

What we propose

1. Adriatic Ionian Region: a preliminary regional strategy

The elaboration of a strategy for the AIR has considered primarily transboundary issues, which require the setting of a transboundary governance framework. The aim is to reflect on effective governance structures to be able to tackle intensively used marine areas beyond national jurisdiction, in high seas, entailing multi-sectoral and multi-level context in sensitive environment.

The general goal is to support the implementation of Blue Growth objectives, and specifically of EUSAIR objectives through an Ecosystem Based approach as required by the Directive on Maritime Spatial Planning 2014/89/EU.

The strategy at the AIR level is grounded in the identification of different types of management areas, a sort of strategic zoning characterised by specific management objectives reflecting on contextual use-use and environment-use conditions and coexistences (Figure 11, Figure 12, Figure 13).

Management areas of type 1 consider the coexistence of multiple maritime uses in sensitive marine environments. These areas, located beyond territorial waters in high waters, are intensively used, entailing sectors and responsibilities in charge of International bodies.

They deserve specific planning and management options based on a transboundary governance structure to be tailored according to future demand of space, to anticipate possible conflicts and to enhance synergies. International and National Institutions should be involved as the scale and levels of responsibility encompass multiple sectors (Maritime Transport, Fishery and Energy sectors in all areas) at multiple scale (International, European, National and local).

These areas are also characterised by relevant environmental characteristics, which should be considered.

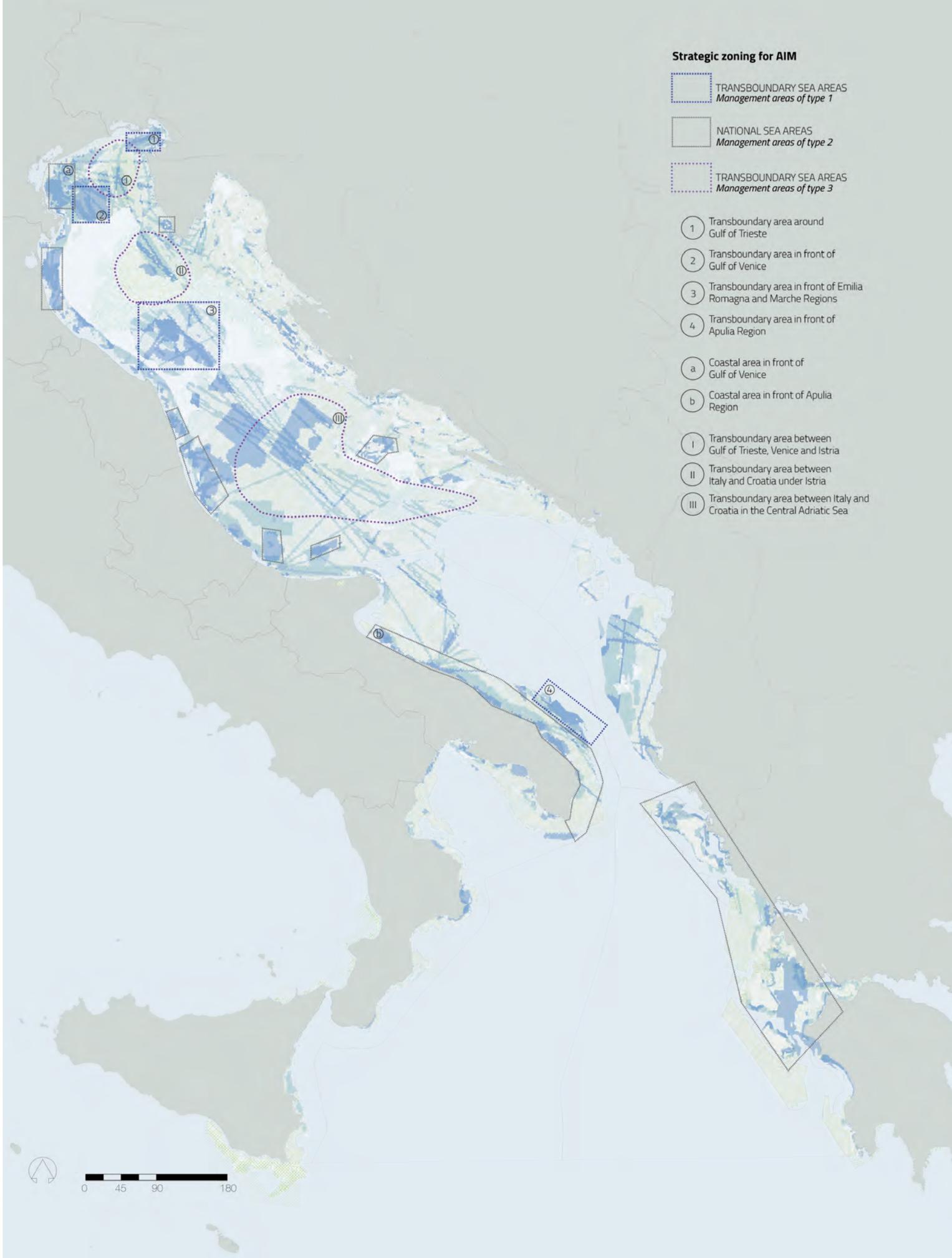
Management areas of type 2 are those areas, which differ from type 1 as they are located in territorial waters, so the governance system should consider a National legal framework at the core of a possible management strategy in relationship with regional planning systems.

