

# **MSP-MED**

## **D37**

### **Task 4.1**

## **Transboundary topics of common concern**

ST 4.1.2 - Cross-border workshop on MSP and maritime surveillance



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AIS	Automatic Identification System
API	Application Programming Interface
CECMED	Commandant in Chief for the Mediterranean sea ( <i>Commandant en chef pour la Méditerranée</i> )
CISE	Common Information Sharing Environment
ECDIS	Electronic Chart Display and Information System
EMSA	European Maritime Safety Agency
ENC	Electronic Nautical Chart
EU	European Union
Europol	European Union's law enforcement agency
GIS	Geographical Information System
IHO	International Hydrographic Organisation
IMO	International Maritime Organisation
INTERREG	Interreg MED Programme: European Transnational Cooperation Programme
ISO	International Organisation for Standardisation
MARSUR	Maritime Surveillance
MED	Mediterranean governance for Strategic Maritime Surveillance and Safety issues
OSMoSIS	project
MRCC	Maritime Rescue Coordination Centre
MS	Member States
MSFD	Maritime Strategy Framework Directive
MSI	Marine Safety Information
NAVAREAs	Maritime geographic areas where governments are responsible for navigation and weather warnings
NAVTEX	NAVigational TEXt Messages
NW	Navigational Warning
ORSEC	French generic emergency plan triggered in case of major disasters
PING	Geographic --Nautical Information Platform ( <i>Plateforme de l'information nautique géographique</i> )
RAMOGE	Agreement signed by the Principality of Monaco, France and Italy in 1976
RAMOGEPOL	Emergency response plan implemented in 1993 by France, Italy and Monaco to fight against pollution
REST	Representational State Transfer
SafeSeaNet	Vessel traffic monitoring and information system
SAFETYNET	International automatic direct-printing satellite-based service for the promulgation of Maritime Safety Information (MSI) and Search and Rescue (SAR) information
SAR	Search & Rescue
WFS	Web Feature Service

## 1. Introduction

In the framework of the MSPMED project, some of the actions carried out by Shom in the field of maritime surveillance illustrated the strong links binding maritime surveillance activities and Maritime Spatial Planning (MSP). Among these, a field survey conducted in 2020 in the framework of the project MEDOSMoSIS (<https://med-osmosis.interreg-med.eu/>) dedicated to maritime surveillance in the Mediterranean area - for which conclusions were shared in the form of a report within the MSPMED project (*MS10: report on interactions and sharing of data Interactions and sharing of data on Maritime Spatial Planning and Maritime Security and Surveillance in the Mediterranean area*) - strongly highlighted the need for increased communication and information exchange between the two communities.

In this context, a transboundary reflection between Italy, Monaco and France was sought to highlight the interactions of the two communities in the RAMOGEPOL plan area, and ideally highlight suitable tools to facilitate this putting in perspective. The objective of the workshop was to provide an opportunity for a dialogue between Italy, France and Monaco's both, MSP and maritime surveillance authorities and relevant stakeholders, with a specific focus on respective national maritime surveillance organisation, actions at sea and supporting tools.

The workshop was an occasion to draw the attention of stakeholders on the role of MSP data and cartographic representation for the action of the State at sea activities. One of the workshop's key objectives was also to understand how RAMOGEPOL plan's areas were integrated and considered within the national plans resulting from the MSP Directive.

Thanks to a joint effort from the Secrétariat General RAMOGE, MSPMED and MED OSMoSIS partners, key participants from authorities of both MSP and maritime surveillance communities were reunited and able to introduce specific topics, present their areas of expertise and discuss respective needs and views on the coupling of navigation safety information and national MSP plans. This workshop constituted a first step in the identification of recommendations and best practices to ease the application of MSP in the Mediterranean area.

## 2. Cross-border cooperation – France – Italy - Monaco

The Mediterranean sea is a hot spot of cross-border cooperation. Areas of cooperation between Italy, France and Monaco mainly concern management of natural areas and sustainable development of the coastline.

With a view towards sustainable development, the RAMOGE Agreement aims for instance to coordinate the actions of the 3 States of France, Monaco and Italy, to ensure sustainable and integrated coastal management and thus preserve the marine environment.

Named initially after the 3 cities Saint **R**aphaël, **M**onaco and **G**enoa of the 3 respective participating countries, the RAMOGE Agreement ratified in 1976 by Italy, France and Monaco, falls within the framework of the Barcelona Convention and the Action Plan for the Mediterranean Sea. The joint actions of the 3 countries involve territorial administrations, scientific institutions and sea users. The Agreement has 3 areas of focus:

- Fight against accidental marine pollution through the RAMOGEPOL Plan (set up in the framework of the RAMOGE Agreement);
- Integrated coastal zones management to preserve biodiversity;
- Awareness programs.

Since 1981 the area of competence of the Agreement extends from Marseille (France) to La Spezia (Italy). In addition, the Pelagos Agreement – signed in 1999 by Italy, France and Monaco and entered into force in 2002 – aims to establish concerted and harmonised actions between the 3 States for the protection of cetaceans and their habitats against any cause of disturbance (pollution, noise, capture, accidental injury, etc.). The resulting Pelagos Sanctuary is a maritime area of 87.500 km<sup>2</sup> covering a geographical area also covered by the RAMOGE Agreement, excluding Sardinia, of which only the north-west coast is included.

The two agreements thus define advanced cross-border cooperation areas and emphasise the will of each State involved to guarantee the sustainable development of the blue economy while preserving marine resources in the Mediterranean.

