

**D5 Italy: Vocation maps: a)
Tyrrhenian-Western
Mediterranean, b) Adriatic, c)
Ionian–Central Mediterranean**

ACKNOWLEDGMENT

The work described in this report was supported by the European Maritime and Fisheries Fund of the European Union- through the Grant Agreement number 887390 - MSPMED- EMFF-MSP-2019, corresponding to the Call for proposal Call EMFF-MSP-2019 (Maritime Spatial Planning) Topic: EMFF-MSP-2019 Type of action: EMFF-AG for Projects on Maritime Spatial Planning (MSP).

It was developed in close connection with the Italian MSP Competent Authority and the Technical Committee (Ministries and Regions) in charge of the preparation of the Plans.

DISCLAIMER

The content of this report represents the views of the author only and is his/her sole responsibility and shall not influence the delineation and delimitation of maritime boundaries by the Member States in accordance with the relevant provisions of UNCLOS: limits of planning areas shown in maps shall not be considered as fully agreed borders among countries. Content cannot be considered to reflect the views of the European Commission and/or the European Climate, Infrastructure and Environment Executive Agency (CINEA) or any other body of the European Union. The European Commission and the Agency do not accept any responsibility for use that may be made of the information it contains.



Project Full Title	Towards the operational implementation of MSP in our common Mediterranean Sea
Project Acronym	MSP-MED
Gant Agreement Nr.	887390
Project Website	www.msp-med.com

Deliverable Nr.	D5
Status (Final/Draft/Revised)	Final
Work Package	WP2 – Setting-up of maritime spatial plans
Task Number	2.1 Italy: Vision, strategic objectives and vocation analysis for the Italian maritime areas
Responsible Institute	CNR-ISMAR, IUAV, CORILA
Author/s	Andrea Barbanti, Francesco Musco, Pierpaolo Campostrini, Fabio Carella, Daniele Brigolin, Martina Bocci, Giulio Farella, Emiliano Ramieri, Amedeo Fadini, Elena Gissi, Micol Roversi Monaco, Folco Soffietti
Infographics	
Recommended Citation	Barbanti A., Musco F., Campostrini P., Carella F., Brigolin D., Bocci M., Fadini A., Gissi E., Farella G., Ramieri E., Roversi Monaco M., Soffietti F., 2022. Italy: Vocation maps: a) Tyrrhenian-Western Mediterranean, b) Adriatic, c) Ionian–Central Mediterranean. EMFF-MSPMED Project, Deliverable D.5.
Dissemination Level (Public/Partnership)	Public

Document History			
Version	Date	Modification Introduced	
		Modification Reason	Modified by
	24 October 2022		

INDEX

Introduction	5
Co-design tools: The Maritime Areas Workshops	5
Vocation maps and planning measures	6
Tyrrhenian-Western Mediterranean	6
Definition of sub-areas	6
Overall planning framework	8
Integrated vision of maritime area	8
Objectives and main sector choices of the plan for the maritime area	10
Coexistence and synergy between uses	17
Elements of land-sea interaction	17
Relevant elements for transnational cooperation	19
Planning of Measures	20
Adriatic	22
Definition of sub-areas	22
Overall planning framework	23
Integrated vision of maritime area	23
Objectives and main sector choices of the plan for the maritime area	27
Coexistence and synergy between uses	36
Elements of land-sea interaction	37
Planning Measures	40
Ionian–Central Mediterranean	41
Definition of sub-areas	41
Integrated vision of maritime area	42
Objectives and main sector choices of the plan for the maritime area	44
Coexistence and synergy between uses	52
Elements of land-sea interaction	53
Relevant elements for transnational cooperation	54
Planning Measures	57
Annex 1 – Co-design workshop on the Adriatic	
Annex 2 – Co-design workshop on the Ionian-Central Mediterranean	
Annex 3 – Co-design workshop on the Tyrrhenian-Western Mediterranean	

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, presenting the Italian approach to MSP and the process to implement it, up to the definition of a vision and of strategic objectives; D5, this Deliverable, 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 tools: The Maritime Areas Workshops

As anticipated in D4, the outcome of the three Plans comes from an important co-design role among ministries, coastal regions, and the scientific team (Corila-CNR-IUAV). Through the MSP-MED project, there was an opportunity to further strengthen the role of the regions through the organization of three dedicated workshops, one for each maritime area.

The involvement of regional administrations was crucial for the preparation of the MSP plans. Strong emphasis was given to harmonisation of planning choices between bordering sub-areas and more in general, at the level of maritime area. In order to achieve these objectives, in addition to several working meetings within each of the regions, three maritime area workshops were organised, namely:

- Adriatic sea workshop: 25/02/2021 – 02/03/2021 – 09/03/2021
- Tyrrhenian and Western Mediterranean workshop: 26/05/2022
- Ionian and Central Mediterranean workshop: 27/05/2022

The main objective of these workshops were sharing among the Regions of the same maritime area of the salient elements of planning in the sub-areas (specific objectives, Planning Units and vocations), with particular attention to the measures identified at the sub-area level, in order to allow the various entities to form an overall picture of the planning underway at the maritime area level.

This knowledge allowed further refinement of the measures foreseen at sub-area level, i.e. revisions of the measures foreseen up to now and a greater homogenization in order to guarantee an integrated maritime area planning able to consider with attention also the uses that involve different regions (e.g. maritime transport).

Finally, the events, open to planning experts involved in the planning of other national maritime areas, represented a moment of synthesis and sharing of the work done so far.

The main outcomes of the workshops were as follows:

- Stimulate comparison between regions: the events promoted the collaboration among Regions, in order to favour the harmonisation of the planning process in the maritime areas.
- Identify any improvement/integrative elements for sub-area level zoning and measure identification.

In-depth reporting of the workshops is provided in Annex 1, 2 and 3.

Vocation maps and planning measures

Vocation maps and planning measures are, according to the methodology presented in D4, the core of the planning effort. The following paragraphs present, for each of the three Maritime Areas, the strategic planning view and how it takes into account sector and conservation needs, land-sea interaction aspects and transboundary elements.

Tyrrhenian-Western Mediterranean

Definition of sub-areas

The definition of the sub-areas for the Tyrrhenian-Western Mediterranean area was identified using the following criteria:

- jurisdictional boundaries, where defined (12mn limits, existing agreements about the continental shelf)
- regional administrative limits
- perimeters of the geographical sub-areas of fishing (FAO-GFCM GSAs)
- Ecological Protection Zones

The regional administrative boundaries were considered in order to identify, wherever possible, portions of the maritime space of the territorial waters falling under the jurisdiction of a single region. With the exception of the sub-area adjacent to the coasts of the Campania Region and the Basilicata Region which was considered as a single sub-area.

The need to maintain the integrity of the Geographical Sub-Areas of Fisheries (GSAs) has been considered in order not to interfere, but rather to reinforce the measures taken at the level of the sector, complementing them with those relating to other uses of the sea.

The offshore sub-areas have instead been identified according to the boundaries of the Ecological Protection Zones (EPZ D.P.R. 27/10/2011 n. 209) and with the agreements in place about the continental shelf.

In Figure 1 it is represented the zoning that identifies 7 sub-areas in territorial waters (MO/1-MO/7) and 4 sub-areas in continental shelf areas (MO/8 - MO/11):

- MO/1 - Territorial waters Liguria
- MO/2 - Territorial waters Tuscany
- MO/3 - Territorial waters Lazio
- MO/4 - Territorial waters of Campania and Basilicata
- MO/5 - Territorial waters Calabria
- MO/6 - Territorial waters Sicily
- MO/7 - Territorial waters Sardinia
- MO/8 - EPZ Ligurian Sea
- MO/9 - Northern Tyrrhenian EPZ
- MO/10 - Continental Shelf and Southern and Eastern Tyrrhenian EPZ
- MO/11 - Continental Shelf and Tyrrhenian-Western and Western Sardinia EPZs





Figure 1. Definition of the sub-areas of the Tyrrhenian-Western Mediterranean maritime area

Overall planning framework

Integrated vision of maritime area

The strategy for the development of maritime activities in the Tyrrhenian Sea and Western Mediterranean hinges on the Sustainable Development Goals (SDGs), identified by the National Strategy for Sustainable Development and the 2030 Agenda. The plan recognizes that the maritime economy (the so-called Blue Economy) has the

potential for a strategic economic and social development of the area and therefore considers it necessary to support in a synergistic and harmonious way the consolidation of all sectors involved in the sustainable economy of the sea, from the traditional ones, such as tourism (seaside, recreational and cruise tourism), transport, logistics, fishing, aquaculture, to the emerging ones, such as energy from renewable sources and blue biotechnology. Maritime activities are reorganized in relation to the principles of the circular economy, fully exploiting the economic potential arising from these practices, in a framework of transnational cooperation within the Mediterranean. The area is characterized by a large number of marine protected areas, parks and Natura 2000 sites, and the protection of the great diversity of the natural, landscape and cultural heritage of the coastal and marine space in the area is the cornerstone for sustainable development. These elements are of absolute importance for the development of tourism, which is mainly based on the natural, landscape and cultural heritage. This priority, which is strategic for the maritime area, must be pursued in a sustainable manner, limiting the impact of infrastructure and related activities, and allowing regions to base a significant part of their economic and employment development on the sea. The plan recognizes the importance of the sustainable development of the ichthyic supply chains in the area, interested by important and historical marineries, pursuing the sustainability of fishing in accordance with what is foreseen by the plans of the sector, recognizing the economic and socio-cultural importance of artisanal fishing, and favouring the sustainable development of aquaculture activities in suitable areas and with ecologically sustainable processes. The area includes port hubs of absolute importance in the Mediterranean context and is widely crossed by national and international routes, for both commercial and passenger transport, which ensure territorial continuity with the major and minor islands and support tourism. A rational and efficient transport organization, based on energy efficient ports, able to share space with other sectors, and to give due consideration to the interaction between maritime transport and the protection of habitats and species seems to be of absolute priority.

The above integrated vision, described in more detail below (par. 7.2.2) for the different transversal themes and sectors of use and for the different sub-areas is expressed and spatially represented in Figure 2, which shows the set of defined Planning Units and the relative typologies and vocations. The Figure offers an integrated representation of the characterizing elements of the Plan in the area: main uses, sub-areas and planning units, vocations, described on the basis of typology, sector, number and coexistence.



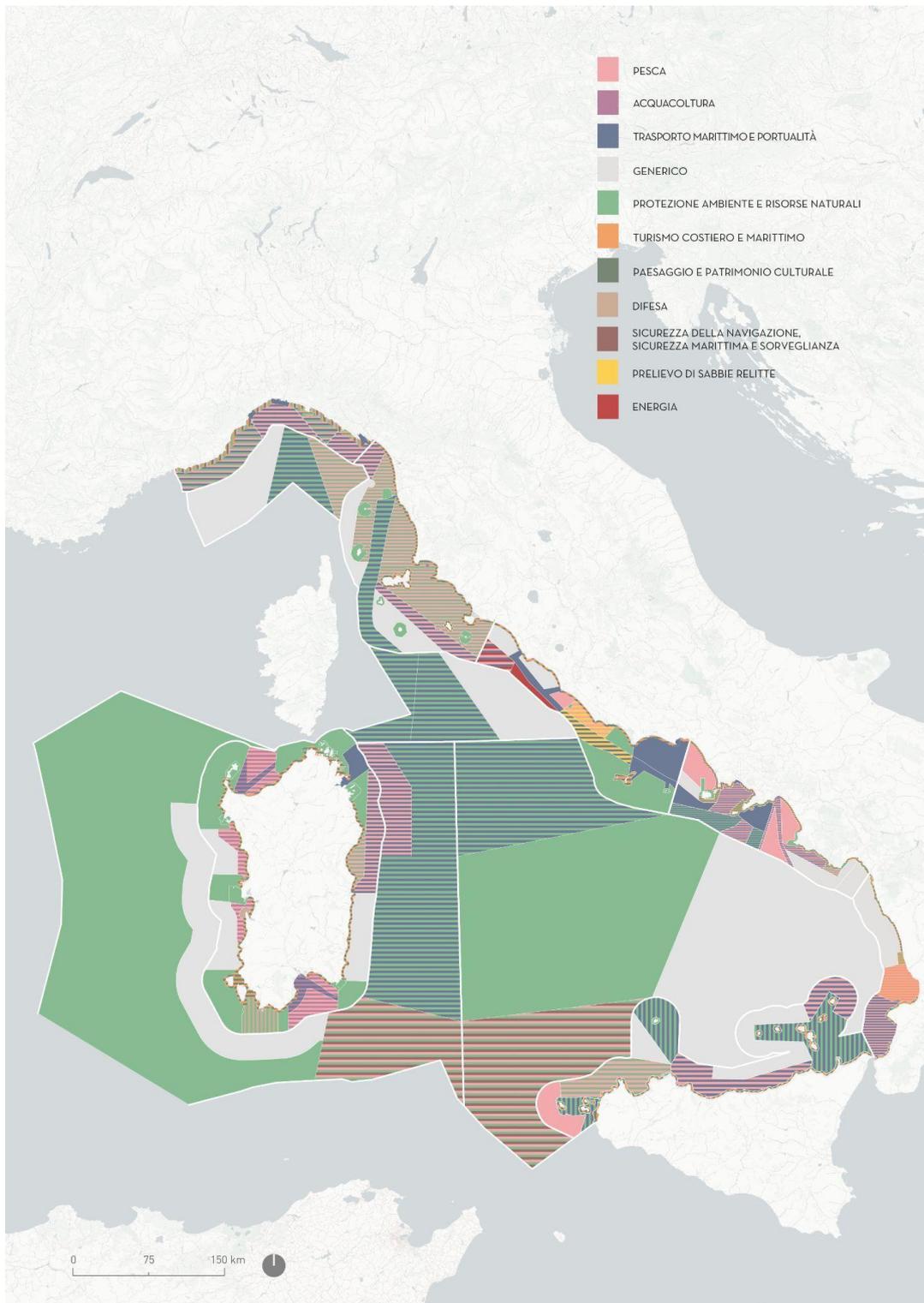


Figure 2. Tyrrhenian-Western Mediterranean Maritime Area Planning Unit.

Objectives and main sector choices of the plan for the maritime area

Sustainable development

The development strategy of maritime activities in the Tyrrhenian Sea and Western Mediterranean is hinged on the Sustainable Development Goals (SDGs), identified by the National Strategy for Sustainable Development and the 2030 Agenda. The plan recognizes the Blue Economy's potential for strategic economic and social development and therefore considers it necessary to support in a synergistic and harmonious way the consolidation of all sectors involved in the sustainable economy of the sea, from the traditional ones, such as tourism (seaside, recreational and cruise tourism), transport, logistics, fishing and aquaculture, to the emerging ones, such as energy from renewable sources and blue biotechnology. The objectives identified for the maritime area aim to encourage the use of environmentally friendly materials within the maritime space, and to promote the circular economy linked to waste from the sea and from ports. Particular relevance is given to the encouragement of paths to optimize the collection and disposal of *marine litter*, through the implementation of methodologies for the collection.

Environmental protection and natural resources

The plan choices for the Tyrrhenian and Western Mediterranean maritime area incorporate the primary importance of biodiversity conservation and natural capital, promoting the usability and sustainable management of protected areas. The specific objectives define as a priority the achievement and maintenance of environmental objectives arising from the Marine Strategy Framework Directive (2008/56/EC) and the Water Framework Directive (2000/60/EC). The marine protected areas established and in the process of being established are enhanced, defining in many cases specific PUs for limited use "Environment and Natural Resources Protection", and coinciding with the perimeter of the marine protected area itself. In the portions affected by the presence of Marine Protected Areas, other uses are allowed within the limits and under the conditions foreseen in the regulatory and planning acts of the manager. The system of sites belonging to the Natura 2000 network in existence and in the process of being established, according to the Habitats Directive (1992/43/CE) is punctually enhanced, defining in some areas the most important sites in the sea for *posidonia* and *reefs* (habitats 1120 and 1170). The presence of Natura 2000 sites insisting on the coastline and with portions at sea has been largely enhanced through the definition of a priority "landscape and cultural heritage". This attention has been extended to some sites located in offshore PUs and characterized by the presence of habitat 1170. Deep-sea habitats are taken into account, with particular reference to bathymetrics above 1000m, also in consideration of the limitations imposed on fishing activity, which prohibited the use of trawl nets and towed dredges in accordance with recommendation GFCM/29/2005/1. In accordance with the objective of integration of ecological corridors at European level, the plan choices have paid particular attention to the connection between neighbouring areas. The area of high value for the protection of the environment and natural resources of the Strait of Messina, where there are Natura 2000 sites on land and at sea of great relevance for the conservation of avifauna located on the border between the sub-areas MO/5 and MO/6 and with the Ionian and Central Mediterranean Maritime area, has been considered in a coordinated way, focusing on the protection of the environment and natural resources as a priority theme alongside transport. At the same level, special attention has been paid to the conservation values of the Tuscan, Ponziene, Aeolian and Egadi archipelagos, identifying a priority "Environmental protection and natural resources" around and close to them. Important elements of habitat and species protection are enhanced, such as



the ecological protection zones of the north-western Mediterranean, the Ligurian Sea and the Tyrrhenian Sea (EPZ), the Pelagos Sanctuary for Marine Mammals, established according to the Pelagos Agreement (1999), the North-western Mediterranean Pelagic and Benthic Ecosystems EBSA, established by the Convention on Biological Diversity to protect the great diversity of benthic habitats, large pelagic species, marine mammals and *Caretta caretta*.

Landscape and cultural heritage

The integration of the elements of landscape planning and protection and enhancement of cultural heritage within Tyrrhenian maritime spatial planning is of primary importance for all the coastal sub-areas of which the area is composed. For this reason, a long process of meetings has been undertaken with the proactive involvement of the SABAPs for each coastal region. The important contribution given has allowed to reconstruct the national cognitive framework of landscape assets, cultural assets along the coast and submerged assets and to enhance it together with the Regions during the definition of the planning choices for the respective sub-areas. The two reference planning tools defined by Legislative Decree 201/2016 and Legislative Decree 42/2004 and the strategic objectives identified in Operational Phase 3 of the MSP have been transposed and explicitly integrated in the different Regional realities through an executive process that has allowed the convergence of landscape and cultural prescriptions within the maritime planning process.

On the one hand the landscape and cultural heritage of the coastal and marine space is a prerequisite highlighted in the regional vision, on the other hand it is reflected in the declination of the specific objectives and in the Planning Units. With reference to the specific objectives, the Tyrrhenian Regions contribute to enhancing and guaranteeing the aesthetic perceptive structure of the landscape, promoting relationships of reciprocity and complementarity between inland, coastal and submarine landscapes capable of developing land-sea interaction. They also favour interventions of valorisation and protection and the recovery of assets with a high historical-architectural value, encouraging a network of assets belonging to the coastal maritime heritage. Even if refunctionalised for tourism and/or cultural purposes, the objective is that the interventions contribute to the conservation of their value as historical testimony and promote the environmental culture of the sea and navigation. The important landscape and cultural heritage vocation of the coastal PUs of all the Tyrrhenian regions is highlighted, with particular reference to the strip within one nautical mile from the coastline. In order to implement its effectiveness, the coastal buffer undergoes interruptions in conjunction with port entrances or where there is the presence of marine protected areas with their own management plan and related measures.

However, it should be pointed out that these areas are conditioned and shared with a "maritime and coastal tourism use", but it is precisely through a dual priority that a synergy between the two respective uses can be guaranteed.

Maritime safety, navigation and surveillance

In the Tyrrhenian and Western Mediterranean area, the theme of safety takes on two main forms, as a direct consequence of the strategic objectives of the plan on the subject. Safety concerns the issues of control and limitation of accidental and deliberate release of hydrocarbons and other hazardous substances into the sea, within the framework of international and European policies (Marpol 73/78 Convention and

Directive 2005/35/EC). This aspect represents an important element in the PUs insisting on the Straits of Bonifacio and Messina, where recommended pilotage is envisaged and IMO traffic separation schemes are in place. In particular, the plan aims to contribute to navigational safety and environmental protection by promoting the introduction of mandatory pilotage in the Bocche di Bonifacio sea area. With regard to safety, the plan focuses on compliance with the international conventions for the safety of human life at sea (SOLAS) and search and rescue at sea (SAR). These areas represent important elements in the Southern Tyrrhenian UPs, with particular reference to offshore sub-areas.

Fishing

In line with the objective of favouring a sustainable development of the ichthyic supply chain, and in order to guarantee growth and employment in the sector, the plan acknowledges in the Tyrrhenian and Western Mediterranean maritime area the choices of the multi-annual fishery management plans, as main planning tools to guarantee the overall sustainability of the activity. The subdivision into sub-geographical areas (GSA 9, 10 and 11) proposed by FAO-GFCM and adopted in the multiannual fishery management plans has been one of the references for the subdivision of the portion of offshore waters into maritime sub-areas. At the territorial waters level, fishing activity is well represented in all sub-areas, in line with the information reported by the essential map 5 presented in phase 1 of the plan.

The plan recognizes the importance of small-scale fishing and artisanal fishing throughout the Tyrrhenian and Western Mediterranean maritime area, and widely detects its presence in the coastal UPs, with reference to the main marinas involved, in relation to the "other systems" management plans of the GSA9, 10 and 11 involved, highlighting priorities and specificities at the level of the individual regions. To this end, the plan makes use of the information provided by the regional offices, when available, as a complement to the essential map n°5 of phase 1. The importance of the development and sustainable spatial management of small-scale fisheries has been addressed through the definition of measures at national level, also with reference to the relationships between these activities and the objectives for the protection of the seas (Natura 2000 network, National and Regional Parks, etc.). The aspects of multifunctionality and integration with other sectors (tourism, food and wine, processing, quality supply chains) and the enhancement of the product are mentioned, with important positive indirect effects such as the promotion of maritime culture and fishing traditions, food education, respect for the environment and preservation of species. The plan takes into due consideration the areas aimed at the reconstitution and protection of ichthyic stocks, as foreseen by the multi-annual plans of fishery management, with particular reference to the national and regional ZTB. With reference to this issue, the areas characterized by bathymetry higher than 1000m, where the use of trawl nets and towed dredges is prohibited in accordance with the recommendation GFCM/29/2005/1, are reported. Finally, with the aim of improving the sustainability of the supply chain, the objectives of the plan indicate the importance of encouraging the fishing fleet to comply with the regulations on emission limitations imposed by the IMO.

Aquaculture

The choices of the plan highlight the importance of the aquaculture sector in the Tyrrhenian Sea and Western Mediterranean, with particular reference to fish farming, an

activity that currently characterises production in the Tyrrhenian area, but looking with interest at the prospects of market diversification, multi-trophic farming and ecologically sustainable processes. The important realities traditionally characterizing shellfish farming, such as those present in the Gulfs of La Spezia and Olbia, are not neglected, emerging as distinctive elements among the other uses. The sector emerges in a diffused way as a secondary use in the coastal UPs, assuming in some circumscribed areas currently characterized by a greater and rooted presence of plants a priority value. This choice is not only limited to the coastal portions of the maritime space, but also characterizes PUs in which a potential for the development of this activity has been identified, on the basis of regional studies and in-depth studies - see the example of the Sardinia Region. Through the national and regional measures dedicated to the aquaculture sector, the plan acknowledges the importance of the AZ definition processes and aims at facilitating their future integration, once the regional selection processes will be completed. In general, the individuation of the most suitable areas for aquaculture (AZA), in order to defuse possible conflicts with other uses of the sea and to guarantee the protection of the marine environment, seems to represent the main priority to guarantee a sustainable growth of the sector, which follows an ecosystem approach and which is in line with the principles of the Blue Growth, the Green Deal and the Circular Economy. The theme of technological innovation in aquaculture emerges in different sub-areas of the Tyrrhenian Sea and Western Mediterranean, including both the possible use in association with other activities, including aquaculture in offshore plants in co-use with plants for the production of renewables, and near the coast, in potential synergy, especially with regard to mussel farming, with forms of ichthyic tourism. Finally, the plan underlines the need to further develop the theme of the connection with the ports and the development of infrastructures on land, supporting the sector.

Maritime transport and ports

Maritime transport is allowed in the entire Tyrrhenian and Western Mediterranean area, with the exception of areas subject to special restrictions deriving from military use. The plan identifies specific priorities for this sector in the PUs that include the corridors afferent to the main Tyrrhenian ports. These PUs include the maritime transport and port sector as a priority, extending attention to the area in front of the ports and up to the edge of the coastline. On the whole, the plan considers the ports belonging to the following jurisdictions of the Port System Authority: the Western Ligurian Sea, the Eastern Ligurian Sea, the Northern Tyrrhenian Sea, the Central Tyrrhenian Sea, the Sardinian Sea, the Western Sicilian Sea, the Strait, Gioia Tauro. Particular attention is dedicated to the prospects for improving the energy efficiency of ports, a theme that is linked to the "energy" sector, for their classification as "green ports". It emerges the opportunity to increase the attractiveness of ports for cruise and commercial use, for bunkering activities, logistics, storage facilities and LNG refuelling, with increasing attention to the promotion of consistent actions for the reduction of pollution in port areas. The theme of maritime continuity between the larger islands (Sicily and Sardinia) and the continent is considered of primary importance, and is pursued through the definition of priority use in the main traffic corridors connecting with the main ports of reference (Genoa, Livorno, Civitavecchia, Cagliari and Olbia). The plan also gives great importance to the theme of territorial continuity with the minor islands, with specific reference to the Tuscan archipelago and the Island of Elba, the archipelago of La Maddalena, the Island of Carloforte, the Island of Asinara, the Ponziane Islands, the



Aeolian and Egadi Islands. This theme is also pursued through the strengthening of connections necessary for the development of the territory. The continuity of the traffic corridors at sub-area level and with the Ionian and Central Mediterranean maritime area is considered as an element of attention in the plan choices, looking carefully at the off-shore areas. It should be noted that the definition of priority areas for maritime transport does not exclusively include passenger transport, giving ample space to the theme of freight and oil transport. The co-existence of transport with other maritime uses emerges clearly from a definition of PUs with dual priorities transport-fishing, transport-aquaculture and transport-environmental and resource protection. These choices are intended to emphasise the need to promote a rational and efficient organisation of transport, capable of sharing space with the above-mentioned sectors which traditionally exist or are seen as opportunities for development, and to give due consideration to the interaction between maritime transport and the protection of habitats and species.

Energy

In accordance with the strategic objectives of the plan, the choices made in the Tyrrhenian and Western Mediterranean maritime area contribute to promoting, from a cooperative standpoint, the development of trans-European energy infrastructures, with reference to the Sa.Co.I. (*Sardinia-Corsica-Italy*) Electricity Interconnection. With regard to the prospection, exploration and production of hydrocarbons at sea, the plan refers to the provisions of PITESAI (Plan for the Sustainable Energy Transition of Eligible Areas).

In the Tyrrhenian and Western Mediterranean area, the issue primarily concerns the offshore sub-areas 10_4, west of Sicily, and 11_3, south-east of Sardinia, where, in accordance with PITESAI provisions, there is a suitable area where hydrocarbon prospection, exploration and production activities can be carried out. In line with PNIEC, the contribution to decarbonisation is present in several priority PUs for maritime transport and ports, in which the use of marine renewable energies is promoted, such as wave energy to promote the electrification of ports, for their classification as "Green Ports". The plan also looks at opportunities for the development of wind energy on floating plants, referring to this possibility in different UPs, both in territorial waters and off-shore, and identifying the need to increase knowledge with respect to potential suitable areas, not visible from the mainland, not subject to environmental protection, and outside the usual fishing areas.

Coastal defence

The theme of coastal defence acquires two main declinations in the Tyrrhenian and Western Mediterranean area, as a direct consequence of the strategic objectives of the plan on the subject: the first to respond to the problem of coastal flooding, the fight against erosion and the impacts of climate change, the second, instead, to adequately address the issue of the use and preservation of underwater sand for beach nourishment.

Coastal Regions promote actions for the defence of coastal stretches subject to intense and persistent coastal erosion phenomena that jeopardise the stability and functionality of infrastructures, tourist activities and natural areas. In particular, the interest is expressed in the adoption of Integrated Coastal Zone Management (ICZM Protocol, Barcelona Convention, adopted in Madrid on January 21, 2008 and entered

into force on March 24, 2011.) as a tool to achieve sustainable development of coastal areas through a rational planning of activities, so as to prevent and / or reduce the effects of natural hazards, which may be caused by natural or human activities. Reconciling economic, social and cultural development with respect for the environment and landscapes and preserving coastal zones for the benefit of present and future generations.

Based on the regional information available, represented by the sediment accumulation areas and borrow sites located offshore, Planning Units have been identified with a priority vocation "Withdrawal of relict sands". It should be noted that this activity is assigned a dual priority that allows synergistic co-existence with fishing activities or environmental protection and natural resources.

Coastal and maritime tourism

The maritime and coastal tourism sector represents a resource and an opportunity for economic development in terms of creation, employment and preservation of cultural specificities, protection and enhancement of the environment that strongly characterizes the entire maritime area of the Western Mediterranean.

In accordance with the strategic objectives of the MSP, coastal regions promote tourism development as a priority role that finds its main prerequisite in the natural, landscape and cultural heritage pursued in a sustainable way, limiting the impact of infrastructure and related activities.

The specific objectives are declined according to three types of tourism: seaside tourism, nautical products and tourism infrastructures. There is a strong interest in safeguarding the tourist use of the coasts through the improvement and/or maintenance of the quality of bathing waters; the implementation of the network of tourist ports with the creation of new settlements and the modernisation of existing ones; the improvement of services available to tourists, whether bathers, boaters or cruise passengers, through the integration of the tourist offer with the cultural attractions present along the coasts and, above all, in the inland areas.

The tourism sector is reflected at the maritime spatial level through a priority vocation of the coastal PUs of all the Tyrrhenian regions, in particular assigned to the strip within one nautical mile from the coastline. In these areas is also highlighted the importance of developing synergies with other uses characterizing through a dual priority that allows coexistence with the protection of the landscape and cultural heritage.

Scientific research and innovation

Research and innovation are essential ingredients for the sustainable development of the Blue Economy in the Tyrrhenian and Western Mediterranean maritime area. The specific objectives for the sector recognise the importance of promoting scientific production on issues related to the sea economy and the protection and preservation of the marine environment, encouraging applied research. The aim is to encourage the sharing of knowledge and a multidisciplinary approach, with the aim of creating a real "District of the Sea", able to connect research operators and companies and encourage the birth of high-tech start-ups. For this purpose, it is important to start a continuous training system that guarantees the updating of operators in the Blue Economy sectors and favours the reconversion of those coming from sectors that are no longer in use. In addition, actions of Procurement of innovation should be supported in order to strengthen and qualify in these public administrations the use, through research and development contracts, of innovative technologies at the service of the enhancement

of the maritime heritage in its environmental and economic aspects. Research and activities in the field of blue biotechnology applied to the pharmaceutical and other industries will be encouraged. Attention is paid to developing interregional and transnational cooperation, also through the participation in community programs and projects connected to the sectors and themes of Maritime Spatial Planning.

Coexistence and synergy between uses

The maritime area of the Tyrrhenian Sea and Western Mediterranean is characterized by a large number of marine protected areas, in which forms of synergy with low environmental impact activities can develop (eco-tourism, small-scale fisheries) but at the same time potential conflicts with other sectors (maritime transport, trawling) can also occur. Conflicts between maritime transport and nature conservation generally occur in coastal areas and in the vicinity of ports and straits (Bonifacio, Messina) where marine protected areas may overlap or be located adjacent to areas of heavy traffic. The maritime area includes the area where the international agreement of the Pelagos Sanctuary for the protection of marine mammals is in force, where maritime transport is considered one of the main pressures on environmental components. In this context, forms of synergy can be developed through appropriately regulated forms of nature tourism, such as marine mammal observation at sea, which can contribute to cetacean research and conservation. The whole coast of the maritime area is interested by possible synergies between artisanal fishing and tourism, due to the diffusion of both types of use and their overlapping. Small-scale fishing is generally well accepted by tourists who appreciate its traditional and cultural aspects. Similar forms of synergy with tourism involve the aquaculture sector, which if practiced extensively can offer combinations with sustainable tourism offers, with an eye to the prospects of market diversification, also based on forms of multi-trophic breeding. The Plan carefully considers the land component of maritime activities, through the full exploitation of the land-sea interaction analysis, especially in the perspective of the further intensification of maritime transport in the area, of the requalification and diversification of activities in ports, of the development of new maritime sectors (renewable energy, marine, aquaculture, blue biotechnologies).

Still with reference to marine renewable energy, the Plan intends to promote the development of multi-functional platforms that provide for multiple uses (multi-use), with energy production (e.g. from waves or wind) coupled with other activities (e.g. production of different forms of energy: solar/waves/wind/currents, aquaculture, marine biotechnologies or other). In addition, the exploitation of wave energy represents an option of great interest to be promoted in the ports of the area, in synergy with the maritime transport sector, at the service of the infrastructures and port services themselves, in order to promote their energy autonomy.

The Plan carefully considers the land component of maritime activities, through the full exploitation of the analysis of land-sea interaction, especially in the perspective of the further intensification of maritime transport in the area, in the redevelopment and diversification of activities in ports, the development of new maritime sectors (renewable energy, marine, aquaculture, blue biotechnologies).

Elements of land-sea interaction



With regard to the factors that determine land-sea interactions, planning choices regarding ports are of great importance in the maritime area, which includes port hubs such as the ports of Genoa, La Spezia, Livorno, Civitavecchia, Naples, Gioia Tauro and Cagliari, playing a fundamental role in transport logistics (goods and passengers) in the Mediterranean. The ports of the maritime area are often associated with important industrial areas (Genoa, La Spezia, Livorno-Piombino, Civitavecchia-Fiumicino) with a mainly oil and steel vocation. The plan indicates the need to take into consideration infrastructures, related to industrial uses associated with port activities, also favouring the reconversion of activities in crisis insisting in or near the commercial ports in activity. In relation to these aspects, mention must be made of the presence in the maritime area of important Sites of National Interest (SIN) and Sites of Regional Interest (SIR), inheritances of industrial and productive poles, such as Pitelli in the La Spezia area, Cengio and Saliceto, Stoppani-Cogoleto, Massa and Carrara, Piombino, Livorno, Orbetello ex-Sitoco area, Naples Bagnoli-Coroglio, East Naples, Milazzo, Sulcis Iglesiente-Guspinese, Porto Torres. In Campania there are four SIR sites: Litorale Vesuviano, Bacino idrografico del fiume Sarno, Litorale Domizio Flegreo and Agro Aversano, Pianura.

Since the middle of the last century, the development of industrial and port areas and the urbanization, also for touristic use, have determined a huge anthropization of the coasts in the whole maritime area, with the loss of the land-sea interface areas (wetlands, estuaries, coastal lakes) and of the important ecological functions associated to them. In this context, it is worth mentioning that the entire maritime area is characterized by the presence of sites of important environmental value and for the protection of cultural heritage (Natura 2000 network areas, Marine Protected Areas, UNESCO sites). In many cases the very existence of such sites is determined by land-sea interactions, as in the case of wetlands. On the contrary, it is very often the environmental and cultural richness of these areas that generates land-sea interactions linked, for example, to tourism-related traffic (ferries, cruise ships, recreational traffic). The plan pays attention to overcoming some of these criticalities by raising the urban quality of the coastal areas through redevelopment of waterfronts and waterfront areas. At the same time, it promotes flood protection and the restoration of sandy-gravel shorelines, proposing to exercise an integrated action in the medium to long term in which the direct effects of coastal erosion and climate change (rising average sea level, extreme weather events, etc.) and the indirect effects that generally reduce the resilience of beaches and coastline must be considered.

To this end, the Plan identifies a series of measures on a national scale that make specific reference to the use of Coastal Defence and envisage, for example, tackling Integrated Coastal Zone Management in a coordinated manner, integrating existing Coastal Zone Strategies and Plans, and improving the management of underwater sands for the mitigation of erosion and flooding risks. The Plan also identifies several other specific actions at the sub-area level.

The elements of land-sea interaction highlighted at the scale of the maritime area have been considered for the definition of the elements of the Plan, in particular with regard to the determination of the suitability and mode of use of the Planning Units closest to the coast or to the hot-spots of land-sea interaction, as well as for the measures of the Plan at national and sub-area level. With reference to the measures, in fact, paragraph 6.4 highlights the relevance for the management of land-sea interactions, for example in relation to the removal of relict sands for coastal defence, the construction of

onshore connections of offshore plants or the improvement of environmental and energy sustainability of ports (land-sea interaction hot-spots).

Relevant elements for transnational cooperation

- Theme 1 - In line with the ACCOBAMS Agreement (Agreement on the Conservation of Cetaceans of the Black Sea, Mediterranean Sea and contiguous Atlantic area), the Convention for the Protection of the Mediterranean Sea against the risks of Pollution (Barcelona Convention) and with the strategic objectives of UN Agenda 2030, EU Green Deal, EU Biodiversity Strategy 2030, a priority in the area to which MSP is called to give an important contribution in a transnational context is the operational *enforcement* of the Pelagos Cetacean Sanctuary.
- Theme 2 - In line with the Convention for the Protection of the Mediterranean Sea against Pollution (Barcelona Convention), the Convention for the Conservation of European Wildlife and Natural Habitats (Bern Convention), Agenda 21, the Convention on Biological Diversity, the SPA/BD Protocol, and the Charter of Syracuse on Biodiversity, there is the important issue of improving the knowledge of the deep environments (below the 200 m isobath) of the area to direct appropriate conservation actions for the habitats and species present.
- Theme 3 - In line with the International Convention for the Safety of Life at Sea (SOLAS) and the Guidelines for Vessel Traffic Service, the ongoing and expected future expansion of maritime transport in the Western Mediterranean Sea requires appropriate spatial, behavioural and infrastructural measures to ensure safe transport and reduce its environmental impacts (e.g. continuous or accidental inputs of pollutants and waste and underwater noise). This theme also includes specific actions on traffic control systems and safety of navigation.
- Theme 4 - In line with the Convention for the Protection of the Mediterranean Sea against Pollution Hazards (Barcelona Convention) and Agenda 21, the development of human activities along the coasts, from tourism to coastal cities to industrial activities raises the issue of controlling and reducing single and cumulative pressures on the marine environment (e.g. pollutant and waste inputs, seabed alterations and coastal dynamics).
- Theme 5 - In line with the Convention for the Protection of the Mediterranean Sea against Pollution (Barcelona Convention) and its Protocols, the Code of Conduct for Responsible Fisheries (FAO) fishing in the area, carried out with a wide range of gears, is still an important social and economic activity and raises the issue of its sustainability in the medium and long term. MSPs implemented in a transnational context can support the implementation of the Common Fisheries Policy and the multi-annual management plans of the various Tyrrhenian sub-geographical areas (GSA9-10-11), while ensuring a reduction in the environmental impacts of fishing.
- Theme 6 - Unesco Convention on the Protection of the Underwater Cultural Heritage, adopted in Paris on November 2, 2001, ratified and entered into force in Italy through the L.157 of 23/10/2009, which integrates and expands the provisions of protection inherent in the underwater cultural heritage already present in the UNESCO Convention on the Law of the Sea. The Convention on the Protection of Underwater Cultural Heritage recognizes the importance of underwater cultural heritage as an integral part of the cultural heritage of mankind and as a particularly important element of the history of peoples,



nations and their mutual relations in terms of common heritage; it establishes not only a common standard for the protection of heritage, providing measures against the possibility that it is plundered or destroyed, but also for its knowledge and enhancement, also encouraging research activities. The same Paris Convention also encourages international cooperation and mutual assistance between States in the protection and management of underwater cultural heritage.

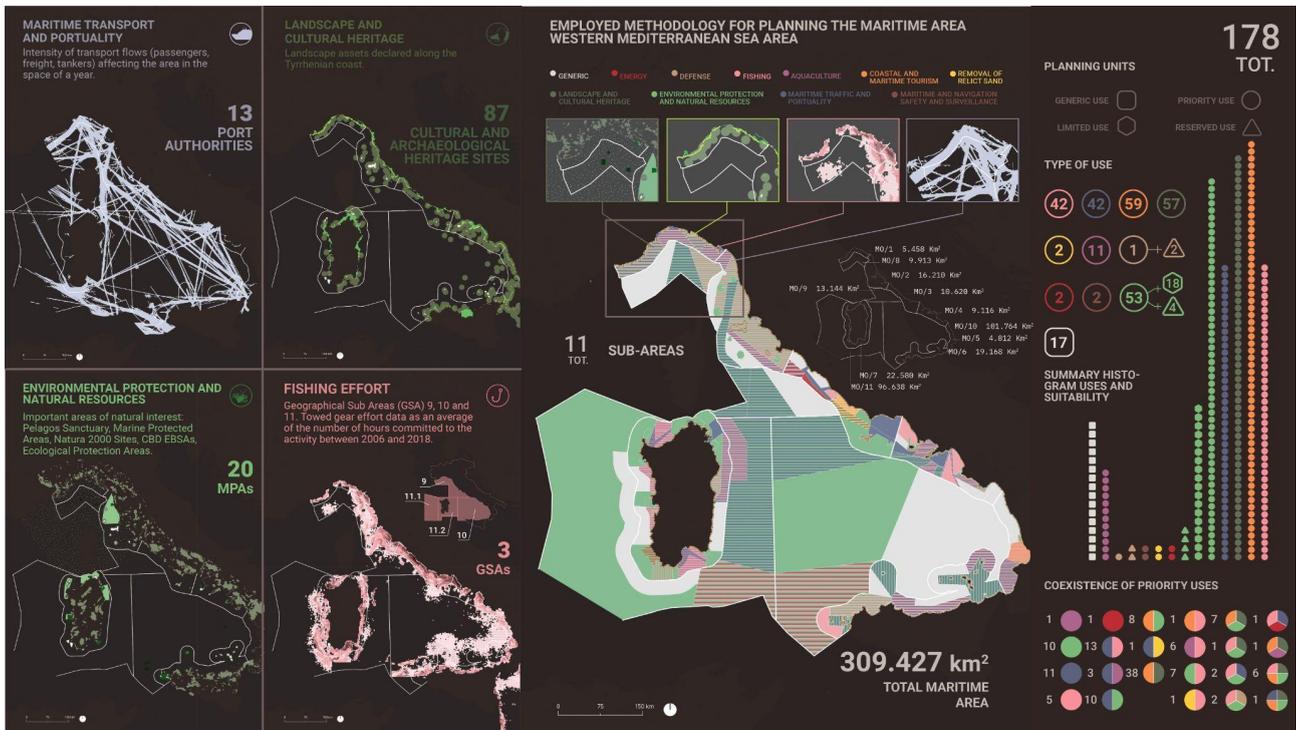


Figure 3. Summary infographic between uses and planning units for the Tyrrhenian-Western Mediterranean maritime area.

Planning of Measures

The management plan of the Maritime Area "Tyrrhenian-Western Mediterranean" is drawn up by integrating the existing discipline contained in sectoral regulations and in current plans and programs (as provided for in the guidelines of the D.P.C.M. 1 December 2017, par. 14), which remain fully in force. To complement and supplement the sectoral measures in force, the plan identifies a series of measures to achieve the vocations indicated in the plan itself, to improve the coexistence between uses (resolving any conflicts and developing reciprocal synergies), to contribute to the maintenance and achievement of good environmental status and to ensure the compatibility of uses with the requirements of landscape and cultural heritage protection. Therefore, unless the contents of the maritime spatial management plan make it necessary to modify them (art. 5, co. 3, Legislative Decree no. 201/2016), the forecasts contained in other plans and programs (integrated and sectoral) are intended to be confirmed and are not reported as measures within this document. The measures of the maritime spatial management plans, therefore, are not reproductive of the

existing regulatory framework, but, they integrate it and, where necessary, modify its existing planning and programmatic forecasts.

The Maritime Spatial Management Plan considers national level measures and relevant measures at the scale of the individual sub-area. The national level measures apply to the entire Italian marine space and are therefore valid for all three maritime areas. For some sub-areas within the territorial waters of coastal regions, more detailed and specific measures have been defined for these sub-areas. In the case of the offshore sub-areas, no specific measures have been identified, as the national level measures are valid in these sub-areas. As provided by the guidelines containing the guidelines and criteria for the preparation of MSP plans (D.P.C.M. 1 December 2017, par. 20), the national level measures contribute to the achievement of strategic objectives (chapter 6), while those of regional level contribute to the achievement of the specific objectives declined for the different sub-areas.

The measures of the management plan of the Maritime Area "Tyrrhenian-Mediterranean West" elaborated at the national scale and at the sub-area scale, will be subject to implementation when the available economic-financial resources will be sufficient and budget neutral.



Adriatic

Definition of sub-areas

The "Adriatic" area is influenced by the complex morpho-bathymetric characteristics and hydrological, geographical and environmental as well as social and economic dynamics of the Adriatic Sea. The interregional and international context in which the area insists, moreover, influences in a substantial way the planning needs of strategic level for the Maritime Area. Such characteristics have been taken into consideration in the definition of the sub-areas (Figure 4), according to the planning needs and the definition, for each sub-area, of an appropriate medium-long term vision and coherent specific planning objectives.

The limits of the sub-areas must be considered as permeable limits, from the point of view of uses, that of the ecosystem and environmental process and that of the governance system, so as to ensure maximum coherence with respect to the planning of the vast area and neighbouring-areas, as well as to meet the needs of a unified ecological and functional vision. Taking into account these objectives, the criteria and elements to be considered for the definition of the sub-areas, through their optimal combination and expert judgment, were as follows:

- National and international legal and administrative boundaries: the first distinction in determining the sub-areas was determined by the boundary between territorial waters (from the coastline to the 12 NM line) and continental shelf (from the 12 NM to the median line). The boundaries of the sub-areas along the coastline were defined taking into account the boundaries of the maritime areas and of the regions of Friuli Venezia Giulia (sub-area A/1), Veneto (A/2), Emilia-Romagna (A/3), Marche (A/4), Abruzzo and Molise (A/5) and Puglia up to Capo di Leuca; the latter representing the boundary of the Adriatic area established by the Marine Reporting Unit MSFD (A/6). These boundaries have been extended up to the demarcation of the 12 NM by following boundaries demarcated by existing zones used for sectoral planning and management activities (e.g. between A/2 and A/3 along the separation line between the Natura 2000 Sites being established in the marine waters off the Po Delta) or by following the boundaries of the Maritime Directorates (zones);
- Morphological and oceanographic features: the proposed division into "off-shore" sub-areas (off the 12 NM) mainly took into account the geomorphological, oceanographic and hydrological features of the Adriatic Sea, which vary markedly along the north-south gradient. The northern portion of the Adriatic Sea, which constitutes the largest continental shelf area in the entire Mediterranean Sea, has been enclosed in sub-area A/7, delimited by the boundary of the escarpment that reaches the deep water up to about 270 m of the complex depression of the Fossa di Pomo. The boundary between sub-areas A/7 and A/8 has been drawn in continuity with the boundary between A/4 and A/5 to ensure consistency with planning in territorial waters. Considering instead that below the Gargano Promontory the southern Adriatic Sea shows a deep depression, up to -1225 m, enclosing platform areas of variable surface and a relatively large bathyal area, the boundary between

sub-areas A/8 and A/9 has been identified at the point of coincidence between the 12 NM line and the median line, at the agreed boundary between the archipelago of the Tremiti Islands (Italy) and that of Pelagosa (Croatia). This subdivision coincides with the demarcation line between Geographical Subareas (GSAs) 17 and 18, except for a limited northern portion of sub-area A/9 (about 70000 ha).

In delimiting the subareas, additional specific criteria were taken into account, such as: the distribution of peculiar or prevailing existing uses of the sea, already existing zoning used for the management of specific activities, and the boundaries of marine areas open to hydrocarbon exploration and exploitation identified by the MISE.

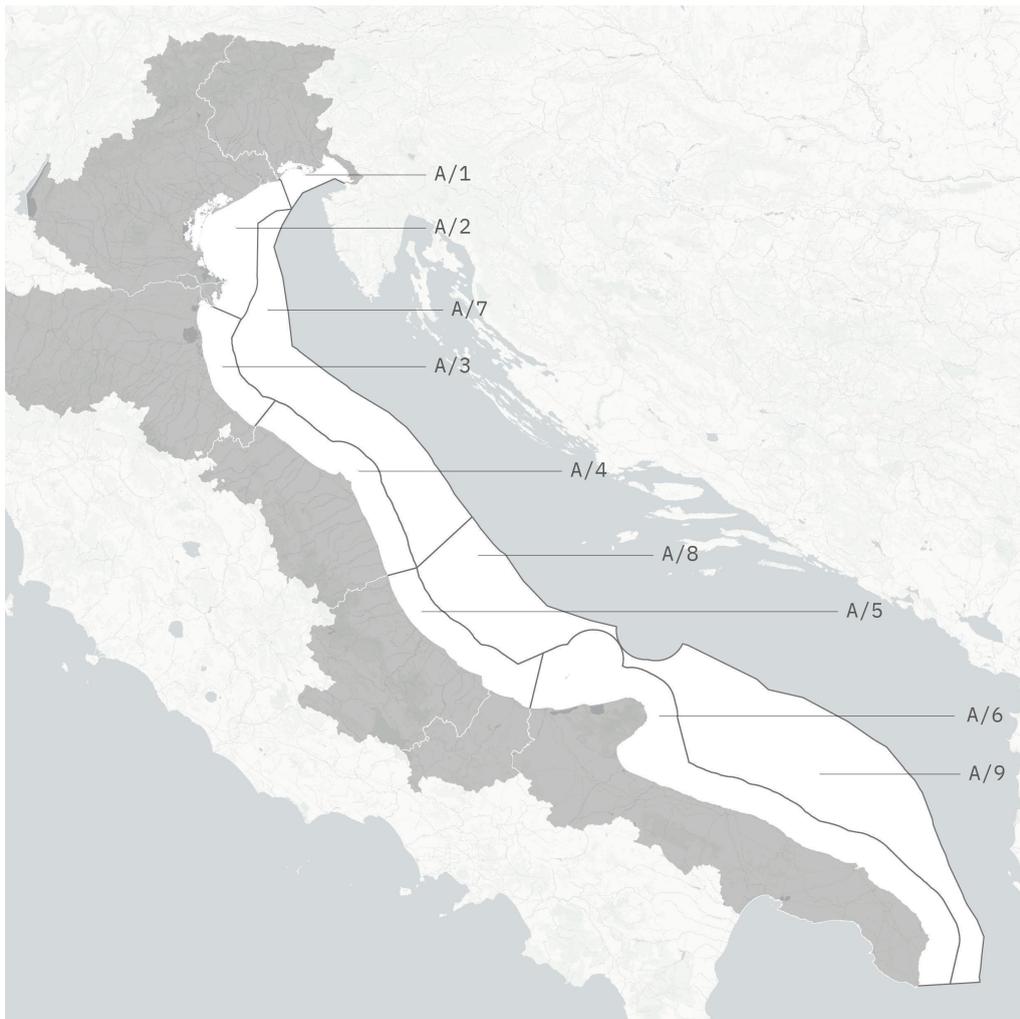


Figure 4. Sub-areas of the maritime area "Adriatic".

Overall planning framework

Integrated vision of maritime area

The maritime economy of the Italian Adriatic system is linked to a multiplicity of sectors. Among the most relevant sectors there are commercial and passenger transport (including cruise transport), the related port activities, tourism (in particular

bathing and recreational tourism), fishing, aquaculture and the exploitation of offshore hydrocarbon deposits. The overall development and planning strategy for these sectors takes into account the critical issues related to the interactions between uses and the environment, particularly in the context of climate change, in order to allow for a systemic, harmonious and sustainable development aimed at protecting and enhancing the landscape, the environment and the historical-cultural heritage. The Plan recognizes the close link between this precious heritage and the economic activities characteristic of the Adriatic maritime area (tourism, fishing, aquaculture, boating, etc.). The landscape, the cultural heritage, the marine and coastal ecosystems and the resources present in them represent both valuable assets to be protected and opportunities for sustainable growth. For them, the Plan for the Adriatic Maritime Area promotes development solutions aimed at implementing modes of coexistence and synergy with the need for protection. The Plan also highlights the need to identify and implement the necessary environmental restoration actions of degraded ecosystems and habitats.

The role of ports and maritime transport is very important for the Adriatic area, whose development is strictly connected with logistics aspects, the modernization of port infrastructures, the integration in the trans-European transport network and the intermodal connection between sea and land transport. In this context, the Plan reiterates the importance of maintaining suitable waterways and port areas.

Another important factor for the maritime economy of the coastal system is tourism, which requires sustainable management and strategic development of the landscape and environmental resources able to guarantee long-term environmental, economic and social sustainability. Coastal tourism, together with its chains, represents an economic sector of current and future reference for the Adriatic region. For this reason the Plan pursues the implementation of actions to (i) promote sustainable tourism development by creating the conditions to ensure the necessary space for natural marine dynamics and the growth of other anthropogenic uses, without compromising the conservation of the natural resources on which tourism depends (water, nature, landscape), (ii) encourage the conservation and protection of coastal and marine ecosystems, pursuing the balance between the maintenance and conservation of natural environments and the development of anthropogenic activities, (iii) encourage the protection and enhancement of the landscape and cultural heritage, as fundamental assets for the development of tourism itself.

The Italian regions of the Adriatic Sea preserve ancient and relevant fishing traditions. Consequently, the Plan contributes to strengthening the competitiveness and profitability of enterprises in the sector, the improvement of safety and working conditions and the appropriate support to technological development and innovation policies towards a long-term sustainable fishery. With regard to this sector, the Plan recognizes and enhances the social, economic and cultural importance of artisanal fishing, defining specific objectives and measures. Furthermore, the Plan intends to strengthen the role of aquaculture (mollusc farming in particular) in the context of the economy of the Adriatic coastal regions, promoting the preparation and supporting the full implementation of AZA (Allocated Zone for Aquaculture) plans and promoting the development of the sector in line with the objectives of protection of ecosystems and landscape heritage.

As far as the energy sector is concerned, the Maritime Space Plan for the Adriatic Area aims at contributing to the EU decarbonisation objectives. To this end, the Plan intends to promote the development of renewable energy sources at sea, taking into account



the existing energy potential, the characteristics of the marine areas and their seabed, the environmental and landscape features, the interaction with other present or expected uses. With regard to fossil fuels, which are present in the area in the form of gaseous hydrocarbons, the Plan takes into account the provisions of the Plan for the Sustainable Energy Transition of the Eligible Areas (PiTESAI), which envisages maintaining the exploitation until the technical and/or economic feasibility of the deposits with existing cultivation concessions is no longer viable, in a manner that is safe for man and the environment, reducing conflicts and increasing synergies with other sectors of the marine economy. Also with regard to the granting of new concessions, the Plan incorporates the provisions of PiTESAI, as described in the following paragraph.

The above integrated vision, described in more detail below for the different transversal themes and sectors and for the different sub-areas; It is spatially represented in Figure 5, which shows the set of defined Planning Units and the relative typologies and vocations. The Figure 17 offers an integrated representation of the characterizing elements of the Plan in the area: main uses, sub-areas and planning units, vocations, described on the basis of typology, sector, numerosity and coexistence.



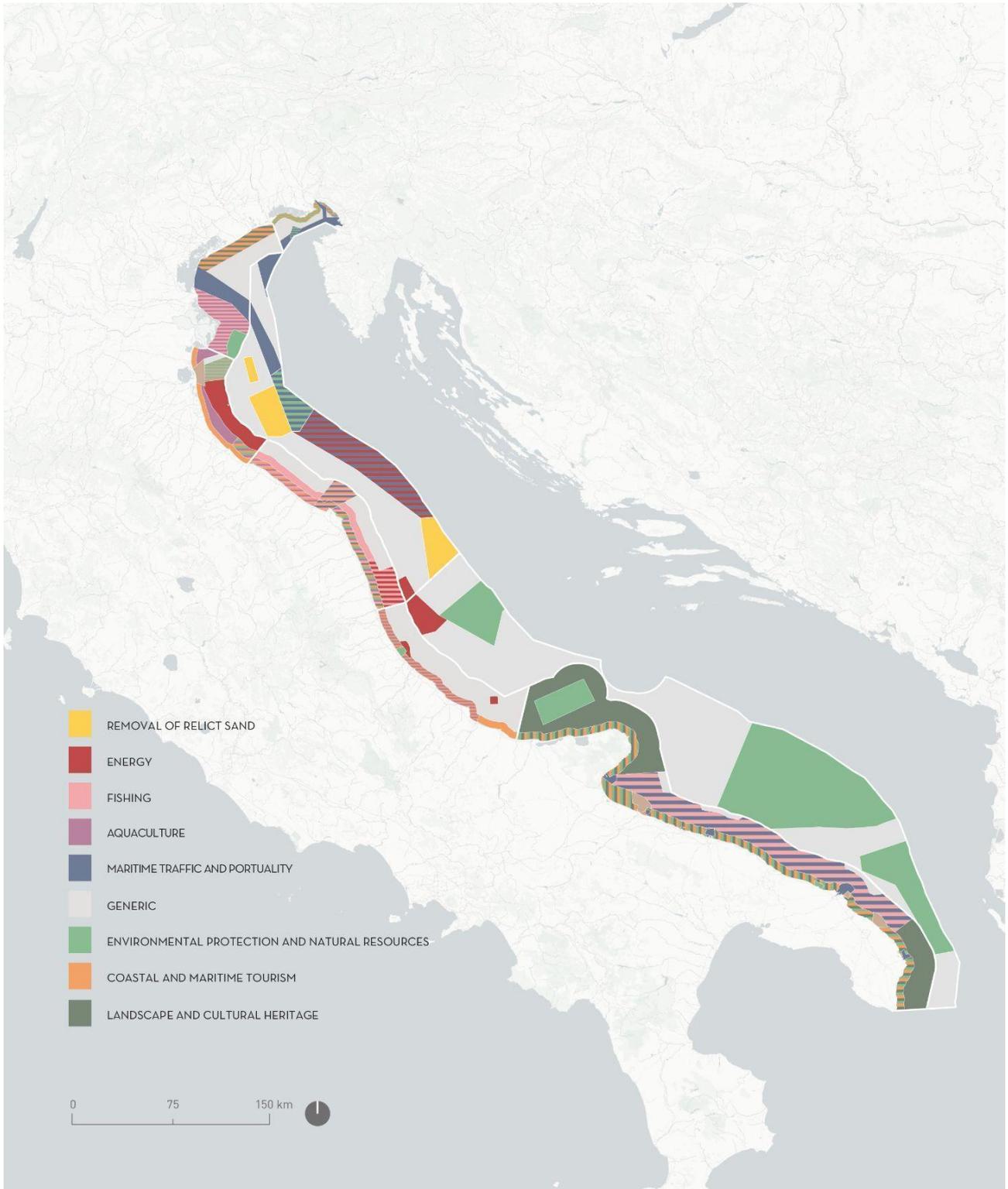


Figure 5. Planning Units of the Maritime Area "Adriatic".

Objectives and main sector choices of the plan for the maritime area

Sustainable development

The Plan acknowledges and intends to enhance the close link existing between the natural and cultural heritage and the landscape of the Adriatic Sea and the human activities characterizing this maritime area, such as tourism, fishery, aquaculture and recreational boating. With the aim to contribute to the National Strategy for Sustainable Development and to favor a durable and harmonic Blue Growth, the planning of the Adriatic maritime area foresees the implementation of actions able to ensure the sustainable development of its economic activities, in a way that they do not jeopardize the integrity of the landscape and of the cultural heritage, the functioning of the ecosystems and their ability to provide ecosystem services. The safeguard of environmental, landscape and cultural emergencies is therefore considered fundamental both to contribute to the achievement of the objectives deriving from the international, European and national strategies on the subject and to fully grasp the opportunities for sustainable development linked to Blue Growth.

Particular attention is also paid to the land-sea interface, in order to ensure planning continuity. In this perspective, the Plan considers particularly important the resilience and adaptation of the coastal strip to climate change, underlining how this strip plays a fundamental role for several coastal and maritime activities (tourism, ports, maritime transport, etc.). The plan of the Adriatic area highlights not only the importance of solving the conflicts between different uses but also of seizing the opportunities of coexistence and synergy (e.g. between artisanal fishing and tourism or between tourism and landscape and cultural heritage protection).

Ultimately, the Plan considers sustainability as a principle and a transversal approach to all the objectives defined for the Adriatic maritime area, underlining how the health of the sea and the protection of marine resources are essential factors for long-term economic development and the wellbeing of local communities.

Environmental protection and natural resources

For the purposes of environmental protection and the protection of species, habitats and ecosystems, the Maritime Spatial Plan of the Adriatic area is developed according to a coherent Ecosystem Based Approach (EBA) in all its phases. As a consequence, the Plan acknowledges and promotes the implementation of the environmental objectives deriving from the Marine Strategy Framework Directive (MSFD) with related spatial measures provided in the Program of Measures of the Marine Strategy Directive (2008/56/EC) and the Water Framework Directive (2000/60/EC). The plan contributes to integrating the aspects of land-sea interaction and integrated coastal zone management in order to maintain coastal biodiversity (e.g. for the protection and restoration of dune areas) and the conservation of coastal and natural heritage.

One relevant objective for the Adriatic area is the enhancement and implementation of the system of protected areas, taking into account the interactions across the coastline and the synergy with other uses. The plan takes in consideration both areas with specific environmental protection objectives (Protected Marine Areas, Natura 2000 sites) as well as area which indirectly pursue environmental and resource protection objectives (e.g. ZTB, FRA), attributing specific vocations of use in the corresponding Planning Units. Specifically, some of these areas have been assigned a priority use (e.g. in the case of ZTB and SCI sites without a Management Plan) or limited use (in the case of MPAs) for the protection of the environment and natural resources, depending on the form of protection and regulation in force or in the process of being established.



Particular attention is paid to the spatial management of the protection of species, habitats and ecosystems protected under the Habitats and Birds Directives (Natura 2000 Network), highlighting the areas and marine habitats of relevant environmental value in order to implement conservation strategies and monitor conservation over time, and to consolidate existing conservation measures in a framework of overall ecological coherence that aims to achieve a coherent and effective extension of the protection of EU seas to 30% by 2030.

The general vision of a marine and coastal environment in good environmental status contributes to the implementation of specific protection objectives in all sectors and in the whole Adriatic area. The transversal principle of environmental sustainability of human activities contributes to the development of a sustainable economy of the sea, multiplying growth opportunities for the marine and maritime sectors. Among the most relevant examples in the Adriatic context, specific objectives of pollution prevention and sustainable exercise of human activities concern maritime traffic, fishery, aquaculture, tourism and the "energy" sector. To this end, the Maritime Space Plan identifies for each Planning Unit (PU) the key "Environmentally Relevant Elements" to be considered. In the central-northern Adriatic Sea these are mainly the inconsistent seabed habitats essential in the reproduction and growth phases of fish species of commercial interest, while in the southern portion of the basin they are mainly hard-bottom and deep-bottom habitats. In the whole area, moreover, the need for protection of *Caretta* and *Tursiops truncatus* is reported.

Environmental restoration constitutes an important need in the Adriatic maritime area. There are areas where the impacts of anthropic uses (past and present) are relevant and have compromised the recovery and regeneration capacity of the ecosystems. These impacts consist, for example, in the contamination of environmental matrices and in the degradation or disappearance of valuable ecosystems, both marine and coastal. *Posidonia* beds, particularly in the southern portion of the maritime area (sub-area A/6), are among the ecosystems for which it is appropriate not only to implement protection measures, but also environmental restoration and recovery actions in cases of areas heavily impacted by pollution, nautical tourism, illegal fishing activities, etc. Other marine ecosystems for which it appears necessary to complete the mapping and the evaluation of the state and, in case of degradation conditions, to implement environmental restoration actions include, among others: the rocky outcrops (*trezze* or *tegnue*) present in the Northern Adriatic Sea, as well as the submerged and semi-submerged caves, the submarine canyons and, in general, coral reefs present in particular in the southern part of the Adriatic maritime area. More in general, restoration is also necessary in marine areas where fauna and flora are impoverished and fishery resources are reduced (e.g. port or neighbouring areas). Reclamation and restoration are necessary in many areas at the land-sea interface (e.g. lagoons and deltas), where, in addition to or as an alternative to the impacts of industrial or port activities, the effects of soil consumption, urbanization, coastal erosion, etc. are manifest. It is important to consider that the Adriatic maritime area includes some Contaminated Sites of National Interest (SIN). Some SIN include sea areas and fall directly within the geographic scope of the Adriatic Maritime Space Plan: Trieste - Muggia (subarea A/1), Falconara Marittima (subarea A/4), Manfredonia (A/6) and Brindisi (A/6). Others, although including a water portion, are located in areas outside those included in the Adriatic Maritime Spatial Plan (Porto Marghera - Venice) or are predominantly terrestrial (Caffaro di Torviscosa - formerly Grado and Marano Lagoon; Bari - Fibronit). These sites, along with numerous other Contaminated Sites of



Regional Interest (e.g., hazardous material deposits, active or disused landfills, etc.) represent hot-spots in need of remediation and environmental restoration. The plan identifies environmental restoration as a specific strategic objective, accompanied by two measures of national relevance. The theme is also considered at the sub-area scale through specific objectives and indications included in the tables of the planning units, directly or indirectly relevant to environmental restoration, which will enable actions such as: the completion of the state of knowledge on ecosystems and habitats, the restoration and rehabilitation of seagrass beds and other degraded ecosystems and habitats, the creation of artificial structures for the protection of existing habitats and the development of marine biological communities, the environmental remediation of contaminated areas, the restoration of degraded stretches of coastline and other types of intervention.

Landscape and cultural heritage

The Maritime Space Plan of the Adriatic Sea considers landscape and cultural heritage (emerged and submerged) as fundamental resources for social development, the valorisation of cultural diversity, the promotion of intercultural dialogue and the promotion of an economic development model based on the principles of sustainability. Therefore, the integration of landscape and cultural heritage protection and enhancement elements within the maritime spatial planning assumes a role of primary importance for the whole maritime area, and in particular for the marine-coastal sub-areas (within 12 nautical miles). For this reason, at methodological level, in the development of the Plan, an several meetings were undertaken which saw the pro-active involvement of the Superintendencies for each coastal Region. Their contribution made it possible to reconstruct the cognitive framework relative to the landscape heritage, the cultural assets present along the coast and the submerged assets, and therefore to enhance it, together with the Regions, in the process of defining the planning choices (delimitation of the UP, definition of the relative vocations and identification of measures).

The landscape and the cultural heritage are essential elements of the specific sub-area visions and objectives, which highlight their relevance not only for appropriate protection purposes but also in relation to the role they play in supporting relevant socio-economic activities for the Adriatic area, such as coastal and maritime tourism in primis. For the Adriatic marine-coastal sub-areas, the Plan identifies specific objectives that contribute to enhancing and guaranteeing the protection of the aesthetic perceptive structure of the landscape, promoting reciprocity and complementarity relations between inland, coastal and underwater landscapes. The Plan also promotes the exercise and development of anthropic activities along the coast (e.g. tourist use, port infrastructures, works to contrast erosive phenomena) towards forms that do not destroy the natural features and landscape quality of the coastal strips. The Plan aims at containing the phenomena of continuous and compact urbanisation along the coastline, with particular attention to the safeguard and enhancement of the historical settlement structures and of the scenic and panoramic values of the land-sea inter-visibility relationship, as well as to pursue the enhancement of the archaeological, historical-architectural and landscape heritage of the coastal strips, while safeguarding the intangible heritage of maritime activities of historical-identity value (e.g. small-scale coastal fishing and traditional aquaculture). To this end, for several PUs closer to the coast, the important priority vocation of landscape and cultural heritage protection is underlined. In addition, regardless of the



priority vocation, for each PU the relevant elements for the coastal landscape and cultural heritage to be taken into account in terms of protection have been reported, with particular reference to landscape constraint areas and constrained coastal assets. The Plan also contributes to the protection and enhancement of the submerged cultural heritage, including all available knowledge on the presence of relevant elements among the elements relevant to each UP, in order to promote a deeper knowledge of what is still preserved on the seabed, and as a tool for the proper management and protection of these assets.

Maritime navigation safety and surveillance

As far as safety is concerned, the Plan for the Adriatic maritime area implements the objectives outlined in Phase 3, that is: (i) to prevent pollution caused by ships and to contribute to the implementation of the measures of the Marpol Convention; (ii) to contribute to the promotion of maritime safety, the implementation of the UNCLOS rules and the EU Maritime Safety Strategy. The second objective is expressed in activities aimed at ensuring the safety of navigation and in search and rescue of human lives at sea, with particular reference for the latter to the SAR areas in the Adriatic Sea under Italian jurisdiction.

Fishing

The vision of a sustainable management and development for the fishery is articulated in the Adriatic Area Maritime Space Plan by favoring the implementation of the provisions of the Multiannual Management Plans of the Geographical Sub-Areas (GSA 17 and 18), which represent the main management tools of the activity, and by guaranteeing the respect of the Common Fisheries Policy (CFP) rules.

The specific reference objectives for the whole area are the promotion of sustainable fishery development and management, through specific regulation and spatial definition of priorities on a regional scale, as well as of the use of fishing tools, aiming at the sustainable use of resources, at the protection of priority habitats, through management measures suitable to the different fishery activities. The spatial definition of the vocations of use for the sector respects the dynamic nature in space and time of the fishery activities in the Adriatic Sea, framing the specific management needs, in order to support the regulation actions of the trawl fishery, taking into account the effects on the seabed and on the stocks. The plan also aims to favor the development and the spatial management of the artisanal fishery practiced with sustainable techniques, through the definition of the areas, especially coastal, more suitable for its development. Concerning the artisanal fishery, the Plan also supports income integration activities, facilitating the synergy with other sectors (such as tourism, food and wine consumption, quality chains for the transformation of the ichthyic product, valorisation of fishing traditions in the respect of environment and territory). In order to support artisanal fishery, the Plan identifies measures at national level such as, for example, the realization of projects, studies and researches aimed at promoting an adequate spatial presence of small fishery, its sustainability and to address actions to strengthen the related skills and develop human capital. The Plan also foresees the promotion of agreements between artisanal fishery operators and bodies/bodies responsible for the management of protected marine areas, coastal and marine sites of the Natura 2000 Network, national or regional parks, in order to promote the sustainable development of the sector, as well as the recognition of the quality of the products and services offered by artisanal fishery. The valorization of this fishery

segment is highlighted also at the sub-area level in all the Adriatic Regions, in terms of specific objectives, indications for specific UP and/or regional scale measures.

As part of the measures to rationalize the capacity and sustainability of the fishing sector, the Plan supports the establishment of new areas for the protection of fishery stocks, taking into consideration first of all the conservation areas that already exist and/or are being established. The efficient inclusion in the Plan of protected areas, reserves and areas for the recovery and protection of fish stocks (e.g. ZTB) aims in fact to support the reduction of the impacts of fishing on juvenile fish and reproducers thus ensuring long-term sustainability for the sector.

The spatial and vocational component of the plan confirms the widespread possibilities of exercising fishing according to current sector plans and legislation, with the exclusion of areas already precluded for specific reasons (e.g. protected areas or subject to other constraints for fishing deriving from other uses), with specific priorities of use aimed at favoring locally relevant activities and economies and/or ongoing planning processes of the sector. The spatial allocation of fishing activities developed in the Plan also allows the adaptation of processes aimed at the development of complementary economic activities (in particular with regard to artisanal fishing), such as fishing tourism and ichthyic tourism, promoting fishing traditions, maritime culture and respect for the environment. The integration of spatial knowledge on fishing activities and on the ecological and environmental components within the Plan will favor the technological development and innovation towards ecologically, economically and socially sustainable fishing, while fostering synergies with other sectors (e.g. tourism and food, food sector, local distribution chains, processing industry) in order to increase the added value of the fishery product. To this end, it is necessary that the planning contributes to the coastal structural adjustment, in particular of dedicated port infrastructures appropriate for the development of the supply chains. Moreover, it is particularly important to favor efficient spatial control and contrast of illegal fishing, also through the monitoring and surveillance of the activities carried out by fleets in coastal areas, in the territorial sea and in international waters. In this sense, considering that illegal fishing is one of the activities that clearly endangers the marine ecosystem and the ichthyic resources, it is considered more necessary than ever to contrast this practice through the integration of spatially explicit management measures.

Aquaculture

The Plan underlines the importance of aquaculture in marine waters, highlighting for the sector wide potentialities of further development in the Adriatic Area. The strengthening of aquaculture activities is in line with the EU strategies (e.g. Sustainable Blue Economy Communication, COM/2021/240 final). The coherent integration of the sector in the Plan could favor the strengthening of the aquaculture supply chains and their inter-sectorial integration, promoting efficient connections of the sea production with the land supply chains and managing potential conflicts with other uses.

