



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



20th UfM Regional Platform on Sustainable Blue Economy
Brussels, 14 -15 October 2026

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

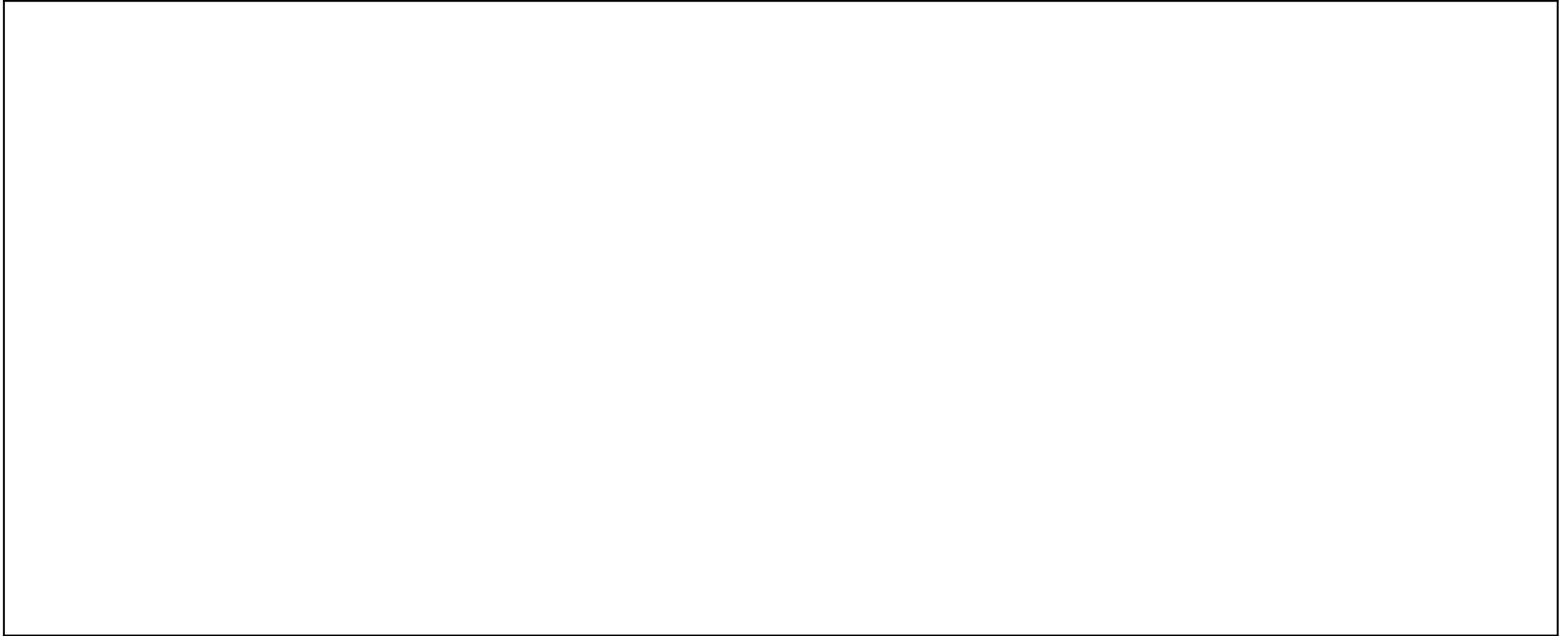
Country reporting template: aim and objectives

- This “country reporting template” has been created with the aim to gather 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 “[Stand-alone document on the Monitoring system of the Roadmap / 2021 UfM Ministerial on SBE](#)” and its related Annex on “[Sector-specific indicators](#)”, the process kick-starts every year with the **delivery of presentations by the countries** (UfM Focal Points on Blue Economy) 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 analyse 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 October 07, end of day.**

