Accord sur la Conservation des Cétacés de la mer Noire,
de la Méditerranée et de la zone Atlantique adjacente

Agreement on the Conservation of Cetaceans of the Black Sea,
Mediterranean Sea and contiguous Atlantic Area

REPORT OF THE WORKSHOP COLLABORATIVE KNOWLEDGE SHARING FOR CETACEANS' PROTECTION IN THE NW PSSA

Genoa, Italy, 2 October 2025 | 09:00–14:00 CET (In-person & hybrid participation)



ShiPrint Shipping Sector Workshops Series – Passenger and Cruise Shipping Sector Workshop

Organised by ACCOBAMS In cooperation with ocean care SINAY

The project benefits from the support of the Pelagos Initiative.

https://www.fpa2.org/en/initiatives/the-pelagos-initiative-010

REPORT OF THE WORKSHOP COLLABORATIVE KNOWLEDGE SHARING FOR CETACEANS' PROTECTION IN THE NW PSSA[1]

I. INTRODUCTORY REMARKS

1. The workshop **Collaborative Knowledge Sharing for Cetacean's Protection in the NW PSSA** dedicated to the Passenger and Cruise Shipping Sector took place on 2 October 2025 in Genoa, Italy. It was organized by the ACCOBAMS Secretariat with the support of OceanCare**,** Sinay**,** and We Are Méditerranée and in collaboration with the LIFE Conceptu Maris project. This workshops is part of the ShiPrint project which benefits from the support of The Pelagos initiative**.** The primary aim of this project is to support the implementation of Associated Protective Measures (APMs) within the North-Western Mediterranean Particularly Sensitive Sea Area (PSSA).

2. In this context, the workshop was the second in a series designed to engage the shipping sector, foster dialogue, and enhance understanding of its impact on marine biodiversity within the Northwestern Mediterranean PSSA, while actively involving stakeholders in efforts to mitigate the risk of ship strikes on fin and sperm whales.

3. Earlier in 2025, the first ShiPrint workshop in Marseille (14 March 2025) convened representatives from the cargo shipping sector and related stakeholders to discuss best practices for reducing the risk of vessel strikes to protect fin whales and sperm whales in the NW Med PSSA. Building on this foundation, the second workshop in the series, hosted in Genoa, shifted the focus to the passenger shipping sector in response to growing environmental pressures from the increasing cruise and ferry traffic.

4. The hybrid event was moderated by Dr. Léa David from ÉcoOcéan Institute and brought together 30 participants including representatives of passenger and cruise shipping companies, shipping associations, maritime authorities, marine conservation organizations, the ACCOBAMS Secretariat and scientists. Over the course of a day's session, participants engaged in expert presentations and interactive discussions centered on the NW Mediterranean PSSA, collaborative actions to protect large whales from shipping impacts and to assess the effectiveness and the implementation of the Associated Protective Measures (APMs) of the NW Med PSSA.

5. The complete list of participants is annexed to this report (see Annex I: List of Participants) and the workshop agenda appears in Annex II.

II. OPENING OF THE WORKSHOP

6. Mrs. Maylis Salivas, ACCOBAMS Executive Secretary, opened the meeting by welcoming participants.

[1] This document was produced with the financial assistance of the Pelagos Initiative. The contents of this report may not be considered as a reflection of the Prince Albert II of Monaco Foundation or the Pelagos Initiative's position

7. She gave a presentation that included an overview of the role of ACCOBAMS in addressing threats to cetaceans, highlighting its efforts to reduce the impacts of shipping on these species. This included references to resolutions adopted on ship strikes and anthropogenic noise, with an emphasis on strategies to mitigate their impact.

8. Mrs. Maylis Salivas further explored the designation process for Particularly Sensitive Sea Areas (PSSAs), outlining the criteria, scope, and the Associated Protection Measures (APMs) designed to enhance maritime safety and environmental protection.

9. The presentation highlighted practical strategies for minimizing risks associated with vessel traffic in ecologically significant regions providing valuable insights into the regulatory framework.

