

# **MEDITERRANEAN SEMINAR ON PSSAs**

**12 December 2019**

**Tirana, Albania**

**Report of the Seminar**



## **MEDITERRANEAN SEMINAR ON MEDITERRANEAN SEMINAR ON PSSAs**

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### **Report of the Seminar**

The Mediterranean seminar on Particular Sensitive Sea Areas (PSSA) was organized by SPA/RAC, with REMPEC collaboration. It was kindly funded by the Italian Ministry of Environment, land and Sea (IMELS) through the bilateral cooperation agreement between UNEP/MAP and IMELS, and held in Tirana, Albania on December 12th, 2019. The gathering was attended by Mediterranean countries delegates, representatives of UN Environment Programme/ Mediterranean Action Plan Coordinating Unit, SPA/RAC, and invited expert consultants of SPA/RAC and REMPEC.

Mr Blendi Klosi, Minister of Agriculture and Rural Development in Albania welcomed participants. In recalling the important role of the maritime space for Albania, he stressed the importance in trying to respond to the challenge of developing the tourism sector at sea by safeguarding the values that the coast and sea Albania has. The minister urged the need for increased cooperation with the neighbouring countries and also expressed an overall accordance for the monitoring of the Adriatic Sea. As a conclusive remark, the minister underlined that Albania is committed to follow the path of a sustainable blue growth and to keep up with the pace of spatial planning and monitoring of terrestrial areas also for the maritime area.

Mr. Khalil Atta, Director of RAC/SPA thanked the hosting country and recalled the significant challenges that Albania has passed in the last month due to the earthquake and expressed his condolences for the lives lost and the damages caused. He made a short description of the recent work implemented in the region highlighting the fact that SPA/RAC is already implementing 4 projects in Albania: one funded by GEF and three implemented by IMELS, related to the respectively to IMAP, MSP, SPAMIs and PSSA issues. He also recalled the agenda of SPA/RAC and the large number of activities carried out during this biannual period finishing with this seminar for PSSA.

Ms. Tatjana Hema, on behalf of UNEP expressed her pleasure of attending this seminar, also due to the symbolic passage of the Barcelona Convention presidency from Albania to Italy following the recent COP in Naples. She highlighted that a lot of effort is being put in trying to

reach the Aichi target 11 within 2020 and the challenges it poses on the Mediterranean countries as well. She further recalled the work done to evaluate SAPBIO implementation, including with regard to the coastal and marine protected areas. She stressed the importance of this seminar on explaining the concept of PSSA and also proposed the participants of different countries to consider suggesting PSSA that can be also within SPAMI areas.

The workshop started with the presentation of the agenda by Mr. Daniel Cebrian who acted as the moderator of the workshop and also introduced the participants and the experts attending the meeting. The Agenda of the seminar is attached as Annex 1. The list of participants is provided in Annex 2.

### **IMO and PSSAs concept**

The first presentation was carried out by Mr. Edward Kleverlaan, who started his presentation by introducing the International Maritime Organization (IMO) and its objectives. It covered the structure of IMO in terms of the Assembly, Council, Committees and sub-Committees and how the work is undertaken was also set out.

The presentation also introduced a range of IMO Instruments to protect sensitive sea areas from international shipping. The lecture highlighted Special Areas under MARPOL Annexes I (Oil), IV (Sewage), V (Garbage), the SOX and NOX Emission Control Areas (SECA and NECA, respectively, under MARPOL Annex VI), SOLAS – Ships Reporting, Routing and other traffic control systems; Ballast Water Management Convention and its implementing guidelines for discharge control zones; the Anti-fouling Systems Convention. The discharges from ships and their impacts were also illustrated.

The presentation introduced the concept of “Particularly Sensitive Sea Areas” (PSSAs) and identified a PSSA as an area that needs special protection through action by IMO because of its significance for recognized ecological, socio-economic, or scientific attributes where such attributes may be vulnerable to damage by international shipping activities. The PSSA Guidelines prepared by IMO were regarded as an important resource document to be considered prior to considering entering the process of proposing PSSAs.

The expert highlighted that, in general, to be identified as a PSSA, three elements must be present (the ATM approach): (i) the area must have certain attributes (ecological, socio-economic, or scientific) (ATTRIBUTE - A); (ii) it must be vulnerable to damage by international shipping activities (THREAT – T) ; and (iii) there must be a measure with an identified legal basis that can be adopted by IMO to prevent, reduce, or eliminate risks from these activities (MEASURES-M). If approved by IMO, the ultimate result will be an area designated as a “Particularly Sensitive Sea Area” and one or more IMO-adopted measures for ships to follow within it.

