



D19 Slovenia: Workshop report 1: **Development vision, objectives and concept for Koper Bay**

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List of abbreviations

MSP - Maritime Spatial Plan

MSP - MED project – Towards the operational implementation of the Maritime Spatial Plan in our common Mediterranean Sea

RDC KOPER – Regional development centre Koper

ICZM - Integrated Coastal Zone Management

FUA - Functional Urban Area



1 Introduction

What is the aim of preparing the vision, goals and concepts of spatial systems along the Bay of Koper?

The purpose of preparing the vision, goals and concepts of spatial development along the Bay of Koper is to define shared vision, using participatory method, that will guide the preparation of spatial planning acts in municipalities (including the **Regional Spatial Plan RSP**) and the selection and preparation of projects related to coastal-marine management in the programming period 2021-2027.

Why is this topic important?

The purpose of preparing a vision in the context of the Maritime Spatial Plan (MSP) is especially useful from the following aspects:

- ensuring a long-term focus of the MSP, which can go beyond policy cycles,
- facilitating coordination between different bodies / sectors dealing with MSP issues,
- stakeholders involvement,
- capacity building, especially when the MSP is a new process,
- raising awareness among the general public about emerging new issues.¹

With these statements, we could largely justify also the importance of the vision of the development of the maritime space in Slovenia.

The vision can be prepared as an integral part of the MSP preparation process or separately from the process itself. In some cases, the process itself is more important than the final document, as it represents a mechanism for stakeholders participation and facilitates dialogue on a common future.

The preparation of the vision in the context of the preparation of the spatial planning document for Koper Bay is important for the following reasons:

- It defines the long-term direction of spatial development, which includes sea areas (under the jurisdiction of the State) and coastal zone (under the jurisdiction of Municipalities)
- expands the range of various stakeholders (both national and local)
- raises awareness among the general public at the local level

¹ Ivana Lukic, Angela Schultz-Zehden, Lisa Simone de Grunt, s.Pro GmbH, Germany: Handbook for developing visions in MSP, the European MSP Platform under the Assistance Mechanism for the Implementation of Maritime Spatial Planning February



STARTING POINTS

In Slovenia, various documents are defined at the national level, which also address (more or less directly) the development of the maritime space.

The issue of maritime space is directly contained in the Spatial Development Strategy of Slovenia 2050² (the document is ready for adoption). It highlights the economic role of the Port of Koper and its integration into international maritime traffic flows. It highlights also the importance of maintaining fisheries as part of its national and spatial identity.

The MSP of Slovenia³ (draft document) does not have a separate chapter »vision«. The document includes a chapter Concept of spatial development of the Slovenian sea and coastal area, which contains many of its elements:

- Maritime transport, fishing and mariculture, as well as tourism and recreation will be developed in a comprehensive and balanced way.
- Areas important for the preservation of nature and underwater cultural heritage will be protected.
- Free access to the sea will continue to be ensured.
- Activities at sea and in the coastal area will be balanced in such a way as to maintain the good environmental status of the marine space in the long term.
- sea and coast human activities, which cause pressure on the environment (discharges of wastewater, oil, lubricants), spatial aspects (changing the natural coast, preventing direct access to the sea) or landscape aspects (obscuring the sea view directly from the coast) and nature will be limited.

The Slovenia Development Strategy 2030⁴ vision does not contain elements that would be directly related to the sea and the coast.

In Regional Development Program of the Coastal-Karst region 2021-2027, stakeholders defined a vision. It is formulated as a *dynamic, smart and creative region, with its own identity, well connected internally and with the world, with high quality of life, based on social justice and sustainable way of*

² Ministry of the Environment and Spatial Planning of the Republic of Slovenia, Spatial Development Strategy of Slovenia 2050, draft, March 2020

³ Ministry of the Environment and Spatial Planning of the Republic of Slovenia, Maritime Spatial Plan of Slovenia, draft, January 2021

⁴ Services of the Government of the Republic of Slovenia for Development and European Cohesion Policy ... et al., Development STRATEGY of Slovenia 2030, Ljubljana, 2017



community life. The vision highlights the Port of Koper, which will continue to be the window of Slovenia (and Europe) into the world.

The visions defined in the various documents are very general and therefore of limited use for focusing and directing spatial development in narrower areas (in our case in the Bay of Koper), including the sea-land interaction, which are of special importance to local communities.

