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***Annual reporting by Ministerial priority:
Progress on the Roadmap for the implementation of the 2021 UfM Ministerial
Declaration on SBE – Portugal***

Major updates on progress at national level in the implementation of the UfM SBE Ministerial Declaration

- In November 2025, the [Sea Satellite Account](#) published [data results addressing 2020 - 2023](#):

The Ocean Economy (OE) GVA represented 3.3% and 3.5% of the national economy total GVA, in 2020-2021, a two year period strongly marked by the effects of the COVID-19 pandemic. In 2022 and 2023, the relative importance of the OE in the national GVA increased to 4.2% and 4.3%, respectively, essentially reflecting the greater dynamism of tourism-related activities. During the period under analysis (2020-2023), the GVA of the OE grew above the national economy GVA.

The relative importance of OE employment, measured in Full-Time Equivalent (FTE), in total national employment amounted to 3.5% in the 2020-2021 biennium, and 3.6% in 2022.

The Autonomous Region of the Azores (RAA) and the Autonomous Region of Madeira (RAM), together, generated 9.9%, 11.7% and 12.1% of the total OE GVA, in 2020, 2021 and 2022, respectively, which represents 5.7, 7.3 and 7.5 percentage points more than the weight that these regions have globally in the national GVA.

In 2022, the “Recreation, sports, culture and tourism” group became dominant in the GVA structure of both Autonomous Regions, surpassing the relative importance of the “Fisheries, aquaculture, processing, wholesale and retail of its products” group in the RAA.

In 2022, Portugal occupied the sixth and eighth positions in the rankings of European countries, in terms of the relative importance of GVA and employment in the national economy.

- In June 2026, the [Community of Portuguese Speaking Countries](#) (CPLP) approved the [Strategic Cooperation Plan for the Oceans of CPLP 2026-2030](#). This strategic document aims to promote coordinated, multi-sectoral, measurable and results-oriented community action in the field of sustainable ocean governance and blue Economy. Throughout the four years during which this Ocean strategy will be in force, the main expected outcomes include strengthening the technical capacities of CPLP Member States, fostering scientific and technological cooperation, enhancing international coordination capacity, boosting the Blue Economy, and protecting marine biodiversity.

- In June 2026, the international launch and promotion of the [Blue Hub Network Portugal](#) (*Hub Azul*) took place. This is a national network designed to accelerate ocean innovation, strengthen links between science and business, and support the commercialization of marine technologies.

- In July 2026, the [Blue Growth Programme Agreement under the EEA Grants 2021–2028](#) was signed in Lisbon, marking the start of a new cycle of support dedicated to the renewal and sustainability of the blue economy. This moment marked the official launch of the new EEA Grants cycle in the country, making €126.3MEUR available to support projects across various strategic areas—including Blue Growth, one of the programs with the greatest impact on the maritime economy and on bilateral cooperation with the Donor States: Iceland, Liechtenstein, and Norway. With a total financial allocation of €57.6 MEUR, including the national contribution, Blue Growth constitutes one of the most significant funding instruments for supporting innovative projects that contribute to a more competitive, sustainable, and resilient blue economy.



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	• Strategic Plan for Aquaculture 2021-2030 • Ocean Acification Action Plan [ongoing – announced at UNOC3]	NATIONAL OCEAN STRATEGY 2021-2030
Sustainable, climate-neutral and zero-pollution transport and ports	• Portos 5+ - National Strategy for Commercial Ports of the Mainland 2025-2030 • National Energy and Climate Plan 2030 (PNEC 2030) [updated November 2024]	
Coastal and Maritime Tourism	• Tourism Strategy 2027 • National Action Plan on Marine Litter 2024–2028 (PALM2028) • Ocean Acification Action Plan [ongoing – announced at UNOC3]	
Marine Renewable Energies	• Offshore Renewable Energy Allocation Plan (PAER) • Technological Free Zone (ZLT) for ocean-based or ocean-located renewable energy off the coast of Viana do Castelo • National Energy and Climate Plan 2030 (PNEC 2030) [updated November 2024]	
Interactions between marine litter and the blue economy	• National Action Plan on Marine Litter 2024–2028 (PALM2028) • Ocean Acification Action Plan [ongoing – announced at UNOC3]	
Maritime safety and security of blue economy activities	• Maritime Control Centre (CMAR) • Allocation Plan for the Management of Dredged Material at the Sea (PAID) • Portos 5+ - National Strategy for Commercial Ports of the Mainland 2025-2030	
Marine research and innovation, skills, careers and employment	• Blue Economy Observatory • SEAMInd - Integrated System of Indicators [Ongoing] • The Portuguese Blue Economy Cluster Forum Oceano • Ocean Acification Action Plan [ongoing – announced at UNOC3] • Ocean Account for Marine Ecosystems/Deep Sea Marine Protected Areas (in development – announced at UNOC3)	
Maritime Spatial Planning and Integrated Coastal Zone Management	• Adoption of Directive 2014/89/EU on MSP with transposition into national law (Azores Autonomous region ongoing) • Offshore Renewable Energy Allocation Plan (PAER) • Technological Free Zone (ZLT) for ocean-based or ocean-located renewable energy off the coast of Viana do Castelo • Allocation Plan for the Management of Dredged Material at the Sea (PAID)	