The lecturer noted that such sea areas may include the territorial sea of States, and sea areas beyond national jurisdiction. Proposals must be submitted in accordance with the IMO rules and procedures for the submission of documents. Governments may check with the IMO Secretariat for the precise submission deadline as well as other administrative rules for submitting PSSA proposals.

The lecturer also provided information about addressing the key information requirements (criteria, threats caused by shipping); gathering the necessary information and consultation and involvement of stakeholders.

An important part of the presentation was to identify the Associated Protective Measures (APMs) and it was noted that these must address and aim to reduce the threat from shipping for the chosen area.

Later a short overview was given about IALA's risk assessment tools. These tools are used to assist in determining safest routes for shipping as well as identifying the need for the correct placement and number of aids to navigation.

From the discussion it was suggested that it is deemed important for the countries that IALA should be contacted and requested to provide advice to assist the sub-region in determining the risks of the ever-increasing volume and changing characteristics of the maritime traffic.

### **Existing PSSAs and APMs**

The second presentation was dealing with existing PSSAs and their example associated protective measures given by Dr. Anita Mäkinen. In her presentation, she also shared the experiences of HELCOM's work on Baltic Sea and the Baltic Sea PSSA. In the presentation, she shared the list of 17 existing PSSAs designated by the International Maritime Organization (IMO), which are:

The Great Barrier Reef, Australia (1990), The Sabana-Camagüey Archipelago in Cuba (1997), Malpelo Island, Colombia (2002), The sea around the Florida Keys, United States (2002), The Wadden Sea, Denmark, Germany, Netherlands (2002), Paracas National Reserve, Peru (2003), Western European Waters (2004), Extension of the existing Great Barrier Reef PSSA to include the Torres Strait (proposed by Australia and Papua New Guinea (2005), Canary Islands, Spain (2005), The Galapagos Archipelago, Ecuador (2005), The Baltic Sea area, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden (2005), The Papahānaumokuākea Marine National Monument, United States (2007), 13. The Strait of Bonifacio, France and Italy (2011), The Saba Bank, in the North-eastern Caribbean area of the Kingdom of the Netherlands (2012), Extension of Great Barrier Reef and Torres Strait to encompass the south-west part of the Coral Sea (2015), The Jomard Entrance, Papua New Guinea (2016) and Tubbataha Reefs Natural Park, the Sulu Sea, Philippines (2017).

A special case that was mentioned, was the one that Malaysia submitted some years ago a proposal to designate some areas in the Malacca Straits to be a PSSA. However, as the neighboring country Indonesia claimed that the proposed PSSA locates partly on its territorial waters and protested against the proposal, the PSSA proposal was never thoroughly considered by the IMO's Technical PSSA WG. Thus, it is very important to have a general involvement of neighboring countries since the very beginning of the procedures for the designation of PSSAs, to avoid issues at following steps of the process, since a similar situation might arise also in the Adriatic case.

Dr. Mäkinen emphasized, that after the revision of PSSA guidelines (A.982(24) Revised guidelines for the identification and designation of Particularly Sensitive Sea Areas (PSSAs)), all PSSA applications need to include at least one either existing or new associated protective measure (APM). These APMs should mitigate the analyzed threat caused by international shipping and most often they include measures such as routing measures such areas to be avoided, traffic separation schemes and mandatory ship reporting systems, according to the SOLAS regulations 10, 12 and 11, respectively. The APMs can be applied prior to PSSA application itself or as depending when applying the PSSA. It would be also beneficial for the PSSA application process to first submit all the needed information for PSSA as an information document (INF.paper) to the IMO prior to the PSSA application. This is only to inform the member states and observers of the IMO on the plan to apply for the PSSA, and only after that the PSSA application itself is to be submitted to one of the following sessions of the MEPC.

One case study mentioned and presented as a good example of PSSA application by Dr. Mäkinen was the one related to the sea around the Florida Keys by USA. Another example introduced to illustrate some of the weak points that should be avoided in the PSSA application is the PSSA application for the Western European waters.

