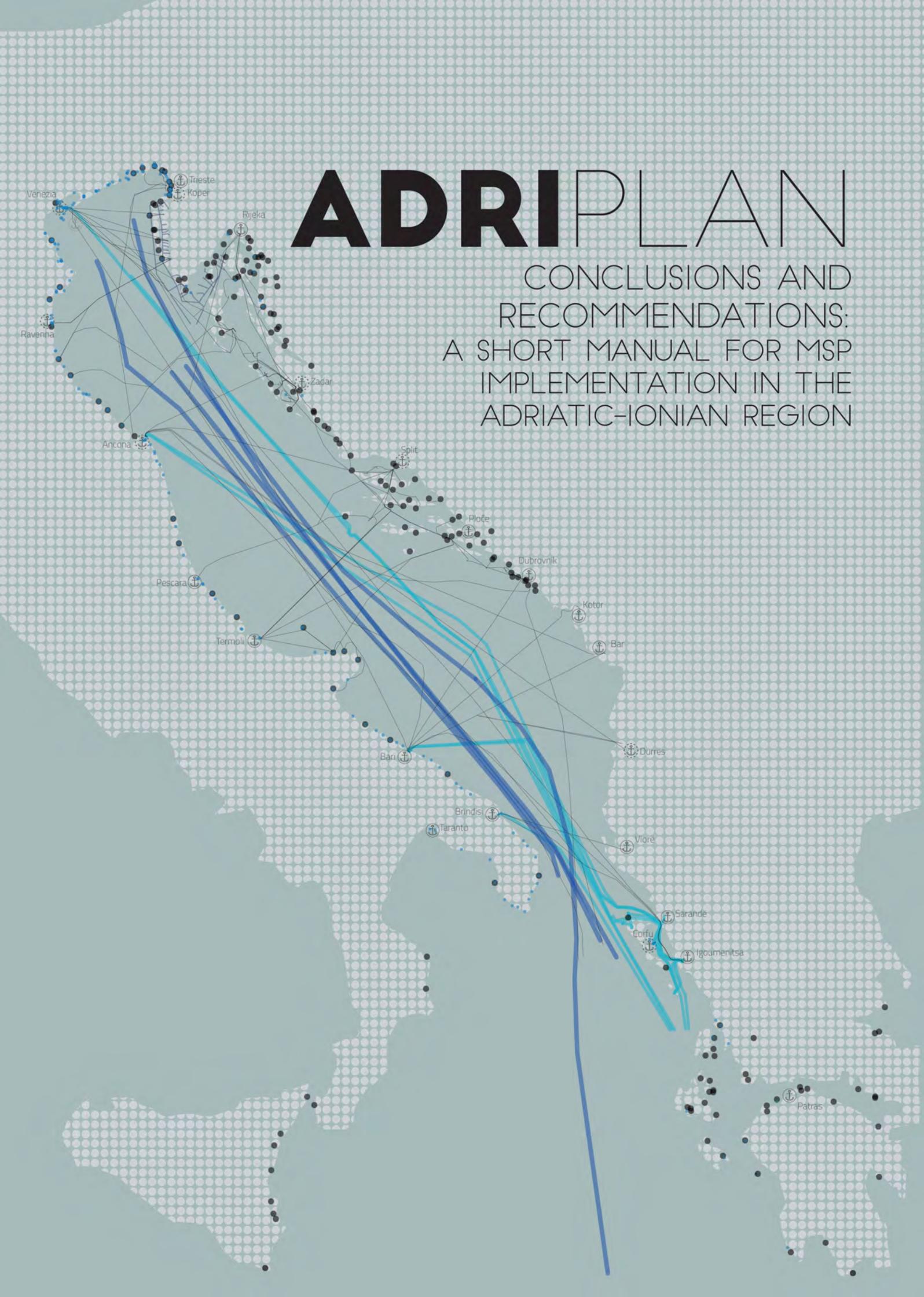


ADRIPLAN

CONCLUSIONS AND
RECOMMENDATIONS:
A SHORT MANUAL FOR MSP
IMPLEMENTATION IN THE
ADRIATIC-IONIAN REGION



ADRIPLAN Conclusions
and Recommendations:
A short manual for MSP
implementation in the
Adriatic-Ionian Region

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In the maps included in this book, where state borders are represented, please consider that the boundary between the Republic of Slovenia and the Republic of Croatia has not been determined and is subject to the pending arbitration.