### 3. Interrelation between MSP and Maritime Surveillance

Navigation security and safety, fisheries control, protection of the marine environment, defence, etc., are key challenges faced routinely by maritime surveillance authorities and stakeholders. The exercise of maritime surveillance and related objectives set must be compatible with the application of the MSP national plans.

Today transnational priorities and areas of concern with regards to the implementation of MSP mainly focus on the management of natural resources and the protection of the marine environment. MSP national plans principally take into account spaces and zoning for environmental purposes (e.g. Marine Protected Areas, maritime limits of the Pelagos Sanctuary). This is illustrated for example in France with the identification of the maritime limits of the Pelagos Sanctuary in the Sea Basin Strategy Documents, including on the vocation map. This is not the case for the geographical areas defined in the RAMOGEPOL plan which are currently not represented on the Sea Basin Strategy documents' maps.

However, it appears essential to link maritime spatial planning elements and maritime security aspects, areas of responsibility and competence of the administrations and stakeholders involved in the action of the State at sea in order to guarantee navigation safety and avoid accidents at sea and their consequences (e.g. oil spills). Understanding how the planning documents of different States integrate (or could integrate) both maritime spatial planning and maritime surveillance activities - in particular existing cooperation agreements - is therefore a key issue to ensure navigation safety as well as the protection of the marine environment in the Mediterranean.

The European Commission identified the framework of CISE (Common Information Sharing Environment) as a basis for integrated maritime surveillance. Indeed fisheries control, border control, law enforcement, customs, defence, marine environment and maritime safety & security are transnational issues. Such a system mainly aims to improve the interoperability of the surveillance systems, foster cooperation and create synergies among stakeholders involved including civil-military cooperation, and avoid duplication of data acquisition to increase the complementarity of the information and services delivered.

MSP thus needs to be seen as a useful tool to ensure:

- Natural resources sustainable management and marine ecosystems preservation (e.g. MPAs, Pelagos Sanctuary);
- Navigation safety and fight against marine pollution through the integration of the useful information related to maritime security and safety in MSP supporting documents (especially marine charts).



## 4. Agenda & speakers

Cross-border Workshop FR, IT, MC 3 <sup>rd</sup> February 22	
09:30	Greetings and introduction Secretariat General RAMOGE, Anne Vissio, Executive Secretary Shom: Laurent Kerleguer, Director General
<b>Cross-border cooperation (FR, IT, MC) – Moderator (TBC)</b>	
	European project MSPMED, Pierpaolo Campostrini, Corila European project MED OSMoSIS, Armelle Sommer, Shom
	<b>Maritime Spatial Planning (MSP): Frameworks, Instruments, Structure Contents, Spatial approach, Scale</b> <b>Monaco:</b> Maritime Affairs Directorate, Armelle Roudaut-Lafon <b>Italy:</b> Scientific Advisory Board of the National Committee for MSP (MITE), A. Barbanti <b>France:</b> Ministry of Marine Affairs, Maité Verdol
	<b>Maritime Spatial Planning and safety:</b> <b>France:</b> Dataset of interest for MSP and navigation safety Shom, Mélanie Durupt & Clara Zimmer <b>Italy:</b> Italian Geoportals MITE-Ministry of Ecological Transition, Cristina Vitucci AGID- Italian Agency for Digitalization, Antonio Rotundo
	Break
<b>Maritime Surveillance</b>	
	<b>RAMOGEPOL</b> General presentation - Anne Vissio Actions & technical aspects - Pierre Bouchet
	<b>France</b> ORSEC plan in the Mediterranean Mediterranean Maritime Prefecture – Antoine Ertcheid  MEDOSMoSIS Pilot study: PING Navigation Warnings S-124 API Shom – Yves Le Franc
	<b>Italy</b> Organisation of Maritime surveillance activities – Guardia Costiera CF (CP) Tommaso Pisino  MEDOSMoSIS Pilot study UP application - Hydrographic Institute Cap. Nunziante Langelotto
	Closing remarks
13.15	<b>End</b>

## 5. Attendees

EUROPEAN UNION			
	DG MARE- Directorate-General for Maritime Affairs and Fisheries	Celine	Frank
	JS - INTERREG MED	Maria	Groueva
MONACO			
	Secretariat General Ramoge	Anne Florent	Vissio Champion
	Maritime Affairs Directorate	Pierre Armelle	Bouchet Roudaut Lafon
	Maritime and Airport Police Division	Clément	Thouvenin
	Fire Brigade	Fabrice	Grillet
ITALY			
	MIMS Segretariat Comitato tecnico PSM	Gina	Brundu
	CNR - Institute of Marine Sciences (for MIMS)	Andrea	Barbanti
	Ministero della Transizione Ecologica	Cristina Floriana Federica Giuseppina Gaia	Vittucci Distefano Fiesoletti Corrente Bonanno
	AGID (Italian Agency for Digitalization)	Antonio	Rotundo
	Ministry of Foreign Affairs and international cooperation	Daniele	Bosio
	Prime Minister's Office – Civil Protection Department	Fabio	D'Amato
	Italian Navy	Francesca	Greco
	<i>Comando Marittimo Sud</i>	Mauro	Ungaro
	<i>Comando Marittimo Centro e Capitale - MARICAPITALE</i>	Francesco	Volpe
	<i>Castalia Operations srl</i>	Stefania	Sacripanti
	Hydrographic Institute of Italian Navy	Nunziante	Langellotto
	Guardia Costiera Italiana	Tommaso	Pisino
	Regione Sardegna - MSP	Fabrizio	Madeddu
	Regione Lazio- MSP	Angela	Lopez
	ISPRA	Luigi	Aclaro
	ISPRA	Paola	Renzi
	ARPAM	Gianluca	De Grandis
	MSPMED Project Partners	Corila ISMAR IUAV	Pierpaolo Alessandro Folco Hadi Daniele Fabio
			Camposirini Sarretta Soffietti El Hage Brigolin Carella
	MEDOSMoSIS Project Partners, Abruzzo Region (ABREG)	Camillo Laura Cinzia	Marracino Rosella Bonura
FRANCE			
	Ministry of marine affairs, Delegation to the Sea and the coast	Maité	Verdol

