

**D4 Italy: Visioning and strategic objectives: a)
Tyrrhenian-Western
Mediterranean, b) Adriatic, c)
Ionian–Central Mediterranean**

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Introduction

The main objective of task 2.1 is to support the establishment and implementation of Maritime Spatial Plans in Italy, in line with the objectives pursued in the framework of the MSP Directive.

Italy identified three maritime areas on which maritime plans are being developed: Tyrrhenian - Western Mediterranean, Adriatic, Ionian – Central Mediterranean.

For the three areas, task 2.1 developed through sub-tasks: 2.1.1 – Visioning and strategic objectives; 2.1.2 – Vocation maps, with specific objectives and proposed key measures; 2.1.3 - Analysis and design of a system of indicators to monitor plan implementation and performances.

The three sub-tasks produced three deliverables: D4, this deliverable, presenting the Italian approach to MSP and the process to implement it, up to the definition of a vision and of strategic objectives; D5, presenting the core of the strategic planning in terms of vocations and planning measures, including some elements of the co-design / co-planning process adopted (i.e. three co-design workshops in the three areas); D6, describing premises, objectives, structure and specific contents of the monitoring program of the Plans.

The Italian planning process saw the osmotic cooperation between ministerial bodies and regional level of governance, harmonized via the intervention of the Scientific Advisory Board (CORILA-CNR-IUAV) supporting the Competent Authority (MIMS) and the Technical Committee. The resulting planning objectives and planning units are, therefore, co-designed, as it will be illustrated in the following paragraphs.

The MSPMED project was essential in enabling this co-design process, especially by organizing workshops that levelled the knowledge on the topic and allowed the sharing of experiences across regions.

Co-design: the Italian planning process

Directive 2014/89/EU has been transposed in Italy through Legislative Decree No. 201/2016. The decree:

- Establishes that the Ministry of Infrastructure and Transport (now the Ministry of Infrastructure and Sustainable Mobility) is the Competent Authority (art. 8), to which specific activities are assigned (art. 8, 9, 10, 11);
- Establishes the Inter-Ministerial Coordination Table (TIC) at the Presidency of the Council of Ministers - Department for European Policies (DPE), which includes all the central Administrations involved in marine-maritime issues (art. 6);
- Establishes the Technical Committee at the Ministry of Infrastructures and Transport (now the Ministry of Infrastructures and Sustainable Mobility), as the Competent Authority, which includes five central Administrations and the Maritime Regions (art. 7);
- Provides that the management plans of the maritime space are drawn up by the Technical Committee mentioned in article 7 and, before approval, are transmitted to the Interministerial Coordination Table mentioned in article 6, which certifies the correspondence with the planning process defined in the guidelines mentioned in

article 6, paragraph 2. The maritime space management plans are approved by decree of the Minister of Infrastructures and Transport (now Ministry of Infrastructures and Sustainable Mobility), subject to the opinion of the Permanent Conference for the relations between the State, the Regions and the autonomous Provinces of Trento and Bolzano;

- Provides that the existing plans and programs that take into consideration the marine waters and the economic and social activities carried out therein, as well as those concerning land activities relevant to the consideration of land-sea interactions, developed and implemented under the European and national provisions in force at the date of entry into force of the decree, are included and harmonized with the provisions of the management plans of the maritime space.

Ministerial Decree of 13/11/2017, No. 529, as amended by Ministerial Decree of 11 March 2019, No. 89 and Ministerial Decree of 27 June 2019, No. 263, regulates the organization and functioning of the Technical Committee.

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 1 December 2017, the "guidelines containing the guidelines and criteria for the preparation of maritime space management plans" were approved.

The Guidelines have identified three maritime reference areas, for the drafting of three inter-coordinated Plans, referable to the three sub-regions of the Marine Strategy (art. 4 of Directive 2008/56/EU):

- The Western Mediterranean Sea;
- The Adriatic Sea;
- The Ionian Sea and the central Mediterranean Sea.

This solution makes it possible to pool the work already carried out under the Marine Strategy with regard to the identification of indicators and the acquisition of environmental data.

The Plans will have a duration of 10 years, with the possibility of a mid-term review, or if deemed necessary following the monitoring of the implementation of the Plan or events that require revision.

The MSP guidelines provide common criteria and principles for the MSP plans development. They represent a secondary source of law, guaranteeing a more flexible discipline and being more easily modifiable than the primary sources of law (i.e. the decree 201/2016). The MSP guidelines were adopted by an Inter-Ministerial Coordination Table on MSP set up at the Department European policies of the Presidency of the Council of Ministers, which is in charge of checking the correspondence of the MSP plans with such guidelines.

As said, the legislative decree 201/2016 identifies the Ministry of Sustainable Infrastructures and Mobility as the Italian MSP competent authority. At the same time, the legislative decree transposing the EU MSP Directive recognises that competencies relevant to MSP in Italy are shared among the State and sub-national administrative bodies (hereafter the "Regions"). The development of MSP plans has therefore been appointed to a Technical Committee, coordinated by the MSP competent authority and composed of several Ministries (i.e. Ministry of Ecological Transition; Ministry of Agricultural Policies, Food and Forestry; Ministry of Economic Development; Ministry of Culture and Ministry of Tourism) and coastal Regions.

The composition of the MSP Technical Committee reflects the distribution of legislative powers on coastal and marine issues among the Italian State and the Regions. The

State has a transversal legislative power on environmental protection, landscape and cultural heritage preservation, and protection of the economic competition. It has legislative power shared the Regions over ports, maritime transport, production and distribution of energy, spatial planning, enhancement of cultural and environmental goods, health protection, job protection and safety, foreign trade, scientific and technological research and support to business innovation. The Regions have legislative power over fisheries, aquaculture, coastal defence and tourism. However, also the State may regulate these sectors to ensure uniformity, implement obligations imposed by the European and international law and to ensure the protection of the economic competition, the preservation of the cultural heritage, and the protection of the environment.

Coherently with the principle of subsidiarity (article 118 of the Italian Constitution), administrative competencies on the regulation, programming, planning and authorization of human activities on marine waters are shared among several institutions at different territorial levels: national, regional, and for some aspects even local (provinces and municipalities).

The articulated composition of the MSP Technical Committee aims to ensure the needed collaboration between the State and the Regions, remarking the importance of multi-level co-planning.