Integrated visions and specific objectives between the sub-areas in territorial waters will contribute to favor the maintenance of marine aquaculture activities (almost exclusively shellfish farming) in synergy with the other uses present in the area and in contiguity with lagoon and valley aquaculture, and the development of aquaculture activities in the territorial sea areas, contributing to the sustainability of the activities in synergy with the other uses present in the area, with particular attention to the development of income-generating activities such as aqua-tourism.



Of primary importance is the theme of water management in the areas destined to aquaculture, in relation to the European directives of reference. Therefore, the Plan promotes the development of the aquaculture sector, compatibly with the objectives of ecosystem and biodiversity protection, and supports the future development of efficient productions in terms of resources use, above all by favoring the identification of aquaculture areas (AZA) in order to reduce possible conflicts with other sea uses and to guarantee the protection of the marine environment, using farming systems that minimize environmental impacts (e.g. reducing the use of plastics and plastics). The identification of use vocations for aquaculture in the Planning Unit allows to promote and accelerate the elaboration of the regional plans for the AZA, favoring their harmonization at basin and national scale, aiming at a development of the different forms of aquaculture in favorable or suitable areas. These actions are aimed both at increasing the competitiveness of this sector and at favoring inter-sectorial integration with other activities and with the objectives of protection, integrating the provisions of the CFP and of the Strategic Plan for Italian Aquaculture 2014 - 2020. The Plan, in synergy with the AZA definition process, aims at a planned and coherent development of aquaculture, especially within 3 nautical miles (the limit within which fishing with towed gear is banned), while foreseeing its expansion towards more offshore areas, also in connection with other future uses (e.g. marine renewable energy plants). A tool to facilitate the understanding of the planning processes and the identification of areas suitable for aquaculture on the basis of constraints, pressures, existing uses and the state of the marine environment and the carrying capacity of ecosystems has been provided by the AZA Technical Guide (ISPRA-MiPAAF, 2020), the result of a participatory process with different stakeholders involved, including central and regional administrations and production associations.

Maritime transport and ports

The maritime economy of the Adriatic system is historically linked to maritime transport, be it commercial, passenger or cruise sector. The geographic and productive configuration of the Adriatic Sea makes the area one of the main maritime hubs of the Mediterranean and for this reason, in line with the European planning on TEN-T networks, it is a priority to develop policies for the efficiency of its ports. Of great importance in this context is the role of commercial ports, whose development is closely connected with aspects of logistics and functional infrastructure, as well as land transport. These activities are historically linked to the territory and, also in view of the geopolitical context and the TEN-T Networks, will continue to be of strategic international importance. The overall development strategy for these sectors, in coherence with the regional and urban planning tools, foresees within the Plan the spatial definition of sustainable development objectives for maritime transport, aimed at reducing negative impacts (e.g. using alternative fuels, reducing discharges and waste, managing dredged sediments, mitigating underwater noise emissions, etc.), also in the face of climate change, in order to allow for harmonious and sustainable systemic development.

The Plan for the Adriatic Maritime Space promotes the integration and dialogue between the planning systems in force, in particular regarding the integration of port strategic planning with land planning, contributing to increase the competitiveness of the Italian ports and the implementation of the National Strategic Plan for Ports and Logistics (PSNPL). Maritime transport is allowed and developed in the entire maritime area, with the exception of areas that, due to pre-existing constraints, limit/exclude



access. The definition of the use vocations in the Plan highlights the relevance of this use along the north-south axis of the Adriatic Sea, aiming at integrating the international flow management tools (e.g. IMO Adriatic corridors), identifying for them specific priorities, with the analysis of the traffics along the corridors afferent to the main Adriatic ports. In order to guarantee the development of maritime commercial traffic that involves the Adriatic port system, it is necessary to maintain the infrastructural conditions and suitable sea beds for the waterways through periodical maintenance interventions and by promoting the sustainable management of sediments (from port dredging, excavations, hydraulic systems, etc.), with the aim of coastal nourishment for emerged and submerged beaches, also foreseeing a monitoring and management system of silting up in the ports. The suitability of the areas can contribute to the reconversion of activities in crisis insisting in or near commercial ports in activities related to shipbuilding or the circular economy, encouraging logistical innovation and the modernization of port infrastructure.

Energy

The Plan for the Maritime Space of the Adriatic Area intends to contribute to the objectives of increasing the share of energy produced from renewable sources defined by the PNIEC of 2019 (30% of the gross final energy consumption by 2030), as well as to the more ambitious objectives of decarbonisation of society set by the EU (reduction of CO₂ emissions by 55% by 2030). To this end, the Plan highlights the need to explore the potential for renewable energy production at sea, depending on local climatic, landscape and environmental conditions, and therefore to find new areas to be allocated for this purpose. In this perspective, also for the Adriatic area, the Plan proposes to favor the experimentation and the possible development of technologies and plants for the generation of energy from renewable sources in the sea (with particular reference to the wind energy), both in the coastal sub-areas and in the offshore ones, compatibly with the current policies and requirements of environmental and landscape protection.

With regard to fossil fuels, present in the area in the form of gaseous hydrocarbons, the Plan takes into account the provisions of the Plan for the Sustainable Energy Transition of the Eligible Areas (PiTESAI), both with regard to prospecting and exploration activities and with regard to production concessions that have already been presented and are being evaluated, or are currently in force.

For the concessions in a state of productivity in the central-northern Adriatic (Emilia Romagna, Marche, Abruzzo and Molise) falling within 12 miles from the coastline or from the external perimeter of protected marine and coastal areas, the Plan for the Maritime Space foresees, implementing the PiTESAI indications, the possibility of maintaining the exploitation until the technical and/or economic feasibility of the reservoir ceases, reducing conflicts and increasing synergies with other sectors of the sea economy.

For offshore areas, the Plan provides for a similar approach to the exploitation of offshore deposits within 12 miles. In the eligible areas covered by PiTESAI, the possibility of submitting exploration and concession applications and continuing exploration activities already under way is maintained, as far as the gas resource is concerned. Following the adoption of PiTESAI, the submission of new applications for prospecting and exploration permits in the areas in question is considered admissible, provided they relate only to gas exploration, and not also to oil. In the case of programs of work submitted, or to be submitted, under the same license for both oil and gas

exploration, only gas exploration will be permitted. However, the European decarbonisation targets for 2050 make the scenario of opening new marine mining areas in addition to the current ones inconsistent, and it is also desirable to close all marine areas that have never been open to hydrocarbon exploration and production and open marine areas where no mining applications have ever been submitted.

The Plan also incorporates the environmental and socio-economic criteria established by the PITESAI and aimed at determining the areas that will be indicated as suitable for the continuation of the administrative procedures and those, already occupied by mining titles, that will be declared compatible for the continuation of research or cultivation activities that are already in place. As part of the decommissioning of platforms following their mining closure, the Maritime Space Plan intends to promote the reconversion of these infrastructures for other uses, such as supporting the production, transformation and storage of energy from renewable sources at sea, the creation of 'biological protection' areas and/or sites of interest for tourism and underwater fishing, aquaculture and marine research.

Where there is a high presence of platforms for the extraction of hydrocarbons and related support structures and submarine pipelines (both in the sub-areas within 12 miles and offshore), the Plan identifies PUs with a priority vocation for energy use, where the strategic guidelines mentioned above will be given priority, even in the knowledge that the existing deposits will be exhausted by 2040 (as per paragraph 6.2 of the PITESAI Environmental Report). In any case, other uses compatible with the priority use, such as fishing, aquaculture, maritime traffic, etc., are foreseen in these areas, in accordance with the specificities of the area considered.

Coastal defense

A large part of the Adriatic coasts, particularly those in the northern and central portion of the area, are particularly vulnerable to storm surges and related flooding events, as well as being subject to erosion. This vulnerability is likely to increase due to the expected effects of climate change and sea level rise. The Maritime Spatial Plan of the Adriatic intends to promote an integrated approach to coastal zone management, incorporating coastal defense into the broader objective of increasing the resilience and progressive adaptation to climate change of these systems. To this end, the Plan promotes the updating, further development and integration of existing strategic and planning tools, such as the Flood Risk Management Plans according to the Floods Directive (2007/60/CE) and the Coastal Plans or ICZM Plans prepared by many regions. The Plan for the Maritime Space also highlights the need to proceed with the development of regional adaptation plans, which contribute to overcoming the purely defensive logic. Coastal defense, and more generally the increase of resilience of the Adriatic coasts, is an essential prerequisite for the safeguard in the medium and long term of some of the economic activities characterizing this area, first of all the tourist and port ones. It is also important that the coastal defense measures are implemented in the respect of the protection of the environmental and landscape emergencies of the Adriatic coasts.

The implementation of an integrated approach to coastal defense passes through the combination of management and structural measures, and among these, nature-based solutions, which include the maintenance and restoration of the beach system and the protection and recovery of dune systems. Many defense and adaptation strategies are therefore based on the use of large volumes of sand, whose origin in the Adriatic Sea is mainly of marine origin. Among its objectives, the Plan proposes to adequately address

the use and protection of the Adriatic submarine sand deposits, promoting their survey and characterization, ensuring the prudent management of this non-renewable resource, pursuing criteria to minimize the environmental impact and to reduce conflicts with other uses (first of all, fishing). Consistently with this guideline, in the central-northern Adriatic basin, the Plan identifies offshore PUs with a priority vocation for "removal of relict sands" and highlights the presence of this use, as well as its environmentally sustainable management, in various priority or generic PUs within 12 miles.

Coastal and maritime tourism

In line with the Strategic Tourism Plan 2017 - 2022, the Plan as a whole intends to promote sustainable forms of coastal and maritime tourism, which are therefore in line with the objectives of protection and enhancement of the natural heritage, cultural heritage and landscape, elements that contribute in an essential way to the high tourist attractiveness of Italian coastal areas. The Plan promotes this approach also in the Adriatic maritime area, considering the importance of the tourism sector for the economy of the region.

In line with the described approach, the long-term sustainability of the tourist fruition passes through the safeguard of the environmental, landscape and cultural assets of the coastal strip, the improvement and/or maintenance of the quality of the marine waters and in particular of the quality status of the bathing waters, the defense against flooding, the contrast of coastal erosion, the maintenance and restoration of the beach system and its natural habitats (e.g. dune systems). These objectives are synergic with those aimed at promoting a high-quality coastal and marine tourism, which includes: the improvement of the services available for the different segments of the tourist activity, the diversification and the seasonal adjustment of the tourist offer (also through experiential tourism services), the integration between marine fruition modalities with those of the hinterland, the activation of synergies with other maritime activities typical of the Adriatic coastal strip (such as fishery and aquaculture), the development of synergies with the needs of environmental protection and cultural heritage (e.g. ecotourism).

In order to diversify the tourist offer, the development of pleasure boating in the Adriatic area is important, also through the improvement and modernization of the existing ports and marinas. To this end, innovation and research can provide important support for the sustainability of the sector. In this maritime area the importance of the cruise sector is also confirmed, which the plan considers as important for the tourist and port development of the Adriatic regions.

Consistently with these objectives, the Plan highlights the important priority tourism vocation of the coastal PUs of the Adriatic regions (not only for seasonal seaside tourism, but also for other types of tourism activities, such as recreational boating, sports and excursion tourism, experiential tourism, nature tourism, underwater tourism, etc.), with particular reference to the strip within 2-3 nautical miles. In these areas, the importance of limiting conflict and developing synergies with other characteristic uses, such as fishing, aquaculture, environmental protection and natural resources, landscape and cultural heritage protection, is also highlighted. For example, the presence of various natural areas (including some protected areas), artificial reefs and wrecks of high value for the consolidation and development of naturalistic and underwater tourism is noted along the strip in question. Important synergies are also

promoted with fishing (fishing tourism and ichthyic tourism) and aquaculture (aquaculture).

Scientific research and innovation

The Maritime Space Plan of the Adriatic is based on the best available knowledge, capitalizing on the results of national and European research projects and promoting new research activities in line with the knowledge needs of the Plan.

The specific objectives and vocations help to direct marine research activities to strengthen the planning process, taking into account future developments in technology and with a view to promoting its application and benefits. New technologies can significantly improve the efficiency of some production processes (e.g. fishing and aquaculture, maritime transport, energy production and transport), reduce their impact on the environment (e.g. increased selectivity in fishing, reduced impact on habitats and target species, more environmentally sustainable feed for aquaculture, reduction of emissions to water and the atmosphere from ships) and enable new uses of the sea, e.g. offshore aquaculture, large-scale exploitation of wave energy, floating wind turbines, cultivation or exploitation of biomass and compounds for blue biotechnologies (energy, pharmaceuticals, food uses, biomaterials), multi-use platforms. The Plan thus aims to encourage the development of the marine economy in highly innovative sectors, thereby pursuing its sustainable growth objectives.

Other Uses

In addition to the sectorial objectives considered in the previous paragraphs, the Plan highlights the importance of allowing the development of shipbuilding activities in the vicinity of ports, in line with production trends in the sector. In addition, among the additional uses considered, the Plan highlights the need to maintain the military functions of some areas (e.g. the Echo 346 exercise area overlooking the mouth of the Rhine River), reducing conflicts with other uses and also strengthening their compatibility, in particular through the use for different purposes at different times of the areas concerned.

Coexistence and synergy between uses

Phase 2 of the planning process has highlighted how the Adriatic Sea, similarly to other marine areas of relatively limited extension, is characterized by a high density of uses, particularly in the areas closest to the coast, and therefore by potential and real conflicts between some activities. At the same time, however, different uses can coexist in the same area and develop synergies leading to the effective sharing of the maritime space and its resources (multi-use), with advantages for all the sectors involved.

Coastal and marine tourism certainly represents an economic activity of central importance for the Adriatic coastal communities. Through spatial and other measures (e.g. involvement, training, administrative aspects, etc.), the Maritime Space Plan for the Adriatic Area supports the development of the sector towards more sustainable modalities, including the strengthening or development of synergies with other sectors, such as in particular artisanal fishing (fishing tourism and ichthyic tourism) and aquaculture (aquaculture). The Plan also underlines the need to develop tourist offers (e.g. ecotourism) that are synergic with the objectives of environmental protection and protection of landscape and cultural heritage, also considering the key role that these elements play in supporting the tourist economy of the Adriatic region.

In the central area of the Adriatic basin there is a historical coexistence of tourism and offshore mining activities, locally characterised by direct or indirect conflicts. The decommissioning of no longer active offshore platforms offers the opportunity for synergic development between the two sectors. These structures can in fact be potentially reused for various tourism-recreational purposes, such as support for boating, diving activities, recreational fishing or environmental education. The issue of the potential reuse of decommissioned platforms also concerns other sectors, such as the production of energy from renewable sources at sea, the creation of biological protection areas (as in the case of the SCI-SPA "Relitto Piattaforma del Paguro"), aquaculture and scientific research, thus also looking at the multi-use logic of these infrastructures.

Possible synergies can be considered also between the objectives of fishing and those of environmental protection and natural resources. The Biological Protection Zones (ZTB), established by the Ministry of Agricultural, Food and Forestry Policies with the aim of protecting fishery resources, have positive effects on environmental protection in general. In the same way, well-managed marine protected areas can represent a useful tool for the reconstitution of ichthyic stocks and therefore bring benefits to local fishing. In the ZTB and marine protected areas can also be promoted forms of sustainable tourism, as for example experimented in the AMP of Miramare and in the SCI-SPA of Paguro.

Elements of land-sea interaction

The Plan for the Adriatic Sea Maritime Area takes into account characteristics and dynamics, both natural and anthropic, which determine important land-sea interactions relevant at the basin scale. The Adriatic maritime area is characterized by land-sea interactions of natural origin, strongly linked to the presence of river deltas, lagoons and wetlands, which characterize the dominant landscape of the Italian Adriatic coastal area, especially in its northern strip. The natural factors considered in the analysis of land-sea interactions include the erosive processes of the coast, determined by the combination of natural and anthropic factors. The specific suitability of coastal areas has also taken into account the potential influences on the marine areas facing the coastal areas where human activities on land are located. In particular, relevant interactions at basin scale have been identified, determined by urbanized areas, also for tourism use, industrial areas, port areas (including cruise ports), and areas of primary interest for the tourism system (including marinas and pleasure ports).

Furthermore, land-sea connections that characterize numerous maritime activities, such as marine areas for hydrocarbon exploitation (including cables and supporting pipelines), the presence of fishing ports and national military activities have also been taken into consideration. In particular, in order to promote and support the development of tourism in the area, it is necessary to protect the Adriatic beaches with appropriate measures to combat erosion and emissions of pollutants of land-based origin. Furthermore, in consideration of the expected increase in maritime traffic, in line with the Maritime Spatial Plan it will be necessary to verify the robustness and the appropriate integration of land transport systems interconnected with the marine one, as well as the related needs for new infrastructures.

The whole Adriatic coastal area is also characterized by the presence of sites of important environmental value and by areas relevant for the protection and enhancement of landscape and cultural heritage (e.g. Natura 2000 network areas,

Regional Parks, UNESCO sites, etc.). In many cases these areas extend across the land-sea interface or at least include numerous land-sea interactions that are a constituent part of their natural and/or landscape value.

The elements of land-sea interaction highlighted at the scale of the maritime area have been considered for the definition of the Plan elements described below; in particular, with regard to the determination of the suitability and mode of use of the Planning Units closest to the coast or to the hot-spots of land-sea interaction, as well as with regard to the measures of the Plan at national and sub-area level. Relevant elements for transnational cooperation

Italy plays a central role in the transnational cooperation of the Adriatic Sea, also in consideration of its geographical position and its extension along the axis of the entire basin. Italy's commitment concerns both strategic and multi-sectoral cooperation initiatives, such as the EU strategy for the Adriatic and Ionian Region (EUSAIR), and sectoral cooperation mechanisms, such as those of the Regional Fisheries Organisations (RFOs, including the General Fisheries Commission for the Mediterranean (GFCM) of the FAO).

The Maritime Spatial Plan represents a fundamental instrument useful to enhance the role of Italy in the framework of the cooperation in the Adriatic basin and therefore to contribute to solving some of the problems of transnational nature. The Plan contributes to the transboundary management of environment and natural resources, through the systematization of the network of environmental protection tools (MPAs, Natura 2000 network, EBSAs - CBD, SPAMI, etc.), and through planning choices consistent with the measures agreed at transnational level for the protection of fishery resources (e.g. FRAs - GFCM) and through choices consistent with the common European objectives defined in terms of quality of the marine environment (MSFD). The Plan contributes to the recognition of the importance of underwater cultural heritage as an integral part of the cultural heritage of mankind, supporting international cooperation on the subject and implementing the indications and measures established under the UNESCO Convention on the Protection of Underwater Cultural Heritage, adopted in Paris on 2 November 2001, ratified and entered into force in Italy through Law 157/2009, which integrates and expands the protection provisions inherent in the underwater cultural heritage already in the UNESCO Convention on the Law of the Sea. The MSP Plan also promotes a systemic, European and regional vision of maritime transport and the related multimodality. This vision is reflected in the Plan's objectives, which foresee the sustainable growth of the Adriatic port system also on the basis of the strengthening and extension of existing cooperation networks between ports, the further development of Motorways of the Sea as a complementary solution to road transport, the integration of maritime transport with the land transport network in the trans-European perspective of TNT-T multimodal networks, the harmonisation of the Plan's choices with existing international planning tools (first and foremost those defined by the IMO such as shipping corridors). The sustainable management of energy resources and the transition towards renewable ones are a further relevant element for the transnational cooperation, both to promote consistent choices between the two sides of the Adriatic Sea and to strengthen the energy distribution networks, consistently with the EUSAIR Pillar 2.



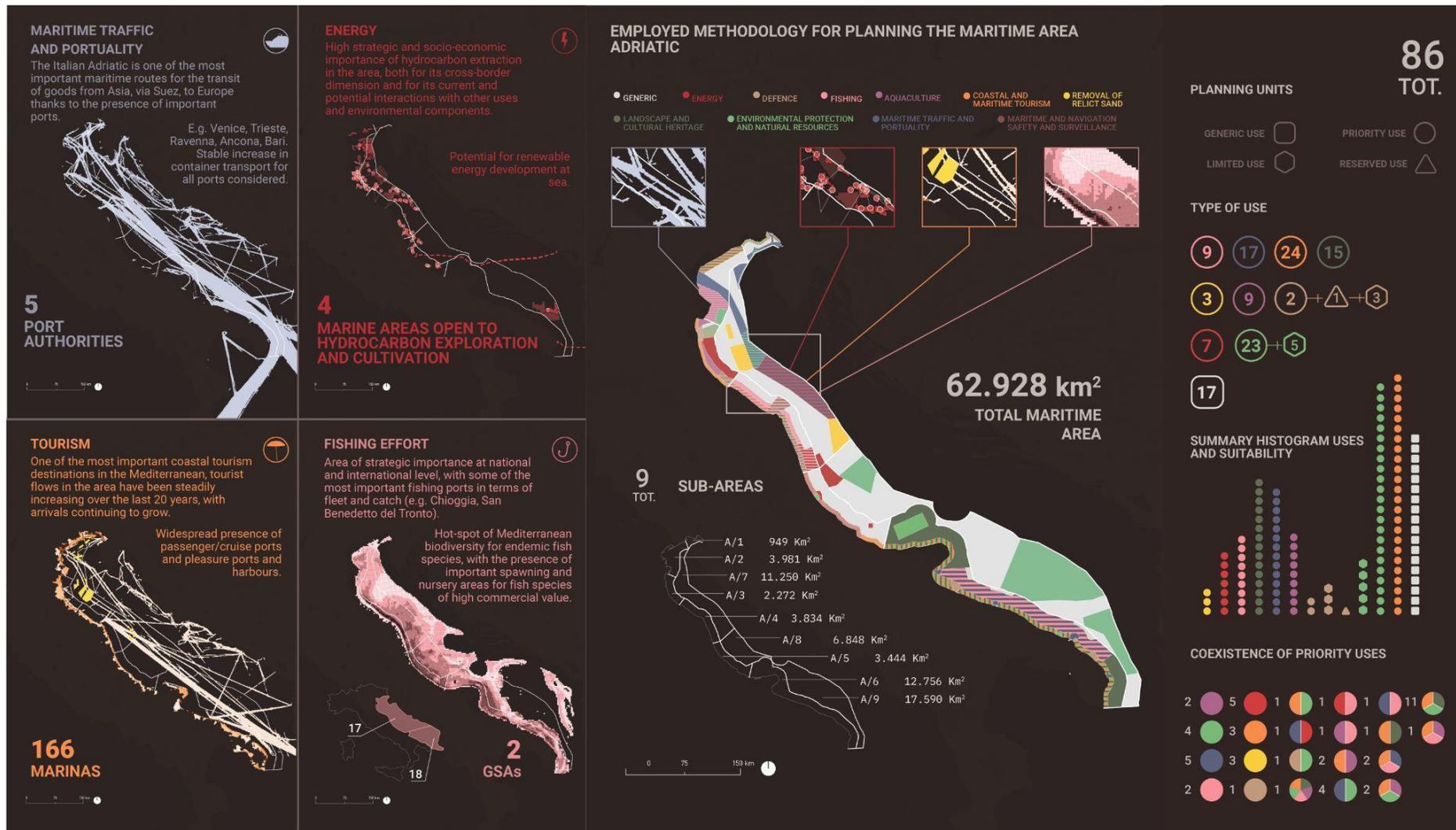


Figure 6. Infographic summarizing uses and planning units for the Adriatic maritime area

Planning Measures

The management plan of the Maritime Area "Adriatic" is elaborated by integrating the existing discipline contained in sectoral regulations and in plans and programs in force (as provided by the guidelines of the D.P.C.M. 1 December 2017, par. 14), which remain fully in force. To complement and supplement the sectoral measures in force, the plan identifies a series of measures to achieve the vocations indicated in the plan itself, to improve the coexistence between uses (resolving any conflicts and developing reciprocal synergies), to contribute to the maintenance and achievement of good environmental status and to ensure the compatibility of uses with the requirements of landscape and cultural heritage protection. Therefore, unless the contents of the maritime spatial management plan make it necessary to modify them (art. 5, co. 3, legislative decree no. 201/2016), the provisions contained in other plans and programs (integrated and sectoral) are intended to be confirmed and are not reported as measures within the MSP Plan. The measures of the maritime spatial management plans, therefore, are not reproductive of the existing regulatory framework, but complement it and where necessary amend its existing planning and programmatic forecasts.

The Maritime Spatial Management Plan considers national level measures and relevant measures at the scale of the individual sub-area. The national level measures apply to the entire Italian marine space and are therefore valid for all three maritime areas. For some sub-areas within the territorial waters of coastal regions, more detailed and specific measures have been defined for these sub-areas. In the case of the offshore sub-areas, no specific measures have been identified, since the national level measures are valid in these sub-areas. As provided by the guidelines containing the guidelines and criteria for the preparation of MSP plans (D.P.C.M. 1 December 2017, par. 20), the national level measures contribute to the achievement of strategic objectives (chapter 6), while those of regional level contribute to the achievement of the specific objectives declined for the different sub-areas.

The measures of the management plan of the "Adriatic" Maritime Area, elaborated at the national and sub-area scale, will be subjected to the implementation, when the available economic-financial resources will result sufficient, without any budgetary consequences.

A total of 71 measures of national level plus other sub-area specific measures have been identified and have been included in Section 4 of the Plan for the public consultation.

Ionian–Central Mediterranean

Definition of sub-areas

As previously stated, the limits of the sub-areas have to be considered permeable from the point of view of uses and with regard to environmental/ecosystem processes, as well as from the point of view of the governance system, so as to ensure maximum coherence with respect to the planning of the vast area and neighbouring sub-areas, as well as to meet the needs of a unified ecological and functional vision. The definition of the sub-areas of the subject maritime area was identified using the following criteria:

- jurisdictional boundaries, where defined (12mn limits, existing agreements about the continental shelf)
- regional administrative limits
- perimeters of the geographical sub-areas of fishing (FAO-GFCM GSAs)
- boundaries of marine areas open to hydrocarbon exploration and production identified by MITE (formerly MISE).

Regional administrative boundaries were considered in order to identify, wherever possible, portions of the maritime space of territorial waters falling under the jurisdiction of a single region. In the case of the Gulf of Taranto, however, priority was given to the need to identify a unitary area, representative of the unitary identity, at a geomorphological and environmental level, of this marine area. In this sense, an interregional sub-area has been identified. Similarly, as far as the Strait of Messina is concerned, the physiographic unity and the uniqueness of the maritime space have been considered, identifying harmonised planning choices, respecting the essential functions and in a perspective of planning balance between the two facing regions (Sicily and Calabria).

The need to maintain the integrity of the Geographical Sub-Areas of Fisheries (GSAs) has been considered in order not to interfere, but rather to reinforce the measures taken at the level of the sector, complementing them with those relating to other uses of the sea.

The perimeters of the marine areas open to the exploration and production of hydrocarbons identified by MITE as reference areas for activities in the sector have been considered, as well as on the basis of their morpho-bathymetric characteristics (200m isobath line) which are in any case of interest for the zoning of the marine space.

In Figure 7 the zonation identifying 5 sub-areas in territorial waters (IMC1-IMC5) is shown together with 2 sub-areas in continental shelf areas (IMC6-IMC7):

- IMC1 - Territorial waters of southern Sicily
- IMC2 - Territorial waters of eastern Sicily
- IMC3 - Territorial waters of eastern Calabria
- IMC4 - Territorial waters of the Gulf of Taranto
- IMC5 - Territorial waters of Pantelleria and Pelagie Islands
- IMC6 - Southern Sicily Continental Shelf
- IMC7 - Ionian Continental Shelf - Central Mediterranean.

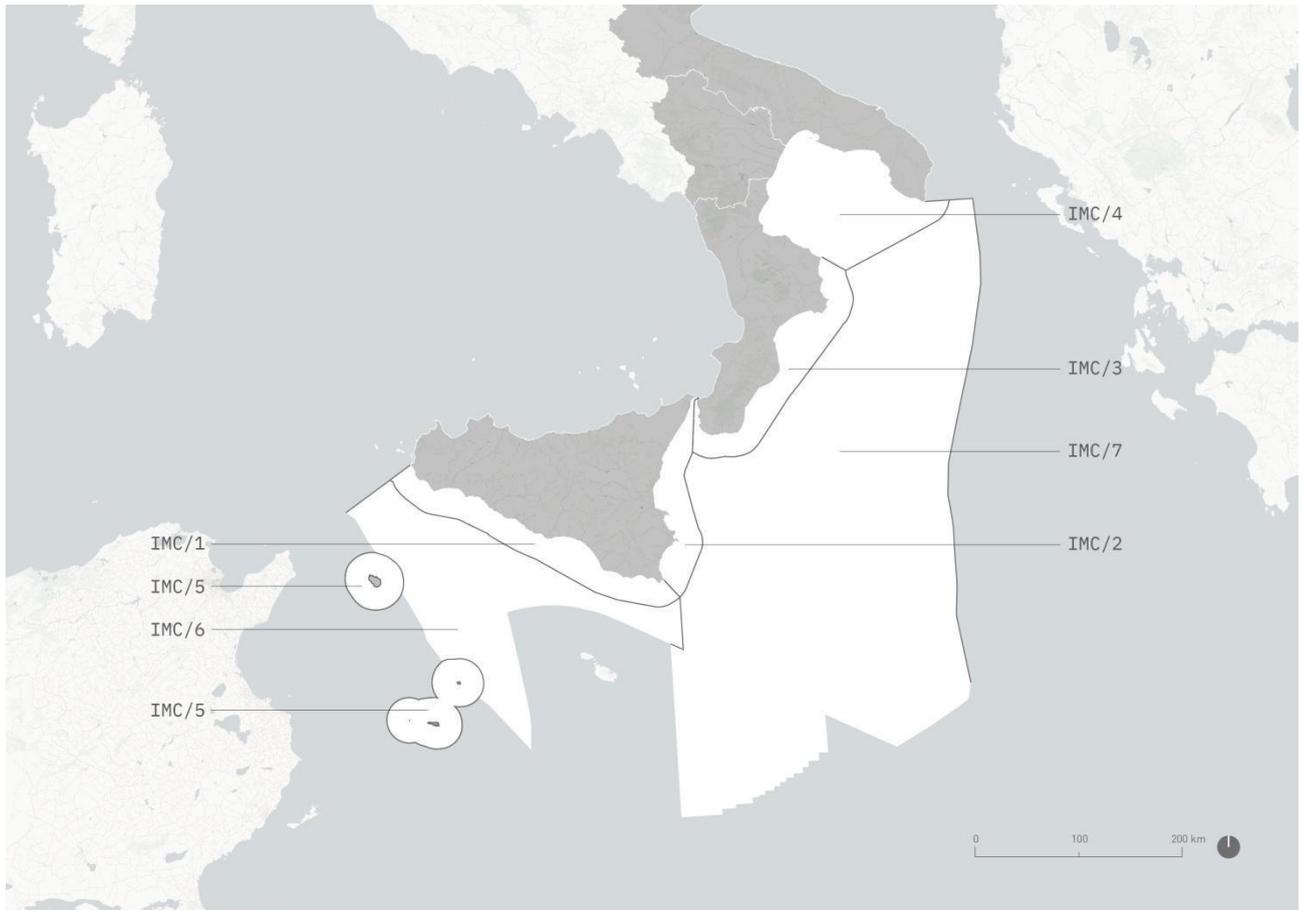


Figure 7. Delimitation and internal zoning of the "Ionian - Central Mediterranean" Area.

Integrated vision of maritime area

The maritime economy and its sustainable development are of strategic importance for the Ionian - Central Mediterranean area. The development strategy in the area is hinged on the Sustainable Development Goals (SDGs), identified by the National Strategy for Sustainable Development and the 2030 Agenda, and has as its objective the growth and balanced development and projected in the medium to long term of the maritime sectors, mature or emerging, in ways that ensure the achievement and maintenance of the good environmental status of the sea, which enhance the vocational characteristics of the territories and the welfare of coastal communities and the entire national community.

The protection of the natural, landscape and cultural heritage of the coastal and marine area is an essential prerequisite that must be taken into account when defining and implementing development strategies for the maritime economy and when defining permitted human uses.

The very high environmental values of the area, in terms of habitats and species and ecosystem services, require the full implementation of pollution prevention actions - in particular those generated by maritime traffic and ports - and the protection of habitats and species foreseen by existing plans. Concrete opportunities are also pursued for the coordination and extension of the existing instruments for the protection of marine ecosystems, also in a cross-border perspective. Environmental restoration is used as a tool

for active intervention in the most polluted and degraded areas, with particular reference to those in which contaminated Sites of National Interest (SIN) are located, whether coastal or with and/or with portions overlooking the sea. The landscape, the cultural heritage and the submerged archaeological heritage in which the maritime area is particularly rich represent a fundamental priority for conservation and enhancement, in themselves but also as indispensable resources for the tourism sector.

The safety of navigation, maritime safety and surveillance are intensified and extended, particularly in the areas of the Strait of Sicily subject to transits of vessels linked to migratory phenomena, and along the southern coasts of Sicily, as well as in all the ports of the area. Coastal control, legality and safety in port infrastructures, the management of situations related to vessel traffic associated with migratory flows from the coasts of North Africa, fishing surveillance and the protection of operators in the sector are fully implemented, strengthened and extended.

Maritime transport, in all its components, represents, today and in the future, a strategic activity. The prospects for further growth of the sector in the area and in the entire Mediterranean require consolidating its transition towards environmental sustainability. Innovative integrated solutions for intermodality are being developed in port areas, guaranteeing maritime continuity for passengers and goods between sea and land, with particular attention to the smaller islands.

The fishery contributes in a fundamental way to the sustenance of the economies of the territories facing the maritime area, contributing to characterize the maritime traditions and the socio-cultural values. Fishing is developed in a sustainable and efficient way, pursuing a sustainable use of the ichthyic resources, with the aim of protecting and reconstituting the stocks and favouring the development of the small fishery, also in synergy with other sectors (e.g. tourism, enogastronomy, local distribution chains, processing industry), in order to increase the product value chain. Aquaculture is developed according to characteristics of full environmental sustainability, taking advantage of the opportunities offered by the latest practices and technologies and synergies with other maritime sectors (multi-use).

In the development perspective of maritime activities in the area, the traditional sectors of the blue economy are joined by those with a high rate of innovation: energy from marine renewable sources, circular economy - including opportunities related to the recovery of waste at sea - and blue biotechnologies. Opportunities for the exploitation of marine renewable energies are explored, tested and implemented in compliance with environmental and landscape constraints, in harmony and, wherever possible, in synergy with other uses of the sea (multi-use). Ports and minor islands represent sites of excellence for the development of this sector.

With regard to fossil fuels, present in the area in the form of liquid hydrocarbons, the Plan takes into account the provisions of the Plan for the Sustainable Energy Transition of the Eligible Areas (PITESAI), which envisages maintaining the exploitation until exhaustion of the deposits with existing production concessions, in a manner that is safe for man and the environment, reducing conflicts and increasing synergies with other sectors of the marine economy.

Coastal and maritime tourism is being developed and redirected towards sustainable modes compatible with environmental protection and with the needs of the territories and communities in which it is inserted, becoming a model of excellence in the Mediterranean and beyond.

The above integrated vision, described in more detail below (par. 7.2.2) for the different transversal themes and sectors of use and for the different sub-areas, is spatially expressed and represented in the Figure 19, which shows the set of defined Planning Units and the

relative typologies and vocations. The Figure 20 offers an integrated representation of the characterizing elements of the Plan in the area: main uses, sub-areas and planning units, vocations, described on the basis of typology, sector, number and coexistence.

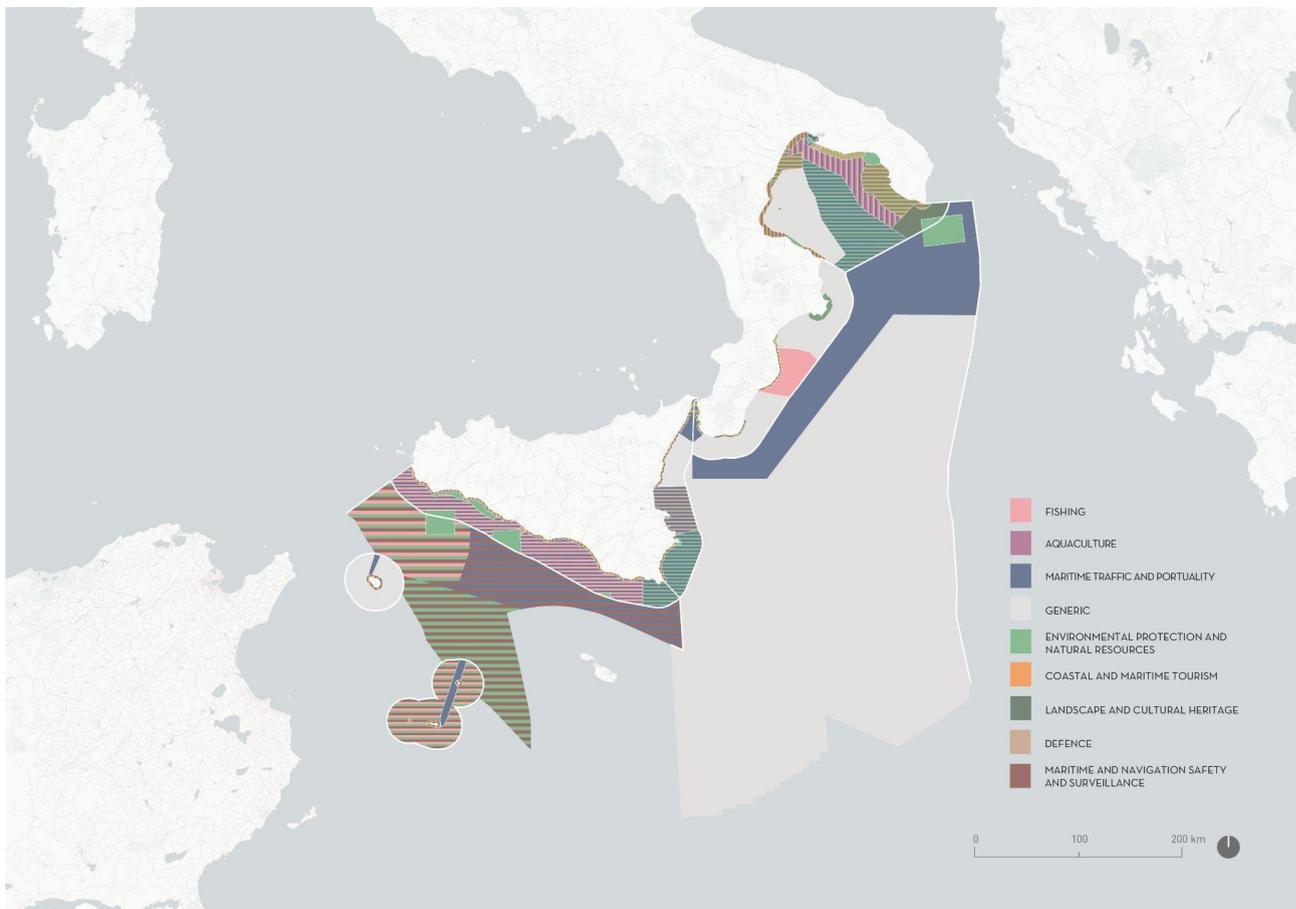


Figure 8. Planning units, typologies and vocations of the Ionian - Central Mediterranean maritime area.

Objectives and main sector choices of the plan for the maritime area

In accordance with the strategic objectives of the Plan, the transversal principles (i) sustainability of development, (ii) conservation and protection of species, habitats and ecosystems and (iii) landscape and cultural heritage protection are considered as guiding transversal principles for the Plan, against which the objectives and planning choices in the maritime area are identified.

Sustainable development.

The sustainable development of the sea economy (Blue Economy) represents the superordinate criterion of reference for the planning of the maritime area. This objective is closely related to the need for an integrated government of the sea and the coast that starts from a reading of the dynamics of the context of their complexity and identifies specific objectives that take into account the environmental, social and economic interrelations. With reference to the United Nations 2030 Agenda and the goals of the National Strategy for Sustainable Development (SDGs), the objectives of the Plan are configured to contribute

in a targeted way to the achievement of SDG14 (Life Under Water) and SDG12 (Responsible Consumption and Production), through the promotion of sustainable production models in the fisheries and aquaculture sectors, along the entire supply chain, as well as through the adoption of sustainable practices in the coastal and maritime tourism sector. As a contribution to the European Green Deal and in accordance with the 2030 National Integrated Energy and Climate Plan (PNIEC), the Maritime Area Plan identifies among the development objectives the experimentation and gradual implementation of energy production from marine renewable sources, under conditions that ensure full respect for environmental protection and landscape, and in co-existence with other uses. The Plan intends to bring benefits to coastal communities also through the opportunity to create jobs linked to innovation and the modern enhancement of ancient sea professions, for example through the activation of training and refresher courses for operators.

Environmental protection and natural resources.

Thanks to its particular position in the centre of the Mediterranean, the maritime area in question is characterised by extremely high environmental values in terms of species (e.g. marine mammals) and habitats (e.g. Posidonia oceanica meadows, coralligenous reefs, deep biocoenosis). It is therefore configured as a biodiversity hot-spot that provides important ecosystem services (e.g. climate regulation, biogeochemical processes of importance for the specific chemical-biological characteristics of the area, production linked to fish stocks, aesthetic and cultural values linked to the environment and landscape). The enhancement and extension of the protected areas system (also through the expansion of the Natura 2000 network of sites to the sea), in a framework of overall ecological coherence, represents one of the instruments foreseen by the Plan, in synergy with the implementation pathway of the spatial measures foreseen by the Marine Strategy Program of Measures (MSFD), in order to achieve/maintain the Good Conservation Status (GES) of habitats and species in the long term. The area presents concrete opportunities for the integration, coordination and extension of existing protection tools of marine ecosystems, also in a transboundary perspective, through the identification of transnational marine protected areas.

In order to enable the achievement of the above-mentioned objectives, the Plan identifies the protection and preservation of species, habitats and ecosystems (nature) as a priority use in numerous and extensive areas of the maritime area in most of the offshore areas of the Strait of Sicily (within sub-area IMC/6), in the territorial waters of south-eastern Sicily (Capo Passero area, within sub-area IMC1), in the area of the Strait of Messina (both within sub-area IMC/2 and sub-area IMC/3) in the area south of the Strait of Messina, as far as Catania and in the area between the Plemmirio promontory and the Gulf of Noto (within sub-area IMC/2), in the entire area of territorial waters pertaining to the Pelagie islands (within sub-area IMC/5). All the marine SCI/SAC areas or those with a seaward portion along the Sicilian and Calabrian coasts are identified as natural priority UPs. Finally, the following marine protected areas are identified as nature restricted (L) UPs: AMP del Plemmirio (Syracuse, eastern Sicily) and AMP di Isola di Capo Rizzuto (Crotone, Ionian Calabria).

Preventing pollution, particularly from maritime traffic and ports, is a primary objective. Similarly, it is necessary to intervene throughout the area with actions for the modernization and proper management of urban and industrial wastewater, for full compliance with the requirements of Directive 1991/271/EEC. This aim is indicated in the specific objectives of all the sub-areas included in the maritime area, referring to the achievement of the good environmental quality status, pursued according to the Marine Strategy Directive and the

Water Framework Directive, i.e. with reference to the proper management of wastewater (Directive 1991/271/EEC).

Environmental restoration is an important need in the Ionian-CentralMediterranean maritime area. In fact, in the area there are many areas where the impacts of anthropic uses (past and present) are relevant and have compromised the recovery and regeneration capacity of ecosystems. These impacts consist, for example, in high degrees of contamination of environmental matrices, in terms of degradation or disappearance of valuable ecosystems, etc.. A striking example is that of posidonia beds, which are extensively impacted by pollution, fishing activities, nautical tourism, etc. More in general, restoration is also necessary in areas where the marine fauna and flora are impoverished and, consequently, the fishery resources are reduced (e.g. port or neighbouring areas). Reclamation and restoration are necessary in many areas at the land-sea interface (e.g. lagoons, coastal lakes, estuaries), where, in addition to or as an alternative to the impacts of industrial or port activities, the effects of land consumption, land use and coastal erosion are manifest.

It is important to consider that the maritime area includes some Contaminated Sites of National Interest located near the coast and that, in some cases, include areas at sea. They refer to the industrial and port areas of Gela, Priolo, Crotone and Taranto. These sites, along with numerous other contaminated coastal sites, such as deposits of hazardous materials, active or disused landfills, etc., represent hot-spot areas of contamination that require remediation and environmental restoration. for IMC1/, IMC/2, IMC/4, IMC/5) or specific measures (for prevention and restoration, IMC/3) that will allow to activate restoration actions such as environmental remediation of contaminated areas, restoration of degraded seagrass beds, creation of artificial bottom structures for the development of marine biological communities, restoration of degraded stretches of coastline and other types of intervention.

As a further element of attention to the environmental values of the area, along the coasts of southern and eastern Sicily, as well as in some stretches of the eastern coast of Calabria and the Gulf of Taranto, a coastal strip extending 1 mn from the coast has been identified in which the protection of the landscape and cultural heritage and tourism are defined as priorities. It should be remembered that the landscape and cultural heritage elements include areas of environmental value such as SCIs/SACs, SPAs, regional parks and other protected areas.

Landscape and cultural heritage.

The protection of the naturalistic, landscape and cultural heritage of the coastal and marine space is an essential prerequisite that must be taken into account - in compliance with the constraints already established - in the definition and implementation of development strategies of the maritime economy and in the definition of the allowed anthropic uses. For this reason, a long process of meetings was undertaken during the planning stages, which saw the pro-active involvement of the SABAPs for each coastal region. The important contribution acquired has allowed to reconstruct the cognitive framework of landscape assets, cultural assets along the coast and submerged assets and to enhance it jointly with the Regions during the definition of planning choices for the respective sub-areas. The two reference planning tools defined by the Legislative Decree 201/2016 and the Legislative Decree 42/2004 and the strategic objectives identified in the operational phase 3 of the MSP have been transposed and explicitly integrated in the different Regional realities through an executive process that allowed to make the landscape and cultural prescriptions converge within the maritime planning process.

In particular, the Plan pursues the enhancement of the aesthetic-perceptual structure of the landscape and the activation of connections between inland and coastal landscapes. The enhancement of the cultural heritage is also read in function of the development of coastal tourism that finds its main assumption in the natural, landscape and cultural heritage. In line with the "Code of Cultural Heritage and Landscape", the Plan also identifies the opportunity to undertake redevelopment and restoration of assets belonging to the maritime heritage - coastal worthy of interest. In line with the UNESCO convention on the protection of underwater cultural heritage, the Plan also pays particular attention to protection and enhancement of underwater archaeological heritage of which the maritime area is particularly rich .

In order to implement these objectives, the Plan identifies various areas in which the protection of the landscape and cultural heritage are considered a priority use of the sea. As mentioned above, along the coasts of southern and eastern Sicily and large stretches of the Ionian coasts of Calabria and the Gulf of Taranto, as well as along the coasts of the Pelagie Islands and Pantelleria, a strip of 1mn from the coast is identified in which the protection of the landscape and cultural heritage and tourism are defined as priority uses. In particular, along the Ionian Calabria coasts, the following SACs have been identified as landscape and cultural heritage priorities: Brancaleone Beach, Capo Spartivento, Capo S. Giovanni, Fiumara Amendolea - Costa dei Gelsomini, Punta Pezzo to Capo dell'Armi, Locride coastal area and the Catanzaro Ionian area.

It should be remembered that the landscape and cultural heritage also include areas of environmental value such as land SCIs/SACs, SPAs, regional parks and other areas subject to environmental protection. This strip is interrupted in correspondence with port areas or areas with a high level of anthropization where other uses (generally maritime transport) become a priority.

The Plan also identifies a series of measures at a national level aimed at improving the coexistence between the protection of the landscape and cultural heritage and the use of the sea, such as, for example, the preparation of guidelines for the definition of new projects or incentives for the adaptation of existing ones or the carrying out of cognitive surveys preparatory to a better protection and enhancement of the assets. At the sub-area level, the specific objectives and measures reinforce those at national level.

Maritime safety, navigation and surveillance.

This use of the sea, in the various forms of activities associated with it, is a priority and a prerequisite for the smooth running of other maritime and coastal activities. Considering the geographical characteristics, the distribution of sea uses in the area (with particular reference to the routes and intensity of maritime traffic) and the particular geopolitical context in which the maritime area is inserted, this use is crucial in particular for the areas of the Strait of Sicily, the southern coasts of Sicily and for all the ports present in the maritime area.

The safety of navigation is of particular relevance in all areas in the vicinity of ports and, with significance at maritime area level, in the area of the Strait of Messina, where a Traffic Separation Scheme and associated management measures are in place.

The prevention of pollution from ships and the implementation of the measures of the MARPOL Convention is an important objective for the maritime area, given the intensity and presence of all types of maritime traffic in the area.

It is considered essential to pursue, among the objectives of the Plan, every possible initiative aimed at maintaining and strengthening the defense of freedom of navigation in the area and the lawfulness of maritime traffic (in accordance with UNCLOS regulations and

the EU Maritime Safety Strategy), as well as the safeguarding of human life and search and rescue at sea (International Conventions for the Safety of Life at Sea - SOLAS and Search and Rescue at Sea - SAR).

The objectives for these areas are expressed in particular (i) in the need to ensure coastal control, (ii) to manage risk situations related to vessel traffic associated with migration flows from the coasts of North Africa and (iii) to ensure the supervision of fishing and the protection of operators in the sector during fishing operations. It is also necessary (iv) to increase legality and security in port infrastructures, including by promoting the widespread presence of Coast Guard and other law enforcement agencies.

The relevance of this use of the sea is concretized in the Plan through the specific objectives identified in all the sub-areas. Furthermore, the use of safety is indicated as a priority in the entire IMC/6 sub-area corresponding to the continental shelf areas of southern Sicily and in the PU of territorial waters corresponding to the Pelagie islands (within the IMC/5 sub-area), in relation to the particular exposure of the areas in question to the transit of vessels linked to migratory flows. In the PUs of the Strait of Messina area (PUs IMC/2_03 and IMC/3_08) this priority is not made explicit since in the PUs in question 4 other priorities are already identified, but it is to be considered included and functional to the use of maritime transport and ports (traffic separation scheme and VTS system arranged in the Strait area). In addition, the Plan identifies a measure at a national level, but with specific reference to the maritime area of the Ionian-Central Mediterranean (area of the Strait of Sicily) aimed at strengthening dialogue and international coordination for the management of emergency situations involving the safeguarding of human life at sea.

Fishing.

The sector is of undoubted importance in the maritime area and particularly in the Strait of Sicily, a strategic area for fishing at national and international level: Mazara del Vallo is in fact the main Italian fishing port. The Plan intends to promote the sustainable management of fisheries within the national management plans for target species (small and large pelagics, demersal and bivalve molluscs) and the existing local management plans in the area. The objectives of the Plans of GSA 16 (Strait of Sicily) and GSA 19 (Western Ionian Sea), with reference to the demersal species (hake, white shrimp, red shrimp), pursue the improvement of the spawning stock biomass through the reduction of the exploitation rate to a level compatible with the sustainability standards of the Common Fisheries Policy, the reduction of catches of undersized individuals and the protection of nursery areas and Essential Fish Habitats in general, also in accordance with the practices identified by the General Fishery Commission For the Mediterranean (GFCM). Measures to fight illegal fishing and protect bycatch species are also relevant.

The Plan aims at favouring the sustainable management of artisanal fishery and the incentive of income integration activities for the operators of this fishery segment, facilitating the integration with other sectors (such as tourism, food and wine, quality chains for the transformation of the ichthyic product, valorisation of fishery traditions in the respect of environment and territory). For this purpose, the Plan identifies measures at national level such as, for example, the realization of projects, studies and researches aimed at promoting an adequate spatial presence of small fishery, its sustainability and directing actions to strengthen the related skills and develop human capital. The Plan also foresees the promotion of agreements between artisanal fishery operators and bodies/bodies responsible for MPAs, coastal and marine sites of the Natura 2000 Network, national or regional parks, in order to promote the sustainable development of the sector in the recognition of the quality, also environmental, of the products and services offered by

artisanal fishery. The valorisation of fishing traditions and the integration with other sectors are identified for example among the specific objectives of the sub-areas IMC/1, IMC/2 and IMC/5.

The importance of fishing among the maritime sectors considered by the Plan is considered by indicating this sector as a priority in a large part of the territorial waters of southern Sicily (within sub-area IMC/1), in the territorial waters around the Pelagie Islands (within sub-area IMC/5), in a stretch of the territorial waters along the Ionian coast of Calabria (within sub-area IMC/3) and in the north-western portion of sub-area IMC/6, corresponding to the continental shelf areas of southern Sicily. The objectives of protecting nursery areas and Essential Fish Habitats in the area are achieved through the identification of PUs with priority nature in correspondence with Fisheries Restricted Areas (FRA - GFCM) where these are located within areas where fishing effort is important and where, therefore, the priority assigned by the Plan is fishing. The Plan also identifies various measures at national scale identified to favour the sustainable development of the sector. Specific measures, reinforcing and adapting the national ones, are also identified at sub-area level.

Aquaculture.

In accordance with the strategic objectives, the Plan recognizes in the sector an activity with high development potential, both in territorial and extraterritorial waters. Based on available knowledge (UNIMAR, 2016), the coasts of southern Sicily are characterized by a high development potential for aquaculture, both in terms of fish farming and mussel farming. Similar considerations apply to the areas of the Gulf of Noto (Ionian Sicily) and various coastal stretches of Ionian Calabria. The current development of the sector in these areas is still limited compared to the potential offered by the environmental characteristics.

The Plan aims at supporting and accelerating the identification and possible updating of the AZAs, at the moment identified only in the Sicilian coastal waters, aiming at a development of the different forms of aquaculture in favourable-vocated areas, in which the spatial planning is coordinated with the increase of the productive potential of the sites. In relation to this objective, the Plan indicates aquaculture as a potential development sector in all the PUs that fall in potentially suitable areas (within the sub-areas IMC/1, IMC/2, IMC/5, IMC/3, IMC/6). In all these areas, the Plan draws attention to evaluations of opportunities for the joint development of this sector with other uses of the sea (e.g. production of marine renewable energy), in a multi-use perspective, in order to exploit synergies (e.g. reduction of the maritime space used, reduction of management costs, containment of overall energy consumption and contribution to decarbonisation) and promote innovation in the sectors involved. The Plan also identifies various measures on a national scale to promote the development of the sector, its sustainability and coexistence with other uses of the sea. Specific measures, to reinforce and adapt the national ones, are also identified at the sub-area level.

Maritime transport and ports.

The strategic position in the centre of the Mediterranean Sea determines the relevance of maritime traffic to and from the ports located in the area but also of the routes that cross the Strait of Sicily, along the Bosforo/Suez-Gibraltar route (commercial and oil traffic). The maritime area also includes the Strait of Messina, which is of strategic importance for the traffic connecting the Eastern Mediterranean and the Ionian Sea with the Tyrrhenian Sea. Of relevance in the area is the passenger traffic between Sicily, Pantelleria, the Pelagie Islands and Malta.

In line with the EU Maritime Transport Strategy (COM(2009) 0008), aimed at facilitating the launch of innovative integrated solutions in intermodal transport, and with the Regional Transport Plan for the Mediterranean (RTAP) and the Trans-European Transport Network (TEN-T), the Plan aims at maritime continuity of passenger and freight transport between sea and land, with a focus on smaller islands.

The Plan aims at increasing the attractiveness of commercial ports, reconverting and developing other activities and services in industrial ports in crisis/transformation, promoting the development of shipbuilding or reconversion to a tourist offer (possibly also envisaging the development of new ports for cruise ships).

In the perspective of further growth of the maritime transport sector in the area, the Plan's objectives aim at the sustainable development of the sector, through the strengthening of measures to reduce the environmental impacts generated by these activities (water and air pollution, emission of climate-altering substances, dispersion of waste, underwater noise emission, introduction of alien species), in line with the measures provided for under the MARPOL Convention. Also for ports, the Plan indicates the need for technological modernization of facilities and services provided, in the direction of minimizing environmental impacts (e.g. pollution control, development of renewable energy).

The relevance of the sector for the Maritime Area Plan is made explicit in the indication of maritime transport as a priority use in large portions of the area itself and in particular in a large part of the territorial waters of southern Sicily (within the IMC/1 sub-area), and in the entire southern portion of the IMC/2 sub-area (eastern Sicily), in the PU corresponding to the Strait of Messina both on the Sicilian (IMC/2) and Calabrian (IMC/3) sides, along the entire offshore route of maritime traffic that runs parallel to the Ionian coasts of Calabria (within the IMC/7 sub-area): In the territorial waters of the Pelagie Islands and Pantelleria, corridors dedicated to maritime traffic are identified (within sub-area IMC/5), given the strategic importance of maritime connections for the island realities. Near the main ports the 1mn width strip from the coast with priority landscape and cultural heritage + tourism is interrupted and maritime traffic becomes a priority use.

Energy.

In accordance with the provisions of the Energy and Climate Plan (PNIEC, 2019), The Plan contributes to fostering the energy transition to renewable and low-emission sources through the development of marine renewable energy production. In fact, the Maritime Area Plan promotes the development of energy production from marine renewable sources. It should be mentioned how the smaller islands in particular are recognized by the PNIEC as laboratories for high levels of renewable penetration and electrification of consumption.

The exploitation of wave energy represents a very interesting option to be favoured in the ports of the area, serving the port infrastructures and services, in order to promote their energy autonomy, or the urban areas near the ports. The Plan also intends to promote the experimentation and use of offshore wind energy technologies, in ways compatible with the protection of the landscape and the environment (e.g. through the use of floating plants, located in areas not visible from the mainland) and in areas where there are no conflicts with other activities (e.g. fishing or maritime traffic). The Plan also intends to promote the development of multi-purpose platforms, with energy production (e.g. from waves or wind) coupled with other activities (e.g. aquaculture, marine biotechnology or other).

In order to give implementation to such objectives, the Plan of the maritime area indicates the energy, in the declination of the exploitation of the renewable energies at sea, between the possible uses with potential of development in the areas of territorial waters of southern Sicily and Calabria, in the Strait of Messina, in the territorial waters around Pantelleria and

Pelagie and in all the areas of continental platform (in the ambit of the sub-areas IMC/6 and IMC/7).

Insofar as offshore hydrocarbon exploration and production activities are concerned, the Plan takes into account the provisions of the Plan for Sustainable Energy Transition in Eligible Areas (PiTESAI), with regard both to exploration and prospecting activities and to production concessions that have already been submitted and are being evaluated or are currently in effect.

For the concessions in a state of productivity in the Ionian Sea and central Mediterranean (Calabria, Sicily) falling within 12 miles from the coastline or the outer perimeter of protected marine and coastal areas (i.e. "unsuitable areas" according to PiTESAI), the Maritime Spatial Plan provides, implementing the indications of PiTESAI, the possibility of maintaining exploitation until the cessation of the technical and / or economic viability of the deposit, reducing conflicts and increasing synergies with other sectors of the economy of the sea.

For offshore areas, the Plan provides for a similar approach to the exploitation of offshore deposits within 12 miles. In the suitable areas envisaged by PiTESAI, it is still possible to submit research and concession applications and continue research activities already under way, as far as gas is concerned.

The Maritime Area Plan does not identify any area as a priority for energy use in the declination of offshore hydrocarbon exploration and production.

Energy infrastructures of strategic interest are located in the maritime area, including the TransMed (Italy-Algeria Western Med. area) and GreenStream (Libya-Italy Central Med. area) gas pipelines, other gas pipelines under construction (Melita Transgas pipeline, Malta-Italy) or planned (Poseidon pipeline, Greece-Italy) and several power lines (a new cable of the ELMED Electricity Interconnection Network, Sicily-Tunisia, is planned).

Coastal defense.

The Plan promotes the development of all actions related to coastal protection: contrasting the phenomenon of erosion, flood protection, coastal restoration - with particular attention to river mouths, in particular through naturalistic engineering interventions and taking care of the coherent development of local flora. The fight against coastal erosion is also promoted in relation to the safeguard of cultural and environmental heritage, transport infrastructures and coastal tourism. The safeguard of the coasts is also linked to the environmental reclamation of contaminated port or industrial areas, in a perspective of requalification, adaptation or enhancement, according to the different specificities. Combating unauthorised building and restoring the state of places where this has been compromised represent other modes of action promoted by the Plan.

The Plan recognizes the opportunity of Coastal Contracts as operational tools suitable for sustainable planning and management of coastal activities, recommending their preparation and adoption by coastal municipalities.

Coastal and Maritime Tourism.

The maritime area is characterised by a development potential for coastal and maritime tourism which is not yet fully expressed. On the other hand, there is the need to undertake rapid paths for the reconversion of tourism activities in the direction of environmental sustainability and protection of territories and cultural and landscape heritage. In order to fully develop the development potential it is necessary to contrast some threats and overcome some conditions that limit the full maturity of the sector. The protection of the coast in a broad sense is an essential prerequisite for the development of the sector, both in relation to protection from erosion and in terms of protection of transport infrastructure and

accessibility. It is also necessary, particularly in some areas (e.g. the Ionian coasts of Calabria), to strengthen and adapt the infrastructure for nautical tourism and to promote and support tourism also through the offer of complementary services to seaside tourism and pleasure boating. The Plan also identifies the possibility of further developing cruise tourism in the area (e.g. Crotona, Reggio Calabria).

Precisely because of the inseparable link between landscape and cultural heritage, environmental quality (beaches, waters, seabed) and tourist attraction, the Plan proposes the joint priority development of these uses of coastal marine areas in various areas. As indicated above, in fact, along the coasts of southern and eastern Sicily, as well as along the coasts of the Pelagie Islands and Pantelleria, a strip of 1mn extension from the coast is identified in which the protection of the landscape and cultural heritage and tourism are defined as priority uses, as well as in various stretches of coastal waters of Ionian Calabria (within the IMC/3 sub-area).

Scientific research and innovation.

The Plan identifies the need for specific technical-scientific production on issues concerning the protection and safeguarding of the marine environment. This aspect can be applied in particular in relation to the areas and characteristics of the ecosystems that characterise the maritime area (e.g. deep seabed environments) that are still little known, the ecosystem services provided, and the opportunities for defining cross-border protection tools. The Plan promotes research and development of innovative technologies for the enhancement of the maritime heritage in its environmental and economic aspects. The technological development, the experimentation and implementation of innovative technologies, as well as the experimentation and implementation of innovative business models refer in particular to the sectors of ports, marine renewable energy production, aquaculture, marine biotechnologies, multifunctional platforms capable of hosting more than one activity and, more generally, the multi-use of the sea, with a view to enhancing synergies between uses.

Coexistence and synergy between uses

The maritime area is characterised by the presence of many different uses, with different concentrations in the various areas. As happens in all seas, the coastal areas, and in particular the areas near the ports and straits, are those in which the uses of the sea are concentrated, and this is also the case for the maritime area in question: relevant examples are the areas of Syracuse/Augusta (tourism, maritime transport and ports, protection of the landscape and cultural heritage, defense), the Strait of Messina (maritime transport, fishing), the Port of Taranto (maritime transport, fishing, aquaculture, defense, marine renewable energy). Furthermore, the entire area of the Strait of Sicily is characterised by a high concentration of uses and a consequent greater conflict, particularly in relation to the very significant fishing activities, which are overlaid by intense and diversified maritime traffic (international and local routes).

The development trajectories identified by the Plan identify many opportunities for the enhancement and development of synergies between sea uses. The identification within the maritime area of coastal planning units where the priority uses are the protection of the landscape and cultural heritage (including environmental values), environmental protection and tourism is an emblematic example of such synergies, in part already existing, but very strengthenable through actions to implement the objectives of the Plan.

Other synergies, only limitedly developed nowadays, but with a good development potential, concern the fishery sector, and in particular the artisanal fishery, through the

integration with sectors belonging to the tourism field: fishery tourism, enogastronomy, quality chains for the transformation of the ichthyic product, valorisation of fishery traditions in the respect of environment and territory.

Also for the aquaculture, indicated in the Plan as a sector of potential development in various areas in the territorial waters, but also in the continental shelf areas, the Plan identifies the opportunity for joint development with other uses of the sea, in particular with the production of marine renewable energy, with a view to multi-use, in order to exploit the synergies (e.g. reduction of the maritime space used, reduction of management costs, containment of overall energy consumption and contribution to decarbonisation) and promote innovation in the sectors involved.

Still with reference to marine renewable energy, the Plan intends to promote the development of multi-functional platforms that provide for multiple uses (multi-use), with energy production (e.g. from waves or wind) coupled with other activities (e.g. production of different forms of energy: solar/waves/wind/currents, aquaculture, marine biotechnologies or other). In addition, the exploitation of wave energy represents an option of great interest to be promoted in the ports of the area, in synergy with the maritime transport sector, at the service of the infrastructures and port services themselves, in order to promote their energy autonomy.

The Plan carefully considers the land component of maritime activities, through the full exploitation of the analysis of land-sea interaction, especially in the perspective of the further intensification of maritime transport in the area, in the redevelopment and diversification of activities in ports, the development of new maritime sectors (renewable energy, marine, aquaculture, blue biotechnologies).

Elements of land-sea interaction

The maritime area is characterised by land-sea interactions of natural origin linked to coastal erosive processes, determined by the combination of natural factors (intensification of sea storms, also in a context of changed climatic conditions) and anthropic factors (drastic reduction of outflows from hydrographic basins due to water derivations and exploitation, urbanisation of the coastal strip: port areas, industrial sites, tourism development) with interruption of the dune feeding circuit of the beaches, cementification of the shores, morphological alteration of the coastal circulation in relation to the realization of infrastructures at sea, and consequent loss of the land-sea interface areas (wetlands, estuaries, coastal lakes) and the natural functionalities that they hosted. In this regard, the Plan promotes the development of actions for the protection of the coastline, combating erosion, protection from flooding, restoration of the coastline, also in relation to the preservation of cultural and environmental heritage, transport infrastructure and tourism. To this end, the Plan identifies a series of measures on a national scale that make specific reference to the use of coastal defense, flood protection, restoration of the morphology of the seabed (called Coastal Defense) and provide, for example, to address in a coordinated way the Integrated Management of the Coastal Zone, to integrate existing strategies and Coastal Plans, to improve the management of submarine sands for the mitigation of risks from erosion and flooding. The Plan also identifies several other specific actions at the sub-area level.

The area is characterized by the presence of important port areas, of different size and vocation, all multifunctional in some way (industrial, commercial, passenger, cruise and pleasure ports). The presence of numerous fishing ports determines further important land-sea interactions. Some ports (Syracuse-Augusta, Crotona, Taranto) are associated with

industrial areas which have left heavy legacies in terms of environmental contamination. In a scenario of further intensification of maritime transport and the desired strengthening of intermodality, as well as the reconversion of some port areas (e.g. for tourism) and the development of other maritime activities (aquaculture, blue biotechnologies, renewable energies), port areas are confirmed as strategic hubs for transport and for numerous new functions and require adequate planning ashore to guarantee the infrastructural and service needs of the various maritime activities. The Plan promotes the reconversion of use of areas in crisis/decommissioning and environmental reclamation through the identification of specific actions oriented to the reconversion of use in the context of national measures (Sustainable Development sector) aimed at the promotion of circular economy supply chains in the shipbuilding, pleasure boat repair, fishing and aquaculture sectors. Specific objectives on this theme are also identified at sub-area level (ref. IMC/1, IMC/2, IMC/4).

The entire maritime area is characterised by the presence of coastal sites of important environmental value and for the protection of the landscape and cultural heritage (Natura 2000 network areas, Protected Marine Areas, UNESCO sites, landscape constrained areas). The Plan recognises the value of these areas in terms of land-sea interactions, identifying extensive coastal strips where landscape and cultural heritage protection (including environmental protection) and tourism are considered priority uses.

The elements of land-sea interaction highlighted at the scale of the maritime area have been considered for the purposes of defining the elements of the Plan, in particular with regard to the determination of the suitability and mode of use of the Planning Units closest to the coast or hot-spots of land-sea interaction, as well as with regard to the measures of the Plan of national level and sub-areas. With reference to the measures, the relevance for the management of land-sea interactions, e.g. in relation to the removal of relict sands for coastal defense, the construction of onshore connections of offshore plants or the improvement of environmental and energy sustainability of ports (hot-spots of land-sea interactions).

Relevant elements for transnational cooperation

- Theme 1 - Strengthening and extending navigation safety, maritime security and surveillance, particularly in the area of the Strait of Sicily, and guaranteeing legality and safety in all ports in the area. Among these elements, particularly relevant is the need to manage the situations related to vessel traffic associated with migratory flows from the coasts of North Africa, in accordance with international standards for the protection of human life at sea (SOLAS) and search and rescue at sea (SAR).
- Theme 2 - Coordinate, strengthen and extend the tools for the protection of marine ecosystems also through the identification of transnational marine protected areas, in line with the strategic objectives of UN Agenda 2030, EU Green Deal and EU Biodiversity Strategy 2030. In particular, consider the identification of a marine protected area between Italy, Malta and Tunisia in the Strait of Sicily and of a marine protected area, with particular reference to deep-sea ecosystems, between Italy and Greece in the Ionian Sea.
- Theme 3 - Pursue a shared and peaceful transnational management, sustainable in the long term from the point of view of fish populations and biodiversity in general, between Italy, Malta, Tunisia and Libya of the fishing areas and operations in the Strait of Sicily, guarantee the supervision of fishing activities and ensure the safety of operators in the sector.

- Theme 4 - Strengthen transnationally coordinated implementation across the area of measures to reduce the environmental impacts generated by maritime traffic (water and air pollution, emission of climate-altering substances, litter dispersal, underwater noise emissions, introduction of alien species, collisions with marine megafauna), in line with measures foreseen under the MARPOL Convention and the Agreement for the Conservation of Cetaceans in the Black Sea, Mediterranean Sea and Atlantic Contiguous Area (ACCOBAMS). Intensify maritime surveillance to prevent illegal discharges of pollutants and wastes at sea and rapidly implement contingency plans in case of accidental events involving ships or offshore O&G infrastructure (under the coordination of the Regional Marine Pollution Emergency Control Center for the Mediterranean - REMPEC).
- Theme 5 - Develop transnational cooperation across the area for research on marine ecosystems, in particular on lesser known aspects (e.g. deep seabed ecosystems, ecosystem services) and on impacts related to maritime and human activities in general (including those related to climate change). Develop transnational cooperation on research and innovation as well as financial and industrial cooperation in emerging maritime sectors: marine renewable energies, blue biotechnologies, offshore aquaculture, multi-functional platforms.
- Theme 6 - Reinforcing transnational cooperation on the sustainability of coastal and maritime tourism, encouraging offers which respect the environment, places, traditions and the social fabric of the territories in which these activities take place. Promote cooperation on the conversion of tourism offers linked to mass tourism towards other innovative market segments (responsible tourism, ecotourism) and promote synergies between the tourism sector and other maritime and coastal economic sectors (artisanal fishing, aquaculture, maritime practices) to the benefit of local economies.
- Theme 7 - Strengthening collaboration on energy infrastructures and networks, to be developed according to shared strategic criteria and in accordance with sustainability objectives.



