I. ITALY

Disclaimer
This document has not been adopted by the European Commission and should therefore not be relied upon as a statement of the European Commission. The purpose of this document is merely to provide a comprehensive overview based on available information without claiming to be exhaustive. Although stakeholder consultation has taken place to verify the collected information, it is possible that this document does not reflect the view of all stakeholders involved. This document has been updated until February 2011.

This country report provides a comprehensive overview and assessment of the current state-of-play with regard to Maritime Spatial Planning (MSP) in Italy. After detailing the country’s characteristics, its most important maritime activities are presented. Next, the country report discusses the legal aspects, key players, plans and projects related to Integrated Coastal Zone Management (ICZM) and MSP as well as the relevant international initiatives and platforms for cooperation. To conclude, the main findings related to Maritime Spatial Planning are summed up. The sources of information used and persons contacted are listed at the end. Please note that Italy forms part of one of the four marine areas which were studied in further detail.

I.1. COUNTRY CHARACTERISTICS

Italy is an EU Member State in Southern Europe. At the sea side, Italy is surrounded by a variety of Mediterranean countries: Albania, Algeria, Croatia, France, Libya, Malta, Montenegro, Slovenia, Spain and Tunisia. Moreover, Italy possesses – among others – the two largest islands in the Mediterranean Sea, namely Sicily and Sardinia. A summary of the most important country characteristics is presented in Table 1.

---

1 For the purpose of this study 20 country reports have been drawn up in total. Relevant available information on Monaco is included in the case study of the Western Mediterranean and information on the United Kingdom (Gibraltar) is included in the case study of the Alboran Sea.
Exploring the potential of maritime spatial planning in the Mediterranean

Italy has not established an Exclusive Economic Zone (EEZ), but passed legislation empowering the establishment of Ecological Protection Zones (EPZ) in 2006 (one zone for the whole country). The effective establishment of single portions of the EPZ will be acted by agreement with neighbouring countries, or, pending the negotiations of the same agreements, by unilateral decree adopting provisionally the method of geometric equidistance. So far no EPZs have been established.

Table 1: Country characteristics – Italy

| Coastal regions | Liguria, Toscane, Lazio, Campania, Calabria, Sicilia, Sardegna, Basilicata, Puglia, Molise, Abruzzo, Marche, Emilia-Romagna, Veneto and Friuli-Venezia Giulia |
| Islands | Two large islands: Sicily and Sardinia |
| Coastline length | 7 375 km |
| Water depth | Data not available |
| Maritime zones** | Breadth | Area (km²) |
| Territorial sea | 12 nm | 155 629 |
| Contiguous zone*** | 24 nm | / |
| Ecological Protection Zone**** | Median line | / |

** Based on the national acts or decrees of the maritime zones; EarthTrends, Coastal and Marine Ecosystems – searchable database
*** According to the Ministry of Foreign Affairs, Italy established the contiguous zone by Act No. 189 of 2002
**** Until the date that agreements with neighbouring countries enter into force, the outer limits of the Ecological Protection Zone follow the outline of the median line

Source: Policy Research Corporation

I.2. MARITIME ACTIVITIES AND THE PROTECTION OF MARINE AREAS

Human activities in Italy’s coastal areas (e.g. tourism, fishing, mariculture and energy production) predominantly take place in the narrow coastal strip. These activities seem to compete with each other and with the protection needs of the marine environment.

The Italian fishing fleet consists of around 14 000 vessels with catches of around 236 000 tonnes in 2008. Except for around thirty oceanic vessels, the Italian fishing fleet operates in the Mediterranean Sea basin: more specifically, the majority of these vessels operate in waters around the Italian peninsula. Moreover, Italy is by far the largest player in the Adriatic Sea. In total, around 50 000 people work in the fisheries industry. In addition, the mariculture sector has been developing considerably since the 1970s. The current trend in aquaculture is to reduce plants on land or along the...

2 Ministry of Foreign Affairs Italy, feedback on country report Italy on August 6, 2010.
3 FAO, Yearbook of fishery statistics.
5 Data comprise employment in fishing, processing and aquaculture sectors.
coast and develop deep-sea activities, like offshore cages to be used for sea farming. Total aquaculture production in 2008 was approximately 181 000 tonnes.

The merchant fleet controlled by Italy (around 600 vessels) is the fourth biggest fleet in the EU in terms of vessels. Italian ports offer over 1 100 places of boarding and 282 km of quays. In 2008, Italy accounted for the second largest weight of Short Sea Shipping (SSS) of goods in the EU-25. Six Italian ports appear in the top-20 port list: Trieste, Genova, Augusta, Taranto, Venezia and Gioia Tauro. In all six ports Short Sea Shipping prevails over ocean shipping (whereby SSS represents more than 90% of Italy’s total seaborne transport of goods). The port of Gioia Tauro specialises in SSS of containers, with only 14% of containers being ‘ocean bound’. Figure 1 visualises the major shipping routes near Italy (excluding Short Sea Shipping routes) and the major SSS ports.

**Figure 1: Major shipping routes near Italy (including major SSS ports)**

Currently, Italy has no active offshore wind farms. However, according to 4C Offshore – an independent marine energy consultancy company – a considerable number of offshore wind farms is expected. Figure 2 visualises the future locations of the offshore wind farms in Italy.

Italy has a compelling need of finding power supplies other than oil imported from abroad. Having rejected the nuclear solution, the LNG facilities are heavily pushed forward by the national government. An offshore LNG terminal has been established in the proximity of Porto Levante (Veneto region) and is operational since 2009. Several other plans for terminals have been made. One

---

6 FAO, Yearbook of fishery statistics.
Exploring the potential of maritime spatial planning in the Mediterranean

Plan has led to disagreement between the Slovenian and Italian government. More precisely the Italian plan for a new offshore LNG terminal in the Gulf of Trieste would be located near the Slovenian coast, leading to negative effects for Slovenia.

Figure 2: Potential offshore wind farms in Italy

* Two other wind farms (Golfo di Trieste and Secche di Vada) are located in the North of the Adriatic Sea


Moreover, Italy is currently being connected to Greece via the IGI project (Interconnection Greece – Italy) for the import of natural gas in Italy through Greece. The IGI project forms part of a larger project, named the ITGI (Interconnection Turkey – Greece – Italy) project, which is a project of European interest. The IGI project (a pipeline of around 800 km) comprises an onshore (590 km) and an offshore section (207 km) called the Poseidon Pipeline. The Poseidon Pipeline will connect the Greek Ionian Coast (Thesprotia Prefecture) with the Italian Coast (Apulia Region).