	General Secretariat for the Sea	Alexis	Blum
	Interregional Directorate of the Sea – Mediterranean area (DIRM MED)	Kristenn	Le Bourhis
	DGA, Defence Procurement Agency	Cyril	Jouanjan
	Directorate of Maritime Affairs (DAM)	Alex	Génicot
	Mediterranean Maritime Prefecture (PREMAR MED)	Stéphanie Dominique Antoine	Loubat Dubois Ertzscheid
	MRCC: Maritime Rescue Coordination Center, Mediterranean area (CROSS)	A.France	Mattlet
	Shom, French Hydrographic Service	Laurent Corine Gael Adeline Armelle Yves Clara Berenice Melanie	Kerleguer Lochet Morvan Souf Sommier Le Franc Zimmer Lequesne Durupt
<b>SPAIN</b>	CSIC - Coord WP Medosmosis	Justino Joaquim	Martinez Ballabrera

## 6. Workshop summary

The meeting started at 9.30, closed at 13:15 and was attended by over 60 persons.

### 6.1. Greetings and Introduction

**Anne Vissio (General Secretariat RAMOGE)** greeted all participants and introduced the agenda. She pointed out how delighted the Secretariat General RAMOGE - a pillar of prevention in the maritime environment - was that this discussion forum on maritime spatial planning and related matters was taking place.

**Laurent Kerleguer (Director General at Shom, French Hydrographic Service)** declared that Shom was honoured to hold its current organisational role in the field of maritime operations, at a time when the uses of the sea were fast expanding and diversifying. He thanked the RAMOGE General Secretariat, the various stakeholders and the authorities of Italy, Monaco and France, for taking part to the workshop. He underlined RAMOGE's wide-range contribution, in particular for its focus on the protection of the marine environment, now under increasing pressure. He thanked the MED OSMoSIS partners, who are effective advocates of strategic approaches in the Mediterranean sea, a particularly busy area, where modernisation of the processes and procedures of planning, surveillance and information dissemination, are essential. He also pointed out that more synergies may be created between existing services while developing new ones, particularly through ensuring their inherent design for cross-border implementation.

### 6.2. European cooperation: ongoing Mediterranean projects

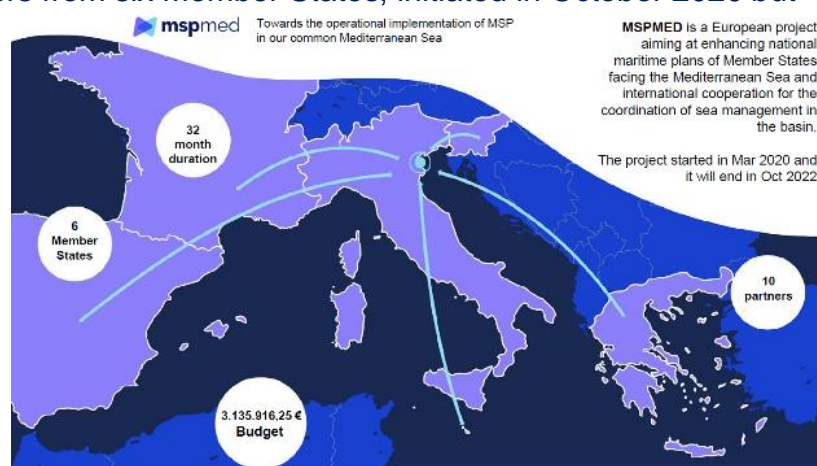
#### 6.3.1 Maritime Spatial Planning: MSPMED project, Pierpaolo Campostrini, CORILA

**Dr Pierpaolo Campostrini (MSPMED project Coordinator and Managing Director of the Consortium for Managing Scientific Research on Venice Lagoon System)** started by highlighting the synergy between EU Member States, and introduced MSPMED, a project financed by the EMFF with ten partners from six Member States, initiated in October 2020 but whose timeframe was extended due to the Covid pandemic.

MSPMED project is in line with previous European projects, at a crossroad between sciences and politics and benefiting from the involvement of ministers from Spain, Greece and Malta, among others. The aim of the project is to facilitate the MSP directive implementation through better coordination among

**Msp-Med**

Towards the operational implementation  
of MSP in our common Mediterranean Sea

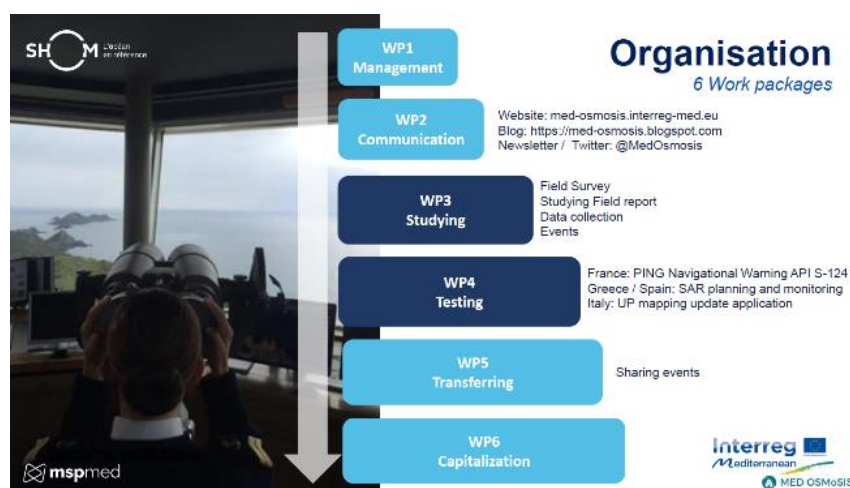


maritime authorities. 10 meetings have been held so far, although some meetings could not take place face-to-face as initially planned.

