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# Gaps and Growth Opportunities Report – TWG6 Maritime Surveillance

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the Sea

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<b>Description of the deliverable</b>	The Gaps and Growth Opportunities Report (GGOR) is an analysis and evaluation of the results of the projects relevant to the strategic theme of Maritime Surveillance of PANORAMED project. The GGOR uses the Project Results Collection Matrix as its main source and it aims to reveal potential gaps not yet tackled by existing policies and earlier projects as well as potential growth opportunities in this specific area.
<b>Key words</b>	Gaps; growth opportunities, results, project results, assessment, evaluation

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## 1. INTRODUCTION

### Objectives

The objective of the Gaps and Growth Opportunity Report (GGOP) is to propose a **synthetic analysis of the development, needs and potentialities of Maritime Surveillance in the Mediterranean**, in relation with the implementation of the Axis 4 of the transnational MED programme (PANORAMED project dedicated to improving Mediterranean governance). This Axis 4 includes the launch of strategic projects, the implementation of Mainstreaming and Liaising activities aiming to share projects results with other public policies, other programme, and promote a better coordination with surrounding areas.

This report will help identify Maritime surveillance tools and processes developed at national and international level and to have a better view of strategic issues where new projects and additional financing could be provided.

On this issue, EU member states develop their own national systems, with a coordination role played by the European Maritime Safety Association (EMSA) at EU level.

These systems must however be constantly improved and adapted to the evolution of risks and for a better coordination (increasing maritime traffic, pollution and environment, climate change, migration...). At international level, and despite the role played by the EMSA and international organisations, the sharing of information and the interoperability of observation systems constitute a major challenge for a more efficient maritime surveillance.

The Gaps and Growth Opportunity Report focuses on these issues **to help decision makers elaborate future projects and draw guidelines for post 2020 priorities** especially in the field of transnational and cross border Mediterranean cooperation.

### Structure of the report

In its first parts (1, 2 and 3), the report provides synthetic information about the transnational MED programme, its objectives, and the context of implementation of its Axis 4. It draws a panorama of the Mediterranean context in the field of Maritime surveillance (part 4) with a description of the main tools and processes implemented in this area.

Based on this context analysis, the report highlights gaps and opportunities that would deserve a specific attention to improve maritime surveillance in the years to come (part 5 and 6). This is done in coherence with the objectives of PANORAMED which is to improve the overall governance of Maritime Surveillance in the Mediterranean and contribute to transnational coordination (part 7 and 8).

The report concludes with experts' recommendations to foster future sectoral growth (parts 9, 10, 11).

## 2. SHORT OVERVIEW OF THE INTERREG MED 2014-2020 PROGRAMME

### 2.1. What is INTERREG MED?

The MED programme is a transnational INTERREG programme financed by the European Regional Development Fund (ERDF) and the Instrument of Pre-Accession (IPA).

The Interreg MED Programme consists of 57 regions divided among 10 EU Member States and 3 countries from the Instrument for Pre-Accession Assistance (IPA).

EU Member States: Croatia; Cyprus; France; Greece; Italy; Malta; Portugal; Slovenia; Spain; United-Kingdom

IPA countries: Albania; Bosnia-Herzegovina; Montenegro



### Interreg MED 2014-2020 COOPERATION AREA



The transnational programme gives the possibility to each partner **to tackle challenges beyond national borders**, such as the rise of low carbon economy, the protection of natural and cultural resources and the strengthening of innovation.

The main objective of the Interreg MED Programme is to promote sustainable growth in the Mediterranean area by fostering innovative concepts and practices and a reasonable use of resources and by supporting social integration through an integrated and territorially based cooperation approach.

## **2.2. Budget and co-financing**

The total budget for the 2014-2020 period amounts to 265 M€, composed of 224 M€ ERDF (European Regional Development Fund), 9 M€ IPA (Instrument of Pre-Accession) and national co-funding.

The co-financing rate for partners not concerned by state aid is 85%. The co-financing rate for economic operators and structures concerned by state aid is 85% or 50%.

## **2.3. Key principles**

In the period 2014-2020, Interreg MED Programme promotes cooperation between a varied typology of actors of the thirteen Mediterranean countries. The aim lies in optimizing existing results achieved in the previous period as well as facilitating new cooperation frameworks for all partners situated in the Programme cooperation area.

Accordingly, Interreg MED Programme establishes the following key cooperation principles aiming at consolidating the character of future projects and their related activities. These fundamental principles represent the DNA of the Interreg MED Programme and are coherent with the promotion of development, of good governance and supported by the European Union Cohesion Policy.

- Thematic concentration
- Result-orientation
- Transnationality
- Territorial relevance
- Sustainability
- Transferability
- Capitalisation

## **2.4. Background**

The Europe 2020 strategy, together with the Territorial Agenda 2020 provides the strategic framework for EU cohesion policy 2014-2020 and as such for the Interreg MED Programme. The regulatory framework is provided by the regulations for cohesion policy 2014-2020. These are accompanied by a Common Strategic Framework (CSF) setting out key actions to address EU priorities and giving guidance to ensure coordination between funds.

For the period 2014-2020, the Commission proposed certain important changes to the way the cohesion policy should be implemented. One important aspect for future project design is the **demand for fewer, but more result oriented and high-quality projects**. More emphasis has to be put on the demand side to clearly identify the real needs of target groups and end-users to ensure a more effective use of projects outputs.

The MED 2014-2020 programme is committed to the development of a new thematic and methodological basis in order:

- to seek the improvement of the quality of the contents and aims of the programme, pursuing the development already started in the 2007-2013 programming period;
- to respect the requirements of the Regulations recalling for more thematic concentration;
- to answer the demands of the actors of the European territorial cooperation in the challenging socio-economic context of the Mediterranean.

The Cooperation programme developed by the participating States and validated by the Commission, is completed with Terms of Reference that detail the aims of each Specific Objective.

The **three thematic axes** of the programme are the following ones:

- **Priority axis 1 “Innovation”**: Promoting Mediterranean innovation capacities to develop smart and sustainable growth
- **Priority axis 2 “Low carbon economy”**: Fostering strategies and energy efficiency in specific MED territories: cities, islands and remote areas
- **Priority axis 3 “Natural and cultural resources”**: Protecting and promoting Mediterranean natural and cultural resources

They are complemented by the **fourth cross cutting axis**:

- **Priority axis 4 “Governance”**: Enhancing Mediterranean Governance

### **3. THE ROLE OF PANORAMED IN THE FRAMEWORK OF INTERREG MED 2014-2020 PROGRAMME**

#### **3.1. Objective of PANORAMED**

The Mediterranean area is one of the most heterogeneous EU cooperation areas. Geographical, economic and political contexts can vary significantly from one region to another and implementation of shared operational plans on the overall area in key sectors like maritime safety, transports, energy or pollution and environmental protection is challenging.

In this context, the Axis 4 of the MED programme is devoted to the **enhancement of the capacities of the national and regional authorities to contribute to the governance efforts in the Mediterranean**, principally identified in the EU macro regional strategy EUSAIR and the WESTMed initiative, but not only. It has the main following objectives:

1. to identify and promote strategic projects regarding coastal and maritime tourism and maritime surveillance, starting from an analysis of the impact of cooperation

projects funded in the framework of the 2007-2013 and 2014-2020 programming periods;

2. to strengthen the relationships among Institutions that promote strategies, programmes, projects and initiatives for the Mediterranean and to promote a systemic vision of the Mediterranean policies, sharing governance tools to improve the policies themselves.

Concretely, this Axis 4 is implemented through a **platform of national and regional authorities**, the **PANORAMED project**, that joins 21 ministerial and regional authorities of the European States of the Mediterranean shores, from Portugal to Cyprus, including three IPA Programme States, namely Albania, Bosnia and Herzegovina, and Montenegro.

The partnership is **complemented by major Mediterranean actors** to concretely act complementarities and synergies in defining strategic projects and contributing to shared policies and frameworks of actions. These partners are the Union for the Mediterranean, the United Nations Environmental Programme/Mediterranean Action Plan (Barcelona Convention), the BLUEMED Initiative for research and innovation in the Mediterranean, the EUSAIR macro regional strategy facility point, the Conference for Peripheral Maritime Regions (CPMR), the programmes ENI<sup>1</sup> CBC MED, INTERREG ADRION, INTERREG BALKAN MED, INTERREG EUROPE, INTERACT, and the WESTMED Initiative for the sustainable development of the Blue Economy in the Western Mediterranean.

Three Directorates General of the European Commission accompany the initiative. That are: DG REGIO (Regional Policy), DG MARE (Maritime Affairs and Fisheries) and DG NEAR (Neighbourhood and Enlargement Negotiations).

### **3.2. Budget and structure of PANORAMED**

#### **3.2.1. Overall structuring of PANORAMED**

Approved in June 2017, with a **nine-million-euro total budget** and running until spring 2022, the project ensures a medium/long-term perspective and has the potential to give a positive contribution to new EU strategies in the Mediterranean beyond the time length of the INTERREG MED Programme.

Within this timeframe, PANORAMED provides opportunities:

- To organize high level events aiming at improving the Med area's governance covering the whole territory
- To promote the preparation of strategic projects, through dissemination events in each Country and the preparation and launch of Terms of Reference.

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<sup>1</sup> ENI : European Neighbourhood Instrument

The project is organised around 10 Work Packages managed by the Partner States.

Within this framework, three Work Packages are dedicated to the **three priority themes** selected by the Member States at the start of the programme:

- **Work Package 5: “Coastal and Maritime Tourism”**
- **Work Package 6: “Maritime Surveillance”**
- **Work Package 10: “Innovation”**

The Partners in charge of these Work Packages had the responsibility to identify Mediterranean cooperation projects implemented in their field of intervention and to analyse them with the support of national experts (**Desk and Field analysis**).

This analysis, enriched with the expertise of national experts, provided the ground for the drafting of the **“Gaps and Growth analyses”**.

Each Work Package team had to write his own Gaps and Growth analysis whose objective was to provide the framework for the drafting of the **Terms of Reference of the Strategic projects**, for the **design and implementation of projects**.

This analysis takes into account the activities achieved by the other work packages:

- **Work Package 7 “Liaising”**: Connexion of the MED programme with other Mediterranean INTERREG programmes, strategies, initiatives and organisations
- **Work Package 8 “Migration”**: Reflexion on how to take into account the issue of “migration” in the activities of the MED programme
- **Work Package 9 “Mainstreaming”**: Experimentation of the share and transfer of outputs produced by MED and other ETC Mediterranean programmes towards other programmes and public policies (capitalisation and transfer of outputs)