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Prof. Arronau: You like the sea, Captain?" Nemo: "Yes; I love it! The sea is everything. It covers seven-tenths of the terrestrial globe. Its breath is pure and healthy. It is an immense desert, where man is never lonely, for he feels life stirring on all sides. The sea is only the embodiment of a supernatural and wonderful existence. It is nothing but love and emotion; it is the 'Living Infinite,' as one of your poets has said. In fact, Professor, Nature manifests herself in it by her three kingdoms -- mineral, vegetable, and animal.

Jules Verne (1828-1905) – Twenty thousand leagues under the sea

The reason for the difference between the sea on one hand and land and rivers on the other, is that in the case of the sea the same primitive right of nations regarding fishing and navigation which existed in the earliest times, still today exists undiminished and always will, and because that right was never separated from the community right of all mankind, and attached to any person or group of persons.

Hugo Grotius (1583 – 1645) - Mare liberum

The sea unites the countries that it has separated.

Alexander Pope (1643-1733)

Foreword

The Mediterranean Sea is complex in its physiography (the average depth is 1,500 m, the deepest point is 5,267 m, with large shallow areas, like in the North Adriatic), in its ecology and in its social dimensions, in terms of interconnections between human activities and environmental characteristics. Surrounded by 22 countries, the coasts of the Mediterranean Sea house more than 150 million inhabitants together with a unique natural and cultural heritage, with over 400 UNESCO sites and several Marine Protected Areas. Today it is felt that the peculiarities of the Mediterranean offer major local opportunities for Blue Growth, from fisheries and tourism to energy and maritime transport. All traditional as well as emerging maritime economic sectors currently operating in the Mediterranean are expected to grow and expand over the next years with a consequent need to better consider the environmental impacts.

The need for protecting the vulnerable ecosystem has been recognised since the adoption in 1976 of the Convention for Protection of the Mediterranean Sea against Pollution (Barcelona Convention) by all countries with a Mediterranean shoreline as well as the European Union.

The situation is more complicated from the point of view of the use of resources. Most Mediterranean States have established a 12-mile territorial sea, reduced to 6 mile in some cases, but few started the process for establishing Exclusive Economic Zone (EEZ), as defined and regulated by the United Nations Convention on the Law of the Sea (UNCLOS). Therefore, the existence of a large area of high seas in the Mediterranean requires a high level of cooperation between coastal states to ensure the sustainable utilisation of resources (e.g. for fisheries).

In this context, the challenge for a properly assessed allocation of marine space to the concurrent activities taking place on (and in) the sea is higher, but probably also more necessary than elsewhere. The ADRIPLAN pilot project, focused in a quite complicated part of Mediterranean, the Adriatic Ionian Region (AIR), is aimed to demonstrate that the MSP challenge in the Mediterranean is NOT a “mission impossible”.

In ADRIPLAN we ran an experiment, almost free from the complicated alignment of different national political decisions, but involving the local government institutions closer to the needs of stakeholders and citizens, i.e. the Regions. All the main economic sectors were taken into consideration and most of them participated actively to this experiment. The result is represented in this book. It is not a “real” Plan, as it is not binding for anyone, and does not involve or imply any endorsement of the Public Authorities (at any level) in the AIR.

Nevertheless, ADRIPLAN is a “realistic” experiment, where the actual needs, desires and perspectives coming from the territories with a coast to the

Adriatic and Ionian seas were taken into consideration.

It represents a good step in the macroregional EUSAIR strategy, towards the adoption before the 2021, as required by the EU directive on MSP 2014/89/EU, of effective maritime plans in the area, providing guidelines and suggesting good practices valid for the entire Mediterranean Sea. The proper spatial allocation of the activities is necessary also for reaching the goal of Good Environmental Status, as stated in the Marine Strategy Framework Directive (2008/56/EC).

