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**

(i) To recognize and address the specificities of Mediterranean territories by using strategic territorial diagnoses to understand territorial functionality, vulnerability, and potential.

(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.

(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.

(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).

(v) NUPs that show evidence of regional interoperability strategies. A report on NUPs adequacy to interoperability strategies is published every 3 to 5 years.

(vi) 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.

(vii) To integrate built heritage in disaster risk reduction plans and to ensure for resilience in the event of economic, social, or environmental crises.

(viii) To conduct capacity building activities aiming to increase capacity on the integration of built heritage in disaster risk reduction plans.

(ix) A comparative report on the impact of climate change on coastlines and coastal (port) cities due to droughts, floods, and other changing water/environmental patterns is published after 3 years. Building upon work already done by MedECC.

**KEY TOOLS**

(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.

(ii) NUPs and ICDSs incorporating provisions for urban and peri-urban infrastructure and spatial interventions that integrate countries around the region, while addressing issues of common concern, such as climate crisis and water stress.

(iii) Cross-border cooperation provisions are integrated in NUPs, urban infrastructures and spatial interventions that help integrate countries around the region, while addressing issues of common concern.

(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.

(v) To develop regional interoperability strategies (integrated in NUPs).

(vi) To map the coastal geohazard risks in coastal (port) cities to reinforce coastal geo-disaster resilience.

(vii) 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.

(viii) 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.

(ix) NUPs and ICDSs high-lighting 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).

(x) 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/environmental patterns, and reinforce climate-induced coastal disaster resilience.

(x) To conduct capacity building activities aiming to increase capacity on the integration of built heritage in disaster risk reduction plans.

**PROPOSED ACTIONS (2021-2040)**

- [ ] To integrate cross-border cooperation provisions in NUPs, urban infrastructures and spatial interventions that help integrate countries around the region, while addressing issues of common concern.

- [ ] 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.

- [ ] Macro-regional visions outlined in international Policy Labs. (Policy Labs are led by Policy Lab organized by the European Urban Knowledge Network (EUKN) on port cities).

- [ ] 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).

- [ ] 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.

- [ ] 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).

- [ ] 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.

**CRITERIA OF SUCCESS**

- [ ] Key regional infrastructures are identified.

- [ ] Cross-border cooperation strategies and policies are developed.

- [ ] 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.

- [ ] NUPs and ICDSs that show evidence of regional interoperability strategies. A report on NUPs adequacy to interoperability strategies is published every 3 to 5 years.

- [ ] 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.

- [ ] 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.

- [ ] A comparative report on the impact of climate change on coastlines and coastal (port) cities due to droughts, floods, and other changing water/environmental patterns is published after 3 years. Building upon work already done by MedECC.

- [ ] 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.

- [ ] Sustainable water resources management (IWRM) implementation (Indicator 6.5.1), and to facilitate commercial shipping.

- [ ] 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.

- [ ] 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).

- [ ] 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/environmental patterns, and reinforce climate-induced coastal disaster resilience.

- [ ] 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.