Most attention in Dr. Mäkinens presentation was paid on the Baltic Sea PSSA, designated following the application submitted by the Baltic Sea states: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden. The whole Baltic Sea except for the Russian territorial waters is designated as a PSSA in 2005. The application was prepared under the HELCOM umbrella. Dr. Mäkinen introduced briefly also the Baltic Sea and HELCOM work in her presentation. The APMs for the Baltic Sea PSSA were introduced in more details in relation to the threats by international shipping. APMs for the Baltic Sea are: Deep-water route, two Areas to be avoided, Traffic separation schemes, Recommended/Mandatory ship reporting system, MARPOL Special Areas (according to Annexes I,IV,and V) and MARPOL SO<sub>x</sub> Emission Control Area (SECA, according to Annex VI).

The Baltic PSSA status has been used as an argument in the applications for more strengthened regulations for the Baltic Sea: MARPOL Special Area for sewage (according to MARPOL Annex IV, entering into force on 1 July, 2013) and emission control area for (according to MARPOL Annex VI, entering into force on 1 January, 2021). According to the regional

authorities GOFREP Mandatory Ship Reporting systems have diminished the risk of shipping accidents (collisions and groundings) in the Gulf of Finland.

The second case study taken into account was the only existing PSSA in the Mediterranean Sea, the Strait of Bonifacio PSSA, which was designated in 2011 on the application of France and Italy by the Resolution MEPC.204(62). It is noted that before the PSSA application was developed and submitted, the area was granted the status of specially protected area of Mediterranean importance (SPAMI) at 16<sup>th</sup> Meeting of the Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean and its Protocols (COP 16), in November 2009. The biodiversity / ecological values of the Straits, both in France and in Italy are recognized by a number of official listings. On the French side there is a Nature reserve since 1999 and several EU's NATURA2000 sites established according to the EU's Birds and Habitat Directives. Dr. Mäkinen also highlighted that this PSSA has ecological significance nationally in which there are 2 MPAs and 18 NATURA 2000 sites, 6 special protection areas designated according to the EU's Bird Directive and 12 sites of community significance identified according to the EU's Habitat Directive. Additionally, the Mediterranean Sanctuary for Marine Mammals was designated in the area according to the Pelagos Agreement signed in Rome in November 1999 by France, Italy and the Principality of Monaco.

Since it is the only Mediterranean PSSA, the adopted APMs for the Straits of Bonifacio PSSA were discussed in detail, as follows:

- Use of ships' routing

Vessels navigating in the Strait shall exercise full diligence and regard for the requirements of the existing recommended two-way route in the Strait of Bonifacio.

- Ship reporting and navigation information

Ships of 300 GT and over entering the Strait shall participate in the mandatory ship reporting system (BONIFREP) established by the competent authorities as described in IMO's publication on Ships' Routing (Section G I/8).

- Pilotage

Masters of vessels passing through the Strait are recommended to avail themselves of the services of a qualified pilot.

- Categories of Ships Concerned, according to the IMO Assembly resolution (A.766 (18))

Passage of tankers and ships carrying dangerous chemicals or substances in bulk is discouraged.

As a final remark, the lecturer informed that both shipping data and data on accidents or incidents (collisions, groundings) and oil spills are available in the European Maritime Safety Agency (EMSA) based in Lisbon, Portugal.

### **Mediterranean Area-based conservation schemes**

The presentation made by Mr. Francois Simard tackled the main Mediterranean Area-based conservation schemes that are used. The presentation dealt with the global schemes and standards and the one that are Mediterranean based.

The lecturer explained the MPA concept globally as: “A clearly defined geographical space, recognized, dedicated, and managed, through legal or other effective means, to achieve the long-term conservation of nature with associated ecosystem services and cultural values”. He explained also the characteristics that a MPA need to have and the different categories related to the protected areas, emphasizing that it is important not only the categorisation but also the effective management of a Protected Area as part of an integrated approach. He explained that MPA is part of a broader approach of ocean health and benefits to people. Meanwhile a percentage of the ocean needs to be protected (10% in 2020 according to the CBD Aichi target<sup>11</sup>, and 30 % according to IUCN’s recommendations), the whole ocean should be sustainably managed. In the Mediterranean Sea, it is not easy to set up fully protected areas (no-take zones) since the coastal populations are using the marine resources for many years and are relying on these resources for their livelihood. Therefore, it is especially important to have an integrated approach of marine conservation in this region, by looking at broader pictures including MPAs and other schemes.

