



Conclusions of the Working Group on Transport and Integrated Maritime Policy

Thursday 20 June 2019 - Marseille (South Region-FR)

Agnès Rampal, Vice President of the CPMR Intermediterranean Commission, Regional Advisor of the South Region, introduced the meeting objectives, recalling the challenges linked to global warming and emphasised the commitment of the South Region in this respect. In particular, through cleaner fuels linked to transport, including maritime transport, and the study of solutions (LNG and others), for example through the Italy-France maritime cooperation programme. In addition, the Region is working to promote marine renewable energies through floating wind power plants developed with the Occitanie Region and Sea Water Air Conditioning. **Agnès Rampal** also stressed that the preservation of biodiversity and ecosystems in the Mediterranean is another area of interest, as well as marine waste treatment.

The South Region affirmed its satisfaction with the addition of the Marseille-Geneva section to the Mediterranean corridor of the Trans-European Transport Network (TEN-T), which will increase its capacity to finance infrastructure improvement projects on this axis. She particularly welcomed the lobbying work carried out with the help of the CPMR and Liguria Region. She recalled that the working group is also working on development of the blue economy (Task Force led by Lazio), one of whose main working areas focuses on reducing youth unemployment in the Mediterranean.

More generally, concerning the strategic vision in the Mediterranean, the South Region recalls the importance of the WestMed initiative with the 5+5 countries gathered at the Summit of the Two Shores in Marseille on 25 June 2019. The Intermediterranean Commission and its WestMed members were very involved in the preliminary meetings and various workshops, and witnessed a certain dynamism from the "Transport and Integrated Maritime Policy" working group.

Davide Strangis, CPMR Executive Director in charge of Programmes, Partnerships and Geographical Commissions, reiterated the importance of European cooperation projects in the Mediterranean and recalled that they feed into the work provided by the CPMR at a global level, and, in particular, on marine investment and industries. Coupled with the work of this group, they enable the Intermediterranean Commission to enrich its reflections on Euro-Mediterranean strategies with a strong maritime dimension, as well.

Renewal of the European Parliament's SEARICA intergroup, for which the CPMR has acted as Secretariat during the last **two** mandates, is a good example, mobilising and cooperating with re-elected MEPs and involving the new ones since May 2019.

Élodie Nunes, Executive Secretary of the Intermediterranean Commission, introduced the presentation of the 2019-2020 working groups action plans.

REFLECTION ON THE ACTION PLAN

Transport Component - **José Ramón Díez de Revenga Albacete**, Advisor for Growth and Infrastructure in the Murcia Region

The main objectives for the 2019-2020 programming period are to improve accessibility through a Mediterranean strategy among the regions for better collaboration and integration of the Mediterranean area and to develop a global approach that considers the specific Mediterranean maritime characteristics.

More generally, the group will focus on reducing greenhouse gases in the transport sector, improving governance, coordination and enhancing the role of the regions in transport policy implementation.

José Ramon Díez de Revenga recalled the key topics of the working group while stressing that it will also be necessary to consider: consultation on the TEN-T, which is a crucial communication tool for the European institutions; the relationship between sustainable transport and territorial development; monitoring of the Mediterranean Regional Action Plan implementation; IMC recommendations for potential synergies in the field of trans-European transport; the development of infrastructures and logistics areas to be able to include freight transport in the corridors.

In addition to the previously identified key actions, there is a transversal axis of work carried out by monitoring the impacts relating to accessibility and transport; promoting land-sea interactions; working on maritime data and regional access to European funds.

➤ Integrated Maritime Policy Component - **Stéphanie Oudin**, Representative of the SOUTH Region

The IMP is in line with the two priority axes defined by the IMC-CPMR, namely: promoting the emergence of basin strategies and developing projects in the Mediterranean.

Stéphanie Oudin summarised the group's various themes, and pointed out that they were structured around four axes, specifically: the application of regulatory and legal frameworks with analysis of obstacles and levers; access to financing involving monitoring European investments, the various calls for projects and specific financing involving a certain maritime dimension; promotion of the maritime dimension of macro-regional strategies; and cooperation for projects in the Mediterranean via thematic projects, coordination in favour of the Bologna Charter and, finally, cooperation with the UfM.

