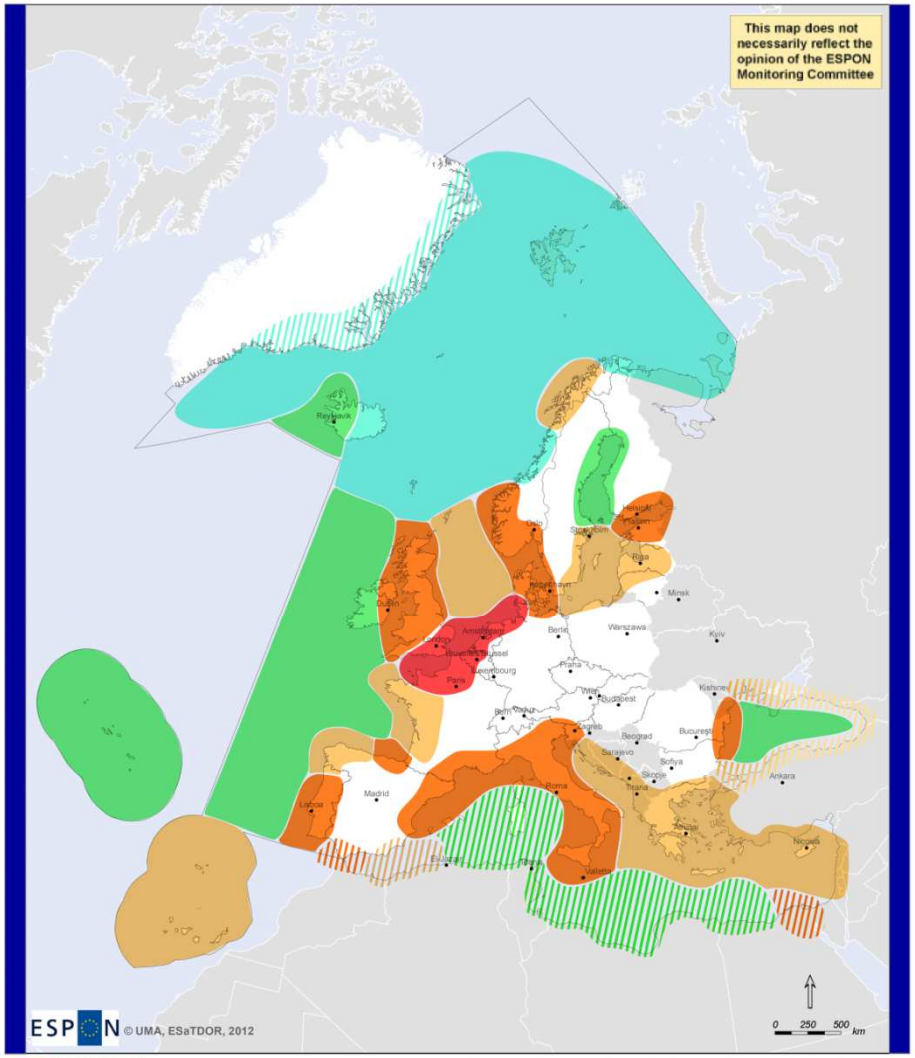
CROSS BORDER MARTIME SPATIAL PLANNING IN BLACK SEA – ROMANIA, BULGARIA

Conference on th blue economy of the Black Sea
Towards better integration
Odessa, 14 June 2016

BLACK SEA BASIN SPECIFICITIES

- The Black Sea is the EU Eastern gate, a junction between Europe, Central Asia and the Middle East, important transport and energy hub, a crossroad of different cultures, a region with political, social and economic fragmentation.
- The Black Sea is the largest semi-enclosed anoxic basin in the world.
- The Black Sea is among the most endangered ones in Europe, considered as a 'closed' water basin with unique, dynamic and sensitive ecosystems under threat by the continental pressures and conflicting coastal and maritime activities.
- Economic Significance - High maritime employment, significant economic importance
- Flows-Nationally significant and some international connections, European-scale hinterland
- The Black Sea basin is of geopolitical and strategic importance for Europe but also a place with several conflicts area that affectin the cooperation between the riparian countries