The workshops organised within the project are focused on technical issues such as data use and sharing, and the decision was taken to go beyond formal communication, towards pooling knowledge about Spatial Planning. Territorial waters around Italy double the area of the land peninsula. It is therefore essential that the importance of the maritime environment is brought to the attention of the general population in Italy, and that greater efforts to raise awareness are made accordingly.

### 6.3.1 Maritime Surveillance: MEDOSMoSIS project, Armelle Sommier, Shom

**Armelle Sommier (Shom Hydrographic French Service, MSPMED and MED OSMoSIS Project)** presented the MED OSMoSIS project focused on maritime surveillance in the



Mediterranean area and financed by the European Interreg Programme. The project gathers 10 partners from 8 countries. The objectives of MED OSMoSIS project are to provide a picture of the various stakeholders and improve situational awareness in the Mediterranean, while supporting an increased cooperation between Member

States.

The project's activities are dispatched in 6 Work Packages (WP): Management and Organisation, Communication, Studying and Data sharing, Testing through pilot activities, Transferring and Capitalizing. Under the 3rd WP, a study was realised in the maritime surveillance field, involving 9 countries and covering more than 20 activities. The study led to the release of a report (available on MED OSMoSIS website) detailing for the various participating countries governance, tools, national analysis and specific issues identified. The study highlighted in particular the need for increased data interoperability at both national and international levels. A pool of data was also identified, for which Shom's contribution was also shared with MSPMED project.

Under the 4th WP, Several pilot studies are being conducted, among which, a Greek-coordinated geographical platform, an Italian study on an application dedicated to geographic information update, or the organisation and monitoring by Spain of a Search & Rescue (SAR) exercise in transboundary waters. In France, the development of an application dedicated to the production of navigational warnings through web services (PING API S-124) is also under way as well as a study on the participation of Shom to the CISE network. The Spanish pilot

SAR exercise, taking place the very morning of the workshop and involving partners and authorities from both Spain and France, is a great example of the cooperation sought by the project. The tasks conducted within MEDOSMoSIS relevant to MSPMED illustrate the interactions between maritime spatial planning and maritime surveillance and security projects and how the two fields are intrinsically linked.

## 6.3. Maritime Spatial Planning (MSP): Frameworks, Instruments, Structure

### 6.3.1. Monaco

**Armelle Roudaut-Lafon (Monaco Maritime Affairs Directorate)** introduced Maritime Spatial Planning in Monaco, which has a land area of 2 square kilometres bounded by a coastline of 4 kilometres. The twin pillars of maritime strategy were the protection of the maritime economic environment and sustainable development.

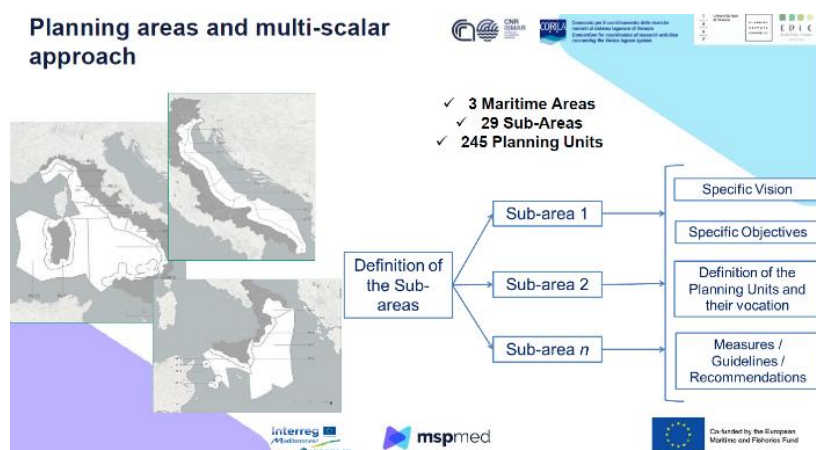
Historically a balance had been struck between each, supported by the strong relationships built with France and Italy. Investment in regional agreements such as RAMOGE was thus very important, and explained Monaco's involvement, while not directly subject to EU directives, in today's workshop. Maritime regulations are drafted by Monaco itself, which has set up a specific maritime spatial planning organisation controlling the allocation of zones, by laying down navigational security constraints, setting prohibitions on moorings or navigation, while identifying specific bathing zones and air flight corridors. Sensitive marine reserves are protected and environmental compensation measures developed along with artificial reefs. Regulations are not simply punitive but seek to foster the development of the maritime economy, even if little space can be allocated to professional fishing. Monaco fishermen fish in French waters, and vice-versa. Cruise ship approaches are strictly laid down including lanes to secure inbound and outbound yachting, especially for larger craft. Providing mooring space in a manner ensuring navigational safety and protection of the marine environment are issues handled in collaboration with the French and Italian neighbouring authorities.





