ADRIPLAN
ADRiatic Ionian maritime spatial PLANning

IUAV

Smart and Blue – new opportunities for the blue economy of the Black Sea – Supporting maritime business growth

24 March 2015 Sofia, Bulgaria

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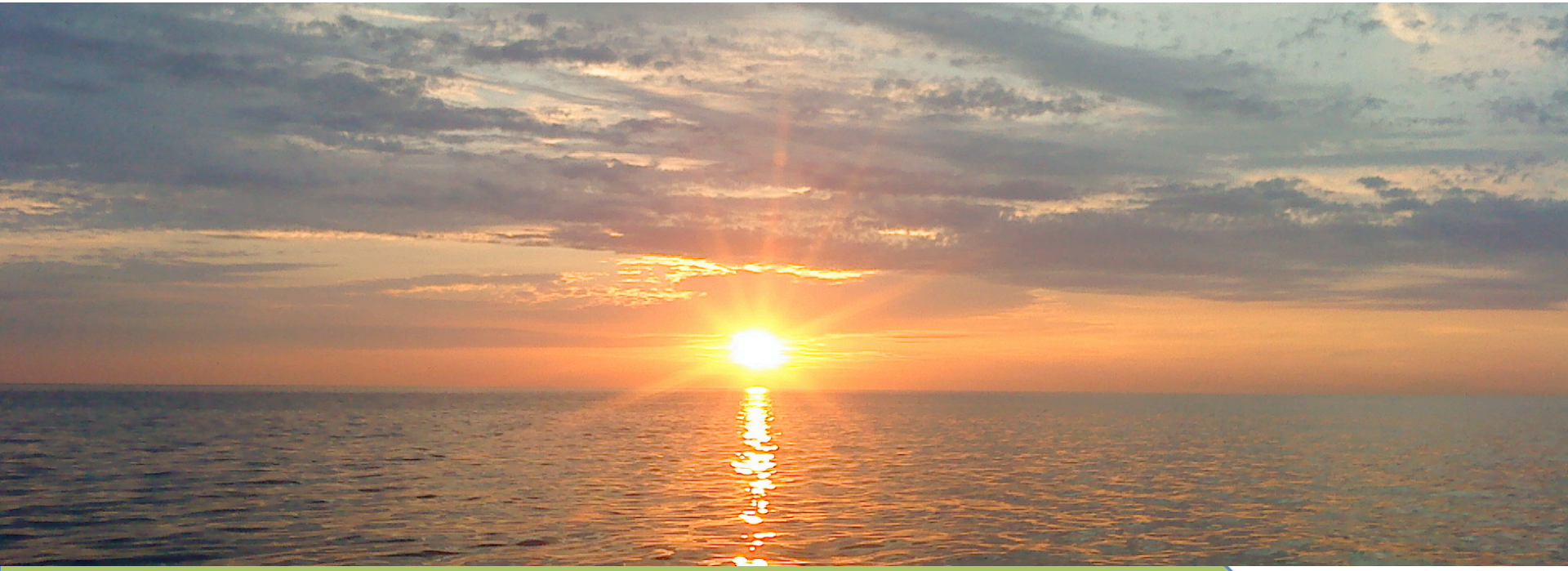

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Maritime Spatial Planning

- Why MSP?
- Relationship and integration with Land Planning & Coastal Planning
- Interdisciplinar approach
- Adriplan: a maritime spatial planning test for Adriatic Ionian Region

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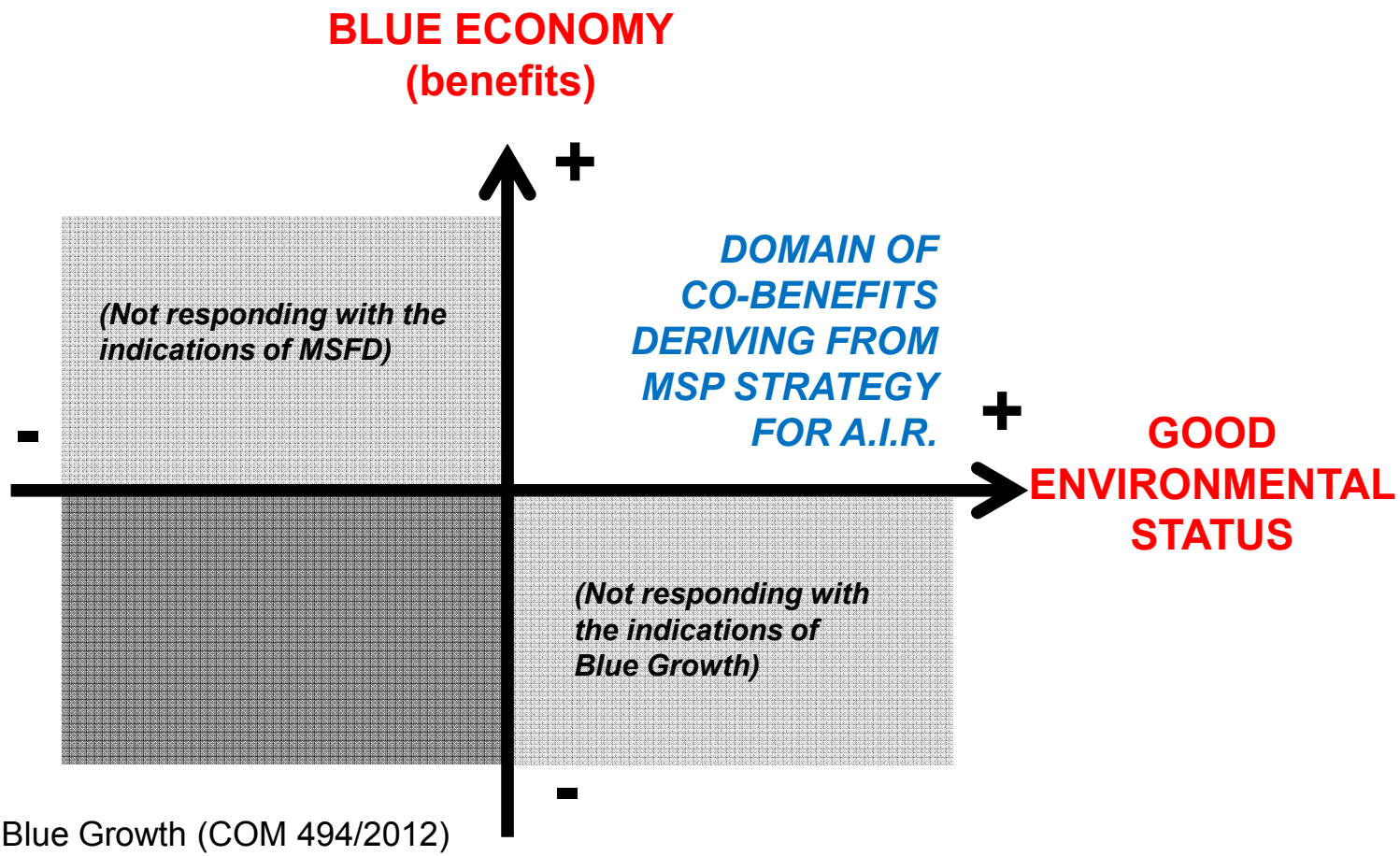
Blue growth & environmental sustainability