Typology of European maritime regions



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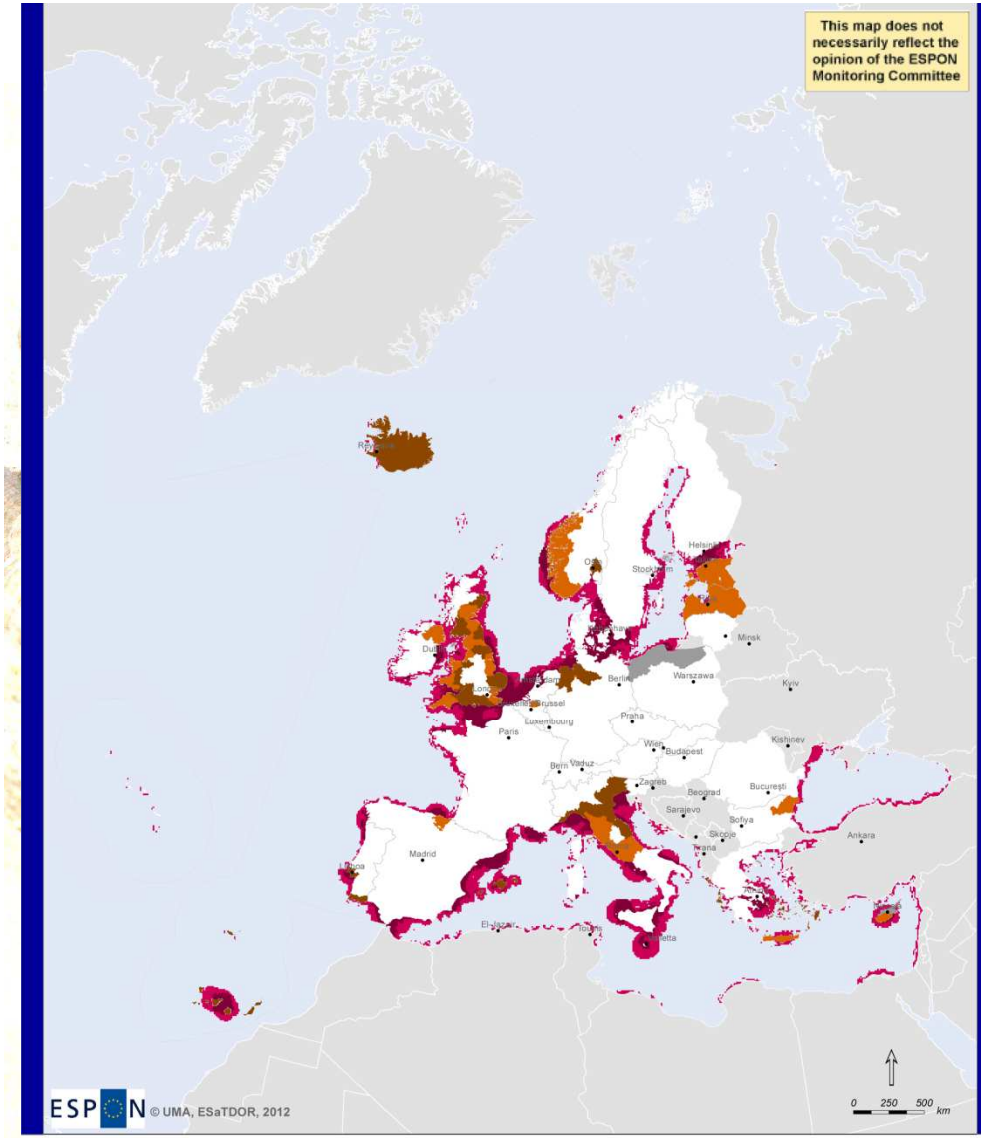
Thematic data: Typology Map, Economic Significance and Environmental Pressures Composite Maps
Land boundaries: © EuroGeographics Association and ESRI. Regional level: NUTS2.
Sea boundaries: OSPAR Convention, EU Integrated Maritime Policy and EEZ.