These areas are intensively used and present environmental challenges with respect to the effective allocation of maritime uses in synergies between them and with ecological features.

Examples of measures implementation are reported for Focus Area 1 and 2. Further measures are also indicated as possible future implementation of MSP at regional level.

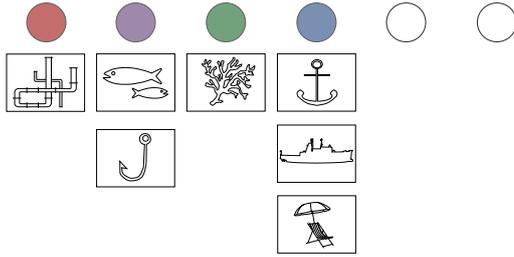
Management areas of type 3 are those areas, which assume a great importance for the delivery of ecosystems goods and services for the AIR. They only partially see the presence of intensively used areas, and they can host maritime uses and activities, which are planned and managed in synergy with environmental assets.

They cover transboundary areas, including high waters, and they entail the establishment of a transboundary governance framework for their planning and management. Measures of compensation at AIR level can land in those areas.



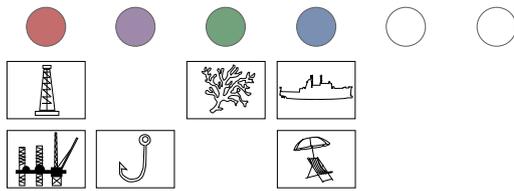
11. Strategic zoning for the AIR.

Transboundary area around Gulf of Trieste



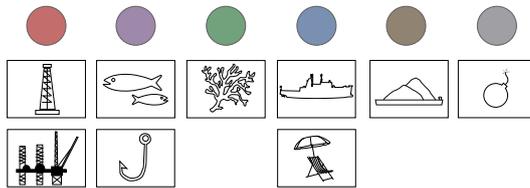
- Energy cable IT-SL
- Small scale fishery
- Aquaculture
- Natura 2000 site
- Biological Protection Zones
- Trieste and Koper Ports;
- Maritime Transport and traffic lanes;
- Maritime and coastal tourism - Ferry routes
- Maritime and coastal tourism - Marinas

Transboundary area in front of Gulf of Venice



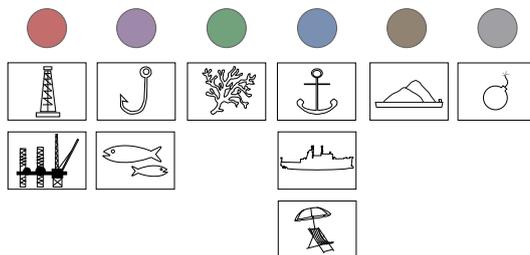
- LNG Terminal
- HC exploitation and HC platforms
- Pelagic and bottom trawling
- Persistence of nursery areas for commercial species
- Hard bottoms (Tegnue)
- Maritime transport - Traffic lanes
- Maritime and coastal tourism - Ferry routes