- Blue Growth (COM 494/2012)
- Marine Strategy Framework Directive (MSFD 56/2008)
- Towards an EU Strategy for the Adriatic and Ionian Region (EUSAIR)

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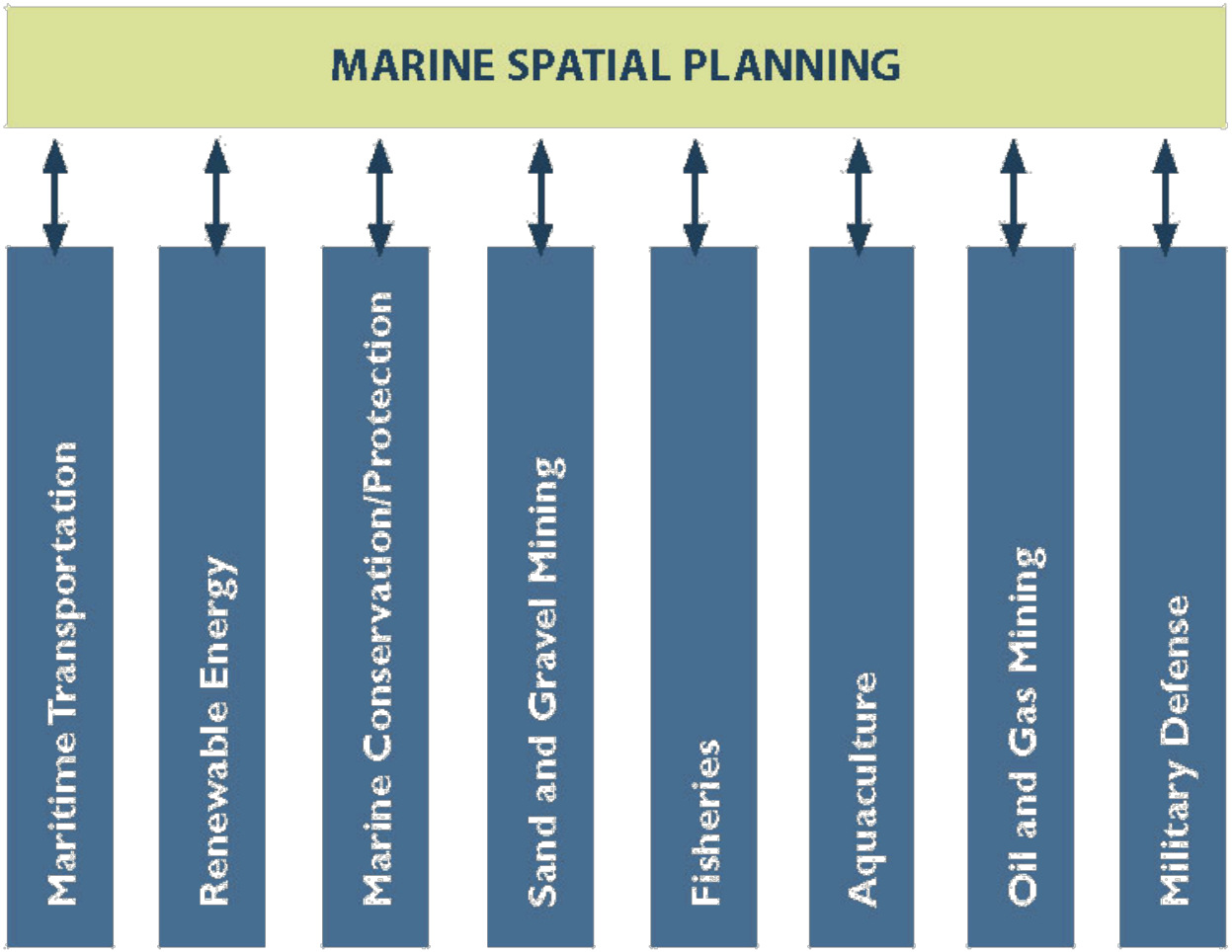
Planning Maritime Spaces (MSP)

MSP do not substituite planning and sectorial regulation



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Planning Maritime Spaces (MSP)

Analysis of present conditions (ex: sand extraction or navigation)