### ***3.2.2. Specific organisation and contribution of the Work Package 6 “Maritime Surveillance”***

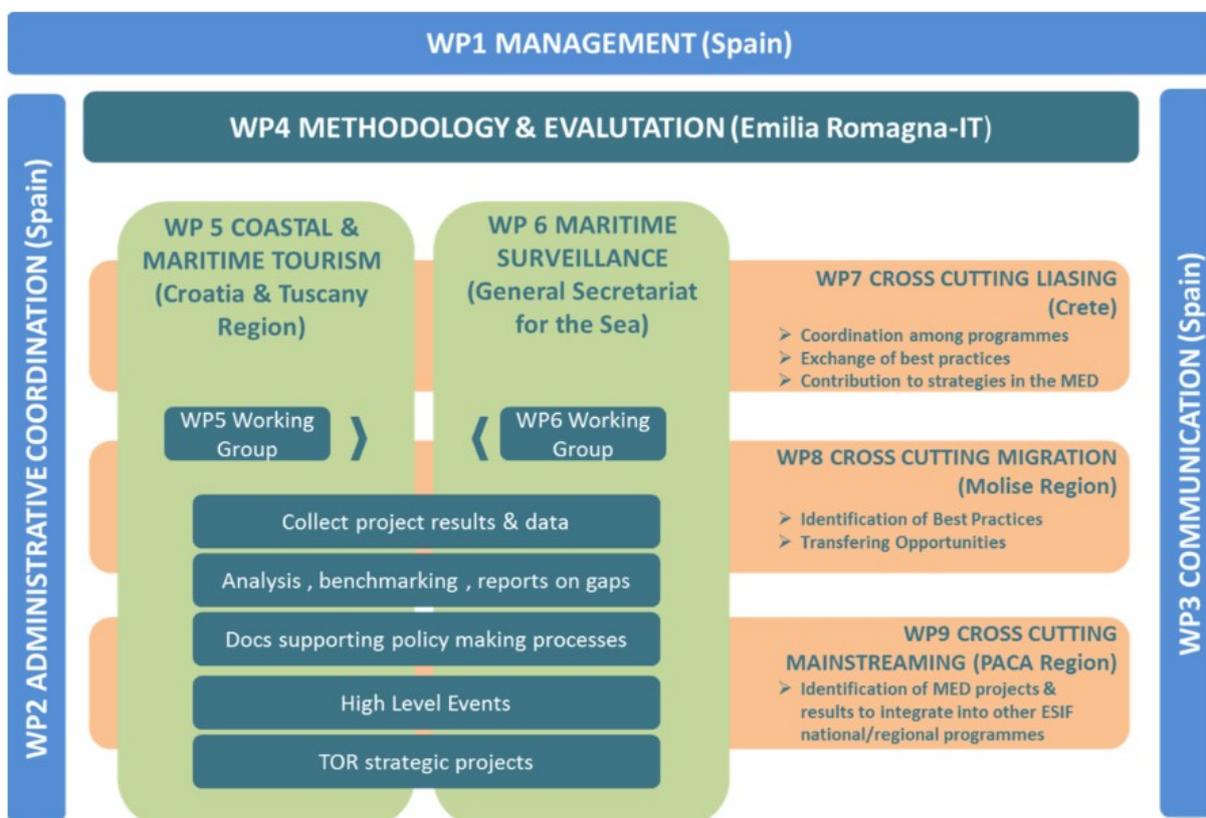
For the implementation of the Work Package 6 dedicated to “Maritime Surveillance”, the MED programme sat up a “Thematic Working Group” gathering Country coordinators and national experts specialised in this area.

The task of this thematic working group was to:

- **Analyse past and ongoing cooperation projects** and identify the most significant contributions to Maritime surveillance issues (chapter 6)
- Identify gaps and growth potentials and **draft the Gaps and Growth Opportunity Report (GGOR)** (this report)

- **Develop connections with the other Work Packages** in order to strengthen the strategy of the Axis 4 of the MED programme and contribute to the achievement of its main objective (improvement of Mediterranean governance) (Chapter 8)
- **Provides recommendations and guidelines** for the drafting of the terms of reference of future strategic projects (chapter 10)

**Organisation of the PANORAMED Project (December 2018)**



## 4. THE MEDITERRANEAN AND INTERREG CONTEXT

### 4.1. *The Mediterranean area: an increasing concern for policy makers*

The Mediterranean is **increasingly taking on a central role on the political and socio-economic European and global scene**, in fact EU and national policies and programmes, together with different initiatives, design and act their vision in the Mediterranean, witnessing a progressively more important investment of efforts and public funds.

Most probably, this dynamic will take higher relevance in the years to come. This entails progressively **growing responsibilities and demands for reinforced institutional capacity** of the diverse policy levels involved to cope with the challenges that the process implies.

The next long term EU budget 2021-2027 approach needs to succeed by making the strategy behind the allocation of resources through a modern integrated territorial approach and by making the links between the means and the results more specific and transparent than before, pointing out at the same time the need for innovation that can attribute potentially and lead to greater value-added in the policy interventions.

In view of the definition of the main programmes related to the priorities of the next programming period, it becomes therefore strategic to **reinforce further the constructive dialogue already active among those players** involved in the definition and implementation of programmes, specific initiatives, strategies and flag ship projects in the Mediterranean.

In this framework, it is crucial to coordinate and strengthen synergies to design and implement medium-long terms shared framework of actions and policy approaches as well as quality projects and therefore efficient use of available resources and virtuous territorial impact and response.

This is a strategic pillar for the enhancement of sustainable social and economic growth in the Mediterranean, for strengthening relations between the countries involved, reinforcing cohesion between territories and raise the awareness of citizens with regard to the identification of a common Mediterranean path, while respecting the specificities of each.

### 4.2. *The INTERREG programmes: a tool to strengthen strategies, coordination and intervention capacities*

The above-mentioned goals are coherent with the initiative promoted for the Mediterranean since 1990, when the INTERREG I initiative was launched with a budget of 1B€ covering exclusively cross-border cooperation. Since then European Territorial Cooperation has been continuously evolving, including transnational and interregional strands **and becoming, within the current programming period, one of the two main objectives of the Cohesion Policy**, besides investment for Growth and Job, with its own Regulation.

Furthermore, through more simplification, results orientation and 11 investment priorities, 2014/2020 INTERREG generation has the potential to achieve greater impact and more effective use of funds to deliver Europe 2020 Strategy<sup>2</sup>.

Despite this important evolution, it is evident that the **territorial cooperation needs to demonstrate its peculiar added value and capacity** to adapt to new changes and evolving territorial dynamics to convince decision makers, at different institutional levels and appropriate seats, that it is worth keep investing public funds in this priority of the Cohesion Policy.

While the Commission's 'White Paper on the Future of Europe'<sup>3</sup> of 1<sup>st</sup> March 2017 and the Communication from the Commission 'A new, modern Multiannual Financial Framework for a European Union that delivers efficiently on its priorities post-2020'<sup>4</sup> do not leave much room for interpretation in this sense, many EU States have already delivered their position papers on Post-2020 Cohesion Policy.

#### **4.3. Key players and programmes for present and future activities**

Complementary to INTERREG, since 2007, **EU Neighbourhood Policy** through its specific ENI CBC MED Programme, plays a key role in the Mediterranean region in promoting cooperation between EU and neighbourhood countries in sectors that are similar or complementary to those tackled by INTERREG. Furthermore, indicatively the same management scheme as INTERREG of launching calls and financing projects is applied and, at least for EU countries, the '*programme clients*' (beneficiaries of EU funds) are of the same nature: local and regional authorities, universities, research centres, thematically specialised agencies, associations, networks, private companies.

Budget wise, only counting the four ETC Transnational programmes active in the Mediterranean, namely INTERREG ADRION<sup>5</sup>, INTERREG BALKAN MED<sup>6</sup>, INTERREG MED<sup>7</sup> and INTERREG SOUTH-WEST<sup>8</sup>, as well as the ENI CBC MED programme<sup>9</sup>, **the EU budget invested in the region for cooperation is approximately 680M€**, to which a consistent national contribution must be added.

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<sup>2</sup> <http://ec.europa.eu/eu2020/pdf/COMPLET%20EN%20BARROSO%20%20%20007%20-%20Europe%202020%20-%20EN%20version.pdf> (COM(2010) 2020)

<sup>3</sup> [https://ec.europa.eu/commission/sites/beta-political/files/white\\_paper\\_on\\_the\\_future\\_of\\_europe\\_en.pdf](https://ec.europa.eu/commission/sites/beta-political/files/white_paper_on_the_future_of_europe_en.pdf)

<sup>4</sup> [https://ec.europa.eu/commission/sites/beta-political/files/communication-new-modern-multiannual-financial-framework\\_en.pdf](https://ec.europa.eu/commission/sites/beta-political/files/communication-new-modern-multiannual-financial-framework_en.pdf)

<sup>5</sup> <http://www.adrioninterreg.eu/>

<sup>6</sup> <http://www.interreg-balkanmed.eu/>

<sup>7</sup> <https://interreg-med.eu/>

<sup>8</sup> <https://www.interreg-sudoe.eu/gbr/programme/about-interreg-sudoe>

<sup>9</sup> <http://www.enicbcmed.eu/enicbcmed-2014-2020>

Beyond the EU Cohesion and Neighbourhood Policies, the Mediterranean context is further enriched not only by the cross border and interregional strands of INTERREG and by INTERACT, but also by numerous other initiatives, strategies, governance frameworks and financial schemes.

In the Adriatic-Ionian sub-basin, the evolution of the **Maritime Strategy for the Adriatic and Ionian Seas** of 2012 lead to the definition of the **EU macro regional strategy EUSAIR** active since 2014<sup>10</sup>.

In the **Western part of the Mediterranean**, since early 2016 the 5+5 dialogue States have committed their efforts to jointly design, with the Directorate-General for Fisheries and Maritime Affairs (DG MARE) and the Union for the Mediterranean, the Initiative for the sustainable development of Blue Economy in the Western Mediterranean which was officially launched in late November 2017.

The **United Nations Environment Programme/Mediterranean Action Plan** (Barcelona convention) represents the unique legal framework binding the 21 States around the Mediterranean Sea and the European Union as contracting parties. One of its key strategies, the multiannual Mediterranean Strategy for Sustainable Development, provides a strategic policy framework, until 2025, for securing a sustainable future for the Mediterranean region consistent with Sustainable Development Goals.

The **Union for the Mediterranean** works on key dossiers such as the already mentioned blue economy, environment, climate change, etc., supporting institutional dialogue, thematic working groups, the definition of Ministerial declarations and the identification of labelled projects.

Additional EU initiatives and programmes have invested in the area specific thematic focus.

The **EU Executive Agency for SMEs (EASME)** supports the **Directorate-General for Fisheries and Maritime Affairs (DG MARE)** in developing and implementing two main policy areas, namely Integrated Maritime policy and the Common Fisheries policy, through specific calls for proposals focusing integrated governance of maritime and coastal affairs, integrated maritime surveillance, maritime spatial planning, marine data and knowledge sustainable economic growth, employment, innovation and new technologies, fisheries control and enforcement.

**Horizon 2020** – A cleaner Mediterranean by 2020, is a key pillar of the EU environmental strategy for the Mediterranean. Its homonymous, the **Horizon 2020 for Research and Innovation** is the biggest EU programme ever with nearly 80 billion EUR of funding over 7 years, with specific actions focusing the Mediterranean.

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<sup>10</sup> <https://www.adriatic-ionician.eu/>

In the same sector the **Partnership on Research and Innovation in the Mediterranean Area (PRIMA)** has launched its first call for proposals to support sustainable management of water and agro-food systems through Euro-Mediterranean partnerships.

The **BLUEMED Initiative** for the research and innovation promotes blue economy in the Mediterranean basin through a strategic agenda and framework for R&D, shared among EU Mediterranean States.

This complex scenario makes the **Mediterranean basin a multifaceted and vibrant area of cooperation with enormous potentialities and important financial resources already invested**, for steady and healthy prosperous growth for all segments of the population.

At different degrees, cooperation among mentioned key actors, initiatives, programmes is already included in respective agendas and acted, as it is recognised, incontestably, as the necessary way forward.

Notably, in the context of not yet fully recovered economy, EU and national budgets constraints, competitiveness pressure imposed by globalisation, particularity hard for regional, local authorities and insular dimension, new societal and economic challenges migration phenomena impose, high level unemployment especially among youngsters, environmental and climate change pressures, security challenges and unstable socio-political situation, particularity in the East South part of the basin.

The definition of the Multiannual Financial Framework and Post 2020 policy framework and programmes represents the tools to ensure a successful and steady exit from the extraordinary measures undertaken in response to the economic and humanitarian crisis.

Equally, to ensure that the necessary preconditions for long-term sustainable development across Europe are in place.

## 5. THE STRATEGIC OBJECTIVES OF MARITIME SURVEILLANCE

### 5.1. *Focus on “Maritime surveillance” priority theme*

For each priority theme, Partner States of the MED programme identified sub-themes of interest for the activities of PANORAMED.

Under the overall theme of “**Maritime surveillance**” the Steering Committee of the MED programme selected initially the following issues:

- **Maritime safety:** exchange of data and information on sea activities, harmonisation of standards and regulations
- **Marine environment:** monitoring and sharing information / data on pressures and impact on marine environment and protected areas, pollution response operations, pressure from human activities (tourism, fishing, land industrial and agriculture waste/chemicals, cargo ships, coastal urbanisation, etc, harmonisation of standards and regulations)
- **Multimodal/maritime transports:** promotion of more sustainable multimodal and maritime transports

The discussion between national experts highlighted the possibilities of connections between these different themes in cooperation projects, as well as the different types of institutions susceptible to be involved depending on the share competences.

