

Maritime spatial planning in Italy: state of the process

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Università Iuav
di Venezia



CNR
ISMAR
ISTITUTO
DI SCIENZE
MARINE



Desirable collaborations

Collaboration on sea management among the three nations is desirable because of similar assets:

Peninsular countries with important ecological hotspots

Exceptional cultural heritage and landscape value to preserve

Great relevance of tourism as economic driver

Shared maritime traffic routes

Italian proposal for technical discussion topics:

Interaction between landscape, cultural heritage and "new" uses

Interaction between Maritime transport and Protected Areas

How can we integrate the current sectoral plans. How will the future sectoral plans implement MSPs?



National legal framework

Italian Law implementing the EU directive:

Legislative Decree No. 201/2016

The European Directive has been implemented by Legislative Decree No. 201/2016.

It establishes that the Ministry of Infrastructure and Transport (now the Ministry of Infrastructure and Sustainable Mobility) is the Competent Authority.

A Technical Committee draws up MSP Plans. This committee includes representatives of five State Administrations and coastal Regions.



Rules of procedure of the Technical Committee

According to the Rules of procedure of the Technical Committee, if the State authority does not agree with the proposed provisions concerning constitutionally protected interests as environment, cultural heritage and landscape conservation, the Committee must deliberate unanimously.

If a proposed provision impacts on some Regional legislative power, the Committee must deliberate unanimously or with the affirmative vote of the representative of the involved Region.

Italian Regulation supplementing d.lgs. No. 201/2016

In line with the provisions of art. 6, paragraph 2 of Decree No. 201/2016, with the Decree of the President of the Council of Ministers of December 1, 2017, the "guidelines containing addresses and criteria for drawing up the MSP Plans" were approved.

The Guidelines identified three maritime areas of reference.

The MSP decision-making procedure



Maritime Area

"Tyrrhenian - Western Mediterranean"

Regions

Liguria

Sardinia

Tuscany

Lazio

Campania

Basilicata

Calabria

Sicily

Sub-areas

11 total sub-areas

7 coastal sub-areas

4 offshore sub-areas



Operative phases of the Plan

The Plans are composed of 6 operative phases:

Phase 1 - Initial status, current and expected trends



Phase 2 - Analysis of interaction between uses and impacts on environmental components



Phase 3 - Vision and strategic objectives



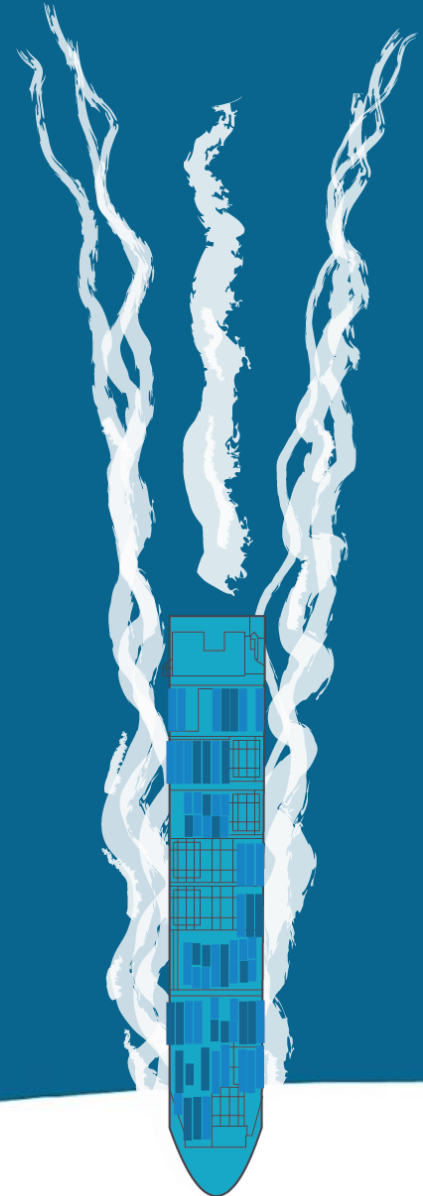
Phase 4 - Strategic planning, specific objectives, Planning Units and measures



~~Phase 5 - Methodology and indicators for monitoring and adapting the Plan~~



Phase 6 - Activities to consolidate, implement and update the Plan



Phase 4 – Cognitive data

Legal regime

- administrative limits of regions and municipalities
- coastline
- territorial sea limit
- international boundaries
- ecological protection zone

Maritime transports

All the data provided by the General Command of the Corps of the Port Authorities on source EMSA (European Maritime Safety Agency), 2019 and concern: tanker, merchant, passenger, and fishing vessel traffic

Energy

data made available by the MISE (Ministry of Economic Development), in particular, the areas under concession for the cultivation of hydrocarbons, research permits, platforms and marine areas

Aquaculture

- concessions
- ordinances

Protected areas

The layers provided by ISPRA represent current and newly created Natura 2000 areas (SIC and ZPS), as well as marine parks and marine protected areas.

Fishing

layers provided by MIPAAF (Ministry of Agriculture and Forestry) concern the intensity of fishing effort related to GSA (Geographical Subarea) in the time period 2006 - 2018 on the traffic of vessels > 12 meters, ZTB areas (Biological Protection Areas), the Adriatic and Mediterranean Marine Areas that identify FRAs (Fisheries Restricted Areas).

Coastal risk and marine aggregates

regional level, updated data on the state of coastal erosion risk and coastal defences

Coastal and maritime tourism

classification of coastal municipalities according to tourist density/pressure and an indication of marinas by number of berths. Some regions have shared data regarding tourist presences and marinas.

Landscape and cultural heritage

Within the section Ministry of Culture (ex MiBACT) it is possible to identify the landscape constraints present along the Italian coasts (spatialized polygons) and the archaeological assets (punctual elements), on land and submerged, surveyed by the Archeomar project launched by the General Directorate since 2004

Military constraints

Layer provided by IIM (Hydrographic Institute of the Navy) contains the areas of national military exercises (air force, navy, south and north navy and MariSicilia).