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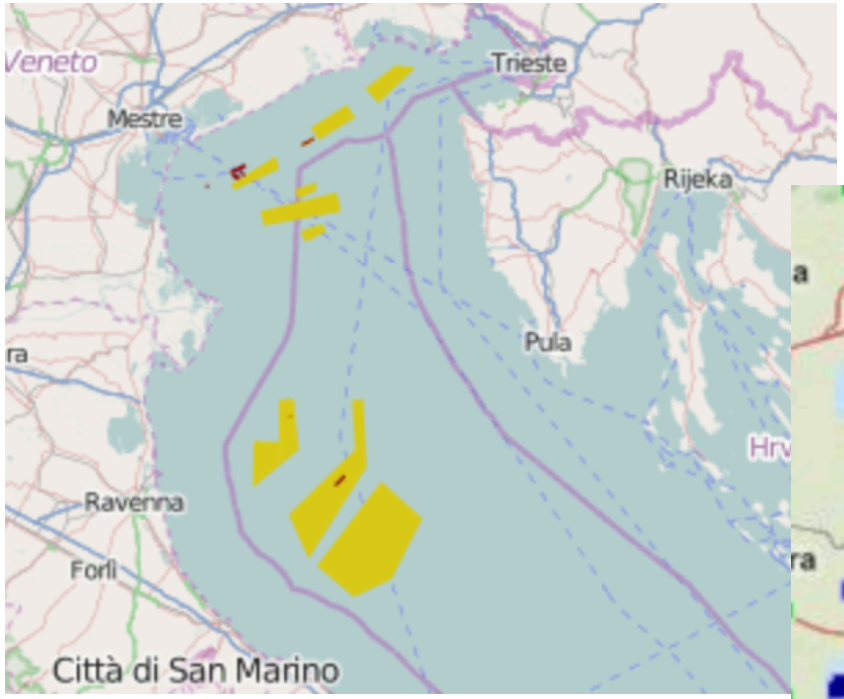
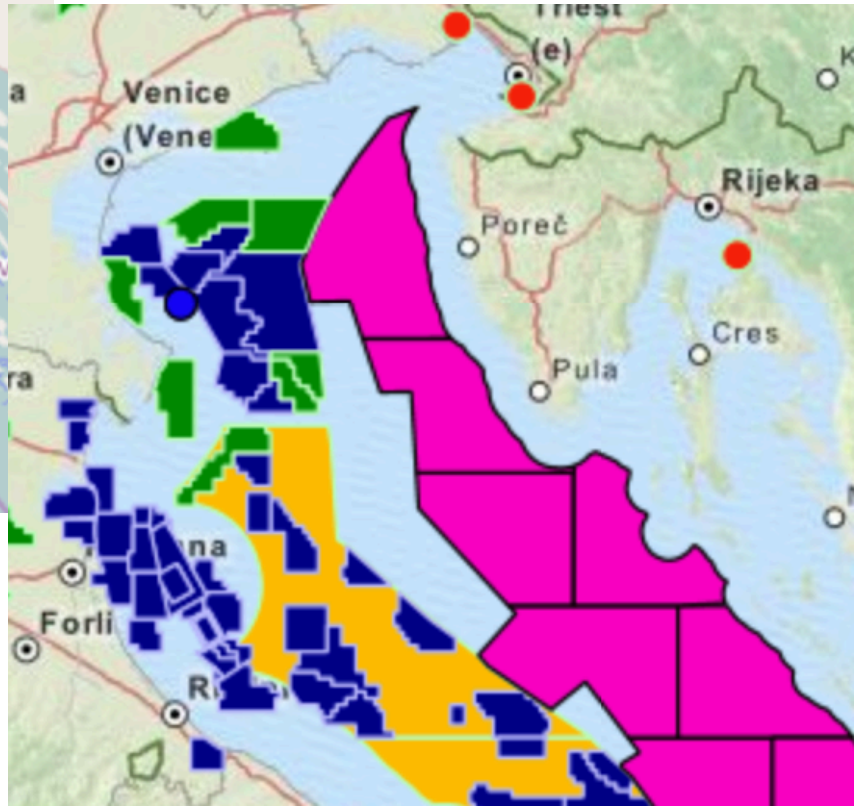
FA1 – Maritime Uses at 2014