The Technical Committee, involving both national and regional authorities, has the responsibility of ensuring the coherent application of the principles and criteria defined by the guidelines as well as of the development of all three plans. This body played a strategic and guiding role, relying on the so-called MSP Core Team for operational aspects. The overall governance of the MSP process was completed by a Scientific Team that provided technical and scientific support to the overall MSP process. Involved actors (the Scientific Team, Ministries, Regions, superintendence regional offices of the Ministry of Culture) provided data, knowledge and planning inputs along the various phases of the process; these were integrated in the three MSP plans by the Scientific Team and checked for coherence and adequacy by the Technical Committee. Regions involved in the process set up internal MSP working groups involving different regional departments and having diverse levels of formalisation; these groups fed the process (with data and knowledge) and agreed on key planning decisions at the regional level.

The Italian plans

Methodology and main contents

As a whole, the methodology used for the development of the planning allows to express operationally the general objective given, that is to produce a strategic planning, or direction, and does so through a clear, consistent and flexible process, which allows to take into account the different complexity of the areas, the level of definition and the diversity of strategic and specific objectives of the Plan, the overall framework of available information, the system of governance in place, the instances of stakeholders involved collected during the consultation process.

The operating methodology for the preparation of the Plans incorporates the indications of the National Guidelines and defines in greater detail the structure and specific contents of the Plans.

The Plans are implemented in 6 Phases:

- Phase 1 - Initial status and 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 level planning
- Phase 5 - Methodology and indicators for monitoring and adapting the Plan
- Phase 6 - Activities to consolidate, implement and update the Plan

These steps and contents are derived, in addition to the National Guidelines, from International Guidelines (e.g. Ehler and Douvère, 2009, UNEP/MAP, 2017; UNESCO/IOC & EC, 2021), from the plans developed in other European countries, from the results of other pilot projects on MSP conducted in recent years and currently underway at regional and Mediterranean scales (e.g. SHAPE, ADRIPLAN, RITMARE, SUPREME, SIMWESTMED), from the scientific literature in the field.

The objective of Phase 1 is to provide a concise but comprehensive description of the area's environmental, landscape and land use system and major trends directly aimed at supporting the analysis and planning process.

Phase 2 deals with the analysis of the mutual interactions between sea uses and between sea uses and marine ecosystems, in order to make the activities compatible and ecologically sustainable in the medium-long term. The term "interactions between uses" includes the concepts of conflict, coexistence and synergy. The overall objective of planning and management actions is to increase or ensure co-existence between different uses, reducing potential mutual conflicts and increasing potential synergistic elements where possible.

Phase 3 concerns the fundamental step of defining a vision and strategic objectives to guide planning, on a national and Maritime Area scale. This definition considers and uses, in addition to what is provided by Phases 1 and 2, the set of policies, strategies, plans and national and international standards in place and under development (e.g. Agenda 2030, EU Green Deal, SBE Strategy).

Phase 4 develops strategic level planning on the Maritime Areas and its portions (Sub-Areas and Planning Units, as we will see further on), starting from the definition of specific visions and objectives, up to the indication of vocations and measures, recommendations, addresses at local scale. Specific research by design approaches contribute to the definition of measures of a spatial nature on a local scale.

Phase 5 defines the characteristics of the Monitoring Program (PdM) which, in line with the provisions of the National Guidelines, has the objective of keeping track in space and time of the efficiency of the implementation of the Plans and of informing them of improvement measures in the event that these are deemed necessary, through adaptations and mid-term or end-of-term reviews of the Plans. In order to be adequately informative, the PdM must have adequate spatial and temporal connotations so as to be able to produce timely information, reflecting the real

trajectory to which the measures of the Plans tend, and therefore the efficiency of the Plans themselves in function of the attainment of the prepared objectives.

Phase 6 identifies and specifies a number of key issues for the consolidation, implementation of the Plans and updating of the Plans.

The Plan development process is accompanied by the Strategic Environmental Assessment (SEA) process, as required by current legislation and National Guidelines.

Moreover, the interaction process with stakeholders develops progressively and at different spatial scales throughout the entire process, feeding and nourished by the formal consultation steps provided for by the SEA process and by art.9, c.4 of Legislative Decree 201/2016 and also including the transnational consultation processes provided for by the Directive (Art.11 and 12).

Multi-scalar approach and spatial scale of planning

The planning is implemented through a multi-scalar approach, with the aim of achieving the minimum level of strategic planning stated, but at the same time providing, wherever necessary and wherever possible, elements and forecasts of greater detail, from the point of view of the location and spatial scale of the plan indications and indications and forecasts for individual sectors.

The salient aspects of this multi-scalar approach are as follows:

- the possibility of scaling up objectives, choices and plan measures on the basis of the actual environmental characteristics and the system of uses of the areas, increasing the resolution where actually possible and necessary, on the basis of the existing cognitive framework, the objectives of the plan, the will of administrations and stakeholders;
- the possibility of implementing a co-planning process between the central level (in particular the Ministries that sit on the Technical Committee) and the regional level (from the work of the Technical Committee, of which the maritime Regions are members, to more in-depth interactions with regional intra-departmental / intra-service working groups) and the local level, interacting at the local scale with communities and stakeholders, both to build awareness and to discuss plan choices in a structured way.

From an operational point of view, each Maritime Planning Area has been subdivided into Sub Areas and subsequently into Planning Units, as already introduced in the previous paragraph and as better reported in figure 1.

The division into sub-areas has operational relevance for the definition, management, implementation and future updating of the Plan. On the other hand, it has no relevance from a legal and competence point of view, which remain defined by the current regulatory framework, or by specific measures that the Plan may identify and adopt. With these objectives in mind, the criteria and elements considered in defining the sub-areas, through an optimal combination of them and expert judgment, are as follows:

- national and international legal and administrative limits;
- regional administrative limits;
- boundaries of the geographical sub-areas of fishing (FAO-GFCM GSAs);

- boundaries of marine areas open to hydrocarbon exploration and production as identified by the MISE;
- zoning already in place and used for planning and management activities;
- morphological and oceanographic characteristics of the vast area and specific sub-areas;
- existing peculiar or prevailing sea uses of the vast area and specific sub-areas.