The analysis of past, ongoing projects and of potentials for futures projects (see chapter 6) led the experts to focus more accurately their work on the first two themes which represent the strongest potential regarding maritime surveillance issues.

- **Maritime safety:** need to improve data sharing between different governance levels

According to the EU Maritime Security Strategy (EUMSS) and towards an Integrated Maritime Surveillance (IMS) in the Mediterranean. This outcome requires an ontological management in the interoperability and in the common consents concerning CISE, following back any involvement and adjustment in various Observation and Monitoring Systems and the amplification/promotion of Open Data systems use, taking also under consideration the demanding safety issues for the classified information.

Despite existing cooperation and data sharing systems, there is still a room for improvement regarding the observation capacities at local/regional level and the share of information between the different institutional levels. This share of information concerns both the capacity to transmit local and regional data to national and EU system and to ensure that local and regional authorities

can make use of existing “backbone” system developed at national and EU level

- **Marine environment:** need to improve environmental observation capacities and share of information between territories and between the different institutional levels

The marine environment is confronted to rising and new kinds of threats and pollutions that must be better understood in order to adapt public policies and reduce the environmental impact of human activities. The improvement of public policies requires also a better share of data and information produced by Mediterranean public and private bodies.

These issues have been scrutinised by the Thematic Working Group on “Maritime surveillance” and by the national experts involved in its activities.

They delivered this “Gaps and Growth Report” with the objective to better identify the needs at different institutional level, consider the possibilities of improvement of current public policies and perspectives of future projects in the context of INTERREG programming.

## **5.2. *Maritime surveillance related policies overview***

Maritime surveillance competences within the EU have to be considered in a broader perspective of their maritime policy competences and in depth with regard to the different elements that integrate them in the context of the International regulatory framework – particularly relevant and densely focused on them – and considered in evolutionary terms, given that few areas of policy have earned such a strong commitment on the part of the European Commission competences.

Because the oceans and seas cannot be managed without the cooperation of third countries and the relevant multilateral forums, there are many international organizations, as well as conventions and regulations addressing maritime issues, namely maritime transport, energy, coastal regions, fishing, marine environment, maritime safety and other relevant areas.

Despite the gradual expansion of the community's exclusive powers on maritime issues, the majority of them are shared between the European Commission and the Member States. The main example is the statement of exclusive competences by the European Commission on the conservation and management of marine biological resources within the framework of the Common Fisheries Policy and addressing the halieutic resources, as well as on International trade maritime related issues.

Nevertheless, even in the field of fisheries, there are shared competences in particular with regard to research, technological development and development cooperation.

With regard to maritime transport, safety of navigation and prevention of marine pollution, the EU has, according to UNCLOS, exclusive competence in so far as the relevant provisions of the Convention, or the legal instruments adopted in its implementation, affect common rules established within the EU. Again, where Commission's maritime rules exist but are not affected as in the case of EU standards laying down minimum standards, competences are shared with the Member States.

This is the case of maritime safety, the prevention of marine pollution, the protection and preservation of the marine environment, research on the marine environment and scientific and technological cooperation. Also, in the case of matters governed by the IMO whose main task is to develop and maintain a regulatory framework for navigation, including security, environmental concerns, legal issues, technical cooperation, maritime safety and efficiency of Navigation, in general terms, competences are shared between the Commission and Member States.

On the other hand, most of the matters governed by the IMO have been internalized in EU Directives and Regulations through a significant number of legislative acts, notably those relating to maritime safety and maritime security, piloting of ships, standards for inspection of ships, working schedules of seafarers, transfer of cargo and passenger vessels and pollution by vessels.

As a result of such a complex framework of relations and competencies, it is important that Integrated Maritime Surveillance (IMS) in the Mediterranean Basin be addressed in all of the following perspectives:

- Voluntary Member States maritime information sharing - The Concept of the EU Common Information Sharing Environment (CISE)
- Compulsory information sharing among EU Agencies and Member States authorities
- Sectorial maritime information sharing services promoted by the EU Agencies

For the FUTURE:

- Coherent Approach Towards Compulsory and Voluntary Maritime Information Exchange Domains (the evolution of CISE)
  - Voluntary Maritime Information Exchange among Member States Authorities;
  - Compulsory Maritime Information Exchange between Member States Authorities and EU Agencies (laid down in European Directives);
  - Compulsory Maritime Information Exchange between EU Agencies.
- Cooperation with ENP Countries in the scope of IMS domain

### **5.3. International legal and technical schemes (agreements)**

#### **5.3.1. Voluntary Member States Maritime Information Sharing - The Concept of the EU Common Information Sharing Environment (CISE)**

CISE has been followed at political level by the Commission, the Council, and the European Parliament as expressed in the following documents:

- JOINT COM TO THE EUROPEAN PARLIAMENT AND THE COUNCIL “For an open and secure global maritime domain: elements for a European Union maritime security strategy” – JOIN (2014) 9 final
- CISE - Com from the Commission to the European Parliament and the Council – COM (2014)451 final “*Better situational awareness by enhanced cooperation across maritime surveillance authorities*”
- Impact assessment – SWD (2014)225 final
- GENERAL AFFAIRS Council meeting, 23 May 2011 Conclusions on Integration of Maritime Surveillance Com from the Commission to the Council and the European Parliament on a Draft Roadmap towards establishing of the Common Information Sharing Environment for the surveillance of the EU maritime domain (COM (2010)584 final)
- GAERC Conclusions on the Integration of Maritime Surveillance (17.11.2009)
- Commission communication on the integration of maritime surveillance (2009)
- GENERAL AFFAIRS Council meeting, Conclusions on Integrated Maritime Policy and Maritime Surveillance (8.12.2008) “The Council ..... confirms that an integrated approach to maritime issues constitutes a major objective, since the synergies, the coherence and the added value of sectional action ... need to be reinforced by being integrated into a comprehensive vision of the seas, oceans and coastlines, taking account of distinctive regional features and in accordance with the principle of subsidiarity.”
- EU Council document, 2008 Maritime surveillance - Overview of ongoing activities
- EU Maritime Security Strategy and Action Plan
- European Maritime Affairs and Fisheries Fund (Priority 6 – Implementation of IMP)

CISE is the main tool supporting IMS, which is one of the pillars of the Integrated Maritime Policy (IMP). It is a cooperative effort developed by the Member States and supported by the Commission. For that reason, it is a voluntary effort of the entities involved in order to share information in a decentralized basis under a “consultation and coordination authority approach”

This is, by the way, the basic concept supporting and promoting interdepartmental and multilateral partnerships.

## CISE: Common Information Sharing Environment



Since 2011 CISE has followed the landmarks established in its *roadmap* for implementation, which included a set of different projects and studies. These were originally financed by the Commission through the EFP (Direct Management) and the FP7. Meanwhile, with the operationalization of the EMFF (Undirect Management), specifically through its “Priority 6 – Implementation of the IMP” for period 2014-2020, Member States have the empowered capacity to fund their respective National projects in this domain.

On the other hand, in the technological domain, CISE adopts an “hybrid architecture”, which allows to incorporate the main paradigms governing the systems development being used by the different authorities of the Member States, as well as the European Agencies.

Currently, CISE is concluding its pre-operational validation (with conclusion of EUCISE 2020 Project (FP7) and is moving to the next step which is the operational Implementation.

It is important to mention that the operational management for the next implementation phase of CISE should be kept under the control of the Member States and the UE related authorities, paving the way for its enhancement by covering the operational requirements addressing the information sharing within the EU Agencies and between them and the Member States authorities.

### **5.3.2. Compulsory information sharing among EU Agencies and Member States authorities**

This approach includes information sharing systems which are implemented through European framework Directives posing obligation to the Member States to share information with European Agencies.

This concerns operating and monitoring systems as well as ICT infrastructure for the effective maritime surveillance in the field of Search and Rescue for maritime as well as coastal safety and security (AIS, LRIT, VTS/VTMIS, SafeSeaNet, CleanSeaNet, VMS, etc.), taking into consideration that it is crucial to develop further cooperation, communication and information exchange by cross sectoral, inter-agency approaches and also to enhance a cross border information exchange.

There are several European Directives addressing these subjects and which regulate the use of this systems at the different sectors. On the other hand, the evolution of the Commission competences in the maritime domain is significant. EU Regulation 1406/2002 of the European Parliament and the Council was adopted in response to the oil tanker *Erika* incident and was in the base of the creation of the European Maritime Safety Agency (EMSA), which has a clear high-level mandate to promote effectiveness and common standards in the maritime safety, and vessels pollution prevention domains. In the case of SafeSeaNet, the system has been followed at political level by the Commission, the Council and the European Parliament. Of major relevance is the Commission decision in July 2009, where the SafeSeaNet High Level Steering Group was established to manage and develop policies related to the system.

This is an EMSA centralized system managing the sharing of a set of type-reports. In turn, EMSA redistributes these among the Member States. Besides, EMSA, the European Fisheries Control Agency (EFCA), and the European Border and Coast Guard Agency (EBCGA) have been cooperating in a “restricted access and sharing” basis in order to promote the integration of the different owned information systems, improving its effectiveness and efficiency in responding to the respective European institutions requirements. Following the Commission Decision (EU) 2016/566 the group is called High Level Steering Group for Governance of the Digital Maritime System and Service; and has an amended mandate.

### **5.3.3. Sectorial maritime information sharing services promoted by the EU Agencies**

In 2013 the EMSA mandate has been expanded in a series of new tasks (main and secondary) reflecting the development of the maritime safety policy at both EU and International level. The mandate does not directly include maritime surveillance,

once in strict sense is a Member States competence. However, through the participation of EMSA and Member States partners in several cooperation projects, it has increased its by developing maritime surveillance solutions. Therefore, and beyond the spectrum of the SafeSeaNet implementation, EMSA has been developing other maritime information sharing services with impact on maritime surveillance, namely the following:

- Integrated Maritime Services (IMS)
- Safeseanet Ecosystem Graphical (SEG)
- CleanSeaNet;
- Long Range Identification and Tracking (LRIT)
- COPERNICUS Maritime Security Services (used by EMSA)

All these services are integrated in IMS

It is relevant to mention that all these systems have a common denominator of making intensive use of the space segment, either satellite communications or Earth observation services, which are characterized for having higher running costs over the individual authorities' budgets.

Space Economy services also, and in particular Copernicus services, can usefully support Blue Growth policies, allowing to observe the evolution of the state of the environment, to plan maritime and coastal activities in an optimized way and to give authorities a better picture of what is happening at costal-marine areas for maritime surveillance.

Consequently, EMSA has been developing both "compulsory and voluntary" maritime information sharing systems and services, the latest very much as CISE does. Moreover, the Agency is also promoting its integration through a single window functionality designated as Integrated Maritime Services Platform (IMS-P). This approach considers the following principles:

- Integration, interoperability and harmonization
- Promotion of National, regional and local cooperation to enhance the maritime picture
- Sharing of information (additional tools and complementarity)

Currently, IMS-P covers the following functional areas:

- Maritime Safety
- Fisheries Control
- Defence

- Customs and Excise
- Border Control
- Law enforcement
- Marine Environmental Protection

With such scope of functional areas, EMSA is able today to aggregate the following communities of interest:

- EU and Member-States/Safety (SafeSeaNet);
- EFCA (Fisheries);
- EU Naval Force - EUNAVFOR (Piracy);
- EBCGA (Border and Coast Guard);
- EU Cooperation/SAFEMED;
- MAOC-N (Illicit).

This approach over principles and functionalities is similar the one applied on CISE. Once this last assumes a hybrid technological architecture, there are neither technical nor functional reasons preventing the integration of EMSA's technological architecture supporting their services into CISE. For this reason, such an integration is important and encouraged, thus creating favourable conditions for promoting a joint technical architecture's evolution for the benefit of future CISE development.