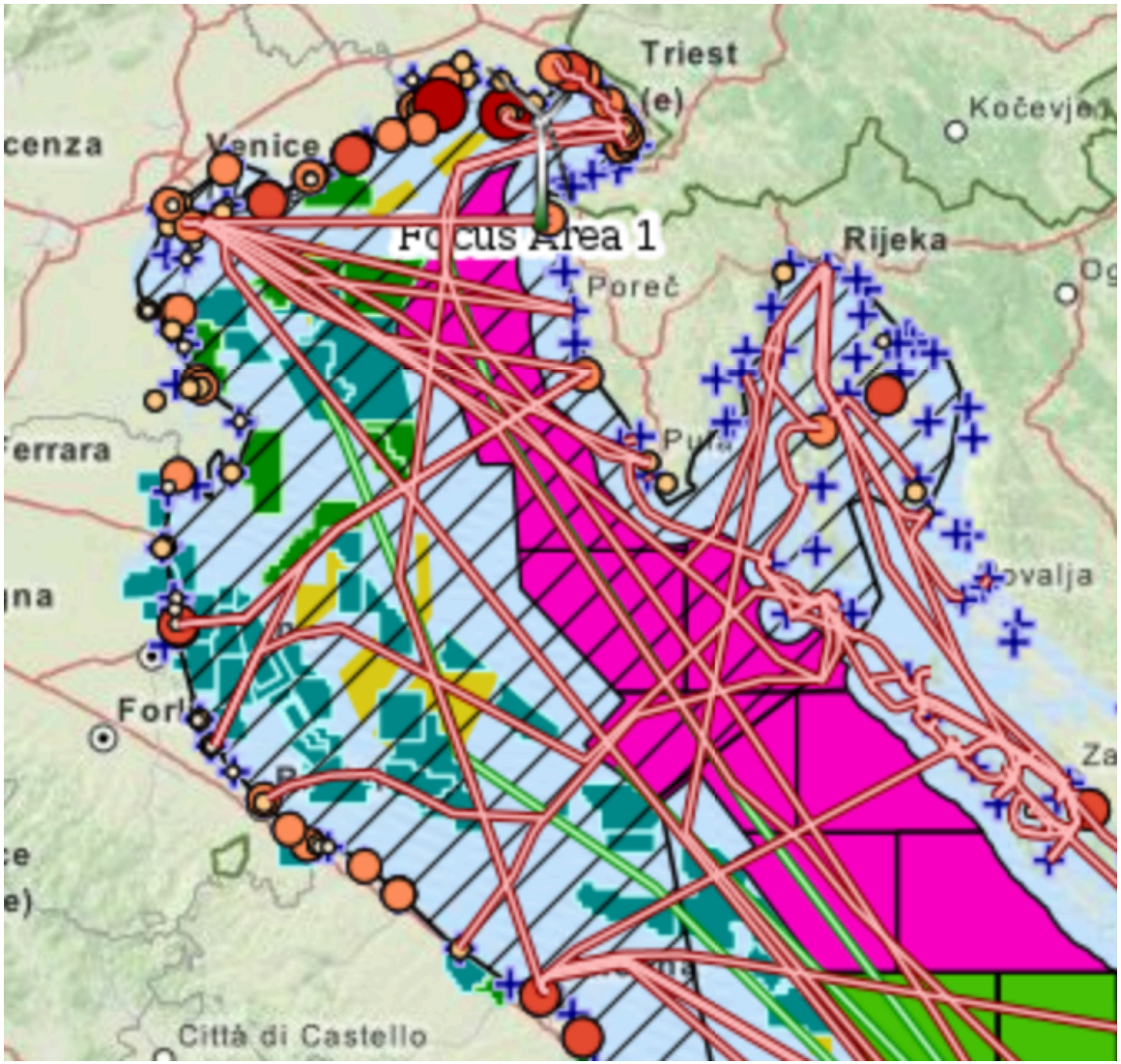
Offshore sand deposits

Source: ADRIPLAN Dataportal



Oil and gas

FA1 – Maritime Uses at 2020



Existing uses (2014)

+

Future uses (2020)

Source: ADRIPLAN Dataportal

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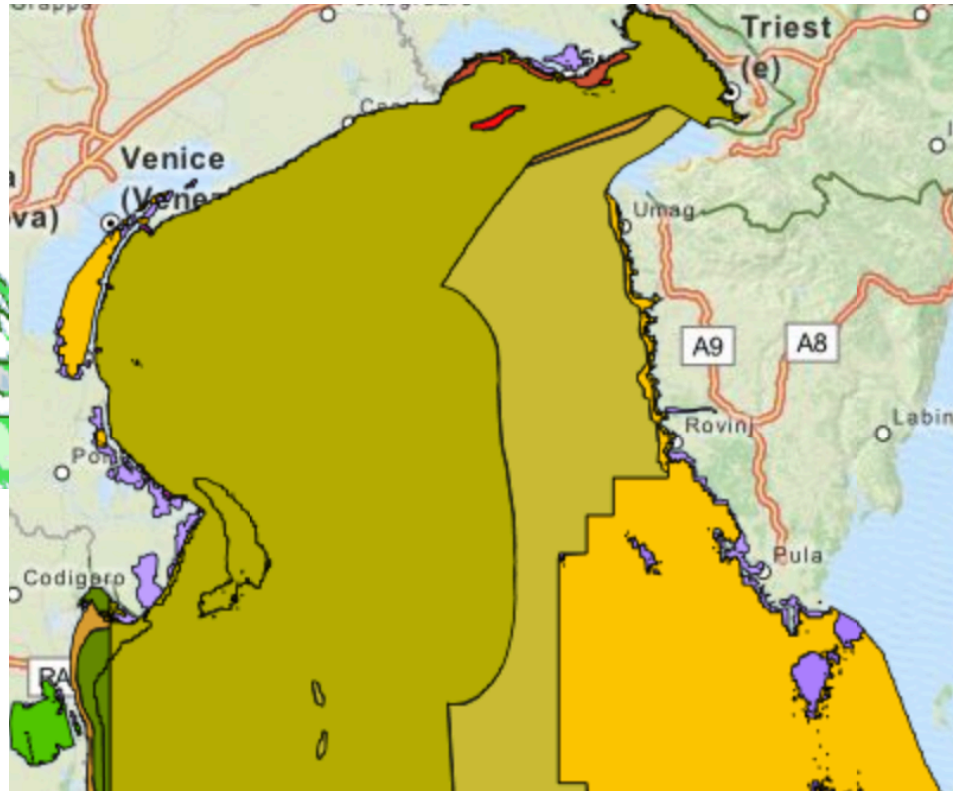
FA1 – Environmental components