According to DITENAVE, Italy has currently established a considerable number of MPAs under the responsibility of the Ministry of Environment, Land and Sea. The management of the different MPAs is delegated to local management bodies such as public bodies, scientific institutions or environmental associations. In Table 2, the Marine Protected Areas in Italy are listed. For each MPA, the marine and total surface, the legal status and international recognition are provided. According to the most recent information available to the European Commission (GIS calculated values, mid-2009), the marine area designated as NATURA 2000 measures 4 470 km² in Italy\(^\text{11}\).

More information on the Pelagos Sanctuary between France, Monaco and Italy – the only Marine Protected Area in the high seas in the Mediterranean Sea basin – and the Bouches de Bonifacio MPA – the Corsica Sardinia Marine Reserve – can be found in Annex II of the final report covering the international initiatives related to Integrated Coastal Zone Management and Maritime Spatial Planning.

### Table 2: Marine Protected Areas in Italy\(^\text{12}\)

<table>
<thead>
<tr>
<th>Name</th>
<th>Surface</th>
<th>International recognition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arcipelago di La Maddalena</td>
<td>15 046 ha (sea)</td>
<td>Natura 2000, IBA</td>
</tr>
<tr>
<td>Arcipelago Toscano</td>
<td>61 474 ha (sea)</td>
<td>Natura 2000, Biosphere reserve, IBA</td>
</tr>
<tr>
<td>Parco sommerso di Baia</td>
<td>2 726 ha</td>
<td>n.a.</td>
</tr>
<tr>
<td>Parco sommerso di Gaiola</td>
<td>42 ha</td>
<td>n.a.</td>
</tr>
<tr>
<td>MPA Capo Caccia - Isola Piana</td>
<td>2 631 ha</td>
<td>Natura 2000, SPAMI (Barcelona convention), IBA</td>
</tr>
<tr>
<td>MPA Capo Carbonara</td>
<td>8 598 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Capo Gallo - Isola delle Femmine</td>
<td>2 173 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Capo Rizzuto</td>
<td>14 721 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Cinque Terre</td>
<td>2 726 ha</td>
<td>Natura 2000, World Heritage Site</td>
</tr>
<tr>
<td>MPA Costa degli Infreschi e della Masseta</td>
<td>2 332 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Isola dell'Asinara</td>
<td>10 732 ha</td>
<td>Natura 2000, IBA</td>
</tr>
<tr>
<td>MPA Isola di Bergeggi</td>
<td>8 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Isola di Ustica</td>
<td>15 951 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Isole Ciclopi</td>
<td>623 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Isole di Ventotene e Santo Stefano</td>
<td>2 799 ha</td>
<td>Natura 2000, IBA</td>
</tr>
<tr>
<td>MPA Isole Egadi</td>
<td>53 992 ha</td>
<td>IBA, IBA</td>
</tr>
<tr>
<td>MPA Isole Pelagie</td>
<td>4 136 ha</td>
<td>Natura 2000, IBA</td>
</tr>
<tr>
<td>MPA Isole Tremiti</td>
<td>1 466 ha</td>
<td>Natura 2000, IBA</td>
</tr>
<tr>
<td>MPA Miramare</td>
<td>102 ha</td>
<td>Natura 2000, Biosphere reserve, SPAMI</td>
</tr>
<tr>
<td>MPA Penisola del Sinis - Isola di Mal di Ventre</td>
<td>25 673 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Plemmirio</td>
<td>2 500 ha</td>
<td>SPAMI (Barcelona convention)</td>
</tr>
<tr>
<td>MPA Porto Cesareo</td>
<td>16 654 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Portofino</td>
<td>346 ha</td>
<td>Natura 2000, SPAMI</td>
</tr>
<tr>
<td>MPA Punta Campanella</td>
<td>1 539 ha</td>
<td>Natura 2000, SPAMI</td>
</tr>
<tr>
<td>MPA Regno di Nettuno</td>
<td>4 600 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Santa Maria di Castellabate</td>
<td>7 094 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Secche della Meloria</td>
<td>9 372 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Secche di Tor Paterno</td>
<td>1 387 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Tavolara - Punta Coda Cavallo</td>
<td>10 732 ha</td>
<td>SPAMI</td>
</tr>
<tr>
<td>MPA Torre del Cerrano</td>
<td>3 430 ha</td>
<td>Natura 2000</td>
</tr>
<tr>
<td>MPA Torre Guaceto</td>
<td>2 227 ha</td>
<td>Natura 2000, Ramsar site, SPAMI</td>
</tr>
<tr>
<td>Santuario per i mammiferi marini (Pelagos Sanctuary)</td>
<td>8 700 000 ha</td>
<td>SPAMI</td>
</tr>
</tbody>
</table>

**Source:** DITENAVE

---

\(^{12}\) IBA: an Important Bird Area is designated by BirdLife International, a global partnership of conservation organisations that strives to conserve birds, their habitats and global biodiversity; SPAMI: a Specially Protected Area as defined in the Barcelona Convention’s Protocol concerning Specially Protected Areas and Biological Diversity in the Mediterranean.
In the following sections information is provided for five specific Italian regions: Friuli Venezia Giulia, Venezia, Emilia-Romagna, Marche and Liguria. This information provides examples of the (competing) activities taking place. Four of these areas are involved have been selected for case studies: Friuli Venezia Giulia, Venezia and Emilia-Romagna for the Northern Adriatic case and Liguria for the Western Mediterranean case.

**Waters under Emilia-Romagna jurisdiction**

Figure 4 shows the main maritime activities in the Emilia-Romagna region based on the Coastal and Maritime Information System (see Section I.4.a). The figure shows that the Emilia-Romagna region possesses a significant number of installed gas/oil extraction platforms. Out of the 99 platforms which are placed in the sea area between the coast and the border between Italy and Croatia, over 80% are located within the 12 miles limit from the coast, which is the marine area under the jurisdiction of the Emilia-Romagna region. Furthermore, the region has been one of the first Italian regions to identify beach nourishment as the best method to defend beaches from erosion. In addition, the use of sand
extraction for beach nourishment is expected to increase in a significant way. Potential competition can be expected between the withdrawal of sand from marine deposits for the nourishment of eroding beach zones, the exploitation of oil and gas and the economic activities of the area (among others fishing, mariculture and submarine pipelines). Besides competition with maritime activities, sand extraction also has environmental impact. The impact depends on the area of extraction, since richness of the soil in terms of flora and fauna differ per area.