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	• Blue Hubs of Olhão, Peniche and Aveiro
Sustainable, climate-neutral and zero-pollution transport and ports	• Roteiro Naval Carbone Zero RNCZ will define a clear decarbonization trajectory and specific targets for the 2025-2050 period, regarding the Naval Construction, Repair and Maintenance sector.
Coastal and Maritime Tourism	• Nautical Stations of Portugal 51 in total (6 more since last report) A Nautical Station is a nautical tourism supply network, organized from the integrated valorisation of the nautical resources present in a territory, which includes the supply of accommodation, catering, nautical activities and other relevant activities and services.
Marine Renewable Energies	• CorPower C4 Wave Energy device, under development at 4km offshore in northern PT. • WindFloat Atlantic Offshore Wind Energy This project is the first semi-submersible wind farm in the world, installed in northern Portugal, in 2020, with 25 megawatts (MW).
Interactions between marine litter and the blue economy	• Azores EcoBlue Aims to use and develop new and innovative raw materials, transforming the marine litter resulting from this activity, which is currently little or not valued in this Region, into a “supplier” market of excellence. • Fisheries for a Sea Without Litter
Maritime safety and security of blue economy activities	• Atlantic Defense Operations Center and Naval Platform Total project amount: 147,5 MEUR
Marine research and innovation, skills, careers and employment	• Inovamar Agenda Blue Bioeconomy Pact This Pact grew out of an application to mobilising agendas for business innovation, envisaged in the Recovery and Resilience Plan, with an investment of 139MEUR, in 2026. The consortium is made up of 83 Portuguese organisations, of which 53 are businesses of various sizes and in different sectors. • Training Simulator at Escola Superior Náutica Infante D. Henrique Aims to acquire a set of state-of-the-art marine simulators and improve training in maritime education and training of Human Resources. • Blue School Hub Part of the Hub Azul network, which aims to create and foster a genuine network of infrastructure and skills for the blue economy. • Launch of the 2nd Edition (2026) of the Ocean Is Everyone’s Right competition addressing all Portuguese schools, regardless they are part of Escola Azul Programme and schools from the Member States of the Community of Portuguese-Speaking Countries (CPLP) as well.
Maritime Spatial Planning and Integrated Coastal Zone Management	• Programme PT02 - Integrated Marine and Coastal Waters Management It focus exclusively on marine and coastal areas, and has the main objective to achieve good environmental status of marine and coastal waters in Europe, according to the Marine Strategy Framework Directive.



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?**

Yes. The [Portuguese National Ocean Strategy](#), adopted in 2021 and which will run until 2030, with 10 Strategic Goals. The Strategy has also an [Action Plan](#) to accomplish said Strategic Goals, with a total of 185 measures, built on feedback and direct involvement of a diverse group of stakeholders.



Open questions

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.**

- [Fundo Ambiental](#)

- [Fundo Azul](#)

- [Mar2030](#) (The EC formally approved MAR 2030 Programme through the Implementing Decision of 1/12/2022, which adopts the Programme funded by the European Maritime, Fisheries and Aquaculture Fund (EMFF) for Portugal)



Open questions

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

Multiplicity of actors involved makes the governance process more complex and demanding.

Data Integration and Monitoring: Integrating data across different government agencies and scientific institutions is a technical and administrative challenge.

Blue Skills : gap between traditional maritime skills and the new demands of the current innovative blue economy sector.

Sustainable funding and financial mobilization: Accessing and channelling both public and private financing into SBE sectors remains a challenge, as well as ensuring long-term financing for SBE projects. Although there are available national and communitarian solutions when it comes to financial mechanisms, the growing need of investing in blue sectors, caused by global emerging challenges as food sustainability and shortage of other resources on land, jointly with the growing interest of society in new, sustainable options, underlines the pressure to have bigger and more accessible funding solutions. Lack of funding means less capacity-building, which slows and compromises the building SBE as a whole.