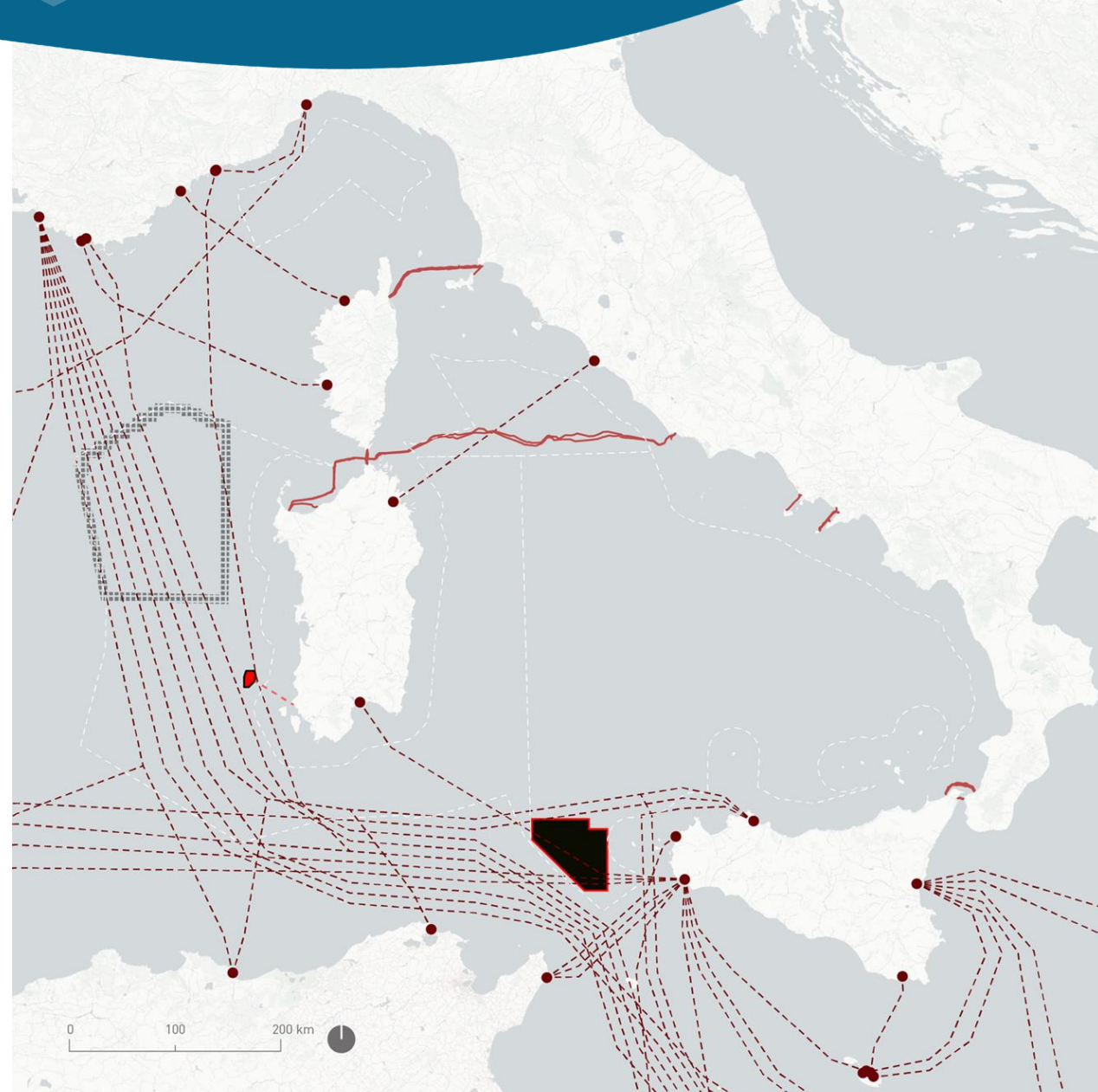
Research sites

The information relating to scientific research sites provided by the National Research Council (CNR)