Figure 4: Maritime activities in the Emilia-Romagna region


Apart from the installation of hydrocarbon platforms (both on- and offshore) and sand extraction activities, tourism, maritime transport and fishing are the main maritime activities in the Emilia-Romagna region that have been modifying the natural balance of the coastal – marine system.

The Emilia-Romagna region’s tourist industry has an important share in the Italian tourism sector and is a strong contributor to the regional economy. Emilia-Romagna received 8.8 million arrivals in 2008 (38.3 million overnight stays). The majority of these tourists are coming for the beaches of Emilia-Romagna. An example of such a popular area is the seaside resort Rimini. Besides increased pressure

---

17 EUROSTAT, regional tourism statistics NUTS 2.
on wastewater purification systems, tourism also leads to maritime activities taking place in the coastal waters, such as recreational bathing, boating and fishing.

Emilia-Romagna’s fishing sector is characterised by a diversification of the fishing activities towards alternative and integrative forms of income, such as tourist-fishing. Nevertheless, the sector remains important to Emilia-Romagna’s economy. Moreover, since the mid-70s, mariculture in Italy has developed considerably. The current trend is to reduce farms on land or along the coast and develop deep-sea activities.

Furthermore, the Emilia-Romagna region is composed of 13 ports of small-medium size and the port of Ravenna which is important at the national level as well. The regional port system has become particularly important, especially after the growth of the tourism sector and the economic fishing activity. Nevertheless, the growing importance of a port system has consequences for the surrounding activities and the marine environment. Given the fact that the installation of offshore wind farms is currently under consideration in the region, competition in terms of space and/or impact is likely to increase even more. Therefore, potential for Maritime Spatial Planning exists.

**Waters under Veneto jurisdiction**

The Veneto region’s marine area is intensively used. Especially in the Venice lagoon many activities are taking place. Shipping from and towards the port of Venice is significant. The port ranks fifth in Italy and handles dry bulk, liquids and petroleum products. In 2007 the port of Venice handled 30.2 million tons of goods corresponding to about 1,200 ship calls. Venice is also an important port for passenger ships, primarily for cruise tourism. Passengers made 1.5 million transits in the port of Venice on 1,321 ships. Two other important ports in the Veneto region are Chioggia and Porto Levante. Chioggia exceeded two million tons of handled goods in 2007.

Fishing is another important contributor to maritime activities in the Veneto region, in the lagoon (with a surface of approximately 550 km²), the territorial sea as well as in the high seas. However, fishing activity has decreased over time as fish stocks are in decline due to overfishing and pollution. In the lagoon itself clam fishing is one of the most important fishing activities. Clam fishing has an impact on the sediment in the lagoon.

Competition between fishing in the Adriatic and preservation of the environment is primarily experienced around the so-called ‘rocky outcrops’ (Tegnùe), which are important biodiversity hotspots. These outcrops are used by fish to spawn and, consequently, are attractive fishing areas. In 2002, a ‘nautical zone’ of 26 km² was established in order to protect these rocky outcrops. In 2004,
this zone was enlarged to 160 km$^2$ in order to prohibit fishing (which damages the soil). However, several Italian stakeholders report that due to a lack of control fishing still takes place illegally.

Competition between different types of fishing techniques also exists. Artisanal fishing takes place within 3 km off the shore, while trawling is normally carried out at a minimum of 3 miles off the shore. However, trawlers tend to fish illegally within the 3 miles limit. Due to the higher capacity of trawlers, fishing within the 3 miles limit forms a threat for the artisanal fishermen. An additional restriction for fishermen is that fishing is prohibited in the neighbourhood of the LNG terminal and the pipeline that connects the terminal with the shore\textsuperscript{22}.

Tourism in the Veneto region is substantial. In 2007, 3.7 million tourists arrived in the region of Veneto to visit seaside resorts, spending 25.8 million nights along the coast.\textsuperscript{23} Coastal tourism has different environmental effects. To prevent coastal erosion, protection barriers are necessary. However, due to visual pollution, the use of these barriers is hampered. Instead, beach nourishment takes place which may be harmful to the seabed. Since mass coastal tourism may put too much pressure on the water purification system, wastewater is often discharged directly to the sea, causing pollution. The same effects are also present in other popular coastal tourism regions in the Northern-Adriatic and the rest of the Mediterranean Sea.

Sand extraction is another frequent activity taking place in the Venice lagoon and the Adriatic Sea. Sand extraction could have an impact on fishing activities as sand extraction leads to a change in the composition of the seabed which may damage the used fishing gear\textsuperscript{24}.

The waters of the Veneto region are intensively used, which leads to competition among the activities taking place. Moreover, pressure on the marine environment is likely. Specifically the Venice lagoon is intensively used and vulnerable. In order to protect this environment, the MOSE project – a coastal defence system\textsuperscript{25} was initiated. Together with other complementary measures (e.g. coastal reinforcement, the raising of quaysides and paving and improvement of the lagoon environment), these barriers will protect the city of Venice from extreme events such as the floods and from morphological degradation. As the Venice lagoon is an inland area, it is mainly targeted through ICZM. The area surrounding the entrance of the lagoon however, qualifies for MSP\textsuperscript{26}. In this area, fishing, sand extraction and maritime traffic to and from the port of Venice are the main maritime

\textsuperscript{21} Fondazione Eni Enrico Mattei, meeting in Venice on May 24, 2010; ISPRA, meeting in Chioggia on May 25, 2010; ARPAV, meeting in Padova on May 25, 2010.
\textsuperscript{22} ISPRA, meeting in Chioggia on May 25, 2010.
\textsuperscript{23} Regione del Veneto, Veneto business and more.
\textsuperscript{24} Fondazione Eni Enrico Mattei, meeting in Venice on May 24, 2010; ISPRA, meeting in Chioggia on May 25, 2010; ARPAV, meeting in Padova on May 25, 2010.
\textsuperscript{25} The MOSE project aims to isolate the Venice Lagoon from the Adriatic Sea when the tide rises above an established level. It is an integrated defence system consisting of 79 mobile barriers protecting the three entrances to the lagoon that surrounds Venice.
\textsuperscript{26} Territorial waters also qualify for ICZM.
activities. In addition, coastal tourism is an important sector. As the area connects the lagoon with the Adriatic Sea, it is of significance to the lagoon itself. Maritime Spatial Planning could be used to balance maritime activities in the area surrounding the Venice lagoon leading to less impact on the Venice lagoon itself. Nevertheless, coherence between ICZM and MSP is crucial. However, as impact on ICZM of the MOSE project is still unclear, implementation of integrated ICZM-MSP could be hampered.