10. Ms. Salivas concluded by highlighting the key outcomes of the previous ShiPrint workshop on the cargo shipping sector, held in March 2025 in Marseille. She linked those lessons to the passenger shipping context, reinforcing the continuity and shared objectives of the ShiPrint series.

III. INTRODUCTION TO THE NW MEDITERRANEAN PSSA

11. . Ms. Armelle Roudaut-Lafon, Director of Maritime Affairs in Monaco and Alternate Permanent Representative of Monaco to the IMO, provided an institutional overview of the Northwest Mediterranean Particularly Sensitive Sea Area (PSSA).

12. She explained that since the PSSA was designated and ratified by the IMO in 2023, the four sponsoring states (France, Italy, Spain, and Monaco) have met several times to bring the project to life and to discuss the concrete measures that should accompany the management of this zone.

13. She added that although these measures are not yet binding or regulatory, the objective of the four states is to ensure they are adapted and understood by maritime stakeholders, commercial operators, passenger and cruise companies, as well as organizations working to protect the marine environment and endangered species. The aim is to encourage voluntary compliance with these measures.

14. Ms. Roudaut-Lafon emphasized that these measures must demonstrate their effectiveness, logic, and simplicity to all parties, making their implementation straightforward and beneficial for everyone involved.

15. She stressed that the protection of cetaceans and marine mammals is not incompatible with maritime safety. Avoiding collisions with cetaceans enhances the safety of maritime expeditions, reduces the risk of marine pollution, and protects crews and passengers.

16. Ms. Roudaut-Lafon explained that the four states aim to calibrate these measures based on feedback from stakeholders, taking into account real-world conditions, available resources, and existing technical means, particularly technologies for detecting and identifying animals from ships.

17. She reported that to achieve these objectives, the four states have established three thematic working groups:

- A Communication Working Group tasked with developing a visual identity for the PSSA (including a logo) and a communication toolkit that all states will adopt to ensure consistent messaging.
- A Sea/Land Telecommunications Working Group led by Italy, focusing on systems for exchanging information, reporting observations or incidents from ships, and relaying data to other vessels. This includes integrating PSSA information into nautical charts and designating a coastal authority to receive reports. The approach builds existing communication tools familiar to crews (e.g., NAVTEX) and coastal centers (MRCC, coast guard) to facilitate sea-to-shore and shore-to-sea exchanges.
- A Marine Environment Working Group led by Spain, responsible for collecting data on cetacean presence, seasonal movements, species sensitivity, and the impacts of human activity in the area.

18. Ms. Roudaut-Lafon concluded by highlighting the importance of this workshop as it raises awareness among maritime professionals about the PSSA and gathers feedback on potential challenges or misunderstandings regarding its measures. She noted that the ShiPrint project supports government efforts to make the PSSA operational and effective.

IV. ENVIRONMENTAL PRESSURES, SHIP STRIKES AND VESSEL TRAFFIC

19. Dr. Simone Panigada, Chair of the ACCOBAMS Scientific Committee and President of the Tethys Research Institute, presented an in-depth scientific overview of the region's marine biodiversity and the pressures posed by growing maritime traffic.

20. He described the distribution and seasonal presence of cetaceans in the northwestern Mediterranean, emphasizing that this area hosts a significant portion of the Mediterranean fin whale population and a notable sub-population of sperm whales.

21. Dr. Panigada reviewed data illustrating how growing vessel traffic (both in number and speed) is impacting these whales, notably through ship strikes and noise disturbance. He explained that predicting whale occurrences in busy shipping lanes is challenging and unpredictable, which makes speed reduction the most effective strategy to reduce fatal collision risk when route diversion is not feasible. Scientific evidence shows that the probability of a lethal outcome from a collision drops dramatically at speeds below 10 knots, reinforcing the need for speed management in the PSSA.

22. Dr. Panigada also highlighted ongoing conservation initiatives. He mentioned collaborative efforts under the Pelagos Sanctuary Agreement and introduced the "*Whale Safe*" certification program to incentivize whale-friendly practices among shipping companies. This scientific overview underscores why measures like those in the PSSA are grounded in research and why the shipping sector's cooperation is vital for success.