In the scope of the external cooperation, it is also relevant to mention that today EMSA is providing these services to third countries, namely ENP countries, through the establishment of adequate protocols. At this point, on the topic of the International Cooperation Relations on maritime affairs, the voluntary commitment proposed by CISE for maritime information exchange might facilitate further the establishment of an integration roadmap with the ENP countries, which sometimes is facing constraints regarding organizations and systems lacking openness in this domain when addressing cross-border and cross-sector maritime information sharing.

#### **5.4. *European/international policy development***

##### **5.4.1. *Coherent Approach Towards Compulsory and Voluntary Maritime Information Exchange Domains (the evolution of CISE)***

Having in consideration the above paragraphs, a coherent approach around the evolution of CISE will require the full-fledged integration of the following maritime information sharing domains (IMS domains) in its ecosystem:

- Voluntary Maritime Information Exchange among Member States Authorities;

- Compulsory Maritime Information Exchange between Member States Authorities and EU Agencies (laid down in European Directives);
- Compulsory Maritime Information Exchange between EU Agencies.

In this line, one can anticipate the integration of the above mentioned IMS domains, including Defence, and formalizing the role of the EU clearly identifying their specific IMS domains.

Consequently, such a transformation will require a new and adequate governance structure, which does not exist yet. Nevertheless, it is highly recommendable that a future Operational Management Authority can reside in a European Agency.

#### **5.4.2. Cooperation with ENP Countries in the scope of IMS domain**

The following paragraphs provide a short analysis of relevant strategies and initiatives addressing IMS with impact in the Mediterranean Basin.

##### **5.4.2.1. EU Maritime Security Strategy (and Action Plan)**

In the field and strict sense of maritime security, the EU Maritime Security Strategy and respective Action Plan were approved in 2014. Their defined objectives are characterized by assuming a more functional and operational nature. It refers the role of the Member States and the EU, being organized differently in order to safeguard both National and EU strategic interests in the scope of maritime security and protection against associated risks and threats, and giving relevance to the crucial need to access to maritime information in a timely and accurate manner, in order to establish a common maritime situational understanding which, in turn, promotes increased operations' effectiveness and the more efficient use of the available resources.

While taking into consideration and respecting the existent National and international legal frameworks, the integration of the different information sources addressing the maritime domain is identified as a fundamental task, thus resulting in a better understanding about what is going on at sea. The strategy considers as a priority to ensure that the maritime surveillance information collected by a maritime authority, either civilian or military, dimmed necessary for operational activities of other authorities, might be shared and subject to multiple utilization, instead of being collected and produced a myriad of times.

In order to achieve such an end-state, the strategy establishes the following set of objectives to be pursued:

- To continue improving the intersectoral cooperation and the interoperability at both National and EU levels in what regards the IMS, while respecting the framework of authority and responsibility of both the Member States and the EU;

- To reinforce cross-border cooperation and the exchange of information in order to optimize surveillance within the EU maritime spaces and its maritime borders;
- To coherently approach the support to maritime surveillance within the EU and at the global maritime space level, as well as the planning and execution of CSDP missions and operations;
- To develop the Common Information Sharing Environment (CISE).

Regarding its Action Plan, the following actions were established to be implemented in line with the strategy's defined strategic objectives, namely:

- Develop and consolidate the CISE;
- Improving cooperation and interoperability at National and EU levels with regard to Integrated Maritime Surveillance within the respective authorities and responsibilities of the Member States and the EU;
- Establish a comprehensive understanding in the field of maritime surveillance and safety in order to improve early warning and facilitate a timely response, attentive to regional priorities;
- Strengthening cross-border cooperation and the exchange of information to optimize the monitoring of EU maritime space and its maritime borders;
- Ensure appropriate coordination between the various surveillance initiatives in the EU and in the Global maritime domain;
- Support the conduct of CSDP missions and operations in the global maritime space with EU maritime surveillance assets.

#### 5.4.2.2. *WestMed – Initiative for the sustainable development of the blue economy in the Western Mediterranean*

The WestMed Initiative was launched in 2017 by the Commission and intends to make the Western Mediterranean a safer, cleaner and productive common maritime area. The initiative involves five EU Member States (France, Italy, Spain, Portugal and Malta) and five ENP Southern countries' partners (Algeria, Libya, Morocco, Mauritania and Tunisia).

In addition to the convergence developed between these States in the context of the 5 + 5 Dialogue, a significant impetus was given to the launching of this initiative through the Ministerial Declaration of the Mediterranean Union on the blue economy, occurred in 2015, and which invited the participating countries to explore the value added and the viability of appropriate maritime strategies at sub-regional level. The initiative has an action plan drawn up in close cooperation between these States and the Union for the Mediterranean (UfM), where priorities and actions, with

quantitative goals and monitoring deadlines are presented, and is the result of the conviction about the need to coordinate actions in the Western Mediterranean to promote the blue economy and, at the same time, face the challenges and contain the pressing threats in the Region (ex. economic and financial crisis, pollution, exploitation of fisheries resources and increasingly the refugee crisis).

Through consultation and coordination, this cooperation initiative pursues the following objectives:

- A safer and more protected maritime area;
- A smart and resilient blue economy;
- The improvement of governance at sea.

The priorities of the first objective concern the cooperation between the coastal guard services and the protection of the marine environment against pollution, notably in the area of safety and the sharing of maritime information. On the other hand, the second objective aims to promote the blue economy through innovation and research, the creation of Clusters, and the development of sustainable skills and activities (especially for transport links, port activities, coastal tourism and aquaculture).

Finally, with regard to the last objective, action priorities are related to the improvement of governance at sea, through the spatial planning and integrated coastal area management (ICZM), strengthening knowledge of the marine environment and promoting fisheries and sustainable coastal communities.

The Action Plan of this initiative defines the set of indicative goals for each of the three objectives, as illustrated in the following table:

Objectives	Goals
A safer and more protected maritime area	<ul style="list-style-type: none"> <li>- Total AIS coverage achieved in 2018, aiming to increase the sharing of monitoring data on maritime traffic at regional level;</li> <li>- Enhanced border surveillance with the involvement of neighbouring countries in the Seahorse Mediterranean network.</li> </ul>
A smart and resilient blue economy	<ul style="list-style-type: none"> <li>- Inclusion of Western Mediterranean countries in the BLUEMED initiative and its strategic research agenda up to 2017;</li> <li>- 25% increase in eco-ports and marinas certified up to 2022;</li> <li>- 20% increase in value in sustainable production in the field of aquaculture up to 2022;</li> <li>- 20% increase in tourist arrivals out of season until 2022.</li> </ul>
The improvement of governance in the sea	<ul style="list-style-type: none"> <li>- 100% of waters under national jurisdictions and 100% of coastal areas to be covered by maritime spatial planning and integrated coastal zone management, and their implementing mechanisms should be fully implemented up to 2021;</li> <li>- At least 10% of coastal and marine areas must be covered by Marine Protected Areas (MPA) and other effective area conservation measures</li> </ul>

	<p>up to 2020;</p> <ul style="list-style-type: none"> <li>- 20% reduction of marine waste on beaches up to 2024;</li> <li>- Inclusion of Southern Mediterranean countries in the European Marine Observation and Data Network (EMODNET) up to 2020;</li> <li>- All States will be provided with an appropriate legal framework with human and technical capacity to fulfil their responsibilities for the control and inspection of fisheries, as flag, coastal and port States up to 2020;</li> <li>- 100% of the main populations of fish species in the Mediterranean will be subject to adequate data collection, scientifically evaluated recurrently and managed through a multi-annual fishing plan up to 2020.</li> </ul>
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This initiative presents the potential to extend its scope beyond the Western Mediterranean area and is open to other States of the Basin, so that is likely to gain the involvement of other partners in the future.

**5.4.2.3. *BlueMed – Research and innovation initiative to promote the economy Blue in the Mediterranean (and strategic Research and innovation Agenda)***

The BlueMed Initiative offers a strategic framework that among other objectives aims to explore the full potential of the maritime and marine sectors of the Region. It was jointly developed by Cyprus, Croatia, France, Greece, Italy, Malta, Portugal, Slovenia and Spain and supported by the Commission, and was officially recognized as an EU initiative in 2017 with the Declaration of La Valletta.

The goal is to promote a shared vision for a healthier, productive, resilient and more well-known and valued Mediterranean Sea. The initiative advocates strong coordination between research, innovation, industry and policy at both National, regional and EU level over the following objectives:

- To develop innovative marine-based technologies, methodologies and approaches to boost the sustainable economic growth of European maritime sectors and the conservation and monitoring of the marine environment, resources and cultural heritage;
- To foster innovative research and multi-disciplinary cooperation activities to face the relevant Mediterranean Sea challenges;
- To provide knowledge-based support for the implementation of EU policies and directives on Mediterranean Sea marine and maritime issues;
- To create an interoperable and fully integrated observation and forecasting system to promote long-term continuous observation, based on open data structures to ensure easy access;

- To promote public awareness and understanding about the importance of sustainable and prosperous resources of the Mediterranean Sea for neighbouring countries and for Europe as a whole;
- To form a new generation of scientists, professionals, technicians and entrepreneurs capable of addressing complex ecological, economic and societal challenges in a holistic way, thus creating new skilled jobs based on the sea.

The BlueMed Initiative identifies the following key challenges, which will be addressed within the respective strategic research and innovation Agenda, constituting the latter the programming document created to carry out the actions envisaged, involving:

- Fundamental knowledge for the Mediterranean;
- Major sector facilitators in the Mediterranean;
- Creation of technology and capacity for the Mediterranean.

## **6. IDENTIFYING GAPS AND GROWTH OPPORTUNITIES**

### **6.1. *The evidence from the project implemented / being implemented***

In order to identify needs and growth potentials in the Mediterranean, the Thematic Working Groups of PANORAMED completed an extensive analysis of cooperation projects implemented during the 2007-2013 and 2014-2020 programming periods.

In order to have a wider picture of operations implemented in the field of maritime surveillance, the analysis did not only focus on projects financed by ETC programmes but took also into account external cooperation and thematic programmes.

The following programmes have been considered for this work:

- Transnational level: MED programme; South East Europe Programme; South West Europe Programme
- Cross border level: Italy-Croatia; Greece-Cyprus; Italy-France
- Instrument for Pre-Accession: IPA Adriatic Cross Border Cooperation programme
- European Neighbourhood Instrument (ENI): Mediterranean Sea Basin ENI CBC
- Other EU programmes or projects: 7<sup>th</sup> Framework Programmes (2007-2013); Horizon 2020; DG MARE projects; EMSA projects; EASME-EMFF projects;

A first selection process led to the identification of 46 projects that presented a stronger interest for maritime surveillance issues (see below). On this basis, national

experts realised an **in-depth desk and field analysis** (analysis of document and interviews of beneficiaries) to identify more precisely their main objectives, outputs and see which issues could be relevant for future strategic and cooperation projects.

Having concluded this process, assumptions have been identified to be taken into account for the implementation of the future strategic projects of PANORAMED in this field. It is important to mention that some of the projects analysed are of strategic importance within the EU Maritime Surveillance framework, therefore contributing significantly to the structural basis that should be considered.