Priorities for the 2019-2020 actions are in line with those mentioned above, but with the desire to strengthen certain thematic axes, including adaptation to climate change, with particular attention paid to opening up to the southern zone, and greater involvement of young people. The application of these priorities requires vigilance to ensure that the work of the WGs is cross-cutting and that all stakeholders, particularly young people, are fully involved in order to enable the emergence of a Mediterranean citizenship.

Ettayeb el Masbahi, Vice President of the Oriental Region, opened the debate by stressing the importance of involving the Southern Mediterranean shore in the Group's work and deplored the low inclusion of southern strategies in overall IMC strategies. He recalled that the Oriental region had taken initiatives in favour of the Northern regions to demonstrate its willingness to be rooted in the Mediterranean area's sustainable development choices. Cooperation with the southern Mediterranean regions offers an opening to Africa.

Davide Strangis replied, insisting on the need to maintain flexibility in the way the Working Group operates and to distribute tasks; flexibility helps to integrate all stakeholders. In this perspective, Task Forces are only a means and not an objective in themselves.

ONGOING AND FUTURE ACTIVITIES

➤ Transport component

José Ramón Díez de Revenga presented an update on the work relating to the TEN-T network evaluation process at the CPMR level. Lobbying will start as soon as the new European Parliament takes office in order to ensure implementation of the transport package and maritime corridors in a way that benefits peripheral regions. In this context, the consultation results presented at the Political Bureau in Donegal (IE) show the regions' commitment to transversal regulations, competitiveness and accessibility, as well as an emphasis on the need for investment in multimodal transport systems.

In anticipation of the 2021-2027 programming cycle, the CPMR wishes to press a few important points with the new European Parliament: in addition to the importance of placing territorial accessibility at the heart of European transport policy, it is crucial to include sustainability as a priority in this matrix. As rail transport is more efficient from an environmental point of view than road freight transport (the ratio of CO₂ emissions ranging from 1 to 3), the CPMR regions have an interest in supporting and monitoring implementation of the Mediterranean corridor.

Guy Esclopé, Councillor of the Occitanie Region: the Region reiterates its refusal to block the Mediterranean corridor for an 8 km section between Perpignan and Montpellier – largely underused – that is detrimental to the entire European transport project, particularly at a time of pressing climate emergency.

Ettayeb el Masbahi recalled that a commission had been established more than twenty years ago to observe a 14 km link project between Tangiers (Morocco) and Algeciras (Spain). The IMC should pay attention to this in the context of Mediterranean development.

➤ **Climate Change and the Bologna Charter component**

Stéphanie Oudin, South Region, presented the POSBEMED2 project and its context at the Regional level. A national climate action plan was adopted in July 2017 in France, implemented at the regional level by the South region, in particular with regard to the adaptation of beaches to global warming via a "Sea and Coastal Plan". This plan aims to affirm the maritime identity of the Region, support the development of a maritime sector of excellence, contribute to the success of an energy and environmental transition, support maritime trades that have become attractive again, ensure the implementation of better governance and collect good financing.

To this end, the South Region has founded the Maritime Assembly for Regional Growth and the Environment (AMCRE), which includes an "Environmental and Coastal Engineering" commission that addresses the issues of coastal adaptation to climate change and the preservation of posidonia as a species and habitat. The Posidonia Plan will be presented in October 2019 and will serve as a basis for the Region's involvement as a Interreg Med POSBEMED2 project partner.

Stéphanie Oudin presented the elements of the POSBEMED2 project, which meets 5 objectives: (1) preservation of a key ecosystem; (2) introduction of a systemic approach in this land-sea interface and work on nature-based solutions in development practices; (3) a common reference framework, on a Mediterranean scale, for the homogenisation of methods and techniques; (4) contribution to the environmentally responsible tourism offering; and (5) support from key stakeholders and informed citizens.