Phase 4 – Cognitive data

Bathymetry

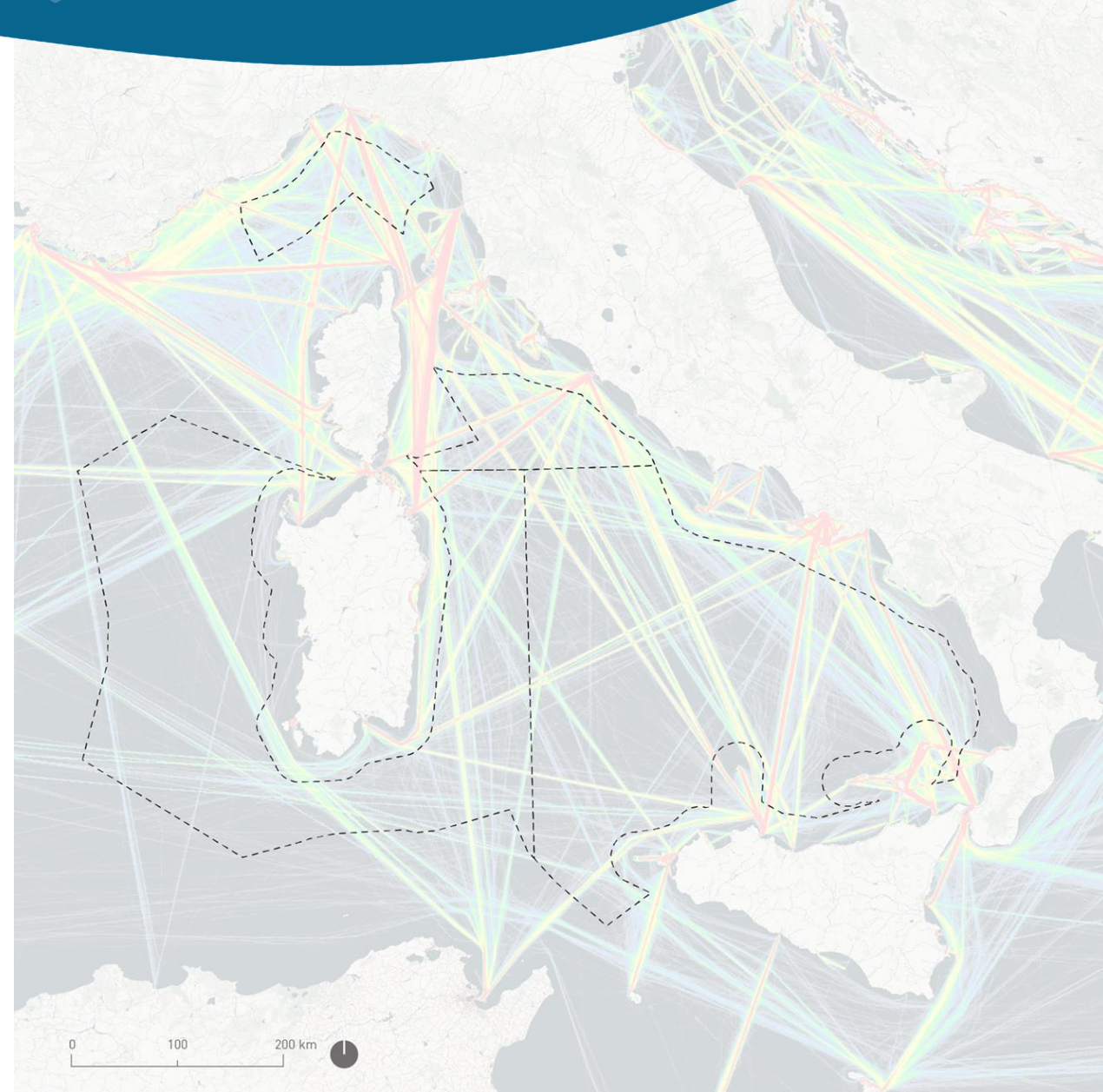
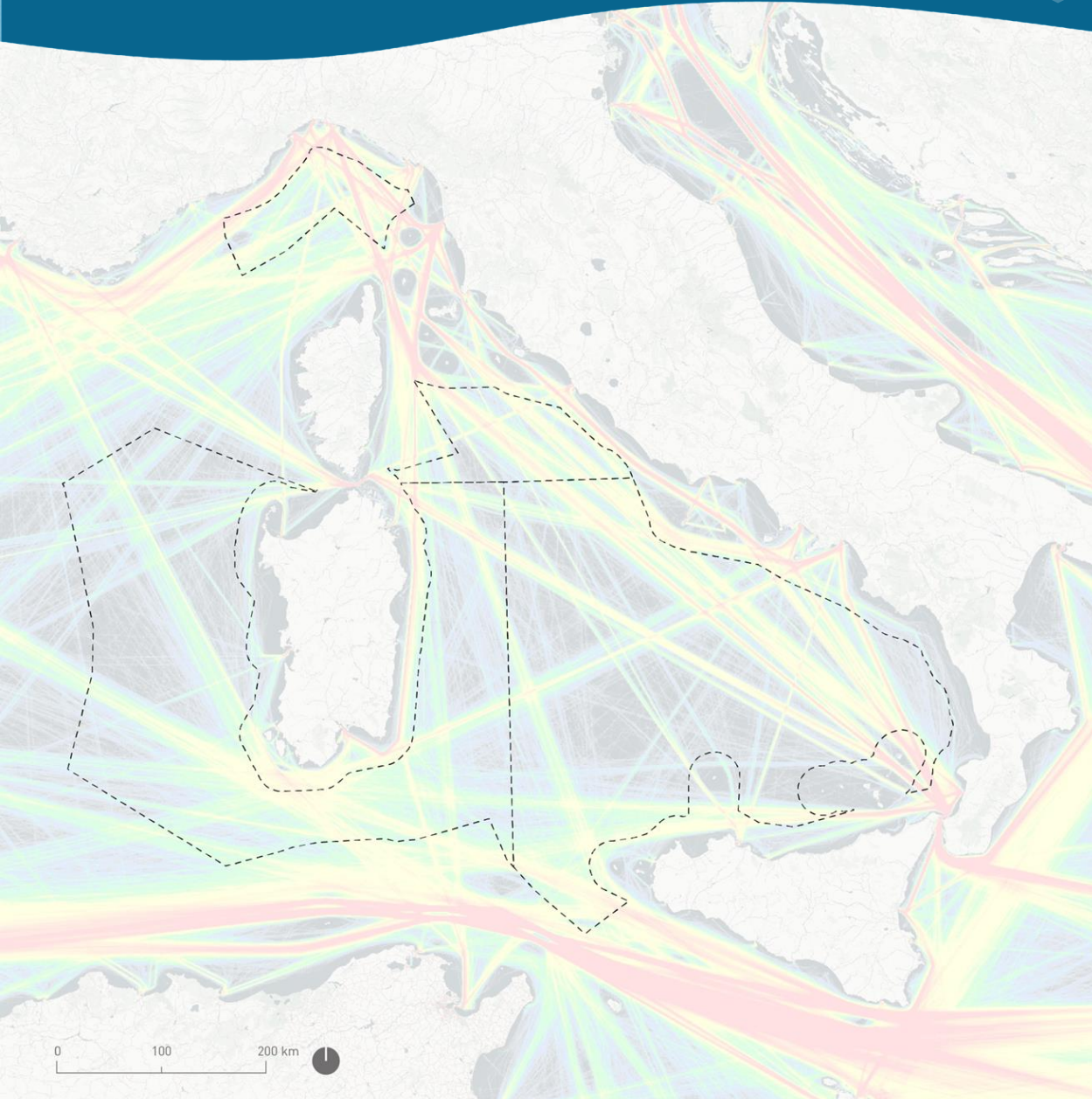
Energy