### 6.3.2. Italy

**Andrea Barbanti (National Research Council, Italy) spoke as the co-coordinator of the expert scientific group (CNR-IUAV-CORILA) working with the Italian MSP Competent Authority and the National Technical Committee on the preparation of the MSP National Plans and presented briefly the state of the art of the MSP process in Italy and some key features of the plans under finalisation.**



The transposition decree (Decree n.201/2016) establishes a co-planning mechanism involving both central and regional administrations. This is reflected in the multi-scalar approach adopted. Three parallel and coordinated processes are ongoing, in the three Maritime Areas identified by the National Guidelines (Adriatic, Ionian-Central Mediterranean, Tyrrhenian-Western Mediterranean). Plans will be strategic, providing guidance on how the sea should be used, but at the same time legally binding, while integrating and harmonizing present and future Plans. According to art.5, c.3 of Decree 201/2016, the Plans have the nature of a first level instrument, superordinate with respect to plans and programs capable of having effects on its application area. Plans will be structured in 6 main sections, from initial assessment to activities for the consolidation, implementation and updating of the Plans. Plans will regard all waters and seafloors where Italy has jurisdiction, divided in a total of 29 sub-areas. On each sub-area, a specific vision, specific objectives and planning units with their vocations and planning measures are defined. On top of this, 42 strategic objectives have been identified, guiding the specific objectives definition on sub-areas. Extensive data collection and mapping, on sea uses and marine ecosystems, is supporting the planning process.

A national geoportal (SID – Il portale del mare) containing both MSP input and output data was developed and is currently managed by the Competent Authority. The geoportal will be connected with EMODnet using common data models and formats. Examples of planning outputs are presented at maritime area (i.e. Tyrrhenian Sea) and sub-area (i.e. territorial waters facing Emilia-Romagna Region) scale. Consultations on the plans are ongoing in the framework of the SEA procedure.

### 6.3.3. France

**Maité Verdol (French Ministry of Marine Affairs)** introduced the Ministry's multi-pillared and integrated approach based on coordinated action framed by the 2014 Spatial Planning Directive and the Directive linked to environmental protection. Further legislation in 2017 established the pillars of Ecological Transition, Low Economy and Sustainability. National governance generates actions and dialogue at a local level.

The topic of this workshop focuses on the Mediterranean Zone, one of the four area maritime areas along the French mainland coastline. Local realities are fed into the

#### The French MSP institutional background in a nutshell



system which integrates both on and offshore activities. The structure is decentralised within overarching national coordination. Local links are established with regional institutions. The process began with a strategic component (assessment, identification of objectives, vision) enabling subsequent refinement of details such as the identification of navigation channels. The adoption of a general action plan is pending. Configuration is tri-dimensional (social/economic aspects, environmental aspects and identification of prospective issues).

The action plan for the follow-up is challenging. The aim is to incorporate discrete sources of information into an integrated system to facilitate the presentation of issues to a much broader public as this is primordial. A zoom on the Mediterranean area indicates how the action plan, based on the twin pillars of environmental protection and economic/social development, is implemented. The key issues lie in the preservation of the shoreline and fisheries. In more detail, actions related to moorings must be integrated to the protection of eco-systems. A sustainable cruise management capability has been developed for the Mediterranean. More stringent protection zones are being identified locally, the French President of the Republic having set 2027 as the date by which they should account of 5% of the shoreline. Offshore wind farms in the Mediterranean are also a key topic and rely increasingly on the private sector, within the Ministerial framework, incorporating local planners and, at national level, technical institutes (including cross-border cooperation with Spain). This promotes better grasp of actual impacts on local areas. Tourism turns out to be a topic reflecting too little planning and inadequate strategic management. Guidelines and recommendations are being enriched by consultative procedures closely involving Italian and Spanish counterparts.



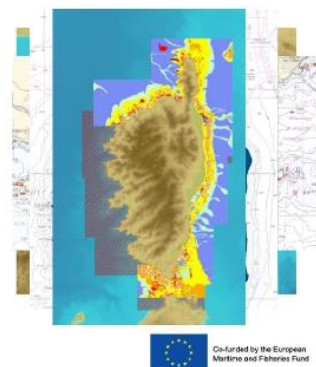
## 6.4. Data and tools for MSP and Safety

### 6.4.1. France: data and platforms

**Mélanie Durupt and Clara Zimmer (Shom, French Hydrographic Service)** presented an inventory of data of common interest to both Maritime Spatial Planning (MSP) and navigation safety and surveillance, Shom's data portal and a thematic geoportal developed in the framework of the two Mediterranean projects. The data were identified, gathered, produced or imported and published on Shom's main portal [www.data.shom.fr](http://www.data.shom.fr). A number of criteria were taken into account. Data must be viewable and downloadable under constant format, being collected extensively from research institutes, maritime activity including submarines, and from wider European sources. This multi-sourced inventory is further enriched by European partners, so that Shom is compliant with the Inspire Directive. The Geoportal was recently improved in order to become a bilingual interface and allow the publication of numerous layers of data from various feeds. Web services include WMTS format and WMS formats. Oceanographic forecasts are covered including time-bound information. Enrichments include extension to Corsica. Files can be visualised and downloaded. End-user documentation describes data sources and attributes, while a parameters sheet governs differentiated visualisation (traffic separation schemes, arrowing of vessel direction, legends, etc.). Data can be interrogated by clicking on the display zones and connected data. Partner data is pre-configured to enable end-user selection of access and possible aggregation of feeds. Shom database being extremely voluminous, a thematic demonstrator geoportal was developed in order to allow a lighter infrastructure and cross-analyse specific layers of interest. Two user cases were chosen, one dedicated to MSP including French national plans and protected area Natura 2000, the more related to surveillance and safety, showing layers for Search and Rescue areas, Traffic Separation Scheme and interactive Water velocity including real time display of sea currents and directions. The Thematic Demonstrator Portal can be integrated into a standard user web page. In conclusion and importantly, the Thematic Portal features designed-in capacity for enrichment by access to and from other sources Europe-wide, as part of an increasingly integrated service.