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



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

Ministerial Declaration Priorities	Initiatives at national/sub-national level
Food from sea: fisheries and aquaculture	
Sustainable, climate-neutral and zero-pollution transport and ports	Setting up an Emission Control Area for Sulphur Oxides in the Mediterranean Sea: Italy participates along with other 14 countries to INTERREG NEXT MED, the largest transnational cooperation programme on the EU's external borders and, in this framework, is strongly committed to one of the four priorities of this programme, which envisages a greener, low-carbon and resilient Mediterranean, by reducing green house gas emissions and achieving energy efficiency. Climate change adaptation, disaster risk prevention, resilience, taking into account eco-system based approaches, are part of this objective. The Ministry of Infrastructure and Transport has carried out numerous actions towards these objectives: - within the framework of the national complementary plan of the National Recovery and Resilience Plan derived from the RRF (Recovery and Resilience Facility), it is the proponent and implementer of investments amounting to 800 million regarding the renewal of the national maritime fleet of the Mediterranean, the Strait of Messina, the availability of marine fuels (especially LNG and its infrastructure); - also within the named framework, it is the financier of the construction by Port System Authorities (implementing entities) of cold ironing facilities in over 50 Italian ports for 800 million euros. About this action, named Ministry with a decree dated January 22, 2026, MIT provided a discount on the system charges applied to electricity supplied to the facilities, which is then transferred to ships using the service; -It is the financier of the modal shift from road transport - because it is more polluting - to maritime transport with the Sea Modal Shift measure for over 105 million euros in the period 2023-2026, and from the same road transport to rail transport with the Ferrobonus, measure for over 103 million euros. The measures reduce gas emissions on cities, roads and highways.
Coastal and Maritime Tourism	Eco-tourism, slow tourism and reduction of carbon emissions of the industry: - Cassa Depositi e Prestiti, under the supervision of the Ministry of Economy and Finance, is part of a new multi-donor and multi-partner financial instrument conceived to support Sustainable Blue Economy projects in the Mediterranean region, along with coastal resilience investments, including sustainable marine mobility (shipping and ports), coastal tourism and nature-based-solutions. The Ministry of Infrastructure and Transport has focused, since 1998, heavily on digitizing procedures for managing coastal public property, which is also used for tourism activities, through the "SID - Sea Portal." This is a national IT platform for managing all administrative procedures for the use of coastal public property for all purposes in a simpler, more transparent, efficient, and integrated manner. This platform, used by all institutional actors and enabled users, cross-references information on coastal and maritime public ownership with existing approved maritime space management plans, thus enabling coherent decision-making. It is desirable to ensure the continuous updating of this process because it supports the development of the tourism sector linked to the use of coastal and maritime public properties.
Marine Renewable Energies	The sea will have to play a central role in the production of renewable energies, as emerges from the work carried out as part of the update of the integrated national energy and climate plan and the report of the Minister for the Environment and Energy Security, attached to the Economic and Financial Document 2023, as well as the National Strategy for the Decarbonisation of the Italian Economy, adopted in 2021. According to the scenarios developed in these areas, the electrification of end-use of energy plays a key role in decarbonisation, but only on condition that the production of electricity from renewable sources is strongly promoted. Offshore wind production will therefore be a key decisive factor. The Ministries responsible for the procedures for the construction of off-shore wind farms are committed to further simplifying the procedures for issuing the necessary concessions, authorizations and increasingly promoting the use of renewable energy in