Figure 5 illustrates the MOSE project.

Figure 5: MOSE project

In general, Maritime Spatial Planning could be beneficial in the Veneto region for – among others – solving competition between shipping, fisheries, sand extraction and environmental protection.

Waters under Friuli Venezia Giulia jurisdiction
Like the coastal waters of Emilia Romagna and Veneto, the coastal waters of Friuli Venezia Giulia are intensively used. According to ARPA FVG, human activities seriously threaten the status of the coastal and marine environments. The main human activities causing impact are maritime transport, industrial activities, fishing and coastal and marine tourism.

In Monfalcone and Trieste two port areas are present which are of national importance. Monfalcone handles general cargo and dry bulk. Besides general cargo and dry bulk the port of Trieste handles liquid bulk. In total the port unloaded and loaded 44 393 322 tons of cargo in 2009 and 276 957

27 Website ARPA FGV, www.arpa.fvg.it.
TEU\textsuperscript{28}, while the port of Monfalcone handled 3 203 909 tons and 1 437 TEU\textsuperscript{29}. In these port areas, industrial activities have developed, including activities such as storage and handling of petroleum products and metal and plastics production. These activities may lead to water pollution.

Fisheries and mariculture are other activities taking place intensively in the coastal area. Especially shellfish are frequently landed in this region. Mariculture is primarily located in the coastal waters between Monfalcone and Trieste.

Urbanisation is another factor contributing to environmental pressure. 56\% of the plains and 21\% of the hills are inhabited. During the tourist season, an influx of tourists causes additional pressure on the environment. This pressure is primarily caused by non-purified wastewater discharges due to a lack of sufficient wastewater purification capacity. The most important tourist destinations are Grado and Lignano.

In the Friuli Venezia Giulia region 2 million arrivals took place in 2008 (8.9 million overnight stays)\textsuperscript{30} with an important role for coastal tourism.

**Waters under Marche jurisdiction**

The 172 km long coastline of the Marche region is principally used for coastal tourism. Furthermore, it includes nine small touristic-fishing ports and the port of Ancona (of national importance). In 2005, the ICZM strategy for the Marche Region was approved (DACR n.169 2/2/2005). The strategy tries to balance the environment protection of coastal zone and touristic development.

Tourism is an important aspect for the regional economy and in the last decade it has grown every year, partly thanks to the high quality of sea water and tourist facilities. The high quality of sea water was reached with help of ARPA Marche, which has an advanced system for water quality monitoring\textsuperscript{31}. The fishing industry is another important sector for the coastal municipalities’ economies.

With regard to coastal protection, since some years the region considers beach nourishment in some places as the best method to defend beaches from erosion. In some cases the coastal zone is intensively used (infrastructure and buildings near the coast), disabling the possibility to use beach nourishment to defend the coast. Nearly 100 Km of coast is protected with ‘hard’ structures that represent 58\% of the whole coast\textsuperscript{32}.

\textsuperscript{28} Website Trieste Port Authority, www.porto.trieste.it.
\textsuperscript{29} Website Port of Monfalcone, www.porto.monfalcone.gorizia.it.
\textsuperscript{30} EUROSTAT, regional tourism statistics NUTS 2.
\textsuperscript{31} The GIS of ARPA Marche can be found at: http://www.arpa.marche.it/doc/htm/frameset.htm.
\textsuperscript{32} ICZM Marche region (DACR n.169 2/2/2005).
A major challenge for beach nourishment is the availability of sand since others regions are looking for this strategic natural resource as well. In addition, sand extraction is relatively expensive and has high environmental costs in some areas.

**Waters under Liguria jurisdiction**

The Ligurian coastline (350 km) hosts the three ports of Genoa, Savona and La Spezia, being the main Italian port system and one of the most important in the Mediterranean Sea. Historically, the Liguria Region benefits from its natural geographic position as the logical Southern European gateway for cargo moving to/from the major consumer and industrial centres in Northern Italy, Switzerland, Southern Germany, Austria and Eastern France. In addition, with a 4.4 million passenger count, the Ligurian ports rank as a major tourist destination in the Mediterranean basin. La Spezia is one of the main navy bases and hosts the Naval Military Arsenal.

Tourism is an important economic sector (almost 13 million overnight stays) and most of the touristic destinations are on the seaside. More than 40 marinas are scattered among the coast with 20 000 moorings. This intense use of the coast causes a considerable pressure on the marine environment.

Fishery has a minor importance as an economic activity but plays an interesting role for the traditional culture and for tourism, also with the development of the “pescaturismo”. Mariculture is relatively scarce.

Due to the need of sand for beaches nourishment, the interest for sand mining on the continental platform is increasing. The surveys developed in the framework of the Interreg projects Beachmed and Beachmed-e found potential sites for extraction.

The Liguria region is active in the following maritime activities, indicating the activities taking place:\(^{33}\):

- Conservation of marine habitats through the designation and good management of 26 Special Areas of Conservation for Posidonia beds under the NATURA 2000 network;
- Planning and approval of coastal defence works integrated with natural environment and human activities;
- Promotion and economic support to fishery activities;
- Industrial and commercial ports;
- Planning and environmental and technical assessment of marinas;
- Sand mining from the sea bottom on the continental shelf\(^ {34} \);
- Tourist activities on the coast.

---

\(^{33}\) Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 8, 2010.

\(^{34}\) Possible to lead to competition in the future; Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 26, 2010.
In the Liguria region, competition in terms of space and impact on biodiversity between different activities are experienced:

- The demand for infrastructures – e.g. marinas – is in competition with conservation of biodiversity and marine resources, tightly connected with fishing;
- Tourism – as one of the major economic sectors – consumes many natural resources and affects the landscape and land-use;
- Liguria’s three main ports – Savona, Genoa and La Spezia – and its corresponding maritime traffic could be the cause of marine pollution, illegal waste discharge and oil spills which could affect biodiversity conservation, fishery resources and tourist uses on the coast.