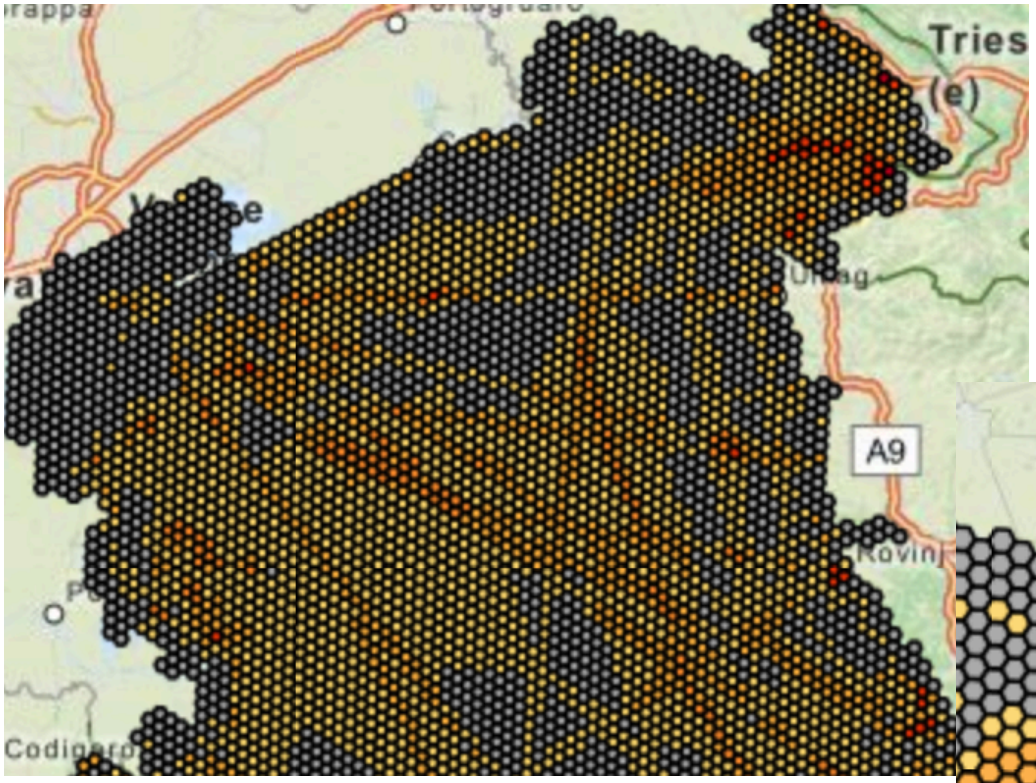
Poseidonia Seagrass

Source: ADRIPLAN Dataportal



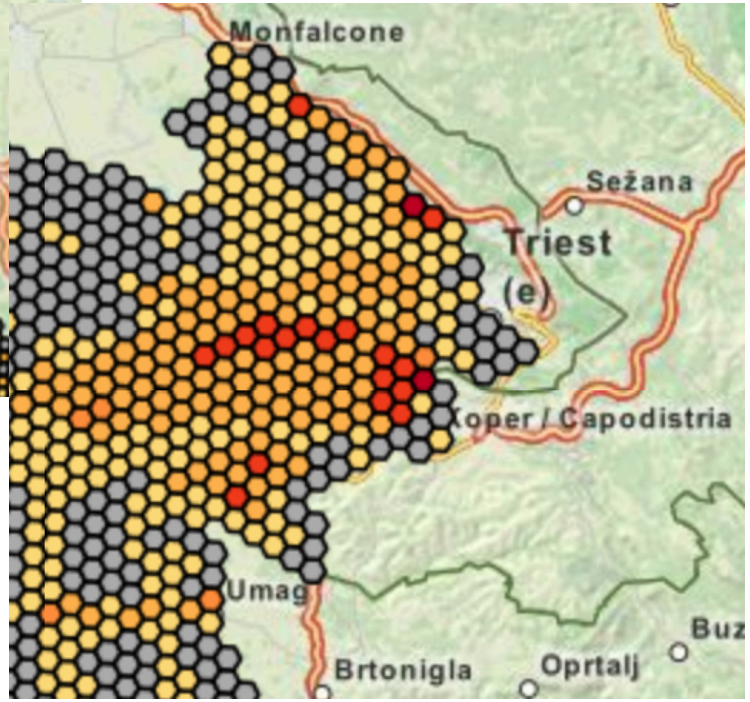
Habitat

FA1 – Coexistence among uses

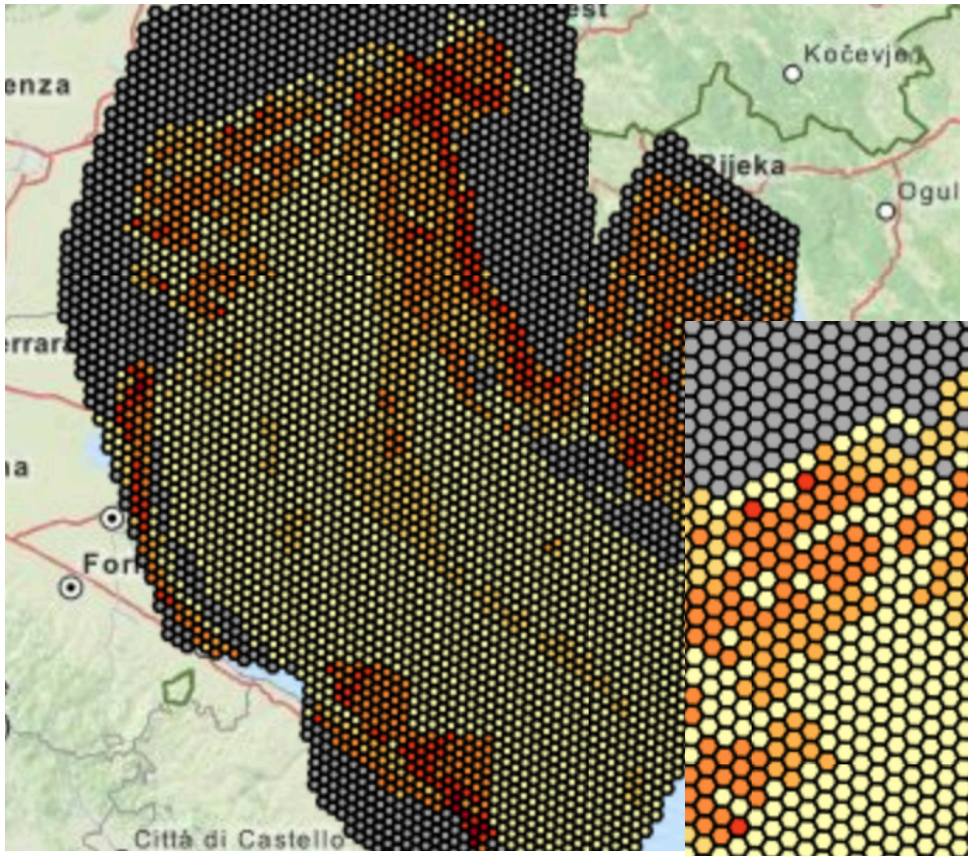


Spatial and temporal coexistence among uses

Source: ADRIPLAN Dataportal

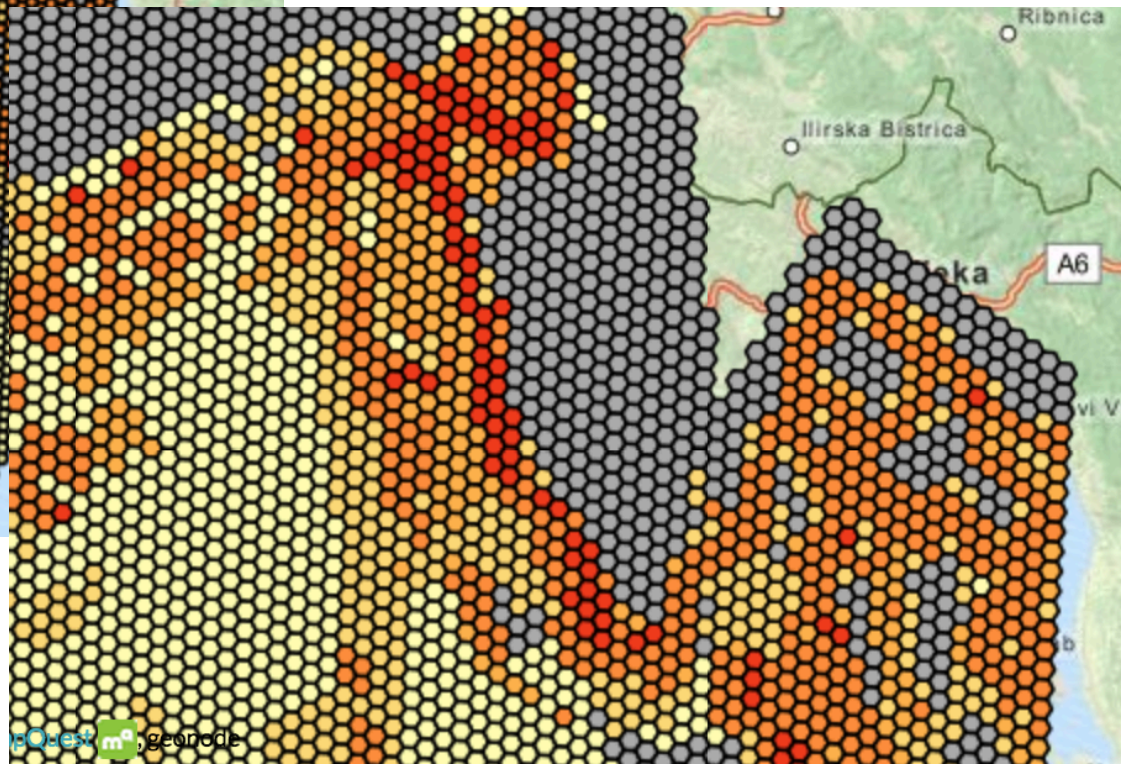


FA1 – Cumulative Impacts



Cumulative impacts on selected environmental components

Source: ADRIPLAN Dataportal



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ADRIPLAN – Project

ADRiatic Ionian maritime spatial PLANning

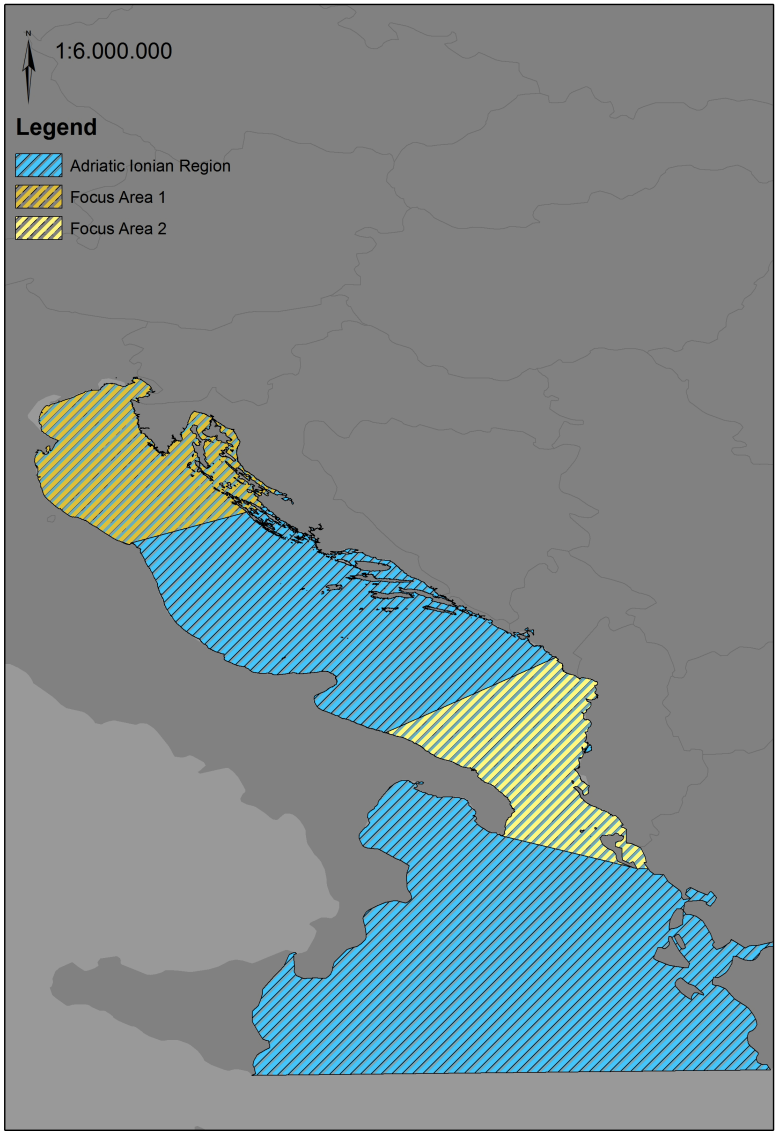
- Funds: European Commission – DG Maritime Affairs and Fisheries (DG MARE).

Theme: “Maritime Spatial Planning (MSP) in the Mediterranean sea and/or the Black sea”.

- Budget: 1.250.000 €
- Duration: 18 months (december 2013 – June 2015)

ADRIPLAN – Areas

- **Adriatic-Ionian Macroregion** (AIM);
- Focus Area 1: Northern Adriatic;
- Focus Area 2: Southern Adriatic/Northern Ionian.



ADRIPLAN – Objectives

1. Develop a **commonly agreed approach** to crossborder MSP in the AIR;
2. Set **MSP priorities** based on the best available knowledge;
3. Define **concrete planning and management options** in the focus areas (SH);
4. Provide **recommendations for the implementation of crossborder MSP** in the AIR.

