

Union for the Mediterranean Union pour la Méditerranée الاتحاد من أجل المتوسط



18th UfM Regional Platform on Sustainable Blue Economy Brussels, 15-16 October 2025

Annual reporting by Ministerial priority:

Progress on the Roadmap for the implementation of the 2021 UfM Ministerial

Declaration on SBE – (Türkiye)

Country reporting template: aim and objectives

- This "country reporting template" has been created with the aim to collect data and information at national level to feed the 2021 UfM Ministerial on SBE Roadmap's Monitoring, Reporting and Evaluation system.
- As reflected in the "<u>Stand-alone document on the Monitoring system of the Roadmap / 2021 UfM Ministerial on SBE</u>" and its related Annex on "<u>Sector-specific indicators</u>", the process kick-starts every year with the **delivery of presentations by the countries** (UfM Focal Points on SBE) in the context of the **Regional Platform on SBE meetings**.
- By filling in this template, countries' crucial inputs will feed current and future updates of the Roadmap and contribute to analyze progress over time in the implementation of the SBE Ministerial Declaration.
- Instructions to fill in this template are provided in the next slide.

How to fill in this template

- This template contains one slide for projects and one for initiatives, including different sections for each of the SBE Ministerial Declaration Priorities and related progress. Three open questions have also been included at the end of the document.
- For each of the sections, a simple **table** should be completed by the countries.
- Please fill in these tables to the best of your knowledge and feel free to enrich with **hyper-links** to key documents, publications, videos, etc. as needed.
- In case of questions, please don't hesitate to send an email to: alessandra.sensi@ufmsecretariat.org and adriana.salazar@ufmsecretariat.org
- These presentations will be delivered orally by each Focal Point on the UfM Regional Platform Meeting, and should be submitted to the UfM Secretariat team no later than 07 October, end of day.

Sustainable, climate-neutral and zero-pollution transport and ports

- 1. Türkiye revised its **Financial Support Mechanism for the Renewal of Turkish-Flagged Merchant Vessels** in 2024 to accelerate the replacement of old and energy-inefficient ships with new vessels that are energy efficient or use alternative fuels. Within the scope of this programme, the amount of incentive has been increased, and a total of USD 15.5 million has been granted to support newbuilding projects.
- 2. Türkiye has amended the Law on Ports to introduce a **carbon levy** to be applied to greenhouse gas emissions from ships calling at Turkish ports in 2024. The revenues collected under this mechanism will be allocated exclusively to support the maritime sector's green transition. Türkiye closely follows the decisions of the International Maritime Organization (IMO), in particular the outcomes of the MEPC Extraordinary Session being held in London this week, which are of critical importance for shaping the national regulation.
- 3. Türkiye launched the **Green Port Initiative** in 2014 and updated it in 2023 to strengthen environmental sustainability in port operations. The programme aims to minimise CO₂ emissions, promote the use of renewable energy sources such as wind farms, electrify cargo handling equipment, introduce LED lighting, and implement energy-efficient, environmentally friendly buildings and operations. With the new regulation, incentives have been introduced to encourage the adoption of the Green Port concept. Evaluation of applications submitted by companies meeting the criteria is currently ongoing.



Sustainable, climate-neutral and zero-pollution transport and ports

- 4. Within the framework of financial cooperation between Türkiye and the European Union under IPA III (2021–2027), the Maritime Decarbonisation and Green Shipping Support Project has been launched. The project will provide €20 million in grants and €50 million in long-term concessional loans to support investments aimed at reducing greenhouse gas emissions from ships and ports, including the development of alternative fuel infrastructure.
- 5. Within the framework of the IMO GreenVoyage 2050 Programme, Türkiye has launched a Feasibility Project for the **Electrification of Ferries and Coastal Facilities in the Sea of Marmara**. The project covers 60-vehicle ferries, 10 companies, 10 ports and over 25 regular service ports. It includes cost—benefit analysis, Life Cycle Assessment for environmental impacts, and social impact analysis focusing on health and employment. The feasibility report will be presented to stakeholders in November 2025, and cooperation for electrification of three selected lines will be initiated.



Maritime safety and security of blue economy activities

Türkiye strengthened its national preparedness and response capacity against marine pollution through the establishment of the **National Maritime Safety Directorate (UDEB)** in Tekirdağ, the largest emergency response centre in Europe. UDEB coordinates all national oil and HNS spill preparedness and response activities, supported by a network of coastal stations. It also serves as an international training and R&D centre, equipped with integrated maritime simulators and facilities for pollution modelling, equipment testing and certification. Over the past year, UDEB has hosted several regional and international activities. Most recently, in cooperation with EMSA, a three-day oil spill response exercise was held with the participation of 15 countries between 15-17 September 2025.