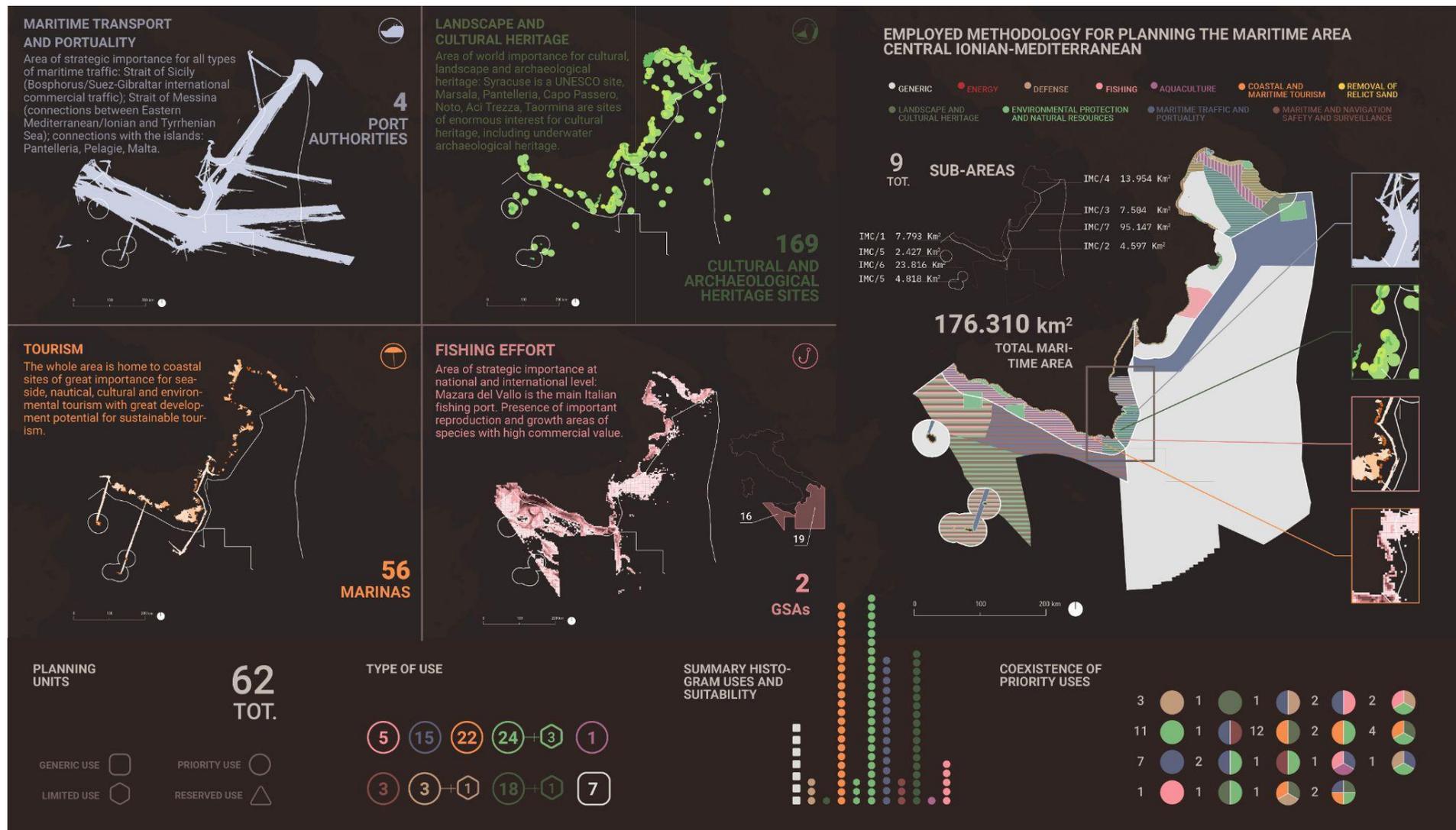


Figure 9. Summary infographic between uses and planning units for the Ionian-Central Mediterranean maritime area.

Planning Measures

The management plan of the "Ionian-Central Mediterranean" Maritime Area is drawn up by integrating the existing discipline contained in sectoral regulations and in plans and programs in force (as provided by the guidelines of the D.P.C.M. 1 December 2017, par. 14), which remain fully in force. To complement and supplement the sectoral measures in force, the plan identifies a series of measures to achieve the vocations indicated in the plan itself, to improve the coexistence between uses (resolving any conflicts and developing reciprocal synergies), to contribute to the maintenance and achievement of good environmental status and to ensure the compatibility of uses with the requirements of landscape and cultural heritage protection. Therefore, unless the contents of the maritime spatial management plan make it necessary to modify them (art. 5, co. 3, Legislative Decree no. 201/2016), the forecasts contained in other plans and programs (integrated and sectoral) are intended to be confirmed and are not reported as measures within this document. The measures of the maritime spatial management plans, therefore, do not duplicate the existing regulatory framework, but, they integrate it and, where necessary, modify its existing planning and programmatic forecasts.

The Maritime Spatial Management Plan considers national level measures and relevant measures at the scale of the individual sub-area. The national level measures apply to the entire Italian marine space and are therefore valid for all three maritime areas. For some sub-areas within the territorial waters of coastal regions, more detailed and specific measures have been defined for these sub-areas. In the case of the offshore sub-areas, no specific measures have been identified, as the national level measures are valid in these sub-areas. As provided by the guidelines containing the guidelines and criteria for the preparation of MSP plans (D.P.C.M. 1 December 2017, par. 20), the national level measures contribute to the achievement of strategic objectives, while those of regional level contribute to the achievement of the specific objectives declined for the different sub-areas. The measures of the management plan of the Maritime Area "Ionian-Mediterranean Central", elaborated at the national and sub-area scale, will be subjected to the implementation, when the available economic-financial resources will result sufficient, without any budgetary consequences.

A total of 71 measures of national level plus other sub-area specific measures have been identified and have been included in Section 4 of the Plan for the public consultation.

Annex 1 – Co-design workshop on the Adriatic

Annex 2 – Co-design workshop on the Ionian-Central Mediterranean

Annex 3 – Co-design workshop on the Tyrrhenian-Western Mediterranean

Co-planning Workshop on Adriatic Sea

*(Annex 1 to D.5 . Italy: Vocation maps: a)
Tyrrhenian-Western Mediterranean, b)
Adriatic, c) Ionian–Central Mediterranean)*

ACKNOWLEDGEMENT

The work described in this report was supported by the European Maritime and Fisheries Fund of the European Union- through the Grant Agreement number 887390 - MSPMED - EMFF-MSP-2019, corresponding to the Call for proposal Call EMFF-MSP-2019 (Maritime Spatial Planning) Topic: EMFF-MSP-2019 Type of action: EMFF-AG for Projects on Maritime Spatial Planning (MSP).

DISCLAIMER

The content of this report represents the views of the author only and is his/her sole responsibility and shall not influence the delineation and delimitation of maritime boundaries by the Member States in accordance with the relevant provisions of UNCLOS: limits of planning areas shown in maps shall not be considered as fully agreed borders among countries. Content cannot be considered to reflect the views of the European Commission and/or the European Climate, Infrastructure and Environment Executive Agency (CINEA) or any other body of the European Union. The European Commission and the Agency do not accept any responsibility for use that may be made of the information it contains.

Project Full Title	Towards the operational implementation of MSP in our common Mediterranean Sea
Project Acronym	MSP-MED
Grant Agreement Nr.	887390
Project Website	www.msp-med.com

Deliverable Nr.	D.5 – Annex 1
Status (Final/Draft/Revised)	Final
Work Package	2
Task Number	11
Responsible Institute	CORILA/CNR-ISMAR
Author/s	Amedeo Fadini, Elena Gissi, Harald Warmelink, Elisabeth De Maio
Recommended Citation	
Dissemination Level (Public/Partnership)	Public

Document History			
Version	Date	Modification Introduced	
		Modification Reason	Modified by
1.0	23/12/2021		

Index

INTRODUCTION	6
TERMINOLOGY	6
1 OBJECTIVES.....	7
2 METHODOLOGY.....	8
2.1 USE OF SIMULATION PLATFORM	8
2.2 WORKSHOP	8
3 MSP CHALLENGE PLATFORM	9
3.1 THE SOFTWARE	9
3.2 APPLICATIONS	11
3.3 BUILDING THE ADRIATIC SEA EDITION	12
3.4 LOCAL SERVER AT CNR-ISMAR	13
3.5 FUTURE IMPROVEMENTS	13
4 THE WORKSHOP	14
4.1 PARTICIPANTS	14
4.2 FIRST SESSION (25/02/2021).....	15
4.3 SECOND SESSION (02/03/2021).....	17
4.4 THIRD SESSION (09/03/2021).....	18
5 CONCLUSIONS AND NEXT STEPS.....	21
6 ANNEXES	23
7 REFERENCES	23

Introduction

This document describes the design, preparation and execution of a cooperative planning experience on the Adriatic Sea using a customized software tool.

To give a concrete and effective support to the National MSP plans implementation, all the tasks of WP2 of MSP-MED project are tailored to specific national needs. Adriatic Sea is one of the three maritime areas (see terminology below) in which maritime plans are being developed. The activity 2.1.2 about *creation of vocation maps with specific objectives* includes a stakeholder workshop for this maritime area.

Given the large availability of data in this area, provided also by previous MSP related projects, we have choose to run the workshop using an enhanced digital tool, MSP Challenge simulation platform, that can store and visualize all data about sea uses in the area, draw different plans and simulate their implementation.

The main objectives of this activity were to engage all the actors, in the planning process, raise awareness of the complexity and the quantity of data to consider and establish a collaborative environment to continue and consolidate the design of the plan.

Terminology

The following definitions derive from the concepts and terms applied in the Italian implementation of the MSP directive, related National legal sources and guiding documents (in Italian).

- **Basin:** any large concave area of the lithosphere permanently submerged by marine waters;
- **Sub-basins:** any subdivision of a basin in smaller portions;
- **Maritime areas:** areas identified through the MSFD and differentiated in: Adriatic Sea, Ionian and Central Mediterranean, and Western Mediterranean;
- **Sub-areas:** areas within maritime areas identified through: national and international legal and administrative limits; already existing zoning used for sectoral planning and management activities; MSFD Marine Reporting Unit; morphological and oceanographic characteristics; peculiar or prevalent existing uses of the sea.
- **Planning units (PU):** areas within sub-areas to which specific uses are assigned, with the aim of regulating and directing their operation and general evolution;
- **Region/Regional Authority:** second level administrative units of Italy, local governments are in charge for land planning.

1 Objectives

The overall objective of MSP-MED is to favour the Maritime Spatial Planning process in the Mediterranean Sea, by supporting the establishment of coherent and coordinated plans across the Mediterranean marine regions and between Member States, in line with the MSP Directive objectives.

In detail, in the Work package 2 of the project (Setting-up of maritime spatial plans), the partners will support Member States in the concrete setting up of the maritime spatial plans with different tasks based on specific national needs: in Italy the cooperation between regional and national authorities has been identified as one of the basic principles of the national MSP process.

As is stated in the Italian Guidelines on MSP (DPCM 01/12/2017) the planning process requires an adequate governance and a strong coordination to implement a systemic action unified and well-structured. Also the implementing decree of MSP directive (D.Lgs 201/2016) had already defined the composition of the National Technical Committee that includes Regional Authorities representatives.

The main objectives consist in fostering national planning processes, sharing MSP data and relevant information, sharing and debating methodologies and tools that can improve the process in different steps.

For Italy, the WP2 tasks consisted in analysing the vision, the strategic objectives and vocations for the three maritime areas of Italian MSP plan. These activities were carried out jointly with the Italian National Technical Committee in charge of elaborating the MSP plans.

The workshop aims at elaborating scenarios and planning proposals focused on vocational maps made of planning units (PU) and their attributes (four types of PU: Generic, Priority, Limited and Reserved) drawn by and discussed with the workshop participants. Each PU will have one or more main uses and a list of other uses considered.

The Strategic plan will be made of PU and related attributes. Starting from the actual draft from the Technical Committee in this operational workshop we've tried to obtain confirmation, refinement, improvement – also regarding the coherence between adjacent sub-basins and sub-areas – of the planning proposal or to make the first proposal from scratch where not present.

The declared goals of this workshop are:

- to consolidate the preliminary planning proposal prepared (work in progress) by the National Technical Committee, with strong involvement of Regional Authorities and with the scientific support of CORILA-CNR-IUAV experts;
- Check the overall consistency between current proposal and strategic objectives of the MSP Italian plan (Phase 3 of the Italian methodology).
- Compare the planning proposal in different subareas and harmonize them for the entire Adriatic maritime area.

We have established also specific learning objectives (LO) for participants as follows:

No.	Learning objective	Method	Activities
LO1	Understanding and learning about the co-planning process, from general objectives to the plan elaboration, with the specific focus on planning proposals, including the vocational plans, and potential implication of defining multi-use zones through their attributes;	By testing the co-planning process, including the definition of vocational planning units and related multi-use attributes	Team work, Consultation sessions, and plenary sessions.
LO2	Understanding the importance of coordination and collaboration between National and Regional administrators of different sectors and regions in elaborating and harmonizing the scenarios between planning sub-areas	By dialoguing with the Ministries, with the other members of the teams, and with scientists	Consultation sessions, plenary sessions
LO3	Understanding knowledge and information gaps (to understand planning uncertainties).	By depicting knowledge, information, and data needs along with the planning process	Team work, Consultation sessions, plenary sessions
LO4	Learning about transboundary concerns	Through the discussion and harmonization of the scenarios among sub-areas	Consultation between regional teams, and between sub-basin teams

2 Methodology

2.1 Use of simulation platform

Among the proven tools that can support co-design and development of scenarios, the MSP-MED Italian partners has decided to implement the MSP Challenge simulation platform, an interactive software gaming application that, together with the board game has been acknowledged as an enjoyable and informative approach to MSP even for large group of participants (Abspoel et al., 2021).

The development and implementation of a specific edition of MSP Challenge simulation platform for the Adriatic Sea was discussed in two meetings in February and March 2020 between BUAs and CNR-ISMAR/IUAV.

The Adriatic Sea edition can serve as a reference and baseline for the future development of MSP challenge editions for other Italian and Mediterranean seas.

2.2 Workshop

Planning and gaming area will be the Adriatic Maritime Area (according to National Guidelines and ongoing national MSP process), i.e. from the coastline to the outer limit of IT marine waters. Transboundary elements

will be explicitly considered as necessary in the discussion, and where possible represented also through the Adriatic Edition.

Our experiment is intended to represent a real setting and exploring related decisions for real life, that is “to representing actual complex systems using soft system tools” such as Role-Playing Games (Villamor & Badmos, 2016).

Participants played in their real life roles, as part of the Italian Technical Committee, as Regional and Ministry Officials. Researchers and scientists from MSP-MED partners CNR-ISMAR, IUAV and CORILA, have contributed as experts. Also the data used are the same official data used in the formal planning process.

3 MSP Challenge Platform

3.1 The software

The MSP Challenge simulation platform (www.mspchallenge.info) has been developed since 2011.

Originally designed to help decision-makers, stakeholders and students understand and manage the maritime (blue) economy and marine environment.

In the interactive simulation, country planners and stakeholders see the entire sea region and review many different data layers to make an assessment of the current status. They develop plans for future uses of sea space, over a period of several decades. The consequences of decisions for energy, shipping and the marine environment are simulated and visualized in indicators and heat maps. MSP Challenge integrates best available data (geographic data, marine and maritime uses) with simulation models for ecology, shipping and energy production. Using advanced game technology and game thinking, MSP Challenge is designed to engage and immerse users, making it a perfect environment for stakeholder engagement, planning through co-design, learning and education.

Before Adriatic Sea edition other three editions was already developed and implemented: North Sea, Baltic Sea and the Clyde Marine Region.



Figure 1 existing MSP Challenge platform edition at starting date of the project

Features and functionalities of MSP Challenge Platform:

- Built with advanced digital game technology (Unity)

- View and analyse data and map layers for sea basin
- Play using online or local server
- Sketch and draw maritime spatial plans
- Engaging role-play (serious game - simulation game)
- Digitally supported cross border consultation
- Intuitive and easy to use
- Implement plans step by step
- Flexible and scalable interactive sessions: half a day to several days
- Monitor consequences in heat maps and indicators
- Online user and community support
- Open source software

The MSP Simulation Platform’s architecture is a client-server application and consists of 3 main components containing several blocks constantly communicating with each other as presented in Figure 2.

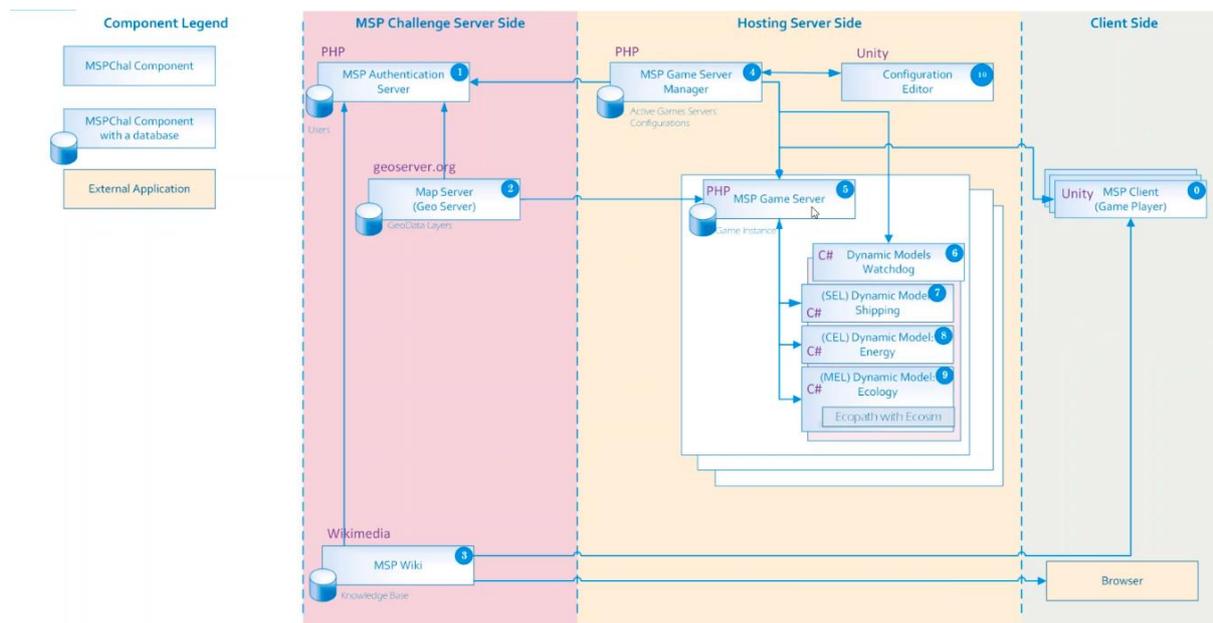


Fig. 2 Overall architecture of the MSP Simulation Platform infrastructure. (image courtesy of BUAs)

MSP Challenge server

It is managed by Breda University of applied sciences (BUAs) and contains all the real geo-data for sea basins of all edition currently published. The MSP challenge wiki based on mediawiki contains installation instruction and layers information that are directly accessible by the players from inside the Game environment of MSP challenge simulation Platform. All the data collected in the Map Server, in the forms of layers, and in the MSP Wiki, in the form of instruction and information about the simulation and the layers, are public.

The BUAs public Map Server can be replaced with other servers making the database flexible and customizable.

Hosting server

It contains the MSP Challenge Server Manager: a web application to control MSP Challenge Server and manage logins and authorizations. The MSP Challenge Server Manager allows users to create and set up new sessions, upload/download session configuration files and change settings. On this side there is also the MSP Game Server containing all the sessions created, each one with its own database and connected with its own dynamic models and simulations. Each session is created starting from a configuration file that contains list of layers, symbols and other parameters useful for simulation. A dedicated app is provided on the server to edit configuration files. Access to different session can be public or limited by password.

Client application

MSP Challenge Client is the graphic interface for the end users. The software can be downloaded from www.mspchallenge.info website and installed on the users computer. Windows and Mac OS installers are available. When the software is launched the first screen ask the users to connect to a server and list all the sessions available



Figure 3 MSP Challenge initial screen with server address and sessions list

3.2 Applications

Engaging and committing stakeholders to a planning process can be a real challenge. This requires design iterations. Interactive digital tools can support things like ideation, sketching, consultation, evaluation and revision, making it possible for anybody to contribute. The MSP Challenge simulation platform is an advanced

platform to support interactive, evidence-based planning. It has proven value in sessions with international stakeholders in ecology, shipping and energy in the North Sea, Baltic Sea and Scottish National and Regional Marine Plan. The experiences and results are well documented in a range of scientific publications and reports available through the user community wiki¹.

The simulations sessions usually involve all the states that faced the sea basin: each player or team sketches a new plan of the assigned country national marine waters, the plan draft can be seen from contiguous players and needs to be approved by a game manager after a transboundary consultation.

In the contest of MSP-MED project the simulation platform had a slightly different application: the planning area was limited to Italian marine waters while the groups worked on different subareas starting from current planning proposal and the primary purpose of the platform was to visualize existing data and compare the different subareas draft plans.

Inside the platform each player can sketch more than one plan, each of them involving a number of existing layers. The co-planning workshop was mainly addressed to modify the Planning units layer and an additional notes layer.

The goal of this application of the game was not limited to explain the MSP planning process to people not yet involved in it nor to engage stakeholders but to create a real experience of collaborative planning and co-design in which stakeholders and policy makers were playing in their real life roles creating different scenarios and vocational maps.

3.3 Building the Adriatic Sea Edition

Simulation gaming requires a very high consistency of underlying data (Santos et al., 2020) that despite the harmonization and standardization effort of European Union initiatives (like INSPIRE data portal and Emodnet) is not simple to achieve.

A joint work group with experts from MSP-MED partners and BUAs worked on data collection and implementation from June to November 2020. As the Adriatic Sea is a shared basin between Italy and other countries there are differences on data availability between Italian territorial waters, in which all official data from MSP planning process have been implemented and data for the eastern side of the basin that have been chosen from Emodnet portal or previous MSP projects (e.g. ADRION-PORTODIMARE, EMFF-SUPREME).

The primary unit of planning in the other editions is the polygons about Exclusive Economic Zones, that in Adriatic are not established, we have instead the layer with territorial seas and contiguous zone to the midline. At the present time (2021) the maritime borders between Slovenia and Croatia were still undetermined, because Croatia has not recognized the final award of the Arbitration Court released in 2017 (PCA-CPA 2017), so we have inserted also the “disputed area” polygon as it is represented in ADRIPLAN project (Adriplan, 2015).

¹ <https://community.mspchallenge.info/>

The amount of layers of Adriatic Sea edition is pretty large² and we had to merge different sources for each layer (the Italian side from official Italian sources and the rest from existing geoportals).

The high detail of some data sources coupled with the complex geometry of Croatian coastline results in vector layers too heavy to be managed inside the game platform (that had limited GIS capabilities) and they required a bit of work to prepare all layers, resolving the major topological errors that can lead to problems in the platform usage.

3.4 Local server at CNR-ISMAR

The Adriatic Sea Edition has been also installed on CNR-ISMAR Venice's servers with the purpose to update the Adriatic Sea Edition, managing also geodata that are not publicly available.

Having an internal version of the MSP Challenge Platform allows setting up new customized MSP Challenge sessions to support the planning needs for trainings, MSP workshops and co-planning events.

Local implementation of Adriatic Sea Edition of the MSP Challenge simulation platform was taken over by the MSP-MED partner CNR-ISMAR, which is in charge to maintain the whole MSP Challenge architecture and control and create new sessions.

CNR-ISMAR with the collaboration of BUAs proceeded to create both a Map Server (ISMAR's internal Geo Server, integrated with data.tools4msp.eu data portal) and Hosting Server Side hosted by ISMAR. The ISMAR MSP challenge server is available online at URL mspchallenge.tools4msp.eu.

Breda University team has done a dedicated training session on 22 April 2021 with the aim to understand the overall technical architecture of the MSP Challenge Simulation Platform. Main topics were about how to log in into the Server Manager and set up a new MSP Challenge session in it (for admins); how to start, pause and fast-forward a session's simulations, save and reload sessions, customise a new session before creating it.

3.5 Future improvements

Currently the Traffic and Energy simulation are implemented in the Adriatic Sea Edition and are ready to be used to test different planning scenarios at national and transboundary scale. Nevertheless, they have not been used in the workshop due to lack of time and because the Plan proposal is composed by vocational maps that cannot be directly transformed in physical location of new ports, routes, offshore wind-farms.

The energy simulation use the wind farms layer, with polygons and associated values for power density (MW/km²) in combination with a layer for electricity cables: it will be useful manage also isolated wind farms that are represented as a line or a group of points.

The traffic simulation use a JSON representation of Origin/destination matrix. For the Adriatic Sea Edition we have processed data about the year 2019 extracted from official monitoring system of port authority

² See complete list of layers implemented at https://community.mspchallenge.info/wiki/Data_sources

provided by the Comando Generale delle Capitanerie di Porto (Italian Coast Guard), part of Competent Authority of the MSP plan. In the same way an automatic extraction for each year or period can be set up.

The MSP Challenge simulation platform can implement also a simulation based on ecological model Ecosim with Ecopath (EwE) food chain model to calculate the cumulative impacts of players' decisions. Data about ecological status are already available in the area and the ecological model can be implemented in the future.

4 The workshop

The workshop date originally planned for October or November 2020 was postponed in 2021 due to COVID19 pandemic with the aim to take the activity in presence, given the fact that it usually requires a two day session with strong interaction among small groups of people in the same place. In the usual setup facilitators and other experts are moving from one group of players to another, the simulation platform is used on shared computers and/or showed in a large screen for plenary sessions.

As in Italy the pandemic emergency status was extended after January 2021, the workshop was finally held online by using breakout rooms and was divided in three different sessions on February 25, March 2 and March 9 2021.

4.1 Participants

The workshop was addressed mainly to the members of the Technical Committee in charge of the planning proposal in Italy. The final number of attendees has been about 40 people from different authorities:

- **Regional officials of 7 Adriatic regions:** Friuli Venezia Giulia, Veneto, Emilia-Romagna, Marche, Abruzzo, Molise, Puglia. Participants are in charge of the management of coastal and maritime uses and spatial planning of their regions. They represent the 12 sectors and activities mentioned in the Italian MSP process (see Linee guida per la gestione dello Spazio Marittimo DPCM 01/12/2017) plus environmental protection, such as coastal infrastructure and defense, coastal tourism, environmental protection and monitoring, aquaculture, fishery, maritime transport, territorial and landscape planning, cultural heritage protection;
- **Ministry officials**, representing the maritime sectors and activities: MIMS Ministry of Infrastructures and Sustainable Mobility (previously MIT) Competent Authority, MITE Ministry of ecological transition (previously MATTM Ministry of Environment), MIPAAF Ministry of Agriculture Food and Forestry Policies;
- **Scientists and experts** from the National research institutes and Universities with expertise, for instance, on the Adriatic Sea ecology and biology.

The complete list of participants is annexed to this report.

The participants played with their real-life roles (e.g, regional officials, ministry officials, scientists and experts), contributing with their knowledge and experience to the scenario planning. Participants also played in the sub-areas where they work in real life.

Preliminary proposals were already set up in the platform for A/1 (Friuli VG) A/3 (Emilia Romagna), and offshore subareas A/7, A/8 and A/9. Proposals for subareas A/2 (Veneto), A/4 (Marche) have been elaborated during the workshop sessions. On A/5 (Abruzzo & Molise) and A/6 (Puglia) subareas the workshop was the opportunity to start the discussion about goals and vocation. The proposals for offshore subareas A/7, A/8 and A/9 were prepared by the scientific team of MSP-MED group.

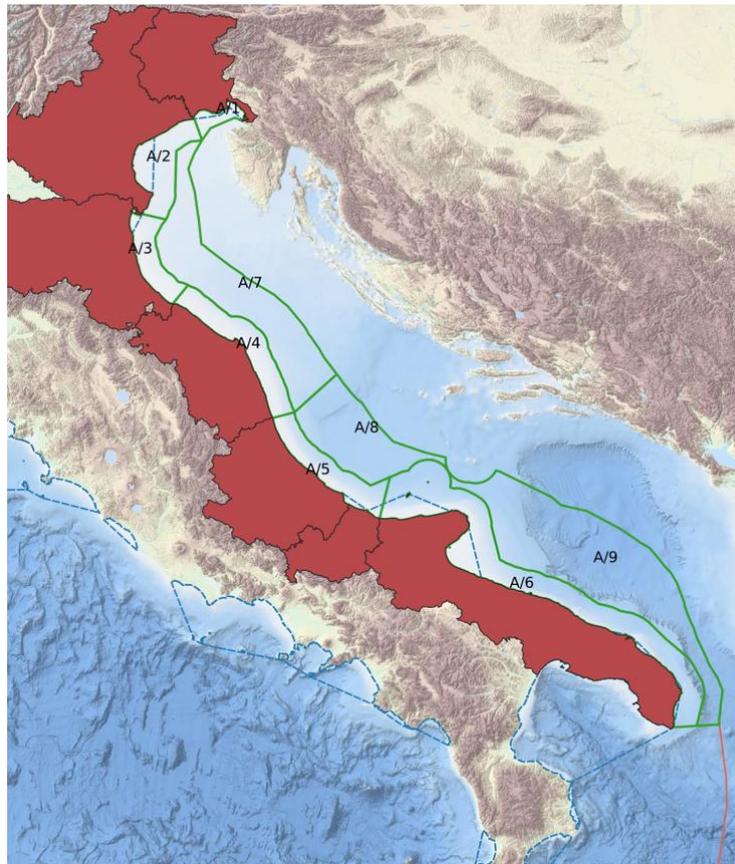


Figure 4 – The Adriatic Maritime Area and the 9 sub-areas identified.

4.2 First session (25/02/2021)

The introductory session consisted in a virtual preparatory meeting in the form of a webinar delivered by the MSPMED team with National and Regional authorities involved in MSP planning process in the Adriatic Sea. Here is a brief summary of each presentation (see Annex 2 for detailed contents).

Introduction of the co-planning activity in the framework of the ongoing Italian MSP process (Andrea Barbanti CNR-ISMAR). Presentation of daily agenda and MSP-MED project, welcome to participants and guest from Breda University of applied sciences. Explanation on how this activity is related to the planning process. Wishes on expected results: to obtain practical suggestions for the next phases of the plan.

Presentation of the objectives, activities, expected results, participants and roles (*Elena Gissi CNR-ISMAR / Niccolò Bassan IUAV*). Elena Gissi illustrated the objectives of the workshop: to consolidate current planning proposal, check the consistency of them with strategic objectives of the Italian plan and harmonization of the different subareas. The activity regards the creation of scenarios and a planning proposal in the form of vocational map defining 4 types of planning units (PU) related to sea-uses. We expect also to evaluate completeness and overall quality of available data. The co-planning and co-design method was presented, we expect that all present actors, involved in the planning process collaborate sharing goals, knowledge, concerns to achieve joint solutions. Presentation of the agenda of next two sessions with the roles of Regional Authorities, Ministries, Scientific Experts.

The starting condition, current planning stage and ongoing process in Adriatic Area (*Giulio Farella CNR-ISMAR*). Summary of the planning process and spatial partitioning of the Adriatic Sea in 9 subareas (6 onshore and 3 offshore). Explanation on the meaning of vision and specific objectives, different PU types (Generic, Priority, Limited, Reserved) and relation with uses. Criteria to be considered on PU definition. The different stage of coastal subareas with Regional contribution. Examples of PU already defined.

Stato dell'arte: sub-aree COSTIERE

Sub-Area	Avvio attività Fase 4	Visione / Obiettivi specifici (draft/finali)	Mappa UP + tabella a corredo (draft/finale)	Tabella misure
A/01 (FVG)	→			
A/02 (Veneto)	→			
A/03 (E-R)	→			
A/04 (Marche)	→			
A/05 (Abruzzo/Molise)	→			
A/06 (Puglia)	→			



Figure 5 – The status of planning of the 6 coastal PU (A. Barbanti / G. Farella)

Presentation of the MSP Game platform (*Harald Warmelink/Igor Mayer Breda University of Applied Sciences*). The MSP Challenge simulation platform has been presented, the main data sources used so far, the use of real geodata and simulated data. Key features of the platform are access to lots of data, sketch and design plans collaboratively, simulating plan effects. Examples of use of the platform in other basins.

Adriatic Sea Edition of MSP Challenge Platform: outlook of data and how to use it (*Amedeo Fadini CNR-ISMAR and IUAV*) Overview of the Planning Units as visualized inside the MSP Challenge Platform, tools to

query data. Presentation of all the layers that are published in the Adriatic Sea edition in the different categories.

Operative instructions for next co-planning session and technical references (*Amedeo Fadini CNR-ISMAR and IUAV*). Example on how to create new plan and sketch elements. Plan wizard and visibility of the plan drafts.

Question and answers: discussion about the level of detail that can be managed by the platform. A few comments were about available data, how to keep them updated and the ones that have restriction in access.

4.3 *Second session (02/03/2021)*

The second session was about the co-planning activity and was conducted in different group by sub-basins. Northern Adriatic (NA), Central Adriatic (CA), Southern Adriatic (SA).

Participants were divided in two virtual rooms, one for the NA and one for CA and SA, given the limited number of participants from SA.

The MSP-MED team had already analysed the planning proposals, to present mismatching elements and concerns to the participants and identify the sectors that needs specific contribution of experts from MSP-MED group or National authorities.

MSP Challenge game simulation platform was used to see the plan proposal and the advancement of planning process: one operator in each group was appointed to switch on and off layers, query layers, draw and modify geometries, change planning units type and geometry. In the SA the planning units of coastal areas were not yet defined but the only offshore subarea was presented by MSP-MED group.

In NA group the Regional Authorities of Friuli Venezia Giulia, Veneto, Emilia Romagna presented the plan proposal on their coastal subareas, summarizing vision and specific objectives and showing the Planning Units draft.

This was the first time that PU defined by Regional Authorities were stitched together and compared: the result showed a good consistency on boundary areas except for areas dedicated to maritime traffic between Veneto and Friuli Venezia Giulia. Then MSP-MED group presented the planning proposal for offshore subarea.

The following discussion has focused on relationship and possible conflicts between nature conservation and Fishery and aquaculture. Other topics were renewable energy in Emilia Romagna that is related to oil and gas decommissioning, and others ongoing planning processes that can impact on the MSP Italian Plan.

In the CA/SA group the session started with presentation of the two offshore subareas.

Abruzzo and Molise Regions reported the current status of planning proposal in their coastal subarea and summarized vision and specific objectives (PU were not yet defined) Puglia Region reported the elements collected so far especially about environmental status and landscape protection. Marche region illustrated the vision and specific objectives for their coastal subarea.

The discussion focused on the needs to collaborate between Regional and National authorities. There is a great attention on coastal landscape, very important for recreational and touristic uses. The touristic uses need to be harmonized with landscape and cultural heritage protection.

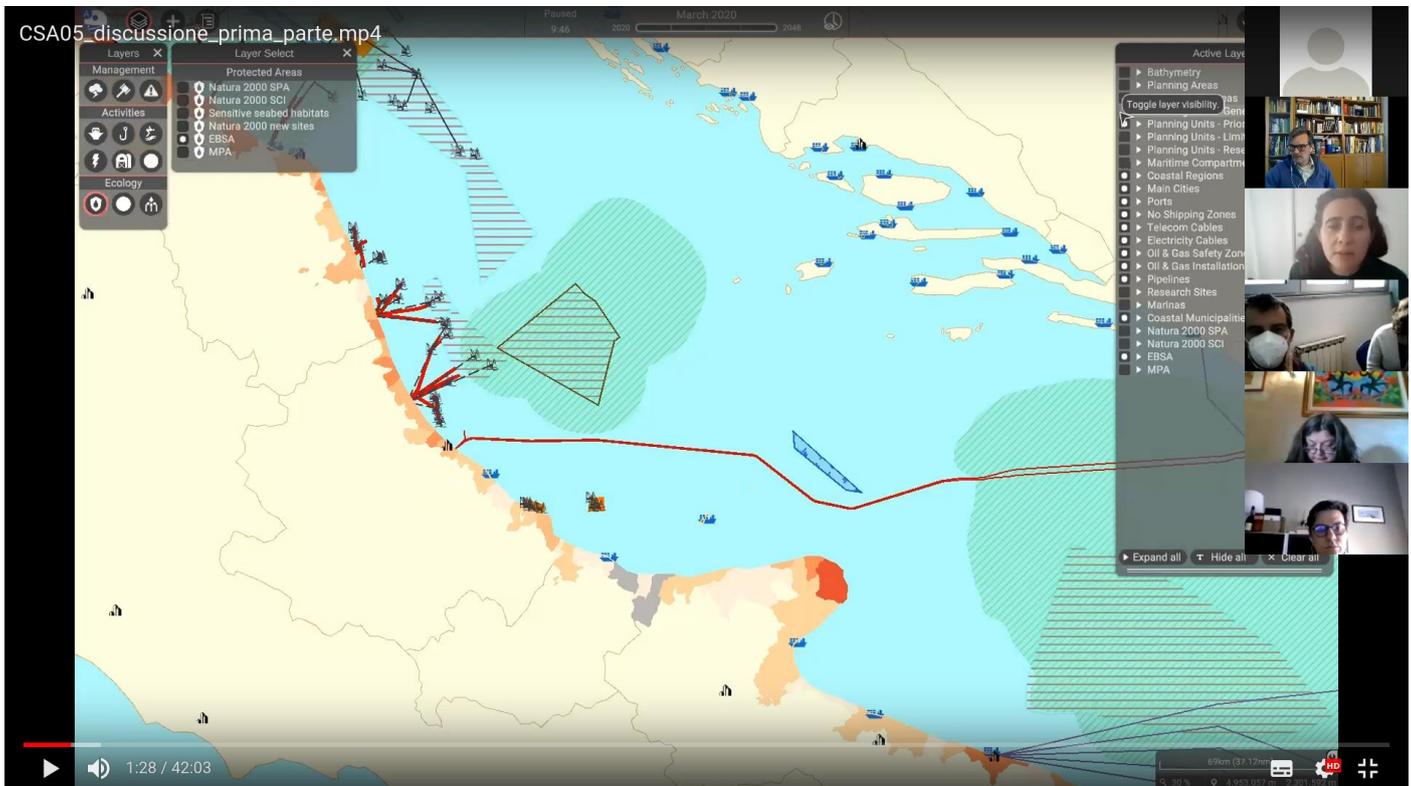


Figure 6 - A moment of session 2 in CA/SA group.

Concerns were raised about renewable energy because of the visual impact of offshore wind farms: the MSP-MED group replied that there isn't a PU dedicated to renewable energy, but there's a specific objective that mention it: this does not imply the realization of wind farms but it is important that the plan don't exclude this possibility as it rules for at least ten years.

Questions were asked about how the planning process will continue and the administrative steps to make official decisions.

There is great attention about the compatibility between touristic uses near the coast and important economic sectors like aquaculture and fishery.

There are topics that need to be discussed in deep at sub-basin scale: renewable energy, maritime transport, fishery and aquaculture.

See Annex 3 for detailed contents of the presentations above mentioned.

4.4 Third session (09/03/2021)

In the third session the planned activity was to discuss and harmonize the planning proposal at the Adriatic Level in a plenary session. Since not all the subareas were planned, the MSP-MED group changed the

approach and prepared two parallel sessions in which discuss specific themes and sea uses, followed by a plenary session dedicated to environmental topics.

- Virtual Room 1 about Tourism, Landscape and cultural Heritage, Energy.
- Virtual Room 2 about Fishery, Aquaculture, Maritime Transport.
- Plenary session about environmental topics: sustainability, wildlife conservation, biodiversity.

For each topic the MSPMED group has presented the state of the planning proposal, also with the use of the platform, then other participants provided comments and additions (see Annex 4 for detailed contents).

Maritime tourism (beaches, marinas, yachting and cruise shipping) illustrated by Andrea Barbanti of CNR-ISMAR. The strategic objectives on tourism are about sustainability, coherence of land and sea planning, to increase the diversity of touristic offer and to reduce the seasonality. Other relevant sectors related with tourism are coastal defense, landscape and cultural heritage. Most of PU near to the shore consider tourism as priority. The discussion has stressed the importance of relationship between tourism and other important aspects like environmental protection and landscape and cultural heritage, avoiding conflicts. The vocational maps needs to be integrated with specific regulations to make sustainable the use.

Landscape and cultural heritage illustrated by Francesco Musco of IUAV. The strategic objectives are about the promotion of cultural heritage and specific buildings along the coastline; the protection of underwater cultural heritage. Relevant links are with maritime transport, tourism and protected areas. In the current planning proposal this topic needs to be better expressed. Current regional landscape plans must taken into account. Land and sea interaction are also relevant for landscape

The discussion showed up that Regional Authorities have different approach but most of them considered enough the landscape, sometimes related to the natural landscape and environmental protection, sometimes with more attention to cultural heritage and heritage-listed buildings.

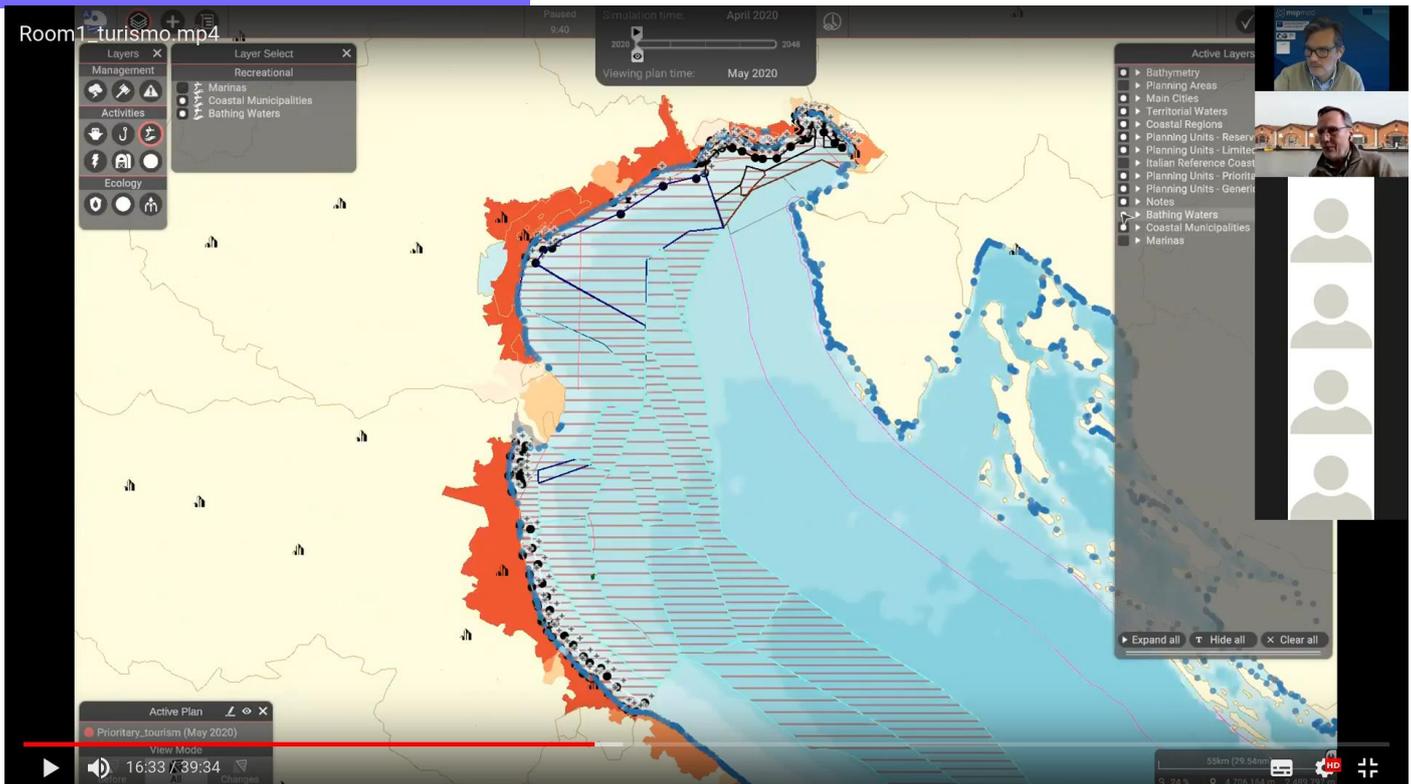


Figure 7 a moment of session 3 about Tourism topic

Energy illustrated by Andrea Barbanti of CNR-ISMAR. This sector is divided in Oil & Gas installation that are present in the Adriatic Sea and renewable energies. Strategic objectives are about promoting transition to renewable energies; increase economic and environmental sustainability of the Oil & Gas extraction activity; promote decommissioning of current Oil & Gas installation and identify suitable places for carbon capture and storage installations. The MSP plan will implement the directives that will come from Energy and Climate strategic plan (PNIEC).

The discussion focused on multi-use scenario that can limit impacts of energy sector. New technologies can give a great improvement to the conversion process of the entire energy sector to the renewable energy.

Maritime Transport presented by Emiliano Ramieri of Thetis/CNR-ISMAR. The Adriatic Sea has a large amount of traffic, both for goods and passengers. The strategic objectives are related to promote sustainability in the transport sector and minimize impacts on protected areas; increase using of alternative fuels, reduce dumping on sea and improve marine litter collection on the ports; promote Cooperation at European and Regional level; increase the competitiveness of Italian ports.

The discussion confirmed the will to increase sustainability of the transport sector and the need to reduce impacts. The topic needs to be tackled jointly with other relevant development plans, like port improvements and the whole logistic chain at sea and on land. The facilities to collect marine litter in ports needs to be properly funded. In the Adriatic Sea there are lot of minor ports that are important for the traffic sector.

Fisheries presented by Giulio Farella of CNR-ISMAR. The fishing effort of trawling is relevant in the whole Adriatic, there's a lack of data about small fisheries. The sector is cited in all subareas. Strategic objectives

area about develop and maintain the sector, increase sustainability, promote small fisheries, support the institution of Biological Protection Zones.

The representative of Ministry of Agriculture Food and Forestry confirms that fisheries are oriented to sustainability because the sector itself needs to save the fishing stocks and preserve environmental status. The governance of fisheries is multi-level and is addressed from European Union. We can improve the estimation of fishing effort for all type of ships. The plan can integrate management measures with spatial planning and more detailed data.

Aquaculture presented by Daniele Brigolin of IUAV. This sector is present on all the Adriatic coast, is widely considered in the planning proposals. There is a strong interaction with fisheries and transport. Strategic objectives are promoting sustainable growth of the sector, increase quality of aquaculture, foster the AZA (allocated zones for aquaculture) process started by some Regional Authorities. There is a great attention for development of the sector. Need more efficiency and diversification. The coexistence with fisheries and synergies with other sea uses is a topic to be discussed

The representative of Ministry of Agriculture Food and Forestry agree with the analysis and reports that contribution that this institution has given to MSP plan process are the same objectives of the new strategic aquaculture plan.

In the discussion people agree that aquaculture has a good growth potential and should be encouraged. Interactions between the three sectors are very relevant. Aquaculture impacts on transportation safety, ports have limited space and can occur competition between fisheries and aquaculture. Marine litter needs also to be investigated in its relation to aquaculture.

Sustainability, wildlife conservation, biodiversity- presented by Elena Gissi of CNR/ISMAR. This is a cross-cutting theme that is present on a lot of strategic objectives and regional implementation. There are references to Sustainable development strategy, European Green Deal, circular economy. Strategic objectives about wildlife protection provide to increase protected areas to 30% of European seas before 2030, transpose the spatial measures from Marine Strategies Framework Directive (MSFD), develop integrate coastal zone management with regards to environmental aspects.

The discussion focused on the difficulty to make more sustainable existing processes that have a relevant environmental impact, for instance tourism sector. The measures to foster wildlife protection are already stated by a regulatory framework, and the plan need to implement this regulations (for instance about new protected areas). The environmental aspects are present in strategic and specific objectives, but we need also to implement specific measures in the next stages of the MSP plan. MSFD target and measures and other directives (Water Framework Directive, Habitat directive...) regulations about environment should be considered in the planning proposal of each subarea.

5 Conclusions and Next steps

The online format of the workshop allowed us to enlarge the number of participants, also involving people from Regional Authorities and Ministries that have a great competence in specific sectors but are not

members of the National Technical Committee. Nevertheless, the digital format of the workshop limited somehow interactions and results.

A good working atmosphere has been created, with mutual attention and effective **relationship** between participants.

The primary result of this activity is the **sharing of data and knowledge on the area** among experts, scientist and policy makers from different institutions: especially when interacting in small groups with the facilitation of experts from scientific team; problems has been investigated under different point of view, as a necessary step to find common solutions.

The **interrelation** between sectors and uses of the sea emerged clearly, thus the need of an integrated planning approach.

With the aid of the MSP simulation platform, we have **raised awareness of complexity and great amount of data** that underlie the MSP plan and the need to keep them updated and accurate. This was the opportunity for some of the subjects to commit itself to provide new data or more detailed data in addition to the ones collected in first stage of the planning process.

Concerning the general objectives of the workshop (see chapter 1), i.e. the **consolidation of the planning proposal for the Adriatic maritime area and its sub-areas**, unfortunately the heterogeneous planning proposals for the different sub-areas did not allowed to reach a final result. Nevertheless, the co-planning session offered the opportunity to share the current proposals, promote cross-fertilization among sub-areas and actors, analyse spatial, environmental and cross-uses coherence and correct some incoherencies. The overall objective was then partially achieved and **the workshop will represent a significant step towards the finalization of the planning process and provide inputs and lessons to the workshops to be organised in the Ionian and Tyrrhenian Maritime Areas.**

Moreover, the workshop allowed to enlarge and consolidate **awareness on MSP mechanisms, complexity and relevance**, engaging in the discussion of concrete planning proposals and measures a number of ministry and regional officials not normally and directly involved in the process.

The **overall consistency between current proposals and strategic objectives** could be investigated more in depth, but it was largely confirmed. The strategic planning objectives have been exposed properly and understood by the participants.

Regarding the **comparison of the planning proposals and their harmonization**, this has been done with good results for the Northern Adriatic, in which there were already defined PU, while in Central / Southern Adriatic the process was at a less developed stage and the time available was too short to achieve a shared opinion.

The learning objectives about understanding the co-planning process, improve coordination and collaboration between National and Regional authorities, note data and information gaps related to planning uncertainty are mostly accomplished, while the transboundary concerns have been properly covered and considered only for some sectors.

The **Adriatic Sea Edition of MSP Challenge platform proved to be an effective tool to support the planning process**. As such, it has been published in the BUAs server without limitation and included in the software version Beta 9 released in September 2021, with all the publicly available data, to support future workshops, stakeholders consultation and scenario building activities.

6 Annexes

1. List of participants
2. Session I presentations
3. Session II presentations
4. Session II presentations

7 References

Abspoel, L., Mayer, I., Keijser, X., Warmelink, H., Fairgrieve, R., Ripken, M., Abramic, A., Kannen, A., Cormier, R., & Kidd, S. (2021). Communicating Maritime Spatial Planning: The MSP Challenge approach. *Marine Policy*, 132, 103486. <https://doi.org/10.1016/j.marpol.2019.02.057>

Adriplan project, <http://adriplan.eu/index.php> 2015

DPCM 01/12/2017 - Decreto Presidente Consiglio Ministri del 1° dicembre 2017, Approvazione delle linee guida contenenti gli indirizzi e I criteri per la predisposizione dei piani di gestione dello spazio marittimo.. Available on the CA website <https://www.mit.gov.it/node/10862>

PCA-CPA Permanent Court of Arbitration (2017). PCA CASE NO. 2012-04 IN THE MATTER OF AN ARBITRATION UNDER THE ARBITRATION AGREEMENT BETWEEN THE GOVERNMENT OF THE REPUBLIC OF CROATIA AND THE GOVERNMENT OF THE REPUBLIC OF SLOVENIA, SIGNED ON 4 NOVEMBER 2009 – Final Award <https://pca-cpa.org/en/cases/3/>

Santos, C.P., Warmelink, H., Boode, W., de Groot, P., Hutchinson, K., Gonçalves, M., Steenbeek, J., & Mayer, I. S. (2020). A Digital Game-Based Simulation Platform for Integrated Marine Spatial Planning: Design Challenges and Technical Innovations. *The Journal of Ocean Technology*, 15(2), 78-100.
https://www.thejot.net/article-preview/?show_article_preview=1163

Villamor, G. B., & Badmos, B. K. (2016). Grazing game: A learning tool for adaptive management in response to climate variability in semiarid areas of Ghana. *Ecology and Society*, 21(1).
<https://www.jstor.org/stable/26270341>

MSP Challenge wiki - Adriatic Sea edition description:
https://community.mspchallenge.info/wiki/Adriatic_Sea

**Lista partecipanti Workshop “Verso il Piano dello Spazio Marittimo - Adriatico”
25 febbraio 2 e 9 marzo 2021**

Num	Nome	Cognome	Istituzione	Sess 1	Sess 2	Sess 3
1	Daniela	Alemanno	Regione Puglia	No	Si	Si
2	Andrea	Barbanti	CNR-ISMAR	Si	Si	Si
3	Nicolò	Bassan	IUAU	Si	Si	Si
4	Mauro	Bertelletti	MIPAAF	Si	Si	Si
5	Cristina	Bianchi	Regione Emilia Romagna	Si	No	Si
6	Serena	Bisogno	MiBACT	Si	Si	Si
7	Martina	Bocci	Corila	Si	Si	Si
8	Luigi	Bolognini	regione Marche	No	Si	Si
9	Matteo	Braida	MATTM - Sogesid	Si	Si	Si
10	Daniele	Brigolin	Università IUAV Venezia	Si	Si	Si
11	Maria Vittoria	Briscolini	Mipaaf	Si	Si	Si
12	Gina	Brundu	MIT - Segreteria Comitato tecnico PSM	Si	Si	Si
13	Corrado	Cammilli	mipaaf	Si	No	Si
14	Giacomo	Candi	Regione Marche	Si	No	No
15	Fabio	Carella	IUAU	No	No	Si
16	Federica	Cetroni	Ministero delle Infrastrutture e Trasporti	Si	No	Si
17	Rita	Cicero	SABAP RC-VV	Si	Si	Si
18	Vincenzo	Cioffi	segreteria comitato spazi marittimi guardia costiera	Si	Si	Si
19	Paolo	D'Incecco	Regione Abruzzo	Si	Si	Si
20	Barbara	Davidde	Soprintendenza nazionale per il patrimonio culturale subacqueo	Si	Si	Si
21	Elisabeth	De Maio	CNR-ISMAR	Si	Si	Si
22	Fabio	Di Cecco	MIT - DM Ancona (SC Adriatico)	Si	Si	Si
23	Luigi	Diotallevi	Regione Marche	Si	Si	Si
24	Federico	Fabbri	Univeristy IUAV of Venice	Si	Si	Si
25	Amedeo	Fadini	CNR-ISMAR Venezia	Si	Si	Si
26	Giulio	Farella	CNR ISMAR Venice	Si	Si	Si
27	Angela	Ferrara	MIT	Si	No	Si
28	Giorgio	Filomena	Regione Marche - PF Tutela delle acque e difesa del suolo e della costa	Si	Si	No
29	Stefano	Finocchi	Soprintendenza ABAP Marche	Si	Si	Si
30	Agostino	Francischelli	Regione Molise	Si	Si	Si

Num	Nome	Cognome	Istituzione	Sess 1	Sess 2	Sess 3
31	Caterina	Gasparini	Regione Friuli Venezia Giulia	No	No	Si
32	Stefania	Geronimo	Regione Puglia	Si	Si	No
33	Alessandra	Ghelli	Segretariato regionale MiBACT Calabria	Si	Si	Si
34	Tecla	Gioia	Regione Molise	Si	Si	Si
35	Giordano	Giorgi	ISPRA	Si	Si	Si
36	Elena	Gissi	CNR ISMAR	Si	Si	Si
37	Patrizia	Graziani	Regione Abruzzo	Si	Si	Si
38	Maria Pina	Izzo	Regione Molise	Si	Si	Si
39	Fabrizio	Laria	Ministero beni e attività culturali	Si	No	No
40	Fabrizio	Madeddu	Regione Sardegna	No	No	Si
41	Vittorio Elio	Manduca	Regione Emilia-Romagna	Si	Si	Si
42	Marina	Marcozzi	Regione Marche	Si	Si	Si
43	Ruggero	Mazzoni	regione emilia-romagna	Si	Si	Si
44	Stefano	Menegon	CNR ISMAR	Si	Si	Si
45	Silvia	Milan	Ministero dello Sviluppo economico	Si	Si	Si
46	Daniele	Montanelli	REGIONE MOLISE	Si	Si	Si
47	Vincenzo	Moretti	Regione Puglia	Si	Si	Si
48	Francesco	Musco	IUAV	Si	Si	Si
49	Cecilia	Orioli	Regione Marche	Si	Si	Si
50	Alessandra	Pacheco	Soprintendenza Archeologia, Belle Arti e Paesaggio delle Marche	Si	Si	Si
51	Maurizio	Pagliaro	Regione Abruzzo	Si	Si	Si
52	Raffaele	Pasquali	Regione Marche	No	Si	Si
53	Luisa	Perini	Regione Emilia-Romagna	Si	Si	Si
54	Sasa	Raicevich	ISPRA	No	Si	Si
55	Stefano	Raimondi	Ministero dello sviluppo economico_DGISSEG-Div VI	Si	Si	Si
56	Emiliano	Ramieri	Thetis CORILA	Si	Si	Si
57	Micol	Roversi Monaco	IUAV	No	No	Si
58	Nicoletta	Santelli	Regione Marche	Si	Si	Si
59	Alessandro	Sarretta	CNR-IRPI	Si	Si	Si
60	Alessandro	Serra	Ministero dello sviluppo economico_DGISSEG-Div VI	Si	Si	Si
61	Salvina	Sist	regione del Veneto	Si	Si	No
62	Fabrizio	Sudano	Soprintendenza ABAP per la provincia di Cosenza	Si	Si	Si
63	Rocco	Tramutola	MiBACT	Si	Si	Si

Num	Nome	Cognome	Istituzione	Sess 1	Sess 2	Sess 3
64	Simon Luca	Trigona	Soprintendenza Archeologia Belle Arti e Paesaggio Liguria	No	Si	Si
65	Maria Pia	Turinetti di Priero	Regione Autonoma Friuli Venezia Giulia	Si	Si	No
66	Tommaso	Vinciguerra	Regione Puglia	Si	Si	Si
67	Luigi	Zanin	Regione del Veneto	Si	Si	Si
60	Herald	Warmelink	Breda University of applied sciences	Si	Si	Si
61	Pierpaolo	Zanchetta	Regione Friuli Venezia Giulia	No	No	Si
62	Andrea	Ziraldo	Regione Friuli Venezia Giulia	Si	Si	Si



Co-funded by the European
Maritime and Fisheries Fund

Verso il Piano dello Spazio Marittimo dell'Area "Adriatico"

Introduzione al workshop

Prima Sessione - 25 febbraio 2021

Andrea Barbanti, PhD
CNR ISMAR - Polo Scientifico



Sessione 1 - Webinar introduttivo

Agenda

- 14.30 **Introduzione al workshop** - Andrea Barbanti CNR-ISMAR PS
- 14.40 **Obiettivi, struttura del workshop, partecipanti, ruoli** – Elena Gissi (CNR-ISMAR PS) / Niccolò Bassan (IUAV PS)
- 15.00 **La condizione di partenza del workshop – avanzamento del processo di pianificazione nell'Area Adriatica** - Giulio Farella (CNR-ISMAR PS)
- 15.20 **La MSP Challenge Platform: caratteristiche generali ed esempi di utilizzo nei mari europei a supporto dei processi di MSP** – Harald Warmelink / Igor Mayer (Breda University of Applied Sciences)
- 15.40 Pausa caffè
- 16.00 **La *Adriatic Edition* della *MSP Challenge Platform*: panoramica sui dati e modalità di utilizzo nel workshop** – Amedeo Fadini (CNR-ISMAR PS)
- 16.15 **Istruzioni operative per le sessioni interattive del 2 e 9 marzo** - Amedeo Fadini (CNR-ISMAR PS)
- 16.30 **Domande e chiarimenti**
- 16.50 **Chiusura del webinar e prossimi passaggi** - Andrea Barbanti (CNR-ISMAR PS)



CNR ISMAR
ISTITUTO DI SCIENZE MARINE



OFB
OFFICE FRANÇAIS
DE LA BIODIVERSITÉ



L'océan
en référence



MSP-MED



MINISTRY OF
ENVIRONMENT
& ENERGY



UNIVERSITY OF
THESSALY



PLANNING AUTHORITY

- ✓ **Technical support to National MSP processes**
- ✓ **Network of experts and institutions**
- ✓ **Activities with Third countries and International Institutions**



CNR ISMAR
ISTITUTO DI SCIENZE MARINE



Università Iuav
di Venezia

Il processo di pianificazione in co



- **Fase 1** - Stato iniziale e trend in atto / attesi
- **Fase 2** - Analisi di interazione (conflitti e sinergie) fra usi e impatti sulle componenti ambientali
- **Fase 3** - Visione e obiettivi strategici
- **Fase 4** - Planning: vocazioni, obiettivi specifici, misure specifiche (per aree e per settori)
- **Fase 5** - Metodologia ed indicatori per il monitoraggio e l'adattamento del Piano
- **Fase 6** - Attività per il consolidamento, l'attuazione e l'aggiornamento del Piano





***Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ!
Grazzi!جرازي!***



Co-funded by the European
Maritime and Fisheries Fund



Workshop



Co-funded by the European
Maritime and Fisheries Fund

**Verso il piano dello Spazio
Marittimo dell'Area "Adriatico"**

**Obiettivi, struttura del
workshop, partecipanti, ruoli**

Ing. Elena Gissi, PhD, Marie S. Curie Fellow
National Research Council, CNR-ISMAR & Stanford University,
USA



Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

▷ *Obiettivi principali del workshop:*

- favorire il **consolidamento** delle proposte di pianificazione sviluppate o in fase di sviluppo da parte del CT (Ministeri e Regioni, con il supporto del PS) su ciascuna delle sub-aree individuate,
- garantire la **coerenza generale** rispetto agli **obiettivi strategici** definiti per l'Area Adriatica nel corso della Fase 3 del processo di pianificazione.
- garantire la **coerenza** delle proposte di piano tra loro.

▷ *Attività e risultati attesi:*

- Ci si propone di elaborare scenari e una **proposta di piano** nella forma di **mappe vocazionali** composte da singole Unità di Pianificazione (PU) divise in 4 tipologie in relazione agli usi di ciascuna area (G - generico, P - prioritario, L - limitato, R - riservato).
- Per ciascuna PU verranno definiti gli usi previsti e ulteriori note. La **proposta di piano** verrà redatta sulla base dei dati disponibili nel processo di piano con l'obiettivo di sperimentare anche la completezza e la qualità delle conoscenze e dei dati

Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

► *Metodo:*

Esperienza collaborativa di co-pianificazione, coinvolgendo tutti i soggetti interessati (centrali e periferici) al processo di redazione del Piano dello Spazio Marittimo per il Mar Adriatico

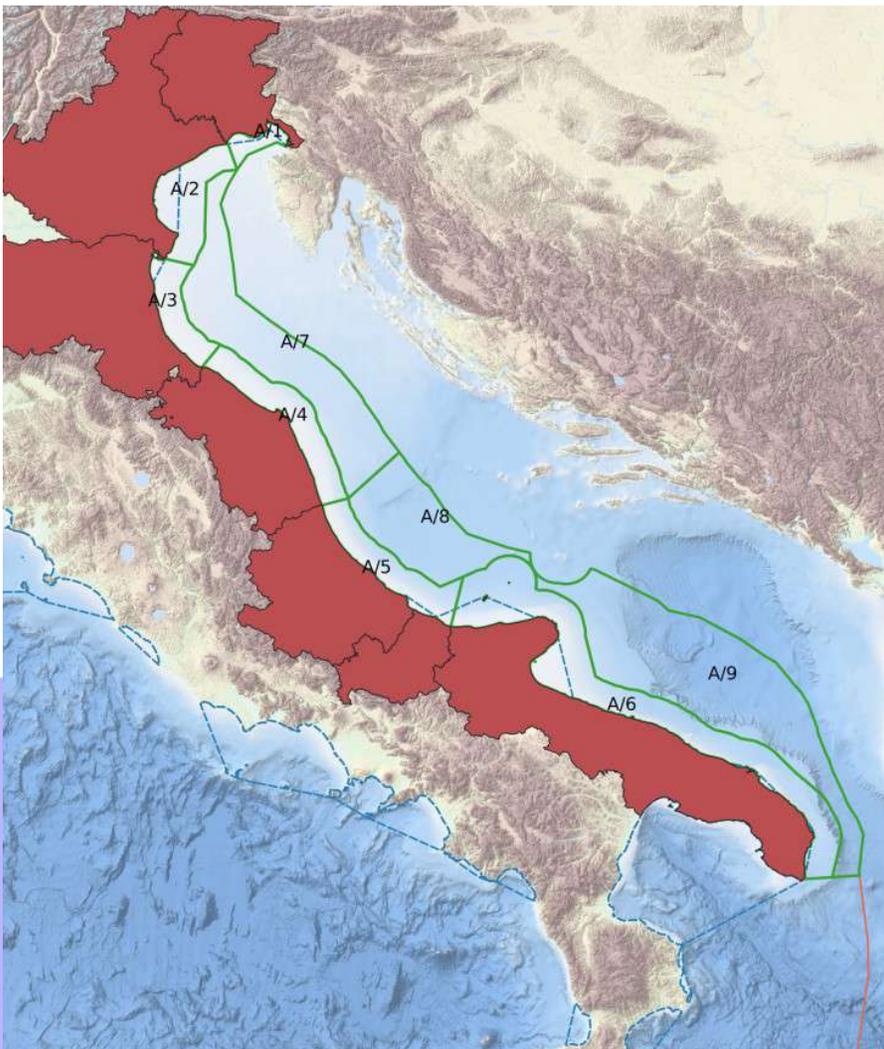
- **Condivisione** dagli obiettivi generali all'elaborazione del piano, con il focus specifico sulle proposte di pianificazione, inclusa la definizione delle vocazioni delle diverse planning units;
- **Coordinamento e collaborazione** tra amministratori nazionali e regionali nell'elaborazione e nell'armonizzazione degli scenari tra sotto-aree di pianificazione;
- **Condivisione** delle conoscenze e dati disponibili per l'elaborazione delle proposte di piano, e anche delle conoscenze e dei dati mancanti
- **Condivisione** delle problematiche transboundary e di interazione terra-mare comuni o specifiche.

Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

► *Metodo:*



Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"



▷ *Sessione 1:*

Webinar introduttivo

▷ *Sessione 2:*

Co-pianificazione a scala di sottobacino

2 Marzo 2021, ore 9:30 – 12:30

Room Nord Adriatico: A1, A2, A3, A7N con Friuli Venezia Giulia, Veneto, Emilia Romagna

Room Centro-Sud Adriatico: A4, A5, A6, A7S, A8, A9 con Marche, Abruzzo, Molise, Puglia.

▷ *Sessione 3:*

Co-pianificazione a scala di area Adriatica

9 Marzo 2021, ore 9:30 – 12:30

Room Adriatico

Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

▷ *Sessione 2 - Co-pianificazione a scala di sottobacino (1/2)*

Obiettivo specifico: Condivisione della visione, degli obiettivi, e delle proposte di piano alla scala di sottobacino

Programma delle attività

9:30-10:20 Parte A - *Presentazione* dello stato della pianificazione per ogni sub-area da parte delle Regioni, e del Polo scientifico per le aree off-shore;

10:20 – 11:20 Parte B - *Interazione e discussione* sulla coerenza degli obiettivi tra subaree e condivisione della visione di piano tra subaree;

11:20 – 11:30 *Pausa*

11:30 – 12:30 Parte C - *Interazione e discussione* sulla coerenza del disegno di piano tra le diverse subaree, e coerenza del disegno con gli obiettivi.

Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

▷ *Sessione 2 - Co-pianificazione a scala di sottobacino (2/2)*

Risultati attesi:

- affinamento e consolidamento delle proposte già avanzate;
- indirizzamento allo sviluppo delle proposte in fase di definizione;
- individuazione di aspetti che richiedono ulteriori approfondimenti e verifiche, che possono diventare argomento da trattare nella sessione del 9 marzo.



Ruoli:

- Ogni **partecipante** contribuisce per le proprie competenze e sapere esperto
- Le **Regioni** presentano l'avanzamento delle proposte, e contribuiscono alla discussione
- I **Ministeri** partecipano alla discussione secondo le proprie competenze saperi e visione strategica.
- Il **Polo scientifico** supporta la discussione, modera e tiene traccia del processo

Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

▷ *Sessione 3 - Co-pianificazione a scala di bacino Adriatico*

Obiettivo specifico: Condivisione della visione, degli obiettivi, e delle proposte di piano alla scala di bacino Adriatico

Programma delle attività

9:30-10:20 Parte A - *Presentazione* dello stato della pianificazione per ogni sub-area da parte delle Regioni, e del Polo scientifico per le aree off-shore, e delle questioni emerse nella sessione 2;

10:20 – 11:20 Parte B - *Interazione e discussione* sulla coerenza degli obiettivi tra subaree e condivisione della visione di piano tra subaree;

11:20 – 11:30 *Pausa*

11:30 – 12:30 Parte C - *Interazione e discussione* sulla coerenza del disegno di piano tra le diverse subaree, e coerenza del disegno con gli obiettivi.

Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

▷ *Sessione 3 - Co-pianificazione a scala di bacino Adriatico*

Obiettivo specifico: Condivisione della visione, degli obiettivi, e delle proposte di piano alla scala di bacino Adriatico

Programma delle attività

9:30-10:20 Parte A - *Presentazione* dello stato della pianificazione per ogni sub-area da parte delle Regioni, e del Polo scientifico per le aree off-shore e delle questioni emerse nella sessione 2;

10:20 – 11:20 Parte B - *Interazione e discussione* sulla coerenza degli obiettivi tra subaree e condivisione della visione di piano tra subaree;

11:20 – 11:30 *Pausa*

11:30 – 12:30 Parte C - *Interazione e discussione* sulla coerenza del disegno di piano tra le diverse subaree, e coerenza del disegno con gli obiettivi



Workshop



Co-funded by the European
Maritime and Fisheries Fund

**Verso il piano dello Spazio Marittimo
dell'Area "Adriatico"**

**Obiettivi, struttura del workshop,
partecipanti, ruoli**

Ing. Elena Gissi, PhD, Marie S. Curie Fellow
National Research Council, CNR-ISMAR & Stanford University, USA





***Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ!
Grazzi! جرازي***



Co-funded by the European
Maritime and Fisheries Fund





Co-funded by the European
Maritime and Fisheries Fund

Verso il Piano dello Spazio Marittimo dell'Area "Adriatico"

La condizione di partenza del workshop – avanzamento del
processo di pianificazione nell'Area Adriatica

Prima Sessione – 25 febbraio 2021

Giulio Farella PhD
CNR ISMAR Venezia

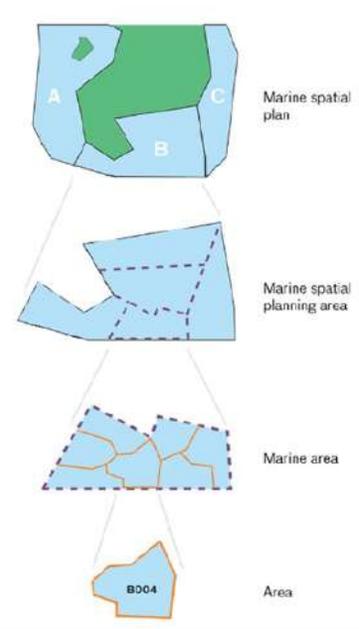


Metodologia generale e struttura dei Piani

- **Fase 1** - Stato iniziale (**testi e mappe**) e trend in atto / attesi
- **Fase 2** - Analisi di interazione (conflitti e sinergie) fra usi e impatti sulle componenti ambientali
- **Fase 3** - Visione e obiettivi strategici
- **Fase 4** - Planning: vocazioni, obiettivi specifici, misure specifiche (per aree e per settori)
- **Fase 5** - Metodologia ed indicatori per il monitoraggio e l'adattamento del Piano
- **Fase 6** - Attività per il consolidamento, l'attuazione e l'aggiornamento del Piano

Il processo di Planning

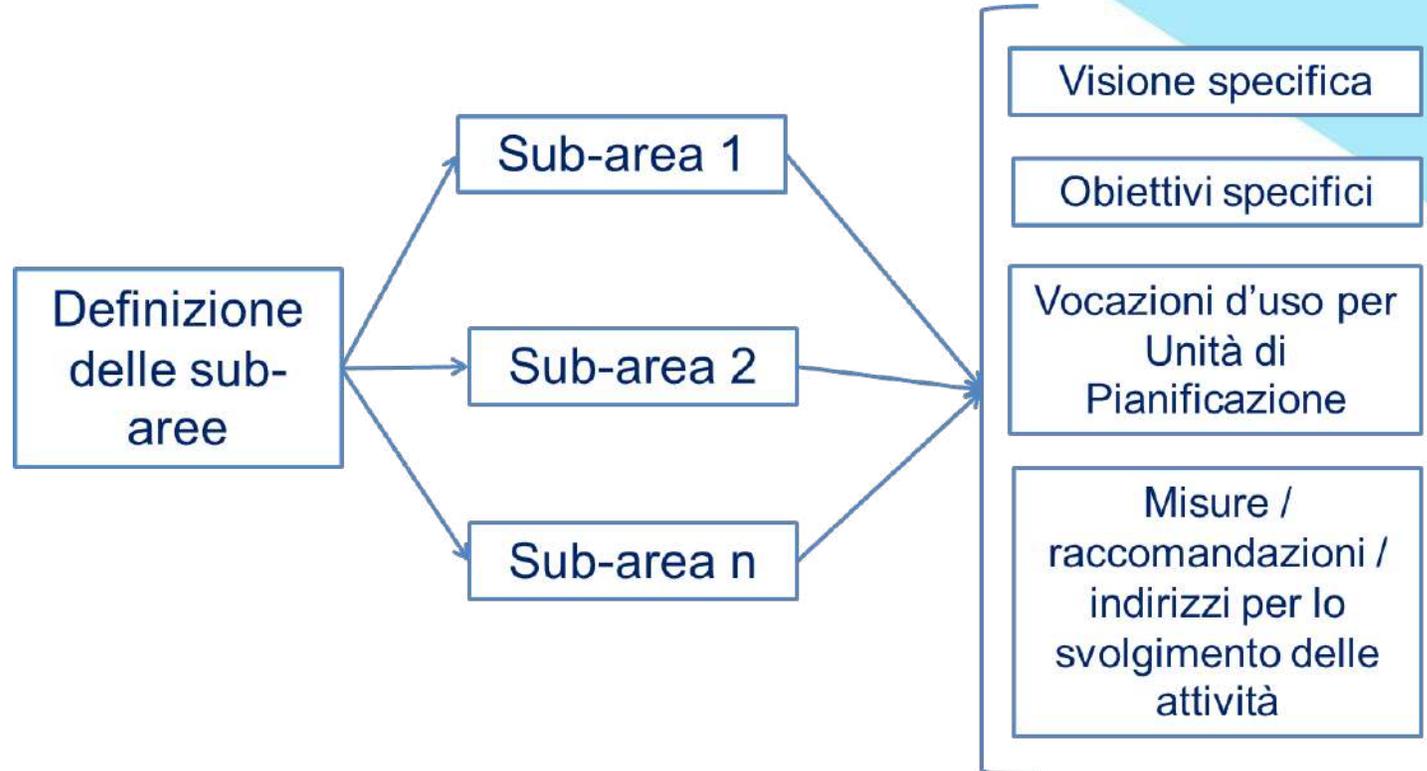
Indicazioni di **livello strategico** e di indirizzo per l'Area Marittima e sue sub-aree, da utilizzare quale riferimento per altre azioni di pianificazione (di settore o di livello locale) e per specifiche azioni di concessione o permesso.