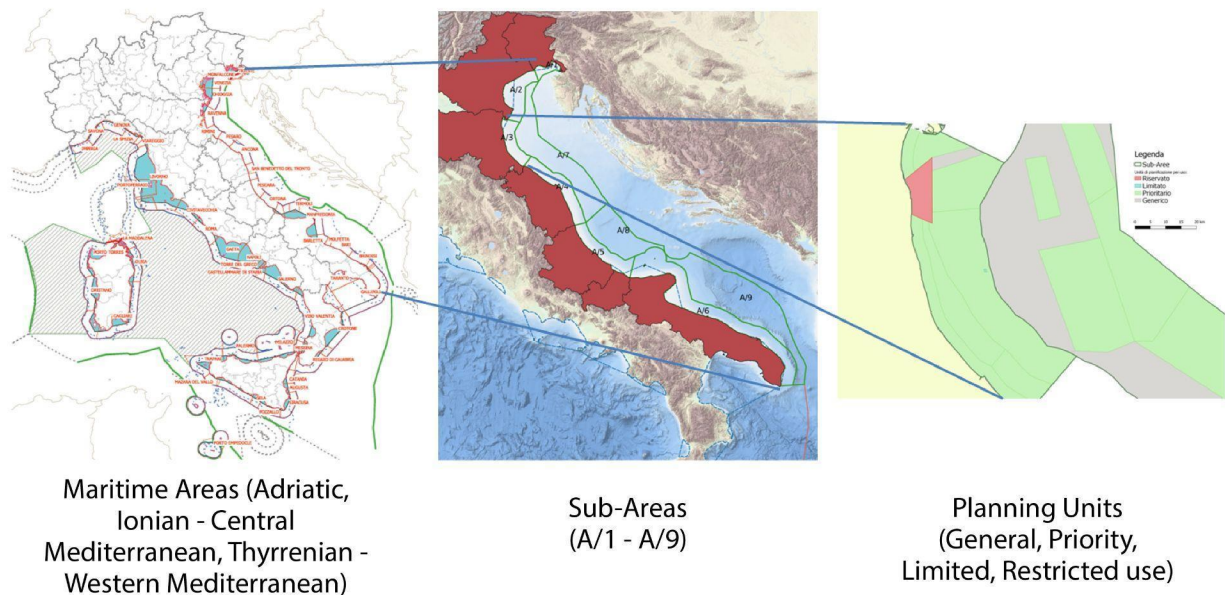


Figure 1 Spatial schematization within the Plans: from Maritime Areas to Sub Areas to Planning Units.

It should be stressed that the legal and geographical aspects are only two of the criteria used in the definition of the sub-areas, without neglecting in any way the need to use an ecological and functional vision to define the different issues on an appropriate spatial scale. In this sense, in the development of the planning the limits of the sub-areas have been considered as permeable limits, from the point of view of uses, from the environmental/ecosystem point of view and from the point of view of the governance system, in order to guarantee the maximum coherence with respect to the planning of the vast area and the neighbouring sub-areas.

In each sub-area a medium-long term vision is defined, consistent with the vision defined at national and maritime area level, and specific planning objectives are defined consistent with the strategic objectives at national and international level (Figure 4).

Subsequently, in each sub-area, "Planning Units" (PUs) are identified, i.e. areas to which specific vocations of use are assigned, with the aim of regulating and directing their functioning and evolution, and for which measures, recommendations and guidelines for carrying out activities are subsequently defined (Figure 2).

The Figure 3 shows in a synthetic way the functional relationships between vision, plan objectives, vocations, measures and directions. These aspects will be explored individually and in their main relationships in the following paragraphs.

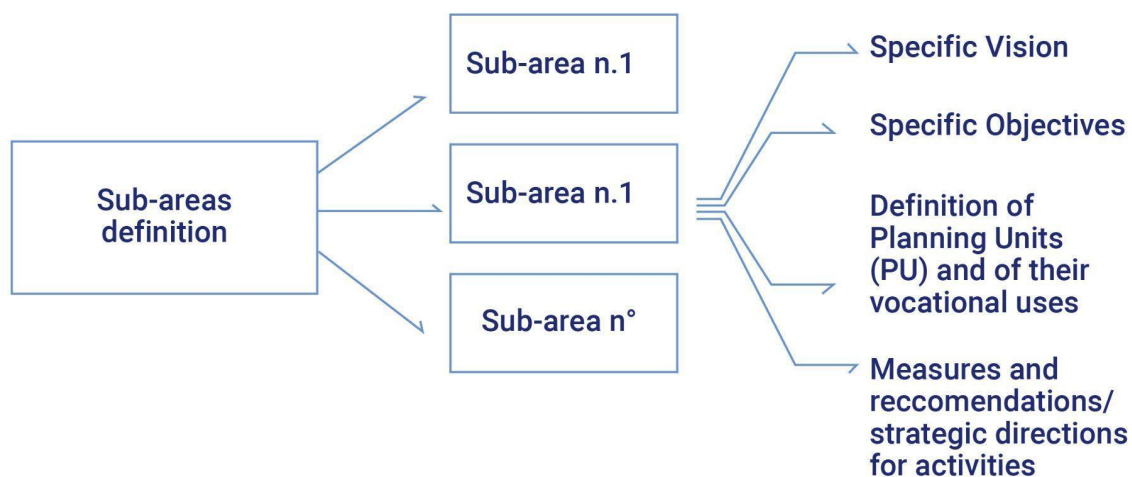


Figure 2 Outline of Plan content developed in each of the identified sub-areas.