#### Data publication cofinanced MSP MED and EU

- Traffic separation schemes (TSS) – new data
- Wrecks and obstructions listed by the Shom – update
- LITTO3D® Maritime part - Corsica 2017-2018 – completion
- Mainland France sediments map – completion / work in progress



#### 6.4.2. Italy: national geoportal

**Cristina Vitucci and Antonio Rotundo (Italian Ministry for Ecological Transition and Agency for Digital Italy)** introduced the Italian national geoportal developed at the initiative of the Ministry of the Environment and of the Agency for Digital Italy, <http://www.pcn.minambiente.it>. Data is stored in layers and downloadable. 3D visualisation, network distribution and software services are enabled. The Italian National Geoportal features 2021 upgrades, although coastal data remain older. Natural origin data are annually updated. Fast changing data such as flooding are handled, as are slower geophysical movements such as land subsidence, alongside collections of photographic evidence. Concerning the Italian Catalogue for Spatial Data, different criteria can be combined, with dataset location or owner identified by keyword. Selection of Regione Liguria for example accesses metadata, whose page when opened visualises datasets in detail. There are links to source data servers, including direct download, GIS tools and/or network services, such as WMS, WFS or Atom. Data catalogues are searchable by key word. Services including from external sources, as well as individual files, can be attached to cartographic representations in the viewer made available in the catalogue. The national catalogue is harvested by the INSPIRE geoportal where, when datasets are searched and selected, their metadata, WMS previews and links to view and download services are shown.



## 6.5. Maritime Surveillance

### 6.5.1. RAMOGE: Agreement and RAMOGEPOL plan

**Anne Vissio and Pierre Bouchet** (Secretariat General RAMOGE) presented the RAMOGE Agreement for the prevention and fight against marine pollution events. RAMOGE, a tripartite agreement between France, Monaco and Italy, was signed 40 years ago, extending its scope over the years to the high seas. Its PLCP working group concentrates on preventing and fighting pollution events. Annual exercises harmonize actions taken by the three countries as part of a cooperative approach, hence the Secretariat RAMOGE's involvement in today's meeting. Historically, after a major oil spill in 1991, enhanced tripartite coordination was introduced in the form of a specific 33-page plan for fighting pollution drafted in French and Italian, setting out operational procedures. Some explanatory annexes were drafted in English. Forms must be sent to the relevant authorities. Zones identify areas of coordination and joint physical cooperation. Resources are pre-identified. The last of three implementations of the action plan was in October 2018. The response to the collision event of 17 October 2018 was shown in detail, in the area of French competency north of Corsica, the RAMOGEPOL plan being activated on 25 October. Safety measures require coordinated implementation, while close cooperation is needed in the surveillance field. Coordinated aerial surveillance is ongoing. Information exchange takes place through pre-formatted messages. Vessels involved in collisions are identified and the required actions are backed up by documented procedures. Training by means of simulations is closely integrated with feedback from operations. Nautical and aeronautical resources including drones are assigned to coordinated exercises in combating pollution events, also involving the European agency for maritime security among others.

#### RAMOGEPOL Plan

Area of application of the RAMOGEPOL PLAN and the LION PLAN



#### AREA OF APPLICATION OF THE RAMOGEPOL PLAN

From point A, to point B to point C, to point D (capo d'anzio traffic light). This area has two sub-areas:

- 1- the first where the reciprocal provision of available and suitable resources is automatic. Point A to point E, and from point F to point D;
- 2- the second, in pale green, where any joint operations only take place after a request from the national authority.



## 6.5.2. France : ORSEC Plan

**Antoine Ertzscheid (French Mediterranean Prefecture Maritime)** introduced the French mechanisms for the surveillance of the Mediterranean Sea, authority which lies with the Maritime Préfet, institutionally dating back to Napoleon but modernised in 1978 after a major

### Le préfet maritime

 Zones de responsabilité



offshore disaster in Brittany. As the French State's representative at sea, the Prefect has specific powers and combined three roles: action in case of emergency (related to life safety, assistance to vessels in difficulty, pollution incidents and mine clearance), a police role (combat against illegal

trafficking, polluters, public disorder) and a role of "governor" of the marine area involving regulation of uses and prevention of conflicts, governance of the marine area, sustainable development strategy (Marine renewable energy). These are the powers of the Minister of the Interior but at sea, in an increasingly complex environment. The area covered is the Exclusive Economic Area, in which the Prefect is responsible for emergency search and rescue operations. The Prefect cooperates international operations, with partners among others from RAMOGE. Training and simulation exercises take place regularly.

Mr Estzscheid then presented the French generic emergency plan ORSEC. The ORSEC mechanism covers a network of organisations and stakeholders. Actions are assigned either to the Maritime Rescue Coordination Centres or MRCCs (MRCC) or to the military branch operating from the Toulon naval base. ORSEC intervenes at different levels, level three being that of strategic involvement, as for example off the coast of Corsica in June. ORSEC is reviewed centrally and locally every five years. Coordination with shore authorities is essential, given the prevalence of maritime pollution affecting the coastlines.

