

BLUE ECONOMY 2025 → 2026: FROM POLICY TO ACTION



In Partnership



The Evolution of the Blue Economy: 2025 in Review and the Road Ahead for 2026

As 2025 draws to a close, the Blue Economy has moved from planning and pledges into tangible regulatory enforcement and measurable results. Globally, regionally and locally, the sector has begun to experience both the pressures and opportunities of decarbonisation, sustainable innovation, and ocean governance. Compared to 2024, this year marked a shift from frameworks and commitments to implementation, with early outcomes that set the tone for 2026.

Global Momentum: Shipping Decarbonisation Advances

The International Maritime Organization (IMO) advanced a historic milestone in 2025 with the approval of its mid-term climate package at MEPC 83. For the first time, a global greenhouse-gas intensity standard for marine fuels is paired with an economic measure, a levy and fund system designed to redirect revenues into decarbonisation. While formal adoption is scheduled for October 2025, with entry into force expected by 2027, this regulatory clarity provides shipping companies and governments with a predictable pathway. Compared to the incremental steps of 2024, this is a decisive leap forward.

In parallel, the European Union solidified its role as the policy frontrunner. From January 2025, **FuelEU Maritime** began applying greenhouse-gas intensity limits, requiring shipping operators to prepare compliance monitoring plans. At the same time, the **EU Emissions Trading System (ETS)** extended to maritime transport and reached its first emissions surrender deadline in September 2025. This put real financial pressure on fossil fuel consumption, directly incentivising cleaner fuels, efficiency retrofits and operational changes. The impact is clear: 2025 is the year in which regulation began to influence daily operations across the sector.

Europe's Blue Economy: From Recovery to Growth

The European Commission's 2025 Blue Economy Report confirmed what was visible in ports and coastal regions: the sector has not only recovered from the pandemic downturn but has entered a growth trajectory. Contributing an estimated **€250 billion** to EU GDP and supporting nearly **five million jobs**, the Blue Economy is increasingly anchored by offshore renewables, coastal infrastructure, and new marine technologies.

Policy initiatives also matured. The launch of the **European Ocean Pact** in June 2025 brought together protection, competitiveness and community support into a single narrative. The emphasis is not only on decarbonisation but also on the resilience of coastal societies and SMEs that depend on marine resources. European Maritime Day, hosted in Cork this year, underscored the growing importance of algae, aquaculture and digital innovation in redefining maritime industries.

Cyprus and the Mediterranean: Local Visibility and Alignment

For Cyprus, 2025 was a year of visibility and preparation. The announcement that the country will host **European Maritime Day 2026** provided both symbolic recognition and a practical opportunity to showcase national initiatives. The Shipping Deputy Ministry reinforced its **green incentives scheme**, encouraging shipowners to accelerate compliance with EU climate rules, while Cyprus-based SMEs and research teams tapped into EU funds, including the **European Maritime, Fisheries and Aquaculture Fund (EMFAF)** and projects under the **Sustainable Blue Economy Partnership**.

This local integration into European programmes demonstrates Cyprus' ambition to position itself as a Mediterranean hub for sustainable shipping and marine innovation. The challenge now is to convert visibility and pilot projects into long-term commercial adoption, particularly in alternative fuels and port infrastructure.

Implementation in Practice: Governments, Ports and SMEs

The test of 2025 was not the publication of strategies but the delivery of measurable actions. Governments led by enforcing new regimes: FuelEU Maritime and the EU ETS are no longer policy proposals but enforceable obligations, with compliance penalties attached. Early reports show that monitoring and verification systems are operational, with shipping companies actively adjusting procurement strategies and voyage planning.

Ports, however, remain the bottleneck. Shore-side electrification, a central plank of EU climate policy, has progressed but lags behind the 2030 targets. Only a fraction of major ports currently have more than half of their required on-shore power supply (OPS) facilities in place. While 2025 saw concrete tenders and installations in some locations, progress remains uneven across Europe. Without accelerated grid investments and tariff reforms, OPS could become the defining constraint of the coming years.

For SMEs and private companies, 2025 was a pragmatic year. Cost exposure under the ETS and compliance under FuelEU have already forced operators to reconsider fuel choices, efficiency upgrades and partnerships. Innovation funding, particularly through the Sustainable Blue Economy Partnership, delivered 24 new projects in areas ranging from aquaculture technology to algae-based bioproducts. Success here is evident in research pipelines, though commercial adoption will need time.

Looking Ahead: Short-Term Goals for 2026

The regulatory ratchet continues in 2026. Shipping companies will be required to surrender **70% of their 2025 emissions** under the EU ETS, and methane and nitrous oxide will be added to the scope, further tightening compliance. FuelEU Maritime will have its first full year of data, with penalties beginning to crystallise for non-compliance. At the global level, the IMO's mid-term package, once adopted in October 2025, will drive governments and operators to spend 2026 preparing for its 2027 entry into force.

Ports will need to accelerate electrification. The EU's 2030 OPS mandate leaves little time and the gap between committed projects and operational facilities is significant. Success in 2026 will be measured not in policy announcements but in energized berths and functioning infrastructure.

Aquaculture and fisheries will remain in focus, with Mediterranean stakeholders working under GFCM and UfM roadmaps toward traceability, stock recovery and lower-impact practices. Meanwhile, research and innovation programmes launched in 2024-25 must begin scaling into commercial pilots, with a particular emphasis on blue skills and vocational training to ensure SMEs can adopt new technologies.

For Cyprus, hosting European Maritime Day 2026 will be the flagship moment. The event offers a platform to present its shipping incentives, port sustainability measures and participation in European partnerships. If leveraged effectively, it can cement Cyprus' position as a Mediterranean leader in the Blue Economy.

Conclusion

The trajectory of the Blue Economy in 2025 was defined by a shift from rhetoric to reality. Global rules at the IMO gained definition, EU regulations moved into force and national initiatives began to align with enforcement rather than aspiration. The degree of success varies, regulations have been effectively implemented, but infrastructure delivery lags. Yet the economic growth figures and the breadth of new innovation projects suggest momentum is strong.

As 2026 approaches, the focus must be on execution: delivering shore power, scaling aquaculture innovation, and embedding compliance systems into daily maritime operations. For governments, ports, SMEs, and coastal communities alike, the coming year will be less about planning and more about proof, turning ambitious goals into operational results across the global Blue Economy.

Sources

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