The POSBEMED2 objectives are structured around 3 axes: (1) changing practices – through the establishment of methodological guides and recommendations, exchanges of best practices with Mediterranean partners, capacity building and action on innovative pilot sites through territorial workshops; (2) raising awareness (of inhabitants, tourists, shopkeepers, beach concessionaires), inform, educate – through a participatory multi-stakeholder and multidisciplinary approach – in order to emerge from multilateral action, a mediation between science and society; and (3) rallying the stakeholders (authority and association managers, public and private decision-makers, and citizens), acting as a network – via the Blue Flag – by introducing a new criterion linked to the presence of Posidonia on beaches, a commitment charter of Posidonia beach stakeholders in the Mediterranean, an action at the European level through contact with the Seas Convention network to bring communities together.

Davide Strangis: the POSEIDON project, in the proposal phase, could be fully connectable. It focuses on Posidonia and professional activity, mainly in the field of maritime tourism, based particularly on the pioneering Balearic Islands legislation for the protection of Posidonia from boats. On the other hand, MITOMED+ has produced a model of "green beaches" that could inspire and fuel future projects, as well.

Emmanuel Maniscalco, Senior European Project Officer at the CPMR, pointed out that the Bologna Charter (BC) has been the subject of an IMC Task Force since 2015, led by the Emilia Romagna region, and that it is an initiative aimed at aggregating administrations around the common objective of sustainably developing Mediterranean coastal areas.

It addresses 4 main strategic themes, including (1) the development of knowledge, network-based monitoring and data management systems; (2) sustainable resource use and coastal governance for Blue Growth; (3) support for research and innovation, networking; (4) and addressing climate change challenges through major coastal projects.

Several ongoing initiatives – in which IMC and some of its members are involved – are part of the BC and contribute to the operational implementation of its Action Plan: the [CO-EVOLVE](#) project, the [MedCoasts4BG](#) project, ECOMEDPORTS as part of the [BlueMed](#) Initiative, [CHANGEWECARE](#)

In addition, the CAP of the Bologna Charter is currently being revised and updated as of 2018 with support from the results of related initiatives and projects.

Finally, Major Coastal Projects (MCPs) are part of the Bologna Charter strategic applications. Currently they are taking place in the Emilia Romagna region, Cyprus, and in two Western Greece municipalities.

Dimitris Karampoulas, collaborator of the President of the Western Greece Region, pointed out that the Region joined the Charter at the 2016 IMC General Assembly in Venice. The Regional Council has allocated

23.6 million Euros for coastal protection projects. The Bologna Charter has had a national effect, but the region has participated as a pilot region at the European level.

Ettayeb el Masbahi reiterated the interest that the Bologna Charter represents for the Oriental Region, which is currently in talks on this subject. The region wants to propose a pilot area – Tibouda Beach – for MedCoast4BG sustainable tourism, which respects biodiversity.

➤ Focus on the **Blue Economy Task Force**

Lorenza Bonaccorsi, Councillor of the Lazio Region, recalled that this Task Force is the result of a cooperation agreement sealed in 2017 by the IMC and the Union for the Mediterranean to ensure implementation of its Ministerial Declaration on the Blue Economy, signed in 2015. As part of the implementation, the Lazio Region participated in a workshop on maritime spatial planning and integrated coastal zone management. It has also conducted two studies on maritime investment in the IMC regions and on the role of the regions in the land-sea relationship through implementation of the "Maritime Spatial Planning" (MSP), "Marine Strategy Framework Directive" (MSFD), "Habitats" (HD) and "Birds" (BD) directives. Lazio has also participated as a CO-EVOLVE project partner, currently under development, and the IEV CTF Med programme.

Lorenza Bonaccorsi outlined some perspectives for the future, including possible synergies with the BlueMed initiative, transversality with other IMC Working Groups, and particular attention to the EUSAIR and WestMED initiatives.

Élodie Nunes, Executive Secretary of the Intermediterranean Commission, gave an update on the InnoBlueGrowth and PANACeA projects. With completion planned for autumn 2019, InnoBlueGrowth has developed all kinds of activities, particularly concerning capitalisation (events on the strengthening of links between research, policy development and practice among other things), communication (networking, extension of the Blue Growth community beyond the partnership framework, on the one hand in Interreg Med and, on the other hand, towards external stakeholders). She pointed out that the project is in its second phase of development with the objectives of continuing InnoBlueGrowth's activities over the 2019-2022 period and including more thematic projects in the Blue Community in anticipation of the Interreg Med programme's completion. The first phase of the project will be completed on 19-20 September 2019 in Brussels.