Regions derived from typology map

- European Core
- Regional Hub
- Transition
- Rural
- Wilderness
- Typology influenced by lack of data

This schematic typology map shows how Europe's coastal and maritime regions may be classified based on the intensity of land-sea interactions (economic activities, flows of goods, people and information and environmental pressures). These interactions are greatest in the European Core and at their lowest in the Wilderness.



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"Hotspots" of land-sea interactions

Sea *(Enviromental Pressures and Flows)*

- High intensity
- Very high intensity

Land *(Economic Significance)*

- High intensity
- Very high intensity

- Low to moderate intensity
- No data

This map shows where land-sea interactions are at their most inten in Europe's seas. The effect of the sea on the land is measured in ter of economic significance (employment in maritime sectors) and t effects of anthropogenic activities on the sea are resented by en ronmental pressures (pollution from pesticides and fertilisers, inciden of invasive species introduced by shipping) and flows (of goods, includi container traffic and liquid energetic products, people, from cruise shi and information, from telecommunications cables).

MARITIME SPATIAL PLANNING IN ROMANIA AND BULGARIA

- **There is a lack of integrated planning in the maritime areas of Romania and Bulgaria** (and the other Black Sea basin countries), as the planning of the sea space is mostly done in a traditional, sectoral manner.
- **Good experience in cross-border common planning on the land** – finalisation on August 2015 of the *Common Strategy for the sustainable territorial development of the Romania-Bugaria cross-border area*
- The project **Maritime Spatial Planning in the Black Sea – Romanian and Bulgaria** started in August 2015
- Until now very few progress has been made as regard the implementation of the Directive on maritime spatial plan in both countries and this projects will very much support the efforts of the Governments in this direction.
- The project is financed by European Maritime and Fisheries Fund, is implemented in 2015-2017, is coordinated bu the Romanian Ministry of Regional Development and Public Administration and benefit from the participation of 10 project partenrs from Bulgaria and Romania

PROJECT OBJECTIVES

- Supporting the implementation of the directive on EU maritime spatial planning;
- - Creating an institutional framework for Romania-Bulgaria cross-border maritime spatial planning;
- - Developing the cooperation with all states in the Black Sea basin for maritime spatial planning in the Black Sea area;
- - Consolidating the cross-border cooperation and exchange of information between Romania and Bulgaria on issues related to maritime area;
- - Setting out the vision and strategic goals for Black Sea area relevant for maritime spatial planning, while also taking into consideration the land-sea interface;
- - Elaborate the maritime spatial plan for the cross-border area;
- Contributing to a wider dissemination of all the information gathered on MSP, Black Sea area and best practices to all stakeholders in the Black Sea basin.

CROSSBORDER MARITIME SPATIAL DEVELOPMENT ACTIVITIES

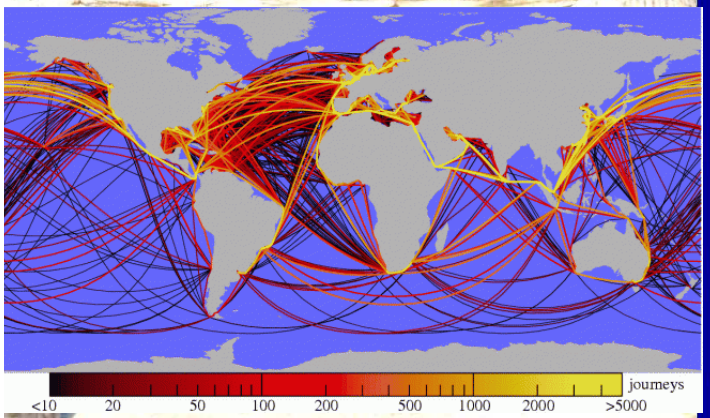
INITIAL ASSESEMENT

- **Elaboration of detailed studies for a complete analysis of the Romanian and Bulgarian marine areas;**
- **Case studies on major challenges** within the Romanian and Bulgarian maritime space, three specific areas and for two specific domains:
- Eforie area (erosion)
- Sfantu Gheorghe (spatial development sketches)
- Bourgas (land sea interaction)
- Elaboration of detailed study on the establishment of a new ship routing system in territorial seas of the Republic of Bulgaria and the Republic of Romania
- Aquaculture and fisheries
- **Reviewing the institutional and legislative framework** relevant for Black Sea maritime spatial planning in Romania and Bulgaria.