The explanation of the Other Effective area-based Conservation Measures – OECM was linked closely with the explanation of the Aichi targets and with their contribution to: (i) Conserving important ecosystems, habitats and wildlife corridors; (ii) Supporting the recovery of threatened species; (iii) Maintaining ecosystem functions and securing ecosystem services; and (iv) Enhancing resilience against threats. Meanwhile, Area-based Management Tools - ABTMs contribute to the conservation and sustainable use of marine biological diversity of ABNJ – High Sea.

Following requests from participants, the experts explained the differences among MPAs, OECM and ABTM, highlighting that ABTM is a broader category (created during the UN negotiations about biodiversity in Areas Beyond National Jurisdiction) that encompasses also the MPA and OECM inside it.

Another important concept referred by the experts is the Ecologically or Biologically Significant marine Areas – EBSAs that mainly are geographically or oceanographically discrete

areas that provide important services to one or more species/populations of an ecosystem or to the ecosystem as a whole, compared to other surrounding areas or areas of similar ecological characteristics. The EBSA list provides a biogeographically representative network of ecologically coherent sites. A map including all EBSA areas in the Mediterranean was provided. The expert made some comments about the distribution of the EBSAs, explaining that the EBSA selection is both a scientific and a political process, and therefore some important areas are not in the EBSA list due to the non-approval of the experts proposal by some States. He also presented the EBSA criteria and made some comparison between EBSA, PSSA and other criteria showing their similarities and differences.

The explanation of World Heritage Sites (WHS) was closely linked to the “Outstanding Universal Value” concept. Mainly the criteria 9 and 10 are related to ecological and biological and habitats. As the lecturer pointed out there are only few WHS that have been selected for having outstanding marine values and most of them are not part of the Mediterranean basin since only two are in the Mediterranean that are mainly natural sites (Gulf of Porto and Ibiza).

The same situation is for the Man and Biosphere Reserves (MAB) where the lecturer mentioned the different approach for these sites basically related to the sustainable management of natural resources. These areas include urban areas, multi-stakeholders and also traditional uses. Most of MAB are terrestrial there are some few coastal and marine ones. the majority of them are not in the marine areas but more in the coastal and terrestrial ones. A special case is the Intercontinental Biosphere Reserve, including the south tip of Spain and the northern point of Morocco and de Gibraltar Strait. The expert explained that although this site is mainly terrestrial, it includes the Gibraltar Strait which is a key areas regarding maritime traffic and potential case for a PSSA approach, together with the Alboran Sea.

Mention was done for the Ramsar sites that deal with the wetlands but have also some impact in the marine part as well, since RAMSAR Convention included marine waters up to 8 meters depth.

The expert also mentioned an interesting concept related to the Areas of Particular Environmental Interest ( APEI) in the frame of the International Seabed Authority. Examples of the designation of these areas has been given for the Clarion- Clipperton Fraction Zone. Although there is no plan for deep sea mining exploration in the Mediterranean, the APEI is a relevant concept as it looks at minimizing human activity impact on marine biodiversity, as PSSA does.

## **Mediterranean schemes**

The first concept is related to the Cetaceans Critical Habitats – CCH where a map based on the Identification based on the overlapping of Important Marine Mammals Areas (IMMAs) and mapping of anthropogenic threats was shown to the participants. This map emphasizes the need for the CCH to tackle large enough areas because Cetaceans are migratory species. The CCH is a very relevant scheme for PSSA identification because the interaction between cetaceans and maritime traffic is an important issue. The experts presented the Pelagos Sanctuary as an interesting example where on the bases of several designations, including CCH and SPAMI, and on the basis of an international treaty (France, Italy, Monaco), marine traffic can be regulated for avoiding impacting the cetaceans.

An important concept that is related to the protection of biodiversity in the EU member states and related with the Habitats and Wild Birds Directive is the Natura 2000 sites, which is a network of core breeding and resting sites for rare and threatened species, and some rare natural habitat types which are protected in their own right. But the Natura 2000 sites are still lacking efficiency because of the lack of management schemes.

Mr. Francois Simard with the support of Mr. Rezart Kapedani, also SPA/RAC expert, explained the concept of Fishery Restricted Areas (FRAs). They clarified the concept behind the FRA, its use by the General Fishery Commission of Mediterranean and Black Sea (GFCM) and its close connection with the concept of Vulnerable Marine Ecosystems (VMEs) and Essential Fish Habitats (EFHs).