Maritime Spatial Planning and Integrated Coastal Zone Management

The Marine Spatial Planning of Türkiye aims to balance conservation and sustainable use, strengthen the blue economy, support effective management of marine protected areas, and contribute to climate action. The Türkiye Marine Spatial Planning Map was completed on 16 April 2025 and registered in the IOC-UNESCO system.



Coastal and Maritime Tourism

The "Sailing Permit System" (Transit Log) for all yachts visiting Turkish ports, which had been partly digital since 2008, was upgraded and fully digitalised in July 2024 with the participation of all relevant ministries. The upgraded system allows sailors and ship agencies to complete all permit procedures online, including declarations and information on yachts, skippers and passengers, for arrival, departure and wintering operations.



Initiatives at national (and sub-national) level within the implementation of the 2021 UfM Ministerial Declaration on SBE

Ministerial Declaration Priorities	Initiatives at national/sub-national level
Food from sea: fisheries and aquaculture	
Sustainable, climate-neutral and zero-pollution transport and	Financial Support Mechanism for the Renewal of Turkish-Flagged Merchant Vessels
ports	Implementation of Carbon Levy System in Ports
	Green Port Initiative
Coastal and Maritime Tourism	
Marine Renewable Energies	
Interactions between marine litter and the blue economy	MoEUCC - Marine Litter Provincial Action Plans
	MoEUCC - Integrated Marine Pollution Monitoring Program (DEN-İZ)
Maritime safety and security of blue economy activities	Regional Activities at National Maritime Safety Directorate (UDEB)
Marine research and innovation, skills, careers and employment	
Maritime Spatial Planning and Integrated Coastal Zone	Marine Spatial Planning Initiative
Management	

Projects at national (and sub-national) level within the implementation of the 2021 UfM Ministerial Declaration on SBE

Ministerial Declaration Priorities	Projects at national/sub-national level
Food from sea: fisheries and aquaculture	
Sustainable, climate-neutral and zero-pollution transport and	Maritime Decarbonisation and Green Shipping Support Project
ports	Electrification of Ferries and Coastal Facilities in the Sea of Marmara
Coastal and Maritime Tourism	Sailing Permit System (Transit Log)
Marine Renewable Energies	
Interactions between marine litter and the blue economy	Middle East Technical University Institute of Marine Sciences (EU Horizon Europe BlueMissionMed; GA No:101094073) (2022-2025) METU is a partner and Türkiye Akdeniz Hub Focal Point MoEUCC - The Zero Waste Blue Movement
	MoEUCC - Increasing Capacity on Marine Litter Management in Türkiye
Maritime safety and security of blue economy activities	
Marine research and innovation, skills, careers and employment	Middle East Technical University Institute of Marine Sciences 1.EU H2020 BRIDGE-BS; GA No: 101000240, Duration: 2021-2025, Role: The coordinator. 2. Black Sea Assistance Mechanism, Role: <u>Türkiye National Hub</u> Contact Point)
Maritime Spatial Planning and Integrated Coastal Zone Management	Middle East Technical University Institute of Marine Sciences (Çukurova Mavi Ekonomi Bilgi Platformu Funding: Çukurova Development Agency) (2022-2023)



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Open questions

- 1 Related to the priority on Governance and the future of sea basin strategies in the Mediterranean region: **Is there any overarching blue economy strategy in your country? Or any process initiated leading to the elaboration of such a strategy?**We have strategies that include blue economy components, though not under a single national strategy. Different ministries are working within their mandates, and a 2053 National Sustainable Blue Economy Action Plan will be prepared to ensure sea-based economic growth while protecting marine ecosystems.
- 2 Related to the priority on Sustainable investments in the blue economy: is there any national funding/financing scheme related to the blue economy (or any of its sectors) promoted by your country? If yes, please specify.

Türkiye's blue economy benefits from a strong maritime sector including shipbuilding, repair and ports. With the growth of sustainable finance markets, innovative instruments are expected to provide significant leverage. There are ongoing projects and action plans related to the blue economy.

3 - What are the main challenges, issues or bottlenecks for the implementation of the SBE Ministerial Declaration in your country?

The most important bottleneck is that blue economy issues fall under the jurisdiction of many different institutions. This fact may cause the work to proceed slowly.