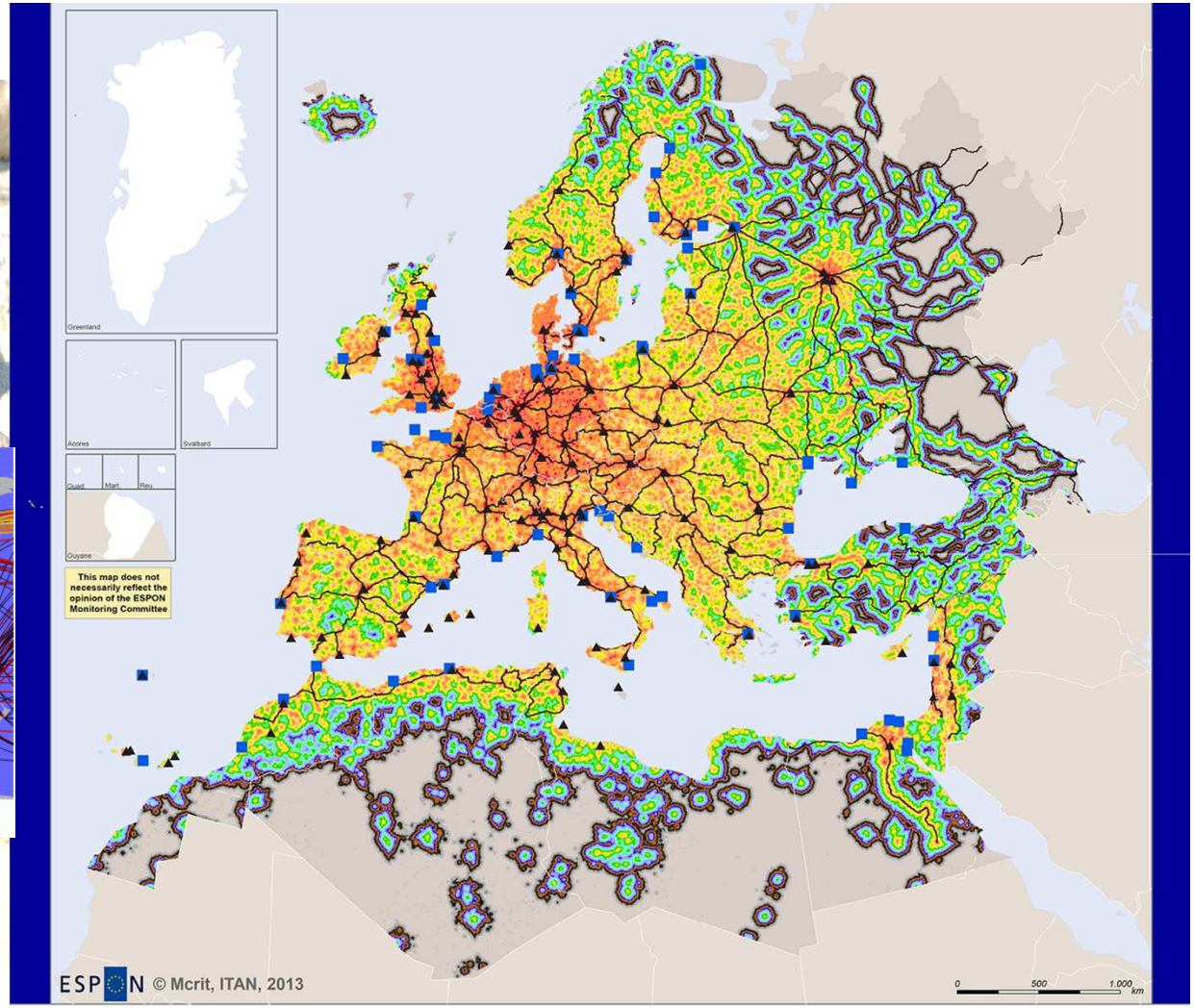
CROSSBORDER MARITIME SPATIAL DEVELOPMENT ACTIVITIES

PREPARING THE CROSS-BORDER COOPERATION

- Setting out institutional framework for cooperation in cross-border Maritime Spatial Planning
- Defining common methodology for analysis and spatial planning for maritime cross-border area
- Common strategic framework for maritime spatial planning in Romania and Bulgaria
- Elaboration of a maritime spatial plan for the cross-border area (Mangalia – Shabla)
- Creation of a common spatial database for maritime areas in Romania and Bulgaria and a data sharing centre supporting the cross-border maritime spatial planning activities