The goal of the workshop with stakeholders, was to define the elements of a more detailed vision of spatial development of the Koper Bay area, which includes both the sea area and the coastal zone, based on elements of visions of parent national documents and discussions with stakeholders.

2 Program

Program	
10:30 – 10.40	RDC Koper: Greetings and presentation of participants
10.40 – 11.00	Presentation of the MSP - MED project
11:00 – 11.15	MIOKO Studio: Presentation of the workshop content and work method
11:15 - 11:45	Stakeholders: views presentation
11:15 - 11:30	Break
11:30 - 12:00	Stakeholders: views presentation/discussion

The workshop was carried out via zoom on 26.2.2021.

3 Invited participants

RDC KOPER	Slavko Mezek, Karin Stibilj
MUNICIPALITY OF ANKARAN	Barbara Švagelj, Aleks Abramovič, Andrej Stjepič Sambole
MUNICIPALITY OF IZOLA	mag. Marko Starman, Aleksej Skok
MUNICIPALITY OF KOPER	Tjaša Babič, Matjaž Marsič, Boštjan Krapež
MIOKO STUDIO	dr. Ljudmila Koprivec, Endrigo Miojevič
JPZ Izola	Iztok Škerlič



4 Main identified contents

In the introduction of the Workshop 1, the MSP-MED project and its content were presented.

Later, the starting points for the overall vision of the Koper Bay area were presented. Starting points are based on parent documents: Slovenia Development Strategy 2030, Slovenia Spatial Development Strategy 2050, Regional Development Program (draft) for the Coastal-Karst Region 2021 - 2027, MSP of Slovenia (draft).

The contents of the visions that (directly or indirectly) refer to the spatial development of the sea and the coastal area of the entire country and the Bay of Koper were highlighted. In the discussion, those contents that specifically relate to the issue of spatial development of the Bay of Koper and its shores were identified.

In the second part, the following content was presented: Concepts of spatial systems in the considered area of the coastal zone Ankaran, Koper, Izola in connection with the spatial planning units (slo. enote urejanja prostora EUP) of the MSP Draft. The main objectives of the concepts are: a) comprehensive and coherent regulation of the entire coastal zone in the bay and b) selection, description and evaluation of municipal projects for the purpose of preparing the Regional Spatial Program 2021 - 2027 for the Coastal-Karst region.

The solutions take into account the orientations defined by the MSP of Slovenia (draft) **16 spatial planning units** (in the area of municipality of Ankaran, municipality of Koper and municipality of Izola).

In the analysis we took into account valid spatial acts: MSP Draft (2020), Municipal spatial plan Ankaran (2020), Municipal spatial plan Izola (draft, 2018), Municipal spatial plan Koper (draft, 2020), Spatial Planning Conditions Koper, Spatial Planning Conditions Žusterna with amendments (2015), Spatial Planning Conditions Coastal Žusterna with amendments (2017), Detailed site plan of the coast Koper - Izola (2005).

5 Discussion

Based on the discussion, the following elements for the vision of the development of the Koper Bay area and its shores were summarized.

The area of the Koper Bay or its coasts are heavily urbanized and densely populated, intertwining with areas of preserved nature and cultural heritage.

The spatial development (use) of the Koper Bay will largely determine the development of the Port of Koper and its competitiveness in the global flow of goods - it is a pillar of the regional and national economy. Therefore, development at sea will be largely defined by maritime transport and trade in



Koper, as well as a balance between fishing and mariculture, and tourism and recreation. Areas important for nature conservation and underwater cultural heritage will be protected.

It is important to preserve the recognizable character of coastal towns (Ankaran, Koper, Izola), with coastal promenades integrated into a coherent promenade network along the entire Slovenian coast. Within the sustainable mobility scheme, the coast will be relieved of car traffic.

Coasts are also a key potential for recreational activities, with landscaped bathing areas and parks-recreational areas.

It is necessary to limit the human activities with environmental pressures on the coast (changing the natural coast, prevent direct access to the sea) or degrading coastal landscapes and nature.

Public maritime passenger transport will be strengthened (appropriate infrastructure will be established for this within the framework of an integrated multimodal sustainable transport scheme), public passenger transport on land, bicycle and pedestrian connections along the coast. Private cars traffic including parking areas will be withdrawn from the coastal area.

The development of sea-related tourist and recreational infrastructure will be focused on already urbanized parts of the coastal strip.