	Programme	Period	Acronym	Project Name	LP Country	Lead Partner
<b>Maritime safety</b>	Italy - Croatia	2014-2020	AdriaMORE	Adriatic DSS exploitation for Monitoring and Risk management of coastal Extreme weather and flooding	Italy	Abruzzo Region - Dipartimento della Presidenza e Rapporti con l'Europa
	DG MARE	2009-2012	BlueMassMed	Cross-Border and Cross-Sectoral Maritime Information Sharing for a better knowledge and control of activities at sea	EU	DG MARE
	Horizon 2020	2014-2020	CLOSEYE	Collaborative evaluation Of border Surveillance technologies in maritime Environment bY pre-operational validation of innovative solutions	Spain	Ministry of Interior
	7FP	2007-2013	EU CISE 2020	EUropean test bed for the maritime Common Information Sharing Environment in the 2020 perspective	Italy	Italian Space Agency (ASI)
	EMSA	2014-2020	MARES	Mediterranean AIS - Regional Server	EMSA	Mediterranean AIS - Regional Server
	Horizon 2020	2014-2020	MARISA	Maritime integrated Surveillance Awareness	Italy	LEONARDO - SOCIETA PER AZIONI
	Programme MED	2007-2013	MEDESS-4MS	Mediterranean Decision Support System for Marine Safety	Cyprus	Department of Merchant Shipping (DMS)
	Programme MED	2007-2013	MEMO	Mediterranean Electronic Marine Highways Observatory	Greece	Piraeus Port Authority S.A.
	Greece - Cyprus (EL-CY)	2007-2013	POSEIDON (ΠΟΣΕΙΔΩΝ)	Development of intelligent surveillance system with space marine application array camera and sensor networks	Cyprus	Cyprus University of Technology
	Programme MED	2014-2020	PROTEUS	Promoting security and safety by creating a MED cluster on Maritime Surveillance	Italy	Chamber of Commerce of Venice
	Mediterranean Sea Basin ENPI CBC	2007-2013	RAOP-MED	Risk assessment analysis on offshore platforms in south east Mediterranean	Cyprus	Cyprus Port Authority
	EMSA	2017-2018	SAFEMED IV	Coopération Euromed sur la sécurité et la prévention de la pollution par les navires	EU	EMSA
	EMSA	Ongoing	SafeSeaNet	Vessel traffic monitoring in EU waters	EU	EMSA

	Programme MED	2007-2013	SECUR MED PLUS	Secur Med Plus	Italy	Liguria Region - Dept. for Infrastructures, Transports, Ports, Public Work and Housing
	Greece - Cyprus (EL-CY)	2007-2013	THAL-EPA (ΘΑΛ ΕΠΙΤ)	Crossborder Cooperation in Maritime Surveillance Issues	Cyprus	Ministry of Public Order and Justice/Cyprus Police
	Programme MED	2007-2013	TOSCA	Tracking Oil Spills and Coastal Awareness Network	France	Sea Innovation & Business Cluster - Toulon Var Technologies (PMP-TVV)
	Greece - Cyprus (EL-CY)	2007-2013	TRITON (ΤΡΙΤΩΝΑΣ)	Update Coastal Border Surveillance	Cyprus	Ministry Of Justice & Public Policy-Cyprus Police
	Greece - Cyprus (EL-CY)	2007-2013	EGMDSS	Electronic monitoring maritime distress frequency	Cyprus	Department Of Merchant Shipping
<b>Marine Environment</b>	Programme MED	2014-2020	AMARE	Action for Marine Protected Areas	Italy	National Inter-Universities Consortium for the Marine Science - CoNISMa
	INTERREG V-A Italy - France (Maritime)	2007-2013	APICE	Common Mediterranean strategy and local practical Actions for the mitigation of Port, Industries and Cities Emissions	Italy	ARPAV - Regional Agency for for Environmental Protection of VENETO Region
	IPA ADRIATIC CBC	2007-2013	BALMAS	Ballast water management for Adriatic Sea protection	Slovenia	Institut for water of the Republic of Slovenia
	Programme MED	2007-2013	COASTANCE	Regional COmmon Action STrategy Against Coastal Erosion and climate change effects for a sustainable coastal planning in the Mediterranean basin	Greece	Region of East Macedonia & Thrace
	Programme MED	2007-2013	COASTGAP	Coastal Governance and Adaptation Policies in the Mediterranean	Italy	Lazio Region - Directorate of Environment Latium
	Programme MED	2014-2020	FishMPABlue 2	Fishermen and marine protected areas, a partnership for sustainability in the Mediterranean	Italy	FEDERPARCHI – Europarc
	INTERREG V-A Italy - France (Maritime)	2014-2020	IMPACT	Port Impact on Protected Marine Areas: Cooperative Cross-Border Actions	Italy	Istituto di Scienze Marine - Consiglio Nazionale delle Ricerche
	Mediterranean Sea Basin ENPI CBC	2007-2013	M3-HABS	Risk Monitoring, Modelling and Mitigation of benthic Harmful Algal Blooms along Mediterranean coasts	Italy	National Interuniversity Consortium for Marine Sciences
	Programme MED	2007-2013	MAREMED	MAritme REgions cooperation for MEDiterranea	France	Provence Alpes Cote D'azur Region

	Programme MED	2007-2013	MarInA-Med	COMmunication and CAPitalization of Maritime Integrated Approach in the Mediterranean Area	Spain	Government of Catalonia - Presidential Department
	Programme MED	2007-2013	Med-IAMER	Integrated Actions to Mitigate Environmental Risks in the Mediterranean Sea	Spain	University of Malaga - European Topic Center on Spatial Information and Analysis
	Programme MED	2007-2013	MEDPAN NORTH	Mediterranean Marine Protected Areas Network - North	France	WWF France Foundation
	Programme MED	2014-2020	MEDSEALITTER	Developing Mediterranean-specific protocols to protect biodiversity from litter impact at basin and local MPAs scale	Italy	Cinque Terre National Park and Marine Protected Area
	Programme MED	2007-2013	MERMAID	Mediterranean Environmental Review Monitoring for port Authorities through Integrated Development	France	Chamber of commerce and industry Nice Cote d'Azur
	IPA ADRIATIC CBC	2007-2013	NETCET	Network for the Conservation of Cetaceans and Sea Turtles in the Adriatic	Italy	City of Venice
	EASME / EMFF	2014-2020	SIMWESTMED	Supporting Implementation of Maritime Spatial Planning in the Western Mediterranean region	France	Service Hydrographique et océanographique de la Marine (SHOM)
	EASME / EMFF	2017-2018	SUPREME	SUPporting maritime spatial Planning in the Eastern Mediterranean	Italy	CORILA – Consortium for coordination of research activities concerning the Venice lagoon system (Italy)
	South East Europe	2007-2013	TEN_ECOPORT	Transnational ENhancement of ECOPORT8 network	Italy	Polytechnic of Bari
<b>Multimodal Maritime transports</b>	South East Europe	2007-2013	ADB multiplatform	Adriatic - Danube - Black Sea multimodal platform	Italy	Autonomous Region of Friuli Venezia Giulia
	IPA ADRIATIC CBC	2007-2013	EA SEA WAY	European Adriatic Sea-Way	Italy	Regione Autonoma Friuli Venezia Giulia
	IPA ADRIATIC CBC	2007-2013	EASYCONNECTING	Europe-Adriatic Sea-Way Freight	Italy	Veneto Region
	Programme MED	2007-2013	FREIGHT4ALL	A distributed and open FREIGHT transport ICT solution 4 ALL stakeholders in the Mediterranean area	Greece	Region of Crete
	Programme MED	2007-2013	FUTUREMED	Freight and passengers sUPporting infomobiliTy systems for a sUstainable impRovEment of the competitiveness of port-hinterland systems of the MED area	Italy	Lazio Region, Latium
	Programme MED	2007-2013	iFreightMED-DC	Intermodal Freight Services Development Committees	Spain	Catalonia region - regional ministry of territory and sustainability
	INTERREG MED	2007-2013	OPTIMIZEMED	Optimizing and profiting best practices in the Med area on foreign trade, intermodal transport and maritime safety	Spain	FEPORIS - Port Institute for Studies and Co-operation in the Valencian Region

	South East Europe	2007-2013	SEETAC	South East European Transport Axis Cooperation	Italy	Central European Initiative - Executive Secretariat
	Programme MED	2007-2013	TERCONMED	Container terminals as a key element in the Mediterranean short sea shipping	Spain	Port Institute of Studies And Cooperation of the Valencian Community
	South East Europe	2007-2013	WATERMODE	Transnational Network for the Promotion of the Water-Ground Multimodal Transport	Italy	APV - Venice Port Authority

## **6.2. Project results analysis: analysis of the main findings**

### **6.2.1. Synthetic thematic analysis of projects**

The analysis of projects led to the following main remarks:

#### Positive aspects

- Projects support the implementation and test of concrete tools that can be shared and disseminated (maritime safety, environment)
- Projects support the improvement of shared knowledge at transnational level (maritime safety, environment, transports)
- In some cases, projects produce information, recommendations that can be useful for public bodies but long-term impact difficult to evaluate (mainstreaming)

#### Difficulties

- Projects produce a lot of diagnosis, state of the art, case studies, production and analysis of data with limited operational results
- Some projects finance the setting up of platforms, networks, exchange of experience and drafting of recommendations with short term impact

In a more detailed way, key types of outputs contributions have been identified for the following themes and sub-themes:

### **MARITIME SAFETY**

#### **Vessels traffic monitoring**

*Interesting outputs for further analysis / dissemination*

- Traffic surveillance and monitoring systems; share of databases and statistics (MEMO, SECUR MED PLUS, TRITON, MARES, CLOSEYE, EU CISE 2020, MARISA)
- Operational intervention tools (EGMDSS, THAL-EPA)

*Remarks:*

- *Difficulties to access to databases, observatories or networks. Need of integration with the marine information infrastructure (SECUR MED PLUS)*
- *Some surveillance tools developed by ETC projects might be outdated with the development of SSN, IMS and CISE*
- *More efficient to develop capacities from "backbone services" (MARES, CISE, CLOSEYE) or existing and efficient tools; Need of coordination at transnational level and better use of existing tools or services*

#### **Oil spill monitoring**

*Interesting outputs for further analysis / dissemination*

- Multimodel oil spill prediction systems connected to existing platforms (EMSA-CSN, REMPEC, AIS) (MEDESS-4MS). Possible use of results by agencies in charge of fight against pollution

**Oil spill response mechanisms**

*Interesting outputs for further analysis / dissemination*

- Proposal of structural and institutional changes to improve response capacities (authorities, stakeholders) (RAOP-MED)
- Use of technologies (HF radar and drifters) with risks maps and actions plans; Network of local authorities to better respond in case of marine accident (TOSCA)

**Weather risk management**

*Interesting outputs for further analysis / dissemination*

- Integrated hydro-meteorological risk management platform. Forecasting system for civil protection (AdriaMORE)

**Clustering and Networking**

*Interesting outputs for further analysis / dissemination*

- Establishment of a MED cluster fostering innovation and R&D capacities, knowledge and technology transfer, transnational cooperation in the field of Maritime Safety (PROTEUS). *Innovative and original. Important development potential*

**MARINE ENVIRONMENT**

**Marine Protected areas (MPA)**

*Interesting outputs for further analysis / dissemination*

- Evaluation and monitoring tools; Environmental monitoring systems; databases (biodiversity, pollution, sea litter, currents...) (AMARE, IMPACT, MEDSEALITTER)
- Geographical Information Systems, WebGIS portal (AMARE, IMPACT)
- Indicators for the management of MPA (biodiversity, conservation, governance, socio-economic impact...) (MEDPAN NORTH)

*Perspectives with public policies*

- Production of strategies and recommendations; Need to better involve regional authorities; need for legislative development (AMARE, MEDPAN NORTH, MEDSEALITTER).
- To curb the hostility of fishermen for MPA (FishMPABlue2)

**Marine Environment Protection**

*Interesting outputs for further analysis / dissemination*

- GIS application for ballast water management (BALMAS); share of datasets on algal blooms (M3-HAB)
- Description of oceanographic and meteorological features of the Adriatic Sea (NETCET)
- Environmental status assessment to mitigate environmental risks (Med-IAMER)

*Perspectives with public policies*

- Strategic planning of ballast water management should be further encouraged (BALMAS)
- Recommendations on Integrated trans-boundary actions to mitigate environmental risks (Med-IAMER)
- Creating an Adriatic Emergency Task Force for Cetaceans and sea turtles (NETCET)

**Pollution in ports**

*Interesting outputs for further analysis / dissemination*

- Share of best practices and parameters for environmental monitoring; air pollution impact assessment (MERMAID; POSEIDON)
- Inventory of practices and problems (environmental review); drafting of eco-maps; webGis portal (TEN ECOPORT)

*Perspectives with public policies*

- Provision of recommendations; legislative initiatives; decision making systems; transnational strategies; local adaptation plans; mitigation strategies (MERMAID, APICE, TEN ECOPORT, POSEIDON)

**Integrated Coastal Zones Management / Integrated Maritime Policy**

*Interesting outputs for further analysis / dissemination*

- Pilot and concrete actions (local action plans) (COASTANCE)
- Capitalisation of best practices from 9 projects (toolbox) (COASTGAP)