A special mention was given to the entire Mediterranean deep-sea area (depth larger than 1000 meters) that has been declared as FRA as well. Some examples of existing FRAs (Jabuka/Pomo pit) and proposed FRAs (Bari Canyon, the Otranto strait area etc.) in the Adriatic and in other parts of the Mediterranean Sea were given to participants to illustrate the values the FRAs recommend protecting and the measures associated with FRAs. The experts emphasized the importance of liaising FRA with the PSSA approach since they are both sectoral and aiming at minimizing the impact of human activities on marine biodiversity.

The expert finished his allocution by presenting the Specially Protected Areas of Mediterranean Importance (SPAMI), including their status, explaining that these areas are also part of the protected areas in the national legislation and also that this status recognition is dynamic depending on the measures adopted and how the area is managed. He presented the actual status of SPAMIs and highlighted that a new strategy and generation of SPAMI is being considered with focus on embracing the open seas as well. One of the examples for such new SPAMIs is the Spanish Cetacean Corridor.

A comprehensive map was finally shown, where several of the Mediterranean Area-based conservation schemes were included, highlighting areas where several schemes overlap and that can also be considered for PSSAs in the future.

Mr. Simard noted that according to the latest data only 0.4% of the Mediterranean area is no-take zone, and that the Aichi target still requires a lot of effort to be reached in all its functional components.

### **Marine Spatial Planning**

Mr. Juan Luis Suarez de Vivero, SPA/RAC expert, presented the concept of the Marine Spatial Planning (MSP) in the frame of global effort on MSP but also focusing in the EU MSP directive and its requirements for the EU countries. Emphasis was given to the transboundary MSP and to the challenges it poses in the Mediterranean reality where the High Seas and the Exclusive Economic Zone (EEZ) situation have a peculiarity.

The peculiarity of the Mediterranean Sea is that while ABNJ still exist, they only affect the water column, since the bed and subsoil due to the geographical characteristics of the basin (no more than 400 nautical miles between opposing states) and the fact that the Convention recognizes states' jurisdictional rights on the continental shelf without the need to expressly claim them, is entirely under national jurisdiction.

The most significant phenomenon in the Mediterranean Sea as a whole is the change produced by the coastal states declaring exclusive economic zones (or in the case of Italy an ecological protection zone, which is a partial use of the concept of EEZs). The increase in the number of states that are claiming exclusive rights is what is causing the basin to shrink the high seas (by around 27% at present) and consequently areas beyond national jurisdiction (ABNJ) to become a receding jurisdictional area.

MSP and its specific goal toward blue growth, sustainable development and protection of natural values in the marine areas was extensively discussed among the participants. It was stressed that MSP is a tool for promoting maritime economy kept under the umbrella of sustainable development philosophy, especially in the philosophy of EU. MSP goal rather than balance, aims to establish a spatial order in which certain maritime activities can be given priority. In the future MSP will take an increasingly important role even if it encounters difficulties.

As it came out from the participants, MSP for the moment is mostly addressed in the territorial sea, compliant also with guidelines adopted by the Barcelona Convention. Cooperation among countries is still challenging and MSP is still a relatively new concept that should not be seen as a solution for all issues. MSP, according to the lecturer, should also be focused and specify the aspects and goals to be reached.

### **Possible areas suitable for PSSA designation**

Prior to discussing the proposal for PSSAs Mr. Kleverlaan and Mr. Cebrian presented the web page of the MEDGIS-MAR (<http://medgismar.rempec.org/>). This interactive map (iMap) tool enables fast and visual display of the maritime traffic in the area concerned and also allows users to check the prior issues with pollution and linked accidents occurring in the area.

The final session was dedicated to the possible areas suitable for PSSA designation. Two main areas around countries having participants attending the seminar were identified as possibly suitable for PSSA designation: (i) Adriatic Sea area; and (ii) Nile delta surrounding area.

The Adriatic Sea area had already been thoroughly discussed in the previous two-days Adriatic workshop on PSSAs. Two options were put on the table by the Adriatic Sea countries: (i) designation of parts of the Adriatic sea as PSSAs, namely Mezokanal in the Sazani strait for Albania; Boka Bay near Kotor for Montenegro and Pomo pit for Croatia; and (ii) designation of the whole Adriatic sea as a PSSA with specific Associated Protection Measures (APM) for specific areas including the ones mentioned above. Experts highlighted the important fact that to have a strong case in presenting these PSSAs proposals the following steps need to be taken: a) a coordinated agreement among all the Adriatic countries should be concluded b) the values that the area has should be clearly identified and demonstrated; c) the data on accidents and incidents should be collected and compiled and the possible risks and effects that maritime transport can pose to this area(s) should be assessed.