23. He discussed the habitat use and distribution of the species within the PSSA, emphasizing the need for protective measures in areas with high vessel traffic.

24. He concluded by examining the effectiveness of ship maneuvers in avoiding collisions with whales, the respective limitations of different measures, and evaluating current strategies and their potential improvements to enhance marine mammal safety.

V. EVALUATING THE EFFECTIVENESS OF APMs

25. Mr. Xydias and Mr. Bravo delivered a presentation titled "*Evaluating the Effectiveness of the APMs in the NW Mediterranean PSSA*" on behalf of OceanCare.

26. They explained that while the Associated Protective Measures (APMs) are recommendatory, they endorse mandatory elements embedded in the paramount obligation of ships to avoid collisions with marine mammals. This obligation is expressed in the APMs through the responsibility to maintain a safe speed, enabling any prompt and effective action by ships when required.

27. It was recalled that ships are not designed to reduce their speed rapidly, while cetaceans are consistently recorded as being present throughout the entire NW Mediterranean PSSA. For instance, under full-speed conditions, IMO requirements indicate that when a vessel performs a crash-stop maneuver, it will come to a complete stop only after covering a distance equivalent to 15 to 20 times its own length.

28. OceanCare representatives noted that this means that a modern vessel measuring 300 meters in length would require approximately 4.5 to 6 kilometers to come to a full stop from the moment the order is issued by the navigation bridge personnel, making it practically impossible to prevent a ship strike once a cetacean is detected. Furthermore, it was stressed that there is currently no technological capability to detect all marine mammals at risk under all navigation scenarios, for example during night-time or adverse weather conditions.

29. Consequently, they explained that the minimum practical approach for ships is to adhere to a safe speed that allows sufficient time for adjustments if necessary. Within the PSSA, this safe speed should coincide with the voluntary speed limit of 10 knots. Based on the most reliable scientific evidence, OceanCare representatives stressed that it is quite unlikely for a whale to suffer lethal impacts if the ship's speed remains below 10 knots.

30. Mr. Bravo and Mr. Xydias noted that at present ships are not fulfilling their obligation to navigate in a manner that would make them practically capable of avoiding a collision or ship strike.

31. In addition, OceanCare representatives presented new data from a vessel traffic analysis undertaken by Quiet Oceans. The data set analyzed included the entire vessel movement within the PSSA in 2023 and 2024 and was assessed per individual vessel categories.

32. The overall results presented demonstrated that vessels continue to transit the NW Mediterranean PSSA at high speeds, far exceeding the voluntary limit. The longitudinal comparison over two years (2023-2024) revealed no declining trend in vessel speeds; in fact, an increase was observed, particularly within the passenger shipping sector.

33. It was stressed that ferries, with a total of more than 11 million kilometers sailed in 2024, travelled 90.4% of that distance at speeds above 10 knots, 72.4% at more than 15 knots and almost 30% at more than 20 knots. The analysis indicated that for the assessed period shipping companies disregarded the recommendations towards a safe vessel speed, as prescribed within the APMs.

34. OceanCare representatives concluded by stressing that if the main measure to reduce the risk of vessel strikes is not applied due to the voluntary nature of the APMs, the need for mandatory implementation of safe and reduced speeds, as defined within the APMs, is a matter of urgency.

35. They explained that an advantage of implementing mandatory ship speed restrictions is the establishment of fair and equitable conditions for all shipping companies. This ensures that all companies are subjected to the same restrictions and that their adherence to these regulations does not result in any competitive disadvantages. This level playing field cannot be achieved through mere recommendations or voluntary measures, as confirmed by ACCOBAMS Resolution 8.17 (2022).

VI. THE CONCEPTU MARIS PROJECT – MONITORING OFFSHORE SPECIES AND MITIGATION INSIGHTS

36. Dr. Antonella Arcangeli from ISPRA, Italy introduced the EU-funded Life Conceptu Maris project. She explained that the project provides a Mediterranean case study of how coordinated, long-term monitoring can address the inherent challenges of surveying wide-ranging, long-lived, and highly mobile marine taxa, particularly cetaceans and sea turtles, contributing to all phases of the information pipeline, from the production of raw species data to the creation of informative maps of important habitats and risk exposure areas, and delivering information in a form directly useful for policy implementation.