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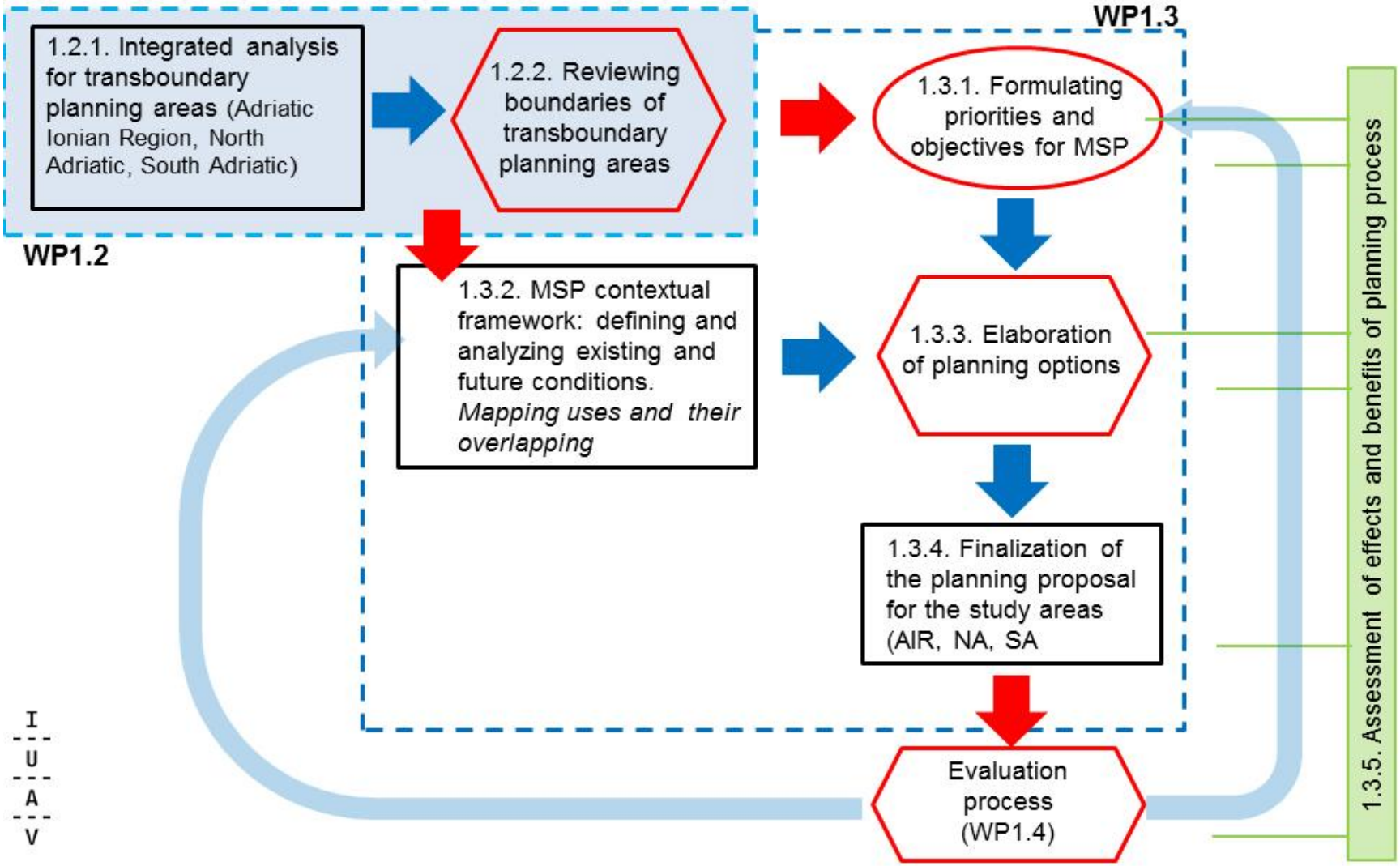
Methodology – Flow chart of Activities



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ADRIPLAN – Planning

High level goals
Ex: Sustainable Maritime Transport

Management Objectives
Ex: Reducing maritime congestion

Dialogue with institutional partners

Planning Objectives related to planning priorities
Ex: Redefine commercial Traffic routes among IT and HR (2020)

Specific
Measurable
Achievable
Realistic
Time Bound

Main Sources:
EUSAIR Action Plan
Eunetmar Reports
EUSAIR consulation
Italian Region Consultation on EUSAIR
Sectoral Studies
MSFD
ADRIPLAN Initial Assessment
ADRIPLAN Questionnaires and Workshops

Towards a common vision – defining common objectives

High level goals

↓

Management Objectives

↓ **Dialogue with institutional partners**

Specific
Measurable
Achievable
Realistic
Time Bound

Planning Objectives

Example:

Promotion of the development of integrated energy market (EUSAIR)

↓

Improving cross-border electricity interconnections

↓ **Dialogue with institutional partners**

Identify the best location for the underwater powerline connecting Italy and Slovenia, and reallocate the uses in the surroundings in order to minimize conflicts among uses (in particular coastal tourism) and with the environment.

ADRIPLAN – Planning

High level goals
Ex: Sustainable Maritime Transport

Management Objectives
Ex: Reducing maritime congestion

Identification of '**pivotal**' interest fields

Marine protection –
Environmental targets

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Planning Options capable of optimizing the rational use of coastal and marine spaces

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Marine protection – Environmental targets

Identification of '**pivotal**' interest fields

Planning Options capable of optimizing the rational use of coastal and marine spaces

Planning Actions and Measures

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SMART Planning objectives - Energy