Phase 4 – Cognitive data

Merchant vessel traffic

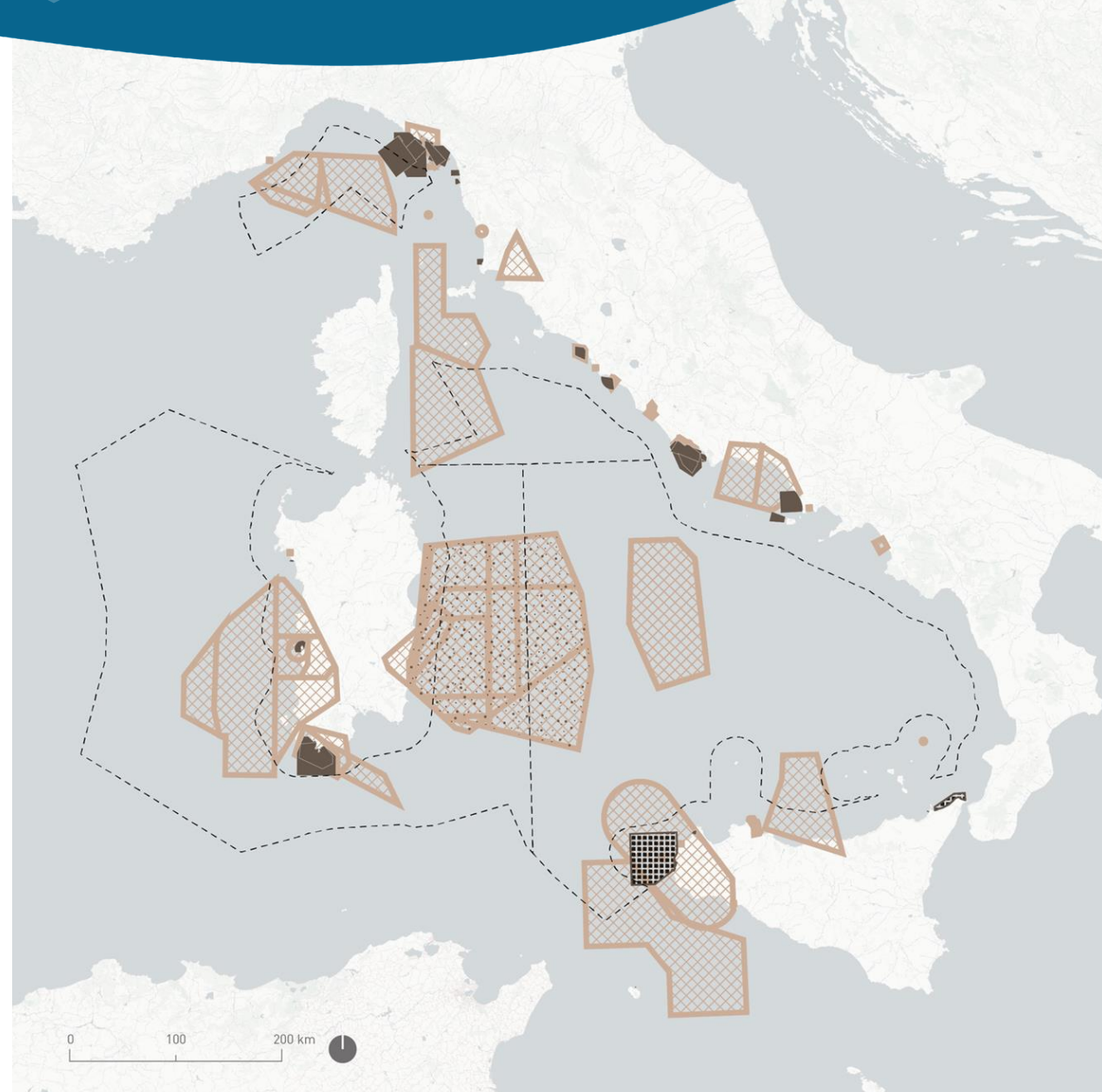
Passenger vessel traffic

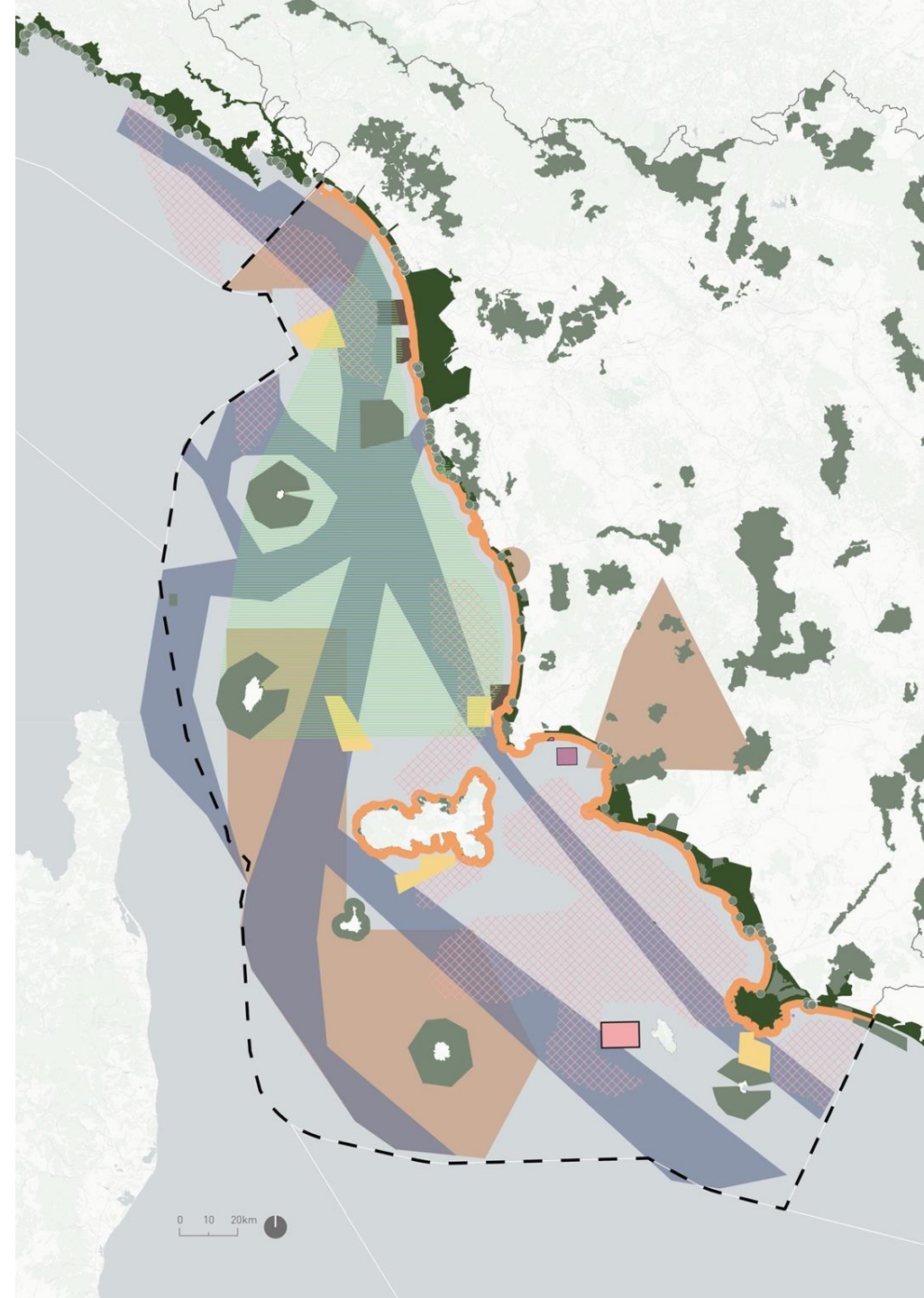