Aree Marittime (*Adriatico, Ionio-Mediterraneo Centrale, Tirreno*)

Sub-aree

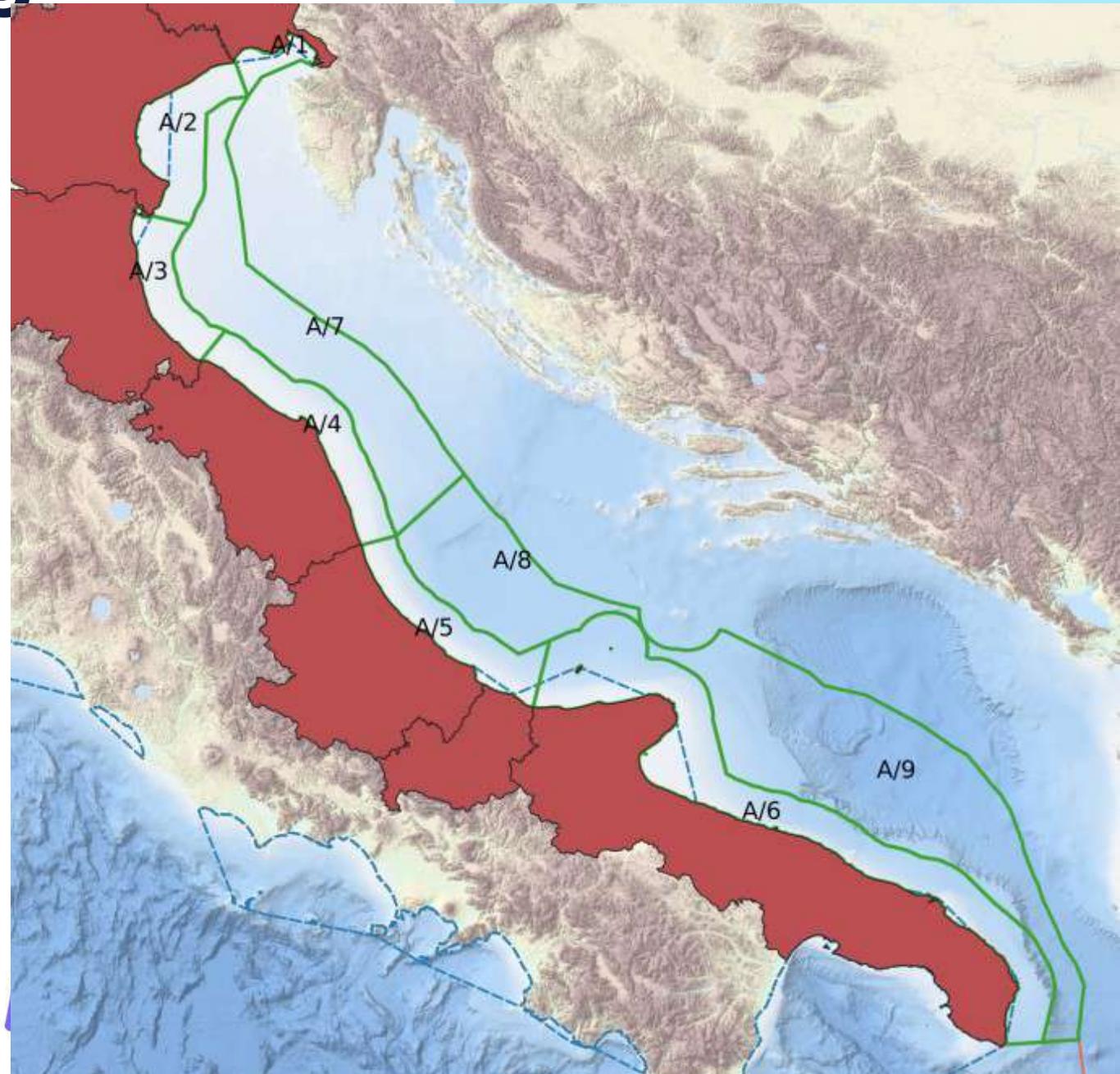
Unità di Pianificazione (*usi generici, prioritari, limitati, riservati*)



Il processo di Planning

La divisione in sub-aree

Area Marittima	N. Sub-aree in acque territoriali	N. sub-aree in acque extra-territoriali
Adriatico	6	3



Il processo di Planning

 Visione ed obiettivi specifici

Visione specifica per ciascuna sub-area, frutto dell'analisi della situazione esistente, dei trend in atto e delle evoluzioni attese e/o che si vogliono promuovere e coerente con la visione e gli obiettivi strategici definiti a scala di Area Marittima.

La "visione" (Lukic et al., 2018) è "l'evoluzione preferita degli sviluppi delle attività marittime in un determinato orizzonte temporale, che è stato concordato in linea generale tra coloro che sviluppano la visione o con portatori di interesse vari".

Individuazione di **obiettivi specifici**, a livello regionale / locale, sia di natura ambientale che di natura socio-economica, ovvero legati alle esigenze dei diversi settori, in coerenza con gli obiettivi strategici di livello internazionale e nazionale (Fase 3). Gli obiettivi specifici prevedono, ove possibile, la definizione di indicatori misurabili collegati.

Unità di Pianificazione e Vocazioni d'uso

- L'attribuzione tipologica alle UP

G = Uso Generico

Aree in cui sono tendenzialmente **consentiti tutti gli usi**, con meccanismi di regolazione specifica e reciproca definiti o da definire nell'ambito delle norme nazionali ed internazionali o dei piani di settore, in modo da garantire la sicurezza, ridurre e controllare gli impatti ambientali e favorire la coesistenza fra gli usi.



P = Uso Prioritario

Aree per le quali il Piano fornisce indicazioni di **priorità d'uso e di sviluppo**, indicando anche gli altri usi da garantire o consentire attraverso regolazioni reciproche e con l'uso prioritario identificato.



L = Uso Limitato

Aree per le quali viene indicato un **uso prevalente**, con altri usi che possono essere presenti, con o senza specifiche limitazioni, se e in quanto compatibili con l'uso prevalente.



R = Uso Riservato

Aree **riservate ad uno specifico uso**. Altri usi sono consentiti esclusivamente per le esigenze dell'uso riservato o salvo deroghe e concessioni da parte del soggetto responsabile o gestore dell'uso riservato.



Unità di Pianificazione e Vocazioni d'uso

- Criteri per la definizione delle UP



Criteri per la definizione delle UP in ciascuna sub-area mediante **giudizio esperto**:

- **Stato attuale** degli usi e delle componenti ambientali;
- **Trend in atto**, sia del sistema fisico ed ambientale che del sistema degli usi;
- **Sviluppi del sistema degli usi da promuovere**, sulla base della visione e degli obiettivi dichiarati dal Piano;
- **Esigenze di conservazione e miglioramento delle condizioni ambientali**, come anche definiti negli obiettivi di Piano;
- **Quadro delle competenze e del sistema di governance**;
- **Marine Reporting Unit MSFD**;
- **Norme e piani in essere**, con particolare riferimento alle norme sull'ambiente, il paesaggio e i beni culturali.
-

Il rispetto di norme e piani in essere deve essere considerato in questa fase un criterio prevalente, salvo modifica delle/dei medesime/i.

Unità di Pianificazione e Vocazioni d'uso

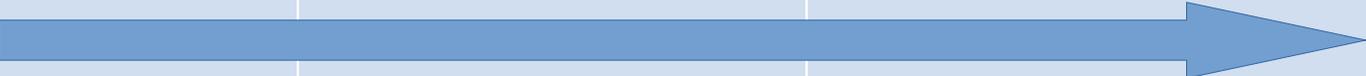
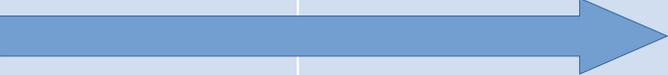
Raccolta e analisi di dati: **informazioni spaziali e contributi testuali**

- **descrizione dell'ambiente marino in riferimento alle categorie (struttura, funzioni, processi, pressioni) e a i dati disponibili dalla Strategia Marina.**

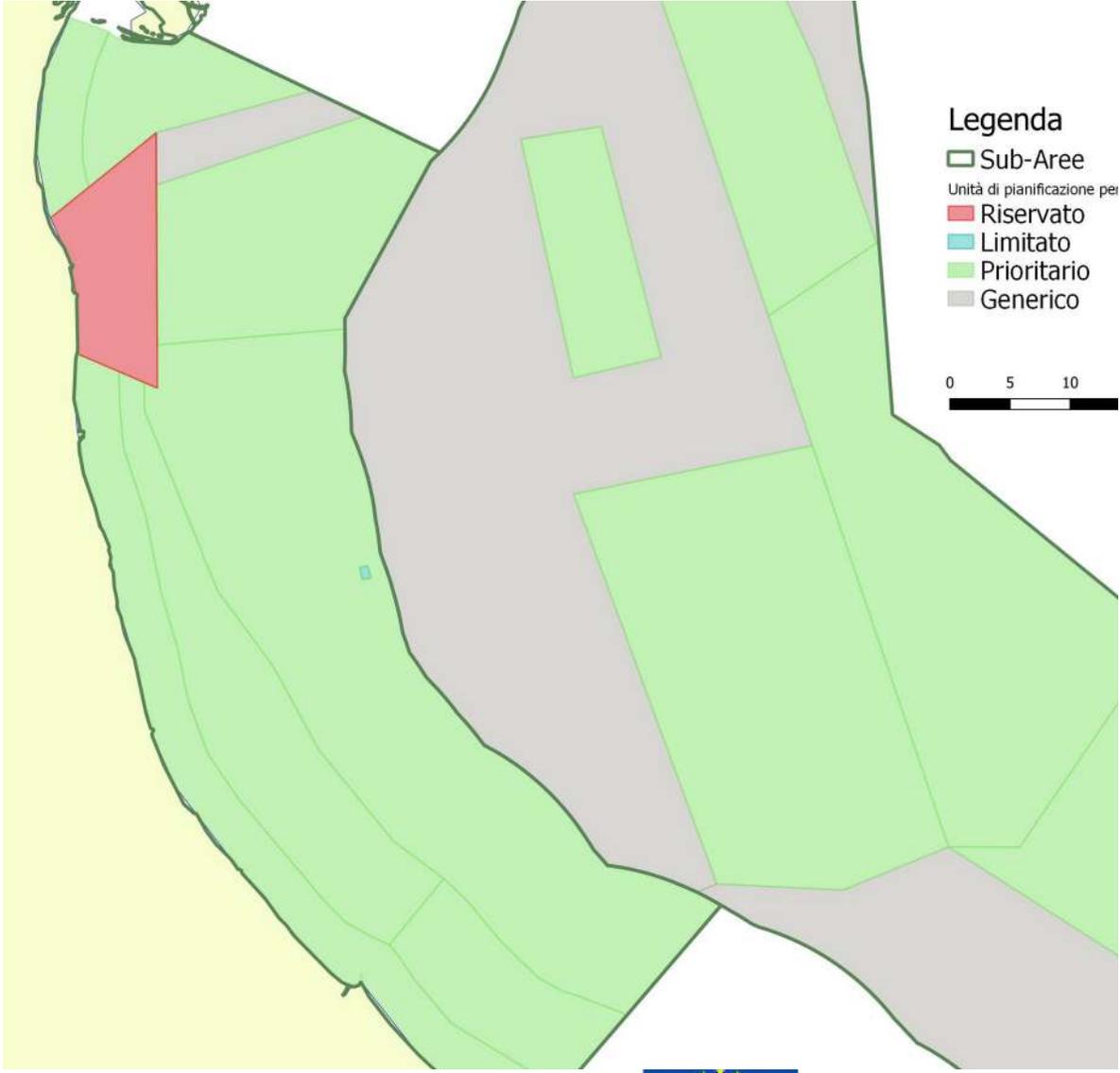
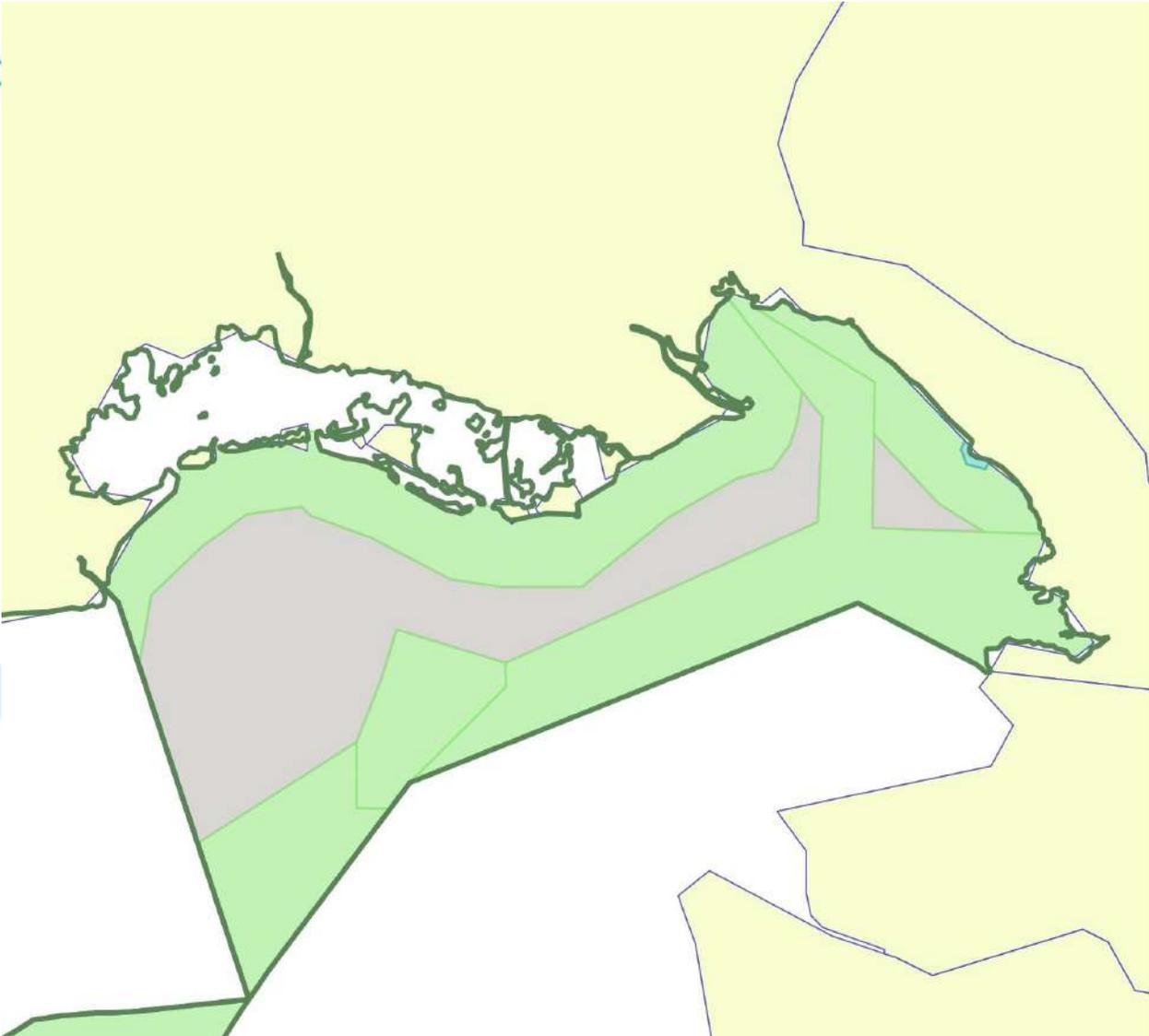
- **attività marittime e costiere e trend in atto ed attesi:**

- **Ristrutturazione fisica di fiumi, coste o fondo marino (gestione delle risorse idriche)**
- **Estrazione di risorse non biologiche**
- **Produzione di energia**
- **Estrazione di risorse biologiche**
- **Coltura di risorse biologiche**
- **Trasporti**
- **Usi urbani e industriali**
- **Turismo e attività ricreative**
- **Sicurezza/difesa**
- **Istruzione e ricerca**

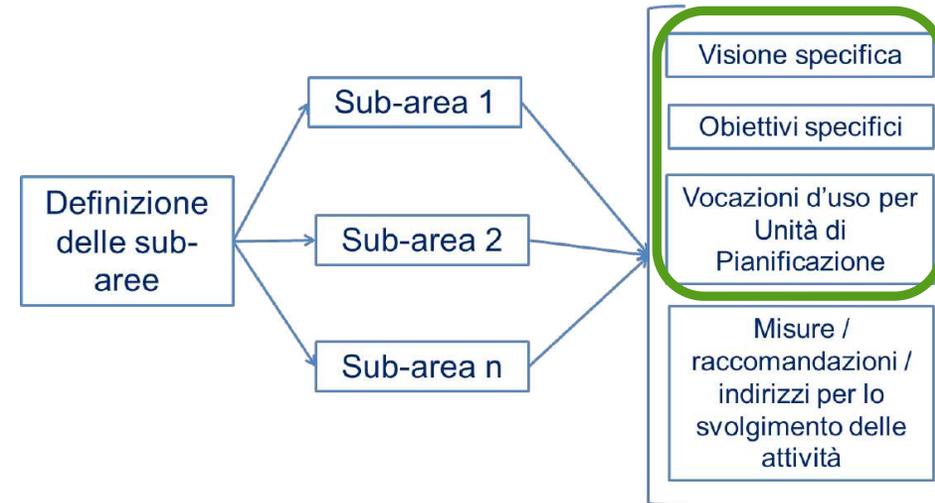
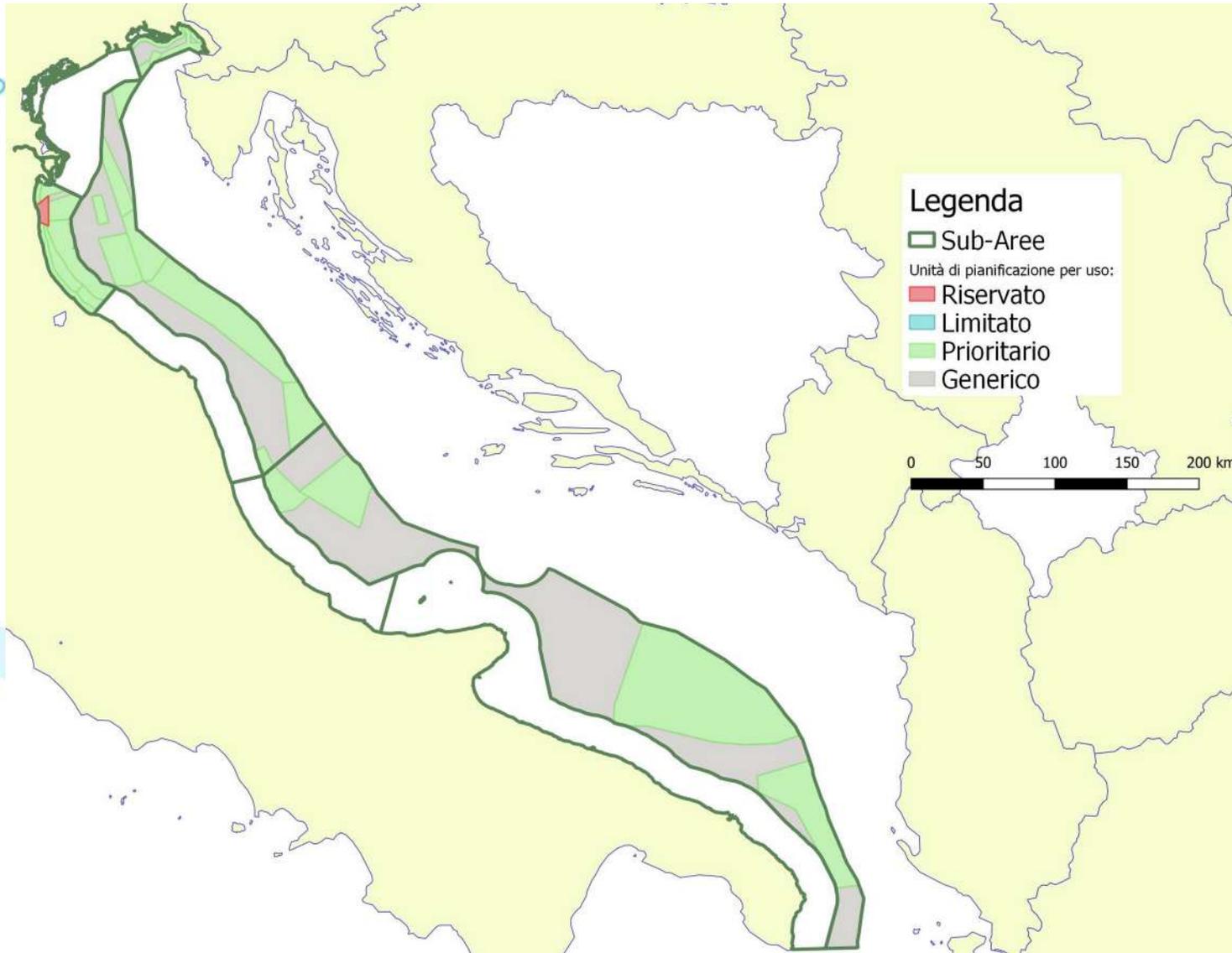
Stato dell'arte: sub-aree COSTIERE

Sub-Area	Avvio attività Fase 4	Visione / Obiettivi specifici (draft/finali)	Mappa UP + tabella a corredo (draft/finale)	Tabella misure
A/01 (FVG)				
A/02 (Veneto)				
A/03 (E-R)				
A/04 (Marche)				
A/05 (Abruzzo/Molise)				
A/06 (Puglia)				

Stato dell'arte: sub-aree COSTIERE



Stato dell'arte: sub-aree OFFSHORE



Unità di Pianificazione e Vocazioni d'uso

- Esempio di Tabella descrittiva: Area A/3 Regione Emilia-Romagna

CODICE UNITA' DI PRINIFICAZIONE (UP)	TIPO	Usi Prioritari (P), Riservati (R), Limitati (L) e Generici (G)	Altri usi	Motivazioni per le classificazioni d'uso	Considerazioni e Indicazioni aggiuntive
A3_01	P(t)	Uso prioritario (P): settore turistico (t)	Acquacoltura Pesca Traffico marittimo Protezione ambiente/ risorse Difesa delle coste	Area ad elevata vocazione turistica (balneazione, nautica da diporto). Potenziale sviluppo turismo esperienziale e naturalistico per la presenza di siti Natura 2000 costieri e Parco del Delta del Po.	Potenzialità per acquacoltura e prelievo molluschi bivalvi da banchi naturali (A.T.B. Sacca di Goro). Esercizio della raccolta di molluschi con draga idraulica secondo normativa vigente Interventi e manutenzioni alle opere di difesa costiera
A3_02	P(a)	Uso prioritario (P): acquacoltura (a)	Pesca Traffico marittimo Protezione ambiente/ risorse Turismo	Area ad elevata vocazione per la mitilicoltura. Presenza di aree in concessione per la mitilicoltura e prelievo molluschi bivalvi da banchi naturali (A.T.B. Sacca di Goro).	Attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente al di fuori delle aree destinate all'uso prioritario.
A3_03	R(d)	Uso riservato (R): difesa (d)		Uso riservato di interesse per la difesa nazionale (Area di esercitazione militare Echo 346)	Consentito il transito secondo disposizioni ed ordinanze specifiche. Interventi e manutenzioni alle opere di difesa costiera
A3_04	P(n,d)	Uso prioritario (P): natura (n), difesa (d)	Pesca Traffico marittimo Turismo	Protezione ambientale prioritaria per alta valenza naturalistica. Istituito il SIC (Direttiva Habitat) per la protezione di specie di elevata valenza naturalistica (<i>Caretta caretta</i> e <i>Tursiops truncatus</i>).	Attività di pesca consentite nel rispetto della normativa vigente e secondo le prescrizioni determinate dagli usi prioritari. Attività turistico/diportistiche ad indirizzo naturalistico (secondo le misure stabilite).



***Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ!
Grazzi! جرازي!***



Co-funded by the European
Maritime and Fisheries Fund



MSP Challenge

Simulation Platform

What it is and what we've done with it so far

dr. Harald Warmelink

Discover your World

University of Applied Sciences
& Knowledge Institute



7,224 STUDENTS



798 EMPLOYEES



THE NETHERLANDS
BREDA



SINCE 1966

Our 8 Domains of Expertise



Built Environment



Facility



Games



Hotel



Leisure & Events



Logistics



Media



Tourism



Relevant Research

- > Interdisciplinary approach within domains
- > In collaboration with government, educational partners & research institutes
- > Developing innovative solutions to current issues in the industry

OUR FOCUS



MAKING PLACES AND SHAPING DESTINATIONS



DESIGNING AND MANAGING EXPERIENCES



PEOPLE AND GOODS ON THE MOVE

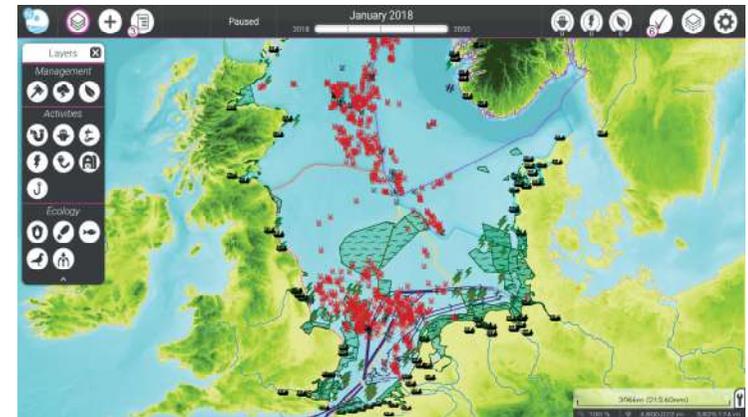


MSP Challenge simulation platform

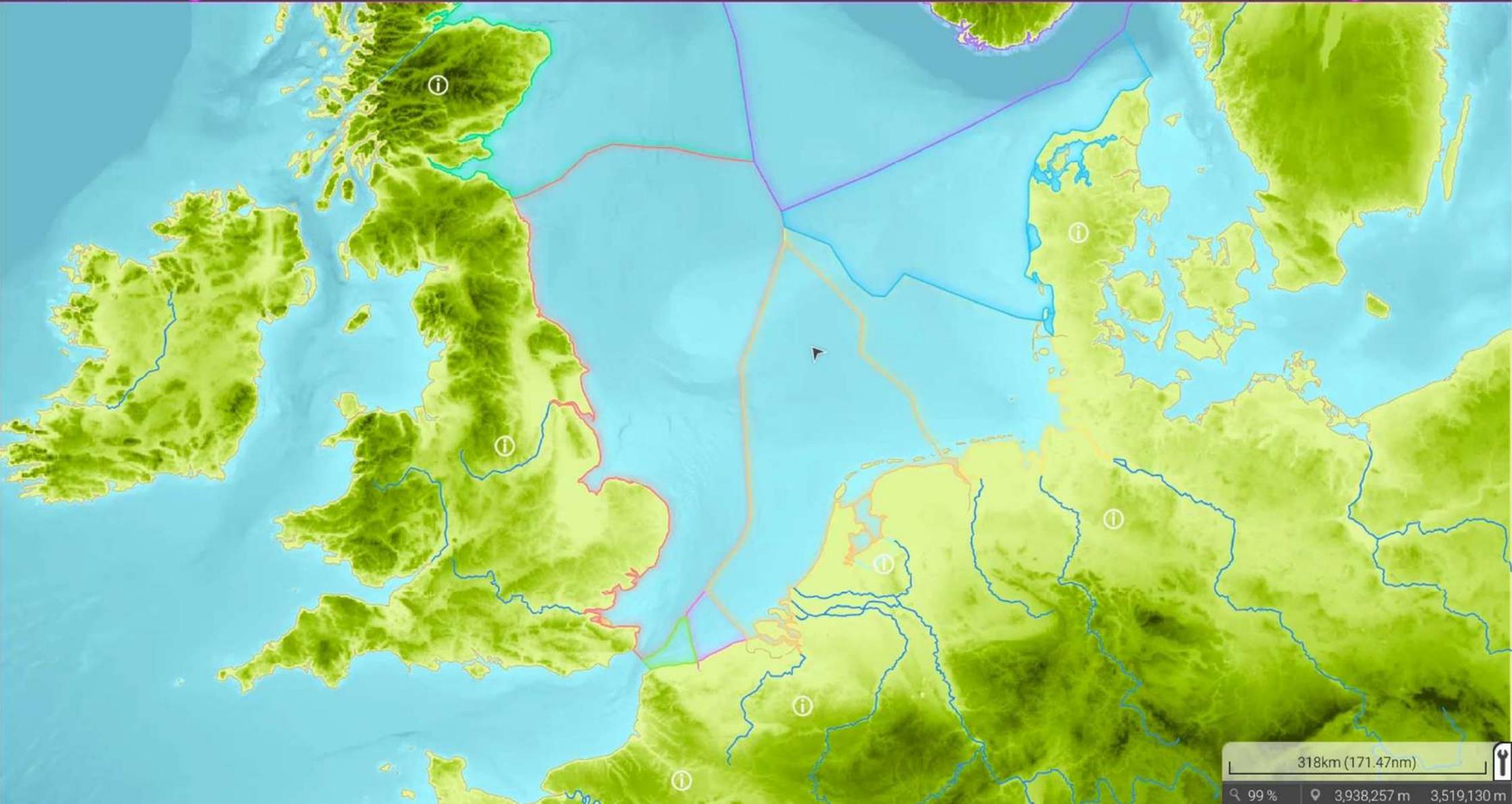
Key characteristics

A highly interactive simulation platform as a **next generation planning support system** for **integrated, ecosystem-based Maritime Spatial Planning (MSP)**.

- Designed with advanced game technology and game thinking
- Best available geo, ecological and maritime data
- With support of many authorities and stakeholders in Europe
- Link with Ecopath with Ecosim (EwE) ecosystem model
- Shipping and energy simulators
- Ocean View: 3D Virtual Reality Module
- Scenario options: e.g. player goals, time control
- Role-play enhancement: e.g. narrative
- Ready to host any sea basin in the world
- Community-based, open source, not for profit
- North Sea, Baltic Sea, Clyde Marine region and Adriatic Sea



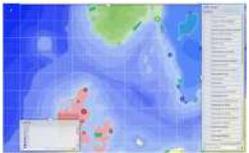
Navigation and control icons: Home, Layers, Zoom In, List (3 items), Paused, Date: January 2018, Progress bar (2018 to 2050), Download, Refresh, Leaflet, Checkmark (9), Full Screen, Settings.



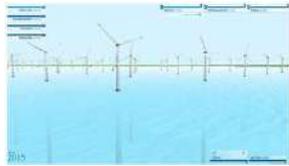
318km (171.47nm)
99% 3,938,257 m 3,519,130 m

MSP Challenge

Over a decade of evolution



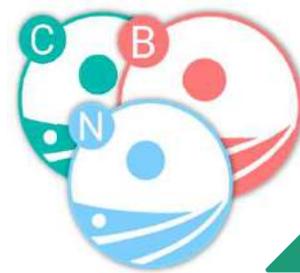
2011 MSP Planning Challenge original (v1)



2013 MSP Challenge 2050 (v2)



2016 – now MSP Challenge board games



2015 Start MSP Challenge (v3) and Simulation Platform (v4)



2018 MSP Challenge North sea, Baltic sea and Clyde editions



EUROPEAN UNION



2020 Digitwin, Community, Adriatic sea ed. Simulations, VR/AR



60+ sessions and demos

Since January 2018

Involving decision-makers, stakeholders, teachers and students

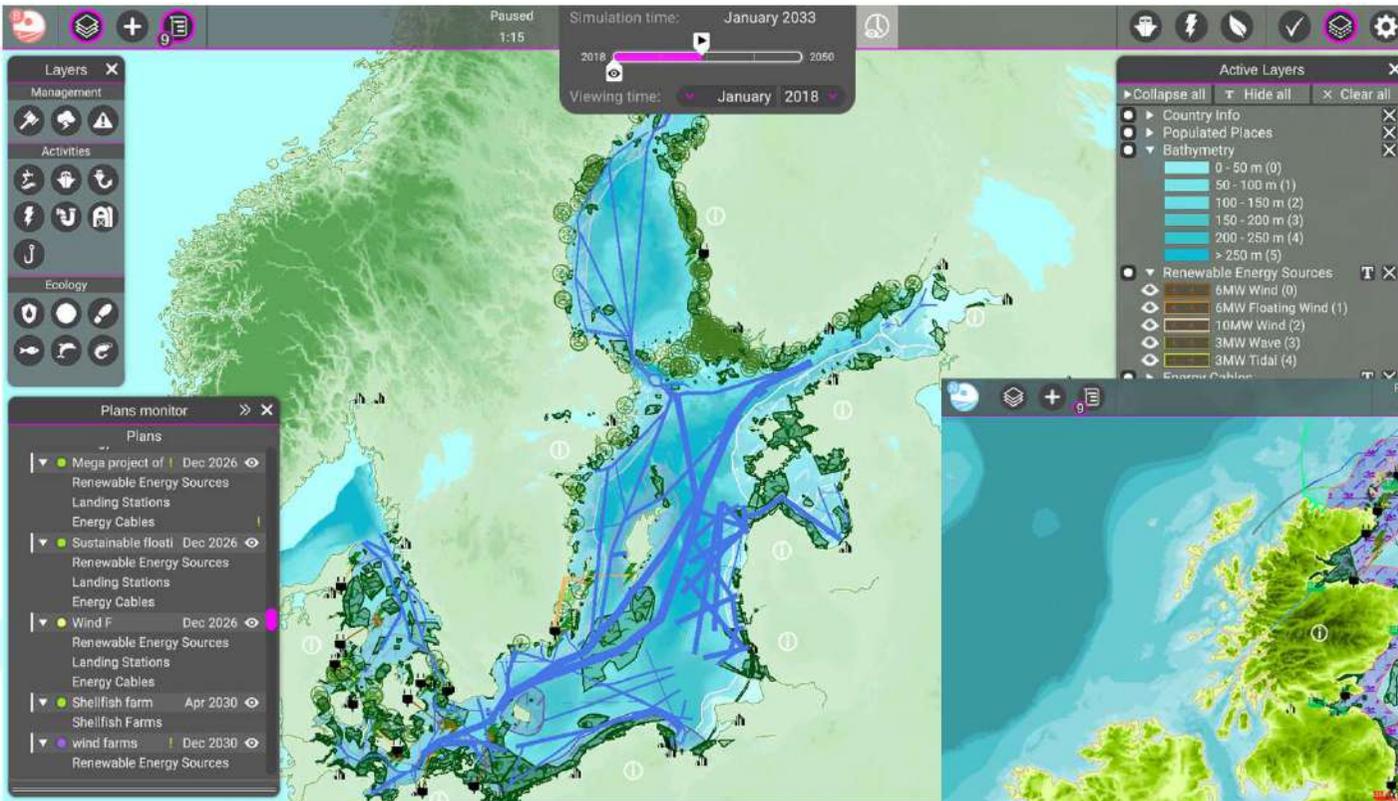


Co-funded by the European
Maritime and Fisheries Fund

60+ sessions and demos

Since March 2020

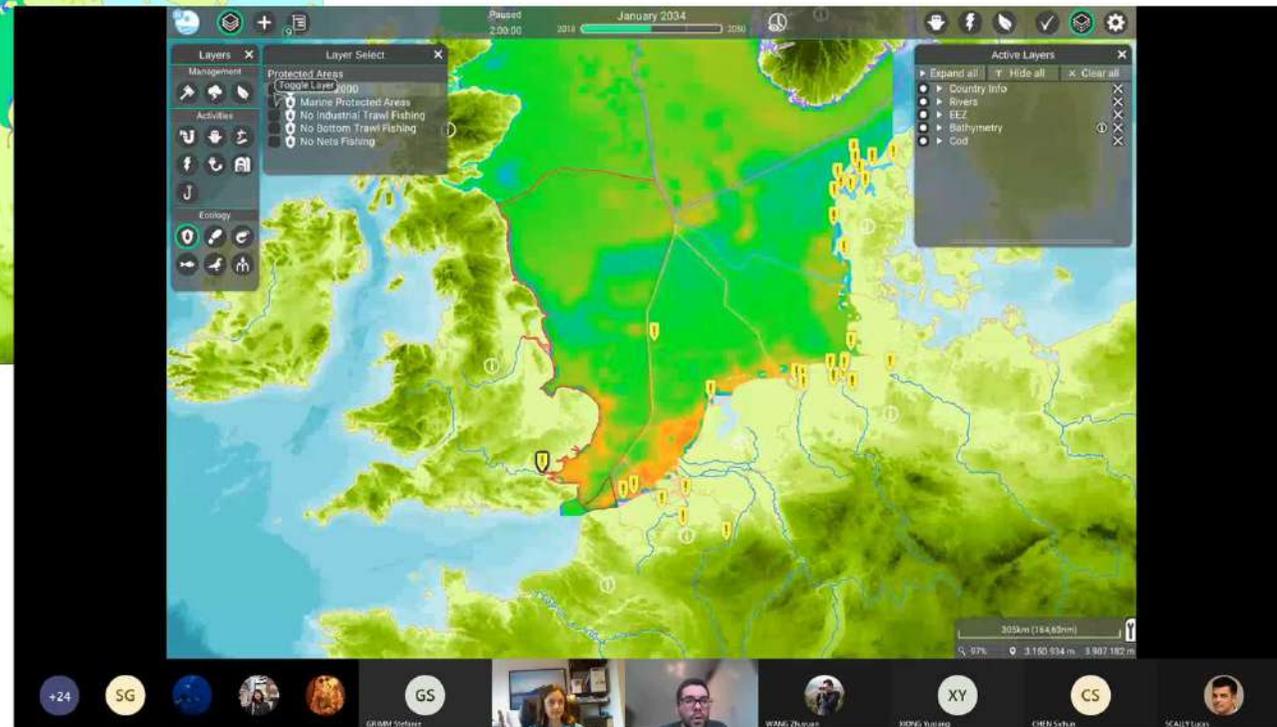
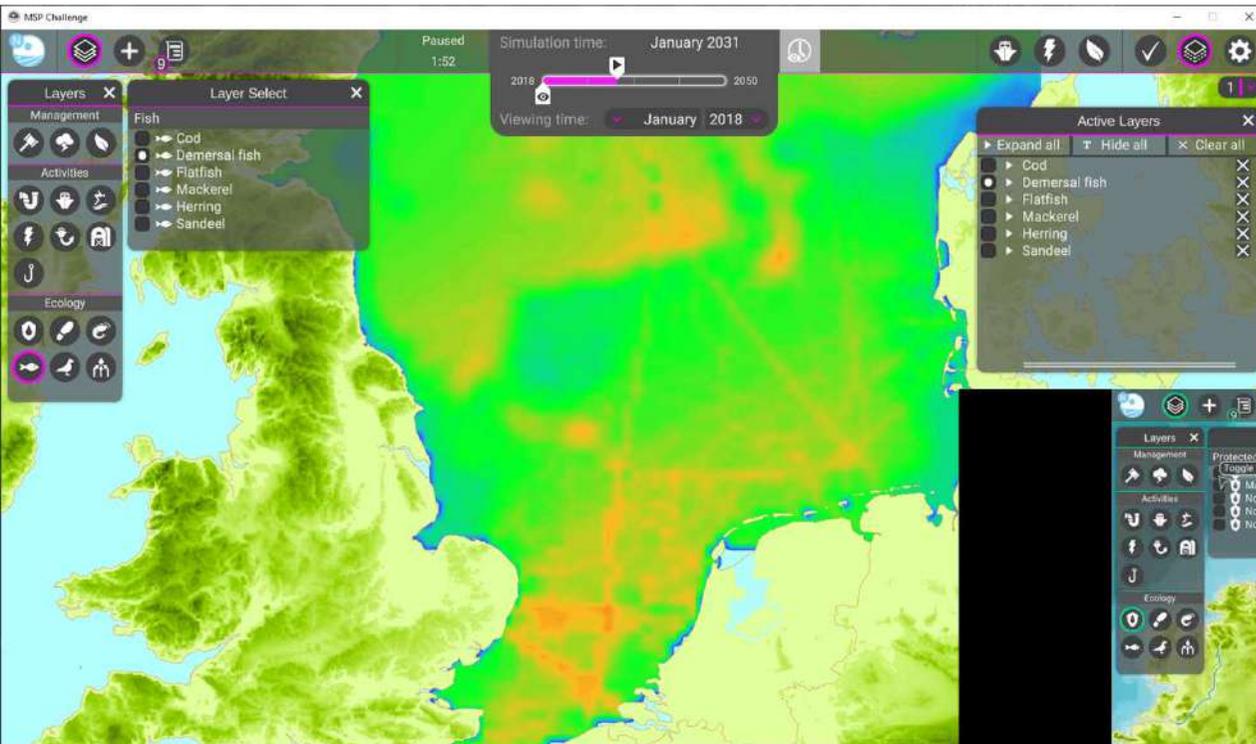
Because of the Corona pandemic obviously all online



60+ sessions and demos

Since January 2018

With diverse groups
coming up with
diverse plans and thus
diverse impacts



MSP Challenge

Key publications

Available from

<https://community.mspchallenge.info>

«Research Publications»

AN OFFSHORE ENERGY SIMULATION THROUGH FLOW NETWORKS: CEL WITHIN THE MSP CHALLENGE 2050 SIMULATION GAME PLATFORM

Kevin Hutchinson, Harald Warmelink, Wilco Boode, Igor Mayer

Download PDF



Marine Policy

Available online 7 March 2019, 103486
In Press, Corrected Proof



Since early 2016 it has been part of the research projects and consortia of Applied Sciences. It has now become a simulation platform.

Communicating Maritime Spatial Planning: The MSP Challenge approach

Lodewijk Abspoel^{a,*,} Igor Mayer^{b,} Xander Keijser^{c,} Harald Warmelink^{d,} Andrej Abramic^{e,} Andreas Kannen^{f,} Roland Cormier^g

Show more

+ Add to Mendeley Share Cite

<https://doi.org/10.1016/j.marpol.2019.02.057>

Under a Creative Commons license

Abstract

The MSP Challenge uses game technology and role playing for learning for Marine/Maritime Spatial Planning. It includes a board game, a digital interactive simulation and a simulation platform. The MSP Challenge editions have been developed.

Copyright © 2020 by the author(s). Published here under license by the Resilience Alliance.

Steenbeek, J., G. Romagnoni, J. W. Bentley, J. J. Heymans, N. Serpetti, M. Gonçalves, C. Santos, H. Warmelink, I. Mayer, X. Keijser, R. Fairgrieve, and L. Abspoel. 2020. Combining ecosystem modeling with serious gaming in support of transboundary maritime spatial planning. *Ecology and Society* 25(2):21. <https://doi.org/10.5751/ES-11580-250221>



Research, part of a Special Feature on [Managing local and global fisheries in the Anthropocene](#)

Combining ecosystem modeling with serious gaming in support of transboundary maritime spatial planning

Jeroen Steenbeek¹, Giovanni Romagnoni^{2,3}, Jacob W. Bentley⁴, Harald Warmelink⁵, Igor Mayer⁶, Carlos Pereira Santos⁶, Harald Warmelink⁶, Igor Mayer⁶

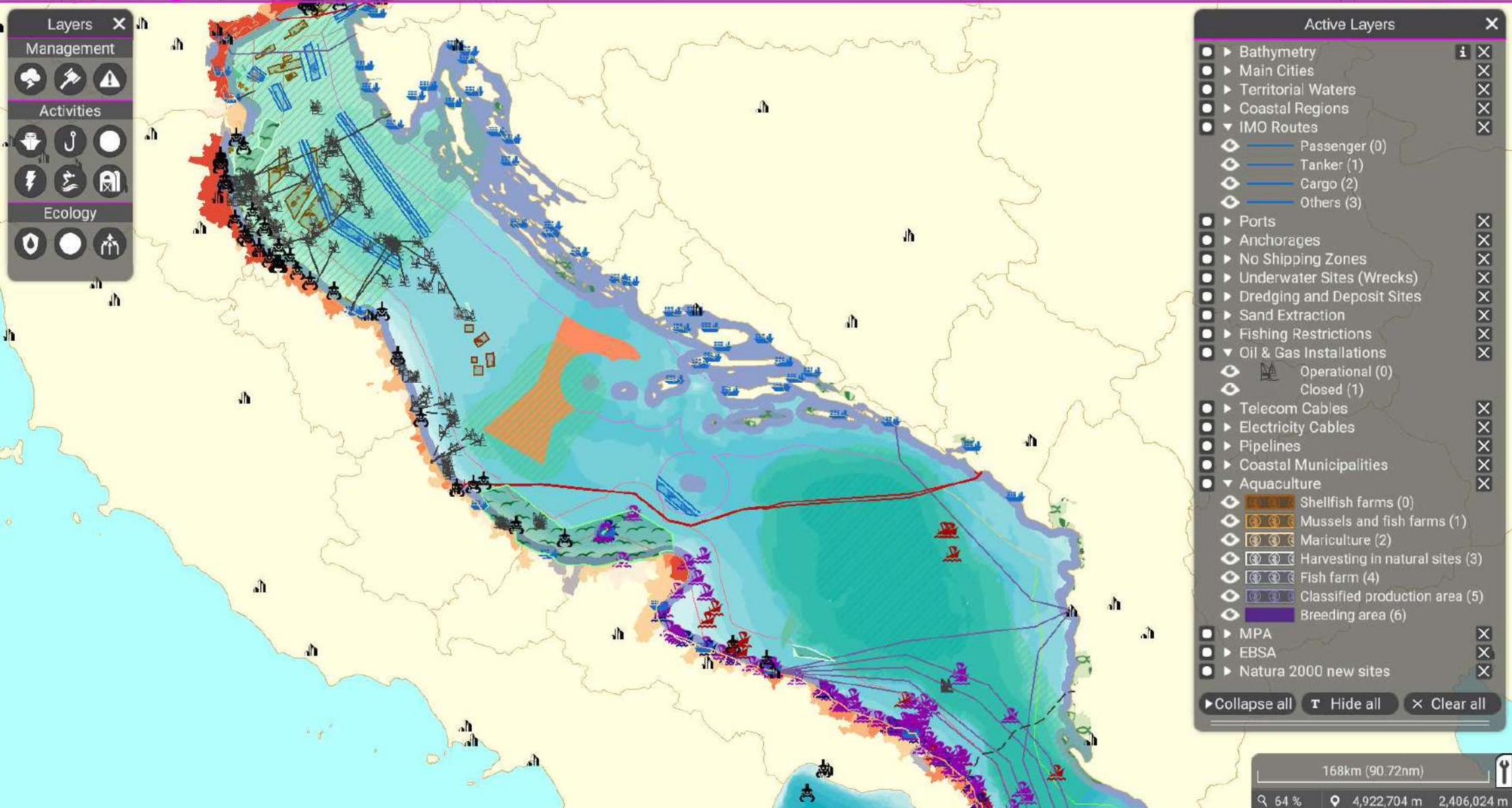
ABSTRACT. The Maritime Management Challenge (MMC) is an assessment of the current changes in energy infrastructure and heat maps. The platform is thus referred to as serious gaming. The Ecopath with Ecosim (EwE) considering the range of cascading ecological feedback in for use in MSP sessions. We con

Key Words: Ecopath with Ecosim

A SHIPPING SIMULATION THROUGH PATHFINDING: SEL WITHIN THE MSP CHALLENGE SIMULATION PLATFORM

Phil de Groot, Wilco Boode, Carlos Pereira Santos, Harald Warmelink, Igor Mayer
Academy for Digital Entertainment
Breda University of Applied Sciences
Monseigneur Hopmansstraat 2, 4817 JT BREDA, The Netherlands
E-mail: groot.p@buas.nl

and consortia NorthSEE, Baltic LINes and SIMCelt. It has now become a platform allowing for all sorts of simulation sessions: in different sea basins, with different data sets and simulation models running in the



Layers

Management

Activities

Ecology

Active Layers

- ▶ Bathymetry
- ▶ Main Cities
- ▶ Territorial Waters
- ▶ Coastal Regions
- ▶ IMO Routes
 - ◊ Passenger (0)
 - ◊ Tanker (1)
 - ◊ Cargo (2)
 - ◊ Others (3)
- ▶ Ports
- ▶ Anchorages
- ▶ No Shipping Zones
- ▶ Underwater Sites (Wrecks)
- ▶ Dredging and Deposit Sites
- ▶ Sand Extraction
- ▶ Fishing Restrictions
- ▶ Oil & Gas Installations
 - ◊ Operational (0)
 - ◊ Closed (1)
- ▶ Telecom Cables
- ▶ Electricity Cables
- ▶ Pipelines
- ▶ Coastal Municipalities
- ▶ Aquaculture
 - ◊ Shellfish farms (0)
 - ◊ Mussels and fish farms (1)
 - ◊ Mariculture (2)
 - ◊ Harvesting in natural sites (3)
 - ◊ Fish farm (4)
 - ◊ Classified production area (5)
 - ◊ Breeding area (6)
- ▶ MPA
- ▶ EBSA
- ▶ Natura 2000 new sites

▶ Collapse all T Hide all X Clear all

MSP Challenge simulation platform

Road Map

1. Linkages with other models

- Shipping Safety (Digishape, with Marin et al.): Link between Samson shipping safety model and MSP Challenge. Finished Summer 2021.
- Currents modelling: (I&W / RWS, EI et al.) Study on integration of currents modelling into the MSP Challenge simulation platform. Finished end of 2020.

2. Policy and stakeholder management modules

e.g., Fishery Management. Ecocentric management for sustainable fisheries and healthy marine ecosystems. EU H2020 BG-10-2020 proposal accepted. 24 partners, coordinated by Aristotle University of Thessaloniki.

3. Virtual / Augmented Reality

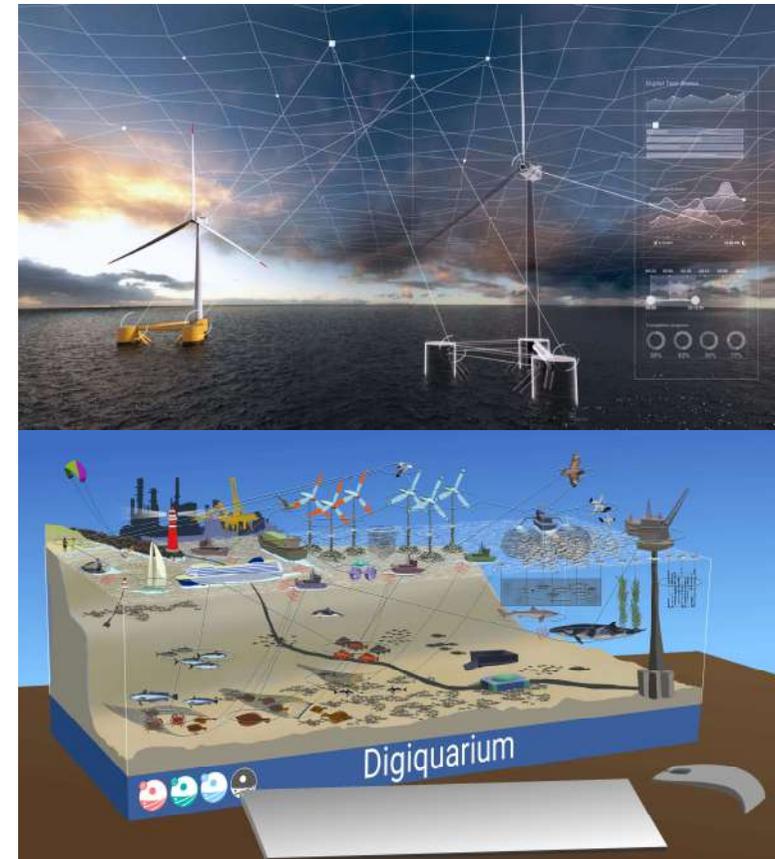
Digishape / RWS, CGI, van Oord. Pilot study for the development of a VR/AR platform for Maritime Spatial Planning support. Linked with MSP Challenge and MAP table. Finished end of 2020.

4. New regional editions

Adriatic edition – EASME-MED, CNR, IUAV: Development of an Adriatic edition in the MSP Challenge. Finished beginning 2021. German EEZ update, East MED edition.

5. Community development and use cases

Education, professional sessions, webinars
Novia University (Finland), Hogeschool Rotterdam, University of Oldenburg (GE), Waitt Institute <http://www.waittinstitute.org>, Saint Mary's University (Canada), St. Andrews (Scotland) many webinars s.a. Eyes on Earth, OpenChannels, Imber program and many more





Thank you! Grazie! ;Gracias! Merci! Hvala! Ευχαριστώ! Grazzi! جرازي



Co-funded by the European
Maritime and Fisheries Fund





Verso il Piano dello Spazio Marittimo dell'Area "Adriatico"

Workshop tecnico di co-pianificazione
Sessione 1
25/05/2021



Co-funded by the European
Maritime and Fisheries Fund

La Adriatic Edition della MSP Challenge Platform

Dott. Amedeo Fadini
CNR-ISMAR - Scuola di dottorato IUAV



Particolarità della AE

▷ *La Adriatic Edition si evolve insieme al Piano dello Spazio Marittimo*

- La quantità di dati raccolti è ingente
- Si è dato priorità all'integrazione dei dati ufficiali (Fase 1 di piano) che hanno richiesto alcuni adattamenti
- Alcune singolarità e differenze tra i dati di diversa fonte sono state risolte
- Per tutto il resto si può provvedere da qui in avanti

Intallazione e connessione

<https://community.mspchallenge.info/>

Welcome discussion ...

USER COMMUNITY WIKI
MARITIME SPATIAL PLANNING CHALLENGE

Welcome to the MSP Challenge user community wiki. It gives you all the information, documentation and support you need to understand, install, use and communicate about the MSP challenge simulation platform. We work hard to keep the user community updated. However, it is always possible that software development, documentation and support are not 100 percent aligned. Ready to contribute or start using the software? [Get an account](#) and [log in](#).

NOTE: This wiki is still under development, but key content is already available.

MSP CHALLENGE SIMULATION PLATFORM

INSTALL THE SIMULATION PLATFORM	USE THE SIMULATION PLATFORM	SETUP AND MODERATE A SESSION	TECHNICAL INFORMATION
<ul style="list-style-type: none">• Download and install• Hardware and software requirements• Installation Manuals• Terms & Conditions	<ul style="list-style-type: none">• Feature overview• Feature Tutorials• Frequently Asked Questions• Connecting to a server• Setting up your own server	<ul style="list-style-type: none">• What you need for a session• How to design a session• Customise your session• Handouts for players• Materials for facilitators	<ul style="list-style-type: none">• Data sources• Models in the platform• Source code info & access• Release notes• Bug reports & Feature requests
ABOUT THE MSP CHALLENGE INITIATIVE	SEA BASIN EDITIONS	NEWS AND PUBLIC RELATIONS	LINKS
<ul style="list-style-type: none">• Credits• How to support us• A short history• Overview of sessions held	<ul style="list-style-type: none">• Baltic Sea• North Sea• Clyde marine region• Digitwin Noordzee	<ul style="list-style-type: none">• News / Updates• Use Reports• Videos• Brochure	<ul style="list-style-type: none">• NorthSEE project• Baltic LINes project• SIMCelt project• DigiShape/Digitwin

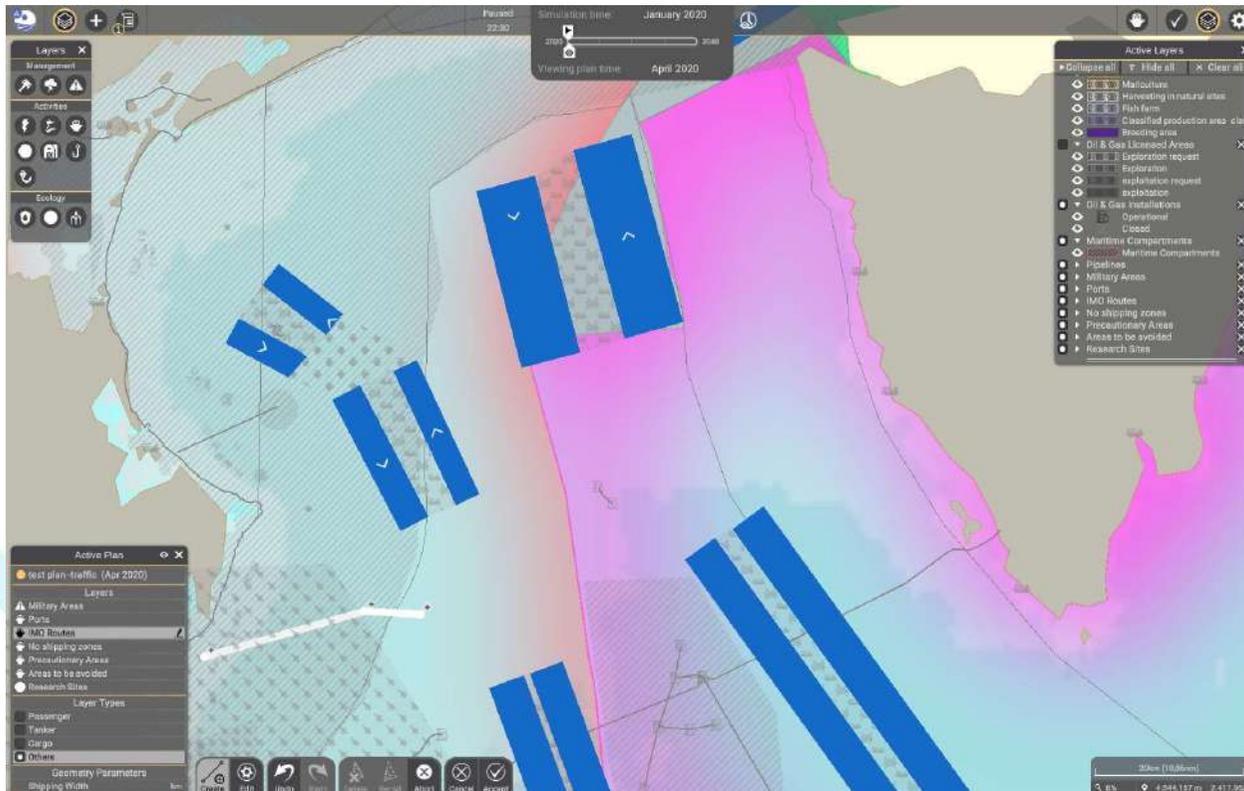
Per Utilizzare la piattaforma è necessario registrarsi sul sito della User community di MSP Challenge, Scaricare la versione aggiornata (4.0 beta 7) e connettersi al server indicato

Dal vivo



Come si usa?

Creazione di diversi «piani» per ogni scenario



La piattaforma si basa sulla realizzazione di oggetti «piano» che vengono elencati nel *plan monitor*. Ogni piano/scenario Contiene alcuni dei layer disponibili e ne consente la modifica

Per semplificare

Ipotesi di piano sul livello delle Planning Units

- Durante la sessione 2 (2 marzo) ci saranno 2 persone per ogni tavolo incaricate di operare sulla piattaforma
- Si prevede di modificare soltanto il livello delle unità di pianificazione (PU) inserendone di nuove, modificando le geometrie esistenti o cambiando la tipologia e gli usi correlati
- Nella piattaforma è memorizzato il codice di ciascuna PU e le relative informazioni verranno modificate in un documento testuale.



Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ! Grazzi! جرازي



Co-funded by the European
Maritime and Fisheries Fund





REGIONE AUTONOMA
FRIULI VENEZIA GIULIA



Co-funded by the European
Maritime and Fisheries Fund

Piani di gestione dello spazio marittimo

Area marittima: Mare Adriatico

Sub-area Sub 1/a – (Regione FVG)

Visione ed obiettivi specifici
Proposta di individuazione delle unità di pianificazione

Andrea Ziraldo
Regione Friuli Venezia Giulia



Visione ed obiettivi specifici

▷ *Visione specifica*

Per la Regione Friuli Venezia Giulia l'economia marittima del sistema costiero è legata a una molteplicità di settori: commerciale, turistico (ivi incluso il crocieristico), diportistico, della pesca e dell'acquacoltura. La strategia complessiva di sviluppo per tali settori, in coerenza con gli strumenti di pianificazione territoriale regionale e urbanistica, dovrà necessariamente prevedere il mantenimento di idonei fondali per le vie navigabili e affrontare le criticità legate alle interferenze, oltre che ai cambiamenti climatici e alle emergenze ambientali, al fine di consentire uno sviluppo sistemico armonico e sostenibile.

Di grande importanza in questo contesto, è il ruolo della portualità commerciale, il cui sviluppo è strettamente connesso con gli aspetti della logistica e con le infrastrutture funzionali, ivi incluse quelle di trasporto terrestre, nonché le attività di cantieristica navale. Tali attività sono infatti storicamente legate al territorio e, anche in considerazione del contesto geopolitico e delle Reti TEN-T, continueranno ad avere valenza strategica internazionale.

Altro fattore importante per l'economia marittima del sistema costiero è lo sviluppo del turismo, che richiede sempre di più al giorno d'oggi un ambiente naturale gestito in maniera sostenibile.

Visione ed obiettivi specifici

▷ Obiettivi specifici 1/4

La visione specifica trova articolazione negli obiettivi specifici (OS) di pianificazione, i quali tengono conto in modo integrato del sistema degli usi in essere, dei loro attuali trend e delle caratteristiche ed emergenze ambientali dell'area marittima. Gli obiettivi specifici riguardano principalmente, in modo singolo o combinato, i seguenti settori e usi del mare/della costa:

1. portualità commerciale e cantieristica navale;
2. protezione ambientale e tutela delle zone speciali di conservazione;
3. pesca e acquacoltura;
4. turismo balneare, diporto nautico e crocieristica;
5. dragaggi, manutenzione dei fondali e gestione dei relativi sedimenti.



REGIONE AUTONOMA
FRIULI VENEZIA GIULIA



Co-funded by the European
Maritime and Fisheries Fund

Visione ed obiettivi specifici

▷ Obiettivi specifici 2/4

Settori		Obiettivi specifici	
1.	<i>portualità commerciale e cantieristica navale</i>	1.a	Garantire lo sviluppo dei traffici commerciali marittimi che interessano il Sistema portuale commerciale regionale, nel contesto delle Reti TEN-T e degli scenari di traffico internazionali e globali, nell'ottica dello sviluppo sostenibile
		1.b	Garantire la periodicità degli interventi di manutenzione dei fondali funzionali alle attività del Sistema portuale commerciale regionale
		1.c	Consentire lo sviluppo delle attività di cantieristica navale in linea con i trend produttivi di settore
2.	<i>protezione ambientale e tutela delle zone speciali di conservazione</i>	2.a	Valorizzare il sistema di aree protette in un quadro di coerenza ecologica complessiva, considerando le misure di conservazione esistenti, anche riducendo l'inquinamento nei porti e tenendo conto delle interazioni con la costa e gli ambienti lagunari, in sinergia con gli altri usi presenti
		2.b	Evidenziare ambienti ed habitat marini di valenza ambientale rilevante e monitorarne la conservazione nel tempo
		2.c	Raggiungere e mantenere gli obiettivi ambientali derivanti dalla direttiva quadro della strategia marina (MSFD) e dalla direttiva acque (Dir. 2000/60/CE)



Visione ed obiettivi specifici

► Obiettivi specifici 2/4

3.	<i>pesca e acquacoltura</i>	3.a	Favorire la gestione sostenibile della pesca artigianale, attraverso la gestione regolamentata di zone di pesca
		3.b	Favorire la gestione sostenibile della pesca, attraverso specifica regolamentazione locale dell'utilizzo degli attrezzi, diversi da quelli della pesca artigianale, nell'ambito dei piani nazionali di gestione per specie target (piccoli pelagici, demersali e molluschi bivalvi)
		3.c	Favorire il mantenimento delle attività di acquacoltura marina e lagunare
4.	<i>turismo balneare, diporto nautico e crocieristica</i>	4.a	Salvaguardare la fruizione turistica delle coste attraverso il miglioramento e/o il mantenimento dello stato di qualità delle acque di balneazione (Direttiva 2006/7/CE), la difesa dagli allagamenti e una strategia di contrasto dell'erosione costiera
		4.b	Sviluppare la nautica da diporto, nell'ottica della diversificazione dell'offerta turistica, garantendo al contempo accessibilità alle vie navigabili e sostenibilità ambientale
		4.c	Favorire le attività funzionali allo sviluppo del settore crocieristico



Visione ed obiettivi specifici

► Obiettivi specifici 4/4

5.	<i>dragaggi, manutenzione dei fondali e gestione dei relativi sedimenti</i>	5.a	Prevedere, attraverso una specifica programmazione, interventi di manutenzione dei fondali, delle vie navigabili e delle marine per una gestione periodica dei sedimenti a mare e all'interno della laguna, anche in funzione della tutela delle attività di pesca e acquacoltura
		5.b	Individuare aree a mare e aree conterminata compatibili con la gestione e il conferimento dei sedimenti derivanti dalle attività di dragaggio e di manutenzione dei fondali marini e delle vie navigabili lagunari e portuali, in linea con quanto consentito dalla normativa vigente e avuto riguardo delle attività di pesca



Unità di Pianificazione

▷ *Principali elementi conoscitivi*

- Limiti territoriali e di sub-area
- Aree protette ed evidenze ambientali - habitat di fondo
- Turismo
- Pesca ed acquacoltura
- Traffico marittimo
- Aree immersione a mare
- Scarichi a mare
- Condotta trasporto energia italia – Slovenia
- Altri dati ricavati dai sistemi informativi territoriali
- Altri contributi dati dagli uffici regionali



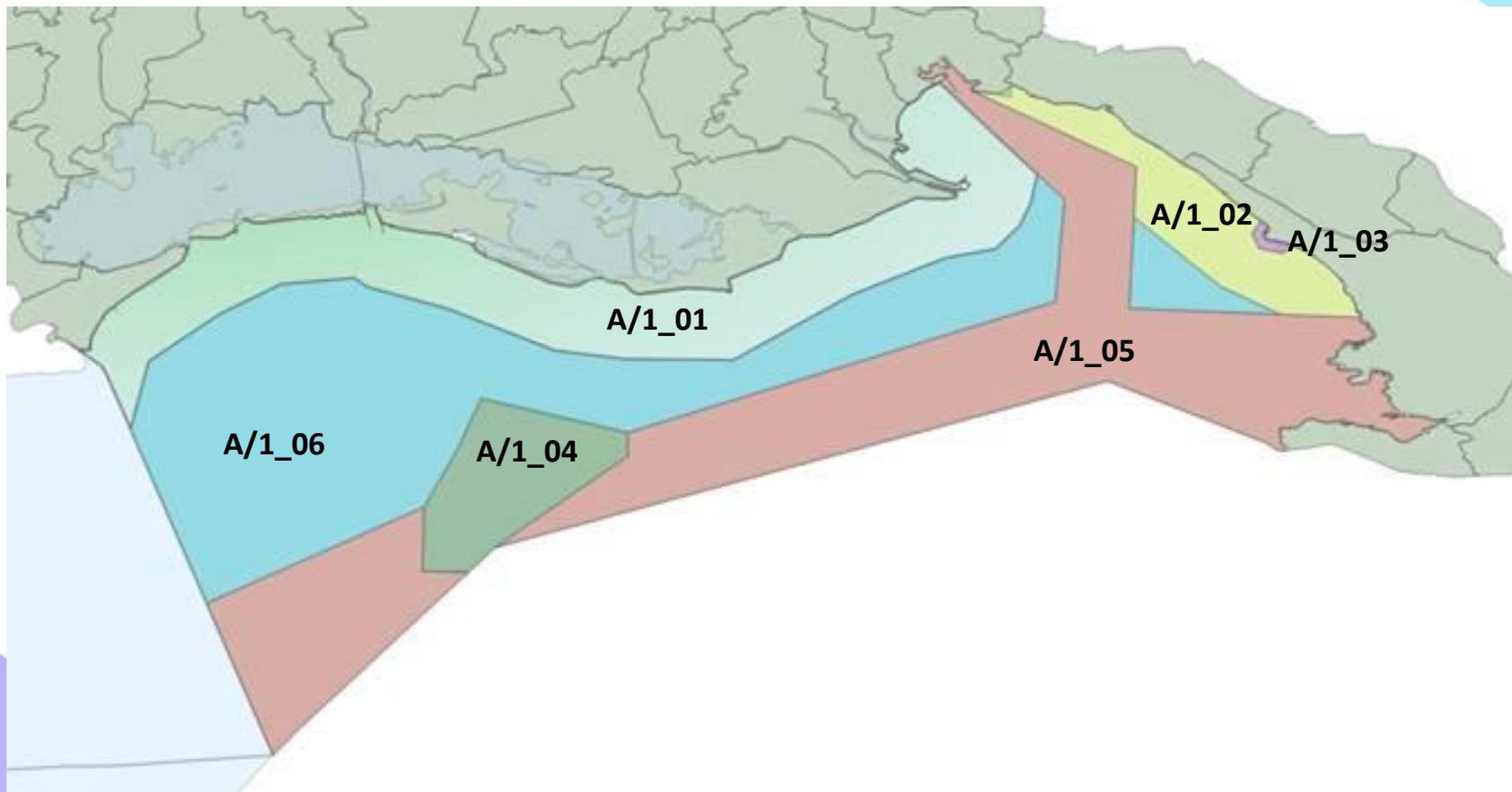
REGIONE AUTONOMA
FRIULI VENEZIA GIULIA



Co-funded by the European
Maritime and Fisheries Fund

Unità di Pianificazione

▷ *Proposta suddivisione aree*



Unità di Pianificazione

► Descrizione delle UP

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A/1_01	P (t, n)	<p>Usò prioritario (P):</p> <ul style="list-style-type: none"> - turismo (t) - natura (n) 	<p>Area ad elevata vocazione turistica con la presenza di:</p> <ul style="list-style-type: none"> - poli del turismo balneare stagionale (Lignano Sabbiadoro, Grado, Marina Julia, ecc.) - porticcioli da diporto (Marina Uno – Lignano Pineta, Porto Canale, Bocche di <u>Primerò</u>, Punta Barene) - altri tipi di attività turistiche, ad es. pratiche sportive di windsurf, kite surfing, sci nautico, moto d'acqua, rimorchio a motore di attrezzature per il volo (aquiloni, paracaduti ascensionali e dispositivi similari) canoa, ecc. <p>Area con presenza di ZSC che si estendono anche a mare (Laguna di Marano e Grado, Pineta di Lignano, Foce dell'Isonzo – Isola della Cona, Valle <u>Cavanata</u> e banco Mula di Muggia, <u>Cavana</u> di Monfalcone, nonché la ZSC a mare Relitti di Posidonia)</p>	<p>Ulteriori usi previsti:</p> <ul style="list-style-type: none"> - pesca - altri usi compatibili con gli usi prioritari 	<p>Esercizio della raccolta di molluschi con draga idraulica secondo normativa vigente. Esercizio della pesca artigianale consentito secondo normativa vigente e secondo regole definite da specifici piani di gestione. Dragaggi per il mantenimento della navigabilità delle vie d'acqua, con particolare riferimento al canale di accesso a Porto Nogaro e foce <u>Aussa</u> Corno. Si rileva la presenza di condotte di scarico in mare dei principali depuratori. Nell'area si rileva una portualità minore, che interessa gli scali diportistici: in tali zone di svolgono vari tipi di attività, fra le quali si citano quelle di ormeggio, di movimentazione del prodotto e quelle afferenti alla presenza di attrezzature</p>	<p>In corrispondenza delle ZSC vige il rispetto delle misure di conservazione previste e di eventuali loro modifiche ed integrazioni. Area di riproduzione e accrescimento specie alieutiche di interesse commerciale.</p>



Unità di Pianificazione

► Descrizione delle UP

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A/1_02	P (t, a, n)	<p>Usi prioritari (P):</p> <ul style="list-style-type: none"> - turismo (t) - acquacoltura (a) - natura (n) 	<p>Area ad elevata vocazione turistica con la presenza di:</p> <ul style="list-style-type: none"> - porticcioli da diporto (Porto Canale del Villaggio del Pescatore, Porticciolo di Duino, Porto di Sistiana, Porticciolo Sistiana, Porticciolo di <u>Canovella de' Zoppoli</u>, Porticciolo di Filtri di Aurisina, Porticciolo di Santa Croce, Porticciolo di Grignano, Porticciolo del <u>Cedas</u>, Porticciolo di <u>Barcola</u>) - piccole zone di balneazione (Sistiana, <u>Porticciolo, Canovella, Barcola</u>, ecc.) - altri tipi di attività turistiche quali ad esempio windsurf, vela, canoa. <p>L'area è inoltre caratterizzata dalla presenza di:</p> <ul style="list-style-type: none"> - Zone di tutela biologica (dai Filtri a <u>Barcola</u>); - Zone assentite alla maricoltura (mitili e pesci). - Riserva naturale delle Falesie di Duino 	<p>Ulteriori usi previsti:</p> <ul style="list-style-type: none"> - pesca - altri usi compatibili con gli usi prioritari 	<p>Aspetti idrodinamici da considerare per gli indirizzi specifici alle attività di itticultura. Presenza di una condotta di scarico a mare nei pressi di Sistiana. Esercizio della pesca artigianale e della tradizionale pesca a circuizione con fonti luminose di piccoli pelagici consentite secondo normativa vigente e secondo regole definite da specifici piani di gestione. Si rileva la presenza di reef naturali con potenziale sviluppo turismo subacqueo e naturalistico.</p> <p>Nell'area si rileva una portualità minore, che interessa gli scali diportistici: in tali zone di svolgono vari tipi di attività, fra le quali si citano quelle di ormeggio, di movimentazione del prodotto e quelle afferenti alla presenza di attrezzature.</p> <p>Si rileva la presenza di una condotta idrica sottomarina posata sul fondo del golfo di Trieste, parallelo alla linea di costa, partendo dal Villaggio del Pescatore, tra Duino e Monfalcone, e ricollegandosi con la condotta principale all'altezza del cavalcavia ferroviario di <u>Barcola</u>.</p>	<p>In corrispondenza delle ZSC vige il rispetto delle misure di conservazione previste e di eventuali loro modifiche ed integrazioni.</p> <p>Area di riproduzione e accrescimento specie aliatiche di interesse commerciale.</p> <p>Nell'area è presente un vincolo alla navigazione, ancoraggio e alla sosta di navi mercantili adibite al traffico di merci e passeggeri di tonnellaggio uguale o superiore a 500 ton di stazza lorda ad una zona di mare estesa per 1 miglio dalle boe di delimitazione della riserva naturale di Miramare.</p> <p>Nell'area è presente la riserva naturale delle Falesie di Duino un'area naturale protetta del comune di Duino-Aurisina. Interessa essenzialmente le località di Duino e Sistiana e si articola su 107 ettari, di cui 63 a mare</p>



Unità di Pianificazione

► Descrizione delle UP

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A/1_03	L (n)	Uso limitato (L)	La UP 3 coincide con l'estensione della Riserva naturale Marina di Miramare. La Riserva Marina statale di Miramare è stata istituita con DM 12/11/1986 e comprende al suo interno la ZSC a mare Natura 2000 IT3340007 "Area Marina di Miramare".	Ulteriori usi previsti: - altri usi compatibili con l'uso limitato.	Area ad elevata vocazione per il turismo subacqueo e naturalistico. Traffico marittimo diportistico regolato dalle misure previste per la AMP e il SIC presenti.	All'interno della UP vige il rispetto delle misure di gestione dell'AMP. Si dovrà tener conto delle misure di conservazione dei Siti marini della Rete Natura 2000 del Friuli Venezia Giulia approvate con DGR n. 1701 del 4 ottobre 2019, nell'ambito dei relativi specifici perimetri. A titolo di informazione, si evidenzia che la Riserva Marina statale di Miramare è inoltre riconosciuta dal Piano paesaggistico regionale (PPR, art. 27 delle norme tecniche di attuazione).