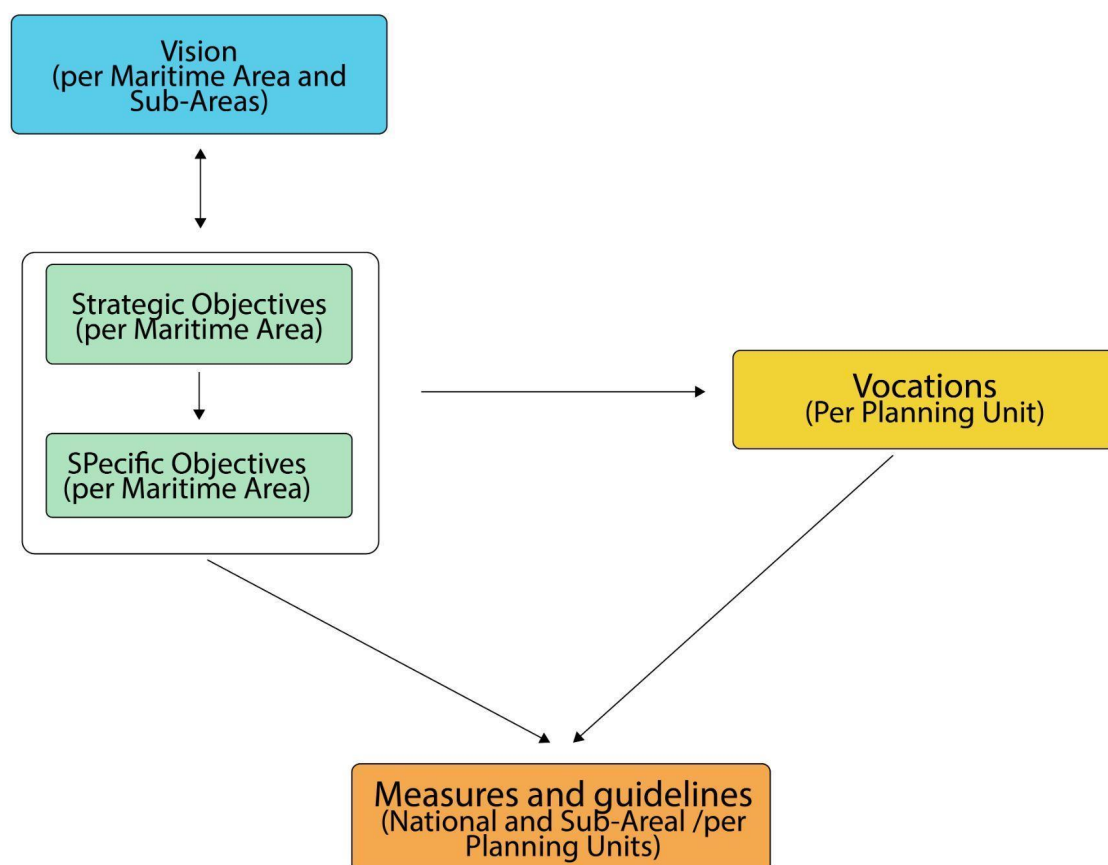


Figure 3 - Functional relationships between the main constituent components of the Plan.

The four-dimensional dimension of planning

If the previous paragraph focused on the description of how the plan has faced the challenge of spatial scales at which to develop planning, and the analysis preparatory to it, it is clear that the plan has used throughout its development a properly four-dimensional approach. All this within the limits of the information and analysis instruments available today and always keeping in mind the objective of a predominantly strategic planning. In addition to the horizontal dimension, there is the vertical dimension (water column and seabed) typical of marine environments and the temporal dimension.

These aspects have been taken into account in all phases of the plan process, from the construction of the cognitive framework, to the analysis of the interactions between uses and between uses and the environment, to the definition of plan objectives, to strategic level planning, to the definition of a plan monitoring program. The plan forecasts therefore appear to be expressed only in two dimensions, but in reality they take into account in their reference to the various uses and in the portfolio of measures that accompany the plan the vertical dimension (e.g. plan forecasts that concern above all the seabed or only the water column or its portions) and the temporal dimension.

Concerning specifically the temporal dimension, it is evident that MSP, like all planning activities, is a future-oriented activity whose purpose is to help imagine and create a desirable future and to enable short-term decision-making oriented towards long-term goals. For this reason, recent and expected trends related to the system of sea and coastal uses and related to marine ecosystems and resources must be analyzed and understood. From this starting point, the system of plan objectives and their transposition into vocations and measures builds the desired future trajectory for the different areas and uses insisting on these areas. An understanding of recent trends in marine habitats can also be useful in directing, in addition to conservation actions or actions not to worsen environmental quality, improvement actions to achieve the established environmental objectives (e.g. GES MSFD) and environmental restoration actions, also in view of the new European legislation on the subject and the preparation of the national environmental restoration plan.

Vision and objectives of the Plan

As mentioned above, the MSP process is concerned not only with minimizing conflicts between existing activities, but also with anticipating and avoiding the emergence of conflicts in the future, in order to promote the harmonious development of maritime activities in the planning areas. It is necessary, therefore, to understand and direct the future development of the uses of the sea and the coast towards what is defined as "Vision". We can define "Vision" (Lukic et al., 2018), as "the preferred evolution of developments of maritime activities over a given time horizon, which has been generally agreed between those developing the vision or with various stakeholders. In some cases, a vision is considered the best agreed evolutionary scenario, implying that different scenarios must have been developed and discussed before the actual adoption of the vision."

The Vision is at the same time the synthesis of a series of plan objectives and the declaratory reference to define in a more precise way the plan objectives that with their achievement should implement the Vision itself (Figure 3).

In the Plan, with reference to the multi-scalar approach described above, the cycle of defining the vision and objectives is repeated twice: once at the level of the Maritime Area (Vision and Strategic Objectives) and a second time at the level of each Sub-area (Vision and Specific Objectives), obviously maintaining consistency between the

super-ordinate level of the Maritime Area and the sub-ordinate level of the more local scale represented by the Sub-area.

Vision and Strategic Objectives of the Maritime Area are defined in Phase 3 of the MSP process and take into account reference documents (Plans, standards, strategies, etc.) of international, European and national level, related both to environmental, landscape and cultural heritage aspects, and to socio-economic aspects related to the needs of the different sectors.

The Strategic Objectives are related to three transversal principles (Sustainable Development, Protection and conservation of species, habitats and ecosystems, Landscape and cultural heritage) and to eight sectors (Safety of navigation, maritime and surveillance, Maritime transport and ports, Energy, Coastal defense, Fisheries, Aquaculture, Coastal and maritime tourism, Research and innovation).

The synthesis of the reference documents and their projection in Vision and Strategic Objectives was carried out together with the Technical Committee.

The methodology of the Plan does not provide for an explicit and uniformly applicable priority ranking of the various Strategic Objectives, rather attributing a generic prevalence and ubiquity to the Objectives that decline the three transversal principles and leaving the modulation of the other sector Objectives to the characteristics of the various areas.

Subsequently, a Vision and Specific Objectives are defined for each Sub-area, which are the result of the analysis of the existing situation and planning, as well as of the current trends and the evolutions expected and/or to be promoted.

In this case, and in line with the co-planning approach presented above, for the Coastal Sub-areas up to the external limit of the territorial waters, the proposal of Vision and Specific Objectives has been carried out by the Regions, on the basis of a high resolution analysis of the local situation and often in dialogue with the neighbouring Regions, and by the Regions submitted to the Technical Committee for the necessary evaluations of coherence with Vision and Strategic Objectives and harmonization at Maritime Area scale.

The Strategic Objectives, and secondarily the specific objectives, are the basis for the definition of a monitoring system for the Plans (Phase 5), through the definition of a system of measurable environmental, socio-economic and governance indicators linked to them.

Allocation of vocations and general criteria for prioritization

A fundamental step in the process of constructing the Plan is the definition of the Planning Units (PUs) and their attribution to specific vocations of use, passing through a preliminary step of typological definition of the PUs, as will be better specified below.

The definition of the PUs (location, extent and perimeter) in each Sub-area is done by expert judgment, taking into account a number of criteria listed below:

- Current status of environmental uses and components;
- Trends in place, both of the physical and environmental system and the system of uses;
- Developments in the system of uses to be promoted, based on the vision and goals stated in the Plan;

- Needs to preserve and improve environmental conditions, as also defined in the Plan objectives;
- Competence framework and governance system;
- Existing regulations and plans, with particular reference to regulations on the environment, landscape and cultural heritage.