Elaboration of detailed study on the establishment of a new ship routing system in territorial seas of the Republic of Bulgaria and the Republic of Romania



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Regional level: Raster cell 5x5km
Source: ESPON Database, ESPON ITAN, Mcrit
Origin of data: ESRI, WPI-NGA, MCRIT, 2013
© UMS RIATE for administrative boundaries
For some territories no clear international statement exists

Connectivity (time in minutes)

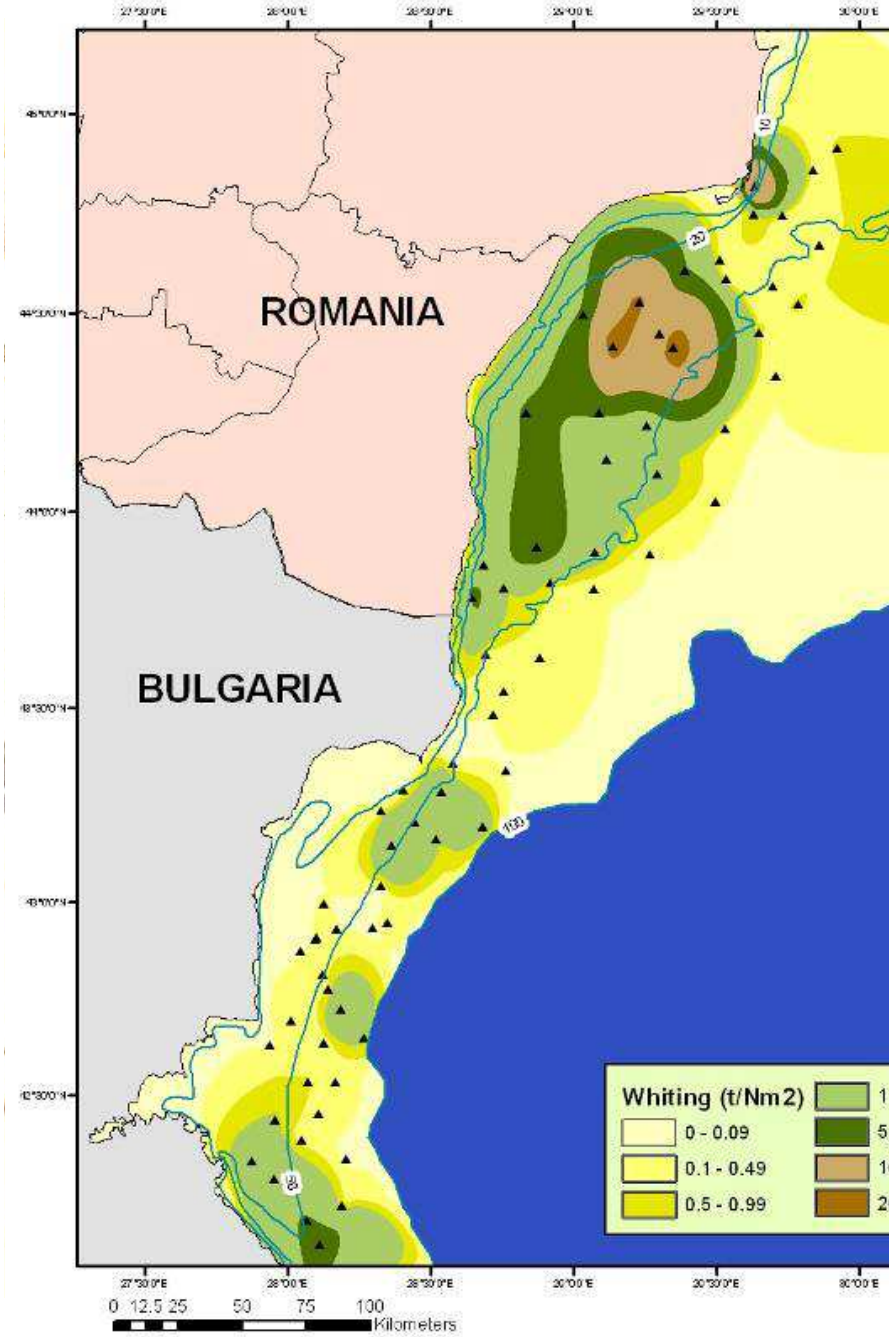
- 0 - 10
- 11 - 20
- 21 - 30
- 31 - 40
- 41 - 50
- 51 - 60
- 61 - 70
- 71 - 80
- 81 - 90
- 91 - 100
- 101 - 110
- 111 - 120
- 121 - 130
- 131 - 140
- 141 - 150
- 151 - 160
- 161 - 180
- > 180
- No data