Transboundary area in front of Emilia Romagna and Marche Regions



- Cables and pipelines
- HC exploitation
- Trawling
- Biological protection zone
- Maritime and coastal tourism - Ferry routes
- Maritime transport and traffic lanes
- Sand extraction

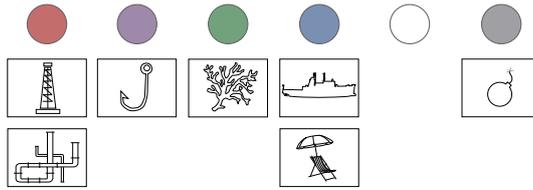
Coastal area in front of Gulf of Venice



- LNG Terminal
- HC exploitation
- Aquaculture
- Small scale fishery
- Trawling
- Biological Protection Zones (Tegnue)
- Persistence of nursery areas for commercial species
- Maritime transport and traffic lanes
- Maritime and coastal tourism - Ferry routes
- Naval base activities
- Offshore sand deposit
- Military areas

12 Synthetic description of strategic areas in the northern part of AIR. See also the table below.

Transboundary area in front of Apulia Region



- HC exploitation
- HC research
- Renewable energy 2020
- Ecologically or Biologically Significant Areas (EBSAs) under the Convention on Biological Diversity identified in the area
- Cables and pipelines
- Trawling
- Maritime transport
- Maritime and coastal tourism - Ferry routes
- Military areas (danger zones)