37. She noted that the project is directly aligned with the requirements of the EU Habitats Directive, which obliges Member States to establish effective surveillance and assessment frameworks for species and habitats of Community interest, and to identify areas of particular ecological significance. Building on data collected from 2008 to 2024, LIFE CONCEPTU MARIS integrates multiple complementary methodologies, including systematic visual surveys from ferries, environmental DNA (eDNA) metabarcoding, and stable isotope analysis (SIA), to generate robust datasets on species distribution, habitat use, trophic dynamics, and anthropogenic pressures.

38. Dr. Arcangeli reported that as per 2024, the visual survey programme, covered more than 573,000 km of transboundary transects, yielding over 12,600 cetacean sightings, systematically recording both presence and associated threats such as marine litter, maritime traffic, and entanglement marks. More than 400 seawater samples analysed through eDNA metabarcoding have expanded biodiversity assessments by detecting elusive or cryptic species, while over 500 stable isotope samples have provided insights into feeding ecology and identified productive foraging areas.

39. She mentioned that the project developed integrated approaches to monitoring anthropogenic pressures. Data on floating marine litter, vessel density, and near-miss ship strike events have been spatially correlated with cetacean distribution to assess exposure and vulnerability. This combined biological and pressure-related dataset

underpins species distribution models and vulnerability indices that directly support the surveillance and assessment obligations under the EU Habitats Directive.

40. Dr. Arcangeli highlighted that making use of commercial vessels for data collection across large marine areas, the LIFE CONCEPTU MARIS approach has the potential to be scaled up into a broader oceanographic monitoring framework, enhancing its spatial coverage and linking it to other ship-based observation initiatives such as the Continuous Plankton Recorder Survey (CPR), a century-long ship-of-opportunity programme that collects standardized plankton samples along commercial shipping routes.

41. She stressed that by integrating visual surveys, eDNA sampling, and SIA measurements, the approach could generate synoptic biodiversity and ecosystem datasets in poorly sampled marine areas, situating cetacean, turtle, and potentially seabird distributions within broader oceanographic and productivity contexts, thereby facilitating the identification of key foraging and migration habitats relative to plankton abundance, oceanographic fronts, and seasonal variability.

42. Dr. Léa David from EcoOcéan Institute then presented on Near Miss Events and noted that within the development of the Fixed Line Transect network, since 2008, 101 Near Miss Events (NME) were witnessed concerning 5 species (fin and sperm whales, ziphius, G. melas and G. griseus).

43. She explained that Near Miss Events risk areas were modelled using kernel analyses and showed to be stable across the seasons in the NW Mediterranean Sea but to increase with the number of sightings. The spatial analysis of NME confirms that the NW Med PSSA is well located to encompass ship strike risk for many species.

44. However, Dr. David pointed out that the areas at risk emerge in the strait of Gibraltar, the Alboran Sea, Balearic and Sicily channels. For *Z. cavirostris* the exposure risk maps fit well with the NME distribution, showing the Pelagos area as one of those at higher risk. She reported potential factors influencing the possibility of NMEs were investigated showing that the Encounter rate and the speed of the vessel are the factors affecting the NME and that behaviour of animals nor period in the day seem influencing NME. Still, those results are based on daylight and good weather conditions and beyond those conditions, a lot stay unknown, as for the night and bad weather considering behaviour and spatial and vertical movements.

45. In the final part of this session, Dr. Fulvio Maffucci from the Stazione Zoologica Anton Dohrn, Italy, presented on one of the synchronous e-learning courses for maritime officers, hosted by the CIMA Foundation, aimed at improving awareness and preparedness regarding collision risks with marine fauna.

46. He explained that course included six modules, printed materials, and onboard observers to support learning. Participation data showed strong engagement, with 246 officials trained and 93% of participants reporting they had never attended a similar course before.

47. Mr. Maffucci noted that most participants found the training useful and felt better equipped to handle potential collision events. Various mitigation measures such as speed restrictions, route alterations, and real-time animal reporting were evaluated for feasibility, effectiveness, and operational impact. The maritime sector largely deemed

most of these measures, in particular the training course of crew members and the presence of on-board observers, feasible, effective, and non-disruptive, with a preference for mandatory implementation.