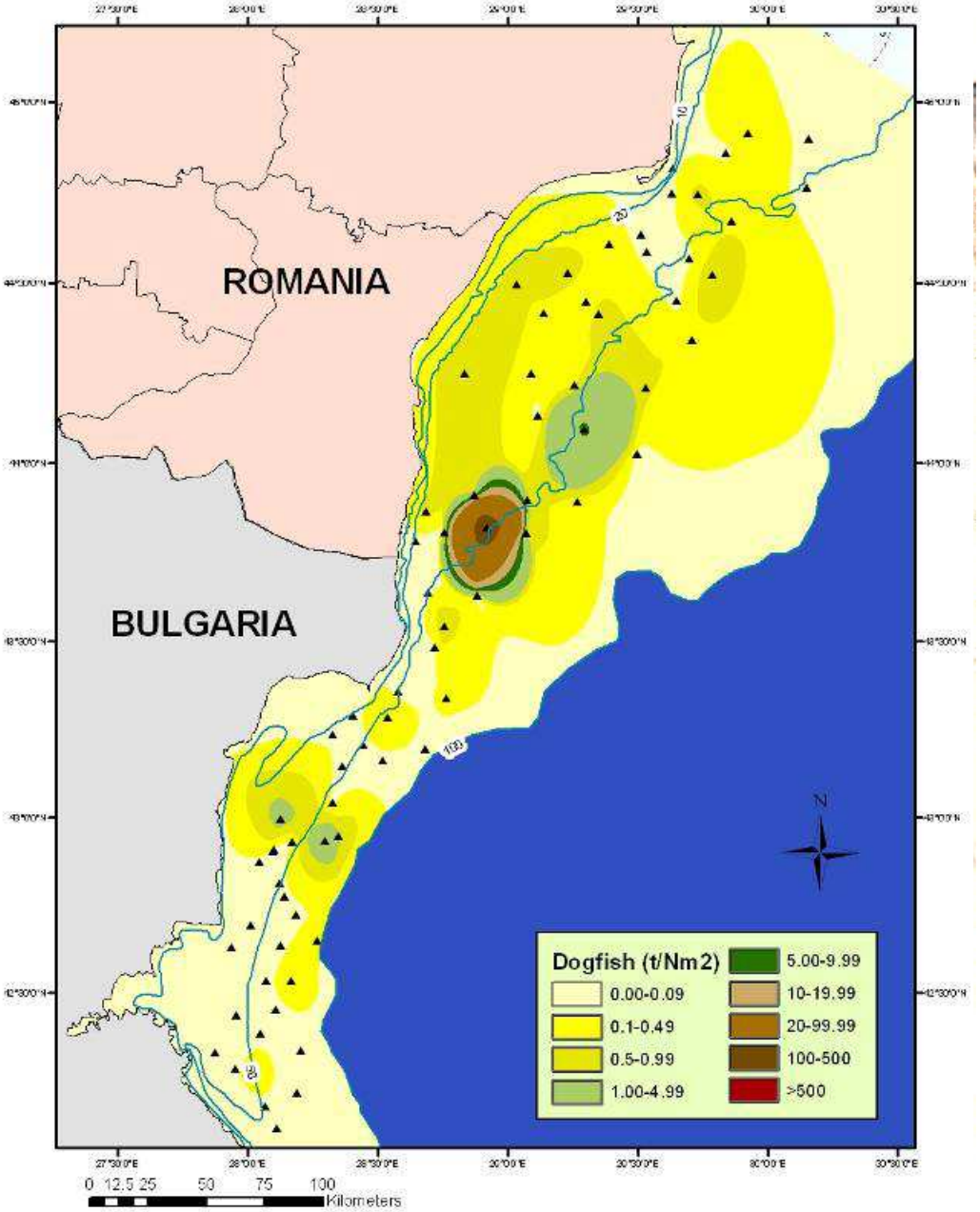
- Main railways
- Larger airports (over 2 million passengers/year)
- Larger sea ports (World Port index classification)