The criterion of consistency with existing standards and plans should be considered a prevailing criterion at this stage.

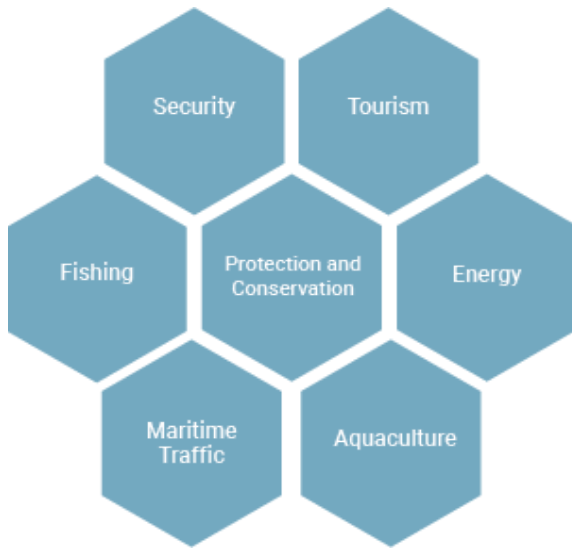
Each PU is assigned a typological attribute, according to the coding described below and graphically represented in Figure 4.

- G = Generic Use
 - o Areas in which all uses tend to be permitted, with specific and reciprocal regulatory mechanisms defined or to be defined within national and international standards or sector plans, so as to guarantee safety, reduce and control environmental impacts and encourage co-existence between uses.
- P = Priority Use
 - o Areas for which the Plan provides indications of priority use and development, including indicating other uses to be secured or permitted through adjustments to each other and with the identified priority use.
- L = Limited Use
 - o Areas for which a predominant use is indicated, with other uses which may be present, with or without specific limitations, if and to the extent compatible with the predominant use.
- R = Reserved Use
 - o Areas reserved for a specific use. Other uses are permitted only for the needs of the reserved use or unless waived and granted by the entity responsible for or managing the reserved use.

Finally, the Priority, Restricted and Reserved PUs are assigned specific indications that address priority use sectors and/or themes with cross-cutting significance, either individually or jointly.

This attribution of vocation does not in itself introduce at this stage new prohibitions on the exercise of the various uses with respect to what already exists. It is also evident that the development of the uses indicated as priorities through the granting of licenses or concessions, the establishment of new protected areas or areas with specific limitations on use, or simply their preservation may in the future lead to specific and concrete consequences on the other uses.

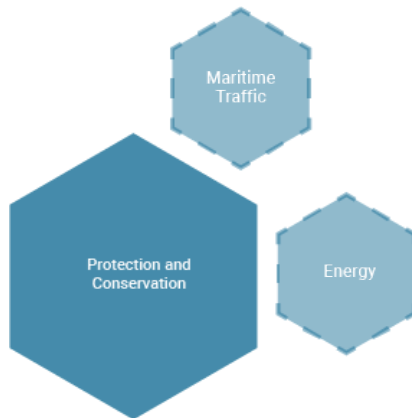
G - Generic Use



P - Priority Use



L - Limited Use



R - Reserved Use

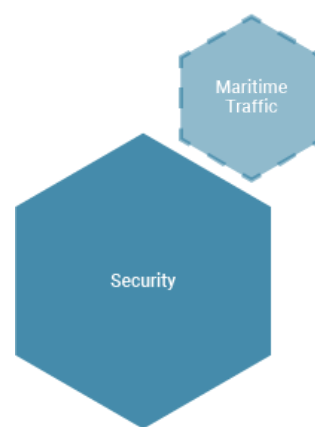


Figure 4 Graphical representation of the four typologies attributable to the Planning Units.

Table 1 reposts the list of uses/sectors and themes with cross-cutting value used for vocation attributions to PUs. The table also provides a list of sub-uses used in the descriptive tables for the PUs in the 6 of the extended version of the Plan.

The diversity between the actual "uses" or "sectors" and the transversal themes of "Protection and conservation of species, habitats and ecosystems" and "Landscape and cultural heritage" should be noted and recognized. Similarly to what has been done in most European and non-European Maritime Spatial Plans, the Technical Committee has also chosen to use these two themes, by analogy with the sectors/uses, to attribute specific vocations to the PUs, thus recognizing and highlighting their relevance. This does not mean that the environmental and landscape-cultural aspects do not maintain a transversal value, which concerns as such the whole Plan area.

Table 1 List of Cross-cutting Themes, Uses / sectors and sub-uses.

	Uses / Sectors and Transversal Themes with "Strategic Objectives".	Code	Possible sub-uses
Transversal principles	Sustainable development	-	-
	Environmental protection and natural resources	n	-
	Landscape and cultural heritage	ppc	Coastal landscape
			Underwater cultural heritage
Uses and sectors	Coastal and maritime tourism	t	beach tourism
			Experiential tourism (e.g. ecotourism, fishing tourism, diving, etc.)
			nautical tourism
	Aquaculture	a	
	Fishing	p	commercial fishing
			artisanal fishing
			recreational fishing
	Maritime transport and ports	tm	Goods transport
			Passenger transport
	Energy	e	Renewable energies
			Cables and conduits
			Extraction of hydrocarbons
	Mining and hydrocarbon exploration and extraction		
	Maritime safety, navigation and surveillance	s	-
	Scientific research and innovation	re	-
	Coastal defense	dc	-
	Other Uses / Sectors to be considered for PUs		
	Telecommunications	tlc	-
	Dredged sediment sea-diving	isd	-
	Withdrawal of relict sands	sa	-
	Infrastructure (industrial uses related to port activities)	i	-

	Defense	d	-
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For this reason, indications regarding the relevant environmental, landscape and cultural heritage aspects of each Planning Unit that support the definition of the compatibility of uses, not only with other uses or with the prevailing use, but also with the environmental, landscape and cultural aspects relevant to the specific unit are made explicit in the UP description tables. These indications are considered and expressed on the basis of available knowledge derived from studies or other ongoing processes, with particular reference to those related to MSFD, fisheries management, current landscape plans and the Water Framework Directive. Important references will also be derived from the indication of habitats and species of Community importance (Habitats and Birds Directives), or endangered species according to IUCN, or indications derived from ecologically or biologically significant marine areas according to the Convention on Biological Diversity.

