunya |
| 7. Campania Region | 14. CRPM and CIM |
| | 15. Aquitaine Region (associate partner) |



Project implementation

Starting date 01 June 2010; End date 24 May 2013

Total Budget

1.982.000,00 euro

Info

<http://www.maremed.eu>



REGIONE
LAZIO

DIREZIONE REGIONALE AMBIENTE



CENTRO DI MONITORAGGIO GIZC



European Commission
Directorate General For Maritime
Affairs and Fisheries -
Mediterranean and Black Sea



www.cmgizc.info

Event co-financed by European Regional Development Fund - ERDF