Phase 4 – Cognitive data

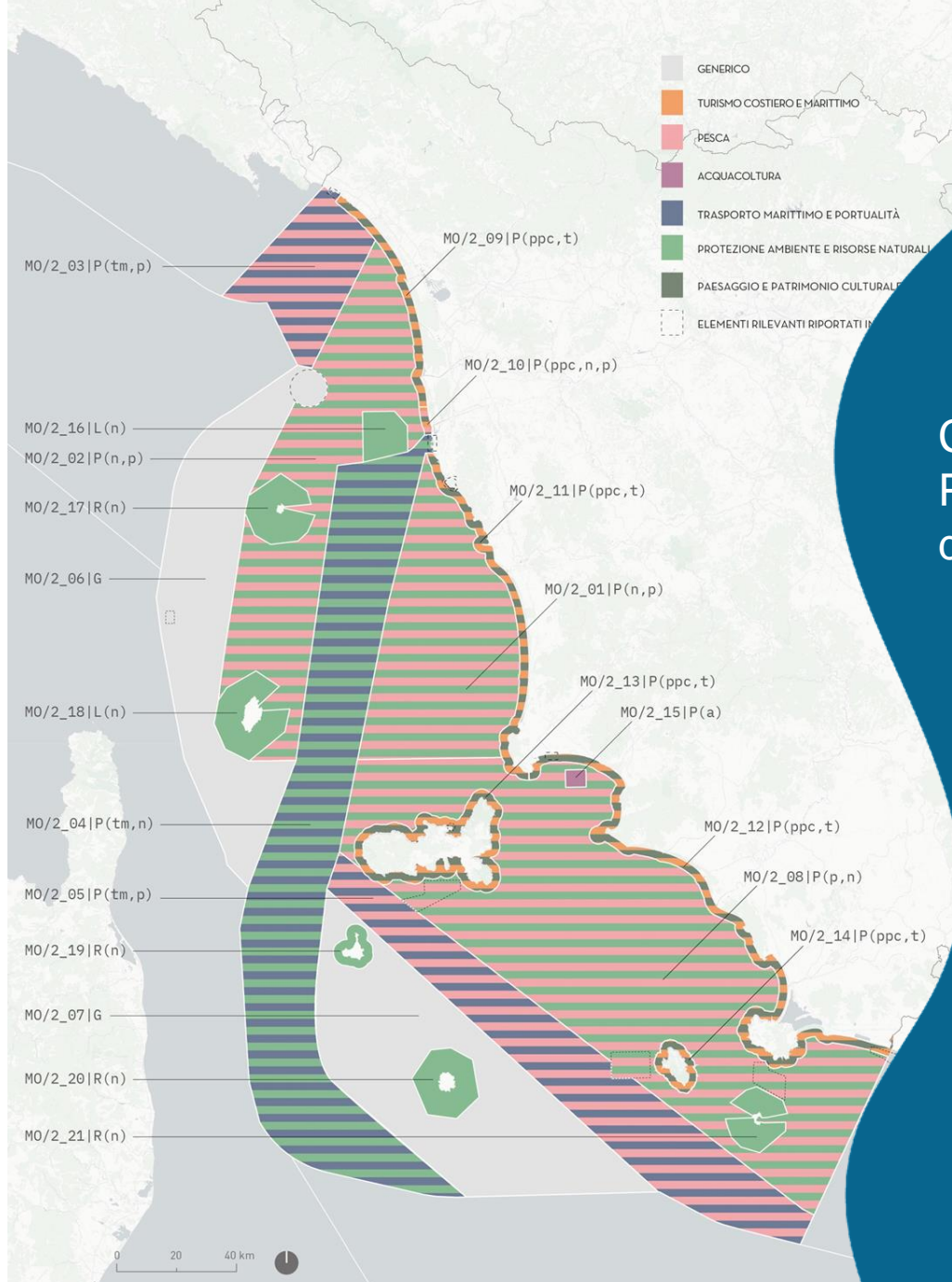
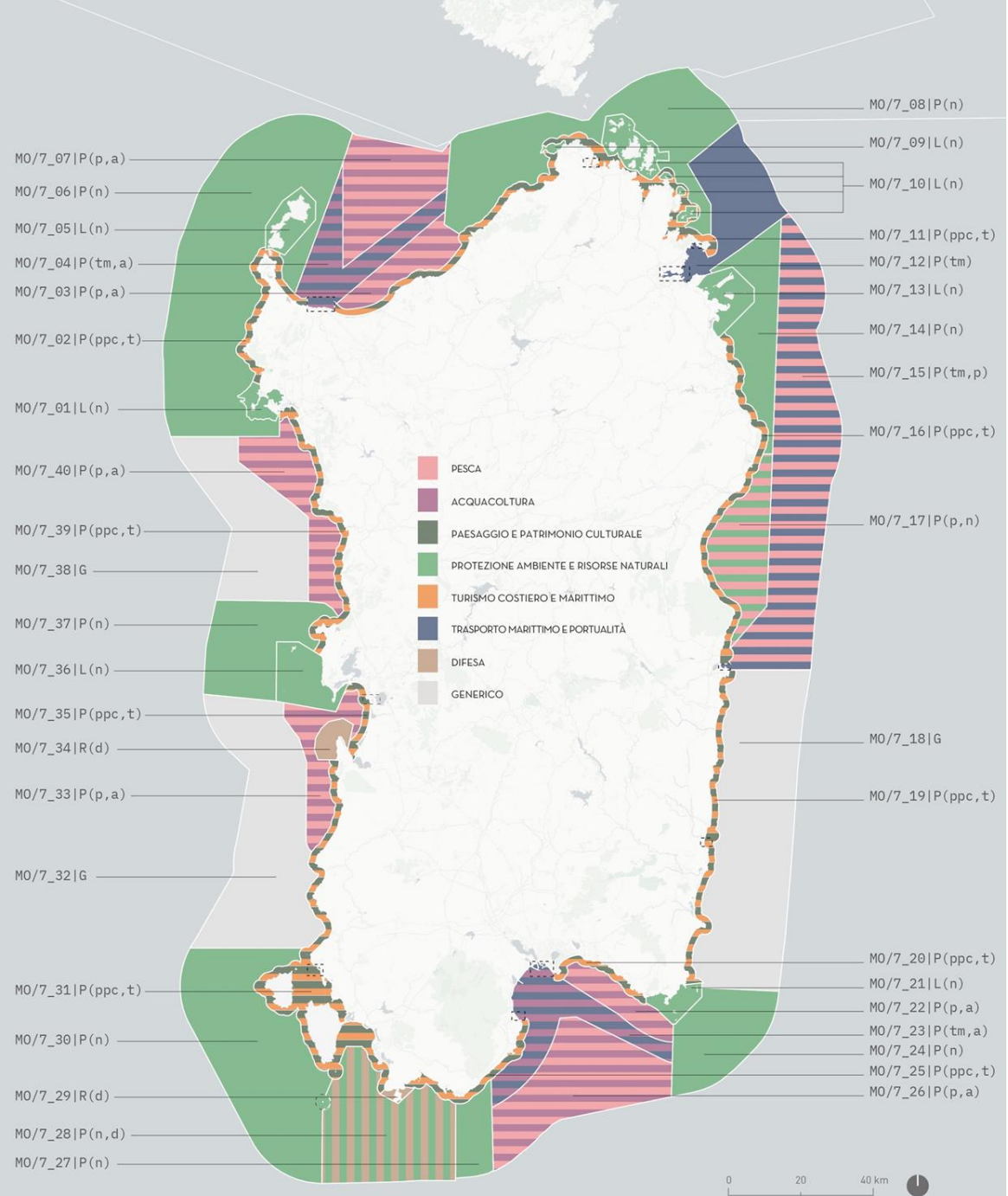
Intensity of fishing effort