The attribution to the PUs of the specific indications regarding the sectors of use and/or priority themes with transversal value, singly or jointly, has been carried out, in strict coherence with the general objectives of the Maritime Spatial Planning Directive, with the aim of favoring the development of the sectors in a balanced and non-conflicting manner, respecting and indeed contributing to the objectives of sustainability, respect for the environment, landscape and cultural heritage. This principle is declined in a punctual way in the Strategic Objectives, including the Strategic Objectives on the three transversal principles, and specified at a local level, on the basis of specific characteristics of the areas, in the Specific Objectives for each Sub-area.

A further and relevant aspect considered in the attribution of the specific vocations, and in the consequent description of the PUs and definition of the measures to implement and develop the identified vocations, is that of co-existence between uses, to be fostered wherever possible with the necessary arrangements, until the full achievement of the multi-use objective, which means not only co-existence between uses in the same areas but also development of synergies (areas and equipment/infrastructure) between uses (Schupp et al., 2019; Van den Burg et al., 2020). The element of coexistence and often synergy between uses is a defining feature of PUs that have been given multiple priorities.

Methodology for defining planning measures

The last step in the strategic planning process is the definition of a portfolio of plan measures, guidelines for carrying out activities and possible recommendations to be implemented in the short and/or medium and long term.

The measures and actions identified by the Plans, as required by the guidelines containing the addresses and criteria for the preparation of maritime space management plans, D.P.C.M. 1 December 2017, par. 20, are aimed at achieving the strategic objectives defined at national scale and the specific objectives declined in the different sub-areas. The measures/actions and objectives to the achievement of which they are addressed will be associated with indicators in order to be able to follow up on the monitoring in the implementation phase and to be able to proceed in the event of any misalignment between the objectives set and what is produced. The measures

and actions of the Plans are not reproductive of the existing discipline contained in sectorial regulations and in existing plans and programs (e.g., the Program of Measures adopted under Art. 13 of the Marine Strategy), which remains in force, but complement it (guidelines containing the addresses and criteria for the preparation of maritime spatial management plans, D.P.C.M. 1 December 2017, par. 14).

In line with the European directive for maritime spatial planning, which requires that maritime spatial management plans identify the spatial and temporal distribution of activities and uses of marine waters and organize human activities in marine areas, considering the interactions of uses and promoting their coexistence (dir. 2014/89/EU, art. 3, 5, 8), and in line with the provisions of its transposition into national law (d.lgs. n. 201/2016, art. 3, 4, 5; guidelines containing the addresses and criteria for the preparation of maritime space management plans, D.P.C.M. 1 December 2017, paras. 1, 3, 8, 11, 20), the measures and actions are forecasts of the Plans that may have the following contents:

- a. recommendations and guidelines addressed to administrative authorities;
- b. guidelines for plans and programs concerning marine waters;
- c. guidelines (objectives) for plans and programs with earth space as their field of application;
- d. actions to be carried out by administrative authorities, including in partnership with private entities;
- e. the spatial and temporal distribution of the different uses;
- f. the regulation of the manner in which uses may be conducted;
- g. the provision of incentives.

As for scale, maritime spatial management plans identify:

- measures and actions on a national scale, for the three maritime areas covered by the Plan: transversal and coordination measures;
- measures and actions at sub-area scale: measures aimed at the sustainable development of the sectors, the promotion of coexistence between uses of the sea and the enhancement of synergies between them. For coastal sub-areas, measures/actions related to land-sea interactions are also identified. Wherever possible, measures are specialized within the sub-areas in relation to the vocations identified in the different PUs;
- any specific measures for individual PUs.

The choice of the content, type, scale and level of detail of each measure and each action derives, again in the light of the strategic and specific objectives, from the needs that emerge on a case-by-case basis following the unitary assessment of the various sectors and the conflicts or synergies that emerge.

In particular, the actions should also be economically feasible. For this reason, the corresponding financial coverage will have to be identified for each action, which could also coincide with the funding sources already established for the sectorial regulations and envisaged to achieve the objectives of the maritime spatial management plan (for example, those envisaged for the Marine Strategy).

Visioning and Strategic Objectives

The definition of strategic objectives and a Vision that expresses them in an integrated and forward-looking manner is one of the fundamental steps in the process of constructing the Maritime Spatial Plans (MSP) of the three Maritime Areas. The Vision represents at the same time the synthesis of the strategic objectives of the Plan and a reference statement to define in a more precise way the objectives themselves that with their achievement allow the Vision to be implemented.

The objectives identified in this chapter are high level objectives, referring to the national and supranational dimension, and are common to the three maritime areas covered by the Plans. The identification of specific objectives for the individual sub-areas is carried out in Phase 4 of the planning process. These specific objectives have been developed in coherence with the strategic objectives identified in this chapter and are preparatory to the definition of the Planning Units in each sub-area and the related vocations and measures of the Plan.

The identification of the vision and the strategic objectives for the three maritime areas was carried out first of all on the basis of the existing strategies, plans and regulations at an international, European and national level, concerning both environmental, landscape and cultural heritage aspects and socio-economic aspects linked to the needs of the various sectors. In this sense, the objectives indicated by the Marine Strategy to achieve GES ("Good Environmental Status") are central. In fact, the Guidelines for the management of the Maritime Space (DPCM 1 December 2017) indicate the ecosystem approach as a fundamental tool for the proper development of Maritime Spatial Planning. The ecosystem approach plays in this sense a bridging role between MSP and the implementation of Marine Strategies. Moreover, the paradigm of sustainable development, declined in the "Agenda 2030 on Sustainable Development" of the United Nations (2015) and in the 17 Sustainable Development Goals - SDGs to be achieved by 2030, is considered superordinate and transversal to all the objectives of the Plan, in line with the principles and objectives of the National Strategy for Sustainable Development.

For the systematic collection of planning objectives by macro-theme or macro-sector deriving from the instruments in force at a transnational (EU and non-EU) and national level, Annex 4 of the National Guidelines on Maritime Spatial Planning was used as the main reference.

Consequently, the collection is structured in the following 12 themes/sectors:

- Sustainable development
- Environmental protection and natural resources
- Landscape and cultural heritage
- Maritime safety, navigation and surveillance
- Fishing
- Aquaculture
- Maritime transport and ports
- Mining and hydrocarbon exploration and extraction
- Energy
- Coastal defence, flood protection, seabed morphology restoration
- Coastal and maritime tourism
- Scientific research and innovation

For the identification of the strategic objectives, the 12 themes/sectors indicated above have been reduced to 11, presenting in an integrated way the objectives related to the Energy themes.

The themes of "Sustainable Development", "Environmental Protection and Natural Resources" and "Landscape and Cultural Heritage" are transversal and superordinate principles to all the objectives of the Plan. The themes "Environmental protection and natural resources" and "Landscape and cultural heritage" are also considered as specific uses of the sea and in this sense used in Phase 4 of planning.