I.3. LEGAL ASPECTS AND KEY PLAYERS

The Ministry of Environment, Land and Sea, more specifically the Directorate for Nature Protection has activated a consultation process with the coastal regions in order to define a national ICZM strategy as well as related planning and implementing projects (such as a CAMP project). Moreover, the Ministry of Environment, Land and Sea is responsible for the protection of the marine biodiversity.

Recent changes of the Italian legislative framework involved a shift of the main coastal competences from the State to the regions. The regions are considered most suited to implement planning policies and Integrated Coastal Zone Management. However, the situation with coastal planning is still characterised by fragmentation between the different authorities of the State, the regions and the communes. Some regions (Liguria, Marche, Tuscany and Emilia-Romagna) have developed their own coastal plans, which include coastal protection, beach nourishment, marinas, coastal traffic issues and the development of public and tourist facilities in the coastal area. These plans were based on the awareness that the overall coastal governance requires a methodological planning instrument, instead of the previously adopted “urgent measures”.

The ICZM process, as defined in the EU Recommendation is not completely implemented; there is no national framework and no national ICZM / MSP strategy. Nevertheless, with regard to ICZM and MSP, the following legislation is of particular importance:

- Spatial planning legislation:

---

35 Regione Liguria, Ufficio Aree Demaniali Marittimi, e-mail March 8, 2010.
36 Competition with neighbouring Italian and international seaports is strong.
The Urban Planning Law (N°1150/1942) regulates the building implementation and development in urban centres as well as in the territory; Italy has three levels of spatial planning, namely the regions, the provinces and the communes.

Marine legislation:
- General Rules for Sea Protection (N°979/1982) aim at the implementation of sea environmental protection policies and prevention of sea resource damage; the law foresees the creation of a sea and coastal defence plan for the whole national territory to be defined in agreement with the regions; a national plan has not been elaborated so far, however, some regions have adopted their own coastal plans as regards their territorial competence;
- Environmental Consolidated Act (N°152/06) foresees that the regions develop, in compliance with the European Water Framework Directive 2000/60, a Water Protection Plan as this is a necessary regional instrument to achieve environmental targets as regards the environmental quality of superficial and sea water.

Table 3 presents an indication of the responsibilities of the regions related to MSP. There is a difference between regions: five Italian regions have been identified as ‘special regions’. These regions have more autonomy than the ordinary regions.

### Table 3: Competences Italian regions

<table>
<thead>
<tr>
<th>Public body</th>
<th>Competence (related to maritime activities)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ordinal regions (e.g. Emilia-Romagna, Veneto, Liguria)</td>
<td>- Maritime networks and ports (only small ports)</td>
</tr>
<tr>
<td></td>
<td>- Administration of maritime (e.g. sea defences) and riverine/lake properties (when used for tourist purposes)</td>
</tr>
<tr>
<td></td>
<td>- Protection of environment, establishment and management of reserves at regional level</td>
</tr>
<tr>
<td></td>
<td>- Management and protection of inland waters</td>
</tr>
<tr>
<td></td>
<td>- Navigation in inland waters</td>
</tr>
<tr>
<td></td>
<td>- Fisheries in inland and estuarine waters (conservation of species, fishing licence, aquaculture)</td>
</tr>
<tr>
<td></td>
<td>- Prevention of pollution in inland, estuarine and coastal waters</td>
</tr>
<tr>
<td>Special regions (e.g. Friuli Venezia Giulia)</td>
<td>- Fisheries, aquaculture and maritime transport</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Related legislation</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Art. 117 Constitutional Law, as modified in art. 3 Constitutional Law 18 October 2001 n. 3</td>
</tr>
<tr>
<td>- Art. 59 of DPR 616/1977</td>
</tr>
<tr>
<td>- Art. 83 of DPR 616/1977</td>
</tr>
<tr>
<td>- Art. 91 of DPR 616/1977</td>
</tr>
<tr>
<td>- Art. 97 of DPR 616/1977</td>
</tr>
<tr>
<td>- Art. 100 of DPR 616/1977</td>
</tr>
<tr>
<td>- Art. 100 of DPR 616/1977</td>
</tr>
</tbody>
</table>

Source: Policy Research Corporation
I.4. NATIONAL AND SUB-NATIONAL PLANS, PROJECTS AND STUDIES RELATED TO ICZM AND MSP

As mentioned before, Italy has no national ICZM strategy yet. The further elaboration of the ICZM process demands the participation and active support of all the administrative levels. However, positive examples of ICZM can be found in regional and local efforts, with some regions elaborating guidelines for ICZM:

- Emilia-Romagna region;
- Marche region;
- Liguria region;
- Tuscany region.

Further ICZM strategies have been elaborated by:

- The Lazio region, through the “rules for the littoral development and valorisation”, aiming to promote the socio-economical development of the coastal area;
- The Abruzzo region, through the “plan for vulnerable areas”, providing for the identification of the vulnerable areas and the associated risk level, defence measures and littoral qualification.

Furthermore, Italy signed the ICZM Protocol within the framework of the Barcelona Convention in 2008.

The following paragraphs detail the ICZM efforts in the Emilia-Romagna, the Marche, the Liguria and the Tuscany region. Moreover, a number of recommendations and remarks with regard to the Italian spatial planning system are provided.

a/ Emilia-Romagna region

In Figure 6, the Emilia-Romagna region and the thematic areas of the ICZM strategy are presented. The guidelines of this ICZM strategy were adopted by all the coastal provinces and most of the communes.

In 2006, the Emilia-Romagna region initiated a programme to implement the ICZM strategy by financing specific pilot projects. A total funding of € 8 million was foreseen.