48. The Conceptu Maris team's collective presentation demonstrated the value of scientific monitoring and direct stakeholder engagement in fine-tuning APMs. By combining data on whale ecology, shipping patterns, and human factors, the project provides a blueprint for adaptive management – ensuring that protective measures in the PSSA are both evidence-based and practically implementable.

VII. NETCCOBAMS PLATFORM – DATA-DRIVEN TOOLS FOR PSSA MANAGEMENT

49. Mr. Alessio Maglio (SINAY) introduced NETCCOBAMS, a new data platform designed to aggregate and centralize conservation-related data to support ACCOBAMS's management objectives.

50. In his presentation, Mr. Maglio demonstrated how the platform pulls together diverse data streams, from ship traffic and AIS information into a unified interface. This tool is tailored to address specific management needs identified by ACCOBAMS, making it easier for decision-makers to visualize risks and measure the effectiveness of measures in the PSSA but also the compliance of the ships with the APMs.

51. Mr. Maglio showcased several applications of NETCCOBAMS for the NW Med PSSA: for example, real-time maps that could alert ships about recent whale sightings, or analytical dashboards to track ship speeds within the PSSA
52. boundaries. By enabling data-driven decisions, the platform can help maritime authorities and stakeholders to both monitor compliance with APMs and quickly identify areas of concern.

VIII. DISCUSSION REMARKS

53. The expert presentations were followed by an open discussion during which participants stressed the importance of collaborative action between the shipping industry and marine conservation organizations.

Discussion on speed reduction:

54. Representatives from shipping companies acknowledged the need to mitigate impacts on whales, but they also raised considerations particularly pointing out operational and technical challenges in reducing speeds.

55. As for the technical challenge, Ms. Monti from Grandi Navi Veloci Gruppo noted that slowing down can negatively affect a vessel's manoeuvrability, particularly in situations requiring evasive action for example, in the case of close-range sightings of animals at the water's surface.

56. She further explained that reducing speed does not always lead to lower fuel consumption or noise levels as below certain engine regimes, the relationship between speed and energy efficiency can become less favourable, with increased vibrations.

57. Ms. Monti also reported that some vessels also face physical and technical limitations that make low-speed operation difficult and gave the example of engines running outside their optimal ranges which may experience issues such as rising temperatures in the cooling systems, which results in decreased efficiency and reliability.

58. Participants from shipping industries also raised concerns regarding the fact that ship efficiency decreases at lower speeds, stating that ships cannot navigate at speeds less than 18-20 knots.

59. It was clarified that speed reduction in line with the APMs, within the voluntary 10-knot limit, can enhance efficiency when combined with retrofitting measures, yielding significant fuel consumption benefits, as observed in comparable cargo shipping sectors.

60. Additionally, participants from shipping industries raised concerns that maintaining the same passenger transport volume would necessitate the construction of additional vessels, thereby questioning both the need for CO_2 reduction and the cost-effectiveness of the established practice of slow steaming.

61. OceanCare representatives argued that even if more ships were required, which remains doubtful, the overall environmental footprint would still improve. Moreover, they noted that the existing fleet rarely operates at full capacity. In fact, there are instances where ships sail with less than 20% of their nominal load, indicating that there is considerable potential for operational optimization and for adopting lower speeds without any actual loss of transport capacity. They concluded that the benefits derived from a fleet-wide speed reduction would outweigh any potential negative effects associated with a moderate increase in vessel numbers.

62. As for the operational challenges, Ms Monti added that, in addition to technical factors, speed reduction is constrained by the specific operational demands of the ferry sector as ferry routes are often subject to frequent changes and redeployments, requiring flexibility and fast response times.

63. She explained that arrival and departure times are typically defined by port authorities and must be strictly adhered to and that, contractual agreements with clients often stipulate precise delivery schedules, for example, for the transport of pharmaceuticals or other time-sensitive goods, making it difficult to introduce prolonged slowdowns without affecting service reliability.