Unità di Pianificazione

▷ Descrizione delle UP

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A/1_04	P(TM, n)	Usò prioritario (P): - traffici marittimi (TM) - natura (n)	La UP 4 coincide con una ZSC a mare (Trezze di S. Pietro e Bardelli) ed un'area di collegamento in cui sono presenti praterie di fanerogame e affioramenti rocciosi (trezze o tegnae) con biocenosi a coralligeno e rodoliti. L'area è attraversata nella sua porzione meridionale da importanti rotte commerciali che fanno riferimento ai porti di Trieste e Monfalcone.	Ulteriori usi previsti: - pesca - altri usi compatibili con gli usi prioritari.	L'area è già oggi interessata da uno sforzo di pesca con mezzi trainati piuttosto limitato. L'area è attraversata dall'elettrodotto EL308 il cui tracciato interessa Italia e Slovenia.	Si dovrà tener conto delle misure di conservazione dei Siti marini della Rete Natura 2000 del Friuli Venezia Giulia approvate con DGR n. 1701 del 4 ottobre 2019, nell'ambito dei relativi specifici perimetri. Nell'area è segnalata la presenza di specie target quali <i>Caretta caretta</i> e <i>Tursiops truncatus</i> . Area di riproduzione e accrescimento specie aliutiche di interesse commerciale. Valutare le interferenze dei traffici commerciali negli scenari di sviluppo futuro atteso rispetto alla presenza di elementi ambientali di rilievo sul fondo marino e nella colonna d'acqua.



Unità di Pianificazione

▷ Descrizione delle UP

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A/1_05	P(TM)	Uso prioritario (P): - traffici marittimi (TM)	La UP 5 coincide con le rotte marittime caratterizzate da maggiore intensità di traffici navali, con particolare riferimento ai Porti di Monfalcone e di Trieste. Sono presenti corridoi di transito e di schemi di separazione del traffico marittimo IMO.	Ulteriori usi presenti sono: - nautica da diporto - pesca - Immersione a mare di sedimenti dragati - sabbie relitte. - altri usi compatibili con gli usi prioritari	Presenza di una condotta di scarico a mare nell'area antistante Trieste. In fase di elaborazione delle misure, sarà opportuno considerare le previsioni del PRP di Trieste e di quello di Monfalcone (attualmente in fase di variante). Si rileva l'importanza dei dragaggi per il mantenimento della navigabilità delle vie d'acqua, con particolare riferimento all'accesso ai porti di Trieste e Monfalcone. L'area è attraversata dall'elettrodotto EL308 il cui tracciato interessa Italia e Slovenia. Si rileva la presenza di aree già individuate per immersione a mare, da considerarsi strategiche a tale fine. Presenza di depositi sottomarini di sabbie relitte da considerare come risorsa strategica. Si rileva la presenza del porto turistico Marina San Giusto a Trieste e del porto turistico Marina porto San Rocco a Muggia.	Valutare le interferenze dei traffici commerciali negli scenari di sviluppo futuro atteso rispetto alla presenza di elementi ambientali di rilievo sul fondo marino e nella colonna d'acqua. Nell'area è segnalata la presenza di specie target quali <i>Caretta caretta</i> e <i>Tursiops truncatus</i> .



Unità di Pianificazione

▷ Descrizione delle UP

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A/1_06	G	Uso generico (G)	La UP 6 è caratterizzata da usi vari che condividono il medesimo spazio nel rispetto delle regole specifiche di ciascuno uso e di regole di coesistenza fra usi.	<p>Usi presenti sono:</p> <ul style="list-style-type: none"> - Pesca - Traffico marittimo - Nautica da diporto - Acquacoltura - Protezione ambiente e risorse - Immersione a mare di sedimenti dragati - Sabbie relitte. 	<p>Attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente.</p> <p>Presenza di reef naturali con potenziale sviluppo turismo subacqueo e naturalistico. L'area è attraversata dall'elettrodotto EL308 il cui tracciato interessa Italia e Slovenia.</p> <p>Presenza di depositi sottomarini di sabbie relitte da considerare come risorsa strategica.</p> <p>Si rileva la presenza di aree già individuate per immersione a mare, da considerarsi strategiche a tale fine.</p> <p>Si rileva la presenza di condotte di scarico in mare dei principali depuratori.</p>	<p>Nell'area sono presenti praterie di fanerogame e affioramenti rocciosi (trezze o tegnae) con biocenosi a coralligeno e rodoliti.</p> <p>Nell'area è segnalata la presenza di specie target quali <i>Caretta caretta</i> e <i>Tursiops truncatus</i>.</p> <p>Area di riproduzione e accrescimento specie aliutiche di interesse commerciale.</p>



Unità di Pianificazione

▷ *Fasi in corso da approfondire già durante il presente workshop*

- Recepimento eventuali ulteriori indicazioni (p.e. siti interesse archeologico, altro);
- Confronto continuo con Polo scientifico e Comitato tecnico;
- Condivisione delle condizioni al contorno (Veneto-Slovenia);
- Consolidamento delle scelte.



REGIONE AUTONOMA
FRIULI VENEZIA GIULIA



Co-funded by the European
Maritime and Fisheries Fund



Thank you! Grazie! ;Gracias! Merci! Hvala! Ευχαριστώ! Grazzi! جرازي



Co-funded by the European
Maritime and Fisheries Fund





Co-funded by the European
Maritime and Fisheries Fund

Piani di gestione dello spazio marittimo Area marittima: Mare Adriatico

Sub-area Sub A/2 – (Regione del Veneto)

Visione ed obiettivi specifici
Proposta di individuazione delle unità di pianificazione

Luigi Zanin
Regione del Veneto

A2/1

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A2/1	P (t)	Uso prioritario (P): - turismo (t)	Area ad elevata vocazione turistica con la presenza di: - poli del turismo balneare stagionale (Bibione, Caorle, Eracle, Jesolo, Cavallino Treporti ecc.); - Marine con destinazione attività da diporto; - Porti pescherecci (Caorle e Cavallino Treporti); - altri tipi di attività turistiche, ad es. pratiche sportive di windsurf, kite surfing, sci nautico, moto d'acqua, rimorchio a motore di attrezzature per il volo; - Turismo sostenibile esperienziale.	Ulteriori usi previsti: - Pesca e acquacoltura - altri usi compatibili con gli usi prioritari	Esercizio della raccolta di molluschi e della pesca artigianale consentita secondo normativa vigente. Dragaggi per il mantenimento della navigabilità delle vie d'acqua, con particolare riferimento alle foci fluviali.	In corrispondenza delle aree Natura 2000 presenti vige il rispetto delle misure di conservazione previste e di eventuali loro modifiche ed integrazioni. Sono presenti aree di riproduzione e accrescimento specie aliutiche di interesse commerciale

A2/2

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A2/2	P (p, a)	Uso prioritario (P): - pesca (p) - acquacoltura (a)	Area ad elevata vocazione economica agli usi di pesca e acquacoltura, con la presenza di porti di pesca e trasformazione di interesse nazionale con flotte attrezzate per la pesca industriale (Porto di Pila) e la presenza di aree a concessione per l'acquacoltura.	Ulteriori usi previsti: - Trasporto marittimo; - turismo; e ittiturismo; - Turismo sostenibile esperieziale - Attività di navigazione connessa al funzionamento della piattaforma del rigassificatore e off shore; - altri usi compatibili con gli usi prioritari	Esercizio della raccolta di molluschi e della pesca artigianale consentito secondo normativa vigente. Dragaggi per il mantenimento della navigabilità delle vie d'acqua, con particolare riferimento alle foci fluviali.	In corrispondenza delle aree Natura 2000 presenti vige il rispetto delle misure di conservazione previste e di eventuali loro modifiche ed integrazioni. Sono presenti aree di riproduzione e accrescimento specie alieutiche di interesse commerciale

A2/3

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A2/3	P(TM)	<p>Uso prioritario (P):</p> <ul style="list-style-type: none"> - traffici marittimi (TM) 	<p>L'UP coincide con le rotte marittime commerciali caratterizzate da maggiore intensità di traffici navali con O/D i porti di Venezia e Choggia.</p> <p>Sono compresi anche i traffici commerciali di immissione al sistema di navigazione interna.</p> <p>L'UP comprende inoltre le rotte del traffico croceristico che interessa i terminal veneti. Sono presenti corridoi di transito e di schemi di separazione del traffico marittimo IMO.</p>	<p>Ulteriori usi presenti sono:</p> <ul style="list-style-type: none"> - nautica da diporto; - Turismo balneare e turismo esperienziale; - Pesca e acquacoltura (rilevante l'attività del porto peschereccio di Chioggia); - Immersione a mare di sedimenti dragati - sabbie relitte. - altri usi compatibili con gli usi prioritari 	<p>Dragaggi per il mantenimento della navigabilità delle vie d'acqua interne e dell'accesso agli scali fluviali di Venezia e di Chioggia</p>	<p>Sono presenti limitate aree di tutela naturalistica presenti nella rete Natura 2000 (in part. i siti delle Tegnùe di Chioggia) e puntuali presente di evidenze archeologiche, in particolare nella prossimità delle bocche di porto.</p>

A2/4

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A2/4	P (n)	Uso prioritario (P): - natura (n)	Protezione ambientale per alta valenza naturalistica. L'UP individua l'ambito del SIC marino (Direttiva Habitat) per la protezione di specie di elevata valenza naturalistica (<i>Caretta caretta</i> e <i>Tursiops truncatus</i>).	Ulteriori usi previsti: - Pesca - Traffico marittimo - Turismo - altri usi compatibili con gli usi prioritari	Attività di pesca consentite nel rispetto della normativa vigente e secondo le prescrizioni determinate dagli usi prioritari. Attività turistico/diportistiche ad indirizzo naturalistico (secondo le misure stabilite).	Presenza del SIC marino istituito dalla Direttiva habitat

A2/5

CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A2/5	G	Uso generico (G)	L'UP è caratterizzata da usi vari che condividono il medesimo spazio nel rispetto delle regole specifiche di ciascuno uso e di regole di coesistenza fra usi.	Pesca Traffico marittimo Nautica da diporto Acquacoltura Immersione a mare di sedimenti dragati Sabbie relitte.	Attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente. Presenza di reef naturali con potenziale sviluppo turismo subacqueo e naturalistico. Presenza di depositi sottomarini di sabbie relitte da considerare come risorsa strategica.	

A2/6

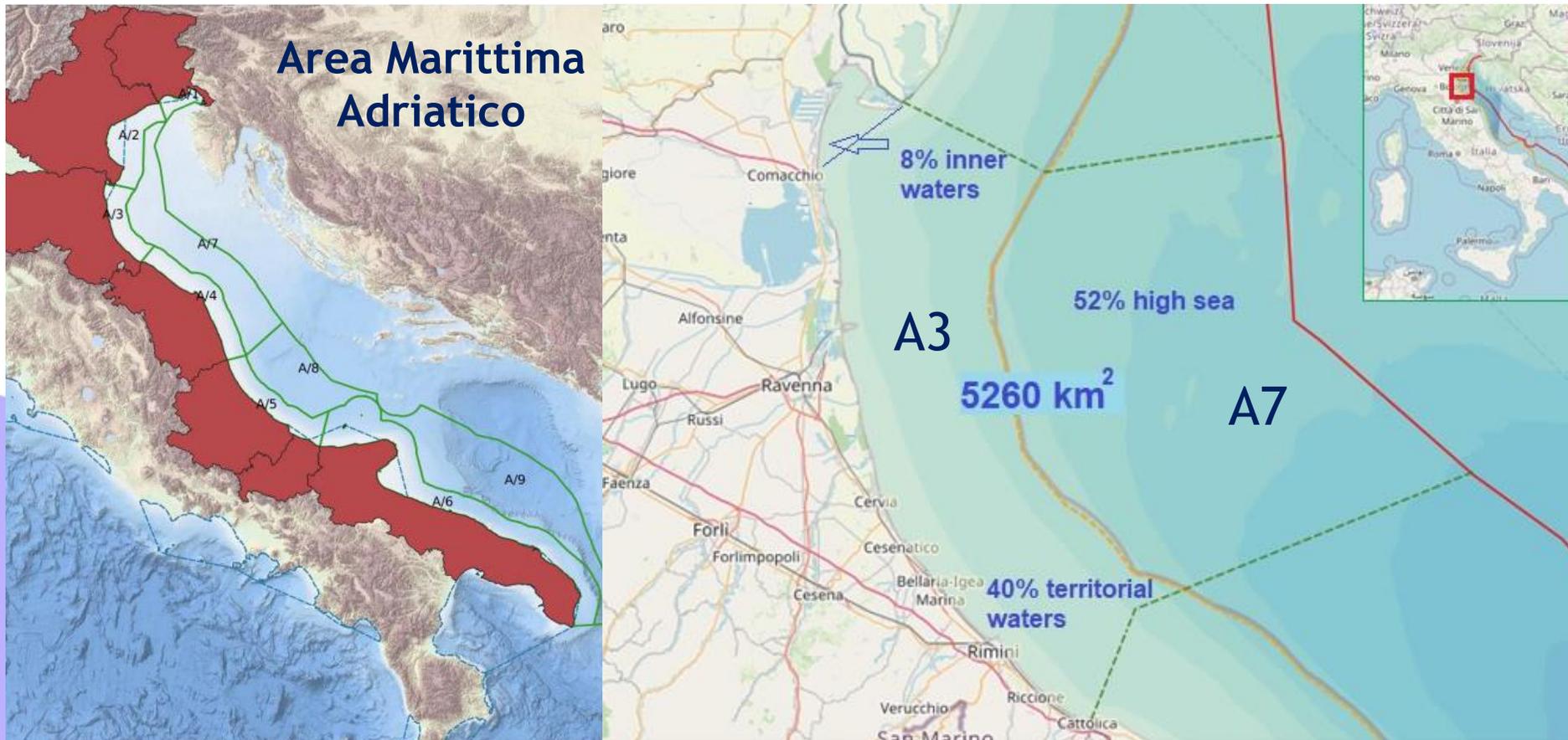
CODICE UP	TIPO	USI GENERICI (G), PRIORITARI (P), LIMITATI (L), RISERVATI (R)	MOTIVAZIONI PER L'ATTRIBUZIONE TIPOLOGICA	ALTRI USI	PARTICOLARI CONSIDERAZIONI	ELEMENTI RILEVANTI PER L'AMBIENTE, IL PAESAGGIO ED IL PATRIMONIO CULTURALE
A2/6	P(TM)	Uso prioritario (P): - traffici marittimi (TM)	L'UP coincide con le rotte marittime commerciali litoranee del traffico feeder che ricalca le rotte tra i porti del Nord Adriatico. In questo ambito sono inoltre compresi i traffici marittimi generati dai servizi di trasporto locale, specie durante il periodo turistico.	Ulteriori usi presenti sono: -nautica da diporto; -diporto commerciale; - Pesca e acquacoltura - Immersione a mare di sedimenti dragati; - sabbie relitte. - altri usi compatibili con gli usi prioritari		

Pianificazione area Marittima Adriatico Proposta sub aree A3 e parte A7 Regione Emilia-Romagna

Luisa Perini

Premessa

Il contributo della Regione Emilia-Romagna al processo nazionale di 'Pianificazione dello Spazio Marittimo' (ai sensi del d.lgs 201/2016 recepimento della direttiva EU 89/2014) riguarda la porzione settentrionale dell'area Marittima Adriatica, in particolare le sub-aree A3 e la porzione di A7 antistante le coste regionali

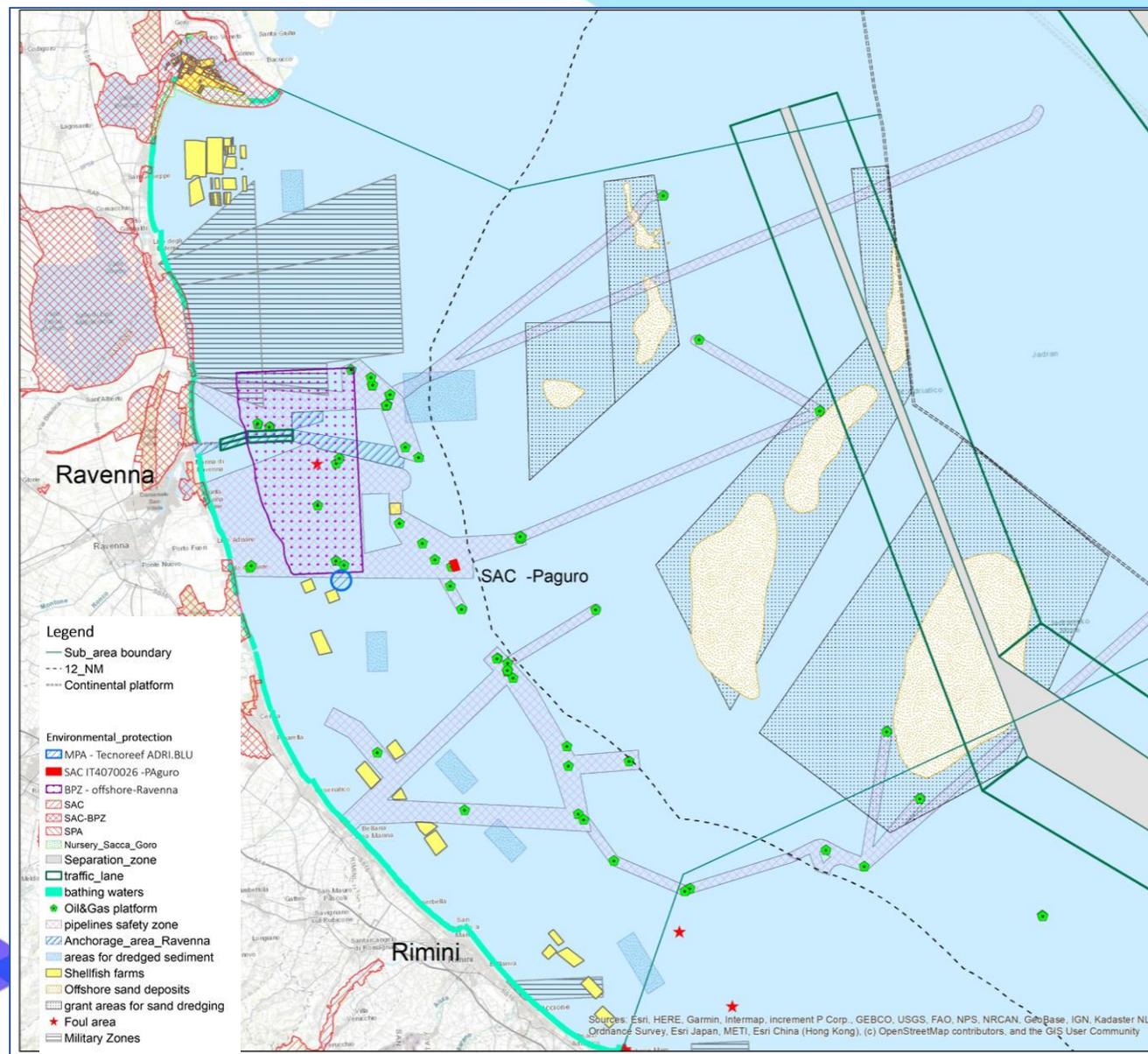


Sotto zona A3 (dalla costa alle 12 Mn) - parte A7 (dalle 12Mn al limite della piattaforma)

Usi attuali area marino-costiera Emilia-Romagna

L'area costiera e marina dell'Emilia-Romagna è un territorio strategico in costante ricerca di un equilibrio tra sviluppo economico e tutela del patrimonio storico-ambientale

- 5.300 km² l'area marina antistante (14 usi censiti)
- 130 km di costa (60% protette)
- Siti storico/naturalistici (MAB Delta-Po; 1 parco regionale ; 20 Siti Rete Natura 2000- 11 riserve naturali dello stato - 2 SIC a mare)
- **Rilevante la pressione antropica:** urbanizzazione della prima fascia costiera pari al 400% dal 1945
- Problematiche di **erosione costiera/inondazione** - accentuate dai CC - necessità di sabbie
- **Settori economici prioritari:**
 - **Turismo costiero e marittimo:** oltre 3000 strutture ricettive; + di 1900 concessioni turistiche; 24 porti turistici (marine) con 6.250 posti barca
 - **Porto Nazionale (Ravenna)** : in espansione + 9 porti minori
 - **Acquacoltura** (103 concessioni demaniali)
 - **36 concessioni Oil & Gas;** di cui 24 (113 pozzi) entro le 12 MN)



Proposta MSP aree A3 e parte A7 Emilia-Romagna

Fase 3 Definizione della visione e degli obiettivi

La Visione: il turismo costiero e marittimo, con le filiere collegate, rappresenta il settore di riferimento attuale e futuro per l'economia marittima del sistema costiero dell'Emilia-Romagna

Gli obiettivi strategici:

- Promuovere uno sviluppo turistico sostenibile creando le condizioni per garantire spazio alle dinamiche marine naturali e per la crescita di altri usi antropici, senza compromettere la conservazione delle risorse dalle quali il turismo dipende (acque, natura, paesaggio),
- favorire la conservazione e la tutela degli ecosistemi locali costieri, di foce e marini, perseguendo l'equilibrio tra il mantenimento e la conservazione degli ambienti naturali e le sinergie tra le attività antropiche

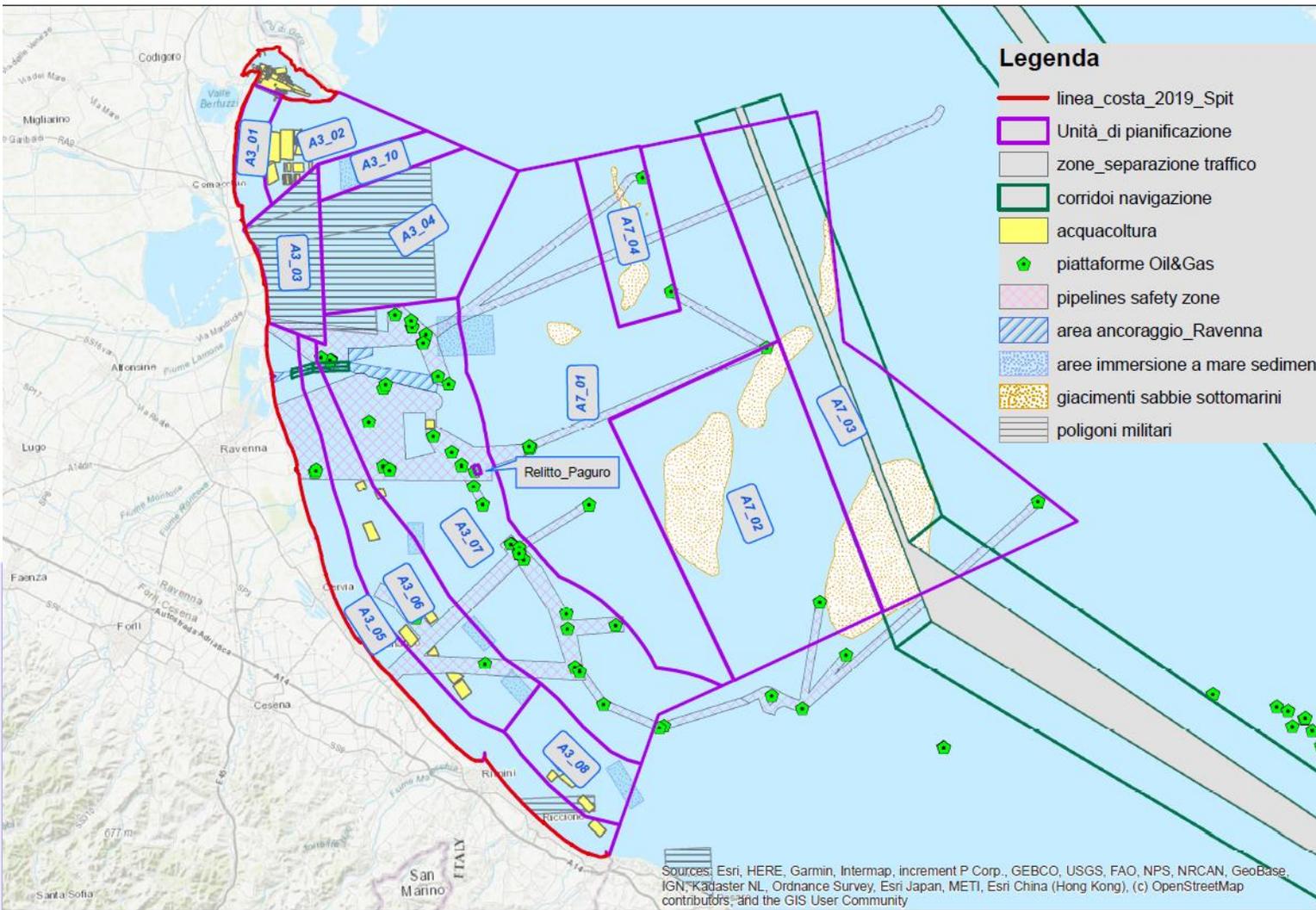
Delibera proposta n: GPG/2021/274 – adozione 277

Proposta MSP aree A3 e parte A7 Emilia-Romagna

Settori interessati	Fase 4 - Obiettivi specifici
Turismo costiero Difesa coste	OS.1 -Salvaguardare la fruizione turistica delle coste (turismo balneare) attraverso la difesa dagli allagamenti e il contrasto dell'erosione -manutenzione-ripristino del sistema spiaggia OS 2 Consentire lo sfruttamento dei giacimenti di sabbie sottomarine, indispensabili per il ripascimento delle spiagge; riducendo i conflitti con gli altri usi e assicurando la gestione oculata dei depositi in un'ottica di salvaguardia della risorsa e del rispetto dell'ambiente
Energia Turismo -Acquacoltura Protezione ambientale	OS.3-Consentire lo sfruttamento nel tempo dei giacimenti metaniferi già autorizzati in modo sicuro per l'uomo e per l'ambiente, riducendo i conflitti ed aumentando le sinergie con altri settori dell'economia del mare OS.4 -Promuovere la generazione di energia da fonti rinnovabili in mare, privilegiando, ove possibile, la conversione delle piattaforme in dismissione per progetti multiuso che includano la creazione di aree di 'tutela biologica' e/o di siti di interesse per il turismo e la pesca subacquea e acquacoltura
Pesca	OS.5 - Favorire l'espansione sostenibile e regolamentata della piccola pesca artigianale con particolare attenzione allo sviluppo delle attività integrative del reddito quali pescaturismo e ittiturismo OS.6 - -Rivedere la regolamentazione della pesca a traino, tenendo conto degli effetti sul fondale, delle aree con EFH, della sostenibilità dello sfruttamento degli stock, con particolare attenzione allo sviluppo delle attività integrative del reddito quali pescaturismo e ittiturismo
Acquacoltura	OS.7 - Favorire lo sviluppo sostenibile delle attività di acquacoltura in sinergia con gli altri usi presenti nell'area, con particolare attenzione allo sviluppo delle attività integrative del reddito quali l'Acqui-turismo e attraverso l'individuazione di Zone vocate all'acquacoltura (AZA), come da indicazioni europee.
Protezione ambientale Turismo	OS.8 -Consolidare il sistema di aree protette e misure di conservazione esistenti, in un quadro di coerenza ecologica complessiva e in sinergia con altri usi presenti. OS.9 -Mantenere / raggiungere gli obiettivi ambientali di WFD, MSFD e H&BD
Trasporti Turismo e Ambiente	OS.10 Favorire lo sviluppo dei traffici commerciali marittimi che interessano il Sistema portuale commerciale regionale, nel contesto delle Reti TEN-T e degli scenari di traffico internazionali e globali, in un'ottica di sviluppo sostenibile OS.11 Gestire la periodicità degli interventi di manutenzione dei fondali funzionali alle attività del sistema portuale commerciale e turistico promuovendo la gestione sostenibile dei sedimenti (da dragaggi portuali, scavi, sistemazioni idrauliche, ecc.), con finalità di ripascimento costiero per spiagge emerse e sommerse. OS.12 Sviluppare la nautica da diporto, nell'ottica della diversificazione dell'offerta turistica, garantendo al contempo accessibilità alle vie navigabili e sostenibilità ambientale
Usi Militari Traffico - pesca - Acquacoltura	OS.13 -Consentire il mantenimento delle funzioni militari di alcune aree, riducendone i conflitti con altri usi presenti

Proposta MSP aree A3 e parte A7 Emilia-Romagna

Fase 4 Unità di Pianificazione



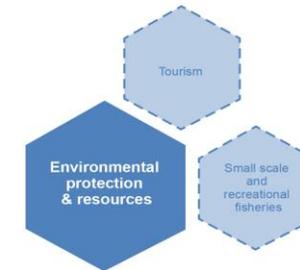
Classificate le unità di pianificazione (Vocazione) seguendo la metodologia del CTN



G Uso Generico



P Uso Prioritario



L Uso Limitato



R Uso Riservato

Proposta MSP aree A3 e parte A7 Emilia-Romagna

ALLEGATO 2: proposta Unità di Pianificazione sub-aree A3 e parte A7

Fase 4 Unità di Pianificazione



Legenda

- linea_costa_RER_201
- Unità di pianificazione
- - - - 12_NM
- ==== Piattaforma_continentale

profondità

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- 60-70
- 70-80

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

PU codice	Usi principali	Altri usi ammessi
A3_01	P: Turismo	acquacoltura; pesca, trasporto mar. ambiente
A3_02	P: acquacoltura	acquacoltura; pesca, trasporto mar. ambiente, turismo
A3_03	R: Difesa	
A3_04	P: natura & difesa	pesca, trasporto mar., turismo
A3_05	P: Turismo	acquacoltura; pesca, trasporto mar. ambiente, O&G
A3_06	P: acquacoltura	acquacoltura; pesca, ambiente, O&G
A3_07	P: energia	acquacoltura; pesca, trasporto mar. ambiente,
A3_08	P: acquacoltura - Turismo - natura	pesca, trasporto mar;
A3_09	L: natura	turismo
A3_10	G: generico	acquacoltura; pesca, trasporto mar. ambiente
A7_01	G: generico	pesca, ambiente, O&G; estrazione sabbia; energie rinnovabili
A7_02 A7_04	P: estrazione sabbia	pesca, trasporto marittimo, O&G
A7_03	P: trasporto marittimo/natura	pesca, estrazione sabbia

Proposta MSP aree A3 e parte A7 Emilia-Romagna

Fase 4 Descrizione Unità di Pianificazione

CODICE UNITA' DI PIANIFICAZIONE (UP)	TIPO	Usi Prioritari (P), Riservati (R), Limitati (L) e Generici (G)	Altri usi	Motivazioni per le classificazioni d'uso	Considerazioni e Indicazioni aggiuntive
A3_01	P(t)	Uso prioritario (P): settore turistico (t)	Acquacoltura Pesca Traffico marittimo Protezione ambiente/ risorse Difesa delle coste	Area ad elevata vocazione turistica (balneazione, nautica da diporto). Potenziale sviluppo turismo esperienziale e naturalistico per la presenza di siti Natura 2000 costieri e Parco del Delta del Po.	Potenzialità per acquacoltura e prelievo molluschi bivalvi da banchi naturali (A.T.B. Sacca di Goro). Esercizio della raccolta di molluschi con draga idraulica secondo normativa vigente Interventi e manutenzioni alle opere di difesa costiera
A3_02	P(a)	Uso prioritario (P): acquacoltura (a)	Pesca Traffico marittimo Protezione ambiente/ risorse Turismo	Area ad elevata vocazione per la mitilicoltura . Presenza di aree in concessione per la mitilicoltura e prelievo molluschi bivalvi da banchi naturali (A.T.B. Sacca di Goro).	Attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente al di fuori delle aree destinate all'uso prioritario.
A3_03	R(d)	Uso riservato (R): difesa (d)		Uso riservato di interesse per la difesa nazionale (Area di esercitazione militare Echo 346)	Consentito il transito secondo disposizioni ed ordinanze specifiche. Interventi e manutenzioni alle opere di difesa costiera
A3_04	P(n,d)	Uso prioritario (P): natura (n), difesa (d)	Pesca Traffico marittimo Turismo	Protezione ambientale prioritaria per alta valenza naturalistica. Istituito il SIC (Direttiva Habitat) per la protezione di specie di elevata valenza naturalistica (<i>Caretta caretta</i> e <i>Tursiops truncatus</i>).	Attività di pesca consentite nel rispetto della normativa vigente e secondo le prescrizioni determinate dagli usi prioritari. Attività turistico/diportistiche ad indirizzo naturalistico (secondo le misure stabilite).

A3_09	L(n)	Uso Limitato (L) natura (n)	Turismo	Elevata valenza naturalistica con presenza di ZSC - Relitto della piattaforma Paguro (IT4070026).	Area ad elevata vocazione per il turismo subacqueo e naturalistico. Traffico marittimo diportistico regolato da piano di gestione
A3_10	G	Uso Generico (G)	Acquacoltura Pesca Protezione ambiente/ risorse	Usi vari che condividono il medesimo spazio nel rispetto delle regole specifiche di ciascuno uso e di regole di coesistenza fra usi.	Potenzialità per acquacoltura e prelievo molluschi bivalvi. Attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente. Elevata valenza naturalistica: presenza di specie protette (Annex II Direttiva Habitat - <i>Caretta caretta</i> e <i>Tursiops truncatus</i>)
A7_01	G	Uso Generico (G)	Pesca Traffico marittimo Protezione ambiente/ risorse Energie rinnovabili Estrazione idrocarburi Sabbie Relitte	Usi vari che condividono il medesimo spazio nel rispetto delle regole specifiche di ciascuno uso e di regole di coesistenza fra usi.	Attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente. Elevata valenza naturalistica: presenza di specie protette (Annex II Direttiva Habitat - <i>Caretta caretta</i> e <i>Tursiops truncatus</i>) in particolare nel settore nord della UP; una porzione limitata della UP ricade nella zona di possibile istituzione del 'Santuario delle Sogliole' (vedi A7_03)
A7_02	P(sa)	Uso prioritario (P): estrazione sabbie relitte (sa)	Pesca Traffico marittimo(t) Estrazione idrocarburi (e) natura (n),	Presenza di rilevanti depositi sottomarini di sabbie relitte necessari per il ripascimento delle spiagge	Attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente, con potenziale chiusura agli attrezzi al traino all'interno dell'area "Santuario delle sogliole". Le nuove installazioni per lo sfruttamento degli idrocarburi dovrebbero evitare di sovrapporsi ai giacimenti di sabbie sottomarini



Thank you! Grazie! ;Gracias! Merci! Hvala! Ευχαριστώ! Grazzi! جرازي



Co-funded by the European
Maritime and Fisheries Fund





Co-funded by the European
Maritime and Fisheries Fund

Verso il piano dello Spazio Marittimo dell'Area "Adriatico" 2 marzo 2021

SUB-AREA A/05

VISIONE SPECIFICA

- **Economia marittima del sistema costiero**
- **Ruolo della portualità commerciale**
- **Sviluppo di un turismo sostenibile**
- **Sviluppo di altri usi antropici**
- **Tutela e valorizzazione del patrimonio paesaggistico, ambientale e storico culturale**

REGIONE
ABRUZZO



Co-funded by the European
Maritime and Fisheries Fund

Settori e usi del mare/della costa

- portualità commerciale e cantieristica navale;
- protezione ambientale e tutela delle zone speciali di conservazione;
- difesa delle coste;
- energia;
- pesca e acquacoltura;
- turismo balneare, diporto nautico e crocieristica;
- dragaggi, manutenzione dei fondali e gestione dei relativi sedimenti



Co-funded by the European
Maritime and Fisheries Fund

Portualità commerciale e cantieristica navale

Settori		Obiettivi specifici	
1.	Portualità commerciale e cantieristica navale	1.a	Garantire lo sviluppo dei traffici commerciali marittimi che interessano il Sistema portuale commerciale regionale, nel contesto delle Reti TEN-T e degli scenari di traffico internazionali e globali, nell'ottica dello sviluppo sostenibile. Promuovere una cooperazione transfrontaliera con i Paesi balcanici che si affacciano su Mar Adriatico stabilendo un partenariato attivo e a lungo termine attraverso il miglioramento delle connessioni multimodali e il trasporto marittimo
		1.b	Garantire la periodicità degli interventi di manutenzione dei fondali funzionali alle attività del Sistema portuale commerciale e turistico regionale. Prevedere un sistema di monitoraggio e gestione dell'insabbiamento nei porti che consenta una raccolta di dati necessari a sviluppare un sistema di programmazione e previsione degli interventi di manutenzione ordinaria e straordinaria dei fondali.
		1.c	Consentire lo sviluppo delle attività di cantieristica navale in linea con i trend produttivi di settore. Valorizzare l'area portuale con attività strategiche e specifiche e attraverso un processo di riqualificazione e integrazione urbanistica.



Co-funded by the European Maritime and Fisheries Fund

Protezione ambientale e tutela delle zone speciali di conservazione

2.	Protezione ambientale e tutela delle zone speciali di conservazione	2.a	<p>Valorizzare il sistema di aree protette in un quadro di coerenza ecologica complessiva, considerando le misure di conservazione esistenti, anche riducendo l'inquinamento nei porti e tenendo conto delle interazioni con la costa, in sinergia con gli altri usi presenti.</p> <p>Salvaguardare le aree dunali relittuali e delle aree retrodunali per il mantenimento della biodiversità con la proposta di azioni mirate al loro ripristino e conservazione.</p> <p>Favorire lo scambio di esperienze e di buone pratiche per la gestione e la conservazione del patrimonio costiero e naturalistico attraverso il coinvolgimento partecipativo delle parti interessate.</p> <p>Promuovere la conservazione di tratti di spiaggia "naturale" con gestione della frequentazione turistica mediante adeguata cartellonistica informativa e monitoria.</p>
		2.b	<p>Evidenziare ambienti ed habitat marini di valenza ambientale rilevante e monitorarne la conservazione nel tempo.</p>
		2.c	<p>Raggiungere e mantenere gli obiettivi ambientali derivanti dalla direttiva quadro della strategia marina (MSFD) e dalla direttiva acque (Dir. 2000/60/CE)</p>



Co-funded by the European Maritime and Fisheries Fund

Difesa delle coste - Energia

3.	Difesa delle coste	3.a	<p>Implementare azioni finalizzate alla difesa della costa da mareggiate e al contrasto del fenomeno erosivo.</p> <p>Individuare gli interventi strutturali e non strutturali di mitigazione del rischio costiero in funzione dei beni da tutelare e dei vincoli presenti.</p> <p>Prevedere attività di monitoraggio degli interventi con particolare attenzione agli aspetti legati alla qualità delle acque e dei sedimenti.</p>
4.	Energia	4.a	Consentire lo sfruttamento nel tempo dei giacimenti metaniferi già autorizzati in modo sicuro per l'uomo e per l'ambiente, riducendo i conflitti ed aumentando le sinergie con altri settori dell'economia del mare.
		4.b	Promuovere la generazione di energia da fonti rinnovabili in mare.



Co-funded by the European
Maritime and Fisheries Fund

Pesca e acquacoltura

5.	Pesca e acquacoltura	5.a	Favorire la gestione sostenibile della pesca artigianale, attraverso la gestione regolamentata di zone di pesca, e l'incremento del reddito degli operatori del settore con particolare attenzione allo sviluppo delle attività integrative del reddito quali pescaturismo e ittiturismo, promuovendo le tradizioni dell'attività di pesca, la cultura marittima ed il rispetto dell'ambiente
		5.b	Favorire la gestione sostenibile della pesca, attraverso specifica regolamentazione locale dell'utilizzo degli attrezzi, diversi da quelli della pesca artigianale, nell'ambito dei piani nazionali di gestione per specie target (piccoli pelagici, demersali e molluschi bivalvi)
		5.c	Individuare le zone maggiormente vocate (AZA) al fine di disinnescare le eventuali conflittualità con altri usi del mare e garantire la tutela dell'ambiente marino. Favorire il mantenimento e lo sviluppo sostenibile delle attività di acquacoltura in sinergia con gli altri usi presenti nell'area



Co-funded by the European
Maritime and Fisheries Fund

Turismo balneare, diporto nautico e crocieristica

6.	Turismo balneare, diporto nautico e crocieristica	6.a	Salvaguardare la fruizione turistica delle coste attraverso il miglioramento e/o il mantenimento dello stato di qualità delle acque di balneazione (Direttiva 2006/7/CE), la difesa dagli allagamenti e una strategia di contrasto dell'erosione costiera. Favorire l'espansione turistica con lo sviluppo di strutture ricettive negli edifici rurali attraverso la riqualificazione delle strutture esistenti e abbandonate.
		6.b	Sviluppare la nautica da diporto, nell'ottica della diversificazione dell'offerta turistica, garantendo al contempo accessibilità alle vie navigabili e sostenibilità ambientale
		6.c	Favorire le attività funzionali allo sviluppo del settore crocieristico
		6.d	Conoscere, recuperare e valorizzare il patrimonio archeologico della costa (tra archeologia classica e industriale) e le emergenze di valore storico e architettonico di notevole interesse (torri di avvistamento, ecc.) Valorizzare il patrimonio storico-culturale della costa promuovendo il recupero dei trabucchi nel rispetto della loro naturale destinazione e della conformità al loro valore tradizionale
		6.e	Favorire lo sviluppo del cosiddetto cicloturismo in un contesto complessivo di diversificazione dell'offerta turistica e di mobilità sostenibile (Ciclovia Adriatica – Rete delle ciclovie turistiche nazionali)



Co-funded by the European Maritime and Fisheries Fund

Dragaggi, manutenzione dei fondali e gestione dei relativi sedimenti

7.	Dragaggi, manutenzione dei fondali e gestione dei relativi sedimenti	7.a	Prevedere, attraverso una specifica programmazione, interventi di manutenzione dei fondali, delle vie navigabili e delle marine per una gestione periodica dei sedimenti a mare, anche in funzione della tutela delle attività di pesca e acquacoltura
		7.b	Individuare aree a mare e aree conterminate compatibili con la gestione e il conferimento dei sedimenti derivanti dalle attività di dragaggio e di manutenzione dei fondali marini e delle vie navigabili portuali, in linea con quanto consentito dalla normativa vigente e avuto riguardo delle attività di pesca. Proporre strategie di riutilizzo dei sedimenti provenienti dal dragaggio di aree portuali sulla base di fattori diversi quali quelli territoriali, economici ed ambientali.



Co-funded by the European
Maritime and Fisheries Fund



***Thank you! Grazie! ;Gracias! Merci! Hvala! Ευχαριστώ!
Grazzi! جزاڤي***



Co-funded by the European
Maritime and Fisheries Fund





Regione Puglia - Dipartimento
Mobilità, Qualità Urbana, OO.PP.,
Ecologia e Paesaggio



Co-funded by the European
Maritime and Fisheries Fund

Pianificazione degli Spazi Marittimi

MARE ADRIATICO

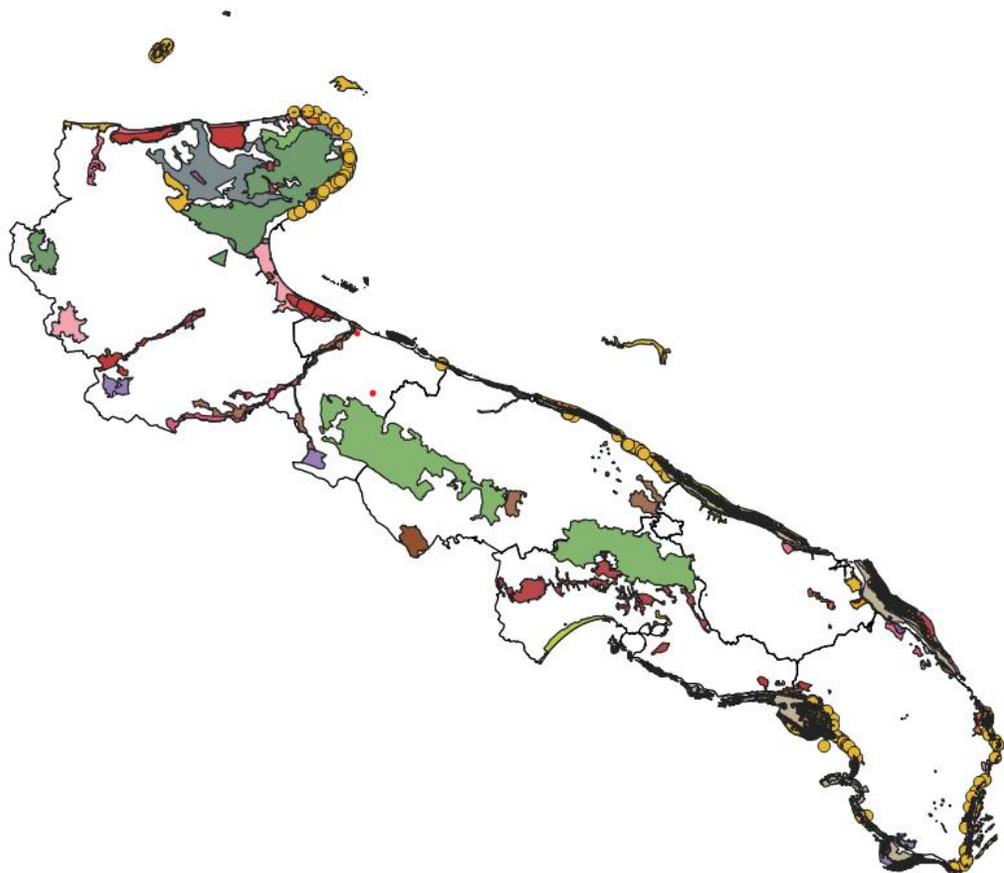
PUGLIA

Dott. Vincenzo Moretti
Ing. Tommaso Vinciguerra
Ing. Stefania Geronimo
Dott. Daniela Alemanno



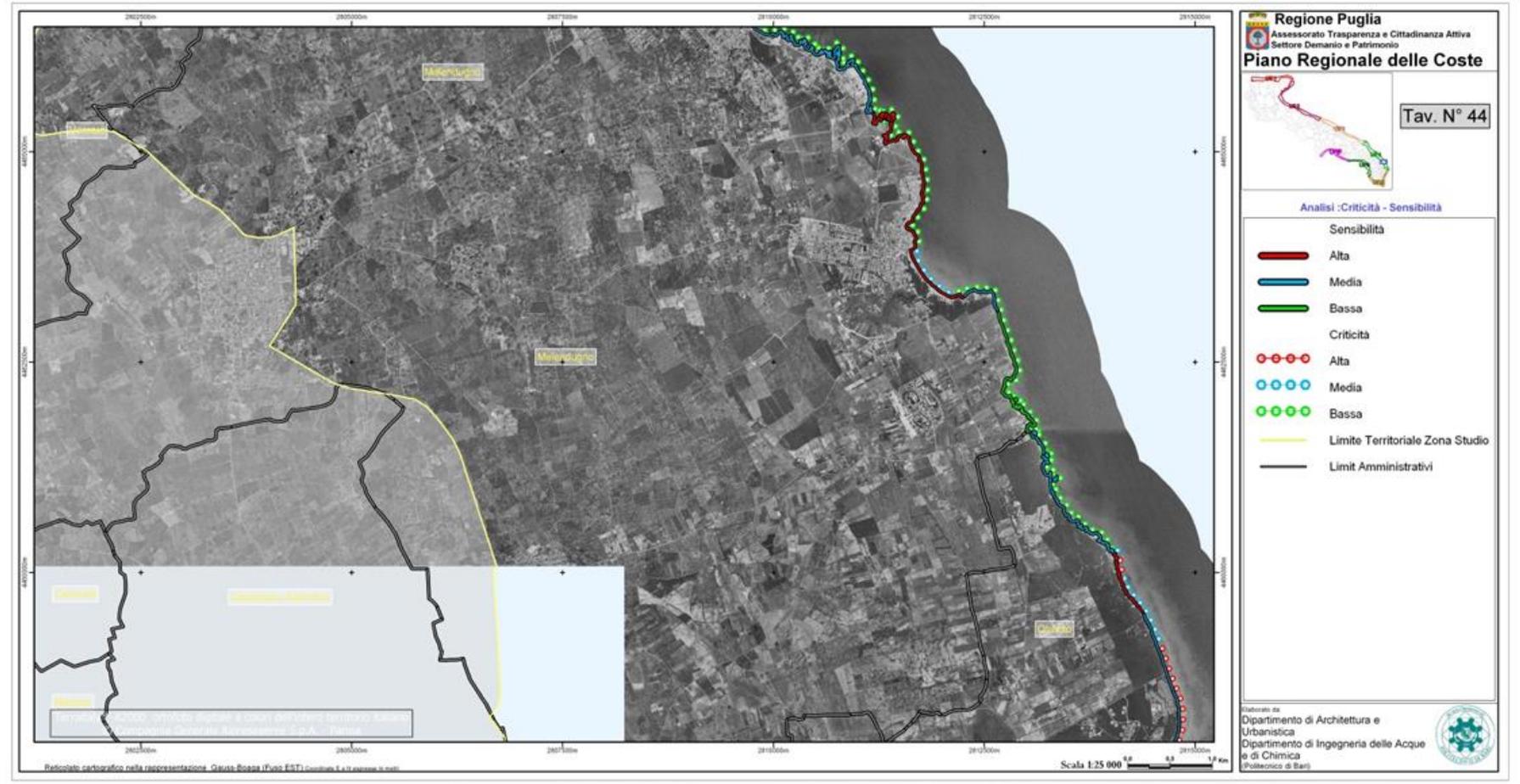
Pianificazione Spazi Marittimi

▷ *ADRIATICO – PUGLIA : Elementi naturalistici*



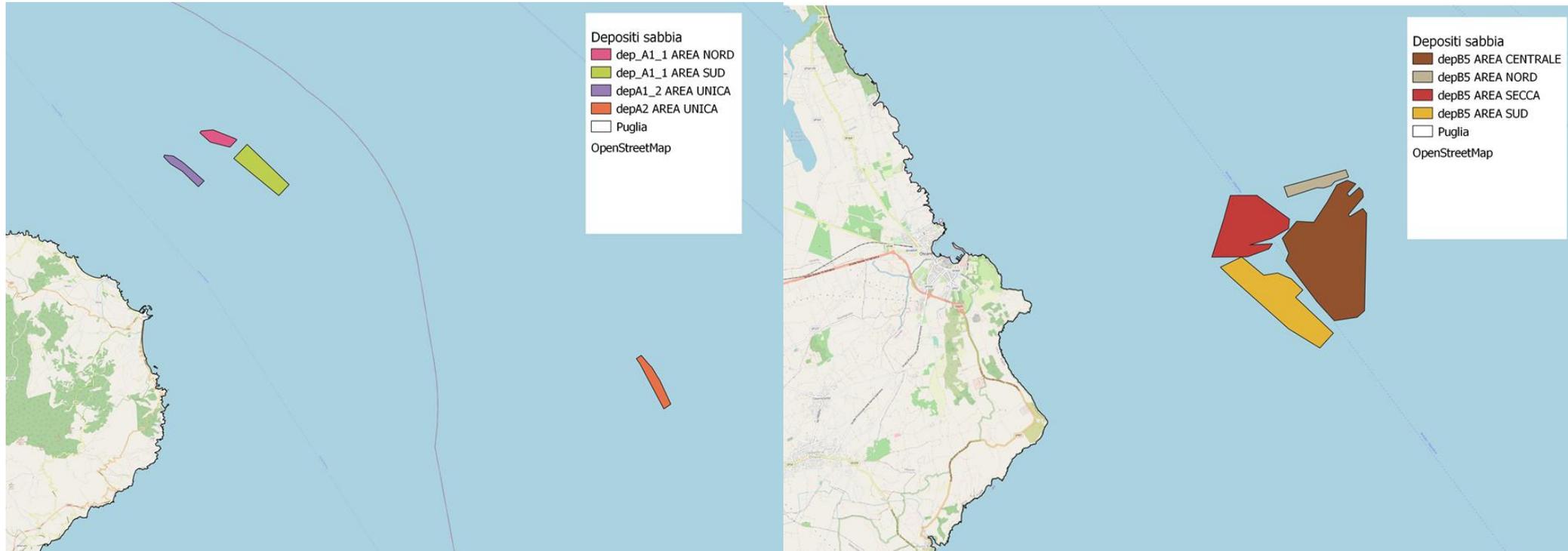
Pianificazione Spazi Marittimi

▷ ADRIATICO – PUGLIA : Piano Coste



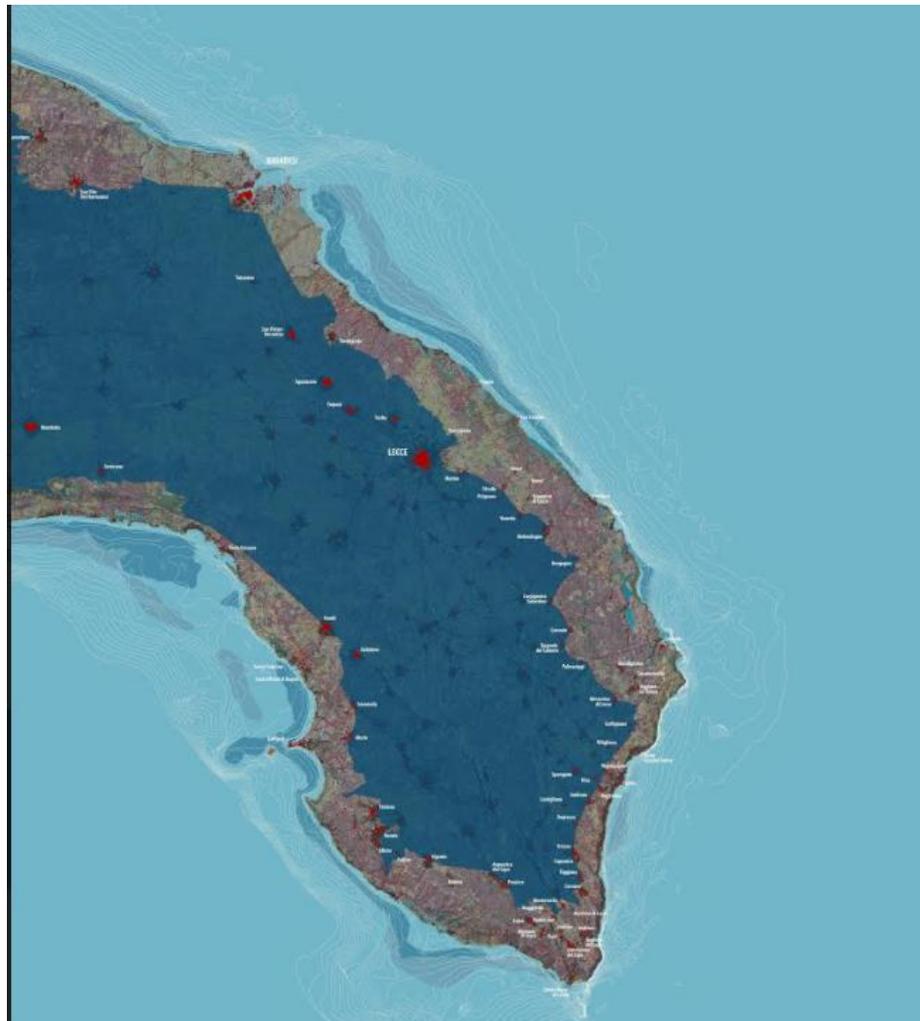
Pianificazione Spazi Marittimi

▷ *ADRIATICO – PUGLIA : Depositi sabbia*



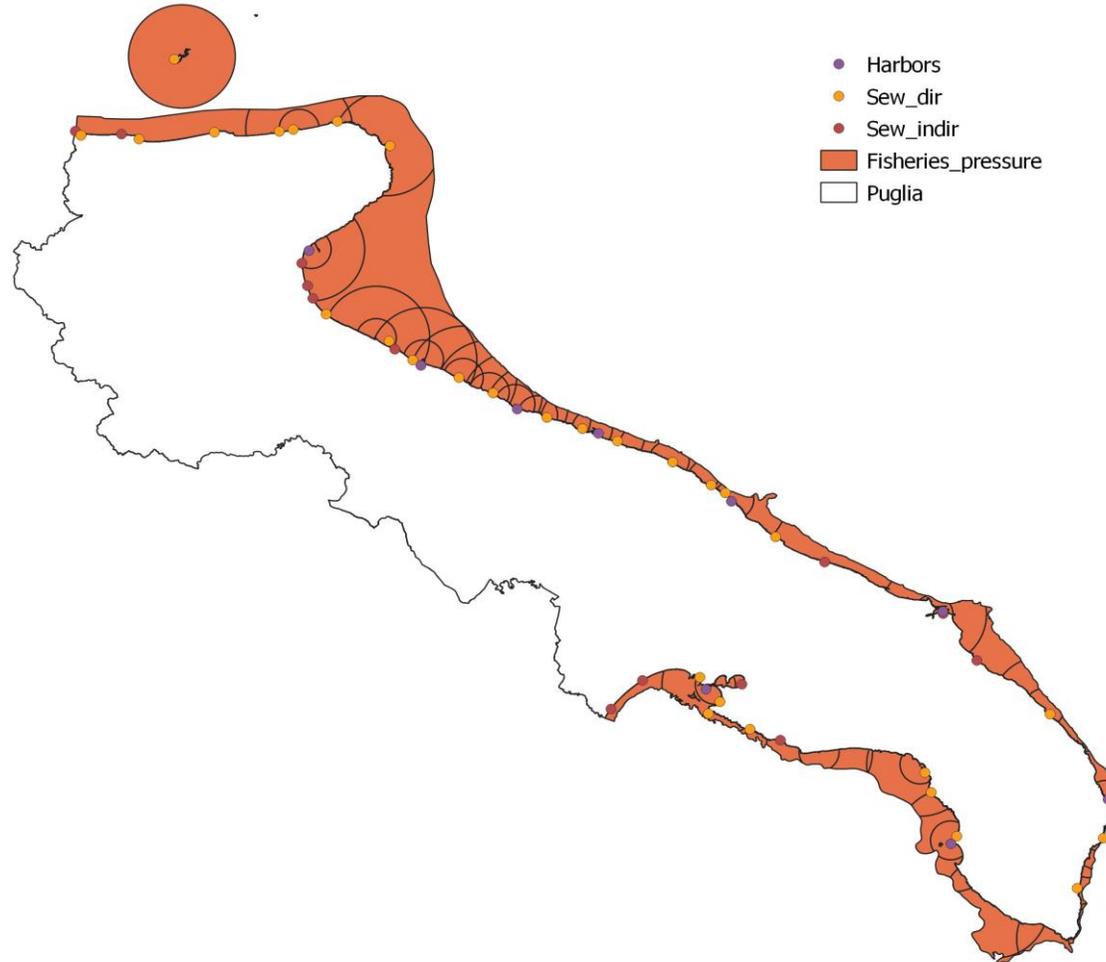
Pianificazione Spazi Marittimi

▷ *ADRIATICO – PUGLIA : PPTR*



Pianificazione Spazi Marittimi

▷ *ADRIATICO – PUGLIA – Sforzo Pesca*





Thank you! Grazie! ;Gracias! Merci! Hvala! Ευχαριστώ! Grazzi! جرازي



Co-funded by the European
Maritime and Fisheries Fund





PIANIFICAZIONE SPAZIO MARITTIMO VISIONE E OBIETTIVI SPECIFICI

GRUPPO DI LAVORO INTERSETTORIALE

Servizio Tutela, gestione e assetto del territorio

Servizio Attività produttive , lavoro ed istruzione

Servizio Sviluppo e valorizzazione delle Marche

P.F. Turismo

P.F. Economia ittica

P.F. Tutela delle acque e difesa del suolo e della costa

P.F. Bonifiche, fonti energetiche, rifiuti e cave e miniere

P.F. Valutazioni e autorizzazioni ambientali, qualità dell'aria e protezione naturalistica

VISIONE SPECIFICA

La Regione Marche ritiene fondamentale lo sviluppo sostenibile dell'economia marittima del proprio sistema costiero il quale coinvolge molti settori che vanno dal turismo costiero e marittimo, alla pesca, all'acquacoltura ed al commercio.

La strategia complessiva per consentire uno sviluppo sistemico armonico e sostenibile di tali settori dovrà necessariamente garantire la tutela dell'ambiente e del paesaggio, affrontando le criticità conseguenti alle interferenze.

VISIONE SPECIFICA

- + **Sviluppare il sistema turistico integrato con lo sviluppo del territorio attraverso una gestione strategica delle sue risorse paesaggistiche e ambientali in grado di garantirne una sostenibilità ambientale economica e sociale;**
- + **contrastare l'erosione costiera e il mantenimento dell'equilibrio dinamico della linea di riva anche per la conservazione degli ecosistemi marini e promuovere la fruibilità e la gestione sostenibile delle aree protette;**
- + **favorire l'ammodernamento di impianti e infrastrutture del settore ittico attraverso l'incentivazione di interventi sostenibili dal punto di vista socio economico ambientale e lo sviluppo integrato del territorio;**

VISIONE SPECIFICA

- ✚ tutelare la qualità dell'ambiente marino (Direttiva 2008/56/CE e Direttiva 2000/60/CE), migliorare la qualità delle acque di balneazione e aumentare l'efficacia delle azioni di controllo marino e di prevenzione dei rischi ambientali, anche attraverso il miglioramento della capacità di osservazione e monitoraggio del mare;
- ✚ Monitorare e sostenere le sperimentazioni in corso sui progetti di produzione di energia sostenibile in mare (sistema di generazione elettrica integrata da moto ondoso o l'energia eolica off-shore).

OBIETTIVI GENERALI TRASVERSALI

La Regione Marche individua due obiettivi generali e trasversali, quali lo Sviluppo Sostenibile e la Ricerca Scientifica e Innovazione in armonia con gli obiettivi internazionali/europei.

In particolare, ritiene che lo sviluppo sostenibile sia una politica di mainstreaming trasversale a tutti gli obiettivi. L' "Agenda 2030 sullo Sviluppo Sostenibile", adottata il 25 settembre 2015 dai Paesi delle Nazioni Unite ha individuato 17 Obiettivi di Sviluppo Sostenibile (Sustainable Development Goals o SDGs) articolati in 169 Target.

Si tratta di un quadro di riferimento collettivo con cui il mondo intero può realizzare un percorso comune, diretto a produrre il cambiamento sostenibile dell'attuale modello di sviluppo.

I 17 Obiettivi per lo Sviluppo Sostenibile e i 169 traguardi sono interconnessi e indivisibili e bilanciano le tre dimensioni dello sviluppo sostenibile: la dimensione economica, sociale ed ambientale.

Le interconnessioni degli Obiettivi dello Sviluppo Sostenibile sono di importanza cruciale nell'assicurare che lo scopo della nuova Agenda venga realizzato.

OBIETTIVI SPECIFICI PROPOSTI

La visione specifica e gli obiettivi generali trasversali trovano articolazione in alcuni obiettivi specifici (OS) di pianificazione, i quali tengono conto, in modo integrato, del sistema degli usi in essere, dei loro attuali trend e delle caratteristiche ed emergenze ambientali dell'area marittima.

OBIETTIVI SPECIFICI PROPOSTI

Gli obiettivi specifici riguardano principalmente, in modo singolo o combinato, i seguenti settori e usi del mare/della costa:

- 1. Turismo costiero e marittimo**
- 2. Difesa costiera, protezione delle alluvioni, ripristino della morfologia dei fondali**
- 3. Pesca e Acquacoltura**
- 4. Tutela e protezione di specie, habitat ed ecosistemi**
- 5. Tutela del paesaggio e del patrimonio culturale**
- 6. Trasporto Marittimo**
- 7. Energie rinnovabili**
- 8. Sicurezza degli usi civili e produttivi del mare**

OBIETTIVO GENERALE: Sviluppo sostenibile

Contribuire al raggiungimento degli obiettivi della Strategia Nazionale per lo Sviluppo Sostenibile in linea con le 5 SCELTE STRATEGICHE individuati nella Strategia Regionale per lo Sviluppo Sostenibile:

- A. PREVENIRE E RIDURRE I RISCHI DI CATASTROFI RIDUCENDO L'ESPOSIZIONE AI PERICOLI E LA VULNERABILITÀ, AUMENTANDO LA CAPACITÀ DI RISPOSTA E DI RECUPERO, RAFFORZANDO COSÌ LA RESILIENZA
- B. AFFRONTARE I CAMBIAMENTI CLIMATICI E LE DISSIMMETRIE SOCIALI ED ECONOMICHE CORRELATE
- C. RICONOSCERE IL VALORE DEI SERVIZI ECOSISTEMICI E QUINDI TUTELARE LA BIODIVERSITÀ
- D. PERSEGUIRE L'EQUITÀ TENDENDO VERSO L'ELIMINAZIONE DELLA POVERTÀ, DELLA SPEREQUAZIONE DEI BENEFICI DELLO SVILUPPO E LA REALIZZAZIONE DI CONDIZIONI DI DIGNITÀ PER LA VITA DI OGNI PERSONA
- E. PROMUOVERE LA RICERCA INDUSTRIALE E L'INNOVAZIONE TECNOLOGICA VERSO LO SVILUPPO DI NUOVE SOLUZIONI PRODUTTIVE SOSTENIBILI, IN TERMINI DI INNOVAZIONE ED EFFICIENZA ENERGETICA, RIDUZIONE DELLE EMISSIONI NELL'AMBIENTE, RECUPERO E RIUTILIZZO DI SOTTOPRODOTTI E SCARTI, SVILUPPO DI PRODUZIONI BIOCAMPATIBILI

OBIETTIVI SPECIFICI PROPOSTI

Settori		Obiettivi specifici	
1	Turismo costiero e marittimo	1.a	Migliorare i servizi a disposizione del turista, balneare, diportista o crocierista, e integrare l'offerta turistica con gli attrattori culturali presenti nelle coste e, soprattutto, nelle aree interne
		1.b	Implementare la rete della portualità turistica con l'ammodernamento di quelli esistenti
		1.c	incentivare la modernizzazione delle strutture portuali turistiche e dei servizi annessi, nella logica di una nuova visione del porto e del waterfront, come destinazione turistica e, in quanto tale, fulcro del sistema turistico
		1.d	Sviluppare la nautica da diporto, nell'ottica della diversificazione dell'offerta turistica, garantendo al contempo la sostenibilità ambientale
		1.e	Favorire le attività funzionali allo sviluppo del settore crocieristico, valorizzando gli scali quali infrastrutture turistiche, non solo di trasporto
2	Difesa costiera, protezione delle alluvioni, ripristino della morfologia dei fondali	2.a	Implementare le misure relative alla "fascia di rispetto" collegata alla normativa (NTA Piano GIZC/Titolo III), in termini di: <ul style="list-style-type: none"> • stagionalità; • minimizzazione dell'interferenza con l'equilibrio idrodinamico; limitazione del consumo di suolo
		2.b	Ridurre la vulnerabilità a favore dell'aumento della resilienza della fascia costiera in attuazione del Piano GIZC anche attraverso azioni per la riattivazione del trasporto solido fluviale che alimenta la fascia costiera
		2.c	Implementare ed aggiornare il SIT costa
		2.d	Riordinare e mantenere le opere di difesa esistenti
		2.e	Trasformare il sistema di difesa "radente senza spiaggia" in sistema di difesa "spiaggia protetta"
		2.f	Integrare la pianificazione con la Direttiva Alluvioni (2007/60/CE)
		2.g	Rinaturalizzare la fascia litoranea (art. 24 delle NTA del Piano GIZC)
		2.h	Armonizzare la fruizione pubblica con lo sviluppo turistico e ricreativo della zona costiera
		2.i	Monitorare le dinamiche litoranee, le acque e l'ecosistema terrestre e marino
		2.l	Integrare il Piano GIZC con il Protocollo sulla gestione integrata delle zone costiere del Mediterraneo

Settori		Obiettivi specifici	
3	Pesca e Acquacoltura	3.a	Sviluppo sostenibile dell'acquacoltura, con aumento della produzione e impiego di sistemi di allevamento che minimizzino l'uso di plastiche
		3.b	Mantenere l'attuale capacità di pesca, soprattutto in relazione ai sistemi meno impattanti
		3.c	Favorire le tipologie di pesca meno impattanti (piccola pesca) anche tramite lo sviluppo di infrastrutture portuali dedicate
4	Tutela e protezione di specie, habitat ed ecosistemi	4.a	Incentivazione dell'uso sostenibile delle risorse naturali e attuazione di politiche a garantire la conservazione degli habitat e specie attraverso la realizzazione di programmi di conservazione e di azioni di miglioramento e ripristino degli habitat più minacciati.
		4.b	Proteggere e preservare la qualità dell'ambiente marino (Direttiva 2008/56/CE e Direttiva 2000/60/CE) e aumentare l'efficacia delle azioni di controllo anche attraverso monitoraggio del mare.
5	Tutela del paesaggio e del patrimonio culturale	5.a	Promuovere interventi che, favoriscano il restauro ed il recupero conservativo dei beni immobili costieri di alto valore storico-architettonico (fortificazioni costiere, fari e segnalamenti)
		5.b	Favorire la conservazione e la promozione dei beni che costituiscono la testimonianza storica della cultura ambientale del mare e della navigazione
6	Trasporto Marittimo	6.a	Garantire un importante flusso di merci per le linee "tradizionali" ferry, "determinante" per mantenere la linea e rimanere sostenibili.
		6.b	Favorire la riconversione delle attività in crisi insistenti all'interno o nei pressi dei porti commerciali in attività legate alla cantieristica o all'economia circolare
		6.c	Incentivare l'innovazione logistica e l'ammodernamento delle infrastrutture portuali al fine di incentivare il trasporto marittimo sia di merci che di persone e croceristi
7	Energie rinnovabili	7.a	Contribuire alla decarbonizzazione promuovendo il ricorso all'uso delle energie rinnovabili marine quali l'energia dal moto ondoso o l'energia eolica off-shore; favorire la creazione di una catena globale del valore nel territorio regionale basata sulle energie rinnovabili marine
8	Sicurezza degli usi civili e produttivi del mare	8.a	
		8.b	
		8.c	



Grazie per l'attenzione



Co-funded by the European
Maritime and Fisheries Fund

Verso il Piano dello Spazio Marittimo dell'Area "Adriatico"

Definizione delle Unità di Pianificazione nelle sub-aree
"offshore"

Seconda Sessione - 02 marzo 2021

Giulio Farella PhD
CNR ISMAR Venezia
Polo Scientifico

Metodologia generale e struttura dei Piani

- **Fase 1** - Stato iniziale e trend in atto / attesi
- **Fase 2** - Analisi di interazione (conflitti e sinergie) fra usi e impatti sulle componenti ambientali
- **Fase 3** - Visione e obiettivi strategici
- **Fase 4** - Planning: vocazioni, obiettivi specifici, misure specifiche (per aree e per settori)
- **Fase 5** - Metodologia ed indicatori per il monitoraggio e l'adattamento del Piano
- **Fase 6** - Attività per il consolidamento, l'attuazione e l'aggiornamento del Piano

Unità di Pianificazione e Vocazioni d'uso

- L'attribuzione tipologica alle UP

G = Uso Generico

Aree in cui sono tendenzialmente **consentiti tutti gli usi**, con meccanismi di regolazione specifica e reciproca definiti o da definire nell'ambito delle norme nazionali ed internazionali o dei piani di settore, in modo da garantire la sicurezza, ridurre e controllare gli impatti ambientali e favorire la coesistenza fra gli usi.