The MSP of Slovenia also defines the directions of spatial development for the coastal strip of the mainland (in accordance with the ICZM Protocol of the Barcelona Convention). It is crucial that this band remains unbuilt (exceptions defined in the ICZM Protocol). This strip is in principle 100m wide and the municipalities can expand it accordingly with their spatial plans. This is recommended where these additional areas serve the basic purpose of the coastal zone, is the creation of an area dedicated to the recreational functions and nature protection, cultural heritage and landscape values of the area.

In conclusion, it was pointed out that it makes sense to structure the vision of the area's development at different levels: at the state level and at the level of the Koper Bay. The latter integrates the interests of the state as well as the interests of municipalities and their spatial development with four (4) key elements of the vision.

ELEMENTS FOR VISION

Elements of the spatial development vision for the Bay of Koper

1. Achieving good environmental status of the marine environment.
2. Development of maritime transport and the port of Koper as an important pillar of the national economy.
3. Coexistence of different activities at sea and on the coast: sustainable and coordinated implementation of activities related to the sea (maritime transport, fisheries, mariculture, tourism, recreational activities, defense and protection).
4. Permanent nature conservation and protection of cultural heritage.



The vision will be realized through the following measures:

Measure 1: Coastal footpath (coastal walk):

- Arrangement of the coastal footpath (system) in the coastal strip, from the Italian border to Izola.

Measure 2: Sustainable Transport:

- Establishing the coast as a road-free zone within a multimodal system of sustainable mobility at FUA level.
- Establishment of infrastructure - ports for public passenger transport with associated infrastructure (Valdoltra, St. Catherine, Ankaran, Debeli rtič Landscape Park)
- Establishment of cycling routes.
- Establishment of vertical connections (panoramic lifts) – Ankaran – Valdoltra east baths, the Slovenian Istria Ankaran Center and the baths of the Youth Health Resort and RKS resort in Debeli rtič.
- Establishment of vertical connections (panoramic lifts) Koper: connection of the coast with Markovec hill.

Measure 3: Tourism, recreation, sports:

- Arrangement of bathing areas: Bathing areas between the municipal border and Izola.
- Arrangement of the Sports and Recreation Park (ŠRP) Ankaran - Sv. Katarina.
- Wider area of Ankaran peripheral canal: Construction of boat maintenance infrastructure.
- Installation of anchor floats for daily mooring places in the area of the Debeli rtič Landscape Park, along the coast of Žusterna – Izola.

Measure 4: Nature protection:

- Achieving international, regional and national nature conservation objectives
- Comprehensive regulation of natural value, record no. 1981 - "Ankaran - the park of the former health resort".
- Arrangement of the Debeli rtič Landscape Park Information Center.
- Protection of cultural heritage.
- Managing the presentation of underwater archaeological heritage sites "in situ".

Measure 5: Harmonization of spatial planning acts with an integrated vision (areas not covered by the MSP or outside the Spatial Planning Units):

- National Spatial Plan area for integrated port management:
 - Withdrawal of the port from the northern coast of the city of Koper and comprehensive reurbanization and urban activation of the area (Sustainable Urban Strategy Koper).
 - Construction of a passenger port.



- Municipal Spatial Plan Koper area:
 - Arrangement (expansion) of the Koper City bathing area on the main pier.
 - Regulation of the area at the Badaševica estuary.
 - Arrangement of the bathing and sports-recreational infrastructure of the Žusterna bathing area.
 - Regulation of the coast between the Žusterna baths and the municipal border.

Measure 6: Management:

- Establishment of permanent inter-municipal coordination structure for coastal zone management.

6 Conclusion

At the Workshop 1 we agreed:

- Based on the discussion, MIOKO Studio forms the final version of the vision of spatial development in the Bay of Koper.
- MIOKO Studio prepares a more detailed elaboration of the Design Concepts according to the following elements: Sustainable mobility infrastructure, including maritime passenger transport, Green infrastructure, Recreational areas (including beaches), Protected areas of nature, Cultural heritage.
- The aim of the regulation of the coastal zone is to establish an integrated coastal area, with a coastal promenade, which will intertwine tourist and recreational uses, nature protected areas and landscapes. It will contribute to better protection against natural disasters including climate change (harmful effects of the sea) and will create new employment opportunities and contribute to sustainable mobility, a healthy environment and quality of life.
- MIOKO Studio will continue with descriptions of projects submitted by the Municipality of Izola, Koper and Ankaran.