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

Ministerial Declaration Priorities	Initiatives at national/sub-national level
Maritime safety and security of blue economy activities	Development of training activities: EUREKA PROJECT. On 30th September 2023, the project called EUREKA was financed by the Interreg ADRION 2014-2020 program in implementation of specific actions of the Action Plan of the EU Macro-regional strategy for the Adriatic-Ionian Region (EUSAIR). The Italian Coast Guard (ITCG) contributed in this project as a partner and together with all the maritime administrations of the aforementioned region, to achieve the following main project objectives: creation of a permanent transnational network of representatives of maritime administrations for the coordination of the activities of specific thematic working groups relating to the various aspects of maritime safety in the Adriatic-Ionian region; modernization of the mandatory ship reporting system of the Adriatic Sea (ADRIREP Mandatory Ship Reporting System) by identifying adequate operational procedures and technical solutions for the amendment of IMO Resolution MSC 139(76) of 5th December 2002; strengthening the exchange of data and information on maritime traffic for the benefit of national VTMIS systems; harmonization and standardization of VTS (Vessel Traffic Services) services in the Adriatic-Ionian region. In particular, also thanks to the technical support provided by the European Maritime Safety Agency (EMSA), the connection between the PELAGUS platform and the Integrated Reports Distribution (IRD) platform was implemented for the purposes of integrated management of the new ADRIREP system and following which the necessary experiments with ships will be conducted.
Marine research and innovation, skills, careers and employment	Development of socioeconomic observatories: In Italy, marine research and innovation are carried out by Universities and several specialised institutes, either under the aegis of the National Research Council (CNR), the main public body dealing with research, and other public bodies, including the National Institute of Oceanography and experimental Geophysics, Stazione Zoologica Anton Dohrn, and National Institute for Geophysics and Volcanology; they operate under the supervision of the Ministry of University and Research. These institutes collaborate nationally and internationally to develop innovative and sustainable technologies for marine resource management, biodiversity conservation and climate change adaptation, , as well as to develop observation, e.g. the Italian Integrated Ocean Observing System (IT-IOOS), and human capacity. Since 2022, Italy with the Ministry of Universities and Research (MUR) coordinates the European Sustainable Blue Economy Partnership, further promoting marine R&I through international cooperation (8 cofounded projects coordinated by Italian institutions). MUR joins as well relevant Joint Actions of the Joint Programming Initiatives Healthy and Productive Seas and Oceans. Training activities: Currently, there are numerous opportunities to acquire Blue Economy education and skills within the country, for example, through the Master in Blue Economy offered by the University of Naples Parthenope or the MSc and PhD programmes in Marine Sciences, Marine Biological Resources, Maritime and Port Economics and Management, or Sustainable Blue Growth offered by the Universities of Genoa, Trieste, Milan-Bicocca and the Polytechnic University of Marche. Another flagship programme in this field is the international Master in Sustainable Blue Economy, jointly organised by the University of Trieste and the National Institute of Oceanography and Applied Geophysics (OGS), which provides interdisciplinary training on governance, economics, and marine sciences, and attracts students from across Europe and beyond. The country, anyhow, is in line with the main international standards in force in the field of training and certification of seafarers and has fully implemented the provisions relating to the International Convention STCW (Standards of Training, Certification and Watchkeeping for Seafarers) adopted in 1978 (as amended).