Finally, It is worth to mention the renewed attention to the Mediterranean Sea paid in these last years by EU institutions. It has been a pleasure, for a “Mediterranean EU citizen” like me, to run this pilot project in parallel with the development of the BLUEMED initiative, a Strategic Marine and Maritime Research and Innovation Agenda for Blue Growth in The Mediterranean Sea, that is going to be launched when ADRIPLAN is ending. Supported by a coordinated R&I effort, the sustainable use of the Mediterranean’s richness, will help to place once again this Marine Region at the centre and not at the periphery of Europe.

The future Mediterranean shall be more peaceful, respectful of human rights and justice, lower in poverty and in social disparity than the present.

Pierpaolo Campostrini

ADRIPLAN project coordinator

Member of IT delegation in JPI Ocean and in Horizon 2020 Program Committee on the Societal Challenge “Food Security, Sustainable Agriculture and Forestry, Marine, Maritime and Inland Water Research and the Bioeconomy”,

Associated researcher of ISMAR-CNR and director of CORILA

Why this Booklet

Maritime Spatial Planning (MSP) is a practical way to create and establish a more rational organisation of the use of marine space and the interactions between its uses, to balance demands for development with the need to protect marine ecosystems, and to achieve social and economic objectives in an open and planned way (Ehler and Douvère, 2009).

The so-called “Blue Economy” in the Adriatic and Ionian Region (AIR) generates an annual turnover that exceeds €21 billion, with an increasing growth trend. An effective spatial planning is an essential condition in order to guarantee a long-lasting development ensuring a sustainable use of marine resources for future generations.

This is particularly true in areas such as the Adriatic-Ionian Region, where several uses are competing for the same space and the same resources and where the transboundary dimension needs to be taken into account for the best regulation of those uses.

MSP is also an opportunity to connect the marine and the maritime world, essential components of Blue Growth.

While an extended presentation of ADRIPLAN results is contained in the ADRIPLAN Final Report “Developing a Maritime Spatial Plan for the Adriatic Ionian Region”, this booklet intends to summarise key findings of ADRIPLAN (chapters 3 and 4) and to be a short manual, or at least a vademecum (actually a commented checklist – chapter 5), for those who, at different levels and with different responsibilities, are or will be involved in the elaboration and implementation of spatial plans in the AIR.

It is meant to be applied in general to the process of developing MSP plans and to single projects dealing with specific aspects of the MSP process.

This Report takes direct inspiration from the TPEA Report “TPEA Good Practice Guide” (Jay and Gee, 2014), for which we thank the Editors and all the Authors.

ADRIPLAN is the first Pilot Project co-financed by EC DG Mare (MARE/2012/25) aimed at promoting MSP implementation in the Mediterranean Sea.

ADRIPLAN has the overall objective to analyse and promote transboundary Maritime Spatial Planning in the Adriatic–Ionian Region, a Mediterranean area bordered by many states and crowded by multiple uses of the sea and valuable ecosystems to protect. Other studies and projects have already showed the great potential for MSP in the area (e.g. COASTPLAN; SHAPE; Policy Research Corporation, 2011).

The ADRIPLAN project develops proposals and recommendations for an operational cross-border MSP process which:

- allows the development of different maritime activities, preventing conflicts for space allocation, while ensuring a good status of the marine ecosystems and supports the provisioning of Ecosystem Services (ES);
- provides greater confidence for investment in infrastructures and in other economic activities, responding to the peculiarities of each area;
- fully involves relevant regional and governmental bodies and other relevant stakeholders, also promoting an effective cross-border cooperation;
- enhances coherence between terrestrial and Maritime Spatial Planning, also in relation with good Integrated Coastal Management (ICM) practices.

ADRIPLAN considers the whole AIR as its study area, with a specific attention to its transnational dimension, but mostly concentrates its analyses and proposals on two Focus Areas (Figure 1), whose boundaries have been defined through a combination of criteria (objectives of the project and the MSP effort; legal jurisdictions on maritime waters and seafloors and governance; issues related to trans-boundary and cross-border aspects; maritime uses and their economic domains; key environmental components and dynamics).