With regard to PANACeA, the IMC is also involved mainly in communication activities (post-event videos) and capitalisation activities (an event to raise awareness of biodiversity issues in the private sector and, in return, the introduction of biodiversity into private sector activities; a technical document is currently being prepared on the interaction between Marine Protected Areas and fisheries). The PANACeA closing event will soon take place in Málaga on 14-16 October 2019. She recalled that PANACeA developed a data platform that would be accessible to all biodiversity professionals and stakeholders for better informed and knowledge-based policy decisions.

Guillaume Huet, for the Southern Region, presented the IUCN World Conservation Congress to be held in Marseille in June 2020. 10,000 participants from 160 countries are expected, representing all stakeholders in economic, social and cultural life. All speeches will be focused on the successes. The selected themes are: preservation, indigenous peoples, climate change, rights and governance, innovation, technologies, information and could therefore be the subject of impact work by IMC.

CONTRIBUTION ON MARINE WASTE AND MRE

Representatives of the Occitanie and South Regions are developing, respectively, upon floating wind turbines and marine waste.

On the one hand, through its REPOS plan, the Occitanie region aims to become the first Positive Energy Region in Europe by 2050 through a 40% reduction of energy consumption and a threefold increase of renewable energy production. Solar and wind power are pillars for this purpose. As such, 3 pilot projects for offshore wind energy farms in the Mediterranean – developed in consultation with multiple coastal stakeholders – will be launched by 2021 with a total capacity of 75 MW; for 2050 the total expected power for the Occitan farms is 3 GW, finally meeting the electricity needs of 5 to 6 million people. The REPOS plan also takes into account land use planning, buildings, etc.

In addition, Port-la-Nouvelle will aim to become the energy transition port in Occitanie following 130 million Euro restoration works. This will be used to develop the logistics platform that will host the floating wind turbine and contribute to job creation.

On the other hand, the Southern Region's Climate Plan, adopted in December 2017, set itself the objective of becoming a carbon neutral region by 2050. In terms of investment, the reduction in energy consumption represents 100 billion Euros by 2050, taking into account an upgrade of the tertiary and residential sectors, while carbon-neutral energy production implies an investment of 120 to 130 billion Euros for the region by 2050.

It will therefore be necessary to ensure regular inter-regional and inter-port coordination for the implementation of these wind energy projects, particularly between the port of Marseille and Port-la-Nouvelle.

Concerning Sea Water Air Conditioning: it is another renewable marine energy used to heat and cool buildings from seawater, and particularly from the extraction of calories from the sea. This technology reduces peak electricity consumption in summer (high air conditioning needs). Many coastal cities want to try the experience, thanks to the success documented in Marseille and Fos. This technology is highly adapted to the needs of cities located near the coast with a dense urban concentration and can fully satisfy the needs of the Mediterranean regions.

Diane Fréguelin, Circular Economy and Waste project manager for the South Region, presented the "Zero Plastic Waste 2030" programme for the South Region that includes an industrial and economic component, as well as an environmental component, the latter being supported in the Climate Plan (action 60 and action 81). Since 2018, it has been reaffirmed around circular economy-based development and the preservation of natural environments in the Mediterranean Sea.

As part of the program, 3 tools have been developed, including: (1) the Zero Plastic Waste Charter; (2) the regional network of litter collectors through ReMed Zero Plastic; (3) and a call for projects for a Zero Plastic Mediterranean, currently representing some fifty applications submitted since 2017 (prevention of waste from snacking, attention to pollution via catchment areas, innovative cleaning operations, traceability and tracking of marine waste, support for actions concerning microplastic and nanoplastic pollution).

To conclude, it is very clear that environmental issues are becoming increasingly key in the IMC's work. It will be dealt with in a transversal and more integrated way as part of the Group's next actions, in coordination with the CPMR's work and upcoming developments on the circular economy.