The methodology of the Plan gives prevalence and ubiquity to the objectives that decline the three transversal principles but does not provide for an explicit ranking of priorities of the various strategic objectives, leaving the modulation of the sector objectives to the characteristics of the various areas.

The strategic objectives constitute, individually and as a whole:

- A summary of what is contained in the many existing strategies, plans and reference standards;
- A focus on what is required and desired for the MSP Plans, trying to identify and indicate what each theme/sector primarily pours into the Plans (sector objectives of particular relevance to the Plans, because of their spatial declination or their general relevance) and what it asks of the Plans (sector objectives to the achievement of which the Plans are expected to make a relevant contribution).
- An indication of greater or lesser importance than is indicated more broadly in the guidance documents considered, where not an actual priority.

These strategic objectives, as well as the specific objectives at the sub-area scale, also directed the definition of the set of indicators of an environmental, socio-economic and governance nature, which led to the definition of the monitoring system of the Plans as part of Phase 5 of the Plan process.

Strategic objectives by theme/sector

The 44 identified strategic objectives are summarized in Annex 1 and constitute a unitary and integrated corpus that contributes to form a Vision for the development of the three maritime areas.

Sustainable Development and the objectives into which it is declined, represents the paradigm of the development strategy of the maritime areas identified in the Plan. With reference to this paradigm, the objectives of the individual sectors are identified, considering the transversal nature of environmental protection and cultural heritage. The objectives identified are as a whole referable to a series of transversal principles that constitute the elements of reference for the Vision. These principles are identified in purple in the graphic of Figure 5 which also includes the various themes/sectors/uses considered. The Vision that derives from principles and objectives is described in the following paragraph.

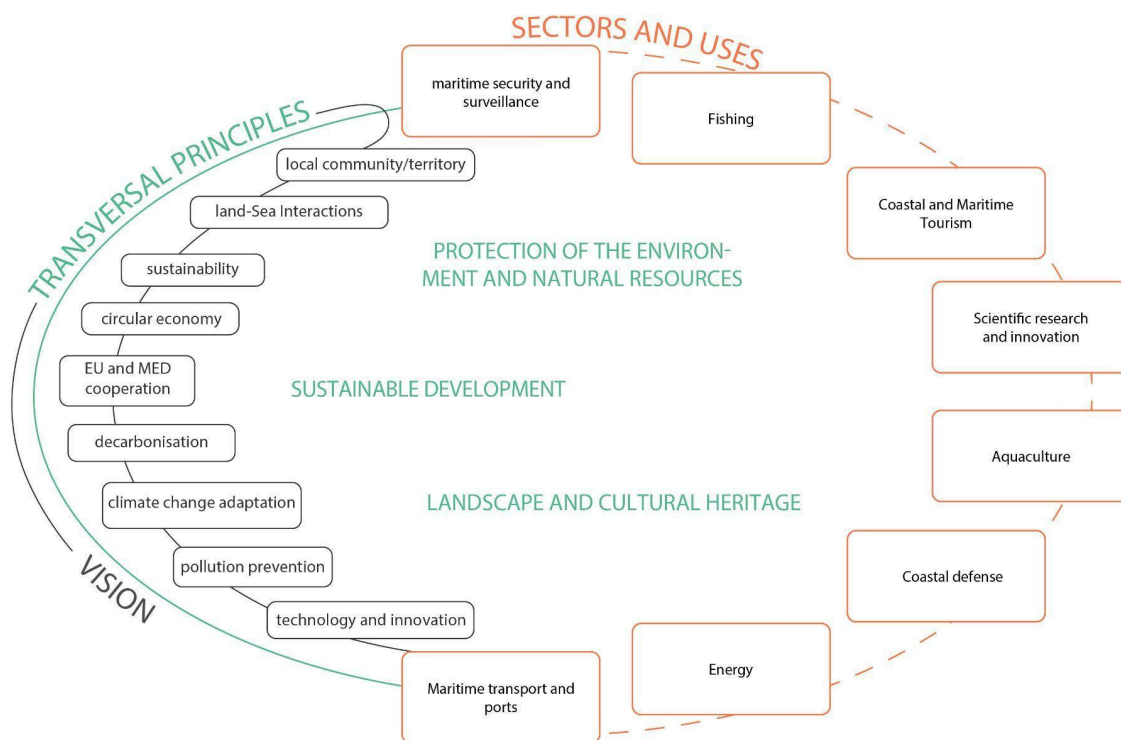


Figure 5 Principles that underpin the desired development of the maritime sectors and generate the Vision for the Plan.

Vision

The vision reported below represents a synthesis of the key concepts expressed by the strategic objectives referred to the transversal principles and sectors. This synthesis has been built together with the Administrations represented in the Technical Committee, i.e. the five Ministries with competence on the sea and the 15 maritime Regions.

The sea and its resources represent a fundamental and indispensable opportunity for growth and development for the entire country. The development strategy of maritime activities in the (Tyrrhenian Sea and Western Mediterranean / Ionian Sea and Central Mediterranean / Adriatic) is hinged on the Sustainable Development Goals (SDGs), identified by the National Strategy for Sustainable Development and the 2030 Agenda. The development strategy of maritime activities has as its objective the growth and balanced development of maritime sectors, both mature and emerging, in the medium to long term, in ways that ensure the achievement and maintenance of the good ecological status of the sea, enhancing the vocation of the territories and the welfare of coastal communities and the entire national community. In this perspective, the contribution to the energy decarbonisation of the country, to the fight against and adaptation to climate change and to the European Green Deal is a priority, and its blue declination in the EU Strategy on Sustainable Blue Economy. Maritime activities are reorganized in relation to the principles of circular economy, fully exploiting the economic potential that derives from these practices, in a framework of transnational cooperation within the Mediterranean.

The freedom of the sea and the safety of maritime lines of communication represent an existential interest for Italy, which actively contributes to stability and the fight against illegal activities in the Mediterranean.

In the fight against marine pollution, all maritime sectors - transport, offshore activities, fisheries, aquaculture and tourism in particular - are directly involved in the reduction of polluting emissions into the air and water, and in the dispersal of waste at sea and the introduction of alien species. Biodiversity, landscape and cultural heritage, both coastal and submerged, are common assets to be protected and preserved in their own right, but also as an indispensable resource for the tourism sector.