---

Exploring the potential of maritime spatial planning in the Mediterranean

Figure 6: ICZM – Emilia-Romagna region

The ICZM regional strategy (adopted by Council Act N. 645 of 20 January 2005) was based on an integrated and multi-sector approach considering nine thematic areas:
- Physical system (defence strategy)
- Integrated water management at basin scale
- Port, transport and navigation-related risks and management
- Enlargements of natural habitats and improvement of biodiversity
- Sustainable tourism
- Fishing and aquaculture
- Sustainable agriculture
- Energy policy
- Coastal urbanisation and transport


Moreover, the Emilia-Romagna region is currently working on the Italian CAMP project. The CAMP project promotes:

- Maritime Spatial Planning (MSP), through:
  - Creation of thematic maps referring to all the coastal and maritime uses;
  - Creation of incompatibility maps (by the crossing of thematic maps);
  - Development of possible scenarios;
  - Formulation of hypothesis of flexible zoning.
- Implementation of the ICZM protocol;
- Regulation of the areas of extraction of sands;
- Marine and coastal biodiversity conservation;
- Operative protocol for requalification and consolidation of dunes (natural or reconstructed);
- Development and valorisation of new forms of sustainable tourism in the protected natural areas.

Furthermore, a Coastal and Maritime Information System (SICM) has been developed. This information system was based on the Coastal Information System (SIC) which was successively integrated with data regarding coastal and maritime activities (e.g. fishing, energy, tourism).

The region has also developed a procedure called VALSAT (Environmental and Territorial Sustainability Assessment) to assess the environmental effects of plans.

42 The Emilia-Romagna region quickly identified the need for a tool to facilitate the management of data and enable an increased knowledge of the coastal sensitivity; it therefore designed a Coastal Information System (CIS) which quickly took off thanks to financing obtained via the European CADSEALAND project (2004 – 2006).
b/ Marche region

In Figure 7, the Marche region and its Integrated Coastal Zone Management Plan are presented.

**Figure 7: ICZM – Marche region**


The main goal of the ICZM plan is to define how the beach needs to be reconstructed in order to protect the infrastructure and the environment.


The Marche region adopted the Integrated Coastal Zone Management Plan through the Regional law (No.15 of 14 July 2004). The Plan was approved by the Regional Council Act DACR No.169 of 2 February 2005. The main goal of the ICZM plan is to define how beaches need to be protected and reconstructed in order to protect the infrastructures and the environment. In order to align the economic pressures linked to the tourism sector with the quality and protection of the coast, the plan defines the following objectives and actions:

− Nourishment of the coast and defence from the erosion process;
− Optimisation of the marine structures through the re-use of the cliff;
− Harmonisation between the public uses and the tourist uses;
− Protection and valorisation of the coast with nature and landscape values;
− Monitoring of coastal and water dynamics and natural ecosystems;
− Coordination with the neighbouring regions.

The coast was divided in 27 Sedimentary Cells called UF “Unità Fisiografiche”. 19 of these cells are beaches and cliffs and 8 are ports. For every Sedimentary Cell several preliminary projects were designed for beach nourishment, new ‘hard structures’ and re-shaping and maintenance of the existent structures.

---

43 The ICZM Plan can be downloaded at: [http://www.regione.marche.it/](http://www.regione.marche.it/) - Governo del Territorio, Mobilità, Infrastrutture - P.F. Difesa della Costa - Piano di Gestione Integrata delle Aree Costiere.
**c/ Liguria region**

In *Figure 8*, the Liguria region and its *Territorial Plan for the Coordination of the Coast* are presented.

**Figure 8: ICZM – Liguria region**

The Liguria region is an Italian region with strong geographical, territorial and historical links to the sea; it is an attractive tourist region and is characterised by a transforming industry structure and an expansion of its ports.

Liguria claims it is necessary that the region obtains a more strategic role in the integrated management of the coast; the Territorial Plan for the Coordination of the Coast was approved in 2000 and incorporates a new strategy for Integrated Coastal Zone Management.


The *Territorial Plan for the Coordination of the Coast* is aimed at:

- The individualisation of a coastal territory that comprises land and marine spaces;
- Linking the river basins sediment management with the coastal dynamics;
- The protection of the environment and landscape in compliance with the economic and social development;
- The interaction with several administrative and decisional organisations.

The *Ligurian Strategy* is based on the following principles:

- The regional scale is the best level for Integrated Coastal Zone Management, however, it must be supported by common rules on the national territory;
- The strong pressure on the coastal area demands an administrative and technical structure adequate at every level, in order to optimise the use of resources and to reduce the environmental impacts;
- Knowledge and technology are in need of improvement.

Maritime Spatial Planning itself is not yet regarded as a tool for avoiding competition between maritime uses since the tool’s potential and examples of its application are not well-spread. At present, the planning of the maritime area is still carried out through a sectoral approach. Nevertheless, there are some examples in the Liguria region which refer to the beginning of MSP implementation, such as:

- Management plans for special fisheries requested by the REG(CE) 1967/2006 – redacted by the Liguria region and sent to the European Commission for approval;

---

44 Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 8, 2010.
For the management of near-shore activities, the Liguria region asked its municipalities for a special plan, aimed at avoiding competition between the different activities (among others fisheries, bathing, yachting):

- Few plans (for regions where competition exists such as in the Portovenere municipality near La Spezia) have already been submitted;
- Municipal plans only come into effect after a regional decree of approval.

The Liguria region believes pilot actions in well-defined areas could be useful to further develop and raise awareness about Maritime Spatial Planning as a tool for avoiding competition between different maritime uses. Areas where institutions exist which have good knowledge on their maritime spaces and features should be regarded as starting points.

d/ Tuscany region

In Figure 9, the Tuscany region and the regional plan of Integrated Coastal Management are presented.

Figure 9: ICZM – Tuscany region

The Tuscany region drafted the “regional plan of Integrated Coastal Management”; the plan aimed to become the model for territorial management in Italy through sustainable economic and social development.


The region was convinced that an integrated system of governance and management of the coastal zones had to be created which involved the defence and environmental protection of the territory. In order to completely develop the plan, the region signed an agreement with the coastal provinces in 2002. As a result, a technical staff was assigned to ensure the homogeneous development of the studies and planning activities. In 2003, the region also approved a programme for strategic actions (“Implementation of prior actions for the littoral reclaimer and re-balance and for the development of the integrated coastal plan”).

Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 26, 2010.
In 2007, a number of recommendations / remarks with regard to the Italian planning system and the implementation of ICZM were made in the context of the EU-funded project PlanCoast\textsuperscript{46}. These are also relevant to consider in the framework of the application of Maritime Spatial Planning in Italy:

\begin{itemize}
\item The Italian Spatial Planning system only covers a particular part of the coastal area which should be managed under the ICZM process; nevertheless, the spatial planning system can be an essential tool for the management of the coastal zone and could play an important role in the ICZM process;
\item Spatial planning authorities should be encouraged to consider including the marine side in their spatial plans;
\item Lack of a common, clear and legal definition of the coastal zone and seaward juridical boundaries is believed to be an obstacle to the land-sea integration in the planning process\textsuperscript{47}.
\end{itemize}

\section*{I.5. DATA COLLECTION, MONITORING AND EVALUATION}

The monitoring of sea water quality started around 10 years ago by the Italian Sea Protection Department in order to\textsuperscript{48}:

\begin{itemize}
\item Improve knowledge on sea water quality;
\item Protect sea and marine ecosystems;
\item Identify possible degradation situations;
\item Prevent and reduce water pollution.
\end{itemize}

The regions carry out the monitoring tasks through environmental agencies, universities and research institutes. One of these agencies is ARPA (Agenzia Regionale per la Prevenzione e Protezione Ambientale), which has offices in every Italian region, including the northern Adriatic regions. These agencies have a water department that monitors the marine and coastal habitat in a variety of ways. The following activities are carried out:

\begin{itemize}
\item Checks on bathing waters;
\item Checks on the ecological quality of the marine and coastal environment;
\item Studying and monitoring anomalous phenomena such as sea bloom and eutrophication;
\item Studies and applied research into areas of particular environmental value.
\end{itemize}

\subsection*{a/ Emilia-Romagna region}

The Emilia-Romagna region in specific has been carrying out the monitoring of marine waters for 30 years, through specific water quality monitoring networks, allowing for the control and reduction of the negative effects of polluting sources\textsuperscript{49}. The collected data is periodically transmitted to the regions

\textsuperscript{46} The EU-funded project PlanCoast is presented in Annex II of the final report.

\textsuperscript{22} © European Commission study
and to the national database of the sea defence system\textsuperscript{50}. In addition, Italy has a highly widespread bathing water monitoring network. A sample collection point is installed every 2 km. In river mouth areas, a sample is even installed at every 100 m\textsuperscript{51}.

Furthermore, the Emilia-Romagna region identified the need for a tool to facilitate the management of data and to enable an increased knowledge of the coastal sensitivity. The region therefore designed a Coastal Information System (CIS) which quickly took off thanks to financing obtained through the European CADSEALAND project (2004 – 2006). Later on, the Coastal Information System was integrated with data regarding coastal and maritime activities (e.g. fishing, energy and tourism) resulting in the Coastal and Maritime Information System (SICM)\textsuperscript{52}.

\textbf{b/ Veneto region}

As part of the ISPRA institute, the ‘Central Institute for Scientific and Technological Research applied to the Sea’ located in Chioggia investigates the characteristics of the marine environment, the environmental pressures and the maritime activities that take place at sea. Together with the office in Palermo, these are the only two locations at national level where this type of research is carried out. The institute has set up a GIS (Geographical Information System) in order to map all activities taking place in the marine area as well as the characteristics of the sea. The GIS is currently still under development\textsuperscript{53}.

The GIS is also used for a programme called GAP\textsuperscript{54}. This project aims at bringing together fisheries stakeholders, scientists and policy makers to work together more effectively to address the challenges of sustainable fisheries management. In order to secure sustainable fisheries, it is necessary that the fisheries sector takes greater responsibility for fisheries management. The GAP project tries to accomplish this by establishing collaboration between scientists and fishermen. A case study for the Northern Adriatic Sea for this project has been developed by the Chioggia office\textsuperscript{55}. For this case study, fishermen collect data of their fishing grounds so that ISPRA can include this data in the GIS to obtain an overview of the most important fishing grounds. On the other hand ISPRA obtains information of the most important spawning/nursery areas for specific species. The objective is to create co-managed strategies (collaboration between scientists and stakeholders) that could contribute to sustainable fishery exploitation in the Northern Adriatic Sea ecosystem. The project, which starts in 2011, is a good example of an initiative taken to increase knowledge of the spatial distribution of maritime activities. With this knowledge, the potential for the application of Maritime Spatial Planning in the region might be further increased in the future.

\textsuperscript{50} PAP/RAC, 2008, \textit{State of the Art of Coastal and Maritime Planning in the Adriatic Region – Synthesis Report.}
\textsuperscript{52} PAP/RAC, 2008, \textit{State of the Art of Coastal and Maritime Planning in the Adriatic Region – Synthesis Report.}
\textsuperscript{53} ISPRA, meeting in Chioggia on May 25, 2010.
\textsuperscript{54} For more information, see www.gap1.eu.
c/ Friuli Venezia Giulia

The website of ARPA FVG contains a GIS application called Adri Blu, which shows spatial information about different sea uses and sea characteristics for the Northern Adriatic Sea. For instance, the locations of mariculture sites and offshore platforms are presented, as well as protected areas.

The areas where production of shellfish can take place have been selected through research of the suitability of those areas for shellfish. This research led to the development of a map containing information on where production of shellfish is possible and where it is precluded (see Figure 10).

Figure 10: Areas eligible for shellfish production

Source: Policy Research Corporation

d/ Marche and Liguria

All the ICZM reports in the Marche region are supported by studies and cartography of the Polytechnic University of Marche, the ‘Idraulic’ Department and ARPA Marche. The cartography of the ICZM Plan is available in GIS format and was supported by IKONOS satellite images in 2007 and 2008 and, in 2010, by satellite images of WORLDVIEW-2. Also ARPA in Liguaria has a GIS system.

Raicevich, S. (ISPRA), Spatio-temporal distributiono fishing effort and biological resources in the Northern Adriatic Sea (case study for the GAP project)
I.6. INTERNATIONAL INITIATIVES RELATED TO ICZM AND MSP

International initiatives (including EU-funded projects) related to ICZM and MSP in the Mediterranean Sea basin are presented in Annex II of the final report.