Areas of national military exercises

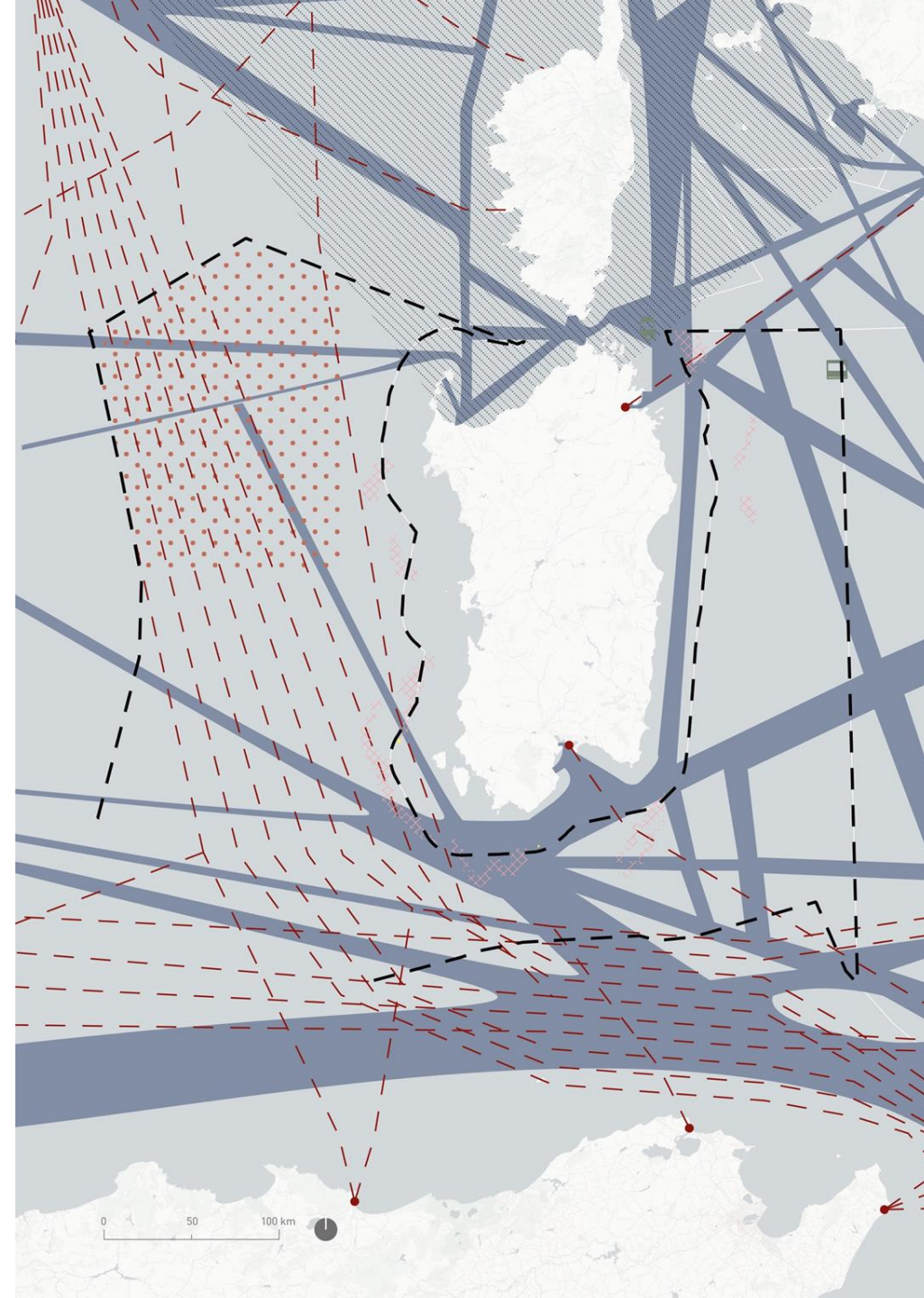
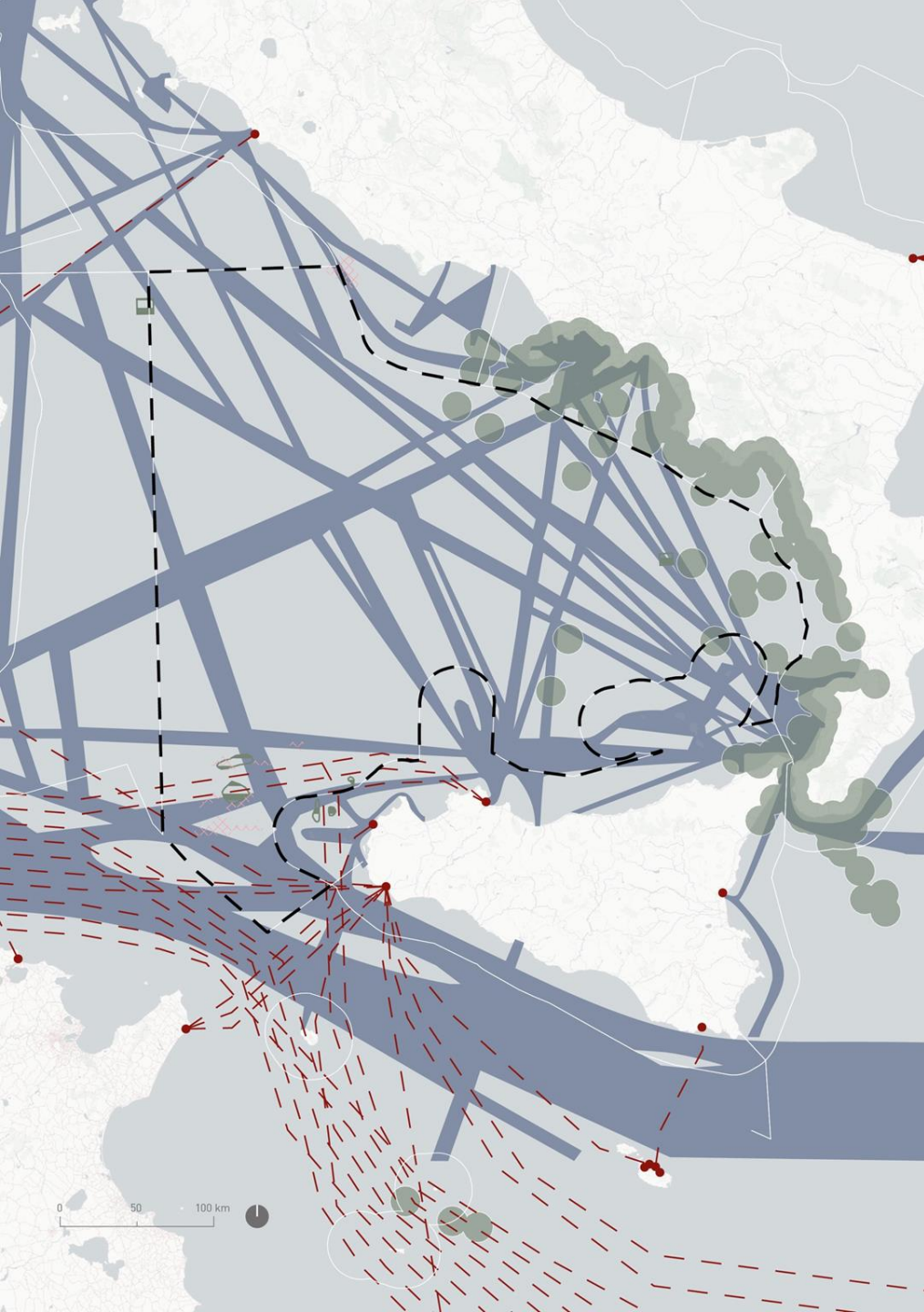