The development of renewable energy at sea is supported and accelerated in line with European and national decarbonisation and energy transition objectives.. Fisheries and aquaculture are developed in a sustainable and efficient way, pursuing a sustainable use of fishery resources, with the objective of protecting and rebuilding stocks and promoting the development of small-scale fisheries, also in synergy with other sectors (e.g. tourism, food and wine, local distribution chains, processing industry), in order to increase the product value

chain. The opportunities offered by marine biotechnology sectors are being fully exploited. Coastal and maritime tourism is being developed in a sustainable way, compatible with the needs of the territories and communities in which it is practiced, making it a model of excellence in the Mediterranean and beyond.

Marine and maritime activities are planned and managed in an integrated and coordinated way with those on land, guaranteeing ecological continuity and compatibility of uses between land and sea, also with reference to the urgency dictated by the need to adapt to climate change, resolving or minimizing the criticalities generated by land-sea interactions and exploiting the synergies.

For all maritime sectors, dialogue, cooperation and coordination with other European and Mediterranean countries are essential, first and foremost on safety issues, but also in relation to the integration of energy, transport, telecommunications, industry and trade networks, for the purposes of managing fishery resources and protecting species and ecosystems, as well as for the purposes of knowledge of the sea, scientific research and the transfer of the results of technological innovation.

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Annex 1 - Strategic objectives of the Plans

	THEMES / SECTORS / USES	Code	OBJECTIVES
Transversal principles	Sustainable development	OS_SS 01	Developing a sustainable marine economy, multiplying growth opportunities for marine and maritime sectors
		OS_SS 02	Contribute to the National Strategy for Sustainable Development
		OS_SS 03	Contributing to the European Green Deal
		OS_SS 04	Fully grasp the economic and environmental sustainability opportunities arising from the circular economy
	Environmental protection and natural resources	OS_N 01	Apply a consistent <i>Ecosystem Based Approach</i> (EBA) at all stages of drafting Maritime Spatial Plans
		OS_N 02	Supporting the extension of EU marine protection to 30% by 2030
		OS_N 03	Transpose and promote the implementation of the main space measures foreseen in the MSFD Program of Measures
		OS_N 04	Integration of land-sea interaction aspects and integrated management of the coastal strip, with particular reference to environmental aspects
		OS_N 05	Take into account in the medium - long term the process and objectives of marine ecosystem restoration as outlined in the proposed European Law on Environmental Restoration
	Landscape and cultural heritage	OS_PPC 01	Support the landscape value of the coastal strip
		OS_PPC 02	Promoting the recovery and redevelopment of buildings and areas subject to protection
		OS_PPC 03	Promote and support the conservation of underwater archaeological heritage
		OS_PPC 04	Promoting regional and international cooperation in the field
		OS_PPC 05	Promoting and creating awareness on intangible cultural heritage
		OS_PPC 06	Combating unauthorized building in coastal areas
Sectors/Uses	Maritime safety, navigation and surveillance	OS_S 01	Preventing pollution from ships and contributing to the implementation of the measures of the Marpol Convention
		OS_S 02	Help promote maritime safety, the implementation of UNCLOS standards and the EU Maritime Safety Strategy
	Fishing	OS_P 01	Sustainable development of the fisheries sector
		OS_P 02	Implementation of European and National Multiannual Management Plans in Geographical Sub-Areas (GSA)
		OS_P 03	Promotion, development and spatial management of small-scale coastal fishing using sustainable techniques
		OS_P 04	Promote the creation of areas for the recovery and protection of fish stocks and protection of <i>Essential Fish Habitats</i> (EFH)
		OS_P 05	To encourage cooperation among States in order to achieve concerted measures for the sustainable management of the activities of their national fisheries sectors.



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	THEMES / SECTORS / USES	Code	OBJECTIVES
		OS_P 06	Monitoring and combating illegal fishing
	Aquaculture	OS_A 01	Promoting the sustainable growth of the aquaculture sector
		OS_A 02	Promoting quality aquaculture and supporting the process of establishing AZAs (<i>Allocated Zones for Aquaculture</i>)
	Maritime transport and ports	OS_TM 01	Promoting sustainable development of maritime transport and reducing its negative impacts
		OS_TM 02	Promoting the use of alternative fuels, reducing discharges into the sea, improving port facilities for the collection of waste and cargo residues and/or encouraging the use of such facilities, improving the management of dredged sediments
		OS_TM 03	Promoting European and regional cooperation on maritime transport and multimodality
		OS_TM 04	Contribute to increasing the competitiveness of Italian ports, the sharing of "best practices" and the implementation of the National Strategic Plan for Ports and Logistics (PSNPL)
		OS_TM 05	Promote the integration and dialogue between existing planning systems in particular regarding the integration of port strategic planning, land planning and sea plans
	Energy	OS_E 01	To contribute to the energy transition towards renewable and low-emission sources through the development of offshore renewable energy production
		OS_E 02	Pursue the environmental, social and economic sustainability of offshore hydrocarbon prospection, exploration and production activities
		OS_E 03	Promote the conversion of platforms and infrastructure associated with depleted fields and synergies between compatible maritime activities
		OS_E 04	Promoting European and regional energy cooperation
		OS_E 05	Promoting the planning of suitable areas for CO capture and geological storage ₂
	Coastal defense	OS_DC 01	Promote the development, harmonization and implementation of strategies and measures to protect the coastline and combat erosion foreseen in the Flood Risk Management Plans drawn up at the scale of the Hydrographic District in compliance with the provisions of the Floods Directive (2007/60/EC) and in the Coastal Plans / Integrated Coastal Zone Management Plans prepared by many regions





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	THEMES / SECTORS / USES	Code	OBJECTIVES
		OS_DC 02	Ensure the best coherence between the uses and vocations of sea use foreseen in the MSP Plans and coastal uses, with reference to their safeguard in a scenario of necessary adaptation to ongoing climate change
		OS_DC 03	Consider and adequately address the issue of the use and protection of underwater sand for beach nourishment, to be considered as a strategic resource for coastal defense and adaptation plans
	Coastal and maritime tourism	OS_T 01	Promoting sustainable forms of coastal and maritime tourism
		OS_T 02	Promoting coherent planning actions on land and sea, also for tourism purposes
		OS_T 03	To contribute to the diversification of tourist products and services and to counter the seasonality of demand for inland, coastal and maritime tourism
	Scientific research and innovation	OS_RI 01	Target marine research activities on the knowledge needs of the Plan, to strengthen and support the planning process and its sustainable growth objectives
		OS_RI 02	To encourage the development of technologies and innovative solutions to be used to improve the effectiveness of the Plan and to promote their dissemination in the various sectors of the marine economy and in the various marine areas
		OS_RI 03	Support the maintenance and consolidation of the observation network and specific needs for experimentation and research, also in order to evaluate the effects and effectiveness of the Plan and support its updating