The participant from Egypt also examined the possibility of having a PSSA to protect the Nile river delta from the heavy traffic passing by entering the area through the nearby Suez channel. Some rules should be sought to protect the sensible Nile river delta from possible pollution resulting from the maritime traffic. Experts highlighted the role of the Suez channel as a major shipping lane with high density of vessels and also the importance of the feasibility assessment of the proposed APM(s) and its effect on the transport in the area as well as the economic implications related to that.

The participants, based also on the comprehensive information provided by the presentation of the experts, acknowledged that some key steps are required prior to the submission of proposal of the PSSAs, including but not limited to: (i) collection of all required data for a PSSA application, not only on the values of the area, but also statistics on the maritime traffic, possible accidents and incidents and the potential damage coming from this sector; (ii) involvement of stakeholders from different sectors to discuss the area to be designated as PSSA, so that all related impacts may be taken into consideration; (iii) to ensure the support for the proposal with robust documentation using e.g. IALA's risk assessment tools; and (iv) to seek support from other organizations, such as IMO and RMEPEC for the development of the proposal.

It is important to note that PSSAs should not be considered as a burden on the maritime traffic. On the contrary, efforts should be made to demonstrate that the traffic management

scheme can be beneficial for the maritime industry as well, which will encourage the sector to get involved in the relevant initiatives more willingly.

At the end of the seminar, Mr. Attia thanked the National Agency of Protected Areas of Albania (NAPA) for the organization of and working conditions offered during the meeting. The support provided and the warm hospitality extended to all participants were highly appreciated.

Mr. Zamir Dedej, director of NAPA thanked the SPA/RAC staff and the experts for the tireless efforts made to ensure a smooth preparation and conduct of the seminar.



## **Annex 1**

### **Agenda of the seminar**



## MEDITERRANEAN SEMINAR ON PSSAs

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### AGENDA

12 December		Speaker/Lecturer
09:00-09:15	<b>Welcome and introduction to the Seminar</b>	Host country and UNEP MAP System
09:15-10:30	<b>Introduction to the IMO</b> What is IMO? IMO's objectives The structure of IMO and how the work is done – meetings, groups and correspondence  <b>Overview of IMO Instruments, the PSSA concept and Process</b> <ul style="list-style-type: none"> <li>• Overview of IMO Instruments to protect sensitive sea areas from international shipping (e.g., MARPOL - Special Areas, SOX Emission Control Areas, SOLAS – Ships Reporting, Routeing; Ballast Water Convention and PSSAs-briefly)</li> <li>• IMO PSSA Guidelines</li> <li>• Technical aspects of PSSA processes</li> <li>• Selection criteria, vulnerability to international shipping, associated protective measures (APMs)</li> <li>• Existing PSSAs and example associated protective measures</li> </ul>	REMPEC expert Kleverlaan  REMPEC expert Kleverlaan  REMPEC expert Mäkinen
10.30-11.00	<i>Coffee break</i>	
11:00-12:00	<b>Mediterranean Area-based conservation schemes</b> <ul style="list-style-type: none"> <li>• Global definitions on MPAs and OECMs</li> <li>• Global schemes and standards: EBSAs, deep sea mining, etc</li> <li>• Mediterranean schemes:</li> <li>• ACCOBAMS critical cetacean habitats. NATURA 2000</li> <li>• Fisheries management tools –VME, FRA,</li> <li>• SPAMI</li> </ul>	SPA/RAC Experts Simard & Kapedani
12.00-12.30	<b>Marine Spatial Planning (MSP)</b> <ul style="list-style-type: none"> <li>• Transboundary MSP: The case of defining cross-border dimension of MSP in the West Med.</li> <li>• MSP and Area-based conservation schemes: links and differences</li> </ul>	SPA/RAC Expert Suarez de Vivero
12.30-14:00	<i>Lunch</i>	

14.00-15.00	<b>Discussion</b> <ul style="list-style-type: none"> <li>Identify possible areas suitable for PSSA designation and advise on planning for future work</li> </ul>	Countries representatives
15.00-15.30	<i>Coffee break</i>	
15.30-17.00	<b>Discussion</b> Identify possible areas suitable for PSSA designation and advise on planning for future work	Countries representatives
17.00-18.00	Wrap up of the day Summary Discussion Farewells	ALL

## Annex 2

### List of participants



## MEDITERRANEAN SEMINAR ON PSSAs

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### Participants List

#### **Albania**

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