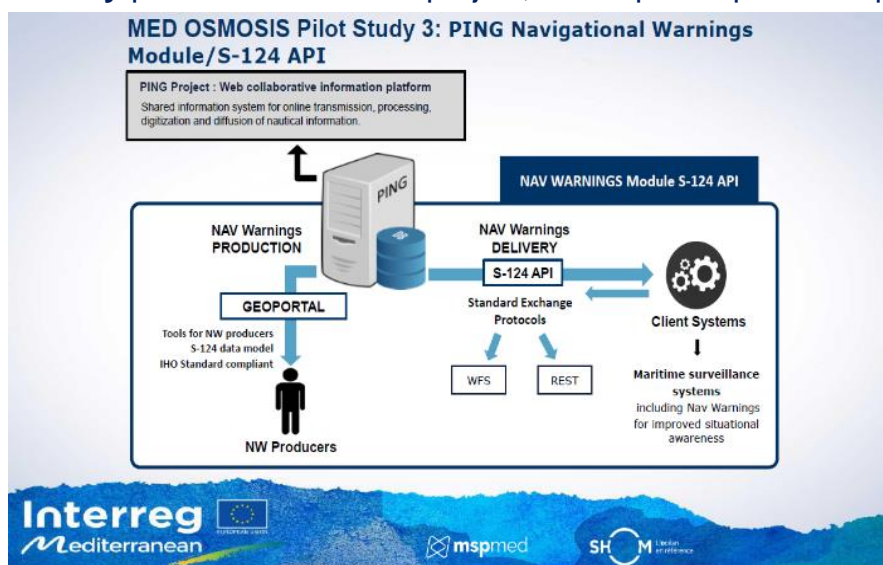


### 6.5.3. French Pilot Study: PING Navigational Warnings S-124 API (MEDOSMoSIS project)

**Yves Lefranc French PING project manager at Shom for the MEDOSMoSIS Navigational Warning PING API S-124 Pilot study** presented the PING project, developed in partnership with the Secretariat General de la Mer, for the digitisation of nautical information which includes a platform for the dissemination of navigational warnings. The maritime environment is fast changing and new sets of information targeted to incident avoidance need to be transmitted.

Navigational warnings relay the most urgent information, while the multi-channel

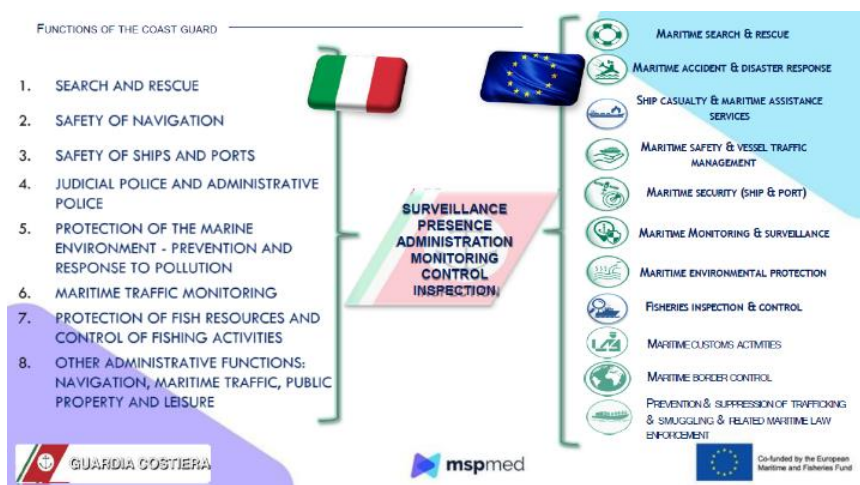
system also updates nautical charts and information, and provides long term information. Navigational warnings are coordinated by the International Hydrographic Institution. They are defined by the International Maritime Organisation (IMO), and sent by national authorities in NAVTEX and SafetyNet format by radio. As of today, geographical coordinates must be recorded on user maps, which is onerous. The is to digitize warnings for immediate display by harmonised information conveyed shore-ship, ship-ship and ship-shore. Interoperability with surveillance systems requires data integration, supported by standardised exchange protocols. Product certifications are based on the common S-100 framework. The PING project develops French national nautical information platform based on S-124 format, with a geoportal accessible to the authorities. Warnings are issued in French and English. An API programming interface will be assigned the goal of integrating client S-124 PING data by WFS and REST protocols. The PING API will enhance nautical situational knowledge, for example by prohibiting or tracking vessel access to a temporary exclusion or hazardous zones. The PING navigational warning application, as part of MEDOSMoSIS pilot studies, is now in the test phase with several Member States. The workshop participants were shown as an example a navigational warning issued for the Spanish rescue coordination system, produced on the occasion of the Spanish SAR pilot exercise. Authorities among the workshop's participants are most welcome to join the API testing process through the WFS. Warnings other than navigational can also be handled, involving third-party interested partners on a collaborative basis. The system is also enriched with an access to maritime geo-regulations thus contributing to space planning. Clicking on a cartographic display brings up associated regulations in true source detail in PDF format.



#### 6.5.4. Italy: Organisation of Maritime surveillance activities

**Tommaso Pisino (Italian Coast Guards / Guardia Costiera)** presented the conduction of maritime surveillance activities, in an approach providing access to all factors contributing to safety at sea, and in particular the identification of potential security threats. The EU identified standard activities for Coastal Guard organisations, including monitoring and search and rescue.