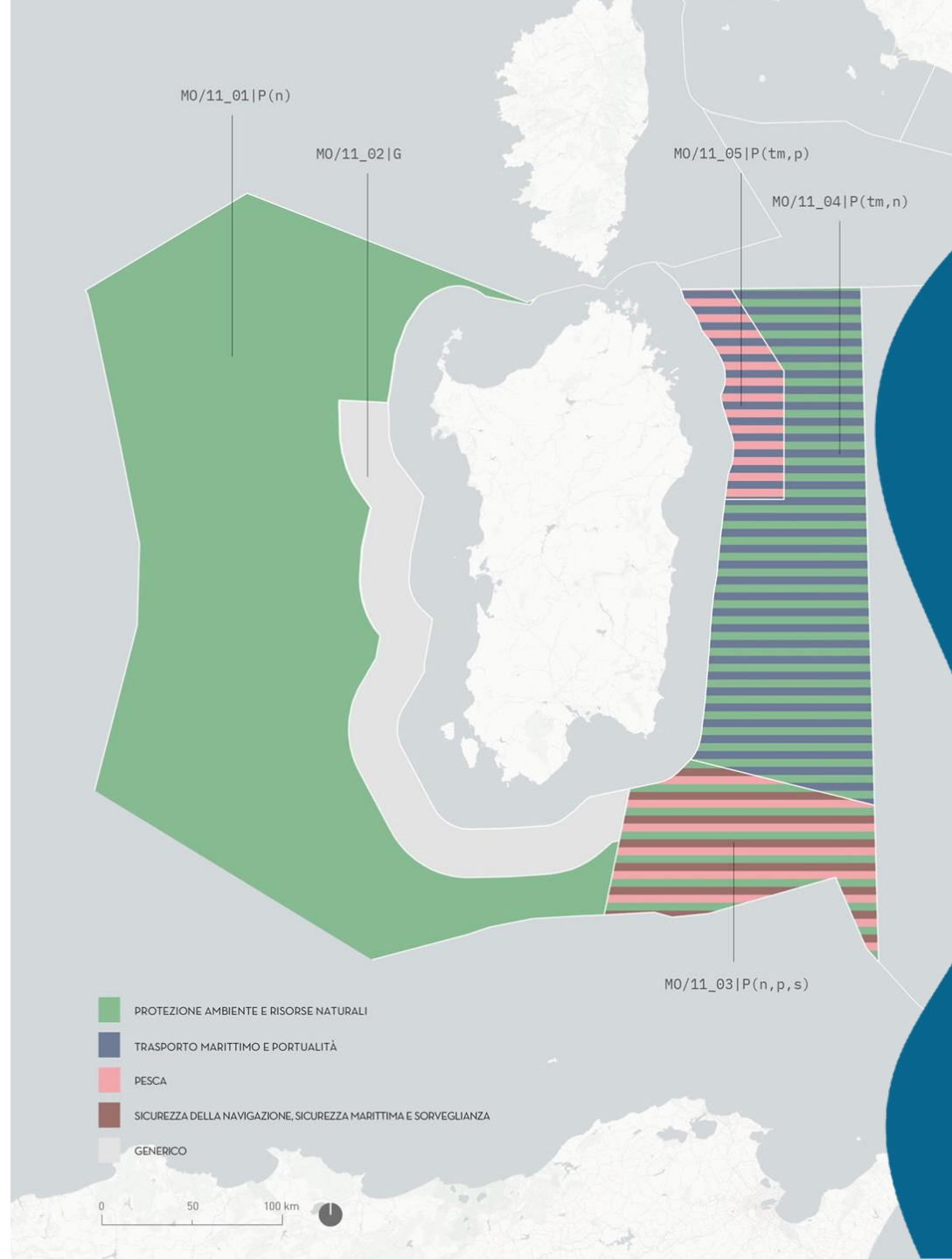
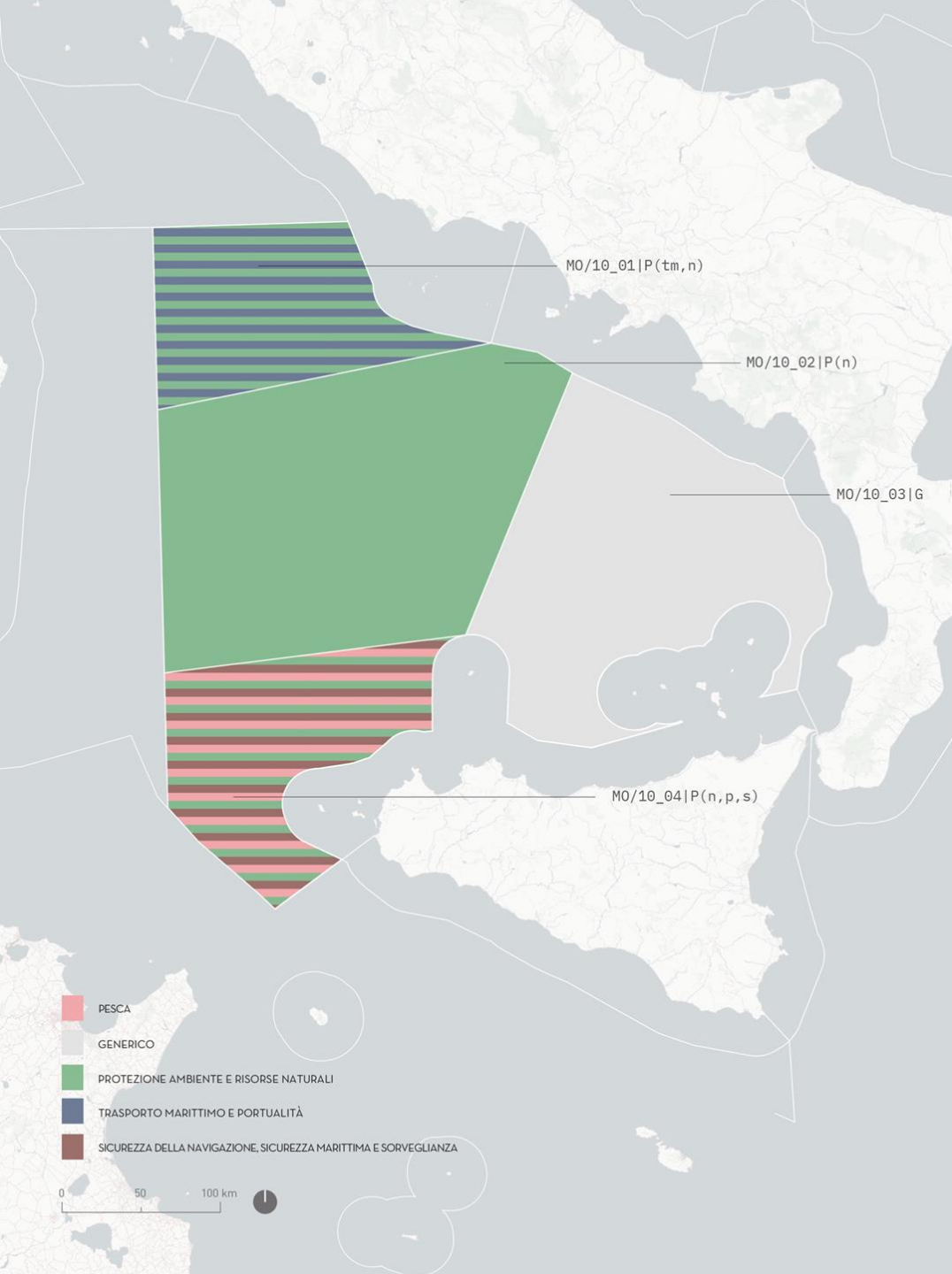
COASTAL
Overlay of
uses



COASTAL Planning Unit definition



Overlay of
uses



OFFSHORE Planning Unit definition

Synoptic Infographics on planning methodology

Synoptic infographics have been created for each Maritime areas to present how the plan was created.