High-level goals	Strategic management objectives	SMART planning objectives
Safe and sustainable hydrocarbon search and exploitation	**(i) Support a sustainable development of search and exploitation activities, reducing conflicts with other uses and facilitating a thorough environmental permitting at the right spatial scale** (ii) Ensure safety & security of search and exploatation activities.	**FA-scale**: Select -among the possible locations- areas where hydrocarbon exploitation activities should be developed at 2020, in order to increase the total surface dedicated to hydrocarbons exploitation according to the provisions established by EU strategic documents **National-scale**: Define the possible location of 19 oil platforms in the Croatian Territorial Waters, discussing the possible reallocation of other uses and identifying compensative actions.
Interconnection of electricity grids and promotion of the development of integrated energy market	**(iii) Improving cross-border electricity interconnections, minimising conflicts with other uses in the area.**	**FA-scale**: Identify the best location for the powerline (in project) connecting Italy and Slovenia, and reallocate the uses in the surroundings in order to minimize possible conflicts among uses and with the environment. **FA-scale**: Identify the optimal location for siting cross-border electricity interconnections, and define actions to minimize conflicts among uses in the area.
Gas networks for diversified and efficient supply	**(iv) Support the location of new LNG terminals and the best use of the areas surrounding the existing LNGs and realising main pipelines, minimising conflicts with other uses in the area** (v) Safe & secure gas network instalations; Ensure sustainable location and safety & security of gas network instalations.	**National-scale**: Reallocate the uses in the surrounding of the existing (Porto Viro) and future (KRK, Zaule) LNG terminals in order to minimize present and future conflicts with the environment and with other uses.

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SMART Planning objectives – Maritime Transport and Tourism

High-level goals	Strategic management objectives	SMART planning objectives
Sustainable maritime tourism	**(i) Increase of cross-border passenger traffic (ferries and cruise)**	**FA-scale**: Identify new/alternative cruise and ferry routes that, in light of possible developments of relevant port infrastructures, can contribute to reduce traffic congestion while limiting environmental impacts and conflicts with non-compatible uses. **FA-scale**: Identify new/alternative commericial routes that, in light of possible developments of relevant port infrastructures, can contribute to reduce traffic congestion and enhance intermodality. **National-Scale** (potentially transboundary): Identify short-sea shipping routes enhancing the connection with/among the islands along the Croatial Coast. **National-regional scale** (potentially transboundary): identify actions and define land-sea connections to enhance intermodality in connection to TEN-Ts networks.
	(ii) Support the diversification of the cruise and nautical sectors and enhancement of the yachting sector	
	(iii) Improve connection with the islands	
	(iv) Promote sustainable tourism activities and routes, enhancing the value and appreciation of natural and cultural heritage (v) Diversification of the macro-region's tourism products and services along with tackling seasonality of inland, coastal and maritime tourism demand. (vi) Improving the quality and innovation of tourism offer and enhancing the sustainable and responsible tourism capacities of the tourism actors.	
	(vii) Reduce the impact of tourism related structures on the environment	

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SMART Planning objectives – Infrastructural development

High-level goals	Strategic management objectives	SMART planning objectives
Sustainable maritime transport	**(i) Reducing present and future maritime traffic congestion, allowing the expansion of cargo and passenger traffic, while limiting environmental impacts and conflicts with other uses** (ii) Reduction of pollution from ship traffic (iii) Develop a Vessel Traffic Monitoring System (iv) Improve Efficiency and Security of Ports (Improve Manegement, Develop Infrastructure, Implement ISPS Code) **(v) Promote short-sea shipping**	**FA-scale**: Identify new/alternative cruise and ferry routes that, in light of possible developments of relevant port infrastructures, can contribute to reduce traffic congestion while limiting environmental impacts and conflicts with non-compatible uses. **FA-scale**: Identify new/alternative commericial routes that, in light of possible developments of relevant port infrastructures, can contribute to reduce traffic congestion and enhance intermodality. **National-regional scale** (potentially transboundary): identify actions and define land-sea connections to enhance intermodality in connection to TEN-Ts networks.
Spatial Integration	**(vi) Promote measures to facilitate better connection of islands and long distance intra AIR ferry passenger transport** **(vii) Enhance and develop intermodality** **(viii) Identify and work on new trading routes** **(ix) Improve connections on a North-South and East-West axis and in connection to TEN-Ts Motorways of the Sea**	
Market internationalisation	(x) Smart Intergration in the global Supply chain through shipping (xi) Optimization of interfaces, procedures and infrastructures to facilitate trade	

Cross-cutting issues 1: Climate Change

Cross-cutting objectives to be considered in defining planning options for the FA1

High-level goals	Strategic management objectives
Risk management and Climate Change adaptation in coastal areas	(i) Coastal defense against erosion and flooding, developing a strategic approach (proper spatial scale; priorities; intervention and constant maintenance) and using marine sands (relict and of new deposition) as a strategic resource for beach nourishment and protection.

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Cross-cutting issues 2: Environmental Conservation and Protection

High-level goals	Strategic management objectives
Climate change risk management and adaptation in coastal areas	(i) Coastal defense against erosion and flooding, developing a strategic approach (proper spatial scale; priorities; intervention and constant maintenance) and using marine sands (relict and of new deposition) as a strategic resource for beach nourishment and protection.
Achieve Good Ecological Status (GES)	**(i) Sustaining the process towards WFD and MSFD objectives (GES and Targets), under the Ecosystem-Based Management approach, reducing pressures on ecosystems.**
	(ii) Enhancing the network of Marine Protected Areas; (iii) Reduce information gaps about the impact of the protection regulation on adjacent marine habitats/species. (iv) Establish common assessment methodologies and monitoring plans throughout the Adriatic and Ionian states (v) Reduce/eliminate the most destructive fishing practices (vi) Harmonize MPAs management (vii) Enhance management skills and communication strategies (viii) Address eutrophication by transnational coordinated actions (ix) Reduce Marine Litter (x) Integrate climate change into MPAs monitoring (xi) Establish network on information on Non-indigenous species (xii) Preserve sea-floor integrity (xiii) preserve food-web integrity (xiv) Limit risk of Non Indigenous Species introduction **(xv) Supporting the production of management plans for SCIs;** **(xvi) Definition of shared Management Plans.**

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Some recomendations

- MSP must be integrated with national planning systems
- MSP is not related only with maritime spaces: land origin of maritime uses
- Inter-connections with land planning and CZM planning are fundamental
- A good experience of MSP accordingly a Blue Growth Perspective requires an international team with interdisciplinar competences (setting the planning process)

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ADRIPLAN – planning unit scientific coordination

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