P = Uso Prioritario

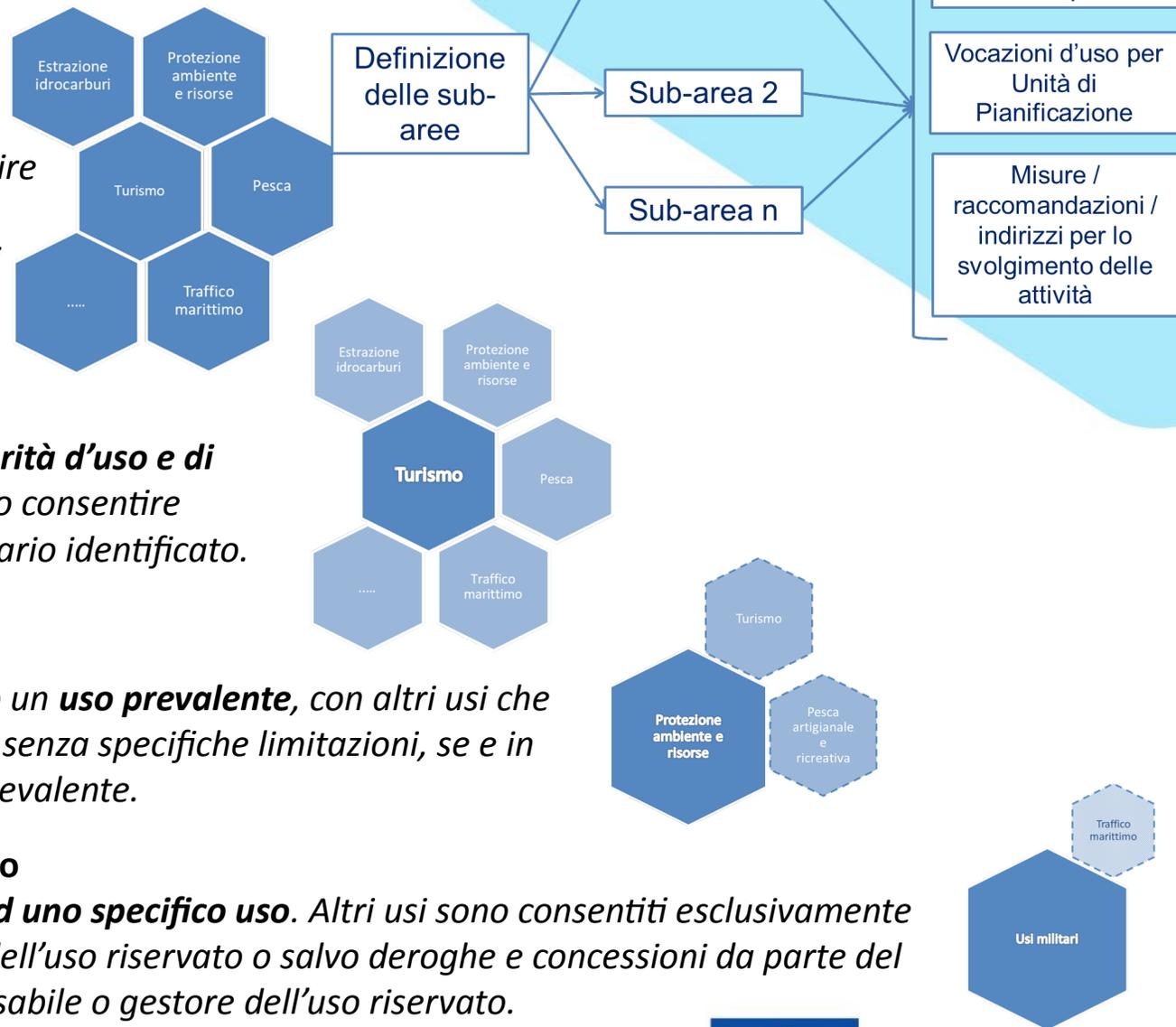
Aree per le quali il Piano fornisce indicazioni di **priorità d'uso e di sviluppo**, indicando anche gli altri usi da garantire o consentire attraverso regolazioni reciproche e con l'uso prioritario identificato.

L = Uso Limitato

Aree per le quali viene indicato un **uso prevalente**, con altri usi che possono essere presenti, con o senza specifiche limitazioni, se e in quanto compatibili con l'uso prevalente.

R = Uso Riservato

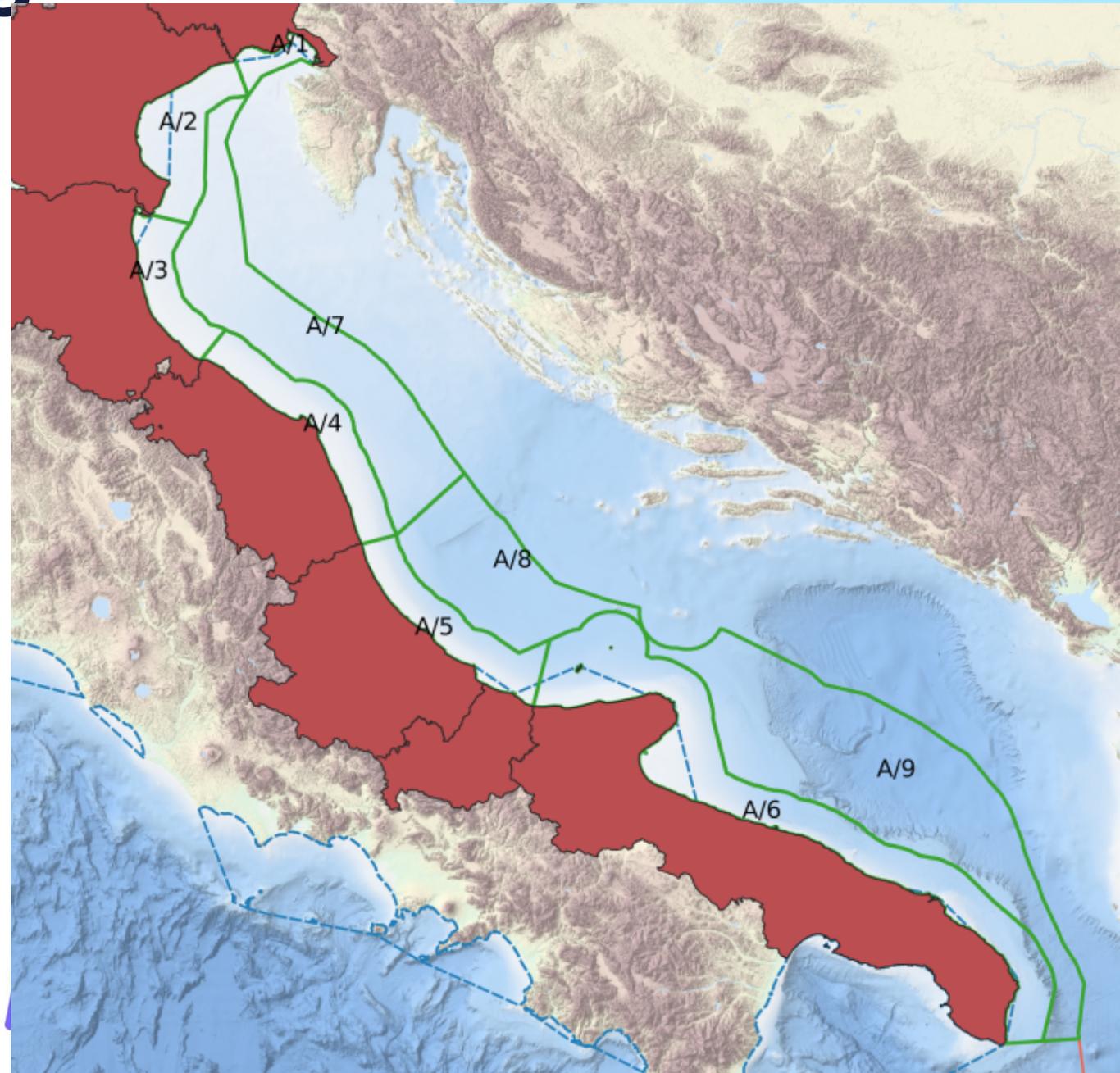
Aree **riservate ad uno specifico uso**. Altri usi sono consentiti esclusivamente per le esigenze dell'uso riservato o salvo deroghe e concessioni da parte del soggetto responsabile o gestore dell'uso riservato.



Il processo di Planning

📍 La divisione in sub-aree

Area Marittima	N. Sub-aree in acque territoriali	N. sub-aree in acque extra-territoriali
Adriatico	6	3



Unità di Pianificazione e Vocazioni d'uso

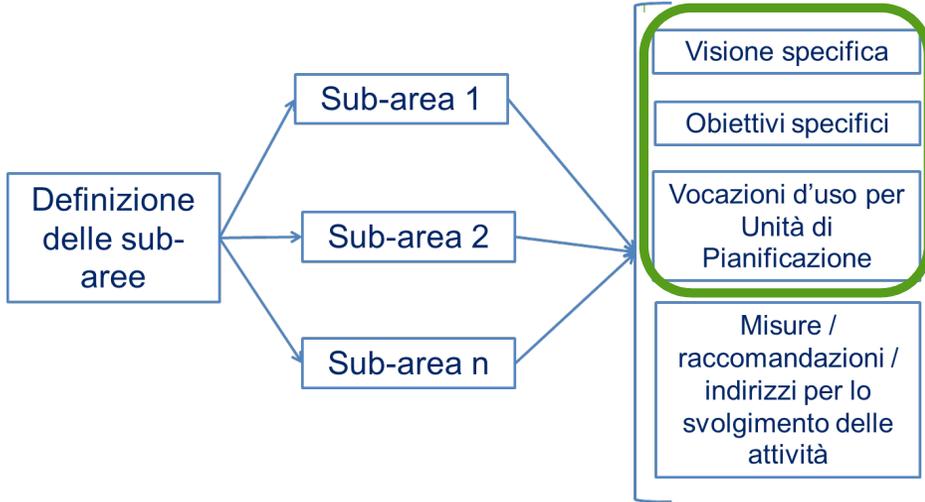
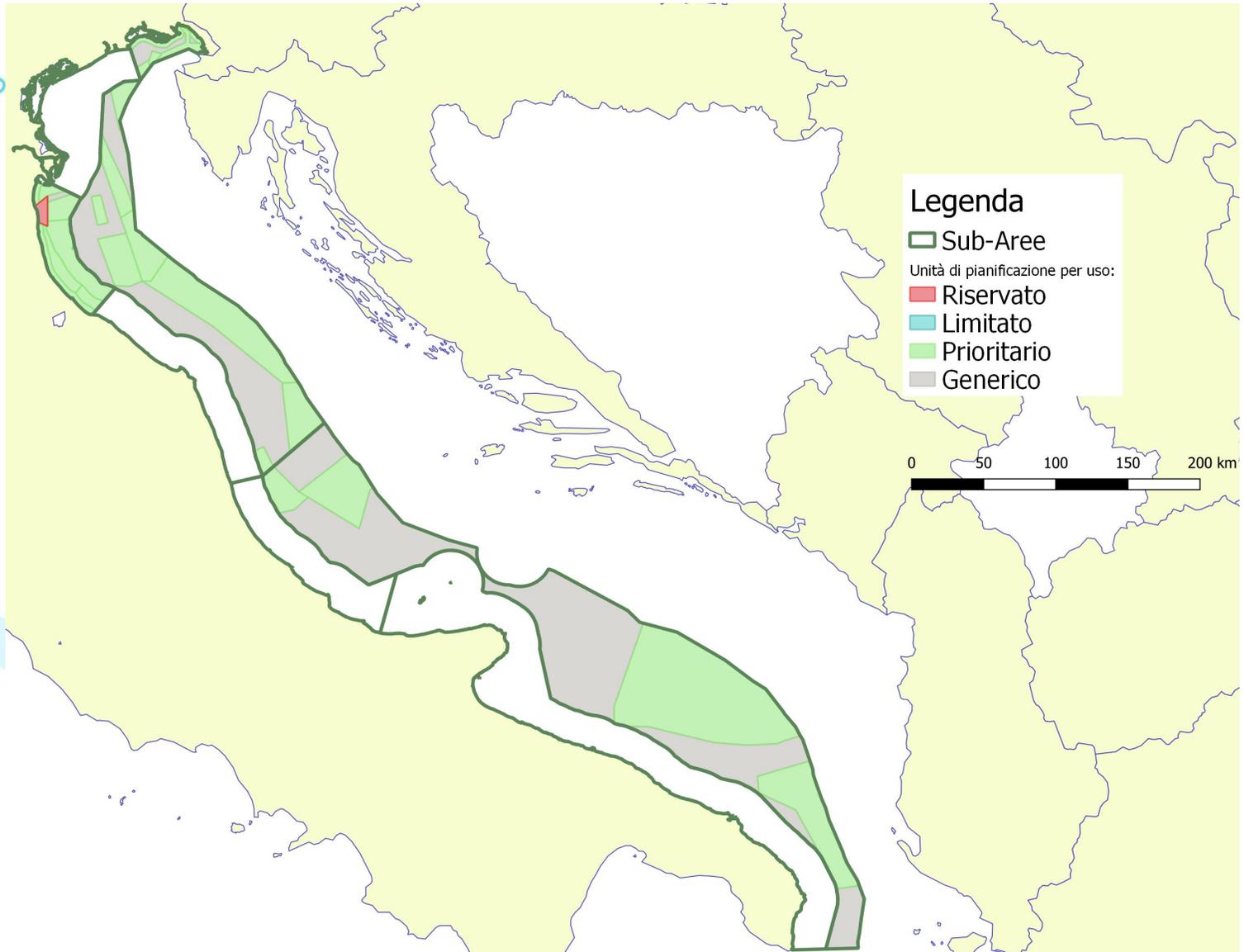
- Criteri per la definizione delle UP



Criteri per la definizione delle UP in ciascuna sub-area mediante **giudizio esperto**:

- **Stato attuale** degli usi e delle componenti ambientali;
- **Trend in atto**, sia del sistema fisico ed ambientale che del sistema degli usi;
- **Sviluppi del sistema degli usi da promuovere**, sulla base della visione e degli obiettivi dichiarati dal Piano;
- **Esigenze di conservazione e miglioramento delle condizioni ambientali**, come anche definiti negli obiettivi di Piano;
- **Quadro delle competenze e del sistema di governance**;
- **Marine Reporting Unit MSFD**;
- **Norme e piani in essere**, con particolare riferimento alle norme sull'ambiente, il paesaggio e i beni culturali.

Stato dell'arte: sub-aree OFFSHORE

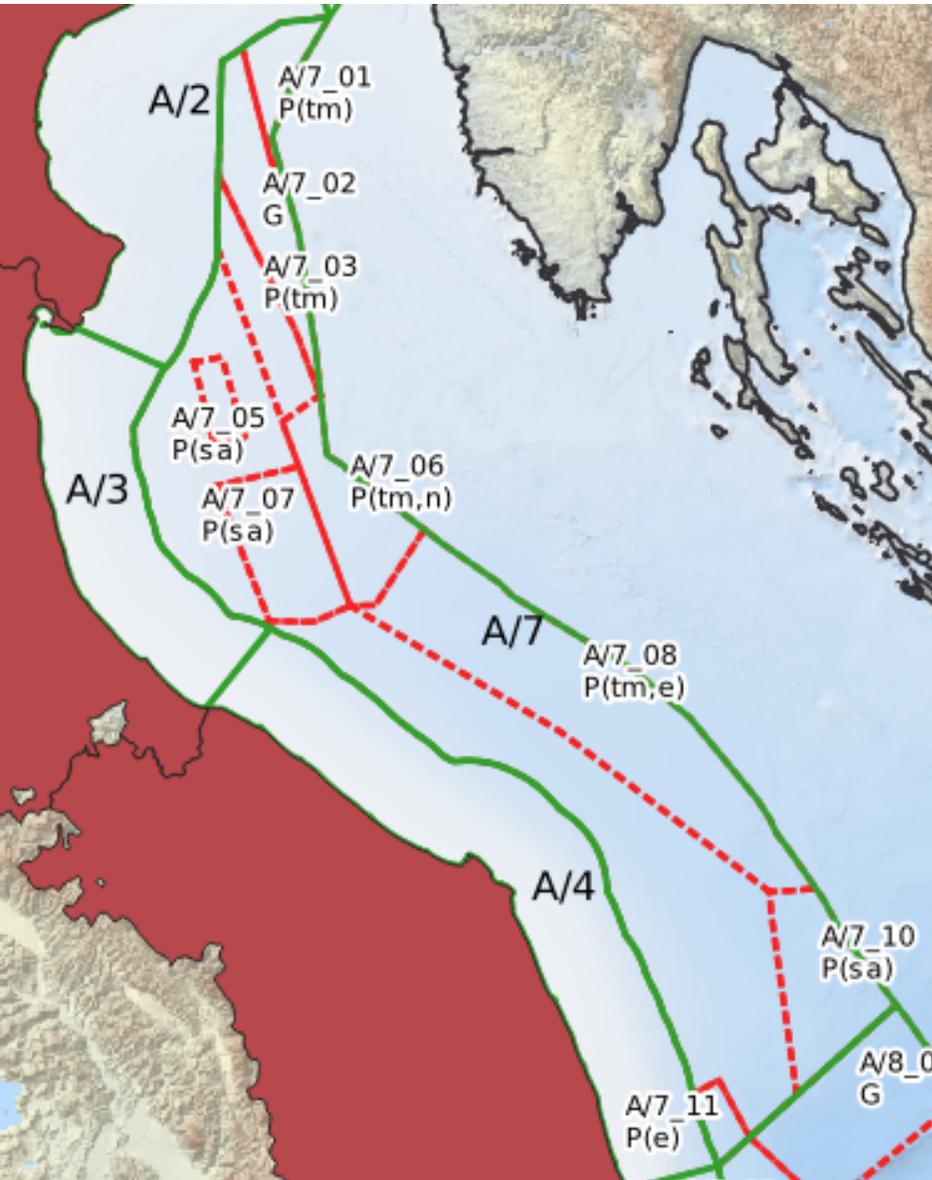


Unità di Pianificazione e Vocazioni d'uso

Elementi della Tabella descrittiva (colonne)

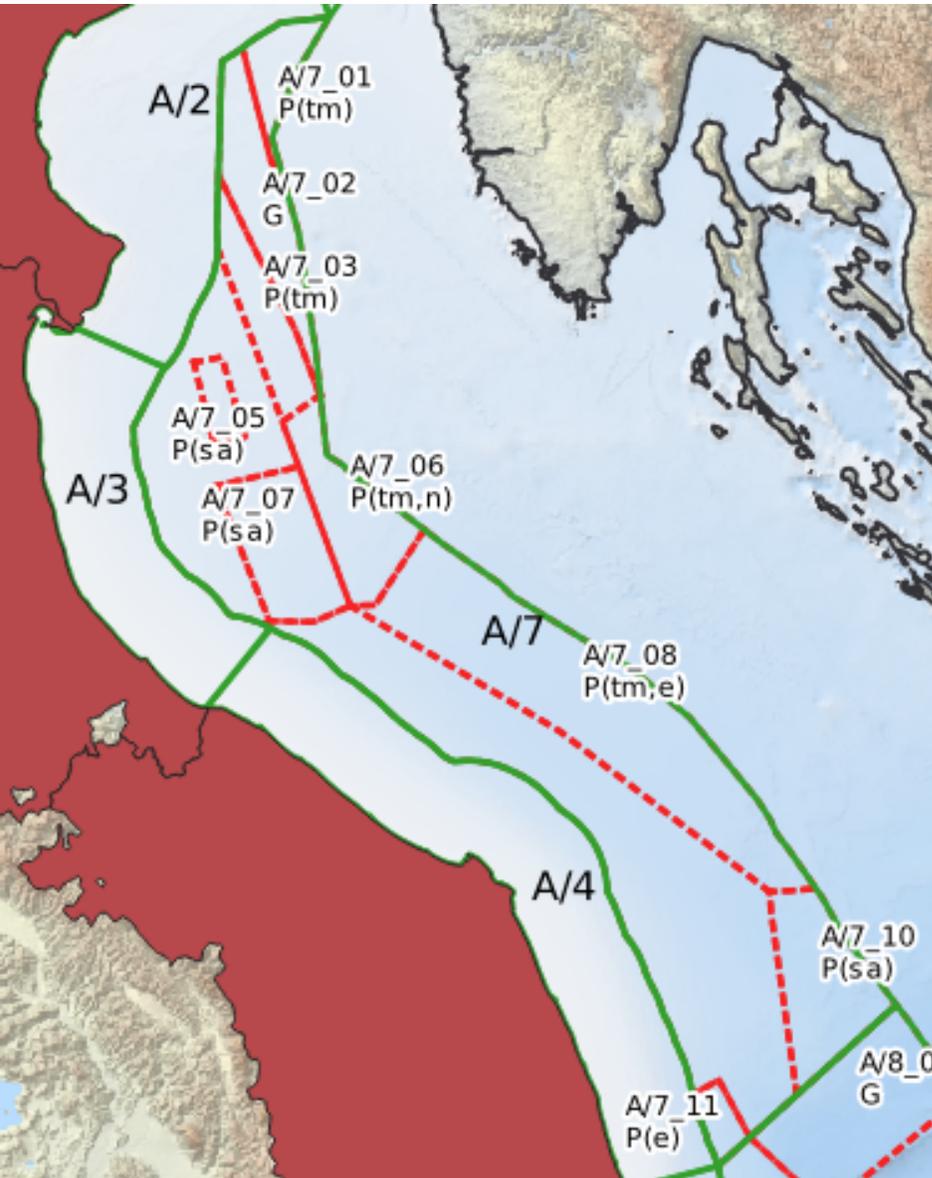
- **Codice UP:** ad es. A/7_01, A/8_02, A/9_03
- **Tipo:** descrizione sintetica dell'attribuzione tipologica (ad es. P(tm))
- **Attribuzione tipologica e usi relativi:** Generici (G), Prioritari (P), Limitati (L), Riservati (R)
- **Motivazioni per l'attribuzione tipologica:** descrizione estesa dell'attribuzione tipologica
- **Altri usi:** elenco degli altri usi presenti/previsti nell'UP
- **Particolari considerazioni** sugli altri usi (ad es. norme, strategie e trend in atto/attesi, implicazioni transboundary, interazioni terra-mare)
- **Elementi rilevanti per l'ambiente, il paesaggio ed il patrimonio culturale**

Stato dell'arte: sub-aree OFFSHORE



Settori	Obiettivi specifici
Trasporto marittimo	OS.1 - Promuovere uno sviluppo sostenibile del trasporto marittimo e ridurre gli impatti negativi, con regole specifiche volte a ridurre rischi ed impatti in zone sensibili utilizzando, in particolare, le linee guida IMO
Energia	OS.2 - Consentire lo sfruttamento nel tempo dei giacimenti metaniferi già autorizzati in modo sicuro per l'uomo e per l'ambiente, riducendo i conflitti ed aumentando le sinergie con altri settori dell'economia del mare
Energia	OS.3 - Promuovere la generazione di energia da fonti rinnovabili in mare, con riferimento particolare all'eolico
Pesca	OS.4 - Promuovere il perseguimento di un uso sostenibile delle risorse della pesca, tenendo conto della sostenibilità dello sfruttamento degli stock, del bycatch e dei potenziali effetti sul fondale, nonché delle aree protette, delle ZTB e della presenza di EFH.
Pesca	OS.5 - Favorire azioni transnazionali per misure concertate per la protezione delle risorse e la sostenibilità della pesca
Tutela e protezione di specie, habitat ed ecosistemi	OS.6 - Consolidare il sistema di aree protette e misure di conservazione esistenti, in un quadro di coerenza ecologica complessiva e promuovendo l'attuazione delle principali misure spaziali previste nel Programma delle Misure di MSFD
Estrazione di risorse non biologiche	OS.7 - Indirizzare adeguatamente l'uso e la salvaguardia delle sabbie sottomarine per ripascimenti, da considerare come risorsa strategica per i piani di difesa ed adattamento delle coste

Stato dell'arte: sub-aree OFFSHORE



UP: A/7_01 **Tipo:** P(tm)

Attribuzione tipologica e usi relativi: Uso prioritario Traffico marittimo

Motivazioni: alta densità di traffico marittimo, corridoi di transito e di schemi di separazione del traffico marittimo IMO.

Altri usi: Pesca, Protezione ambiente e risorse

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente

Elementi rilevanti: area di riproduzione e accrescimento specie aliatiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA (Ecologically or Biologically Significant Areas - CBD) "Northern Adriatic".

UP: A/7_02 **Tipo:** G

Attribuzione tipologica e usi relativi: Uso Generico

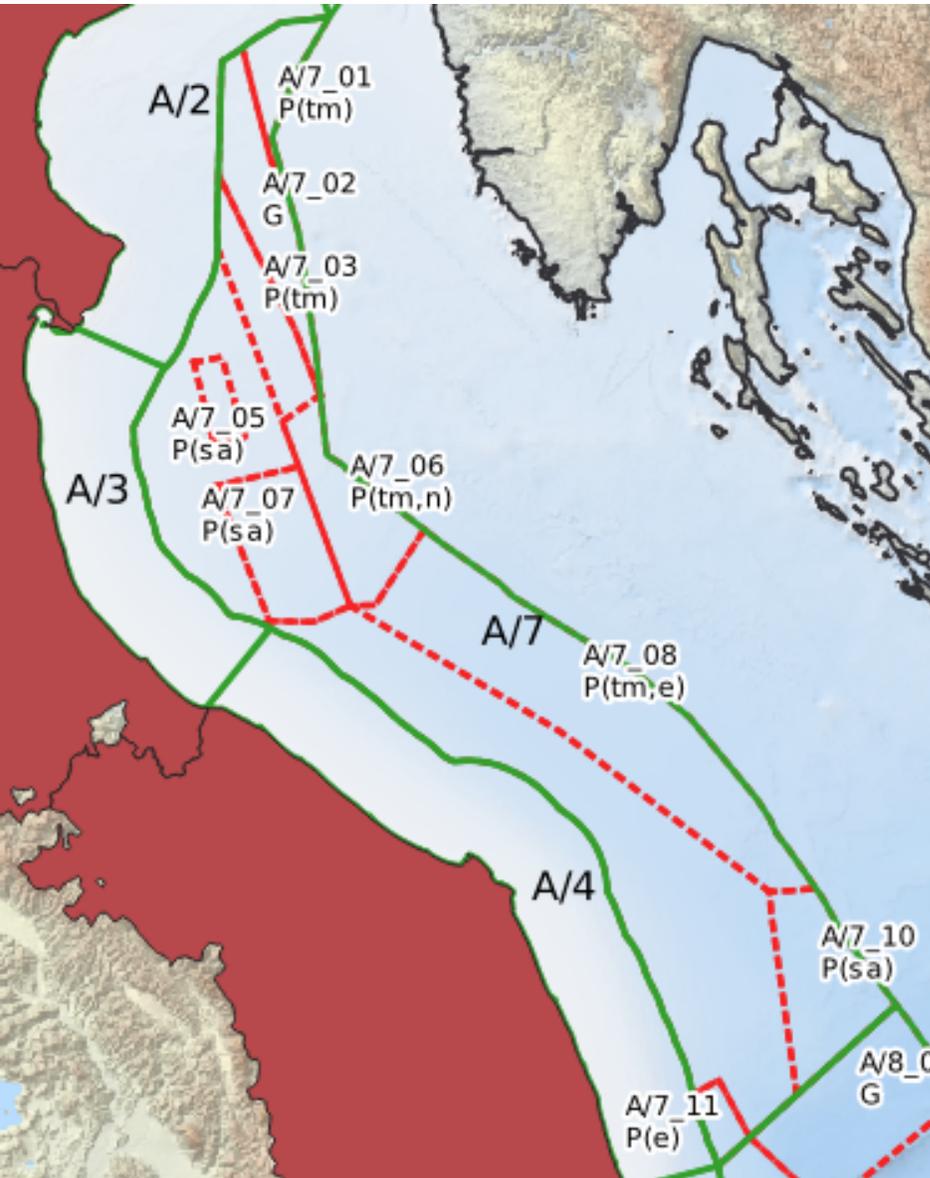
Motivazioni per l'attribuzione tipologica: Usi vari che condividono lo spazio

Altri usi: Pesca, Traffico marittimo, Protezione ambiente e risorse

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente

Elementi rilevanti: area di riproduzione e accrescimento specie aliatiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA "Northern Adriatic".

Stato dell'arte: sub-aree OFFSHORE



UP: A/7_03 **Tipo:** P(tm)

Attribuzione tipologica e usi relativi: Uso prioritario Traffico marittimo

Motivazioni: alta densità di traffico marittimo, corridoi di transito e di schemi di separazione del traffico marittimo IMO.

Altri usi: Pesca, Protezione ambiente e risorse

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente

Elementi rilevanti: area di riproduzione e accrescimento specie aliatiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA "Northern Adriatic".

UP: A/7_04 **Tipo:** G

Attribuzione tipologica e usi relativi: Uso Generico

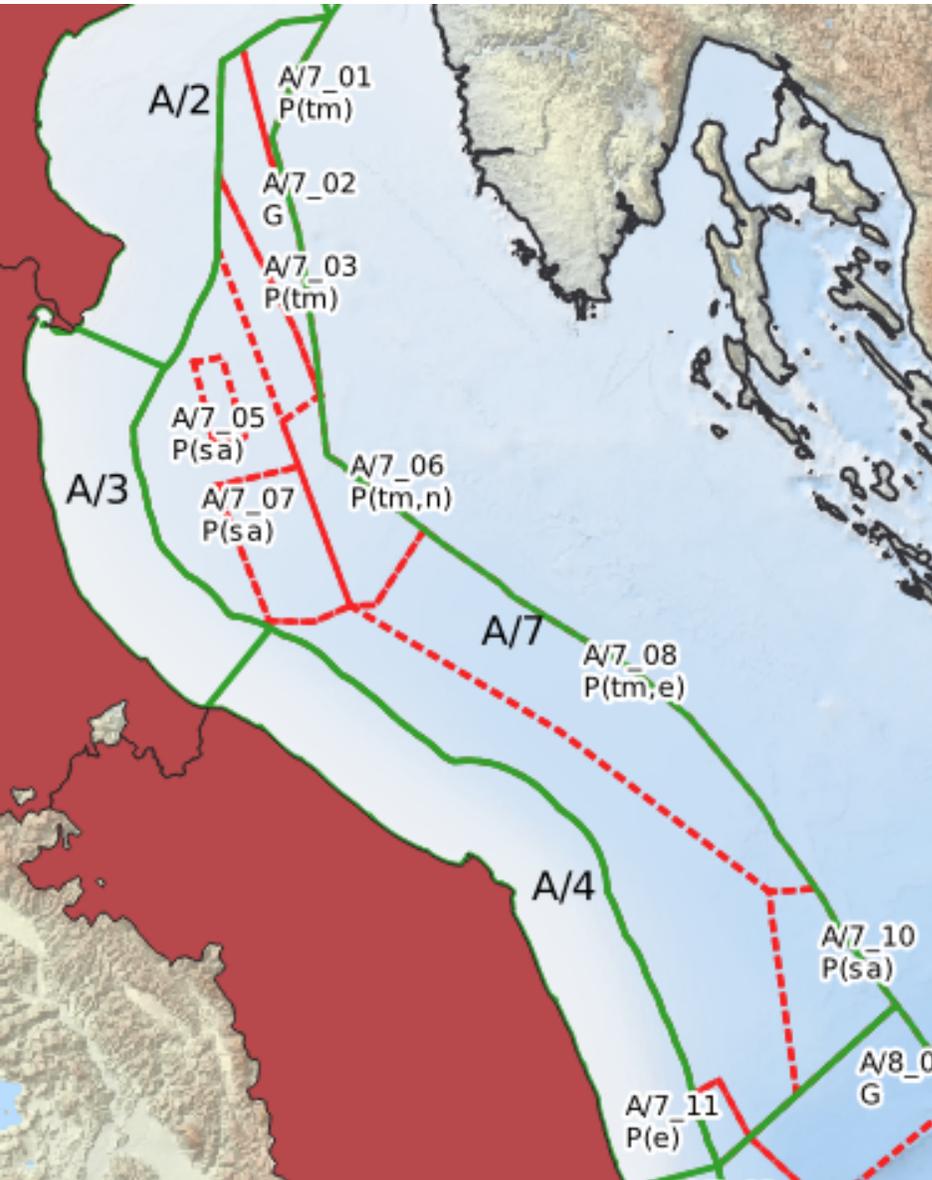
Motivazioni per l'attribuzione tipologica: Usi vari che condividono lo spazio

Altri usi: Pesca, Acquacoltura, Traffico marittimo, Protezione ambiente e risorse, Estrazione idrocarburi

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente; Potenzialità per sviluppo acquacoltura offshore e prelievo molluschi bivalvi; Presenza concessioni minerarie e attività estrattive.

Elementi rilevanti: area di riproduzione e accrescimento specie aliatiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA "Northern Adriatic".

Stato dell'arte: sub-aree OFFSHORE



UP: A/7_05 **Tipo:** P(sa)

Attribuzione tipologica e usi relativi: Uso prioritario prelievo di sabbie relitte

Motivazioni: Presenza di rilevanti depositi sottomarini di sabbie relitte.

Altri usi: Pesca, Traffico marittimo, Estrazione idrocarburi

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente; Presenza concessioni minerarie e attività estrattive.

Elementi rilevanti: area di riproduzione e accrescimento specie aliatiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA "Northern Adriatic".

UP: A/7_06 **Tipo:** P(tm, n)

Attribuzione tipologica e usi relativi: trasporto marittimo, Protezione ambiente e risorse

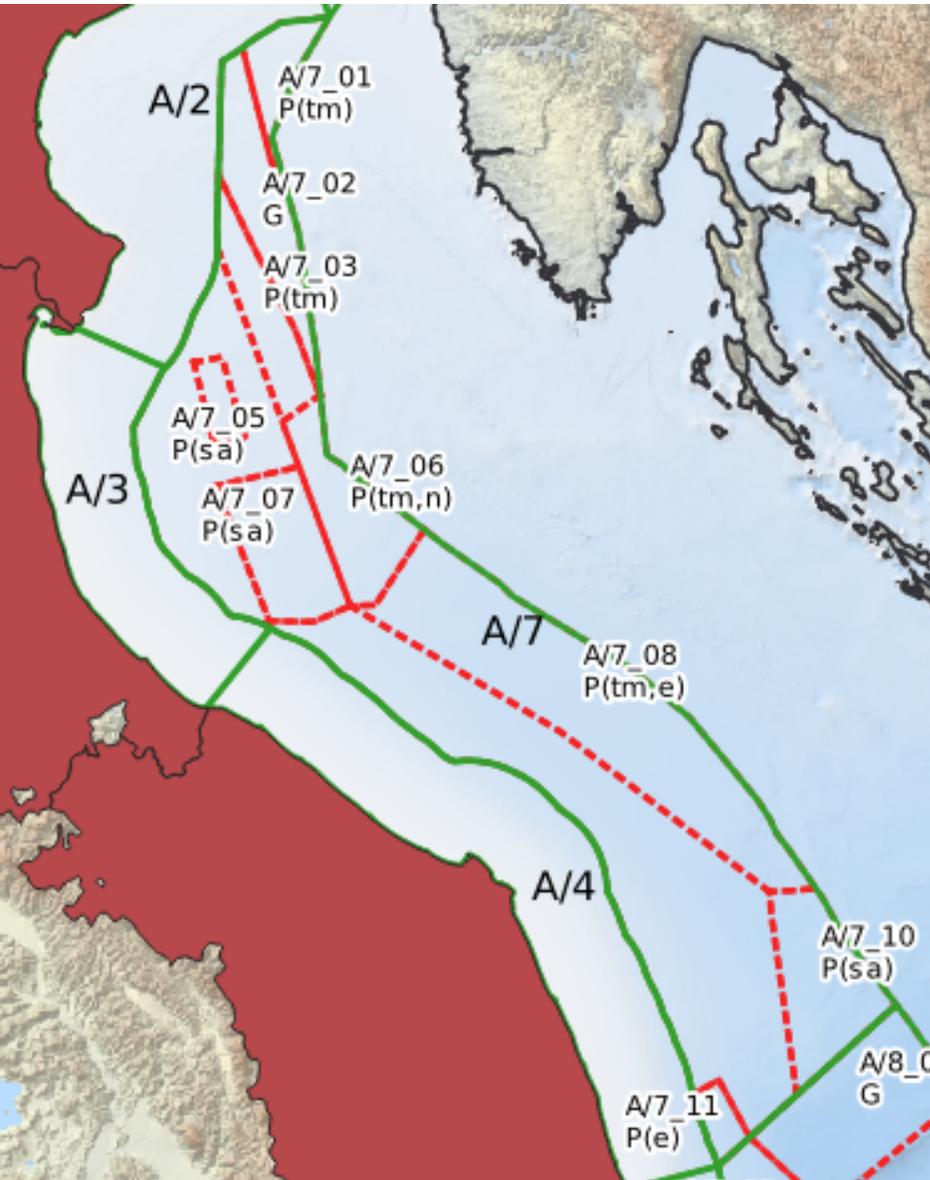
Motivazioni per l'attribuzione tipologica: alta densità di traffico marittimo, corridoi di transito e di schemi di separazione del traffico marittimo IMO; Parte dell'area è stata proposta dalla GFCM come FRA "Santuario delle sogliole". Area inclusa nell'EBSA "Northern Adriatic".

Altri usi: Pesca, Prelievo di sabbie relitte, Protezione ambiente e risorse

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente, con limiti nella FRA; Presenza concessioni minerarie e attività estrattive; Presenza di depositi sottomarini di sabbie relitte.

Elementi rilevanti: alta densità di specie protette.

Stato dell'arte: sub-aree OFFSHORE



UP: A/7_07 **Tipo:** P(sa)

Attribuzione tipologica e usi relativi: Uso prioritario prelievo di sabbie relitte

Motivazioni: Presenza di rilevanti depositi sottomarini di sabbie relitte.

Altri usi: Pesca, Traffico marittimo, Protezione ambiente e risorse, Estrazione idrocarburi

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente, con limiti nella FRA; Presenza concessioni minerarie e attività estrattive.

Elementi rilevanti: area di riproduzione e accrescimento specie aliutiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA "Northern Adriatic".

UP: A/7_08 **Tipo:** P(tm, e)

Attribuzione tipologica e usi relativi: Uso prioritario Traffico marittimo, Estrazione idrocarburi

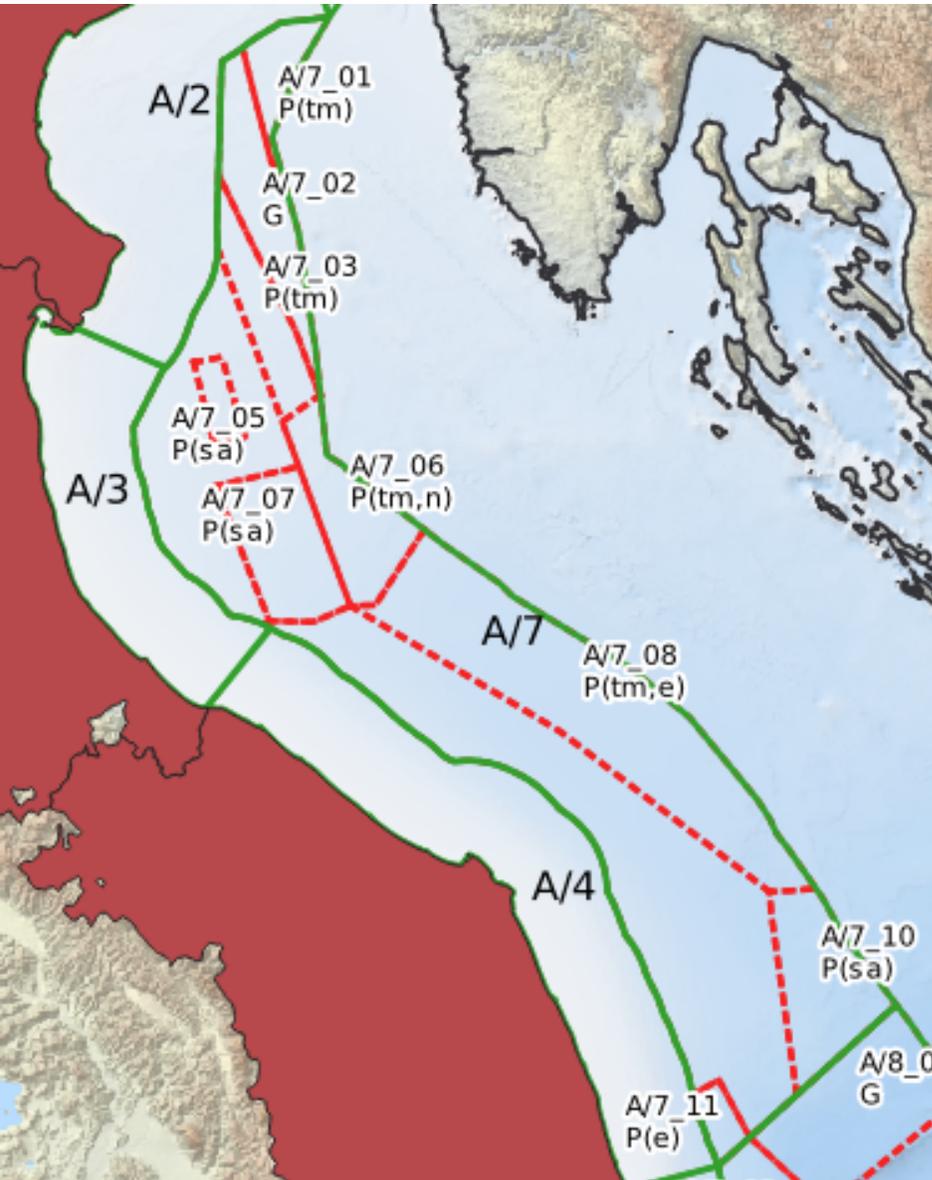
Motivazioni per l'attribuzione tipologica: Area con alta densità di traffico marittimo, corridoi di transito e di schemi di separazione del traffico marittimo IMO. Presenza concessioni minerarie e attività estrattive, con aree ad alta densità

Altri usi: Pesca, Protezione ambiente e risorse

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente.

Elementi rilevanti: alta densità di specie protette. Area inclusa nell'EBSA "Northern Adriatic".

Stato dell'arte: sub-aree OFFSHORE



UP: A/7_09 **Tipo:** G

Attribuzione tipologica e usi relativi: Uso Generico

Motivazioni: Usi vari che condividono lo spazio

Altri usi: Pesca, Traffico marittimo, Protezione ambiente e risorse, Estrazione idrocarburi

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente, con limiti nella FRA; Presenza concessioni minerarie e attività estrattive.

Elementi rilevanti: area di riproduzione e accrescimento specie aliutiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA "Northern Adriatic".

UP: A/7_10 **Tipo:** P(sa)

Attribuzione tipologica e usi relativi: Uso prioritario prelievo di sabbie relitte

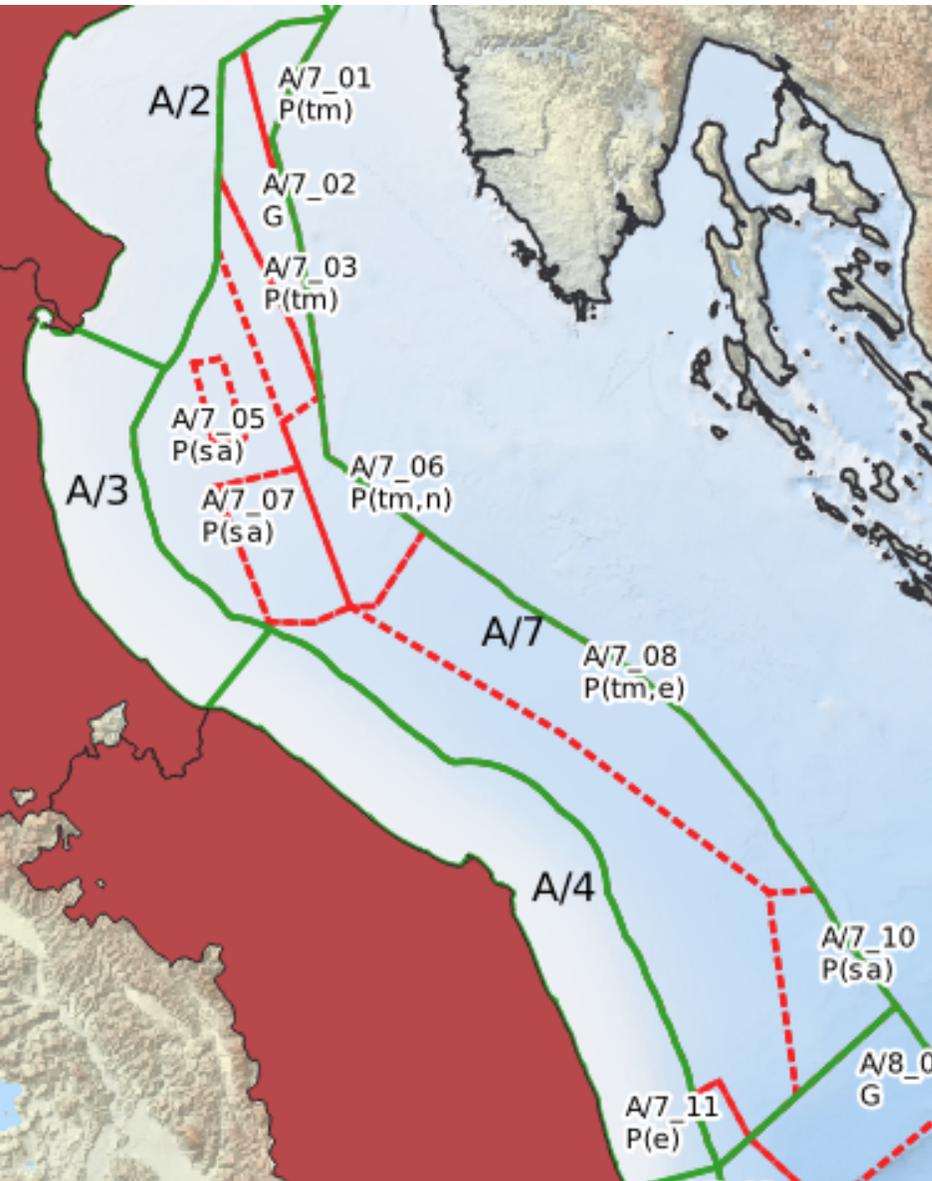
Motivazioni per l'attribuzione tipologica: Presenza di rilevanti depositi sottomarini di sabbie relitte.

Altri usi: Pesca, traffico marittimo, usi militari

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente. Parzialmente occupata nella porzione meridionale da Zona di esercitazione di tiro Mare - Terra "T842 al largo di Porto San Giorgio"

Elementi rilevanti: alta densità di specie protette.

Stato dell'arte: sub-aree OFFSHORE



UP: A/7_11 Tipo: P(e)

Attribuzione tipologica e usi relativi: Uso prioritario Estrazione idrocarburi

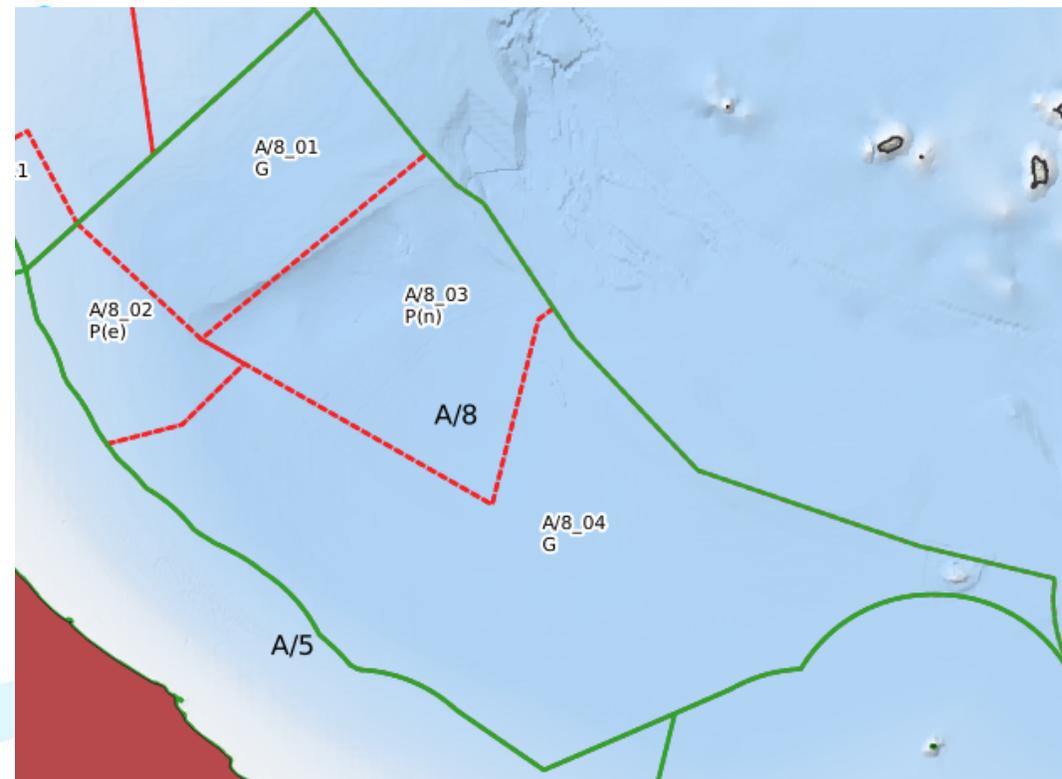
Motivazioni per l'attribuzione tipologica: Presenza concessioni minerarie e attività estrattive, con aree ad alta densità

Altri usi: Pesca, traffico marittimo

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente. Area con alta densità di traffico marittimo.

Elementi rilevanti: /

Stato dell'arte: sub-aree OFFSHORE



Settori	Obiettivi specifici
Trasporto marittimo	OS.1 - Promuovere uno sviluppo sostenibile del trasporto marittimo e ridurre gli impatti negativi, con regole specifiche volte a ridurre rischi ed impatti in zone sensibili utilizzando, in particolare, le linee guida IMO
Energia	OS.2 - Consentire lo sfruttamento nel tempo dei giacimenti metaniferi già autorizzati in modo sicuro per l'uomo e per l'ambiente, riducendo i conflitti ed aumentando le sinergie con altri settori dell'economia del mare
Energia	OS.3 - Promuovere la generazione di energia da fonti rinnovabili in mare, con riferimento particolare all'eolico
Pesca	OS.4 - Promuovere il perseguimento di un uso sostenibile delle risorse della pesca, tenendo conto della sostenibilità dello sfruttamento degli stock, del bycatch e dei potenziali effetti sul fondale, nonché delle aree protette, delle ZTB e della presenza di EFH.
Pesca	OS.5 - Favorire azioni transnazionali per misure concertate per la protezione delle risorse e la sostenibilità della pesca
Tutela e protezione di specie, habitat ed ecosistemi	OS.6 - Consolidare il sistema di aree protette e misure di conservazione esistenti, in un quadro di coerenza ecologica complessiva e promuovendo l'attuazione delle principali misure spaziali previste nel Programma delle Misure di MSFD
Estrazione di risorse non biologiche	OS.7 - Indirizzare adeguatamente l'uso e la salvaguardia delle sabbie sottomarine per ripascimenti, da considerare come risorsa strategica per i piani di difesa ed adattamento delle coste

Stato dell'arte: sub-aree OFFSHORE

UP: A/8_01 **Tipo:** G

Attribuzione tipologica e usi relativi: Uso Generico

Motivazioni: Usi vari che condividono lo spazio.

Altri usi: Pesca, Traffico marittimo, Protezione ambiente e risorse, usi militari

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente; Parzialmente occupata nella porzione nord-orientale da Zona di esercitazione di tiro Mare - Terra "T842 al largo di Porto San Giorgio"

Elementi rilevanti: area di riproduzione e accrescimento specie aliutiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA (Ecologically or Biologically Significant Areas - CBD) ""Jabuka/Pomo Pit".

UP: A/8_02 **Tipo:** P(e)

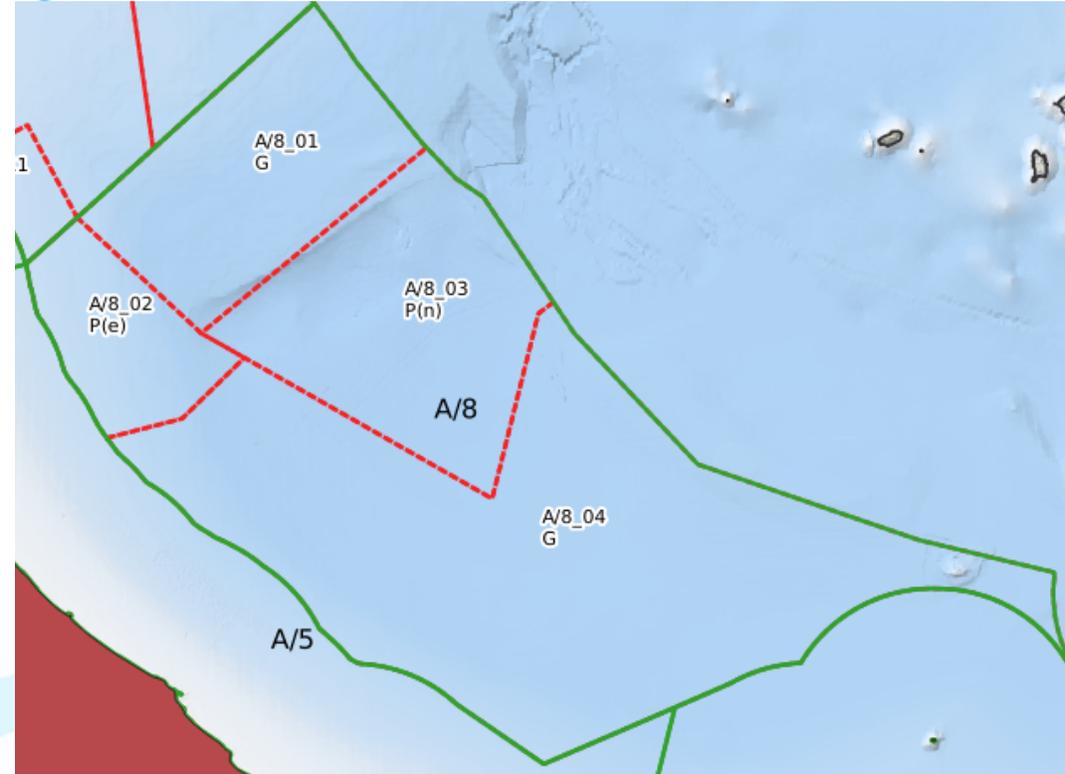
Attribuzione tipologica e usi relativi: Uso prioritario Estrazione idrocarburi

Motivazioni per l'attribuzione tipologica: Presenza concessioni minerarie e attività estrattive, con aree ad alta densità

Altri usi: Pesca, Traffico marittimo

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente

Elementi rilevanti: area di riproduzione e accrescimento specie aliutiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA (Ecologically or Biologically Significant Areas - CBD) "Jabuka/Pomo Pit".



Stato dell'arte: sub-aree OFFSHORE

UP: A/8_03 **Tipo:** P(n)

Attribuzione tipologica e usi relativi: Uso prioritario Protezione ambiente e risorse

Motivazioni: Elevata valenza naturalistica, inclusa all'interno della Fishery Restricted Area –FRA "Fossa di Pomo (GFCM/41/2017/3) e nell'EBSA (CBD) "Jabuka/Pomo Pit".

Altri usi: Traffico marittimo

P. c.: Attività di pesca non consentita o specificamente regolata dal regolamento FRA "Fossa di Pomo".

Elementi rilevanti: come sopra.

UP: A/8_04 **Tipo:** G

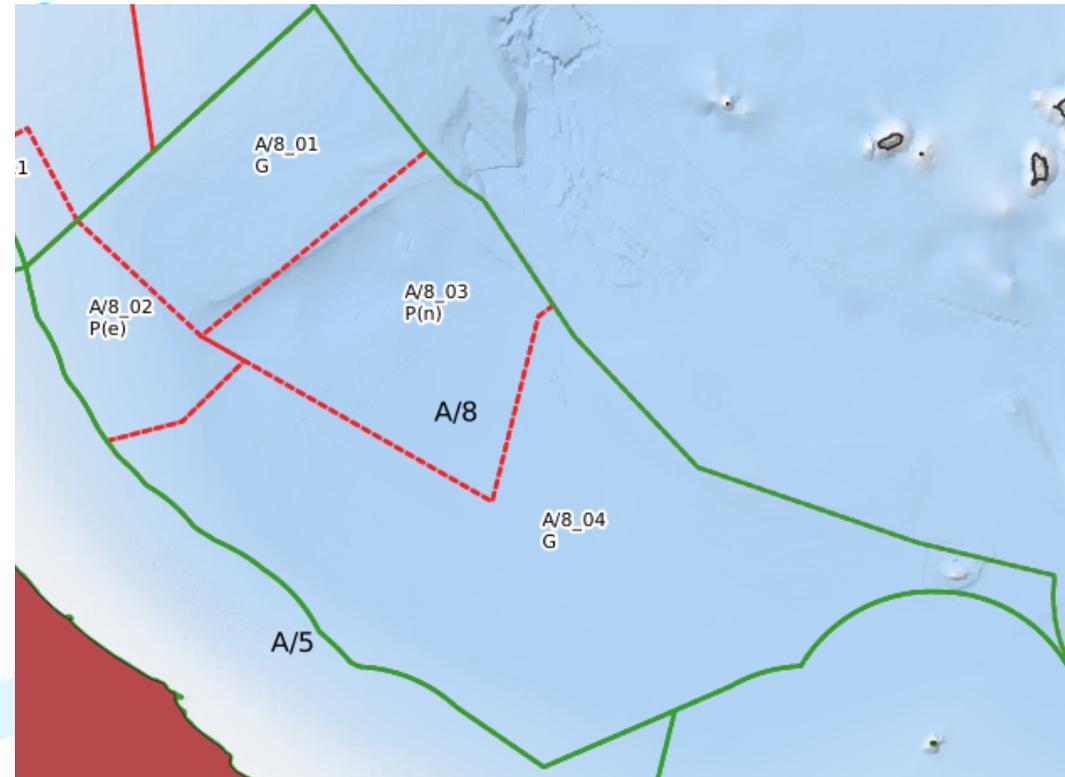
Attribuzione tipologica e usi relativi: Uso Generico

Motivazioni: Usi vari che condividono lo spazio.

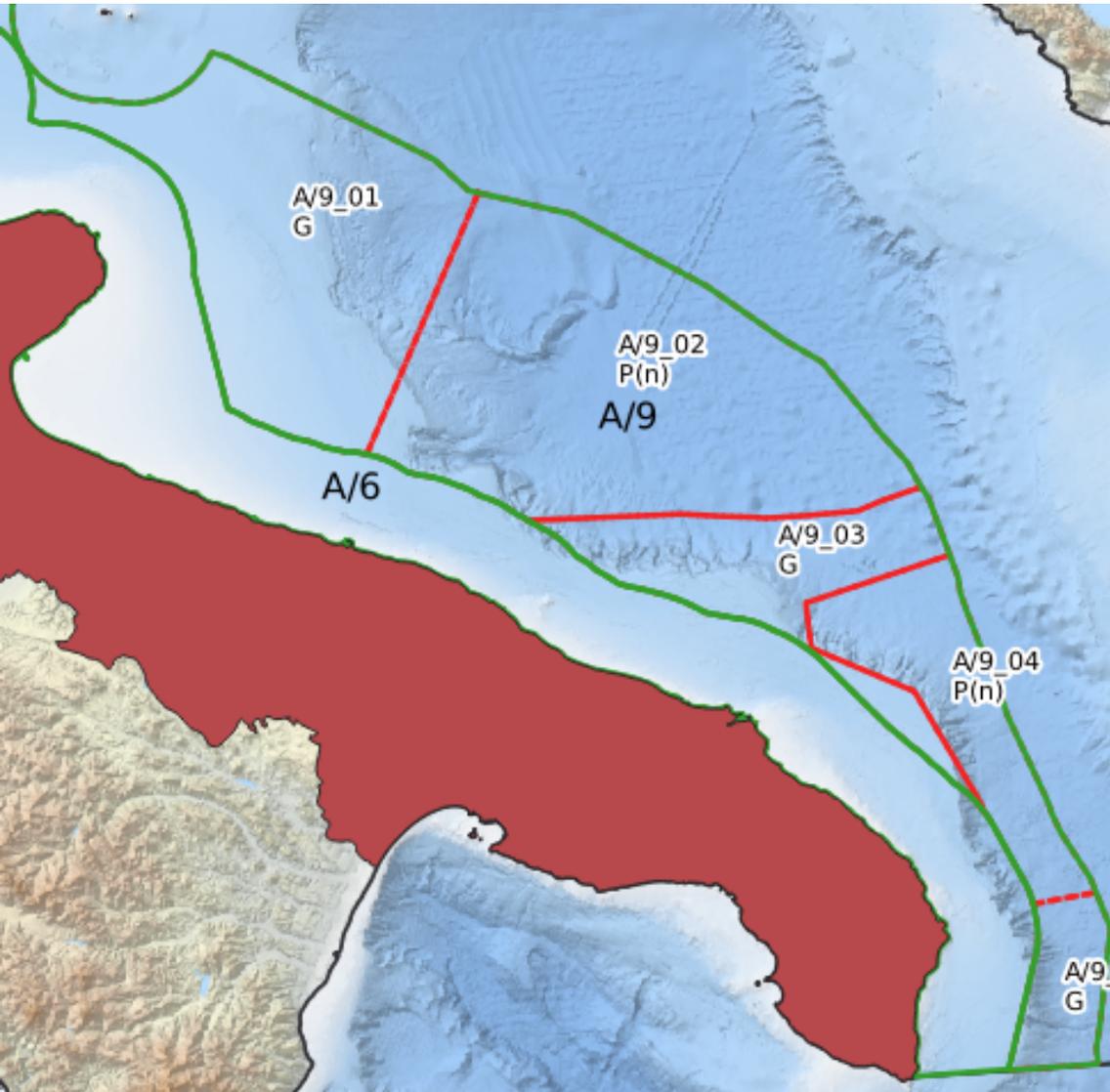
Altri usi: Pesca, Traffico marittimo, Protezione ambiente e risorse

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente

Elementi rilevanti: area di riproduzione e accrescimento specie aliutiche di interesse commerciale e alta densità di specie protette. Area inclusa nell'EBSA "Jabuka/Pomo Pit".

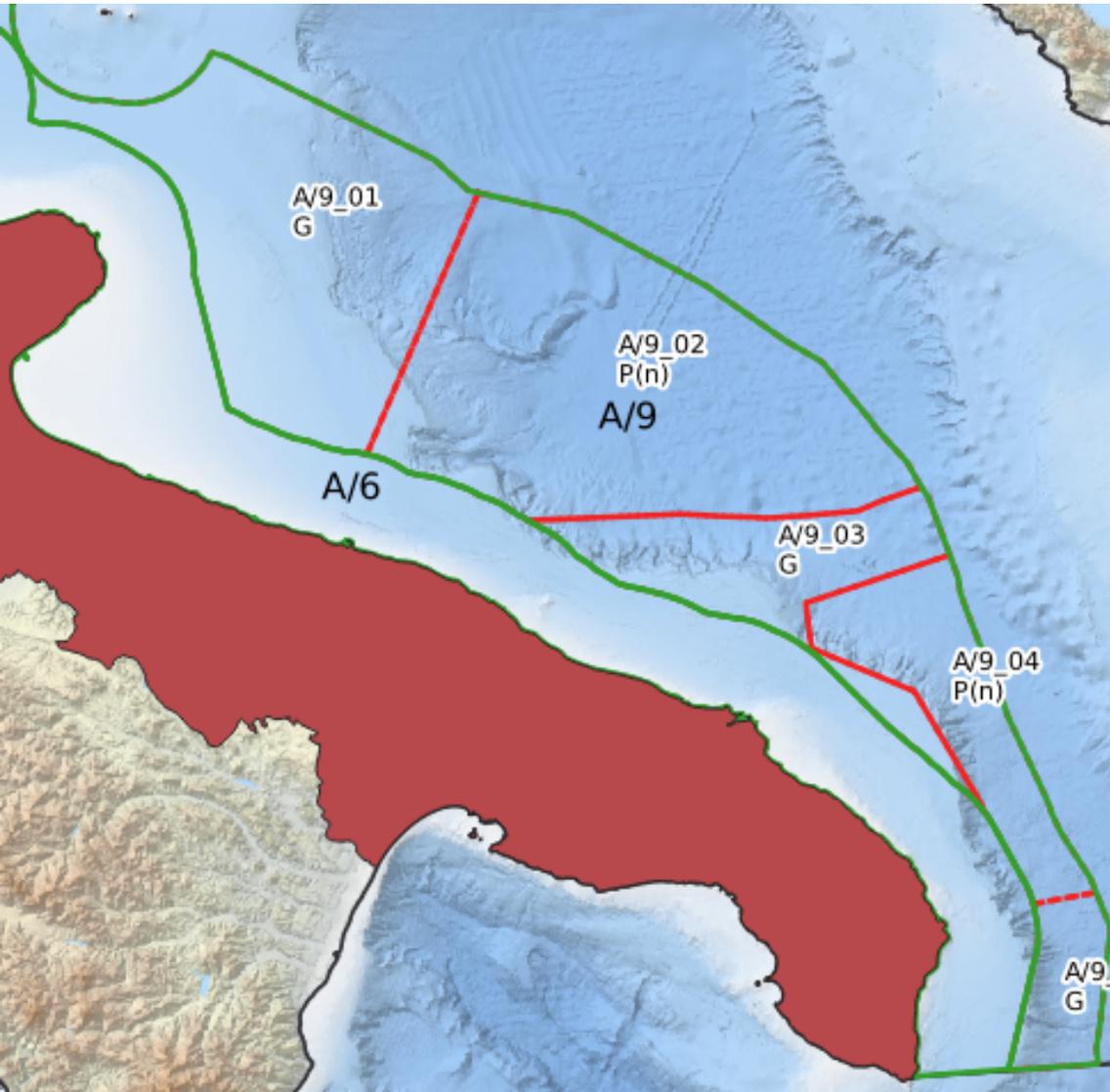


Stato dell'arte: sub-aree OFFSHORE



Settori	Obiettivi specifici
Trasporto marittimo	OS.1 - Promuovere uno sviluppo sostenibile del trasporto marittimo e ridurre gli impatti negativi, con regole specifiche volte a ridurre rischi ed impatti in zone sensibili utilizzando, in particolare, le linee guida IMO
Energia	OS.2 - Promuovere la generazione di energia da fonti rinnovabili in mare, con riferimento particolare all'eolico
Pesca	OS.3 - Promuovere il perseguimento di un uso sostenibile delle risorse della pesca, tenendo conto della sostenibilità dello sfruttamento degli stock, del bycatch e dei potenziali effetti sul fondale, nonché delle aree protette, delle ZTB e della presenza di EFH.
Pesca	OS.4 - Favorire azioni transnazionali per misure concertate per la protezione delle risorse e la sostenibilità della pesca
Tutela e protezione di specie, habitat ed ecosistemi	OS.5 - Consolidare il sistema di aree protette e misure di conservazione esistenti, in un quadro di coerenza ecologica complessiva e promuovendo l'attuazione delle principali misure spaziali previste nel Programma delle Misure di MSFD
Estrazione di risorse non biologiche	OS.6 - Indirizzare adeguatamente l'uso e la salvaguardia delle sabbie sottomarine per ripascimenti, da considerare come risorsa strategica per i piani di difesa ed adattamento delle coste

Stato dell'arte: sub-aree OFFSHORE



UP: A/9_01 **Tipo:** G

Attribuzione tipologica e usi relativi: Uso Generico

Motivazioni: Usi vari che condividono lo spazio.

Altri usi: Pesca, Traffico marittimo, Protezione ambiente e risorse

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente

Elementi rilevanti: Area inclusa nell'EBSA "South Adriatic Ionian Straight".

