

ACTION 4: TO CONNECT & PROTECT

Objective: To promote the conception and implementation of urban and peri-urban infrastructures that support cross-border integration around the region. To improve the region's infrastructure interoperability for better connectivity, and for better resilience in case of natural disasters or conflict

KEY OBJECTIVES	KEY TOOLS	PROPOSED ACTIONS (2021-2040)	CRITERIA OF SUCCESS
(i) To recognize and address the specificities of Mediterranean territories by using strategic territorial diagnoses to understand territorial functionality, vulnerability, and potential.	(i) Digital Innovation Hubs, Living Labs, and ICT tools and skills for fighting climate change and addressing extreme weather events, relying on data and urban platforms.	(i) To map the impact of climate change on coastlines and coastal (port) cities through sea-level rise and on hinterland cities through droughts, floods, and other changing water and environmental patterns, and reinforce climate-induced coastal disaster resilience.	(i) A comparative report on the impact of climate change on coastlines and coastal (port) cities and on hinterland cities due to droughts, floods, and other changing water/environmental patterns, is published. (ii) A report on disaster resilience against the impact of climate change on coastlines and coastal (port) cities is published every 3 years, building upon work already done by MedECC.
(ii) To promote and support urban and peri-urban infrastructure and spatial interventions that integrate countries around the region, focusing on sustainable management of shared resources (including the Mediterranean Sea and ecosystem services), commerce and mobility around the notion of port cityscapes and the interoperability of the region, while addressing issues of common concern.	(ii) NUPs and ICDSs incorporating provisions for urban and peri-urban infrastructure and spatial intervention that integrate countries around the region, while addressing issues of common concern, such as climate crisis and water stress.	(ii) To integrate cross-border cooperation provisions in NUPs. (iii) To develop regional interoperability strategies [integrated in NUPs].	(iii) Cross-border cooperation provisions are integrated in NUPs, with a focus on infrastructure and spatial interventions that help integrate countries around the region, while addressing issues of common concern.
(iii) To promote cross-border cooperation and coordination, and voluntary knowledge exchange between local and national planning authorities regarding the planning, design and sustainable management of key regional infrastructures and resources.	(iii) NUPs and ICDSs highlighting urban nodes (where the transport infrastructure, such as ports including passenger terminals, airports, railway stations, logistic platforms and freight terminals located in and around urban areas, is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic) and cross-border sections (which ensure the continuity of projects of common interest between the nearest urban nodes on both sides of the border of two UfM Member States or between a UfM Member State and a neighbouring country), in particular those identified in the future mutually agreed indicative map of the Trans-Mediterranean transport network (TMN-T) and its connection with the Trans-European Transport Network (TEN-T) (European Commission, 2015b; OECD, 2021). (iv) Water-related partnerships to achieve SDG 6 in urban areas, including for enhancing the degree of integrated water resources management (IWRM) implementation (Indicator 6.5.1), and to facilitate commercial shipping.	(iv) To factor into NUPs and ICDSs urban nodes and cross-border sections, in particular those identified in the future mutually agreed indicative map of the Trans-Mediterranean Transport Network (TMN-T) and its connection with the Trans-European Transport Network (TEN-T).	(iv) Urban nodes integrated into TMN-T corridors are identified in NUPs and ICDSs as a constitutive element of the TMN-T and its connection with TEN-T to foster the integration of the network into urban circumstances like spatial structure, economy and regional development.
(iv) To promote strategic macro-regional thinking and macro-regional governance of critical infrastructure. (shared action with ACTION 3).	(iv) Macro-regional visions outlined in international Policy Labs. (v) Policy Labs (e.g. Policy Lab organized by the European Urban Knowledge Network (EUKN) on port cities).	(iii) To develop regional interoperability strategies [integrated in NUPs].	(v) NUPs that show evidence of regional interoperability strategies. A report on NUP adequacy to interoperability strategies is published every 3 to 5 years.
(v) To provide gateway-cities (equipped with a port or an airport) and cities engaged with global trade with the capacity to endure disruptions and threats	(vi) NUPs and ICDSs highlighting urban nodes (where the transport infrastructure, such as ports including passenger terminals, airports, railway stations, logistic platforms and freight terminals located in and around urban areas, is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic) and cross-border sections (which ensure the continuity of projects of common interest between the nearest urban nodes on both sides of the border of two UfM Member States or between a UfM Member State and a neighbouring country), in particular those identified in the future mutually agreed indicative map of the Trans-Mediterranean transport network (TMN-T) and its connection with the Trans-European Transport Network (TEN-T) (European Commission, 2015b; OECD, 2021).	(v) To map the coastal geohazard risks in coastal (port) cities to reinforce coastal geo-disaster resilience.	(vi) Coastal geohazard risks in coastal (port) cities are mapped and a report is published every 5 years. (vii) A report on geohazard disaster resilience is published every 3 years.
(vi) To consolidate the links between metropolitan areas and the surrounding cities likely to support them and strengthen their capacity for resilience in the event of economic, social, or environmental crises.	(vii) Regional and metropolitan design and policy labs that address the integration of large metropolitan areas with their surrounding regions, while addressing climate change, agricultural land management and sustainable water resources management.	(vi) To organize metropolitan design and policy labs addressing the integration of large metropolitan areas with their surrounding regions, while addressing climate change, agricultural land management and sustainable water resources management.	(viii) A substantial number of metropolitan design and policy labs addressing the integration of large metropolitan areas with their surrounding regions are organized.
(vii) To integrate built heritage in disaster reduction plans and to ensure the development of disaster risk reduction plans for urban heritage, in particular properties on the UNESCO World Heritage List.	(viii) Joint activities with the UNESCO Chair on Water, Culture and Historic Urban Landscapes, aiming to increase capacity on the integration of built heritage in disaster risk reduction plans.	(vii) To conduct capacity building activities aiming to increase capacity on the integration of built heritage in disaster risk reduction plans.	(ix) Urban heritage in the Euro-Mediterranean region is mapped and analysed for geohazard risks, and disaster risk management plans and strategies are developed. (x) A substantial number of capacity building activities aiming to increase capacity on the integration of built heritage in disaster risk reduction plans are organized by UNESCO and partners.