Italy was/is involved in:

- The Adriatic Euroregion (26 members - Regional and local governments from Italy, Slovenia, Croatia, Bosnia and Herzegovina, Montenegro, Albania and Greece);
- The Adriatic Ionian Initiative (Albania, Bosnia Herzegovina, Croatia, Greece, Italy, Serbia and Montenegro, Slovenia);
- The Mediterranean Small Islands Initiative (Algeria, France, Italy, Morocco, Spain and Tunisia);
- The Ramoge Agreement (France, Monaco and Italy);
- The Trilateral Commission (for Protection of the Waters of the Adriatic Sea and Coastal Areas from Pollution) (Croatia, Italy, Slovenia and Montenegro);
- The following EU-funded projects:
  - The ACESSIBILITA INTERMODALITA project (Italy, Portugal and Spain);
  - The AMPAMED project (France, Italy and Spain);
  - The BEACHMED project (France, Italy, Spain and Tunisia);
  - The BEACHMED-E project (France, Greece, Italy, Morocco, Spain and Tunisia);
  - The CADSEALAND project (Greece, Italy);
  - The COASTANCE project (Croatia, Cyprus, France, Italy, Greece and Spain);
  - The ECASA project (Croatia, France, Germany, Greece, Italy, Norway, Portugal, Slovenia, Spain, Sweden and the United Kingdom);
  - The EMPAFISH project (France, Italy, Malta, Portugal, Spain and the United Kingdom);
  - The ENCORA project (Belgium, Denmark, France, Germany, Greece, Ireland, Italy, Monaco, the Netherlands, Poland, Portugal, Russia, Spain, Sweden, the United Kingdom and Ukraine);
  - The HERMES project (Belgium, France, Germany, Greece, Ireland, Italy, Kenya, Monaco, the Netherlands, Norway, Portugal, Romania, Russia, Spain, Sweden, Turkey, the United Kingdom and Ukraine);
  - The IPA Adriatic Cross-Border Programme (within this programme, different projects will be set up involving different Adriatic countries, such as the project Shape (Albania, Bosnia and Herzegovina, Croatia, Italy, Slovenia and Montenegro));
  - The MedPAN project (Algeria, Croatia, France, Greece, Italy, Morocco, Malta, Slovenia, Spain, Tunisia and Turkey);
  - The PEGASO project (Algeria, Belgium, Egypt, France, Greece, Croatia, Italy, Lebanon, Morocco, Romania, Spain, Switzerland, Tunisia, Turkey, the United Kingdom and Ukraine);
  - The PlanCoast project (Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Germany, Italy, Montenegro, Poland, Romania, Slovenia and Ukraine);
  - The SECURSEA project (Croatia and Italy).
I.7. MAIN FINDINGS RELEVANT FOR MARITIME SPATIAL PLANNING

The main findings with respect to the potential for the application of Maritime Spatial Planning in Italy are:

**Country characteristics and maritime activities:**
- Italy has not established an Exclusive Economic Zone (EEZ); however, the country did establish the legislation for an Ecological Protection Zone;
- Italy plays a significant role in many maritime activities:
  - Italy has a large fishing fleet;
  - Italy has a large merchant fleet and accounts for a large weight of Short Sea Shipping (SSS) of goods in the EU;
  - A number of offshore wind farms are planned in Italian territorial waters;
  - Italy has established numerous Marine Protected Areas;
  - Italy is involved in a number of LNG terminal projects; the planned offshore terminal in the Gulf of Trieste led to disagreement between Italy and Slovenia.

**Legal aspects and key players**
- The regions are considered most suited to implement planning policies and Integrated Coastal Zone Management; however, at present, the Italian planning system is still characterised by fragmentation between the different authorities between the State, regions and communes.

**Current status Integrated Coastal Zone Management / Maritime Spatial Planning:**
- There is no national framework and no national ICZM / MSP strategy, which is indicated by the regions as major obstacle for development of MSP by the regions; lack of involvement in maritime and coastal issues at the national level hampers development and implementation of MSP at the regional level\(^{56}\);
- Positive examples of ICZM can be found in regional and local efforts, with some regions elaborating guidelines for ICZM; the Emilia-Romagna regions is working on the Italian CAMP project, which among others will promote both ICZM and MSP;
- Spatial planning covers only some part of the coastal area, which should be managed under the ICZM process; nevertheless, spatial planning can be an essential tool for the management of the coastal zone and can play an important role in the ICZM process;
- Spatial planning authorities should be encouraged to consider including the marine side in their spatial plans;
- Lack of a common, clear and legal definition of the coastal zone and seaward juridical boundaries is believed to be an obstacle to the land-sea integration in the planning process\(^{57}\).

---

\(^{56}\) Regione Liguria, Ufficio Aree Demani ali Marittime, e-mail March 8, 2010.

International cooperation:

- Italy was and is involved in numerous projects involving both EU and non-EU Member States;
- Main obstacle in applying MSP with other countries and/or regions outside Italy seems to be the number of administrations involved in the maritime space, both at national and international level; coordination among them proves to be difficult.
I.8. **OVERVIEW OF SOURCES OF INFORMATION AND PERSONS CONTACTED**

**Sources of information used:**

- EarthTrends, Coastal and Marine Ecosystems – searchable database;
- European Commission – DG Maritime Affairs and Fisheries, *An exhaustive analysis of employment trends in all sectors related to sea or using sea resources: final report for the European Commission*;
- FAO, *Yearbook of fishery statistics*;
- PAP/RAC, the Coastal Management Centre, www.pap-thecoastcentre.org;
- The Network of Managers of Marine Protected Areas in the Mediterranean, www.medpan.org;

**Persons contacted:**

- Mr Aldo Consenti, coordinator for the Barcelona Convention (retired);
- Mr Andrea Bonnetto, ISPRA (Chioggia);
- Mr Angelo Ciasca, Ministry of Environment, Land and Sea;
- Mr Bortone Giuseppe, DG Environment Emilia-Romagna Region;
- Ms Corinna Artom, Regione Liguria
- Mr Carlo Pipitone, ISPRA / CNR-IAMC;
- Mr Franco Andaloro, ISPRA (Sicily)
- Mr Gianluca Franceschini, ISPRA (Chioggia);
- Mr Giorgio Filomena, Regione Marche
- Ms Katia Raffaelli, DG Environment Emilia-Romagna Region;
- Ms Maria Dalla Costa, ISPRA;
- Ms Marine Vazzoler, ARPAV;
Mr Oliviero Montanaro, Ministry of Environment, Land and Sea, coordinator for the Barcelona Convention;

Mr Otello Giovanardi, ISPRA (Chioggia);

Ms Paola De Lazzer, ARPAV;

Mr Paulo Nunes, Fondazione Eni Enrico Mattei;

Mr Stefano Corsini, ISPRA;

Mr Sasa Raicevich, ISPRA (Chioggia);

Mr Tomas Vega Fernandez, ISPRA / CNR-IAMC.

Italian authorities have provided feedback on a draft version of the country report.