13 Synthetic description of strategic areas in the southern part of AIR.

Examples of management areas in the northern part of the AIR

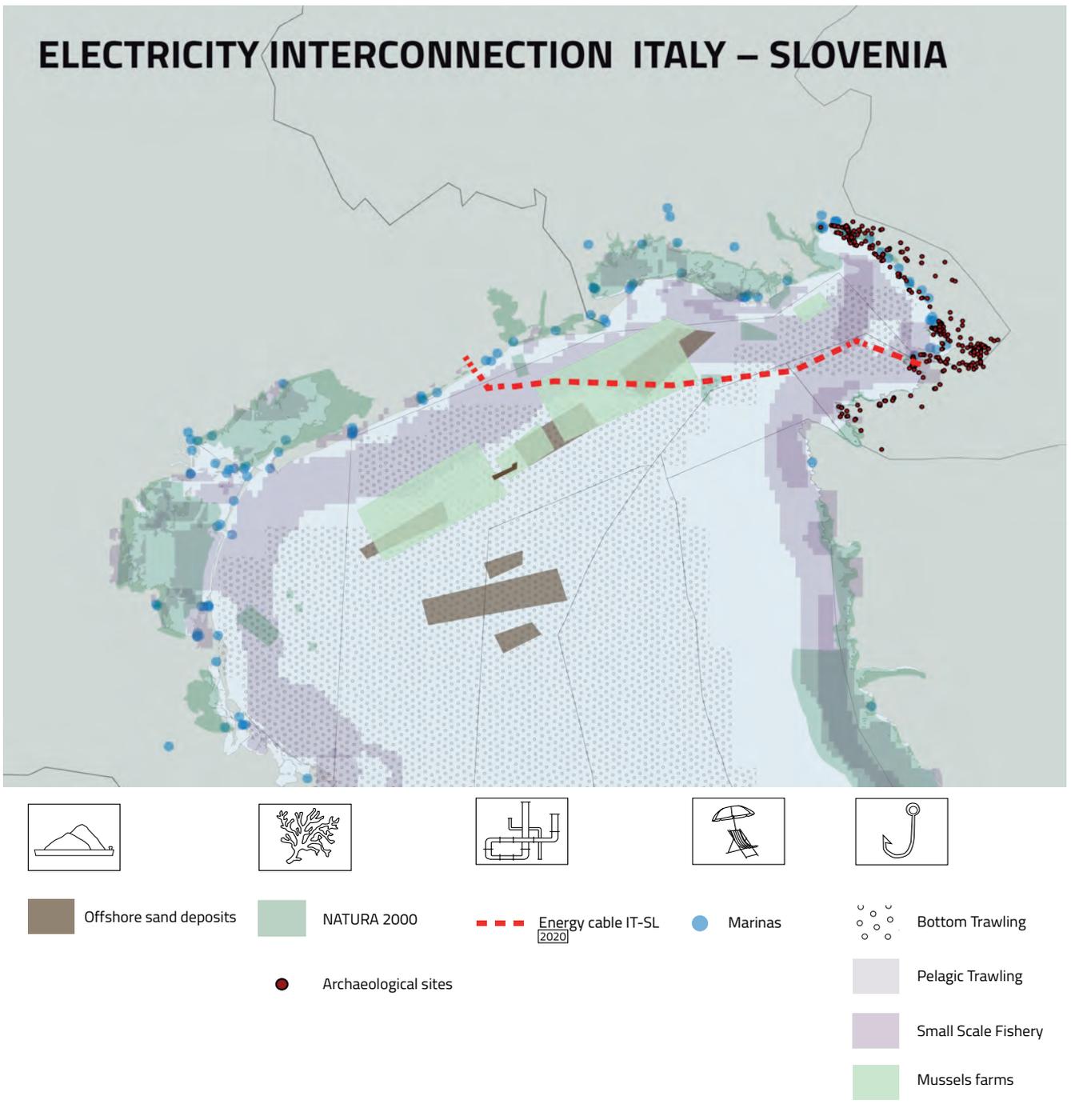
Transboundary area between Gulf of Trieste, Venice and Istria			
Environmental components	Relevant environmental characteristics/dynamics	Current maritime uses and their interaction	Future maritime uses and their interactions
Maerl beds Coralligenous communities	Persistent nursery areas for commercial species	Coexistence among intense fishery activities, aquaculture and sand extraction Presence of Natura 2000 sites and Biological Protection Zones	Development of energy infrastructure strategically relevant in a transboundary perspective Intensification of Maritime Transport and Tourism
Management Area of Type 1 - Coherent with the identification of Ecologically or Biologically Significant Areas (EBSAs) under the Convention on Biological Diversity			
Transboundary area between Italy and Croatia under Istria			
Environmental components	Relevant environmental characteristics/dynamics	Current maritime uses and their interaction	Future maritime uses and their interactions
Posidonia oceanica meadows	Persistent nursery areas for commercial species Macrozoobenthos of peculiar characteristics deriving from a sediments conditions related to the presence of the ancient Adriatic coastal line	IT-HR transboundary issues related to Fishery Intense sand extraction activities	Relevant for future energy exploitation especially towards Croatia waters to be managed coherently with others blue economy issues and EUSAIR Intensification of Maritime Transport and Tourism
Management Area of Type 3 - Coherent with the identification of Ecologically or Biologically Significant Areas (EBSAs) under the Convention on Biological Diversity			
Transboundary area between Italy and Croatia in the Central Adriatic Sea			
Environmental components	Relevant environmental characteristics/dynamics	Current maritime uses and their interaction	Future maritime uses and their interactions
	Persistent nursery areas for commercial species of demersal fish and shellfish	Coexistence among intense fishery activities, aquaculture and sand extraction	Development of energy infrastructure strategically relevant in a transboundary perspective Potential development of HC exploitation areas along the coast Potential development of offshore wind farms Intensification of Maritime Transport and Tourism
Management Area of Type 3 - Coherent with the identification of Ecologically or Biologically Significant Areas (EBSAs) under the Convention on Biological Diversity			