*Perspectives with public policies*

- Collective utility tool for the decision makers and operators – Legislative initiative - Transnational strategies need to evolve (COASTANCE)
- Guidelines for ICZM for decision-makers and operators (COASTGAP)
- Promotion of a “Maritime Integrated Approach” (MarinA-Med)
- Better coordination between regional and national maritime policies (MAREMED)

## **MULTIMODAL MARITIME TRANSPORTS**

### **ICT Solutions**

*Interesting outputs for further analysis / dissemination*

- Interoperable ICT solutions for freight; use of e-logistic systems; e-platforms; management information systems for freight, passenger and touristic traffics; ICT tools and best practices in MED projects (FREIGHT 4 ALL, FUTUREMED, OPTIMIZEMED)

### **Multimodal platform**

*Interesting outputs for further analysis / dissemination*

- Network of multimodal hubs with common quality and performance standards. ICT and transport services. Connection between ports and landlocked countries (ADB Multimodal platform)

### **Coordination of actors and strategies**

*Interesting outputs for further analysis / dissemination*

- Better coordination of actors for a better management of multimodal transport policies; Setting up of regional committees for freight services; common indicators on logistic facilities; integration of EU, national and regional strategies; definition of common mobility standards (IFreightMED-DC, WATERMODE, EASYCONNECTING, SEETAC)

### **Improvement of facilities and infrastructures**

*Interesting outputs for further analysis / dissemination*

- Improvement of Marine Container Terminals (MCT) for short sea shipping; solutions to improve services and physical infrastructures and decrease CO<sup>2</sup> emissions (TERCONMED, EA SEA WAY)

*Remark: to better integrate projects outputs in broader strategies*

#### **6.2.2. Focus on SafeSeaNet (and IMS-P) implementation**

The implementation of the SafeSeaNet is mostly based on application of public investment on the part of the Member States. Regarding the Coastal Network infrastructure implementation, the European Cohesion Fund has been used in the past for the building of the VTS/coastal network in some of the Member States, with which AIS information is obtained, as well as the information elements collected from the maritime and port authorities as well as from the ships themselves.

Meanwhile, the financing of the SafeSeaNet is coming from EMSA's budget. Moreover, with regard to the financing of information sharing services integrated into the IMS-P, as for SafeSeaNet, these are funded through EMSA's Budget. Nevertheless, this is a functional services domain where the application of ERDF, namely the ETC, can promote complementarity and coherence.

### **6.2.3. Focus on SAFEMED IV Project**

The SAFEMED IV Project aims to extend cooperation with the ENP countries through the implementation of pilot-projects, and the main priorities are the following:

- Support training for the sharing of AIS information between the ENP countries from North Africa, including the implementation of the respective coastal VTS networks and AIS stations;
- Promote AIS information sharing with the EU Member States in the Mediterranean Basin.

The project is promoted by EMSA and funded by DG-Near. DG-Move, for its part, encourages maritime information sharing initiatives in the Mediterranean in the forums where they are present. It is important to mention, among these initiatives, the call for donation of AIS stations to the ENP countries, which has been recently conveyed to the EU member States.

Regarding the sharing of AIS information between the ENP countries and the EU Member States, there have been some constraints concerning the sharing of SafeSeaNet information approval, which is subject to the Council decision where the sharing obligations arising from the respective directive shall be undertaken in a process of acceptability of a Memorandum of Understanding to be established with ENP countries individually. On the other hand, the latter have not shown a strong willingness, neither to the sharing between neighbouring ENP countries, nor to the obligation to share with EU Member States. It is in this dilemma that lies the main constraint that occurs with the SAFEMED Initiative, and which has to be overcome with an all hands effort. Nevertheless, given the voluntary information sharing characteristics of the vast majority of services integrated in IMS-P, EMSA has filed the sharing of CleanSeaNet and satellite imagery services, in a case-by-case basis, with the ENP countries. In this way, a very significant effort has been made to cover the waters of the Southern facade of the Mediterranean Basin outside the EU Member States' EEZ, including their funding. Moreover, this coverage is of enormous relevance to support the actions addressing control of illegal immigration and marine pollution by hydrocarbons.

It should be noted that the SAFEMED Initiative is a capacity building's training initiative and extends beyond the IMS that is addressed here. In this sense, it is important to highlight the action plan in the area of the training of human resources of the ENP countries, being oriented towards the development of concrete actions in those countries.

It is expected that in 2019 the Drafting of SAFEMED V project covering the period of 2021-2025 will be initiated

#### **6.2.4. Focus on the Common Information Sharing Environment CISE**

The development of CISE in the EU is identified as relevant in the WestMed initiative and the EU Maritime Security Strategy and Action Plan, where measures are included within the framework of PMI and CSDP.

At the regional level, PANORAMED is a Governance Project initiative aimed at supporting the joint framework definition of transnational governance for the identification and implementation of shared strategic approaches, policies and projects. In this context, the opportunity to promote the implementation of CISE in the broader scope of the Mediterranean basin by framing EU, National and regional intervention levels will be an obvious opportunity. The assessment of the current benefits taken from the CISE Implementation Roadmap is as follows:

**Beneficiaries** - Agencies involved in the action of the State at sea; Public/private authorities and agencies and actors involved in decision-making in the social and economic fields (including spatial planning, national account systems and business trends); and public/private agents involved in activities that address the marine environment and climate change.

**Integration of financial mechanisms** – These projects are integral part in the ESIF, in particular, in the EMFF (priority 6 – support for the implementation of IMP) being applicable either to the funds under direct management of the Commission, or to those under indirect management of the member States. Having regard to this articulation and distribution of funds, it is important to ensure consistency in its management and allocation, being advisable to consider the following criteria:

EMFF priority 6 under direct management of the Commission shall be applied to:

- Support the implementation of cross-border interface mechanisms (i.e. between member States);
- Support innovation in certain specific functionalities and which are hardly within the reach of the Member States, in accordance with the principle of subsidiarity. This support features related to the interface between Earth observation systems and the information fusion centres implemented according to the CISE cooperation framework in the various Member States;
- Support the management of Cross-border links, as well as the European entity responsible for coordinating information sharing in the CISE (ex. European Agency with mandate assigned to that effect by the Commission and the Coordination Board involving the Member States.

The FEAMP of priority 6 under indirect management of the Member States should be applied to:

- Support the implementation of the national nodes of CISE;
- Support the implementation of the interdepartmental interface mechanisms, linking the various entities of the individual Member States involved in the multiple functions integrated in CISE;
- Support innovation in certain specific features related to the interface with in-situ systems and the National nodes of CISE;
- Support the management for CISE links in the individual Member States, as well as the National coordination authority responsible for information sharing in CISE.

#### **6.2.5. Support to BlueMed Initiative Project**

The BlueMed Initiative is implemented through the project “Support for the BlueMed Initiative: coordination of activities of marine and maritime research and innovation in the Mediterranean” and is funded by the Horizon 2020 program. The project is coordinated by the Italian National Research Council and their actions are envisaged have the following main objectives:

- Facilitate the adoption of the Strategic Research and Innovation Agenda by the EU Mediterranean Member States;
- Promote cooperation with EU regional strategies and other initiatives and programmes;
- Promote coordination among the different European main projects, groups and platforms at EU, National and regional levels.

## **7. BENCHMARKING OF PANORAMED ACTIVITIES**

With the PANORAMED project, the MED programme seeks to improve governance capacities on key priorities in Mediterranean regions.

With this initiative, the objective is not only to finance projects but to support the cooperation and exchanges between stakeholders and create the conditions for a more efficient conception and implementation of public policies at transnational level.

This approach is quite innovative among European Territorial Cooperation programmes but other types of programmes and initiatives intend to promote technical, institutional and/or political cooperation among key players. This “benchmarking” part provides information about the specificities of PANORAMED and on the contribution of other programmes on these issues.

### **7.1. *Strategic theme maritime surveillance and its sub-themes***

Within the PANORAMED project, the field of Maritime surveillance has been proposed as a key Mediterranean issue with two different sub-themes:

- A focus on maritime surveillance tools and policies with a priority given to the monitoring of vessels, the coordination of systems and the prevention of maritime risks
- A focus on the monitoring of the marine environment, in relation with maritime risks, and the objective to have a better knowledge of this environment and its evolution in front of increasing environmental pressure (traffic, pollution, climate change...)

These two themes are generally considered by thematic programmes and projects with however a more limited transversal approach (security or safety approach, technical focus, research and innovation...).

Regarding territorial cooperation programmes, the majority of beneficiaries is coming from local and regional level with limited direct concern for Maritime safety issues. On this issue, it is necessary to develop a pro-active animation and communication strategy in order to get on board the main national and international bodies concerned by these issues.

Other initiatives and EU programmes can on the contrary deal more clearly with Maritime safety issues like the European Maritime and Fisheries Fund (EMFF), the MARSUNO project<sup>11</sup> or the BlueMassMed initiative<sup>12</sup>.

In the field of Marine environment, ETC stakeholders are much more concerned with priorities better corresponding to their technical and institutional competences (observation, protection, monitoring and management of protected areas, coordination between professionals, etc.). The European Maritime and Fisheries Fund also intervenes in this area with other types of partners (professionals of the sea, national and EU institutions...).

## **7.2. Geographical scope**

The PANORAMED project, as a governance initiative, is willing to improve the setting up and implementation of public policies at transnational level, which requires the involvement of different levels of institutions (regional, national and international).

In the field of Maritime Safety, there are clear transnational implications with the need to ensure a good coordination of observation systems and data sharing, which is currently the task of the European Maritime Safety Association (EMSA). The establishment of the Common Information Sharing Environment (CISE) is an ambitious and operational illustration of this need and necessity to improve the sharing of information and interoperability of existing systems.

All Mediterranean EU member states are concerned, including also candidate countries and external countries in the southern shore of the Mediterranean.

In this context, European Territorial Cooperation programmes can contribute to the integration of the EU system (cooperation and interoperability between national EU systems), including with candidate countries which are taking part to these programmes.

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<sup>11</sup> The “MARSUNO” pilot project (Maritime Surveillance in the Northern Sea Basins) is a 24-month pilot project initiated by the EU Commission involving 9 Member States (Sweden as lead partner, Belgium, Estonia, Finland, France, Germany, Latvia, Lithuania and Poland, in partnership with Norway, inviting Russia as an observer. The project's objective was to support the creation of the 'CISE' by identifying practical solutions to overcome legal, technical and administrative hurdles to cross-sectorial and cross-border information sharing between maritime authorities.

<sup>12</sup> The BLUEMASSMED project, supported by the EU Commission, aims to strengthen cooperation between Mediterranean stakeholders of Maritime Surveillance. 37 administrations and six countries (France, Italy, Spain, Greece, Malta and Portugal) have been involved in order to share their information and improve maritime safety.

From a geographical perspective, their contribution can be more specific when seeking to improve the sharing of information and data between different institutional levels following “multilevel governance” principles (from local/regional to national and EU level). In that case, thematic programmes tend to be less appropriate due to their focus on national and/or EU level institutions.

### **7.3. Cross-sector necessary linkages**

In European Territorial Cooperation programmes the definition of “targeted” fields of intervention is often challenging due to the numerous interactions that can be observed in regional and territorial development strategies.

When exploring the PANORAMED strategic priorities (Maritime surveillance and coastal tourism), many projects have been identified **in relation to both of these issues** (MAREMED, MARE NOSTRUM, SUPREME, MarinA-Med, Tourismed, SIMWESTMED....). As mentioned initially, maritime surveillance and marine environment relate to common challenges regarding the setting-up of observations tools, the need for a better knowledge of risks, the necessity to better share information and develop prevention and intervention systems.

Tourism activities prove also to be strongly related to surveillance and environmental issues regarding the identification and monitoring of yachting activities (actually no compulsory tracking system), small boats monitoring, the evaluation of risks, environmental threats, water quality and biodiversity, the monitoring of the overall anthropic pressure on maritime resources, etc.