<u>Discussion on potential measures to address ship strikes:</u>

64. Based on their experiences, members of the shipping industry identified solutions that could be implemented to reduce ship strikes.

65. Ms. Monti mentioned several practical solutions that could enhance marine biodiversity protection without compromising operational efficiency including
    - The adoption of more advanced and targeted detection systems for identifying marine mammals on the water's surface, such as sonar technologies
    - The implementation of unified and shared systems for collecting and distributing cetacean sighting data among vessels, as is already being done with the REPCET system

- The investment in crew training: we are fully committed to supporting dedicated on-board training courses to increase crew awareness and preparedness when it comes to the protection of marine wildlife 4. Possible certification for shipping sector: Certified Sustainable Seafood | Omega3 | Aquaculture Services – FOS; WhaleSafe Certification; DOLPHIN CLASS

66. Mr. Navarro from Balearia Eurolíneas Marítimas reaffirmed the importance of conserving the Mediterranean Sea and emphasized the company's commitment to ensuring that future generations inherit a Mediterranean in better condition than it was found

67. He noted that throughout its existence, the company has participated in hundreds of conservation initiatives, positioning itself as a leader in the Western Mediterranean's drive for a cleaner future by investing in new technologies and fuels, reducing its carbon footprint, and minimizing the use of contaminants.

68. Mr. Navarro further explained that over the past ten years, the company has collaborated on marine mammal conservation through its foundation and, as the main operator in the Mediterranean Cetacean Corridor, expressed gratitude for having been invited during the past year to participate in discussions aimed at implementing solutions.

69. He proposed solution which should be approached from two main angles:

- The Early detection of cetaceans:
    - Reporting tools of cetaceans' sightings
    - By sharing sighting information among all ships by existing technology, as MRCC centres, NAVTEX technology and Notices to Mariners to alert watch officers in real time.
    - Development of early detection technology AI supported, we already have the technology, but we need access to databases to train AI models.
    - Centralized information: That can be shared and exploited to develop alert systems and technology development.
    - Allowing volunteer watchers on the bridges to assist in sightings.
- Training :
    - Seafarers are not traditionally trained in sea life, such as shapes, routines, and population of sea creatures.
    - Creating culture of sea life conservation
    - Implementation of procedures for close quarter situations, studying each near-miss and adapting corrective and preventive measures to prevent re-occurrence

70. Mr Navarro concluded that these are the easiest to implement measures, that have been proven effectively and that all parties can agree on implementing not tomorrow, but today.

71. Throughout the discussions OceanCare representatives repeatedly emphasized the need for all stakeholders to work together to achieve an appropriate balance between shipping activity and the necessary protection of biodiversity in this ecologically valuable area, which includes several nationally and internationally protected areas

,in order to effectively address the decline in the population of fin whales and sperm whales ,both of which are listed as endangered species by the IUCN, due to collisions with ships.

Additional remarks

72. Finally, regarding the presentation on marine observers, it was noted that mariners have responded inconsistently acknowledging the need for additional lookouts through marine mammal observers yet expressing no corresponding need to undertake speed adjustments. However, evidence has shown that even with observers on board, significant near-miss incidents still occur and cannot be effectively prevented unless vessels maintain a safe speed.
73. Furthermore, it was highlighted that the presence of marine observers does not overcome the inherent limitation of the human eye in detecting marine mammals during night navigation. In accordance with the COLREGs[2] specifically Rule 5 (Look-out) and Rule 20 (Application of Lights), all sources of light on the bridge must be covered or extinguished to ensure that navigators can clearly identify light signals from other vessels and navigation aids. Consequently, after sunset, visual detection of cetaceans becomes virtually impossible.

IX. CONCLUSION

74. The first ShiPrint Workshop successfully fostered dialogue among shipping stakeholders, regulators, and environmental organizations. It reinforced the importance of monitoring and implementing APMs to mitigate shipping's impact on marine biodiversity. The workshop laid a strong foundation for continued collaboration and produced tangible policy recommendations.

[2] International Maritime Organization. (1972). *Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs)*. London: International Maritime Organization.