Raster cell information at 5x5km, complemented with national sources in the ESPON Space. In Neighbouring countries connexity calculated according to ICON indicator (distance to closer airports, railway stations and roads weighted by their relative passenger traffic).

The connectivity map has been produced using an indicator of the accessing time from any point on the territory to the main transportation network. This indicator is called ICON which has been calculated within the ITAN project by measuring the time needed to get to the main transport network (main roads, railway stations and airports), using the relative passenger traffic as weight (high passenger traffic tends to imply better transport performance). Thus as a location is much nearer to a road, station or airport with high passenger counts, its connectivity measured in time is much better.

The ICON indicator is calculated for each one of the 5x5km cells of the grid with the main assumption that the territory has a constant travel speed where there is no network on the GIS.


ROMANIA
BULGARIA
Whiting (t/Nm2)
0 - 0.09
0.1 - 0.49
0.5 - 0.99
0 12.5 25 50 75 100
Kilometers


ROMANIA
BULGARIA
N
Dogfish (t/Nm2)
0.00-0.09
0.1-0.49
0.5-0.99
1.00-4.99
5.00-9.99
10-19.99
20-99.99
100-500
>500
0 12.5 25 50 75 100
Kilometers

UNIUNEA EUROPEANĂ

MINISTERUL DEZVOLTĂRII REGIONALE
ȘI ADMINISTRAȚIEI PUBLICE

Instrumente Structurale
2007 - 2013

INTEGRATED TERRITORIAL INVESTEMENT IN DANUBE DELTA

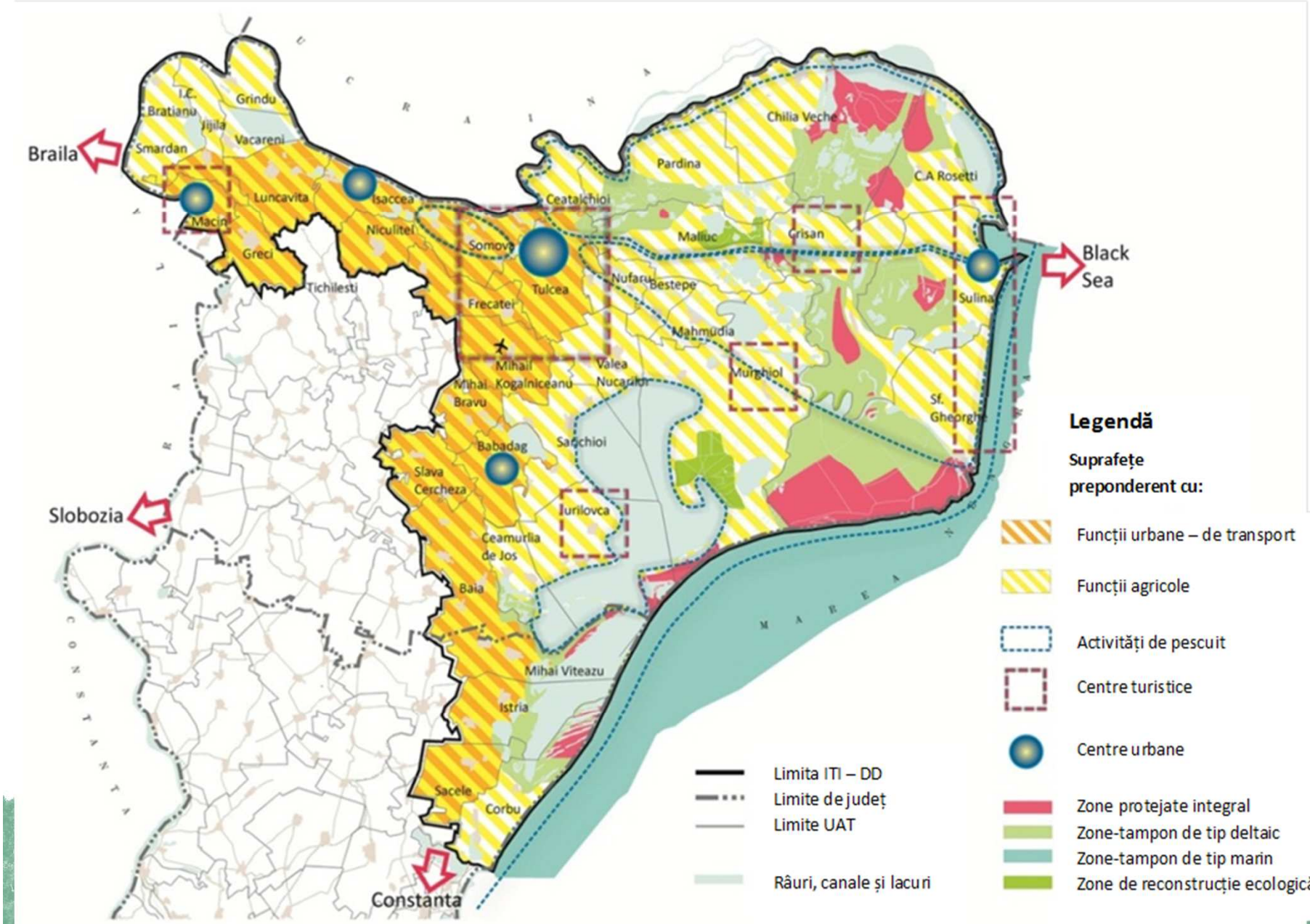
INTEGRATED TERRITORIAL INVESTEMENT IN DANUBE DELTA

Strategy for the area elaborated with the World Bank and to be approved by Government Decision in July 2016

Dual challenge for the sustainable development of the Danube Delta is the conservation of its ecological assets and improvement of the quality of life for its residents.

Investement fund of 1,1 billion euro for 2015-2022