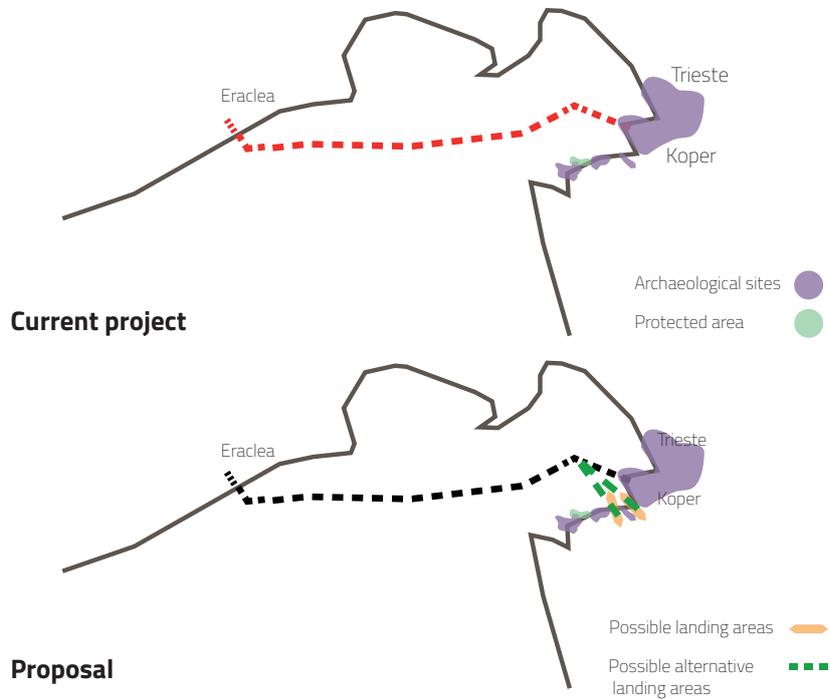
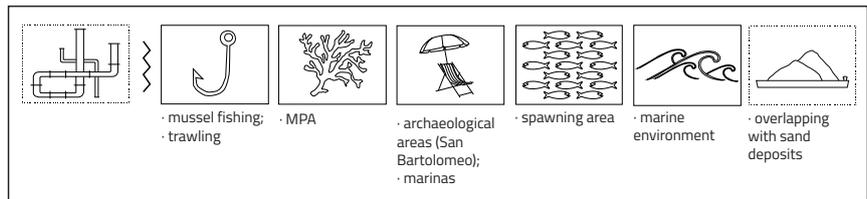
2. Focus Area 1

Pilot actions have been identified and preliminarily developed in Focus Area 1, as examples of problems to be tackled through MSP. They will eventually become measures of the future plan. Their drivers are the energy and maritime transport sectors, while several interactions with other uses are involved.

Pilot Action 1. Electricity interconnection Italy – Slovenia through a submarine cable.

14. Electricity interconnection Italy – Slovenia through a submarine cable.





15 Electricity interconnection Italy – Slovenia through a submarine cable.

Planning objectives

- Regulate potential interactions on sensitive environmental components in the phases of construction and operationalisation;
- Minimise potential negative impacts on protected sites (Trezze di San Pietro and Bardelli);
- Minimise negative interactions with economic activities related with fishery on the seabed;
- Regulate interactions on touristic areas along the Veneto and Slovenian coasts;
- Take into consideration underwater archaeological sites in the areas of Caorle, Grado, San Bartolomeo and their heritage value.

Proposed actions

- Place the position of the cable towards Croatian – Slovenian borders in a larger buffer zone in order to permit adjustment in the execution of the project, to limit interference with fishing routes;
- Adjust the position of the cable to minimise impacts on Natura 2000 sites;
- Deploy the cable under the seabed to limit possible damage due to trawling fishing activities and to anchorage;
- Modify the land – sea connection in the eastern part of the project to reduce conflicts with mussel farming and with underwater archaeological sites.

Stakeholders

- Transmission System Operator ELES (SI), Terna (IT);
- Italian Government – Italian Ministry of Economic Development, Slovenian Government Ministry of Infrastructure, Slovenian Ministry of Culture;
- Italian Regional Governments (Veneto Region, Friuli Venezia Giulia Region): - Cultural Heritage Department, Environmental Protection Department – Energy Department – Fishery Department;
- Local Stakeholders: fishing cooperatives, Directorates of Natura 2000 sites, diver associations;
- ARPA Veneto, ARPA Friuli Venezia Giulia, Coast Guard, ARSO Slovenian Environmental Agency.

Pilot Action 2. Venice Offshore Terminal

16 Venice Offshore Terminal