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

Ministerial Declaration Priorities	Projects at national/sub-national level
Food from sea: fisheries and aquaculture	
Sustainable, climate-neutral and zero-pollution transport and ports	Setting up an Emission Control Area for Sulphur Oxides in the Mediterranean Sea: Through the Bilateral cooperation Agreement between MASE and UNEP MAP Italy has financed, inter alia, the implementation of the SECA (Sulphur Emission Control Area) in the Mediterranean and feasibility studies leading to the launch of a similar process (NECA - Emission Control Area for nitrogen oxides). Indeed, the designation of the entire Mediterranean as a SECA (MEPCDecember 2022) represents the result of a process strongly supported by Italy since its launch in December 2019 in Naples, during the Conference of the Contracting Parties to the Barcelona Convention. In the framework of the Barcelona Convention and, in particular, of the Mediterranean Strategy for the Prevention of, Preparedness for and Response to Marine Pollution from Ships, launched by REMPEC and adopted by the Contracting Parties to the Barcelona Convention in 2021, Italy is currently coordinating the intersessional working group on climate change and air pollution from ships IWG CCAS which intends to support the implementation of the Mediterranean Strategy with reference to its specific objectives CSO 2 and CSO3 Development of alternative and transitional fuels: Currently, the fuel mix used in the maritime sector is based entirely on fossil fuels, the main cause of GHG emissions. This circumstance can be explained by the lack, in this field, of mature, affordable and globally
Coastal and Maritime Tourism	Organisations such as Federbalneari Italia work to promote quality, safe and sustainable coastal tourism through partnerships and certifications
Marine Renewable Energies	Offshore wind: while remaining far from oil and gas supply, the production of wind energy is now a significant industry, with some ports serving as logistical hubs for the installation of offshore farms. The Integrated National Plan Energy and Climate (PNIEC) envisions the production of 900 MW by 2030 of offshore wind powering our nation as part of the target set by the European Strategy on offshore renewable energy to reach Europe-wide 60 GW of wind power offshore in 2030 and 300 GW in 2050. Traditional offshore wind power plants are now joined by new technology floating that allows projects to be built in deep waters such as those in the Mediterranean, an area that is experiencing strong interest from many major national and international players particularly
Interactions between marine litter and the blue economy	Prevention measures and circular approaches: National waste prevention program update: It aims at reducing the amount of waste generated and its impact on the environment by promoting prevention, source reduction, reuse and recycling. This program was introduced in accordance with European directives and is part of a broader strategy for sustainable waste management
Maritime safety and security of blue economy activities	
Marine research and innovation, skills, careers and employment	Among the innovations in the maritime sector is the implementation, in Italy, through the new NAVIS system, of the European Maritime Single Window Environment (EMSWe) with the aim of simplifying and harmonizing the procedures for all information regarding the arrival, stopping and departure of ships from ports. The NAVIS system, managed by the IT Coast Guard, as part of the functions performed under the Ministry of Infrastructure and Transport, will be the national environment, consistent with the EMSWe, for the transmission of information relating to stopovers in Italian ports. NAVIS is designed to foster interoperability with the IT systems of the competent Administrations involved in proceedings connected with the port of the vessel. The named system simplifies the aforementioned procedures, reduces port operation times and therefore ship stopping times at ports, thus also contributing to emissions reductions. About the innovation applied to maritime careers, Italy is continuing the development of AnCoMar - National Digital Registry of Seafarers

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?**

Maritime Spatial Planning (MSP) is a strategic and integrated policy and planning process aimed at organising the use of marine space and managing the interactions and potential conflicts between different maritime activities and uses. Under Directive 2014/89/EU, MSP is conceived as a cross-cutting policy tool that enables public authorities and stakeholders to adopt a coordinated, integrated and transboundary approach to the management of marine areas. Its strategic character derives from its long-term perspective and from its role in reconciling economic, social and environmental objectives, while applying an ecosystem-based approach and taking into account land-sea interactions, climate change, environmental protection and the sustainable development of maritime sectors.

Pursuant to Legislative Decree No. 201/2016, implementing Directive 2014/89/EU on maritime spatial planning, Italy has adopted **three coordinated Maritime Spatial Management Plans**, covering the three maritime areas identified under the national planning framework: the Adriatic, the Ionian–Central Mediterranean, and the Tyrrhenian–Western Mediterranean. The Plans were approved by Ministerial Decree No. 237 of 25 September 2024, pursuant to Article 5(5) of Legislative Decree No. 201/2016.

The National Maritime Industrial Strategy was approved by the Interministerial Committee for Maritime Policies (CIPOM) on 18 February 2026 and published in the Official Gazette of the Italian Republic (Gazzetta Ufficiale), General Series No. 149 of 30 June 2026. The Strategy provides a national strategic framework for strengthening the competitiveness, resilience and technological capacity of Italy's maritime industrial system and is aligned with the Italian Sea Plan and with the EU Maritime Industrial Strategy. In particular, it focuses on strengthening the shipbuilding and marine equipment industries, shipping and the port system.



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.**



Open questions

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