Project to be financed: from large infrastructure (new bridge over the Danube, port rehabilitation) to smaller scale investements (biodiversity preservation, cultural heritage restoration, health and education infrastructures, tourism facilities)

Structura actuală de funcționare a regiunii Delta Dunării



The Strategy area: 38 municipalities, including the Danube Delta Biosphere Reserve, population of 184,000 inhabitants

VISION OF DEVELOPMENT FOR THE DANUBE DELTA

The Vision for the Danube Delta Region for 2030 was defined as: An attractive area – with precious biodiversity and vibrant, small/medium scale (artisanal and modern) agriculture and business - where people live in harmony with nature; integrating economies of tourism, farming and fishery; and supported by urban service centers.

Two **strategic objectives** were derived from this agreed vision:

(1) **Conserve the unique environmental and natural resource assets** through scientificallyguided environmental management, and through empowerment of local communities to be proactive guardians of this unique global heritage;
(2) **Develop a sustainable, green local economy** capitalizing on the area's comparative advantages, supported by improved services.

TOURISM DEVELOPMENT IN THE DANUBE DELTA

While Fishery and agriculture will remain Important for employment, nature-based tourism has development potential

Correlation between maritime coastal tourism and development of a sustainable tourism offer in the Danbue Delta

Sectoral Objectives

• Develop DD as an integrated tourism destination with a rich portfolio of sustainable nature- and culture-based tourism products and services, along with relevant marketing activities • Establish a local destination management mechanism that is based on active participation and ownership of local stakeholders

• Enable local people to run small tourism businesses that meet quality and sustainability standards, and that are economically viable

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