Input

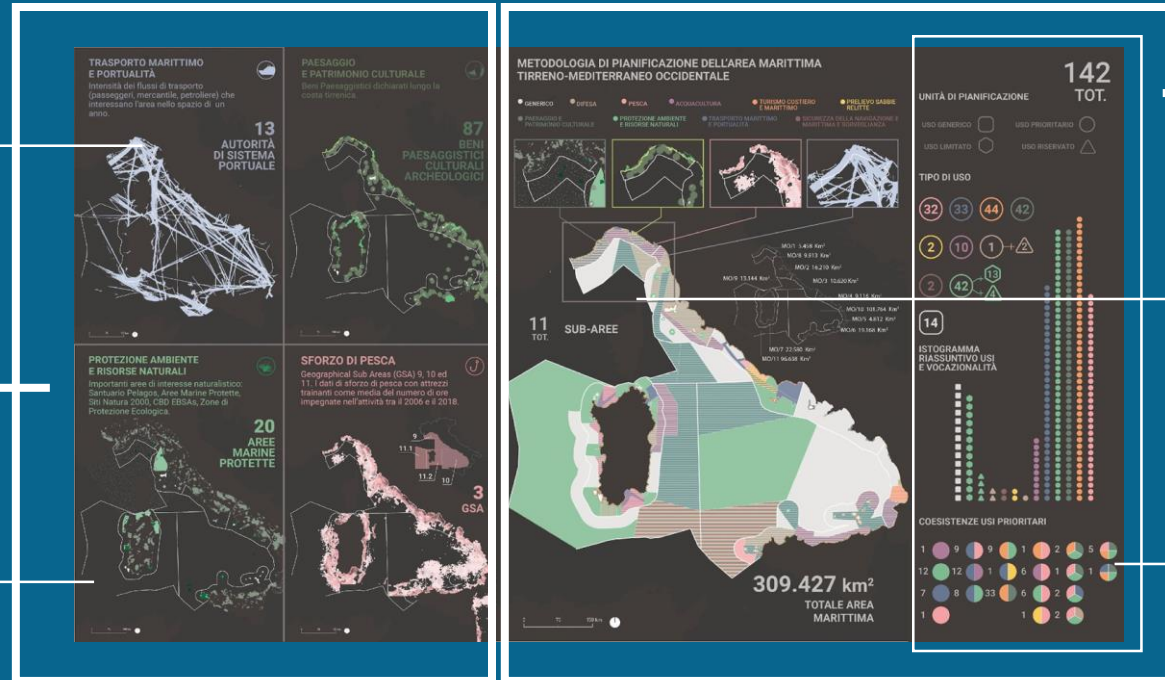
HOW TO READ THEM

Output

Current situation data

The most impactful uses and activities characterizing the area

Insights of relevant elements



Planning units definition

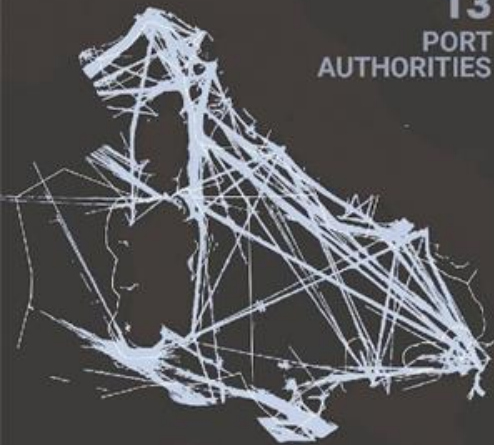
Close-up from uses to planning units geometry

Analyzing vocations and synergetic coexistence of uses

MARITIME TRANSPORT AND PORTUALITY

Intensity of transport flows (passengers, freight, tankers) affecting the area in the space of a year.

13
PORT
AUTHORITIES



LANDSCAPE AND CULTURAL HERITAGE

Landscape assets declared along the Tyrrhenian coast.

87
CULTURAL AND
ARCHAEOLOGICAL
HERITAGE SITES

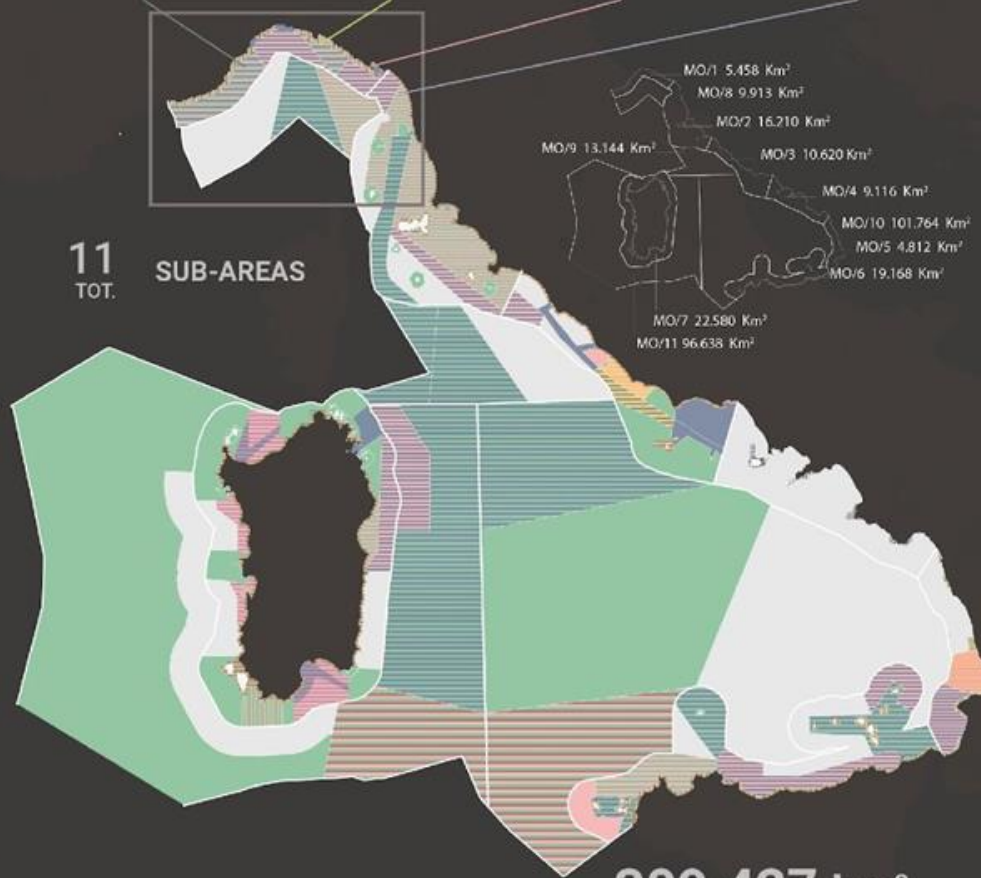


EMPLOYED METHODOLOGY FOR PLANNING THE MARITIME AREA WESTERN MEDITERRANEAN SEA AREA

- GENERIC
- ENERGY
- DEFENSE
- FISHING
- AQUACULTURE
- COASTAL AND MARITIME TOURISM
- REMOVAL OF RELICT SAND
- LANDSCAPE AND CULTURAL HERITAGE
- ENVIRONMENTAL PROTECTION AND NATURAL RESOURCES
- MARITIME TRAFFIC AND PORTUALITY
- MARITIME AND NAVIGATION SAFETY AND SURVEILLANCE



11
TOT.
SUB-AREAS



309.427 km²
TOTAL
MARITIME AREA

142
TOT.

PLANNING UNITS

- GENERIC USE
- LIMITED USE
- PRIORITY USE
- RESERVED USE

TYPE OF USE



SUMMARY HISTOGRAM USES AND SUITABILITY



COEXISTENCE OF PRIORITY USES



ENVIRONMENTAL PROTECTION AND NATURAL RESOURCES

Important areas of natural interest: Pelagos Sanctuary, Marine Protected Areas, Natura 2000 Sites, CBD EBSAs, Ecological Protection Areas.

20
MPAs




FISHING EFFORT

Geographical Sub Areas (GSA) 9, 10 and 11. Towed gear effort data as an average of the number of hours committed to the activity between 2006 and 2018.

3
GSAs



Interaction between landscape, cultural heritage, and "new" uses

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- High density of cultural heritage and landscape along the Tyrrhenian coast, and pressure due to mass tourism
 - Different kinds of landscape characterizing the coastal area: natural landscape, "seascape", and anthropic landscape
 - Landscape conservation in the land-sea intervisibility
 - Impacts on traditional landscape of existing and new uses (installations for renewable energy, facilities for aquaculture, cruise ships)



TOPIC #1

Interaction between Maritime transport and Protected Areas

Highly intense transport flows are present in the Tyrrhenian Sea, also in areas hosting priority habitats and species of interest for conservation (e.g. CBD-EBSAs, Pelagos)

Italian Plan combines and finds a solution to the conflict existing between the transport and the conservation priorities by identifying Planning Units (PUs) with a double priority to create a synergy between both.

Safety, as control and limitation of accidental and deliberate release of hydrocarbons and other hazardous substances into the sea, (Marpol Convention 73/78 and Directive 2005/35/EC). This aspect represents an important element in the PUs insisting on the straits of Bonifacio and Messina.

TOPIC #2



How can we integrate the current sectoral plans and how will the new plans be integrated in the MSPlan?

MSPlans made use of the existing knowledge available from sectoral plans. (e.g. GSAs for fishery, Pitesai for energy)

The limits of the sub-areas have been integrated from the GSAs in the Tyrrhenian

How new sectoral plans (as AZA - Allocated Zones for Aquaculture) will implement MSPlans?

TOPIC #3





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