Tourism activities could be a source of information regarding the kind of activities implemented and areas frequented. On the other hand, maritime surveillance can provide statistic information about the density of activities or movements that can have an impact on tourism activities. This could be done by developing **stronger relations with tourism actors in marinas** and the possibility to increase safety and security at sea which would have positive consequences on tourism itself.

One key additional issue is emerging for a few years with migration flows and the need to better identify and monitor non collaborative vessels and implement rescue systems. Referring to 2014-2020 EU regulations, “migration” is not an eligible priority for European Territorial Cooperation Programmes and projects. Indirect connexions can be made with projects related to “safety” or “social inclusion” for example but operations cannot be specifically focused on migration. This situation could change in 2021-2027 with the proposal to include a specific objective “A safer and more secure Europe” in the regulation dedicated to European Territorial Cooperation.

In that context, PANORAMED and the MED programme, like other territorial cooperation programmes give the possibility to promote cross-sectoral approaches with strong territorial dimensions, involving when relevant the different governance level from local to EU and international authorities.

#### **7.4. Financial support / International legal schemes**

In the field of Maritime Surveillance, different programmes or schemes provide thematic support for cooperation projects. They can be financed by the European Union or other international institutions.

##### Programmes and schemes supported by the EU:

##### **European Maritime and Fisheries Fund**

The EMFF is a key contributor to the financing of EU projects in the fields of sustainable fisheries, control and enforcement (compliance with the European Common Fisheries Policy), data collection and blue economy. The EMFF contributed to the financing of project directly connected to maritime surveillance like SIMWESTMED and SUPREME supporting the implementation of Maritime Spatial Planning in the Western and Eastern Mediterranean region.

##### **Horizon 2020**

Horizon 2020 is the financial instrument implementing the Innovation Union, a Europe 2020 flagship initiative aimed at securing Europe's global competitiveness for the period 2014-2020. Eu countries agreed that research is an investment in our future and so put it at the heart of the EU's blueprint for smart, sustainable and inclusive growth and jobs.

Horizon 2020 can finance a large diversity of project with technical development and innovation perspectives like currently the MARISA project dedicated to Maritime Integrated Surveillance Awareness.

##### **European Maritime Safety Agency (EMSA)**

The European Maritime Safety Agency is managing observation and monitoring systems like SafeSeaNet, CleanSeaNet or LRIT. Currently, EMSA is implementing a project for technical assistance bringing together national, European and international stakeholders with the aim to raise the safety, security and protection of marine environment standards (SAFEMED project).

## 7.5. *European/international policy development*

At European level, significant progress is made concerning surveillance and coordination capacities in the field of Maritime Safety. At the institutional level the EMSA is playing a coordinating role and tools like the CISE or other systems managed by EMSA are structuring the overall surveillance and monitoring system.

From the EU perspective, and especially in the Mediterranean area, maritime safety can however not be properly tackled without a strong cooperation with external countries, especially those of the southern shore of the Mediterranean. In that concern, EU programmes and tools are in a large part dedicated to EU beneficiaries **with limited possibilities to involve external countries** (cohesion policy, INTERREG projects...). In that case, southern countries can be involved as “observers” with limited responsibilities. A broader reflexion on this situation and on the possibilities to better involve countries of the southern shore of the Mediterranean would be necessary.

External cooperation is supported by the Directorate General NEAR responsible for EU policy on enlargement and the EU's eastern and southern neighbours. However, the activities of this General Directorate cannot cover all the dimension and stakeholders of the cohesion policy which requires complementary measures and projects to develop Mediterranean cooperation.

This is the purpose of the **WestMED initiative** financed by the European Commission that has been created to help public institutions, academia, local communities, small and medium-sized enterprises and entrepreneurs from **both sides of the Western Mediterranean** develop local and regional maritime projects together. The initiative focuses on local and regional challenges, provides knowledge on the blue economy, shares opportunities in the region with the WestMED Community, helps match stakeholders with the right partners, and supports them in developing successful projects.

The main goals of the initiative are:

- a safer and more secure maritime space;
- a smart and resilient blue economy;
- improved maritime governance.

A number of priorities and targeted actions have been set for each goal and relevant projects are submitted for funding to calls launched by existing international, EU, national and regional funding and financial instruments.

## 8. LINKS WITH CROSS-CUTTING TASKS: LIAISING, MIGRATION AND MAINSTREAMING

Within PANORAMED, all work packages are interdependent and must be implemented in coordination with each other's.

This is especially relevant with the work packages “**Liaising**” (coordination with international institutions or other cooperation programmes and bodies), “**Migration**” (how to consider the migration issues in ETC activities?) and “**Mainstreaming**” (how to influence public policies and other programmes with the results of ETC projects?).

Should be also added the experience taken from the implementation of **Horizontal and Strategic projects** that can constitute important source of information for the stakeholders in the field of Maritime surveillance.

### 8.1. *Liaising and associated partners*

The objective of the Liaising Work Package is **to make connections with other programmes, international initiatives or cooperation areas** in order to develop complementary activities, better share results and promote more coherent governance practices in the Mediterranean area.

This Work Package can be related to the involvement in PANORAMED of “associated partners” who provide their knowledge, expertise and who can contribute to the dissemination of projects results in other areas.

Associated partners are:

- The Union for the Mediterranean
- the United Nations Environmental Programme/Mediterranean Action Plan (Barcelona Convention)
- The BLUEMED Initiative for research and innovation in the Mediterranean
- The EUSAIR macro regional strategy facility point, the Conference for Peripheral Maritime Regions (CPMR)
- The programmes ENI<sup>13</sup> CBC MED, INTERREG ADRION, INTERREG BALKAN MED, INTERREG EUROPE
- The INTERACT programme
- The WESTMED Initiative for the sustainable development of the Blue Economy in the Western Mediterranean.

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<sup>13</sup> ENI : European Neighbourhood Instrument

Three Directorates General of the European Commission accompany the initiative: DG REGIO (Regional Policy); DG MARE (Maritime Affairs and Fisheries) and DG NEAR (Neighbourhood and Enlargement Negotiations).

Associate Partners are especially involved in the sharing and mainstreaming of results of **Horizontal and Strategic projects** financed by the Med programme.

## **8.2. Migration**

When drafting the 2014-2020 EU regulations, migration was not identified as one of the priorities for territorial cooperation programmes. For this reason, it has not been possible to finance cooperation projects explicitly focused on this topic.

For PANORAMED partners, the question of migration became however too important not to be considered. National authorities have been facing for a few years significant safety and humanitarian considerations and territorial partners can see the direct consequences of the flows of migrants in Mediterranean regions.

Besides political and safety consideration, **the social and economic dimension has been considered as a potential field of intervention for the programme.** The promotion of social entrepreneurship, support to human resources, economic and social integration can be considered as specific aspects of migration compatible with ETC priorities.

## **8.3. Mainstreaming**

The objective of the Mainstreaming Work Package in PANORAMED is **to use outputs and results produced by cooperation projects in order to feed and improve other programmes and public policies in the Mediterranean areas.** This initiative is mainly focused on the two priority themes of PANORAMED (Maritime surveillance and Sustainable Coastal Tourism).

Due to the innovative dimension of this Mainstreaming approach, it has been decided to launch an experiment with a limited number of partners and test the implementation of Mainstreaming and transfer activities in different institutional, economic and geographic context. The selected partners are:

- Ministry of Maritime Affairs and Insular Policy (Greece)
- Government Office for Development and European Cohesion (Slovenia)
- South – Provence-Alpes Côte d’Azur Region (France)
- Puglia Region in cooperation with Albania and Montenegro authorities (Italy, Albania and Montenegro)
- Emilia Romagna Region (Italy)

- Valencia Region (Spain)

Among the six partners, one chose to test a Mainstreaming process in the field of Maritime Safety (the Ministry of Maritime Affairs and Insular Policy in Greece). The other partners chose to work on coastal tourism projects.

The Mainstreaming process consisted in using the work done by the thematic working groups of PANORAMED (see chapter 6.1), identifying relevant projects and relevant outputs for the transfer process, contact beneficiaries and former beneficiaries of these projects and setup and implement transfer activities (drafting of road maps and transfer plans, operational transfer of outputs).

For the Greek partner, the objective was to identify data bases and maps produced by cooperation projects (monitoring of vessels, marine environment, weather forecast, etc.) and see how they could be used in an operational way by the **national maritime GIS platform** dedicated to maritime surveillance in Greece (platform managed by the **Hellenic Coast Guards Operation Centre & Joint Search and Rescue Coordination Centre (JSRCC)**).

Data have been provided mainly with the collaboration of the Hellenic Centre for Marine Research, and first results are expected for autumn 2019.

#### **8.4. Inputs from Horizontal Projects**

In the MED programme, Horizontal projects correspond to a specific category of project whose objective is **to structure and animate communities of modular projects**<sup>14</sup>. Horizontal projects constitute groups of projects and must help them to communicate, exchange their experience and better share their result at regional, national and EU level.

A second call for Horizontal projects has been launched in June 2019 with priorities focused on mainstreaming and transfer activities. For this purpose, a connection has been established with the Work Package PANORAMED dedicated to Mainstreaming activities (see previous chapter) in order to share content and methodological guidelines (good practices, difficulties, etc.).

It must be noticed that since “Maritime surveillance” was not identified initially as a priority of the MED programme, no Horizontal project is specifically dedicated to this

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<sup>14</sup> The Med programme is composed of three types of projects (Modular, Horizontal and Strategic). Modular projects give the possibility to the beneficiaries to setup projects around three “modules” dedicated to studies and development of strategies (module 1), testing/pilot activities (module 2) and capitalisation activities (module 3). Projects can be conceived using one or several modules according to the terms of reference of each call for projects.

theme. The Horizontal project dedicated to “Blue Growth” can however provide a contribution, especially with the project “**PROTEUS**” that is supporting the setting up of Mediterranean clusters in the field of Maritime surveillance (clusters of public and private actors).

Other indirect connections can be found between Horizontal projects and Maritime surveillance in the fields of Sustainable tourism and biodiversity protection (surveillance, prevention of risks, protection of natural resources...).

**Connection between Horizontal projects and Maritime surveillance issues**

<b>Horizontal projects</b>	<b>Connections with maritime surveillance issue</b>
Blue Growth	Indirect connection
Green Growth	No connection
Social and Creative	No connection
Efficient building	No connection
Renewable energy	No connection
Urban Transports	Non connection
Sustainable Tourism	Indirect connection
Biodiversity protection	Indirect connection

**9. SYNTHESIS OF FINDINGS ABOUT MARITIME SAFETY AND COOPERATION PROJECTS**

**9.1. *Perspectives for a Maritime surveillance approach in the Mediterranean area***

As a result of such a complex framework of relations and competencies regarding Maritime surveillance in the Mediterranean Basin, it is important that Integrated Maritime Surveillance (IMS) be addressed in all of the following perspectives:

- Voluntary Member States maritime information sharing - The Concept of the EU Common Information Sharing Environment (CISE)
- Compulsory information sharing among EU Agencies and Member States authorities
- Sectorial maritime information sharing services promoted by the EU Agencies

These should be achieved along the next years through the following courses of action:

- Coherent Approach Towards Compulsory and Voluntary Maritime Information Exchange Domains (the evolution of CISE)
  - o Voluntary Maritime Information Exchange among Member States Authorities;
  - o Compulsory Maritime Information Exchange between Member States Authorities and EU Agencies (laid down in European Directives);
  - o Compulsory Maritime Information Exchange between EU Agencies.
- Cooperation with ENP Countries in the scope of IMS domain

And, last but not least:

- Full-fledged Maritime Surveillance approach for the region must address its multilevel approach, involving EU, multinational, regional, and local levels of intervention.

## **9.2. Perspectives for future cooperation projects**

At Regional level, the PANORAMED project is an initiative aimed at supporting the definition of joint frameworks of transnational governance for the identification and implementation of shared strategic approaches, policies and projects.