UP: A/9_02 **Tipo:** P(n)

Attribuzione tipologica e usi relativi: Uso prioritario Protezione ambiente e risorse

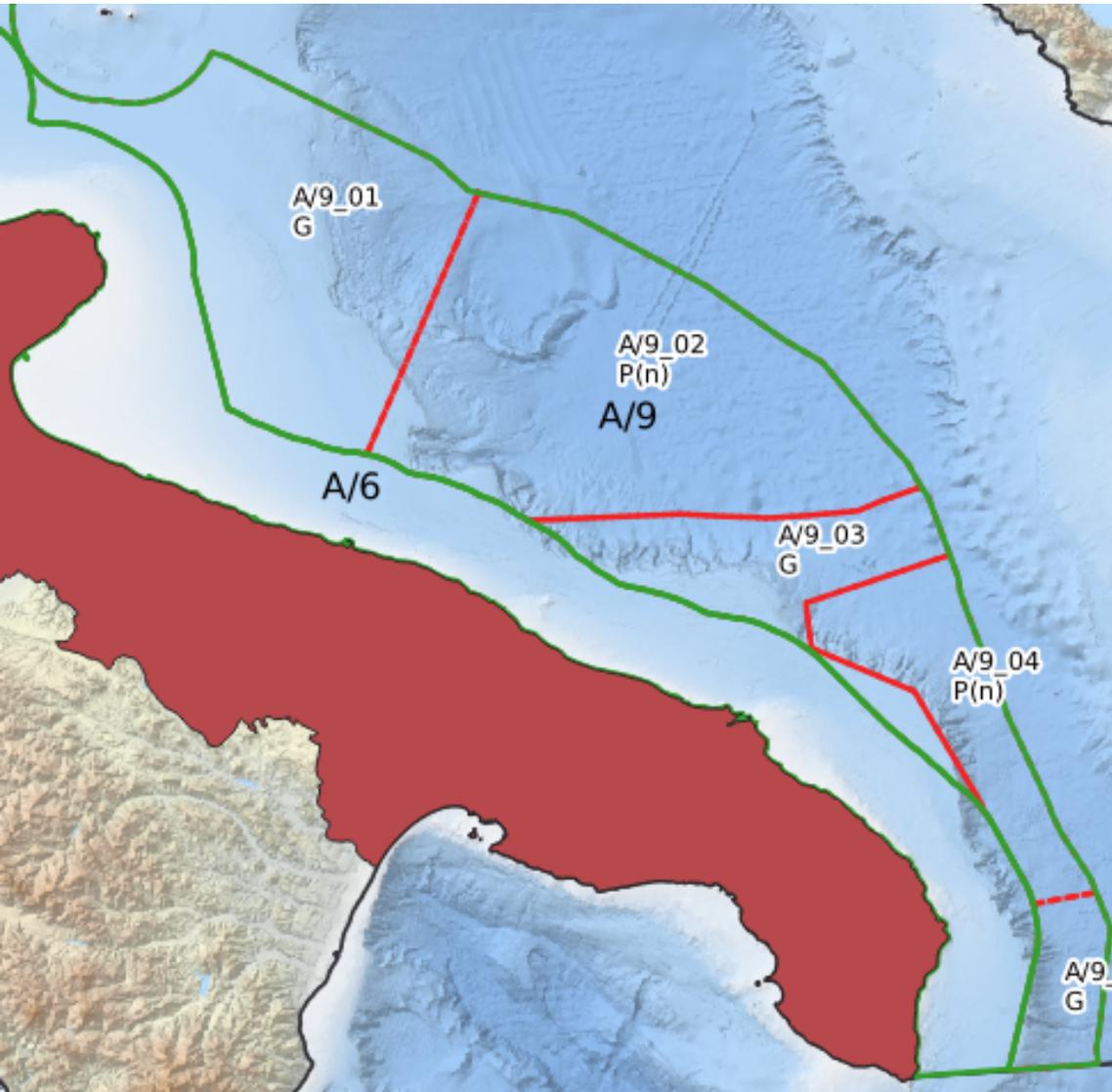
Motivazioni per l'attribuzione tipologica: elevata valenza naturalistica per alta densità di specie ed habitat profondi protetti. Contiene l'istituata (D.M. 22/01/2009) area "Z.T.B Al largo delle coste della Puglia"; pSIC Natura 2000 per la protezione delle Biocenosi profonde; inclusa nell'EBSA "South Adriatic Ionian Straight"

Altri usi: Pesca, Traffico marittimo

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente, in particolare nella ZTB. Pesca a strascico vietata in acque più profonde di 1000 metri come da decisione GFCM. In fase di discussione la potenziale istituzione della FRA "Canyon di Bari".

Elementi rilevanti: come sopra.

Stato dell'arte: sub-aree OFFSHORE



UP: A/9_03 **Tipo:** G

Attribuzione tipologica e usi relativi: Uso Generico

Motivazioni: Usi vari che condividono lo spazio.

Altri usi: Pesca, Traffico marittimo, Protezione ambiente e risorse, usi militari

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente; contiene la Zona di esercitazione di tiro T835

Elementi rilevanti: Area inclusa nell'EBSA "South Adriatic Ionian Strait". Presenti siti archeologici sottomarini (dati ARCHEOMAR).

UP: A/9_04 **Tipo:** P(n)

Attribuzione tipologica e usi relativi: Uso prioritario Protezione ambiente e risorse

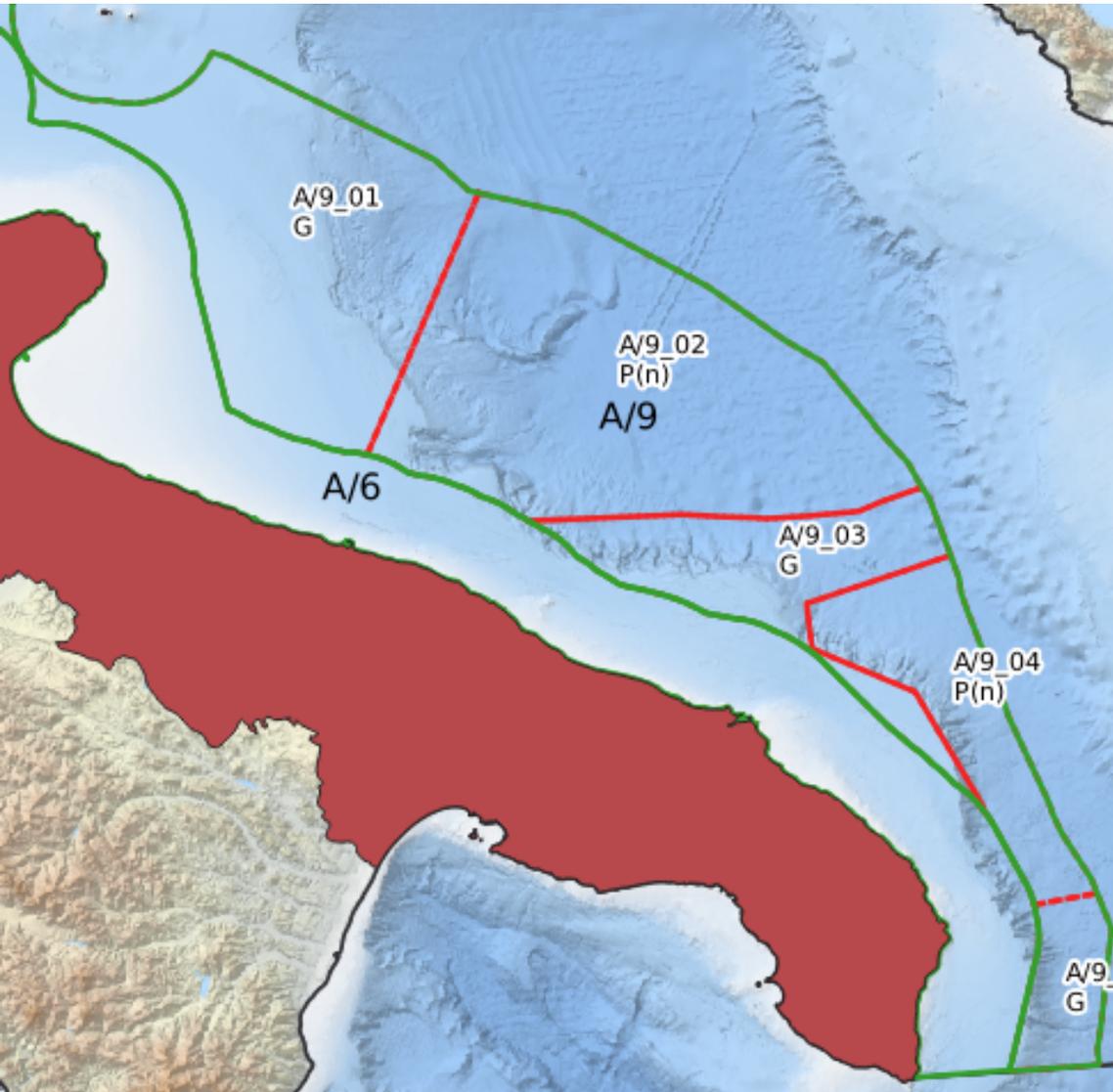
Motivazioni per l'attribuzione tipologica: elevata valenza naturalistica per alta densità di specie ed habitat profondi protetti. Inclusa nell'EBSA "South Adriatic Ionian Strait"

Altri usi: Pesca, Traffico marittimo, usi militari

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente, in particolare nella ZTB. In fase di discussione la potenziale istituzione della FRA "Canale d'Otranto". Contiene la Zona di esercitazione di tiro T835

Elementi rilevanti: Presenti siti archeologici sottomarini (dati ARCHEOMAR).

Stato dell'arte: sub-aree OFFSHORE



UP: A/9_05 **Tipo:** G

Attribuzione tipologica e usi relativi: Uso Generico

Motivazioni: Usi vari che condividono lo spazio.

Altri usi: Pesca, Traffico marittimo, Protezione ambiente e risorse

P. c.: attività di pesca con attrezzi da posta e con attrezzi trainati consentite nel rispetto della normativa vigente

Elementi rilevanti: Area inclusa nell'EBSA "South Adriatic Ionian Straight". Presenti siti archeologici sottomarini (dati ARCHEOMAR).



***Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ!
Grazzi!جراي!***



Co-funded by the European
Maritime and Fisheries Fund



Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

III Sessione, 9 Marzo 2021

Energia

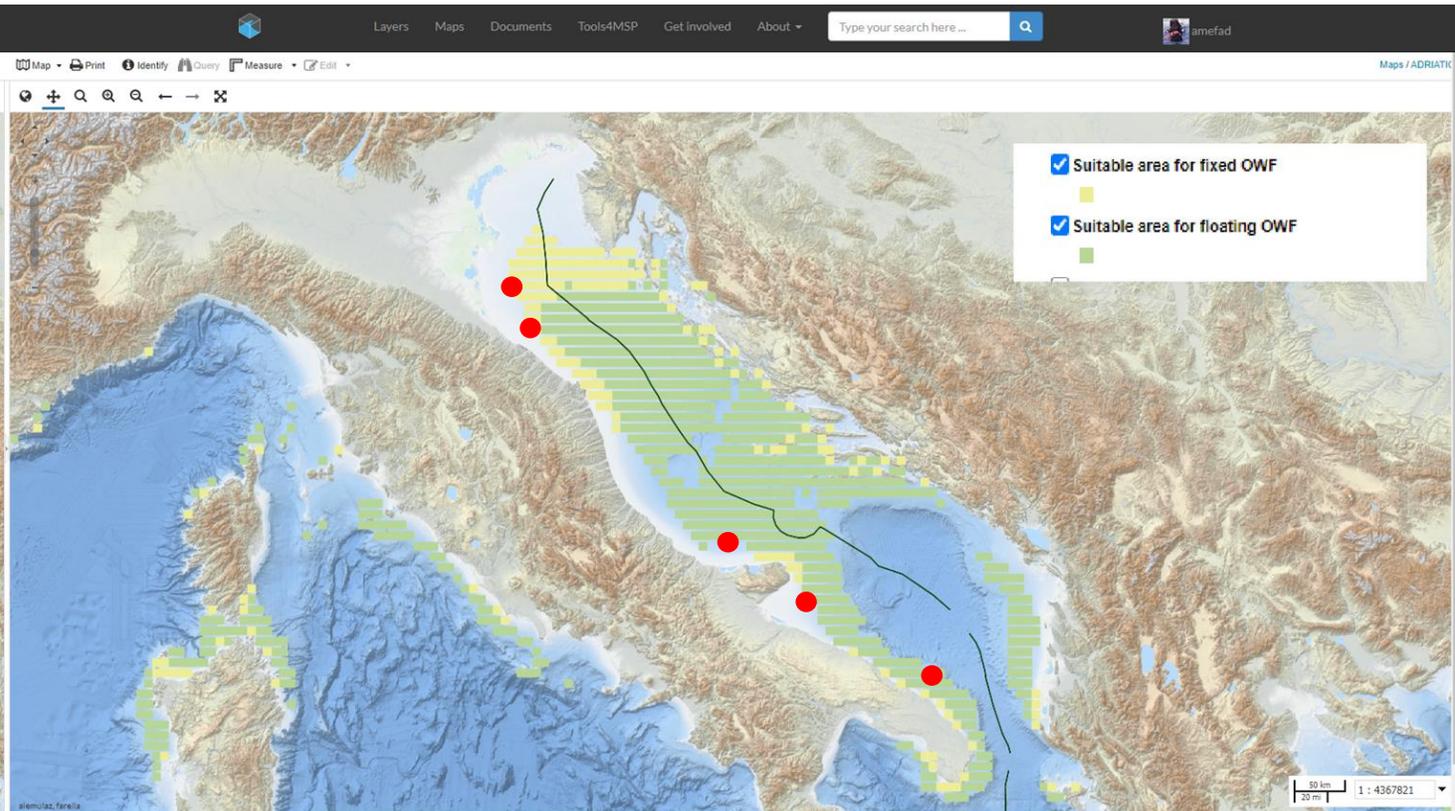
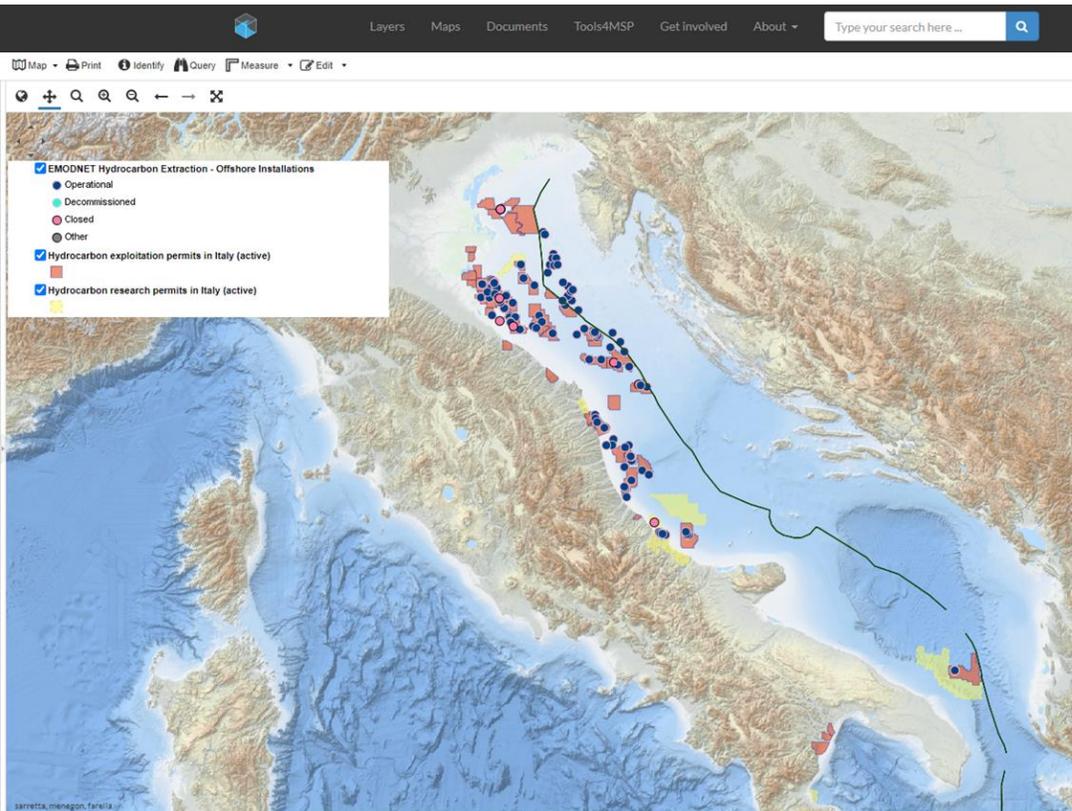
Andrea Barbanti, CNR-
ISMAR – Polo Scientifico

Riferimenti principali

▶ *Stato dell'arte*

Concessioni e piattaforme

Aree possibili (>5 m/s; <50 m o <200 m) OWF fissi o flottanti e iter autorizzativi in corso



Riferimenti principali

▷ Obiettivi strategici (documento di Fase 3)

- | | |
|-------------|---|
| OS19 | Contribuire a favorire la transizione energetica verso fonti rinnovabili e a ridotte emissioni attraverso lo sviluppo della produzione di energie rinnovabili a mare
<i>(Piano Nazionale Energia e Clima - EU Green Deal - Offshore Renewable Energy Strategy (Nov. 2020))</i> |
| OS20 | Perseguire la sostenibilità ambientale, sociale ed economica delle attività di prospezione, ricerca e coltivazione di idrocarburi in mare
<i>(Moratoria delle le attività di prospezione, esplorazione e ricerca di idrocarburi a terra e a mare e predisposizione del Piano per la transizione energetica sostenibile delle aree idonee (PiTESAI))</i> |
| OS21 | Promuovere la riconversione di piattaforme ed infrastrutture associate a giacimenti esauriti e le sinergie tra attività marittime compatibili |
| OS22 | Promuovere la cooperazione europea e regionale in materia di energia |
| OS23 | Favorire la pianificazione di aree idonee per l'attività di cattura e stoccaggio geologico della CO2 |

Il settore nella proposta attuale

▷ *Riferimenti nelle visioni e obiettivi delle varie sub-aree*

Aree costiere

RER

Consentire lo sfruttamento nel tempo dei giacimenti metaniferi già autorizzati in modo sicuro per l'uomo e per l'ambiente, riducendo i conflitti ed aumentando le sinergie con altri settori dell'economia del mare.

Promuovere la generazione di energia da fonti rinnovabili in mare, privilegiando, ove possibile, la conversione delle piattaforme in dismissione per progetti multiuso che includano la creazione di aree di 'tutela biologica' e/o di siti di interesse per il turismo e la pesca subacquea e acquacoltura.

Marche

Contribuire alla decarbonizzazione promuovendo il ricorso all'uso delle energie rinnovabili marine quali l'energia dal moto ondoso marino per favorire l'elettrificazione dei porti o altre zone urbanizzate; favorire la creazione di una catena globale del valore nel territorio regionale basata sulle energie rinnovabili marine.

Abruzzo/Molise

Consentire lo sfruttamento nel tempo dei giacimenti metaniferi già autorizzati in modo sicuro per l'uomo e per l'ambiente, riducendo i conflitti ed aumentando le sinergie con altri settori dell'economia del mare.

Promuovere la generazione di energia da fonti rinnovabili in mare.

Aree offshore

Consentire lo sfruttamento nel tempo dei giacimenti metaniferi già autorizzati in modo sicuro per l'uomo e per l'ambiente, riducendo i conflitti ed aumentando le sinergie con altri settori dell'economia del mare.

Promuovere la generazione di energia da fonti rinnovabili in mare, con riferimento particolare all'eolico.

Il settore nella proposta attuale

▷ *Riferimenti nelle Unità di Pianificazione e relative vocazioni e descrizioni*

Piattaforma MSP CHALLENGE – Adriatic Edition

Sub-Aree indirizzate all'uso in oggetto (P-L-R) e sub-aree G

Principali interazioni e temi per la discussione



- Relazioni con le infrastrutture a terra (porti, cantieristica, distretti tecnologici specializzati, infrastrutture costiere connesse)
- Scenari e possibilità di sinergie e multi-uso, sia per O&G che per rinnovabili (MRE)
- Interazioni / conflitti con Turismo e Paesaggio / Patrimonio culturale
- *Trade offs* fra impatti e benefici ambientali
- Cattura e stoccaggio geologico della CO2



Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ! Grazi! جرازي



Co-funded by the European
Maritime and Fisheries Fund



Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

III Sessione, 9 Marzo 2021

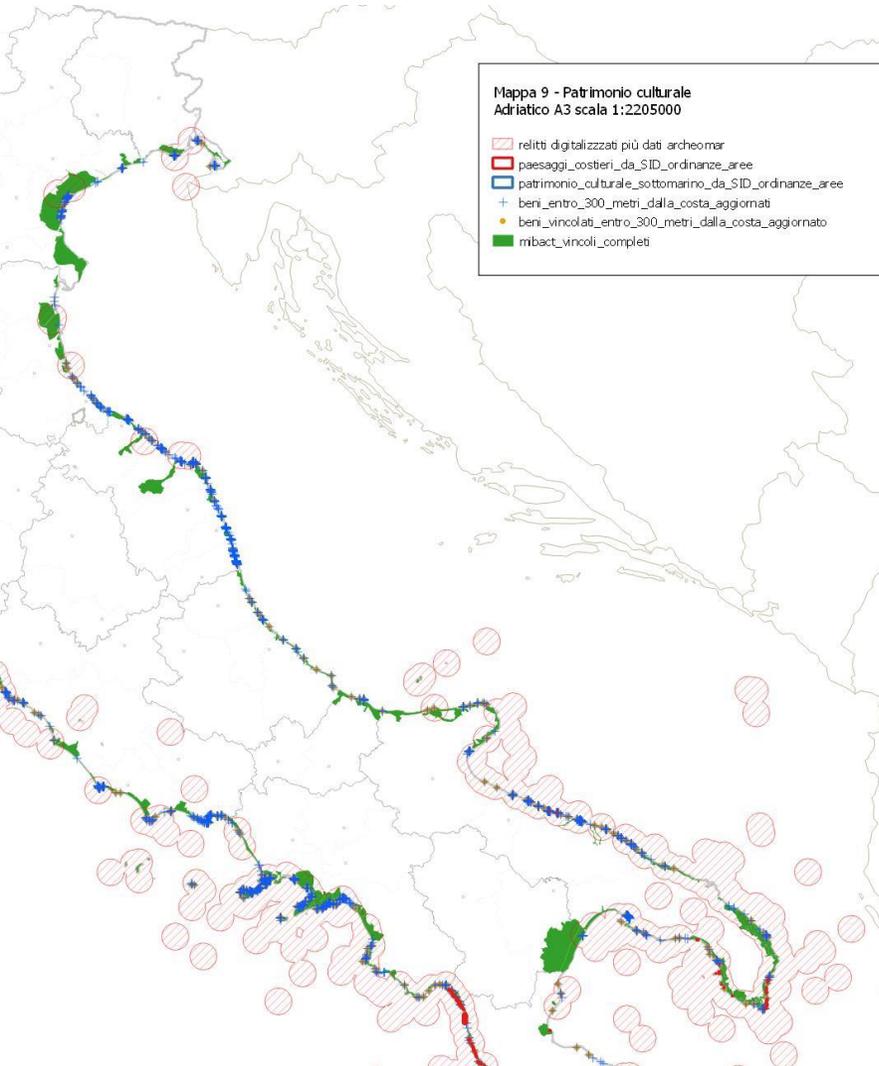
Paesaggio e Patrimonio Culturale

Prof. Francesco Musco
Università Iuav di Venezia
Polo Scientifico

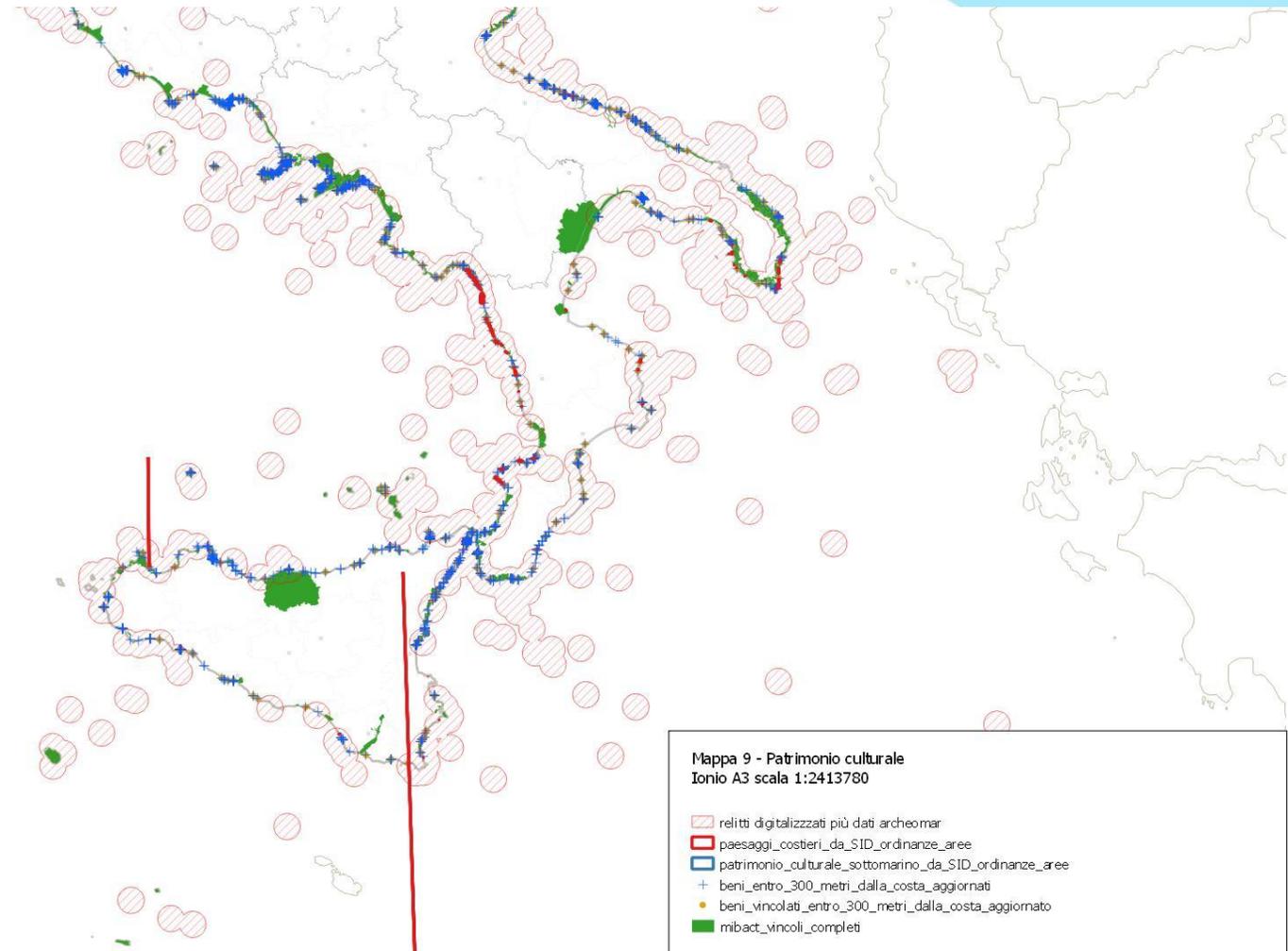
Riferimenti principali

▷ *Stato dell'arte – Fase 1* (Mappe in bozza – in corso di elaborazione)

Bacino adriatico



Bacino adriatico sud e Ionio



Riferimenti principali

▷ Obiettivi strategici (documento di Fase 3)

SETTORE		OBIETTIVI
Paesaggio e Beni culturali	OS 37	Supportare il pregio paesaggistico della fascia costiera
	OS 38	Favorire il recupero e la riqualificazione di immobili ed aree sottoposte a tutela
	OS 39	Favorire e supportare la conservazione del patrimonio archeologico subacqueo
	OS 40	Promuovere la collaborazione regionale e internazionale in materia di paesaggi
	OS 41	Promuovere e creare consapevolezza sul patrimonio culturale immateriale

Riferimenti principali

▷ Obiettivi strategici (documento di Fase 3) – **alcune specifiche**

SETTORE		OBIETTIVI
Paesaggio e Beni culturali	OS 37	Supportare il pregio paesaggistico della fascia costiera ... il piano si prefigge di estrapolare dai Piani paesaggistici regionali le principali linee di indirizzo in essi contenute per la gestione e salvaguardia delle aree costiere, considerando ove opportuno gli "Ambiti territoriali" individuati in base ai caratteri geomorfologici, identitari e storico-culturali...
	OS 38	Favorire il recupero e la riqualificazione di immobili ed aree sottoposte a tutela recupero e la riqualificazione degli immobili e delle aree sottoposti a tutela compromessi o degradati, al fine di reintegrare i valori preesistenti e realizzare nuovi valori paesaggistici coerenti ed integrati
	OS 39	Favorire e supportare la conservazione del patrimonio archeologico subacqueo ... convenzione UNESCO sulla protezione del patrimonio culturale subacqueo intende assicurare e rafforzare la protezione del patrimonio culturale subacqueo, stimolando collaborazioni internazionali
	OS 40	Promuovere la collaborazione regionale e internazionale in materia di paesaggi rete del patrimonio europeo (HERIN)
	OS 41	Promuovere e creare consapevolezza sul patrimonio culturale immateriale patrimonio culturale per la società (Convenzione di Faro)

Riferimenti principali

▷ Obiettivi strategici (documento di Fase 3) - **sinergie possibili con altri OS**

SETTORI		OBIETTIVI
Sviluppo sostenibile	OS1	Sviluppare un'economia sostenibile del mare, moltiplicando le opportunità di crescita per i settori marini e marittimi
	OS2	Contribuire alla Strategia Nazionale per lo Sviluppo Sostenibile
	OS3	Contribuire al Green Deal Europeo
Trasporto marittimo	OS18	Promuovere l'integrazione e dialogo tra i sistemi di pianificazione vigenti in particolare riguardo l'integrazione della pianificazione strategica portuale, pianificazione terrestre e i piani del mare
Turismo	OS27	Promuovere forme sostenibili di turismo costiero e marittimo
	OS28	Favorire azioni coerenti di pianificazione in terra e in mare, anche per finalità turistiche
	OS29	Contribuire alla diversificazione dei prodotti e dei servizi turistici e al contrasto alla stagionalità della domanda di turismo interno, costiero e marittimo
Tutela e protezione di specie, habitat ed ecosistemi	OS33	Integrazione degli aspetti di interazione terra-mare e gestione integrata della fascia costiera, con particolare riferimento agli aspetti di natura ambientale

Il settore nella proposta attuale

▷ *Riferimenti nelle visioni e obiettivi delle varie sub-aree*

Aree costiere (esempio Abruzzo-Molise)

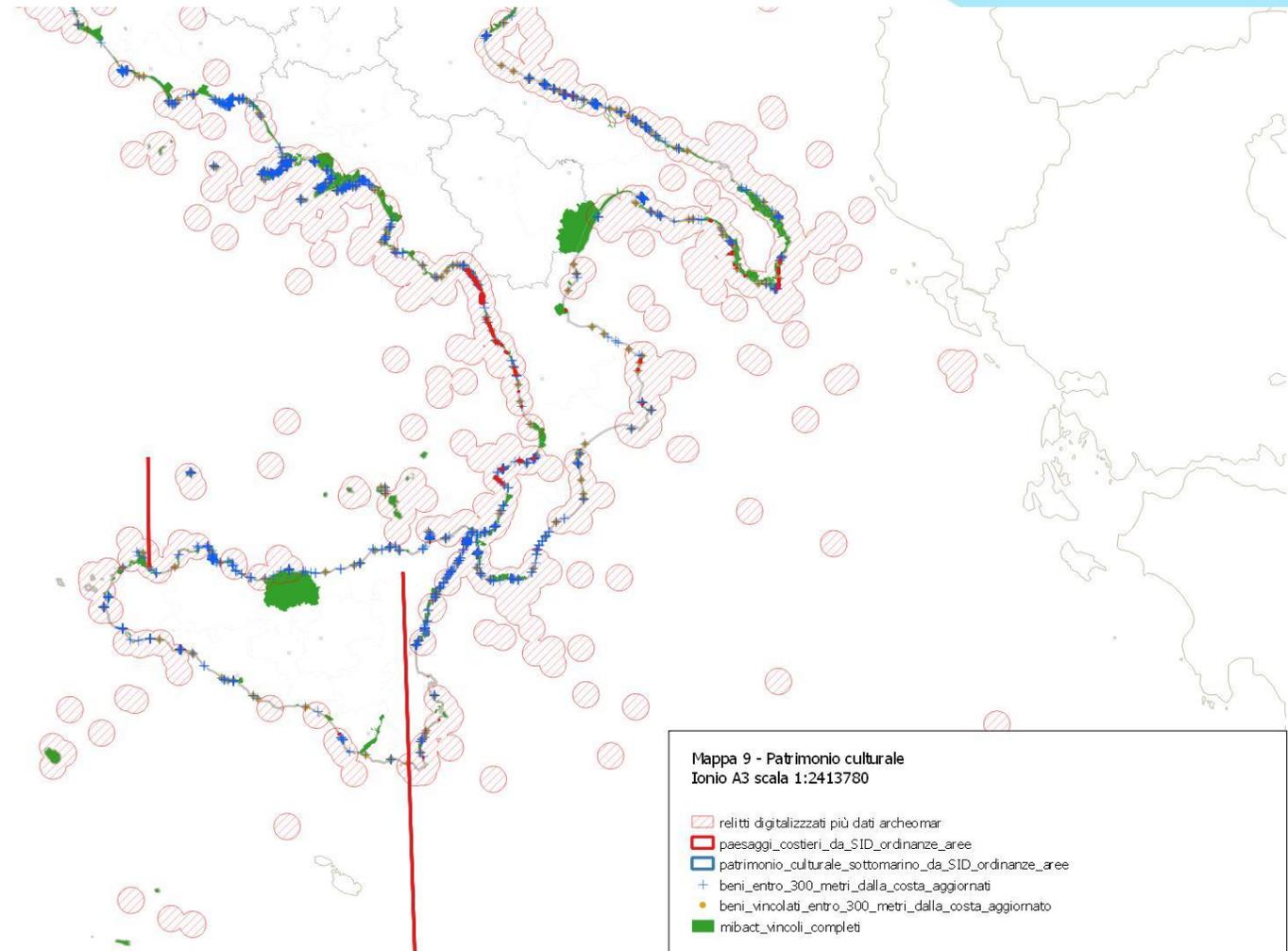
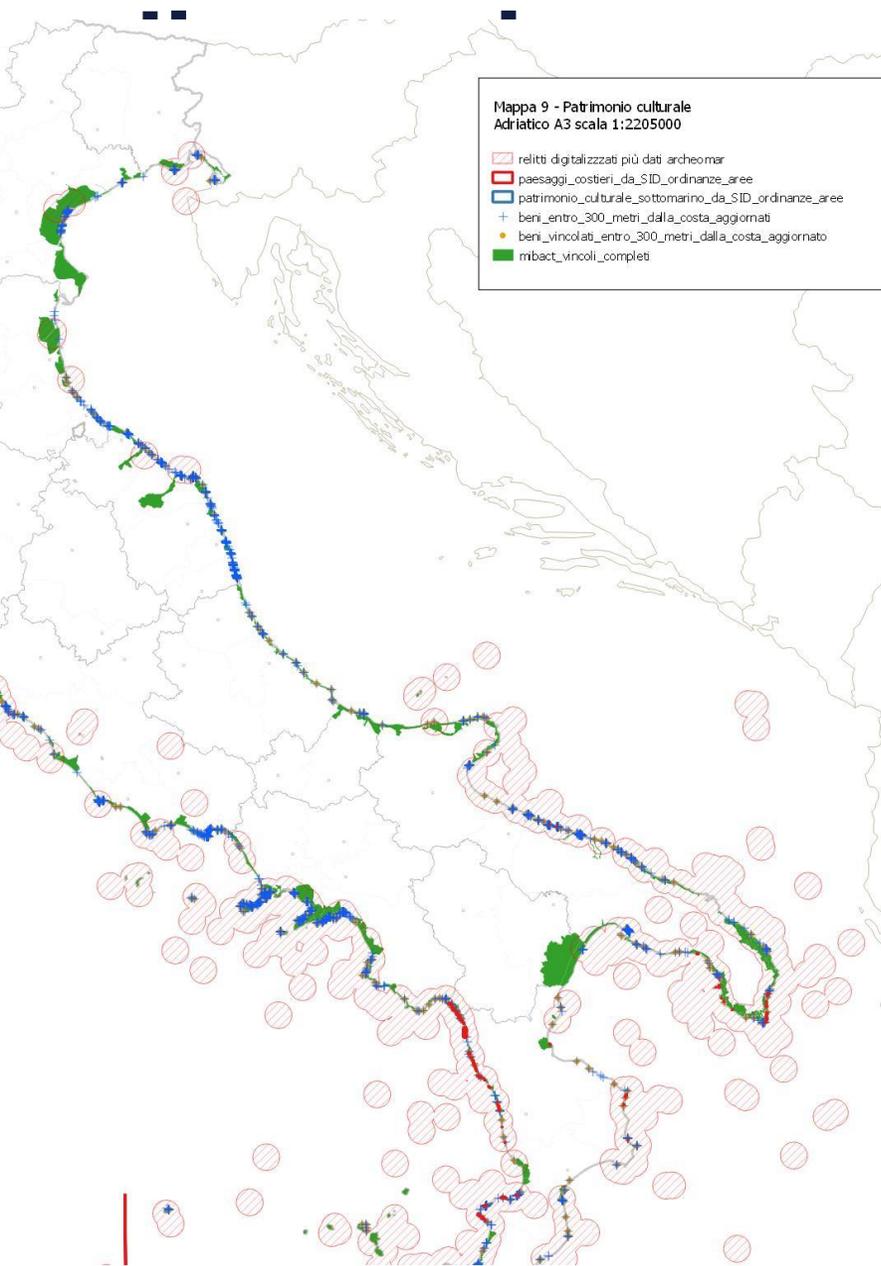
	Settori	Obiettivo
Turismo balneare, diporto nautico e crocieristica	6.d	Conoscere, recuperare e valorizzare il patrimonio archeologico della costa (tra archeologia classica e industriale) e le emergenze di valore storico e architettonico di notevole interesse (torri di avvistamento, ecc.) Valorizzare il patrimonio storico-culturale della costa promuovendo il recupero dei trabucchi nel rispetto della loro naturale destinazione e della conformità al loro valore tradizionale

Principali interazioni e temi per la discussione

Il paesaggio e il cultural heritage come elementi orizzontali e verticali nella definizione del Piano MSP sia a livello di OS che di pianificazione (sia fase 3 che fase 4)

- Diretta interazione con i Piani Territoriali Regionali a valenza paesaggistica e/o Piani Paesaggistici
- Ipotizzare sinergie all'interno delle Unità di Pianificazione in particolare con attività connesse ad ambiti di sviluppo sostenibile, trasporto marittimo, turismo, tutela e protezione di specie ecc.
- Rilevante nella costruzione del piano (fase 4) l'individuazione di interazioni spaziali terra/mare nelle azioni di tutela e valorizzazione del paesaggio sia nella forma materiale che immateriale

Principali interazioni e temi per la





Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ! Grazi! جرازي



Co-funded by the European
Maritime and Fisheries Fund



Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

III Sessione, 9 Marzo 2021

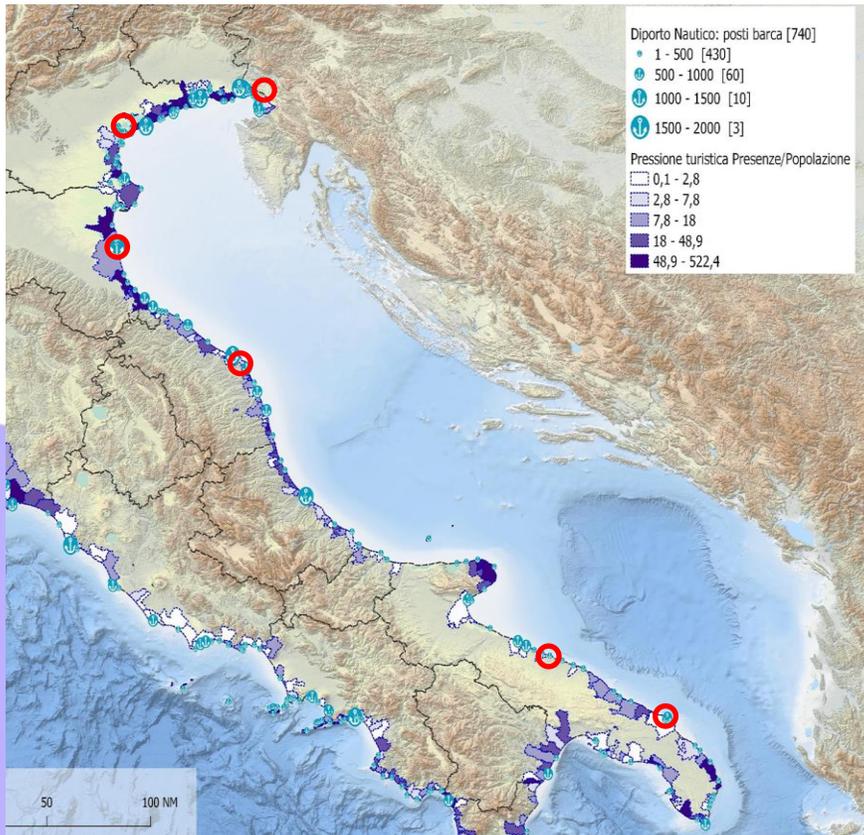
Turismo costiero e marittimo

Andrea Barbanti, CNR-
ISMAR – Polo Scientifico

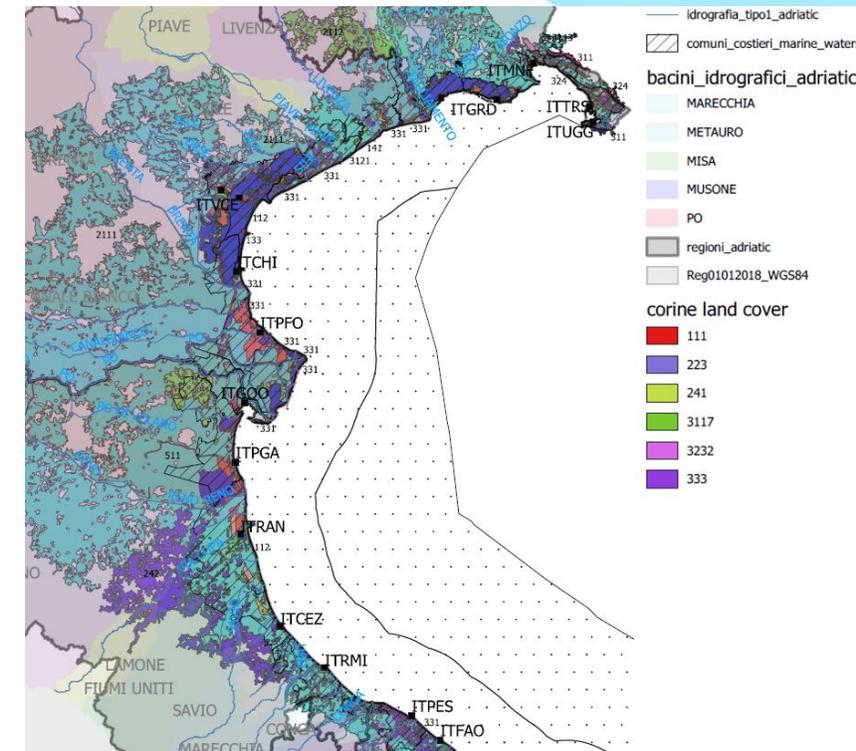
Riferimenti principali

▷ Stato dell'arte

Turismo costiero e marittimo in tutte le sue forme: balneare, culturale, ecoturismo, esperienziale, nautico, crocieristico.



Difesa costiera



Uso del suolo

Riferimenti principali

▷ Obiettivi strategici (documento di Fase 3)

- OS27** Promuovere **forme sostenibili di turismo costiero e marittimo**
(Piano Strategico del Turismo 2017-2022; EUSAIR P4)
- OS28** Favorire **azioni coerenti di pianificazione in terra e in mare**, anche per finalità turistiche
- OS29** Contribuire alla **diversificazione dei prodotti e dei servizi turistici e al contrasto alla stagionalità** della domanda di turismo interno, costiero e marittimo

Difesa costiera

- OS24** Favorire lo sviluppo, l'armonizzazione e l'implementazione delle **strategie e delle misure per la difesa della costa** ed il contrasto all'erosione previste nei Piani di Gestione del Rischio Alluvioni predisposti in adempimento di quanto previsto dalla Direttiva Alluvioni e nei Piani Coste / Piani ICZM predisposti da numerose regioni
- OS25** Garantire la migliore coerenza fra gli usi e le vocazioni d'uso del mare previste nei Piani MSP e gli usi costieri, con riferimento alla loro salvaguardia in uno scenario di necessario **adattamento ai cambiamenti climatici**
- OS26** Considerare ed indirizzare adeguatamente il tema dell'uso e della salvaguardia delle **sabbie sottomarine per ripascimenti**, da considerare come risorsa strategica per i piani di difesa ed adattamento delle coste

Paesaggio e beni culturali

- OS37** Supportare il **pregio paesaggistico della fascia costiera**
- OS38** Favorire il recupero e la riqualificazione di **immobili ed aree sottoposte a tutela**
- OS39** Favorire e supportare la conservazione del **patrimonio archeologico subacqueo**

Il settore nella proposta attuale

▷ Riferimenti nelle visioni e obiettivi delle varie sub-

FGEE – Turismo balneare, diporto nautico e crocieristica

4.A Salvaguardare la fruizione turistica delle coste attraverso il miglioramento e/o il mantenimento dello stato di **qualità delle acque di balneazione** (Direttiva 2006/7/CE), la **difesa dagli allagamenti** e una strategia di contrasto dell'**erosione costiera**

4.B Sviluppare la **nautica da diporto**, nell'ottica della diversificazione dell'offerta turistica, garantendo al contempo accessibilità alle vie navigabili e sostenibilità ambientale

4.C Favorire le attività funzionali allo sviluppo del **settore crocieristico**

Obiettivi connessi: dragaggi, manutenzione dei fondali e gestione dei relativi sedimenti, qualità acque

VENETO – Turismo sostenibile e identità dei luoghi

4.A - Promuovere un turismo di qualità che veda nel raggiungimento di **alti standard di qualità** (quali il mantenimento dello stato di qualità delle acque di balneazione) gli elementi per la sua promozione

4.B - Sviluppare il turismo della navigazione interna, endo-litoranea e la **diportistica**, favorendo la **riqualificazione dei piccoli porti** e tutelando le **caratteristiche paesaggistiche ed architettoniche delle città di mare**

Obiettivi connessi: difesa coste, crocieristica, pesca e acquacoltura, qualità acque

RER – Turismo costiero – Difesa coste

OS.1 -Salvaguardare la fruizione turistica delle coste (turismo balneare) attraverso la **difesa dagli allagamenti**, il **contrasto dell'erosione**, la manutenzione e il ripristino del sistema spiaggia

OS 2 Consentire lo sfruttamento dei **giacimenti di sabbie sottomarini**, indispensabili per il ripascimento delle spiagge; riducendo i conflitti con gli altri usi; assicurando la gestione oculata di tale risorsa non rinnovabile e riducendo al minimo e l'impatto sull'ambiente

OS.12 Sviluppare la **nautica da diporto**, nell'ottica della diversificazione dell'offerta turistica, garantendo al contempo accessibilità alle vie navigabili e sostenibilità ambientale

Obiettivi connessi: pesca, acquacoltura, decommissioning, qualità acque

Il settore nella proposta attuale

▷ Riferimenti nelle visioni e obiettivi delle varie sub-aree

MARCHE - Turismo costiero e marittimo

- 1.A - Migliorare i servizi a disposizione del turista, **balneare, diportista o crocierista**, e integrare l'offerta turistica con gli **attrattori culturali** presenti nelle coste e, soprattutto, nelle aree interne
 - 1.B - Implementare la rete della **portualità turistica** con l'ammodernamento di quelli esistenti
 - 1.C - Incentivare la modernizzazione delle **strutture portuali turistiche e dei servizi annessi**, nella logica di una **nuova visione del porto e del waterfront**, come destinazione turistica e, in quanto tale, fulcro del sistema turistico
 - 1.D - Sviluppare la **nautica da diporto**, nell'ottica della **diversificazione dell'offerta turistica**, garantendo al contempo la sostenibilità ambientale
 - 1.E - Favorire le attività funzionali allo sviluppo del settore **crocieristico**, valorizzando gli scali quali infrastrutture turistiche, non solo di trasporto
- Obiettivi connessi: Difesa costiera, protezione delle alluvioni, ripristino della morfologia dei fondali, Trasporti, qualità acque*

ABRUZZO-MOLISE – Turismo balneare, diporto nautico e crocieristica

- 6.A - Salvaguardare la fruizione turistica delle coste attraverso il miglioramento e/o il mantenimento dello stato di **qualità delle acque** di balneazione (Direttiva 2006/7/CE), la **difesa dagli allagamenti** e una strategia di contrasto dell'**erosione costiera**. Favorire l'espansione turistica con lo sviluppo di strutture ricettive negli **edifici rurali attraverso la riqualificazione delle strutture** esistenti e abbandonate.
 - 6.B - Sviluppare la **nautica da diporto, nell'ottica della diversificazione** dell'offerta turistica, garantendo al contempo accessibilità alle vie navigabili e sostenibilità ambientale
 - 6.C - Favorire le attività funzionali allo sviluppo del settore **crocieristico**
 - 6.D - Conoscere, recuperare e valorizzare il **patrimonio archeologico della costa** (tra archeologia classica e industriale) e le emergenze di valore storico e architettonico di notevole interesse (torri di avvistamento, ecc.). Valorizzare il **patrimonio storico-culturale della costa** promuovendo il recupero dei trabucchi nel rispetto della loro naturale destinazione e della conformità al loro valore tradizionale
 - 6.E - Favorire lo sviluppo del cosiddetto **cicloturismo in un contesto complessivo di diversificazione dell'offerta turistica** e di mobilità sostenibile (Ciclovía Adriatica – Rete delle ciclovie turistiche nazionali)
- Obiettivi connessi: difesa coste, Trasporto marittimo, dragaggi, crocieristica, qualità acque, pesca e acquacoltura*

Il settore nella proposta attuale

▷ *Riferimenti nelle Unità di Pianificazione e relative vocazioni e descrizioni*

Piattaforma MSP CHALLENGE – Adriatic Edition

Sub-Aree indirizzate all'uso in oggetto (P-L-R).

Altre connessioni da evidenziare (es., G e P(n, tm))

Elemento caratterizzante:

Unità di Pianificazione costiere (fino a 2 mn dalla costa, da modulare in relazione alle caratteristiche delle sub-aree) con Priorità «Turismo» («Turismo / Paesaggio»?), per salvaguardare aspetti paesaggistici ed ambientali della fascia costiera immediatamente antistante la linea di riva, su cui si fonda anche la possibilità di mantenere e sviluppare un turismo costiero sostenibile. A volte presenti aree Natura2000. Salvaguardia degli usi pubblici (turismo, diporto, patrimonio culturale subacqueo, diving, ecc.), del paesaggio (impatto visivo di usi e infrastrutture).

Principali interazioni e temi per la discussione



- Interazioni terra-mare (infrastrutture, uso del suolo, difesa costiera e contrasto dell'erosione, carichi inquinanti)
- Stretta connessione con Paesaggio / Patrimonio culturale
- Turismo sostenibile: gestione dei flussi, diversificazione dell'offerta, destagionalizzazione, gestione efficace di rifiuti e reflui, approvvigionamento risorse (acqua, energia,..)
- Sinergie con altri usi (pesca-acquacoltura, patrimonio subacqueo, aree protette,...) – turismo esperienziale



Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ! Grazzi! جرازي



Co-funded by the European
Maritime and Fisheries Fund





Co-funded by the European
Maritime and Fisheries Fund

Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

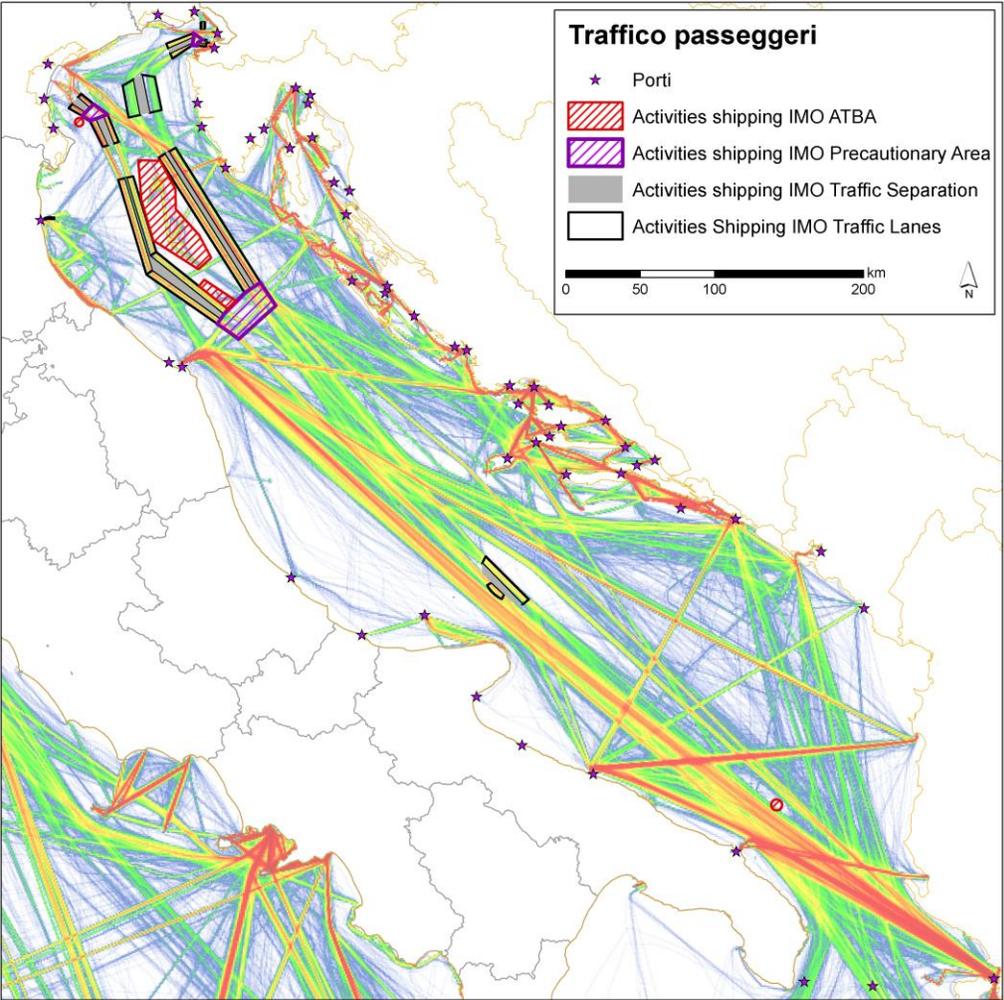
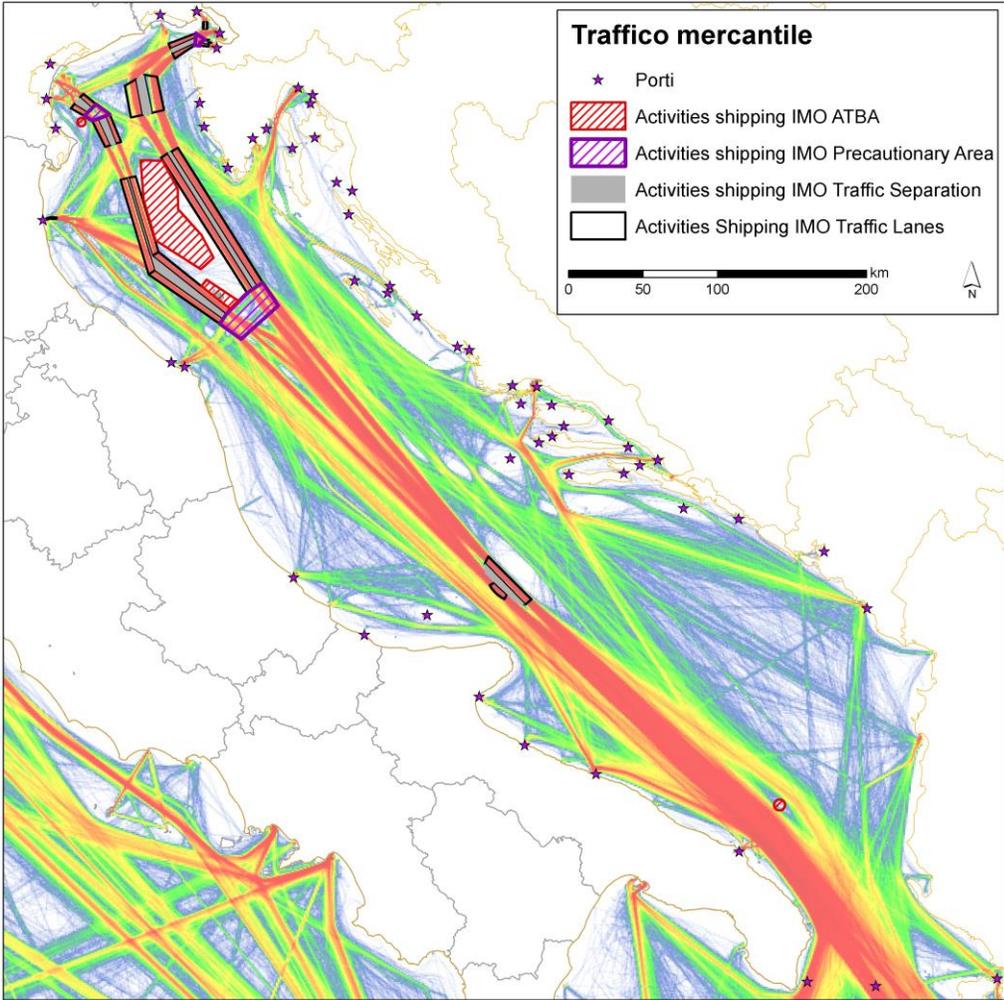
III Sessione, 9 Marzo 2021

Trasporti marittimi

Emiliano Ramieri
Thetis/CNR-ISMAR - Polo Scientifico



Stato attuale



Obiettivi strategici (documento di Fase 3)

Promuovere uno **sviluppo sostenibile del trasporto marittimo** e ridurre gli impatti negativi (es. ECAs, PSSA, ATBA, ecc.)

Promuovere l'utilizzo di **combustibili alternativi**, **ridurre gli scarichi in mare**, migliorare la **raccolta dei rifiuti** a terra e la **gestione dei sedimenti dragati**

Promuovere la **collaborazione europea e regionale** in materia di trasporto marittimo e multimodalità

Contribuire ad aumentare la **competitività dei porti Italiani**, la condivisione di “best practices” e l'attuazione del *Piano Strategico Nazionale della Portualità e della Logistica (PSNPL)*

Promuovere l'**integrazione e dialogo tra i sistemi di pianificazione vigenti** in particolare riguardo l'integrazione della pianificazione strategica portuale, pianificazione terrestre e i piani del mare

Il settore nella proposta attuale: visione e obiettivi specifici

Friuli Venezia Giulia

Garantire lo **sviluppo dei traffici commerciali marittimi** che interessano il Sistema portuale commerciale regionale, nel contesto delle Reti TEN-T e degli scenari di traffico **internazionali** e globali, nell'ottica dello **sviluppo sostenibile**

Garantire la periodicità degli interventi di **manutenzione dei fondali** funzionali alle attività del Sistema portuale commerciale regionale

Consentire lo sviluppo delle attività di **cantieristica navale** in linea con i trend produttivi di settore

Favorire le attività funzionali allo sviluppo del **settore crocieristico**

Veneto

Garantire le **condizioni infrastrutturali di accessibilità nautica** per il potenziamento dei traffici commerciali marittimi che interessano il Sistema portuale veneto a sostegno dell'economia regionale.

Favorire la **competitività** dei porti veneti in relazione alla loro specificità di “**porti regolati**”.

Rilanciare l'economia **crocieristica** veneta attraverso la ripresa dei traffici con O/D Venezia attraverso la **soluzione al problema del terminal**.

Attivare una programmazione di **dragaggi delle vie d'acqua** e delle lagune tutelando gli habitat ed attraverso un'attenta concertazione con i pescatori.

Il settore nella proposta attuale: visione e obiettivi specifici

Emilia Romagna

Favorire lo **sviluppo dei traffici commerciali marittimi** che interessano il Sistema portuale commerciale regionale, nel contesto delle Reti TEN-T e degli scenari di traffico **internazionali** e globali, in un'ottica di **sviluppo sostenibile**

Gestire la periodicità degli interventi di **manutenzione** dei fondali funzionali alle attività del Sistema portuale commerciale e turistico promuovendo la **gestione sostenibile dei sedimenti**, con finalità di ripascimento costiero per spiagge emerse e sommerse.

Marche

Garantire un importante flusso di merci per le linee **“tradizionali” ferry**, al fine di mantenere la linea e rimanere sostenibili

Favorire la **riconversione** delle attività in crisi insistenti all'interno o nei pressi dei **porti commerciali** in attività legate alla **cantieristica o all'economia circolare**

Incentivare l'**innovazione logistica e l'ammodernamento delle infrastrutture portuali** al fine di incentivare il trasporto marittimo sia di **merci che di persone e croceristi**

Il settore nella proposta attuale: visione e obiettivi specifici

Abruzzo e Molise

Garantire lo sviluppo dei **traffici commerciali marittimi** che interessano il Sistema portuale commerciale regionale, nel contesto delle Reti TEN-T e degli scenari di traffico **internazionali** e globali, nell'ottica dello **sviluppo sostenibile**

Promuovere una **cooperazione transfrontaliera** con i Paesi balcanici che si affacciano su Mar Adriatico stabilendo un partenariato attivo e a lungo termine attraverso il miglioramento delle **connessioni multimodali** e il trasporto marittimo

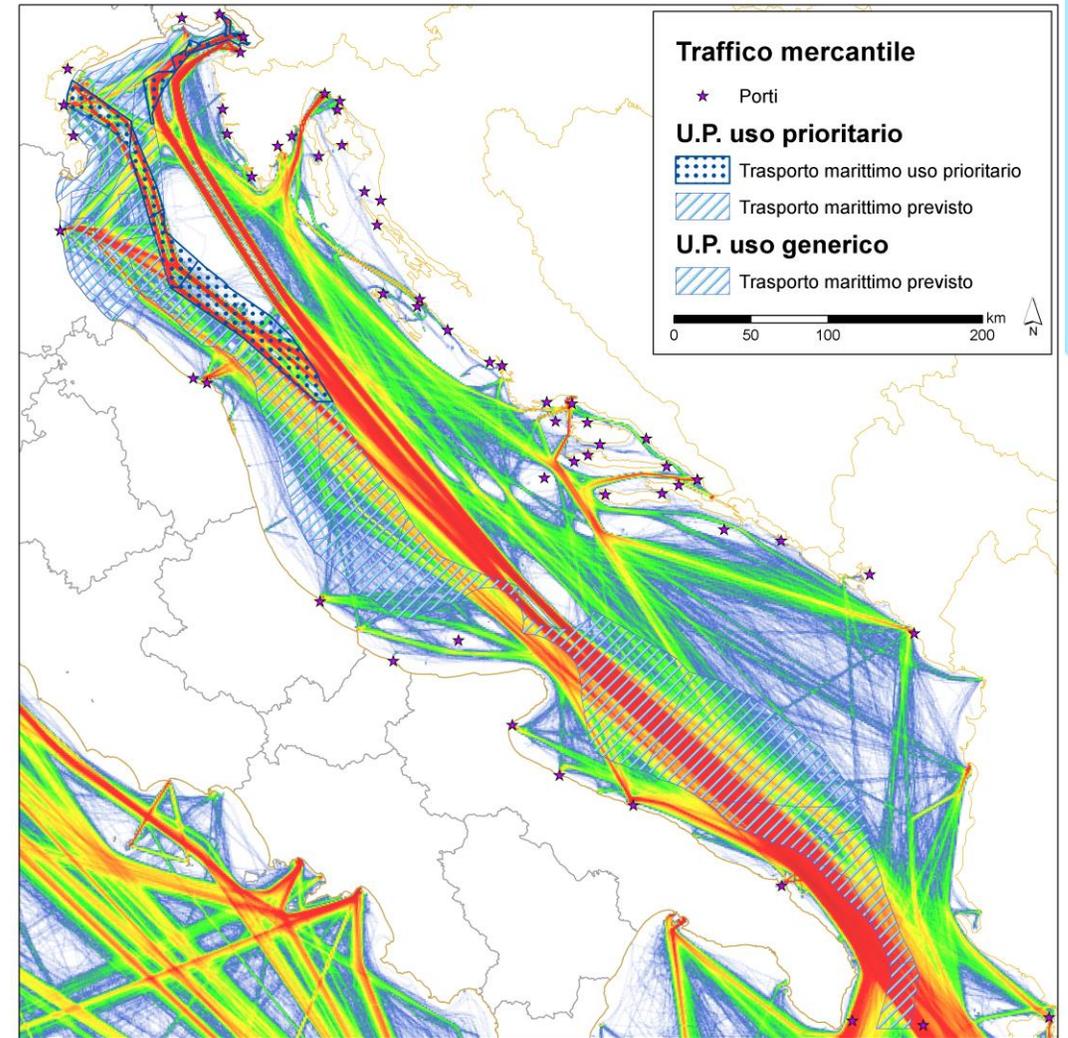
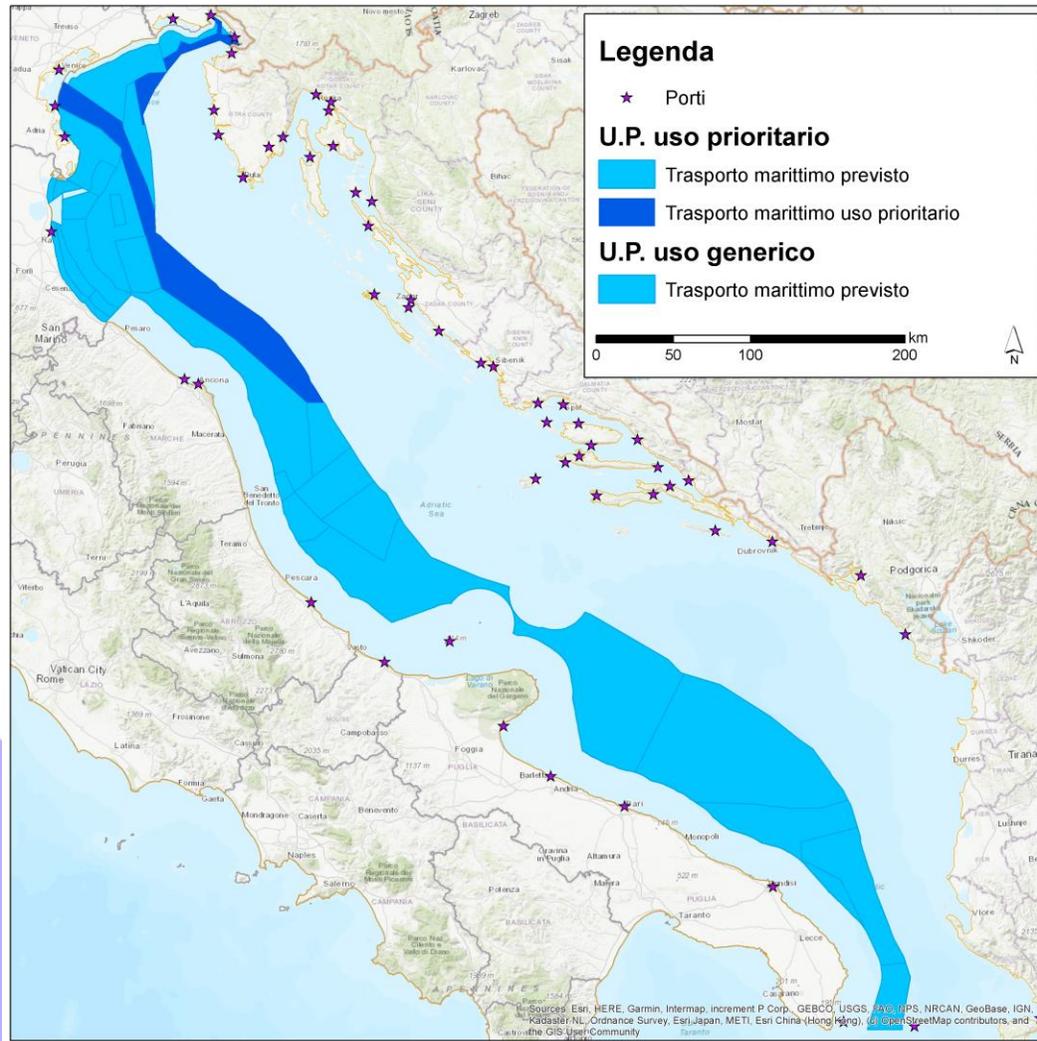
Garantire la periodicità degli interventi di **manutenzione dei fondali** funzionali alle attività del Sistema portuale commerciale e turistico regionale, prevedendo anche un **sistema di monitoraggio e gestione** dell'insabbiamento nei porti

Consentire lo sviluppo delle attività di **cantieristica navale** in linea con i trend produttivi di settore. Valorizzare l'area portuale con attività strategiche e specifiche e attraverso un processo di **riqualificazione e integrazione urbanistica**

Aree offshore

Promuovere uno **sviluppo sostenibile del trasporto marittimo** e ridurre gli impatti negativi, con regole specifiche volte a ridurre rischi ed impatti in **zone sensibili** utilizzando, in particolare, le linee guida IMO

Il settore nella proposta attuale



Principali interazioni e temi per la discussione

Evoluzione futura delle diverse tipologie di traffico marittimo: commerciale, passeggeri, crocieristico

Cooperazione transfrontaliera: connessioni multimodali e cooperazione tra sistemi portuali

Interazioni terra-mare: trasporti marittimi – porto – trasporti terrestri

Manutenzione dei fondali e conferimento/riuso dei sedimenti dragati

Interazioni/conflitti con pesca a strascico o con turismo/diportistica nelle aree in prossimità di porti



Thank you! Grazie! ;Gracias! Merci! Hvala! Ευχαριστώ! Grazzi! جرازي



Co-funded by the European
Maritime and Fisheries Fund





Co-funded by the European
Maritime and Fisheries Fund

Verso il Piano dello Spazio Marittimo dell'Area "Adriatico"

Settore Pesca

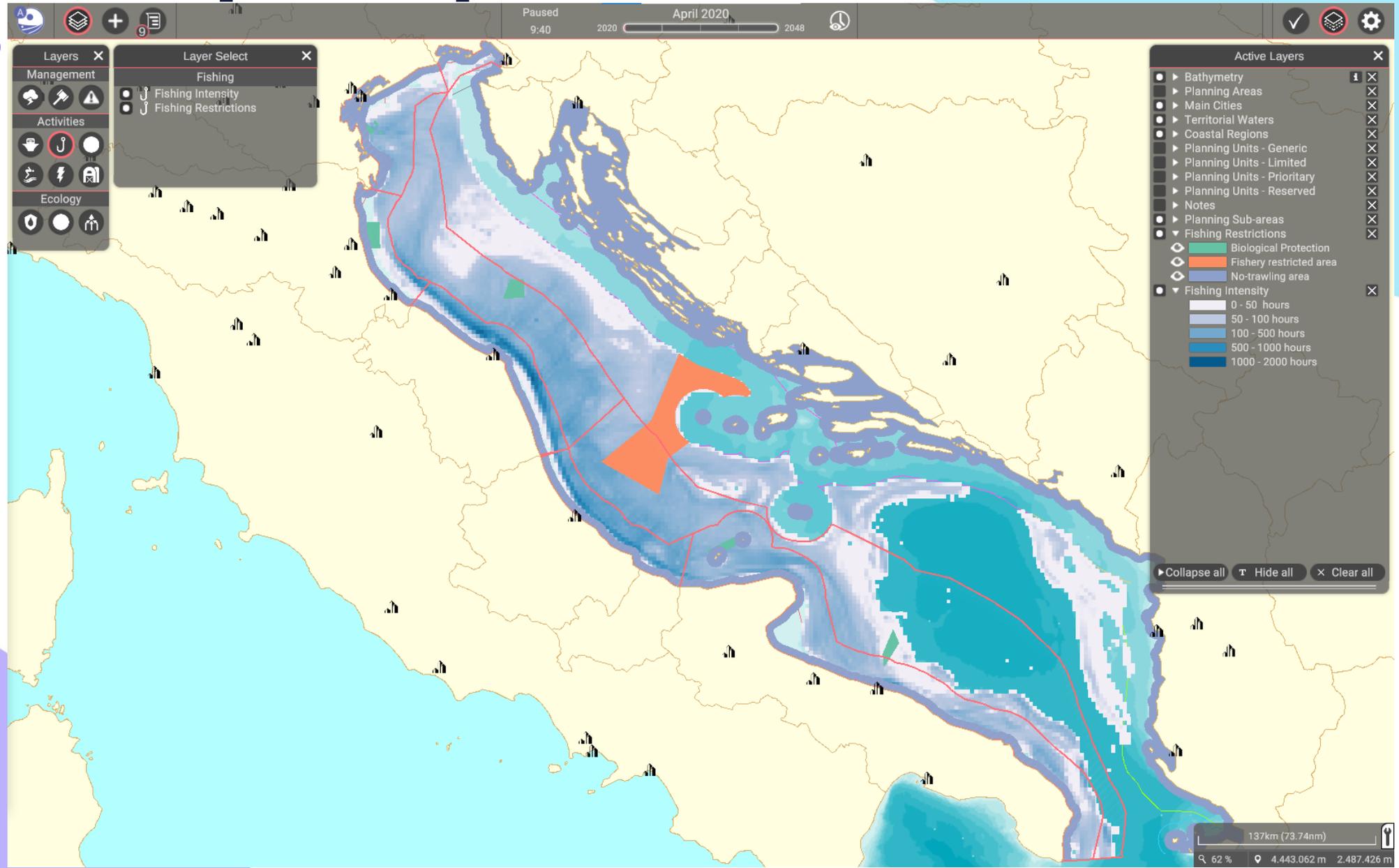
Terza Sessione - 3 marzo 2021

Giulio Farella PhD
CNR ISMAR Venezia
Polo Scientifico



Riferimenti principali

▶ *Stato dell'arte*



La pesca nel processo di Planning in Adriatico

▶ Visione specifica per ciascuna sub-area

Sub-Area	Assente	Citata	Rilevante	Centrale
A/01 (FVG)		X		
A/02 (Veneto)		X		
A/03 (E-R)		X		
A/04 (Marche)		X		
A/05 (Abruzzo/Molise)	X			
A/06 (Puglia)	-	-	-	-