ADRIPLAN is based on the best available knowledge, is developed through a transboundary partnership, with the support of Institutional Partners and Observers and the involvement of relevant stakeholders, and is promoting the harmonised implementation under an ecosystem based approach of the EU legislative framework on marine and maritime issues.

ADRIPLAN, as Pilot Study promoted and co-financed by DG Mare, is part of a Strategy being deployed under the coordination of DG Mare (EC-DG Mare, 2015), to support through a number of specific objectives and actions the implementation of Directive 2014/89/EU, establishing a framework for maritime spatial planning aimed at promoting the sustainable growth of maritime economies, the sustainable development of marine areas and the sustainable use of marine resources.

According to the new Directive, Member States are required to develop national maritime spatial plans by 2021 and review them at least every ten years, in order to better coordinate the various activities that take place at sea, ensuring they are as efficient and sustainable as possible.

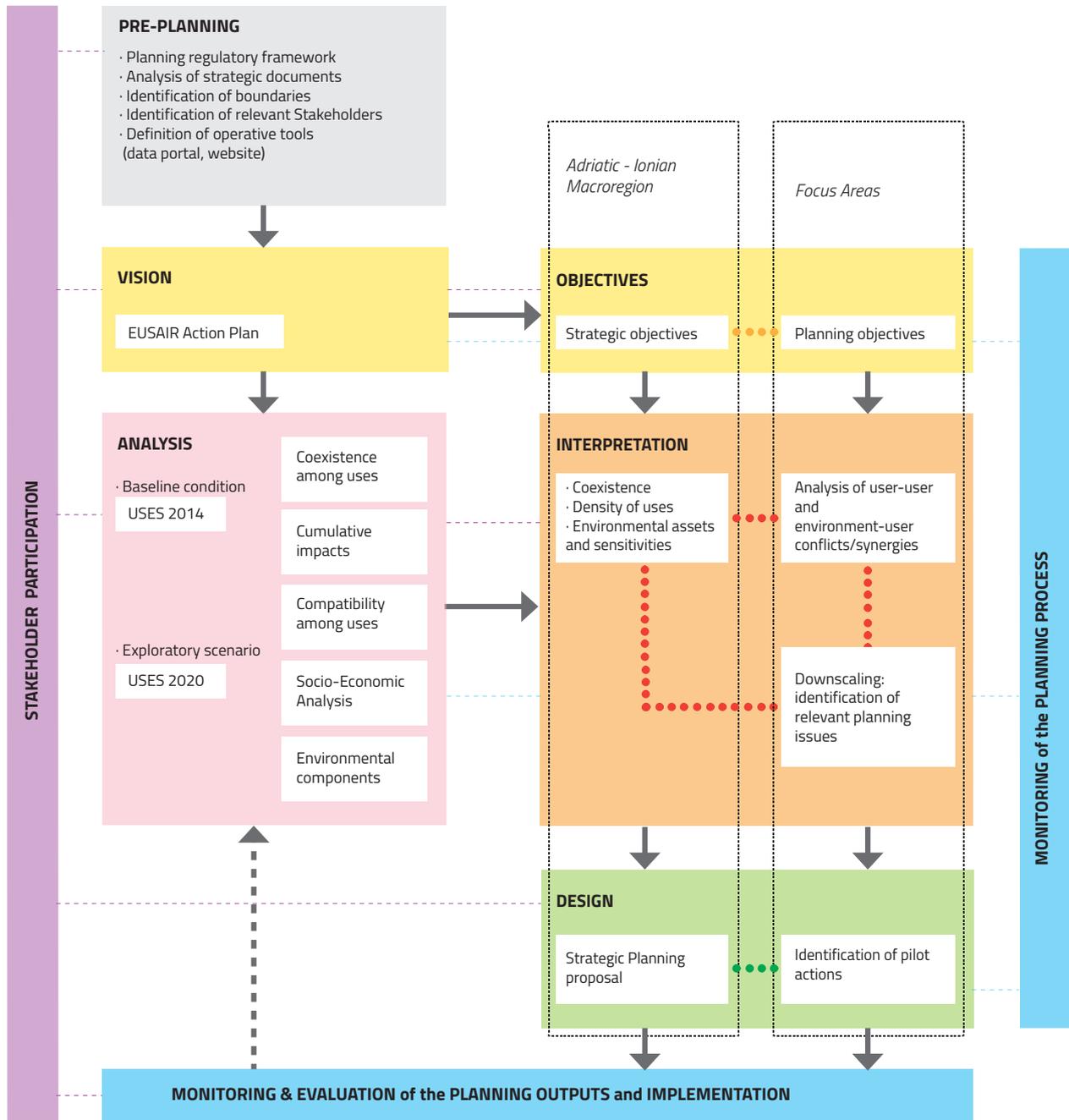
The Directive is part of a wider strategic view on European Seas expressed, among others and specifically for the Mediterranean, by:

- the EU Cohesion and Neighbourhood Policy (ENP);
- Regional Strategies, established and under discussion, in the Mediterranean;



1. ADRIPLAN study area (AIR, Focus Area 1, Focus Area 2)

ADRIPLAN METHODOLOGY



2. Flowchart of the activities developed under ADRIPLAN methodology.

ADRIPLAN Methodology

Aim of the ADRIPLAN methodology is to adopt an Ecosystem Based Approach to the management of maritime activities, considering the characterisation of maritime activities interrelations, as a theoretical and operational link between human activities in coastal and marine space and ecological and environmental components.

The main goal of the planning process is to address a sustainable development of the AIR, in line with the European Blue Growth strategy (economic development), the Marine Strategy Framework Directive (2008/56/EC) (environmental protection) and to strengthen the relationships and cooperative activities between Member States.

The methodology is detailed in an operative framework for the construction of a MSP process, which operationalises an EBA, focusing on the integration of human uses, environmental dynamics and place-based supplied services. The methodology (for more details see Gissi and Musco, 2015) is divided in several phases, organised in a flowchart (Figure 2). In cases, phases are carried out first at the AIR scale, using a more strategic approach, and then at a Focus Area scale, downscaling the approach and defining more precisely a number of pilot actions.

Cross-cutting issues take place in different steps along with the implementation of the planning process, as for the activities related to stakeholders' participation, as well as to monitoring the planning process. Such methodology is proposed as a reference step-by-step methodology to be applied in the AIR.

- Regional Seas Conventions (the Barcelona Convention in the Mediterranean);
- the Integrated Maritime Policy;
- the Blue Growth Initiative;
- the Marine Strategy Framework Directive and other relevant Directives on environmental and biodiversity protection.

The process towards the establishment of a European Union Strategy for the Adriatic and Ionian Region (AIR) (Figure 3), promoted and coordinated by the EC with a strong and direct involvement of Member and non-Member States of the Region, brought to the recent delivery of the Action Plan of EUSAIR (Communication (COM(2014) 357 final), EC, 2014a; EC, 2014b), which has been finally adopted in October 2014 by the Council.

The Communication sets out the needs and potential for smart, sustainable and inclusive growth in the Adriatic and Ionian Region.

It provides a framework for a coherent macro-regional strategy and an Action Plan, to address those challenges and opportunities, through cooperation between the participating countries.

The Action Plan is also the result of an intense consultation, involving public and private stakeholders, and was supported by studies on the potential of Blue Growth in the area (Eunetmar, 2014).

The Plan is structured in four pillars, ten topics (Figure 4), a number of indicative actions and projects. Marine and maritime aspects are predominant in the Plan and MSP/ICZM are explicitly cited as cross-cutting tools to implement the Plan, both at national and cross-border level, on the basis of the ecosystem approach and making the best use of results of key EU research project.



Pillars	Topics
Blue Growth	Blue technologies Fisheries and aquaculture Maritime and marine governance and services
Connecting the region	Maritime transport Intermodal connections to the interland Energy networks
Environmental quality	The marine environment Transnational terrestrial habitats and biodiversity
Sustainable tourism	Diversified tourism offer Sustainable and responsible tourism management

3. The Adriatic-Ionian Region (AIR)-
Source: EUSAIR (COM(2014)357 final

4. General structure of the EUSAIR
Action Plan.