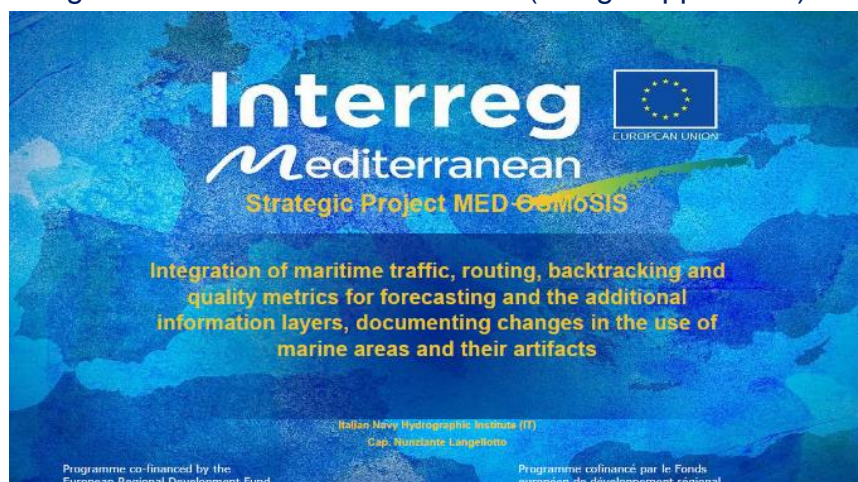
The Guardia Costiera's knowledge of sea events and activities verges on the complete and, for example, enables the identification of ships leaving harbour without authorisation. The area covered is 500,000 km<sup>2</sup>.



Guardia Costiera's inspections verify quality compliance and safety aspects of shipping and crews, its remit also extending to a wide range of activities or infrastructures liable to create environmental hazards. Waste management procedures or lapses are scrutinised at sea and coastally. Guardia Costiera is responsible for the surveillance of potential criminal activities on board merchant shipping, and acts in cooperation with the 500 naval units of the Italian fleet. Collaborative approaches rely in-house on satellite maritime surveillance systems, which boost the speed of interventions, possibly heliported, in the RAMOGE area among others. Hundreds of possible oil spills have been identified, and the ability to visualise the discharge of other pollutants has been enhanced to such effect that infringing vessels can be detained in port on further grounds of non-compliance to regulatory standards. Marine mammal sightings are also covered within the overall framework of essential environmental protection.

### 6.5.1. Italy: UP pilot study (MEDOSMoSIS project)

**Cdr. Nunziante Langellotto (Italian Navy Hydrographic Institute)** introduced the MEDOSMoSIS pilot study for the integration of an online chart service (webgis application) and the notice to mariners. The application receives and sends information from numerous stakeholders in standardised format for the updating of navigation charts and hydrographic information. Related actors extend beyond the Coast Guards and port authorities and include all the main private companies involved in the maritime environment. The system is fed by standardised digital updates for incorporation into navigational charts, and in particular captures and disseminates information that may not be available to hydrographic institutes. Standard formats and updated information managed by the Italian Hydrographic Institute ensure an effective information and speed of reaction by connection to regional geoportals. After final resolution of technical problems, the application will soon be widely available.



### 6.6. Closing remarks: DG Mare

**Céline Franck from DG Mare** thanked the organisers of the event. Speaking for the European Commission, she pointed out that she was delighted to see so many projects being brought up to light and enabling to cover the topics of maritime spatial planning and surveillance since both are strongly inter-related. She advised that the European Commission was currently reviewing the first year of implementation of the Directive on Maritime Spatial Planning and drafting a report. Member States have reached various levels in the implementation process, but the EU is far ahead compared with the rest of the world on the topic of Maritime Spatial Planning, mainly thanks to data sharing and data usage. Exchanges of view involving the numerous platforms at EU and local levels are ongoing. According to her the webinar is a success and it took the various approaches forward in a spirit of innovation and collaboration. DG Mare looks forward to seeing many more similar initiatives.

## 7. Presentations

Participants required for the presentations to be shared. Presentations are momentarily available here:

<https://drive.google.com/drive/folders/1U6nowDSKbQzIMTnET483Re92ggfIJdBI?usp=sharing>

## 8. Interpretation service

This meeting was made with online interpretation service provided in English, French and Italian by I-BridgePeople [www.ibridgepeople.com](http://www.ibridgepeople.com) through the a multilingual Zoom platform.



## 9. Conclusion

At a time when the European Commission is reviewing the first year of implementation of the Directive on Maritime Spatial Planning and European Member States have reached different stages of the process but have definitely initiated their MSP national plans, the topic of interrelation with surveillance activities is key and will only grow stronger since national authorities in charge of safety and surveillance are the first link in the chain when it comes to practical enforcement. Their role in the assessment and monitoring of the plans will also be essential in the coming years.

This workshop constitutes a stepping stone for the continuous collaboration and communication that will increasingly grow between MSP and Surveillance authorities. Both authorities are working indeed on the same areas but frequently in silos with a lack of awareness of the relationship between the two fields. This was shown in the the 2020 survey conducted in the Surveillance field within the MEDOSMoSIS European Mediterranean project and the related report produced (MS10) which highlighted a strong lack of awareness regarding the implications of MSP for surveillance. Furthermore, surveillance being sometimes associated by MSP planners to military aspects only, the workshop aimed at showcasing the broader action of the State at Sea and the strong relationship between surveillance and environment protection, one of the key aspects of the MSP Directive. Another objective of this meeting was to share on MSPMED and MED OSMoSIS initiatives and current outputs.

The national authorities of the 3 states started by introducing their respective Maritime Spatial Planning (MSP) frameworks, instruments and structure. French and Italian geoportals, significant tools providing access to MSP and surveillance-related data, were then presented. A description of the existing transnational plans, involving the 3 countries, followed: RAMOGEPOL, dedicated to the protection of the environment (in accordance with the RAMOGE agreement), and a description of national emergency plans in place in France and Italy. The workshop also relayed developments of tools carried out by Italian and French partners within the MED OSMoSIS project for improved surveillance capacities and sharing of emergency information between countries, including SAR and pollution/hazard related matters.

If ambitious in terms of numbers of topics covered, the workshop achieved a significant first step in the process of cross-sector and cross-border communication. It successfully enabled the dissemination of valuable information with regards to the presentation of the framework, instruments and policies of each participating country signatory of the RAMOGE tri-partite agreement.