ANNEX I – LIST OF PARTICIPANTS

NAME / CONTACTS
AIUTI Camilia
AMOSSO Cecilia *MSC Mediterranea Shipping Company SA*
ARCANGELI Antonella *ISPRA*
BRANDI Edoardo *Grandi Navi Veloci Gruppo*
BRAVO Carlos *OceanCare*
BRIERE Christophe *Orient Express Sailing Yachts*
CALLEY Salomé *Intern ACCOBAMS Secretariat*
COPPELL Linden *MSC Cruises*
DAVID Léa *EcoOcéan Institut*
DE ROSA Sergio *Grandi Navi Veloci Gruppo S.p.a*
D'HUY Emma *Armateurs de France*
DURON Noémie *Ministère de la Transition Ecologique – DGAMPA*
ENTRUP Nicolas *OceanCare*
FARINA Marianna *Stazione Zoologica Anton Dohrn*

GONZÁLEZ Cristina *Balearia Eurolíneas Marítimas*
IVANA Melillo *Grandi Navi Veloci Gruppo / Mediterranean Shipping Company*
LELONG Emma *Share The Ocean*
MAFFUCCI Fulvio *Stazione Zoologica Anton Dohrn*
MAGLIO Alessio *Sinay*
MONTI Sara *Grandi Navi Veloci Gruppo*
NAVARRO Rafael *Balearia Eurolíneas Marítimas*
PANIGADA Simone *President of the Tethys Research Institute / Chair of the ACCOBAMS Scientific Committee*
PARODI Greta *Grandi Navi Veloci Gruppo*
PIMENTEL Valérie *OceanCare*
PIZZUTI Cristina *Corsica Sardinian Ferries*
ROUDAUT-LAFON Armelle *Director of the Directorate of Maritime Affairs*
SALIVAS Maylis *ACCOBAMS Executive Secretary*
TOLOSA Soledad *Métropole Nice Côte d'Azur*
XYDIAS Alexandros *OceanCare*

ANNEX II – AGENDA

Agenda

09:00-09:15 Reception and Welcome-Coffee

09:15-09:30 Maylis Salivas, *Executive Secretary of ACCOBAMS*.
Presenting ACCOBAMS parties decisions in context to the reduction of the ecological footprint of shipping.

09:30-10:00 Armelle Roudaut-Lafon, *Director Directorate of Maritime Affairs.*
The NW Mediterranean PSSA.

10:00-10:30 Simone Panigada, *Chair of the ACCOBAMS Scientific Committee.*
Environmental Pressures in the NW Mediterranean PSSA, Ship Strikes and Vessel Traffic.

10:30-11:00 Carlos Bravo, Alexandros Xydias, *OceanCare*
Evaluating the Effectiveness of APMs in the NW Mediterranean PSSA.

11:00-11:30 Coffee Break

Organised by: ACCOBAMS
With the support of: ocean care, SINAY, WE ARE MÉDITERRANÉE, PELAGOS
In collaboration with: Life Conceptu Maris

Agenda

11:30-12:15 The Conceptu Maris project
Antonella Arcangeli (*ISPRA*),
A network to monitor offshore species and pressures. Introduction to the Project and results on Important areas for cetaceans.
Léa DAVID (*EcoOcéan Institut*),
Results on Exposure Risk Areas from Shipping Traffic and observed Near Miss Events.
Fulvio Maffucci (*Stazione Zoologica Anton Dohrn*),
Mitigation solutions: results of the training of navigational staff and answers at the questionnaire on APMs for the PSSA.

12:15-12:45 Alessio Maglio, *Sinay*
NETCCOBAMS – A platform designed to address specific management needs and objectives of ACCOBAMS through data aggregation – APPLICATIONS OF NETCCOBAMS FOR THE PSSA.

12:45-13:00 Simone Panigada, *President of the Tethys Research Institute*,
Upcoming Initiatives

13:00-13:45 Discussion & Conclusions

13:45: Lunch at the Hotel Bristol Palace

Organised by: ACCOBAMS
With the support of: ocean care, SINAY, WE ARE MÉDITERRANÉE, PELAGOS
In collaboration with: Life Conceptu Maris