In this context, **the opportunity to promote the implementation of CISE in the Mediterranean Basin** and involving EU, National and Regional intervention levels, in accordance with the coherent approach between voluntary and compulsory sharing of IMS information, **constitutes an obvious complementing opportunity.**

On the other hand, with regard to the ERDF, **multiple projects have been developed so far** with the potential for integration in the CISE, being funded by specific incentive schemes to competitiveness and innovation, as well as by the ETC's INTERREG Programmes through their different axes for effect. Of the analysis made it is noted that **the majority effort developed by ETC addressing IMS resided in the following:**

- Evaluation of local oceanic modelling for support to marine monitoring and combating marine pollution;
- Development of monitoring observatories;
- Technological innovation of maritime and marine surveillance and monitoring systems.

In this context, it is important to ensure in future projects that their implementations, in addition to complying with the principles, architecture and technical requirements

of the CISE, thereby promoting the interoperability of the services implemented by the entities Regional and local level with the National and European implementations, **should focus their effort on other relevant areas although less treated, namely:**

Relevant areas for increased focus in future projects	Related project examples
- Support for maritime safety of nautical leisure and supply of new services	CISE and IMS-P
- Reduction of greenhouse gases (GHG) and volatile organic particles emissions, by monitoring the air quality at sea including with its emitters, as well as in coastal areas, and also the promotion of eco-ports and eco-marinas	CISE, IMP-P, APICE, CAIMANS and MERMAID
- Reach and sustain the good environmental status of marine waters in the Mediterranean Basin (Ballast Water, Marine Noise, Marine Litter, etc.)	CISE, IMS-P, MAREMED, MediAMER, MERMAID and BALMAS (previous projects addressing oil spilling: MEDESS-4MS, RAOP-MED, and TOSCA)
- Improve Maritime Spatial Planning and Management, Integrated Coastal Zone Management (ICZM), and Marine Protected Areas (MPA) Management by including IMS support to socioeconomic assessment of sustainable fisheries, aquaculture, and coastal tourism.	CISE, IMS-P, and MEDPAN-N
- Improve weather forecast and local oceanographic of extreme phenomena and interconnection with major National and European decision-making, monitoring, and support centers	CISE, IMS-P, and COASTANCE
- Promote multilateral cooperation, in particular between the North and South facades of the Mediterranean basin, coherently articulating ETC with international cooperation developed by the EU with the ENP countries in the field of IMS	CISE, IMS-P, SAFEMED IV, and RAOP-MED

It is also important that financial instruments can ensure **the capacity to coherently implement these projects at the required levels** – EU, National and Regional. In this way, the INTERREG-MED programme, like the other ETC programmes in general, **constitutes a financial mechanism that can promote such an approach through the development of a pilot-projects**. To this end, the establishment of these key-premises are strongly recommended in future calls and applications. So, it is suggested that the current development of CISE can to be considered eligible in the scope of the following INTERREG-MED Innovation themes:

- Priority Axis 1- Strengthening of innovation capacities;

- Priority Axis 2 – Environmental protection and promotion of sustainable territorial development;
- Priority Axis 3 – Improving mobility and territorial accessibility;
- Priority Axis 4 – Promoting a polycentric and integrated development of the MED.

However, and in the field of IMS, the INTERREG-MED program lacks the identification of most discerning needs to be met with regard to the functionalities to be implemented at Regional and local levels, thereby promoting its coherence and desirable complementarity, which requires proper adaptation.

## 10. EXPERTS’ RECOMMENDATIONS TO FOSTER FUTURE SECTORAL GROWTH

As a consequence of the previous analysis and keeping in mind the overall strategic objectives for the maritime surveillance in the Mediterranean area, the TWG 6 experts have identified the main gaps and growth opportunities to be pursued through the strategic projects.

In this context, it is recommended that the projects to be promoted by the INTERREG-MED programme will address the following effects, extending the concept of “**Enhanced CISE**” (i.e. voluntary and compulsory exchange of IMS information involving the Member States Authorities and EU Agencies) **at the Regional and local public level**, as well as **promoting North-South cooperation** with ENP countries in the Mediterranean Basin, in the field of maritime information sharing, thus covering existing gaps through the following identified, created and sustained effects:

**Effects Group I** - greater awareness, alert, and response in ports and coastal areas for safety, protection of the environment (marine, coastal land wards, and air), and protection of citizens and goods in coastal areas, through the promotion of pilot-projects in order to:

A	Improve sharing, and sharing awareness, of maritime information in the nautical leisure domain, namely, by creating services addressing incidents/accidents reporting at sea oriented towards this fleet typology
B	Improve the services and information sharing on meteorology and local oceanography (i.e. "In situ METOC") related to the extreme local climatic phenomena, notably the using local data models for modelling and forecasting associated with ports and coastal areas. These services should be available to the main data sharing centres, such as EMSA and the National centres dedicated to this function, through the CISE National nodes. This implementation of services may provide better awareness, alert and reaction to weather tsunamis,

	abnormal water-level surge in ports and coastal areas, as well as other extreme meteorological phenomena
C	Create and improve monitoring services addressing the reduction of greenhouse gases, notably NO <sub>x</sub> and SO <sub>x</sub> , as well as particularly volatile organic, emissions in ports and marinas, and at the Mediterranean Sea. These services should be available to the main data sharing centres, such as EMSA and the National centres dedicated to this function, through the CISE National nodes. This implementation of services may provide better awareness, alert, and reaction addressing the status of air quality and the protection of coastal populations, as well as the detection of infractions by vessels
D	Reach and sustain the good environmental status of marine waters in the Mediterranean Basin, with support of IMS services addressing ballast waters, marine noise, and marine litter monitoring
E	Improve Maritime Spatial Planning and Management, Integrated Coastal Zone Management (ICZM), and Marine Protected Areas (MPA) Management by including IMS support to socioeconomic assessment of sustainable fisheries, aquaculture, and coastal tourism

These implementations can be developed and integrated either in the functional area of IMS-P provided by EMSA and dedicated to "*Other Community Specific Data*", or, alternatively, in a decentralized way linked to the National CISE nodes. Regardless the option choose, access to services from any of the platforms should be ensured.

**Effects Group II** – enhancing cooperation between North-South facades of the Mediterranean Basin in the field of maritime information sharing and services, through the promotion of pilot-projects in order to:

In addressing external cooperation under the SAFEMED Initiative and its projects, namely SAFEMED IV and the future SAFEMED V, one should ensure that ETC and their respective INTERREG programmes might be able to contribute to the systemic and recurrent action in the field of maritime information sharing awareness, encouraging the engagement of EU member States and ENP Partner countries, promoting the sharing of information among these ENP countries and between them and the EU Member States.

In this context, any regional initiatives in this area of cooperation should ensure the participation of EMSA and DG-MOVE and promote the development of functional networks involving the North-South facades of the basin. It is also important to have a global picture of these interventions available in order to enable the INTERREG-MED program to promote coherent actions with the SAFEMED Initiative, and others,

thus avoiding overlapping and proposing possible forms of cooperation promoting synergies and effort savings in the application of resources.

Another potential form of cooperation through SAFEMED Initiative may result from the analysis of the findings and recommendations coming out of the study on "Port facilities for reception" in the ENP countries and which may be implemented throughout the project SAFEMED V. In addition, the sharing of IMS related services is an operational end-state within the Mediterranean Basin that must not be disregarded, making best use of CISE and IMS-P functionalities. Therefore, the following objective might be established:

A	Systematize maritime information sharing awareness actions, encouraging the engagement of EU Member States and ENP countries Partners of the SAFEMED Initiative, promoting the sharing of AIS information among ENP countries and between them and the EU Member States. Such actions should involve the participation of EMSA and DG-MOVE
B	To support, through Technical Assistance cooperation actions, the ENP Partner countries of the SAFEMED Initiative in improving and enhancing their port reception infrastructures and equipment
C	To support internationalization of IMS services provided through "Vector for Effect I (B, C, D, E) implementations

## 11. CONCLUDING REMARKS

### Importance of the local and regional level

- Regional approach can be a good complement to national and EU approach; there is a need to improve the interoperability of systems
- A lot of data are produced locally for maritime safety. Then the difficulty is how to share and use them (to identify and prosecute polluters for example). The local dimension is very important in maritime safety issues
  - o Importance of Regional and local institutions (and SMEs) to develop facilities and equipment and connect them with national and EU tools and systems; Regions must have the possibility to contribute to these wider issues
  - o The regional level is relevant to foster the participation of private bodies
  - o There are questions about the connection and coherence between large systems (CISE) and local ones (ports). Approaches and needs can be different

### Suggestions for future strategic projects (Bottom up / Top down approach)

- Importance not to remain focused on a classical bottom up approach but to adapt the “bottom up” principle to the specific needs/requirements of strategic projects
- It is important not only to answer to the needs of projects partners but to act according to regulations and existing strategies and tools
- It is important to avoid duplication between existing projects and future ETC projects. To support projects that can contribute to larger ones financed by other programmes and public policies
- To work under an “umbrella” or under an overall strategic framework (Bluemed, Westmed, EUSAIR, Barcelona convention, UNEP, REMPEC ...) that ensures the overall coherence of projects implemented. Projects should contribute to implement a part of wider strategies
- To make the connection between data systems financed by ETC and other public systems; there are already very good data systems, it would be interesting to feed them with ETC contributions
- The “ETC piece” is missing in larger initiatives. To make a relation between EU, ETC and external bodies (need to be streamlined)

## Evaluation and monitoring of future strategic projects

- In order to guaranty the strategic dimension and the quality of strategic projects, it would be useful to involve the thematic experts in the evaluation and monitoring of projects. This can be discussed with the Monitoring Committee

As stated in the document “non paper based on context analysis (2016) for the WestMed initiative” (p5)<sup>15</sup> *“The European Neighbourhood Policy (ENP) and the European Territorial Cooperation Programmes within the European Structural and Investment Funds play a fundamental role in supporting cooperation channels and mechanisms across the sea-basin. In particular, the European Territorial Cooperation Programme for the Mediterranean (The MED programme), together with its counterpart ENI-CBC MED have been actively supporting cooperation projects for a long period of time.”*

It is important to underline the fact that, within the MED Programme, its Priority Axis 4 is focusing on governance, trying to *“support the process of strengthening and developing multilateral coordination frameworks in the Mediterranean for joint responses to common challenges”, “opting for specific projects which can facilitate appropriate tools and mechanisms to ease the implementation of better governance and thematic integration in the Mediterranean”*.

PANORAMED strategic projects should reflect the expectation raised 3 years ago.

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<sup>15</sup> [http://www.westmed-initiative.eu/wp-content/uploads/2016/07/WestMed-Maritime-Initiative-Report1\(public\).pdf](http://www.westmed-initiative.eu/wp-content/uploads/2016/07/WestMed-Maritime-Initiative-Report1(public).pdf)

## **ANNEXES**

### **Resources**

EUCISE2020 project

- <http://www.eucise2020.eu/>
- <http://www.eucise2020.eu/media/1276/20190312-eucise2020-vip-italia-v2.pdf>

Development of the CISE for the surveillance of the EU maritime domain and the related Impact Assessment

- [https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/docs/body/cise-ia-study-part1-individual-analysis-final\\_en.pdf](https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/docs/body/cise-ia-study-part1-individual-analysis-final_en.pdf)

Benchmarking the operational added value and preparing end users' uptake of the maritime CISE

- [http://www.megapesca.com/megashop/CF201706\\_877/Benchmarking\\_CISE.pdf](http://www.megapesca.com/megashop/CF201706_877/Benchmarking_CISE.pdf)

ETSI (standardisation des services CISE)

- <https://www.etsi.org/newsroom/news/1595-etsi-launches-a-new-group-on-information-exchange-between-maritime-surveillance-authorities>

BLUEMASSMED

- <http://www.statewatch.org/news/2014/jul/eu-2012-bluemassmed-final-report.pdf>

MARSUNO

- <http://www.statewatch.org/news/2014/jul/eu-2011-marsuno-final-report.pdf>

CRITICAL MARITIME ROUTE

- <https://criticalmaritimeroutes.eu/mission/>

Second report on the implementation of the EU Maritime Security Strategy Action Plan

- [https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/swd-2017-238\\_en.pdf](https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/swd-2017-238_en.pdf)

Blue growth

- <https://www.sciencedirect.com/science/article/pii/S0308597X17305869>