Riferimenti principali

▷ Obiettivi strategici (documento di Fase 3 – IN DISCUSSIONE)

- **Sviluppo e mantenimento** del settore pesca, favorendo l'attuazione delle previsioni dei Piani pluriennali di Gestione delle Sub-Aree Geografiche
- Supporto alla **gestione sostenibile della pesca**, attraverso specifica regolamentazione locale dell'utilizzo degli attrezzi nell'ambito dei piani nazionali di gestione per specie target
- Promozione, sviluppo e gestione spaziale della **piccola pesca costiera** praticata con tecniche sostenibili
- Supporto all'istituzione di riserve ed **aree per la ricostituzione e tutela degli stock ittici** (ad es. **ZTB**), tenendo in debita considerazione le zone di conservazione già esistenti e/o in fase di istituzione, per ridurre gli impatti della pesca sui giovanili ed i riproduttori
- Favorire **azioni transnazionali** per misure concertate per la protezione delle risorse e la sostenibilità della pesca

La pesca nel processo di Planning in Adriatico

Obiettivi specifici

MANTENIMENTO e/o SVILUPPO

Mantenere l'attuale capacità di pesca, soprattutto in relazione ai sistemi meno impattanti (A/4)

GESTIONE SOSTENIBILE

Favorire la gestione sostenibile della pesca, attraverso specifica regolamentazione locale dell'utilizzo degli attrezzi, diversi da quelli della pesca artigianale, nell'ambito dei piani nazionali di gestione per specie target (piccoli pelagici, demersali e molluschi bivalvi) (A/1, A/2, A/5, A/7, A/8, A/9)

Rivedere la regolamentazione della pesca a traino, tenendo conto degli effetti sul fondale, delle aree con EFH, della sostenibilità dello sfruttamento degli stock (A/3)

PICCOLA PESCA ARTIGIANALE

Favorire la gestione/espansione sostenibile e regolamentata della pesca artigianale, attraverso la gestione regolamentata di zone di pesca (A/1, A/2, A/3, A/4, A/5)

La pesca nel processo di Planning in Adriatico

▶ Obiettivi specifici

INTEGRAZIONE REDDITO

Adeguamento dei processi che consentano lo sviluppo delle attività economiche complementari, quali pescaturismo e ittiturismo, promuovendo le tradizioni dell'attività di pesca, la cultura marittima ed il rispetto dell'ambiente (A/2, A/3, A5)

ADEGUAMENTO STRUTTURALE

Favorire l'adeguamento di strutture che consentano lo sviluppo delle attività economiche della pesca e dell'acquacoltura (A/2)

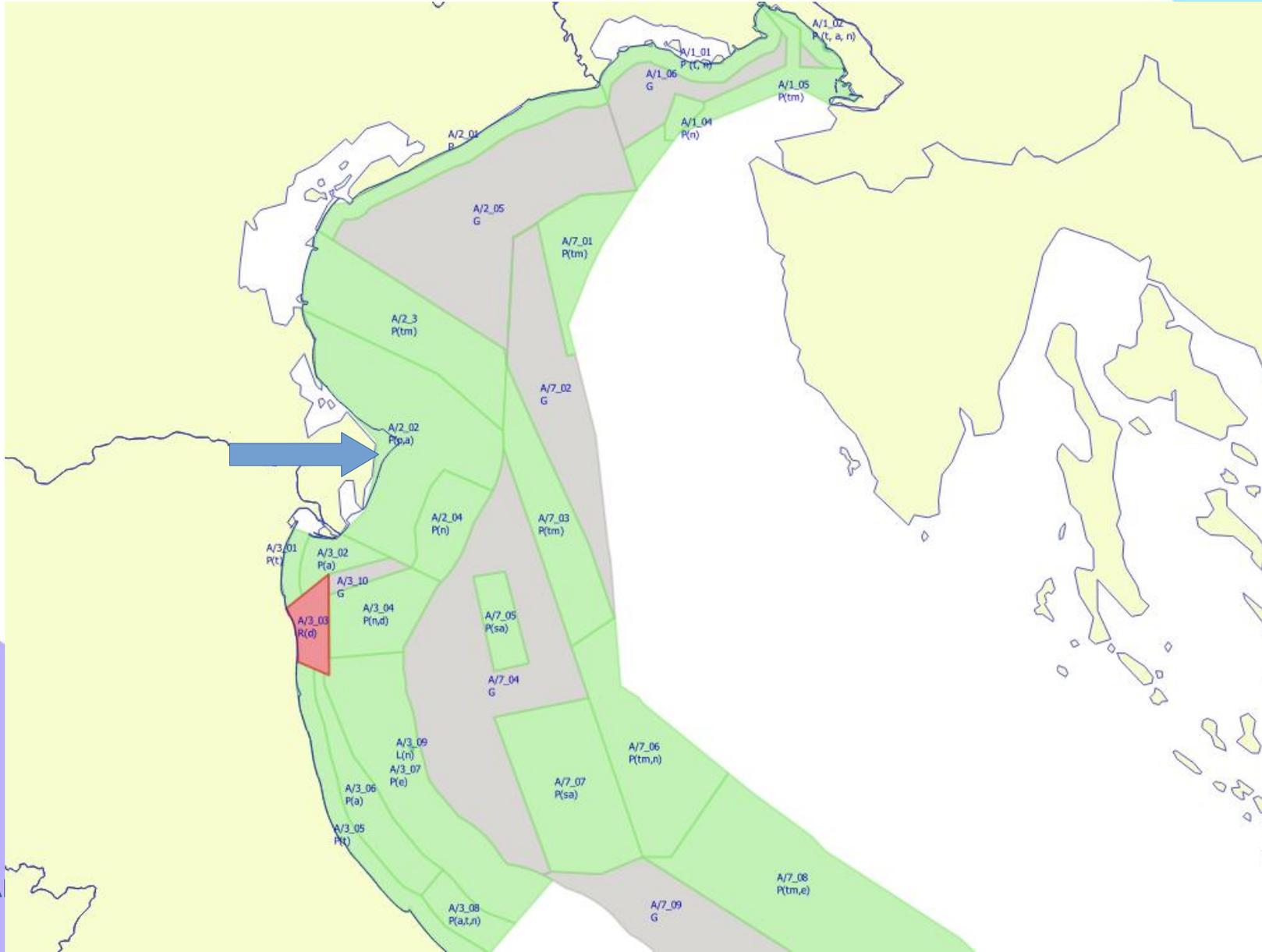
Favorire le tipologie di pesca meno impattanti (piccola pesca) anche tramite lo sviluppo di infrastrutture portuali dedicate (A/4)

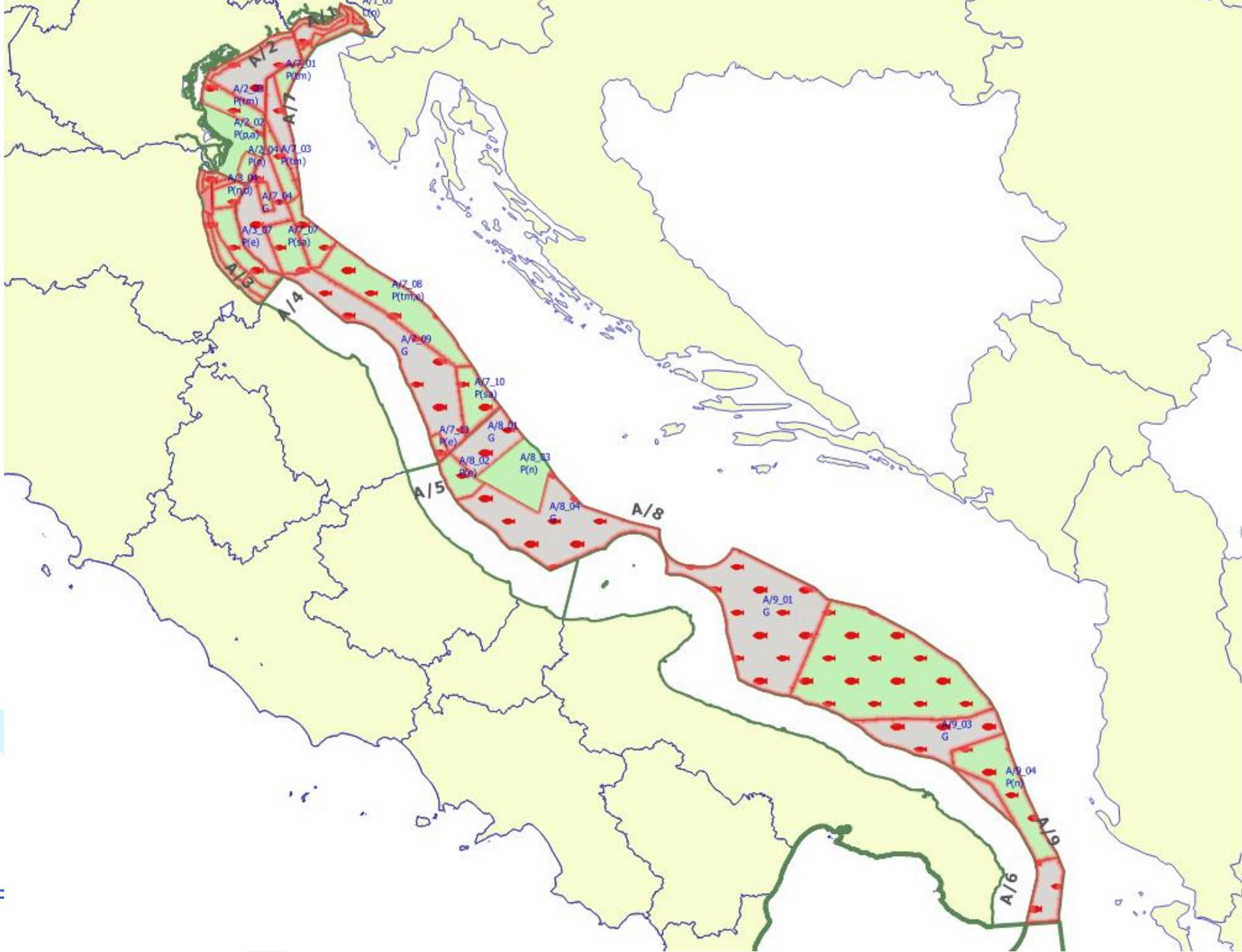
GESTIONE TRANSFRONTALIERA

Favorire azioni transnazionali per misure concertate per la protezione delle risorse e la sostenibilità della pesca (A/7, A/8, A/9)

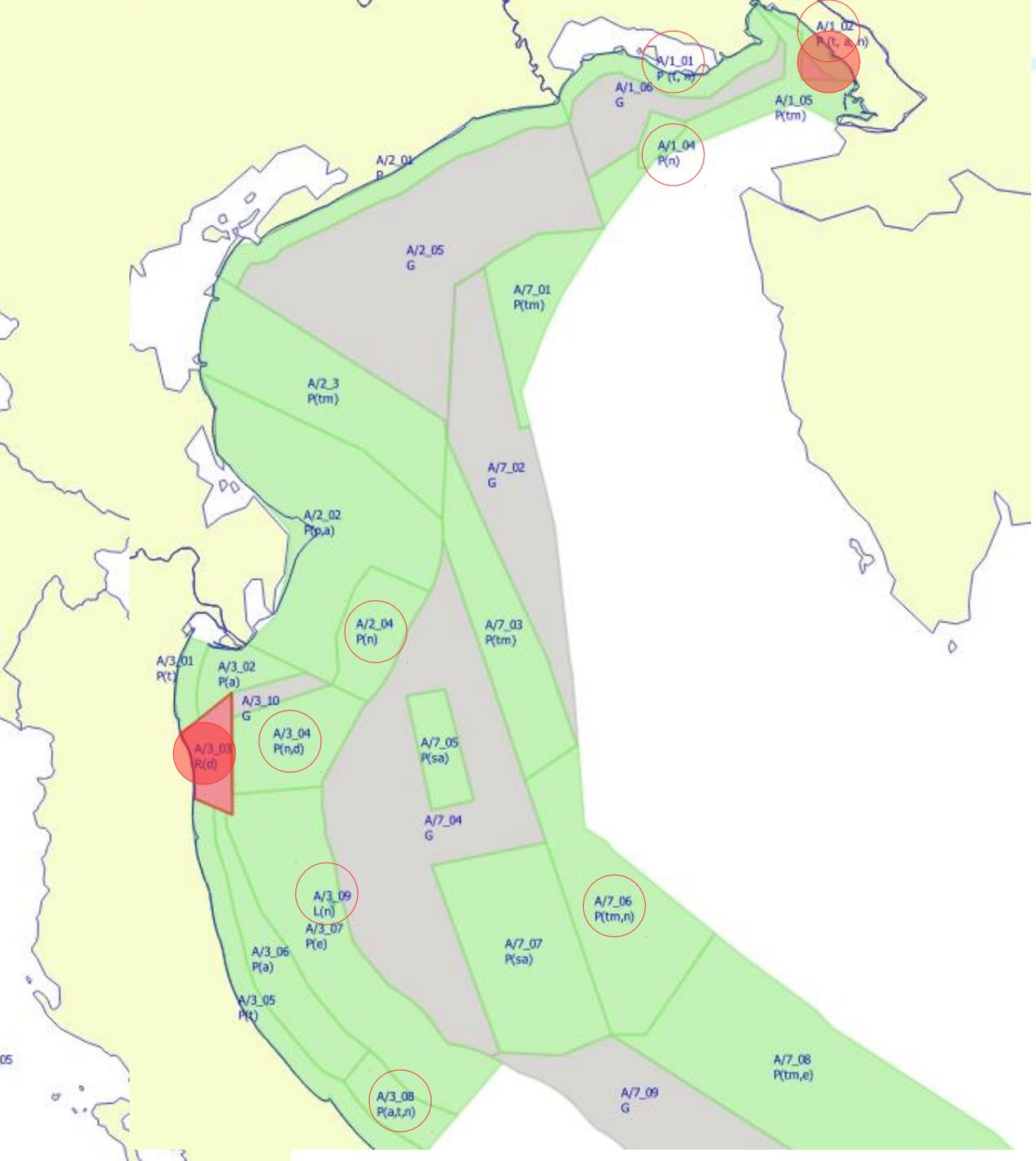
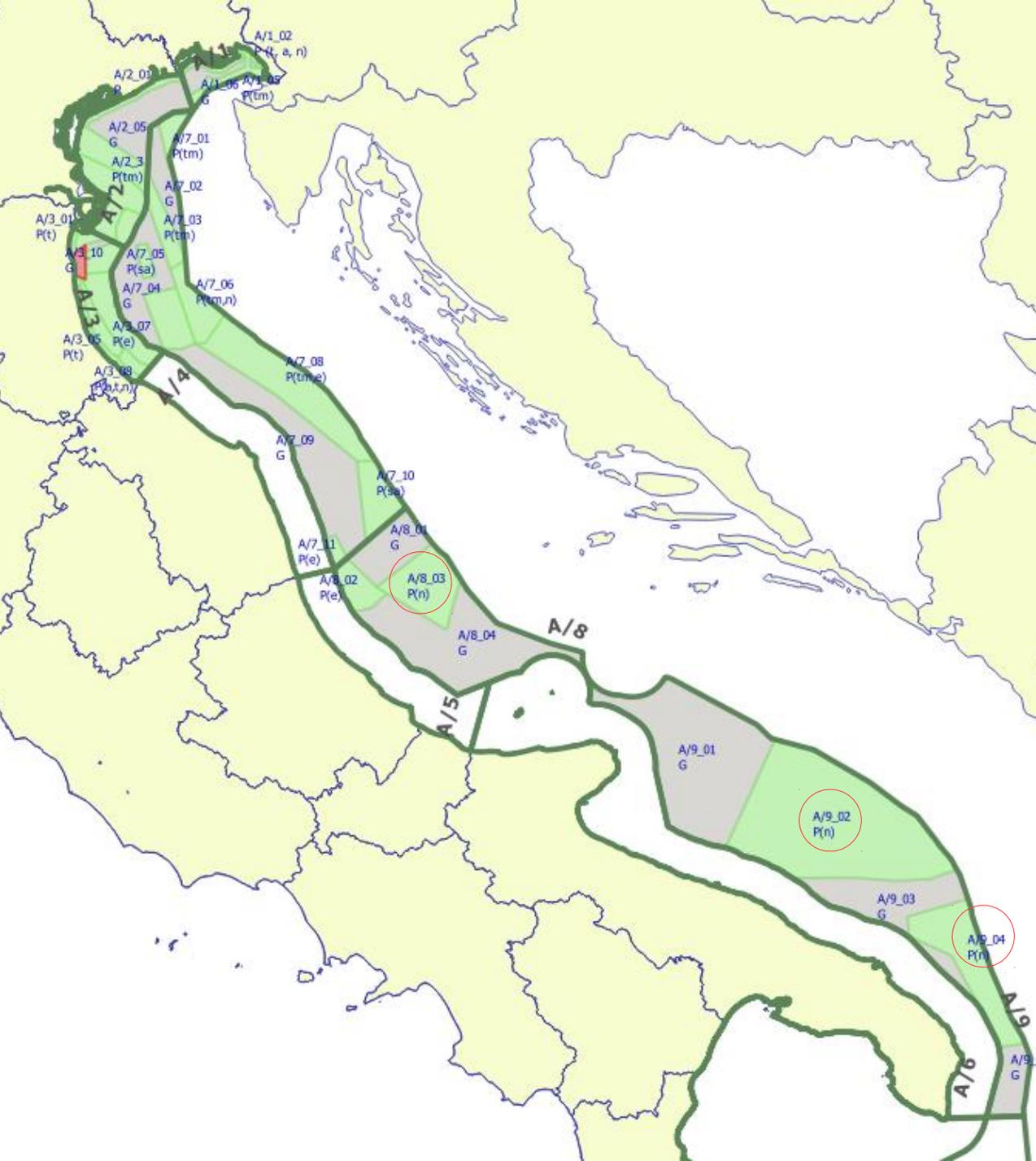
Il settore nella proposta attuale

▷ Riferimenti nelle Unità di Pianificazione e relative vocazioni e descrizioni





-funded by the European
Maritime and Fisheries Fund



Principali interazioni e temi per la discussione

- Supporto dei Piani alla gestione spaziale della pesca
- Mitigazione degli impatti
- Elementi di sostenibilità (da CFP)
- Gestione delle risorse alieutiche ed EFH
- Sostegno alla piccola pesca
- Collegamenti con altri settori



***Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ!
Grazzi!جراي!***



Co-funded by the European
Maritime and Fisheries Fund





Verso il Piano dello Spazio Marittimo dell'Area "Adriatico"

Settore Acquacoltura

Terza Sessione – 3 marzo 2021

Daniele Brigolin
Università IUAV di Venezia
Polo Scientifico

Riferimenti principali – concessioni (*da SID)

Mappa 4 - acquacultura
Scala 1:3500000

MAPPA4-acquacoltura
SID

▲ SID_concessioni_pesca_acquacultura



Riferimenti principali – il settore (*da doc Fase1)

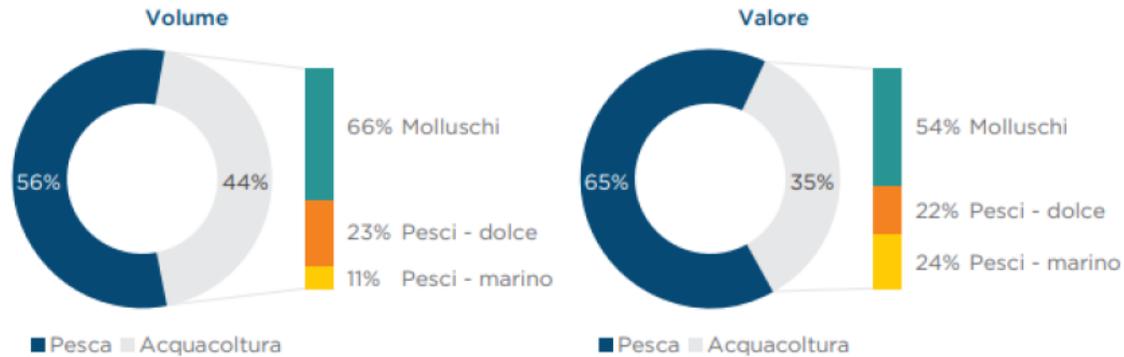


Figura 1. Contributo percentuale della pesca e dell'acquacoltura al settore ittico in Italia (ISPRA, 2019 -Dati Eurostat).

Tabella 1. Impianti marini in gabbie (MIPAAF - Eurostat).

Regione	N. impianti	Dimensione totale impianti (m ³)	Produzione totale (ton)
Calabria	1	58.000	20,0
Campania	1	48.000	576,0
Emilia-Romagna	1	102.500	300,6
Lazio	1	105.000	2.200,0
Liguria	3	98.236	443,0
Puglia	6	284.798	925,0
Sardegna	8	166.700	1.115,8
Sicilia	3	85.000	1.233,7
Toscana	4	30.975	1.840,6
Totale	28	979.209	8.655

Obiettivi strategici

Da Piano Strategico Acquacoltura 2014-2020

- 1 Rafforzare la capacità istituzionale e semplificare le procedure amministrative
- 2 Assicurare lo sviluppo e la crescita sostenibile dell'acquacoltura attraverso la pianificazione coordinata dello spazio e l'aumento del potenziale dei siti;**
- 3 Promuovere la competitività dell'acquacoltura
- 4 Promuovere condizioni di equa concorrenza per gli operatori sfruttandone i vantaggi concorrenziali

Da documento fase 3 – in revisione

- Obiettivo 1: Promuovere la crescita sostenibile del settore acquacoltura
- Obiettivo 2: Promuovere un'acquacoltura di qualità, mediante l'uso efficiente delle risorse, e l'eco-intensificazione delle produzioni
- Obiettivo 3: Sostenere il processo di definizione delle AZA (Allocated Zones for Aquaculture - zone prioritarie per l'acquacoltura) attuato dalle Regioni

Mantenimento e/o sviluppo del settore acquacoltura negli Obiettivi Specifici in Adriatico:

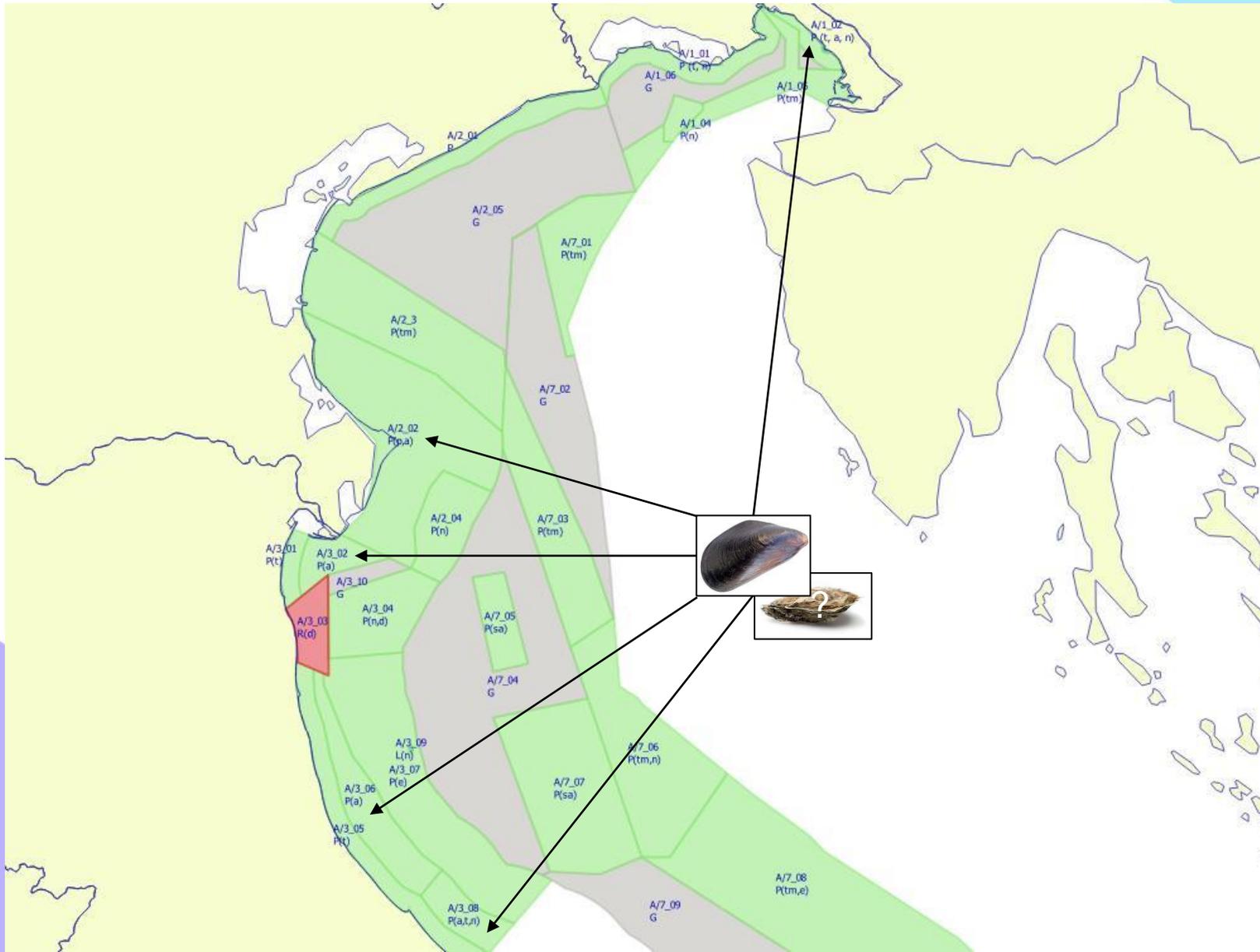
Da documento fase 3 – in revisione	Considerato
Friuli Venezia Giulia	✓
Veneto	✓
Emilia Romagna	✓
Marche	✓
Abruzzo-Molise	✓
Puglia	-

ES:

- Favorire il mantenimento e lo sviluppo sostenibile delle attività di acquacoltura in sinergia con gli altri usi presenti nell'area*
- Individuare le zone maggiormente vocate (AZA) al fine di disinnescare le eventuali conflittualità con altri usi del mare e garantire la tutela dell'ambiente marino.*

L'acquacoltura nella proposta attuale

▷ *Riferimenti nelle Unità di Pianificazione e relative vocazioni*



Principali interazioni e temi per la discussione



- Interesse nello sviluppo del settore
- Necessità di una visione per lo sviluppo – PSM di supporto e stimolo al processo di individuazione delle AZA
- Elementi di sostenibilità centrali (efficientamento delle risorse, diversificazione)
- Coesistenza con la pesca
- Sinergie tra acquacoltura ed altri usi



Thank you! Grazie! ¡Gracias! Merci! Hvala! Ευχαριστώ! Grazi! جرازي



Co-funded by the European
Maritime and Fisheries Fund



Workshop: Verso il piano dello Spazio Marittimo dell'Area "Adriatico"

III Sessione, 9 Marzo 2021

Aspetti ambientali: sostenibilità / conservazione / biodiversità

Elena Gissi, MSCA fellow
CNR-ISMAR & Stanford Univ.
Polo Scientifico

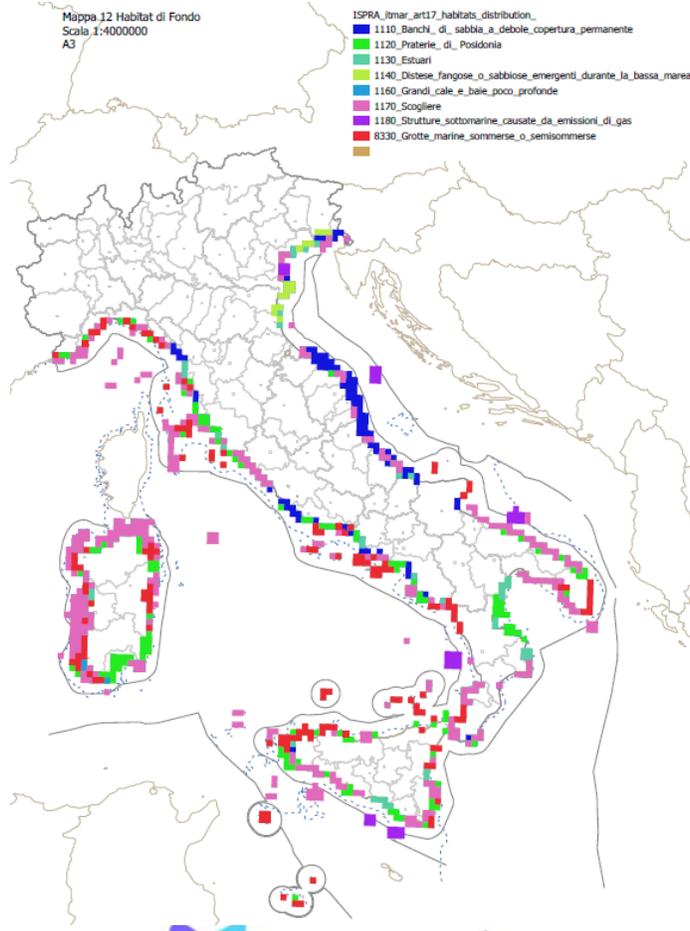
Riferimenti principali

▷ *Stato dell'arte – Fase 1* (Mappe in bozza – in corso di elaborazione)

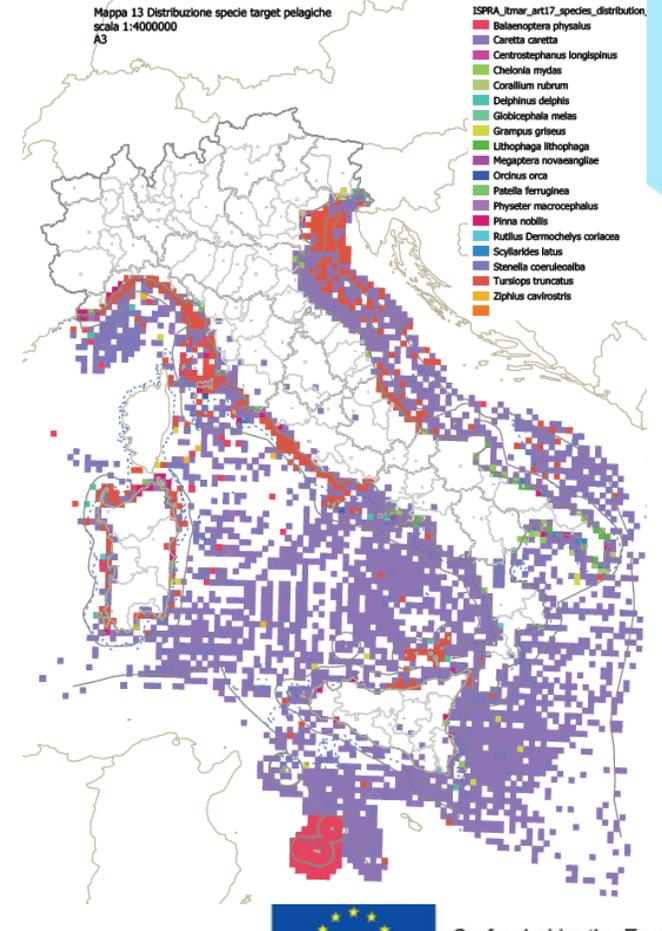
Strumenti di conservazione



Habitat di fondo



Specie target pelagiche



Riferimenti principali

▷ Obiettivi strategici (documento di Fase 3)

SETTORI		OBIETTIVI
Sviluppo sostenibile	OS1	Sviluppare un'economia sostenibile del mare, moltiplicando le opportunità di crescita per i settori marini e marittimi
	OS2	Contribuire alla Strategia Nazionale per lo Sviluppo Sostenibile
	OS3	Contribuire al Green Deal Europeo
	OS4	Cogliere pienamente le opportunità economiche e di sostenibilità ambientale che derivano dall'economia circolare
Tutela e protezione di specie, habitat ed ecosistemi	OS30	Applicare un coerente approccio ecosistemico (Ecosystem based approach - EBA) in tutte le fasi di redazione dei Piani per lo Spazio Marittimo
	OS31	Favorire l'estensione della protezione dei mari UE al 30% entro il 2030
	OS32	Recepire e promuovere l'attuazione delle principali misure spaziali previste nel Programma delle Misure di MSFD
	OS33	Integrazione degli aspetti di interazione terra-mare e gestione integrata della fascia costiera, con particolare riferimento agli aspetti di natura ambientale

Riferimenti principali

▷ Obiettivi strategici (documento di Fase 3) - **sostenibilità di tutti gli usi**

SETTORI		OBIETTIVI
Sicurezza	OS5	Prevenire l'inquinamento causato dalle navi e contribuire all'attuazione delle misure della Convenzione Marpol
Pesca e acquacoltura	OS8	Favorire azioni transnazionali per misure concertate per la protezione delle risorse e la sostenibilità della pesca , da proporre ed attuare in ambito GFCM, come ad esempio la costituzione di nuove Fishery Restricted Areas (FRA)
	OS9	Creazione di riserve finalizzate alla ricostituzione e tutela degli stock ittici (ZTB) e protezione degli Essential Fish Habitats (EFH)
	OS11	Favorire azioni transnazionali per misure concertate per la protezione delle risorse e la sostenibilità della pesca , da proporre ed attuare in ambito GFCM, come ad esempio la costituzione di nuove FRA
	OS12	Promuovere lo sviluppo di un'acquacoltura che abbia un livello elevato di tutela ambientale , assicurando al tempo stesso la salute ed il benessere degli animali allevati, e che sia efficiente in termini d'uso delle risorse
Trasporto marittimo	OS15	Promuovere l'utilizzo di combustibili alternativi , ridurre gli scarichi in mare, migliorare la raccolta dei rifiuti a terra e la gestione dei sedimenti dragati
Energia	OS20	Perseguire la sostenibilità ambientale, sociale ed economica delle attività di prospezione, ricerca e coltivazione di idrocarburi in mare
	OS21	Promuovere la riconversione di piattaforme ed infrastrutture associate a giacimenti esauriti e le sinergie tra attività marittime compatibili
Turismo	OS27	Promuovere forme sostenibili di turismo costiero e marittimo
	OS29	Contribuire alla diversificazione dei prodotti e dei servizi turistici e al contrasto alla stagionalità della domanda di turismo interno, costiero e marittimo
Ricerca e innovazione	OS34	Indirizzare le attività ricerca marina sulle necessità di conoscenza del Piano, per rafforzare e sostenere il processo di pianificazione ed i suoi obiettivi di crescita sostenibile

Il settore nella proposta attuale

▷ *Riferimenti nelle visioni e obiettivi delle varie sub-aree*

Aree costiere (esempio Abruzzo-Molise)

Protezione ambientale e tutela delle zone speciali di conservazione	2.a	i) Valorizzare il sistema di aree protette in un quadro di coerenza ecologica complessiva, considerando le misure di conservazione esistenti, anche riducendo l'inquinamento nei porti e tenendo conto delle interazioni con la costa, in sinergia con gli altri usi presenti. li) Salvaguardare le aree dunali relittuali e delle aree retrodunali per il mantenimento della biodiversità con la proposta di azioni mirate al loro ripristino e conservazione. lii) Favorire lo scambio di esperienze e di buone pratiche per la gestione e la conservazione del patrimonio costiero e naturalistico attraverso il coinvolgimento partecipativo delle parti interessate. Iv) Promuovere la conservazione di tratti di spiaggia "naturale" con gestione della frequentazione turistica mediante adeguata cartellonistica informativa e monitoria.
	2.b	Evidenziare ambienti ed habitat marini di valenza ambientale rilevante e monitorarne la conservazione nel tempo.
	2.c	Raggiungere e mantenere gli obiettivi ambientali derivanti dalla direttiva quadro della strategia marina (MSFD) e dalla direttiva acque (Dir. 2000/60/CE)

Aree offshore

Tutela e protezione di specie, habitat ed ecosistemi

OS.6 - Consolidare il sistema di aree protette e misure di conservazione esistenti, in un quadro di coerenza ecologica complessiva e promuovendo l'attuazione delle principali misure spaziali previste nel Programma delle Misure di MSFD

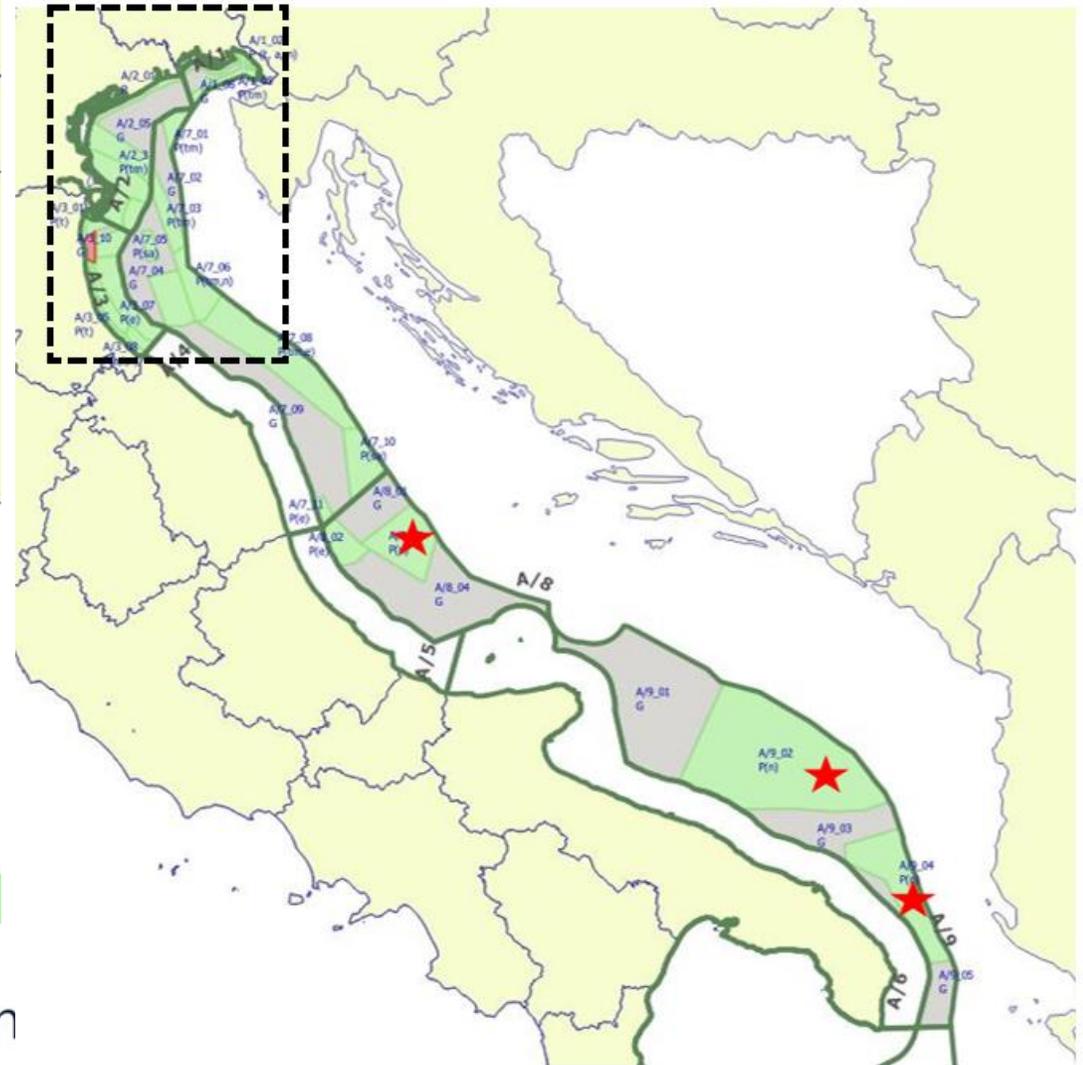
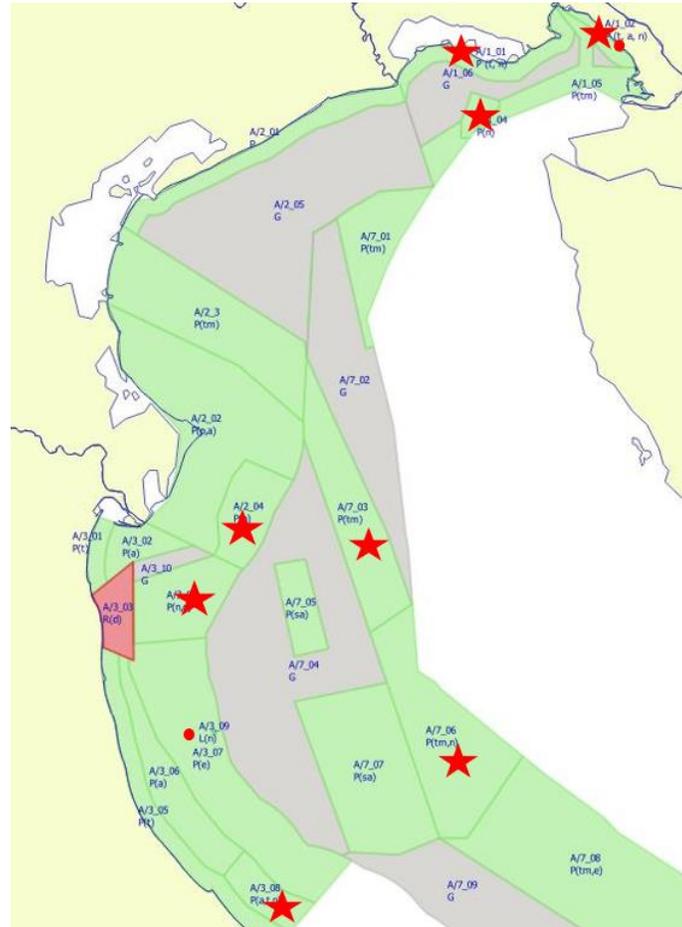
Il settore nella proposta attuale

▷ Riferimenti nelle Unità di Pianificazione e relative vocazioni e descrizioni

● L uso limitato «conservazione»
(RER: A/3_09; FVG: A/1_03)

★ P uso prioritario «conservazione»
(RER: A/3_04, A/3_08, A/7_03;
FVG: A/1_01, A/1_02, A/1_4;
VE:A/2_04; Offshore: A/7_06,
A/8_03, A/9_02, A/9_04)

G generico – quando c'è uso generico c'è sempre «protezione ambientale» tra gli usi



Principali interazioni e temi per la discussione

Questione generale della sostenibilità che riassume/sintetizza «protezione & sviluppo»: l'economia blu ha bisogno di ecosistemi in buono stato. Per questo è necessario lavorare per contenere effetti negativi degli usi in tutte le UP.

Come definiamo il mix di usi come «sostenibile» nelle varie UP? Domanda emersa nella discussione della sessione 2.

- Legame con le altre direttive, e soprattutto piano di azioni della MSFD – un obiettivo dichiarato in fase 3 è di compliance tra MSP e misure della MSFD
- Ragionare su misure di gestione e misure volte al monitoraggio delle PU

Rispetto al disegno di piano: molte UP con uso prioritario «natura» (insieme ad altri usi), e relativamente poche e piccole aree con uso limitato natura

- Valorizzare sinergie tra alcuni usi (eg turismo) e benefici derivanti dalla natura;
- Attenzione a specificare bene valori ambientali per poterli valorizzare bene in fase di attuazione di piano e pianificazione operativa.



Thank you! Grazie! ;Gracias! Merci! Hvala! Ευχαριστώ! Grazzi! جرازي



Co-funded by the European
Maritime and Fisheries Fund



Co-planning Workshop on Ionian Sea

*(Annex 2 to D5 Vocation maps, with specific
objectives and proposed key measures
c– Ionian Sea)*

ACKNOWLEDGEMENT

The work described in this report was supported by the European Maritime and Fisheries Fund of the European Union- through the Grant Agreement number 887390 - MSPMED - EMFF-MSP-2019, corresponding to the Call for proposal Call EMFF-MSP-2019 (Maritime Spatial Planning) Topic: EMFF-MSP-2019 Type of action: EMFF-AG for Projects on Maritime Spatial Planning (MSP).

DISCLAIMER

The content of this report represents the views of the author only and is his/her sole responsibility and shall not influence the delineation and delimitation of maritime boundaries by the Member States in accordance with the relevant provisions of UNCLOS: limits of planning areas shown in maps shall not be considered as fully agreed borders among countries. Content cannot be considered to reflect the views of the European Commission and/or the European Climate, Infrastructure and Environment Executive Agency (CINEA) or any other body of the European Union. The European Commission and the Agency do not accept any responsibility for use that may be made of the information it contains.

Project Full Title	Towards the operational implementation of MSP in our common Mediterranean Sea
Project Acronym	MSP-MED
Grant Agreement Nr.	887390
Project Website	www.mspmed.eu

Deliverable Nr.	D 2.1.2a – annex
Status (Final/Draft/Revised)	Draft
Work Package	2
Task Number	11
Responsible Institute	CORILA/IUAV
Author/s	Hadi El Hage, Folco Soffietti, Martina Bocci
Recommended Citation	
Dissemination Level (Public/Partnership)	Public

Document History			
Version	Date	Modification Introduced	
		Modification Reason	Modified by
1.0	20/07/2022		

Index

● INTRODUCTION	5
◦ TERMINOLOGY	5
1 OBJECTIVES	7
2 METHODOLOGY	8
2.1 TOOLS	9
2.2 WORKSHOP	9
3 CENTRAL MEDITERRANEAN-IONIAN MARITIME AREA	10
3.1 MINUTES OF THE MEETING	11
4 CONCLUSIONS AND NEXT STEPS	17
5 REFERENCES	17

● Introduction

The MSPMED project foresaw a series of concrete actions to support the national maritime spatial plans of Italy, France, Spain, Greece, Slovenia and Malta.

The Italian case (Task 2.1) specifically focuses on actions that allow the development of visions, strategic objectives (T2.1.1) and vocational maps with specific objectives and key measures for the three maritime areas identified by the Italian legislation on Maritime Spatial Planning (MSP). In the framework of the latter task, the following document intends to promote the organization of a cooperative planning experience between the Scientific Pole (CORILA-IUAV-CNR) entrusted by the Competent Authority for MSP in Italy (MIMS) and regional bodies involved in the planning of the Tyrrhenian-Western Mediterranean Area. The planning of the sea in Italy has, in fact, required a strong involvement of the Regions facing the sea, due to their wide knowledge and skills concerning maritime uses and characteristics of the sub-areas.

The cooperative experience is carried out through good practices of involvement of institutional actors in digital form.

These practices include:

- Preliminary communication of the themes and objectives of the workshop to the actors involved
- Preliminary communication of the general results expected from the event
- Preliminary communication of required inputs to participants
- A clear description of the digital tools needed to participate in the event
- Facilitation by industry experts
- Monitoring the achievement of these objectives

The workshop took place at a stage in the planning process where contacts with regional bodies are well established and recurring.

Facilitators of the event were Dr. Martina Bocci, Dr. Fabio Carella as area experts supported by Dr. Folco Soffietti.

◦ Terminology

The following definitions derive from the concepts and terms applied in the Italian implementation of the MSP directive, related National legal sources and guiding documents (in Italian).

- **Basin:** any large concave area of the lithosphere permanently submerged by marine waters;
- **Sub-basins:** any subdivision of a basin in smaller portions;
- **Maritime areas:** areas identified through the MSFD and differentiated in: Adriatic Sea, Ionian and Central Mediterranean, and Western Mediterranean;
- **Sub-areas:** areas within maritime areas identified through: national and international legal and administrative limits; already existing zoning used for sectoral planning and management activities; MSFD Marine Reporting Unit; morphological and oceanographic characteristics; peculiar or prevalent existing uses of the sea.
- **Planning units (PU):** areas within sub-areas to which specific uses are assigned, with the aim of regulating and directing their operation and general evolution;
- **Region/Regional Authority:** second level administrative units of Italy, local governments are in charge for land planning.

1 Objectives

The overall objective of MSP-MED is to favour the Maritime Spatial Planning process in the Mediterranean Sea, by supporting the establishment of coherent and coordinated plans across the Mediterranean marine regions and between Member States, in line with the MSP Directive objectives.

In detail, in the Work package 2 of the project (Setting-up of maritime spatial plans), the partners will support Member States in the concrete setting up of the maritime spatial plans with different tasks based on specific national needs: in Italy the cooperation between regional and national authorities has been identified as one of the basic principles of the national MSP process.

As is stated in the Italian Guidelines on MSP (DPCM 01/12/2017) the planning process requires an adequate governance and a strong coordination to implement a systemic action unified and well-structured. Also the implementing decree of MSP directive (D.Lgs 201/2016) had already defined the composition of the National Technical Committee that includes Regional Authorities representatives.

The main objectives consist in fostering national planning processes, sharing MSP data and relevant information, sharing and debating methodologies and tools that can improve the process in different steps.

For Italy, the WP2 tasks consisted in analysing the vision, the strategic objectives and vocations for the three maritime areas of Italian MSP plan. These activities were carried out jointly with the Italian National Technical Committee in charge of elaborating the MSP plans.

The main objective of the workshop was the sharing among the Regions of the salient elements of planning in the sub-areas (specific objectives, Planning Units and vocations), with particular attention to the measures identified at the sub-area level, in order to allow the various entities to form an overall picture of the planning underway at the maritime area level.

This knowledge should allow a further refinement of the measures foreseen at sub-area level, i.e. revisions of the measures foreseen up to now and a greater homogenization in order to guarantee an integrated maritime area planning able to consider with attention also the uses that involve different regions (e.g. maritime transport).

Finally, the event, open to planning experts involved in the planning of other national maritime areas, represented a moment of synthesis and sharing of the work completed so far.

Expected results

The main expected outcomes of the workshop and related indicators of success were to:

Stimulate comparison between regions

The event wanted to promote the collaboration among Regions, in order to favour the harmonization of the planning process in the area.

Identify any improvement/integrative elements for sub-area level measures

These elements may be included in the plan in conjunction with the incorporation of the elements that will emerge from the Consultation on the Proposed Plans (ex art. 7, L. 201/2016 and public consultation and the Public Consultation for SEA, on the Proposed Plans, Environmental Reports and Non-Technical Summaries starting in June 2022.

Workshop minutes

The workshop was followed by rapporteurs summarizing the main steps and elements emerged from the presentations and exchanges. These minutes were the basis of a workshop report in English, part of the project output D5 Italy: Vocation maps, with specific objectives and proposed key measures a) Western Mediterranean, b) Adriatic Sea, c) Ionian Sea - Central Mediterranean for the European Commission.

2 Methodology

The event was designed around the following sequence:

(1) Introduction

Introduction by the Cluster on the progress of the MSP process and expected developments

(2) National measures

Presentation of national measures.

(3) Sub-area measures

Action by regions on sub-area level measures or brief presentation of objectives/zoning.

(4) Summary, greetings

The rapporteurs and facilitators conducted a final summary with highlights that have emerged to allow for discussion among the tables.

2.1 Tools

The event was held on the platform Zoom, participants were able to log on a few minutes before the start of the event. The use of headphones and microphone for better sound quality was requested.

2.2 Workshop

Agenda

Program	
	Moderator: Martina Bocci (IUAV/CORILA) Rapporteur: Folco Soffietti (IUAV/CORILA)
10:00	Introduction (5 min): Martina Bocci Presentation of national measurements (10 min): Emiliano Ramieri (CNR-ISMAR)
10:20	Presentations by sub-area (15 min) <ul style="list-style-type: none"> - Apulia - Basilicata - Calabria - Sicily
11:20	Summary and discussion <ul style="list-style-type: none"> - Measures for the Gulf of Taranto - Comments and suggestions on national measures - Any other measures to be considered to improve co-existence between uses - Miscellaneous
12:00	Greetings

Participants

MSP-MED Partners and PSM Scientific Pole Italy	
CORILA-IUAV-CNR	<i>Martina Bocci, Fabio Carella, Folco Soffietti, Emiliano Ramieri, Giulio Farella, Andrea Barbanti</i>
Regional Authorities	
<i>Apulia Region</i>	<i>Caterina Dibitonto, Stefania Geronimo</i>
<i>Basilicata Region</i>	
<i>Calabria Region</i>	<i>Daniela Santina Azzarà, Oriana Falbo</i>

3 Central Mediterranean-Ionian Maritime Area

The marine area under plan covers an area of approximately 214,000 km² and includes the areas of the Ionian Sea and the Central Mediterranean Sea over which Italy has jurisdiction. The central Mediterranean Sea, located between the western and eastern Mediterranean, includes the Strait of Sicily and the Strait of Messina. To the southwest of the Sicilian coast is the island of Pantelleria, and further south, the archipelago of the Pelagie Islands, which includes Lampedusa and Linosa. The Ionian Sea, connected to the Tyrrhenian Sea by the Strait of Messina and to the Adriatic Sea by the Strait of Otranto, includes, in the area covered by the plan, the gulfs of Catania, Squillace and Taranto. The Regions that overlook it are: Apulia, Basilicata, Calabria and Sicily.



3.1 Minutes of the meeting

Martina Bocci introduced the meeting, representatives from Reg. Calabria (Azzara, Falbo) and Reg. Puglia (Dibitonto, Geronimo) attended. The workshop was organized by the MSPMED project in support of the national process.

The objectives of the workshop are presented, given the absence of Sicily and Basilicata Regions, the meeting focused on the update of the process in place in the regions present. The agenda for the event was presented.

Emiliano Ramieri (CNR-Ismar) presented the measures of the plans at national level:

The measures of the Maritime Plans identify actions, recommendations or addresses and for the realization of the objectives (strategic at the national scale and specific at the sub-area scale) indicated in the plan, and the relative vocations that derive from them. These measures are aimed at promoting the development of maritime activities and improving the coexistence of uses, ensuring the protection of the landscape and cultural heritage and the protection of a good environmental status of marine ecosystems. They are integrative measures of those already existing in other plans of the European, Italian and regional framework.

The measures are developed in two levels: national which have a strategic character and are valid for the whole area with possible specificities per maritime area. To date there are 68, but the identification process is still ongoing.

A second group of measures is identified at sub-area level, contributing to the achievement of the specific objectives of the sub-area. These measures may help to detail the national measures and may also address aspects that are relevant but not covered in the national measures. In offshore sub-areas, national measures apply.

The work path by the Scientific Pole within the Narrow Working Group (organized to support the National Technical Committee for MSP) was in connection with the regions to in order to identify national and regional measures. The result is a catalogue that presents:

Identification number of the measure, strategic objective to which it contributes, the principal use to which it relates, any interactions with other uses, a textual description of the measure and linkage to legislative instruments.

Measurement categories:

(S) Spatial: related to the definition of spatial aspects and areas in which activities can take place

(T) Temporal: relating to the definition of limits or conditions that govern or define the performance of activities over time

(TE) Technical and technological: related to the use or adoption of specific technologies or techniques

(M) Monitoring: control and surveillance; relating to the acquisition of data concerning the conduct of maritime activities, compliance with rules or regulations, effects on the marine environment, effects in terms of interaction with other uses

(G) Governance: relating to procedural and organisational mechanisms, including multi-level mechanisms

(E) Economic and financial: resources dedicated to the support of maritime activities, including specific arrangements

(A) Other type: such as training, education, communication activities. A category is left open for possible educational actions given the relative newness of the discipline.

The types of measures:

(I) Addresses: mainly addressed to public administrations and/or planning instruments;

(P) Prescriptions: which the plan provides to regulate uses of the maritime space (e.g. in terms of the manner - including spatial and temporal - in which uses may be exercised);

(i) Incentives;

(A) Actions: i.e. concrete initiatives (e.g. consultations, studies, analyses).

The catalogue also identifies the implementers of the measures.

A selection of examples from the catalogue is presented, e.g. those aimed at nature protection or the provision of space for aquaculture or technological solutions to improve the effectiveness of certain sectors. Energy has also been considered, as has experimentation and research, for example in the conversion of disused platforms. Finally, regulations and procedures can also be the subject of measures.

Dr Dibitonto spoke from the Apulia Region, pointing out that THE vision, objectives, planning units and relative vocations for sub-areas A/6 and IMC/4 have been approved by the Regional Council (23rd May 2022). What has been defined so far will have to be the subject of consultation with the stakeholders in the immediate future (so far only activated with the superintendence), for example the involvement of the capitanerie will be indispensable, and in fact the peripheral units of MIMS have difficulty in dealing with the problem of concessions. The identification of measures at the sub-area level will be done with this consultation phase.

On offshore areas, he highlights the need for coordination between the forecasts of the maritime plan and those of the Energy and Climate Plan (PNIEC). He points out the lack of specific indications and management of certain conflicts in the MSP plan. This situation has repercussions on the assessments that the regional bodies will be called upon to make in order to issue permits. The SEA has also absorbed VINCA,

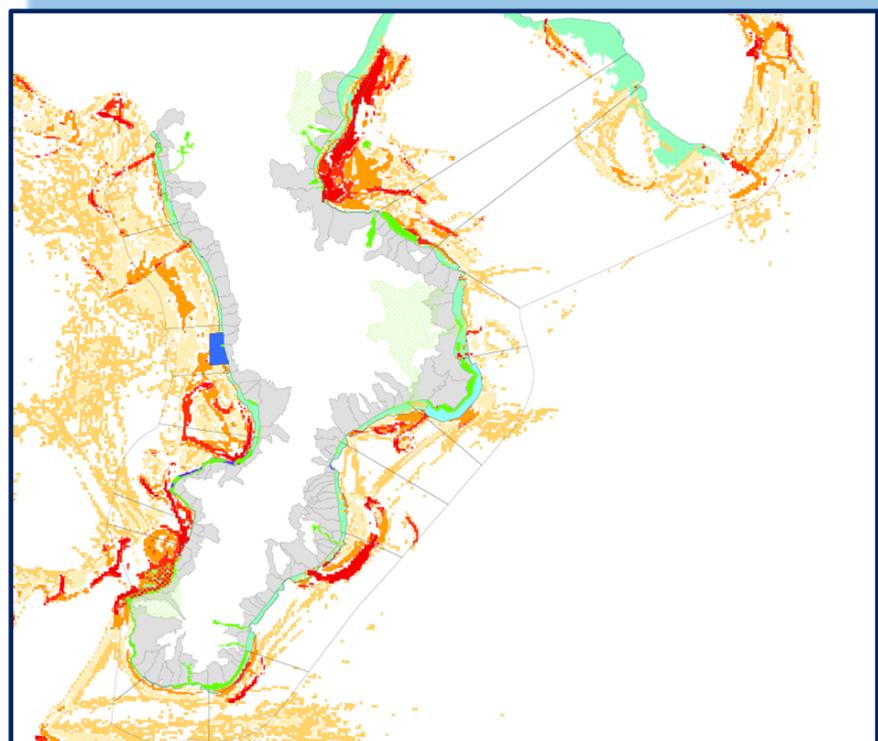
but if there is no clear framework, VINCA cannot say anything. It highlights the lack of clarity, is proposed the virtuous example of France: in which it was carried out Identification through maps of analysis (map of winds) and definition of priority areas for wind power.

The problem of areas for the development of offshore renewable energy production facilities being granted by MITE in areas under landscape protection. This creates disorientation among regional authorities. The issue of aquaculture areas (AZA) is also important and should be addressed accordingly.

It highlights a potential criticality for the analyses carried out in the SEA and VINCA, due to the lack of definition of the aspects mentioned above. This condition could generate difficulties for regional authorities in dealing with authorization procedures. This also concerns non-binding landscape protection. It is difficult for regions to assess how much energy development is in the public interest, the lines are poorly defined.

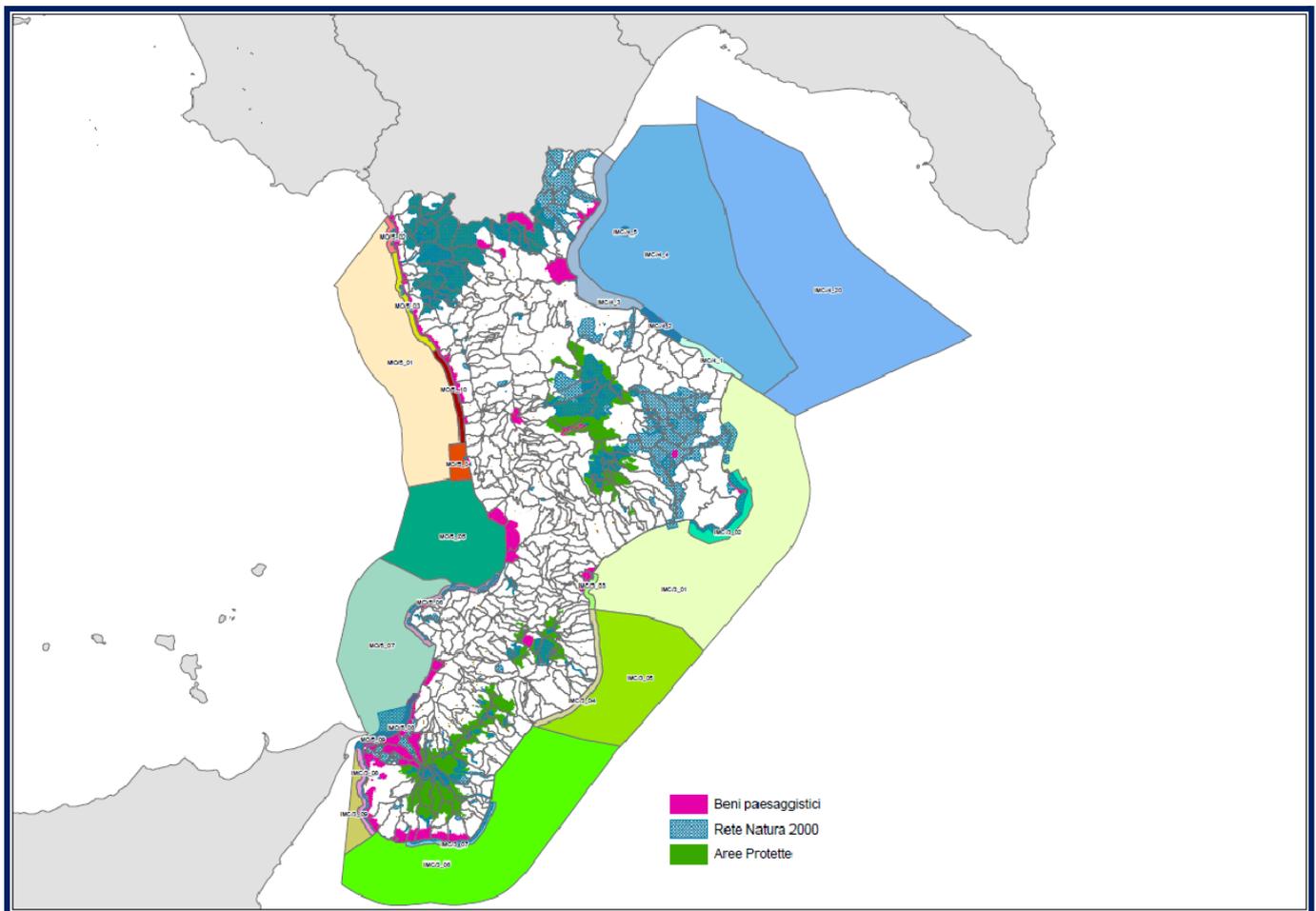
Martina Bocci expressed her thanks and invited the Puglia Region to make comments and suggestions on the national measures.

Daniela Azzarà presented the progress of the planning process of the Calabria Region. The region started the process in 2020, coordinating internally through a working group, arriving in March 2021 with a deliberation of the junta that identified the objectives. In a second resolution (April 2022) the planning units were defined.



Mainly Planning Units (PUs) have been identified for priority use, no PUs for reserved use and few PUs for general use, with the objective of balancing productivity and conservation of the environment, natural resources, landscape and cultural heritage. It is a matter of preparing addresses, but constraints, if any, will

be established in plans of another scale. This is to avoid future conflicts between future planning instruments that will be detailed.



Among the sub-area scale measures, an example is presented relating to monitoring to be carried out in Natura 2000 network sites in order to identify new SCI sites in the sea (e.g. in relation to the presence of seahorses). This case exemplifies a type of measure designed to support study and research activities aimed at identifying new protected areas. It also highlights the need for governance to monitor these sites.

Interlocution is under way in order to focus well on writing measures that are not a repetition of measures but concrete actions.

Sub-Area MO/5 Costa tirrenica		
Unità di Pianificazione	Usi Generici (G), Prioritari (P), Limitati (L) e Riservati (R)	Altri usi
MO/5_1	G Usso generico	Usi che possono essere incentivati: turismo e pesca.
MO/5_2	P (n, t) Usso Prioritario (P): - Protezione ambiente e risorse naturali (n) - Turismo costiero e marittimo (t)	Altri usi nei limiti in cui non incidano negativamente sulle esigenze di tutela, fra cui la pesca e la navigazione.
MO/5_3	P (n, ppc, t) Usso Prioritario (P): - Protezione ambiente e risorse naturali (n) - Paesaggio e Patrimonio culturale (ppc) - Turismo costiero e marittimo (t)	Altri usi nei limiti in cui non incidano negativamente sulle esigenze di tutela, fra cui la pesca, la navigazione e la produzione di energia rinnovabile da moto ondoso, prioritariamente nei porti.
MO/5_4	P (n, t) Usso Prioritario (P): - Protezione ambiente e risorse naturali (n) - Turismo costiero e marittimo (t)	Altri usi nei limiti in cui non incidano negativamente sulle esigenze di tutela, fra cui la navigazione e la produzione di energia rinnovabile da moto ondoso, prioritariamente nei porti.
MO/5_5	P (p, t) Usso Prioritario (P): - Protezione ambiente e risorse naturali (n) - Turismo costiero e marittimo (t)	Altri usi nei limiti in cui non incidano negativamente sulle esigenze di tutela, fra cui la navigazione, l'acquacoltura e la produzione di energia rinnovabile preferibilmente da moto ondoso e da piccole strutture offshore per acquacoltura e mini-eolico.
MO/5_6	P (n, ppc, t) Usso Prioritario (P): - Protezione ambiente e risorse naturali (n) - Paesaggio e Patrimonio culturale (ppc) - Turismo costiero e marittimo (t)	Altri usi nei limiti in cui non incidano negativamente sulle esigenze di tutela, fra cui la pesca, la navigazione e la produzione di energia rinnovabile da moto ondoso, prioritariamente nei porti.

Sub-Area MO/5 Costa tirrenica		
Unità di Pianificazione	Usi Generici (G), Prioritari (P), Limitati (L) e Riservati (R)	Altri usi
MO/5_7	P (p, tm) Usso Prioritario (P): - Pesca (p) - Trasporto Marittimo e Portualità (tm)	Altri usi nei limiti in cui non incidano negativamente sulla sicurezza della navigazione, fra cui l'acquacoltura e la produzione di energia rinnovabile preferibilmente da moto ondoso e da piccole strutture offshore per acquacoltura e mini-eolico. Presenza di elettrodotti/cavi sottomarini.
MO/5_8	P (n, ppc, p, t) Usso Prioritario (P): - Protezione ambiente e risorse naturali (n) - Paesaggio e Patrimonio culturale (ppc) - Pesca (p) - Turismo costiero e marittimo (t)	Altri usi nei limiti in cui non incidano negativamente sulle esigenze di tutela, fra cui la produzione di energia rinnovabile da moto ondoso, prioritariamente nei porti, e da piccole strutture offshore per acquacoltura e mini-eolico, in prossimità della costa a distanza dalle rotte marittime. Presenza di elettrodotti/cavi sottomarini.
MO/5_9	P (ppc, p, tm, t) Usso Prioritario (P): - Protezione ambiente e risorse naturali (n) - Paesaggio e Patrimonio culturale (ppc) - Pesca (p) - Trasporto Marittimo e Portualità (tm) - Turismo costiero e marittimo (t)	Altri usi solo se compatibili con l'intenso utilizzo dell'area, fra cui la produzione di energia rinnovabile (da moto ondoso o mini-eolico, preferibilmente accoppiato ad acquacoltura), e comunque nei limiti in cui non incidano negativamente sulle esigenze di: - tutela ambientale e paesaggistica; - sicurezza della navigazione marittima e sorveglianza.

Martina Bocci highlighted the need to move forward in the co-planning process for IMC4, a shared sub-area, which also includes the specific measures for the sub-area. Andrea Barbanti presented the chronology of the plan process and comments on the offshore wind issue.

There is a time schedule that the Competent Authority (MIMS) has shared with respect to the request of the European Commission. The objective identified is to approve the plans by the end of the year. The short-term objective is to open the public consultation phase, which should begin at the end of June. There will therefore be two processes in parallel: public consultation and SEA consultation. The consultation will last 45 days. It is expected the official conclusion of the scoping phase (opinion of the Commission VIA-VAS on the Preliminary Environmental Reports). From this date, the date of the CT will be established that will approve SEA and plan proposals for public consultation.

On the issue of wind energy development, he highlights the complexity of the process, as demonstrated in northern European countries. The sequencing of planning stages that is slow is still necessary to involve all entities.

The consultation that will start soon would be strengthened if ministerial and regional bodies could start, also in advance, moments of communication and possibly confrontation.

On wind energy, intervention is expected from MITE, which recently published the PiTESAI. There is regional interest, e.g. Lazio, Puglia and Sardinia (which, however, has not included measures in the 12 miles of competence).

Fabio Carella shared the experience in the Tyrrhenian Sea where the cartographic data has guided the integration of the areas for aquaculture in the planning units. In the Puglia region only protected areas have been excluded, it would be preferable to have more stringent guidelines that would favour the granting of concessions. Giulio Farella, recalls the ISPRA guidelines that also implement European indications, these suggestions from the regions will also be implemented to improve the national measures.

Martina Bocci asked for a critical reading of the national measures in order to incorporate comments that contribute to the improvement of the measures, with particular attention to measures that favour the coexistence between tourism and nature protection and between landscape and cultural heritage protection (including the submerged one) and new uses (renewable energies, aquaculture).

4 Conclusions and Next steps

Andrea Barbanti thanked all the participants and recalled the complexity of the process and mentioned that the work in progress is to complement the work done so far, not replace it. It will be possible to further integrate the package of measures, and that there is satisfaction with the methodology used.

The official end of the scoping phase is being awaited. From this date, the date of the TC approving SEA and plan proposal for public consultation will be set. SEA consultation and consultation are proceeding in parallel.

Martina Bocci thanked everyone and closed the event.

5 References

DPCM 01/12/2017 - Decreto Presidente Consiglio Ministri del 1° dicembre 2017, Approvazione delle linee guida contenenti gli indirizzi e i criteri per la predisposizione dei piani di gestione dello spazio marittimo.. Available on the CA website <https://www.mit.gov.it/node/10862>

Co-planning Workshop on Tyrrhenian Sea

*(Annex 3 to D5 Vocation maps, with specific objectives and proposed key measures
a– Tyrrhenian Sea)*



ACKNOWLEDGEMENT

The work described in this report was supported by the European Maritime and Fisheries Fund of the European Union- through the Grant Agreement number 887390 - MSPMED - EMFF-MSP-2019, corresponding to the Call for proposal Call EMFF-MSP-2019 (Maritime Spatial Planning) Topic: EMFF-MSP-2019 Type of action: EMFF-AG for Projects on Maritime Spatial Planning (MSP).

DISCLAIMER

The content of this report represents the views of the author only and is his/her sole responsibility and shall not influence the delineation and delimitation of maritime boundaries by the Member States in accordance with the relevant provisions of UNCLOS: limits of planning areas shown in maps shall not be considered as fully agreed borders among countries. Content cannot be considered to reflect the views of the European Commission and/or the European Climate, Infrastructure and Environment Executive Agency (CINEA) or any other body of the European Union. The European Commission and the Agency do not accept any responsibility for use that may be made of the information it contains.

Project Full Title	Towards the operational implementation of MSP in our common Mediterranean Sea
Project Acronym	MSP-MED
Grant Agreement Nr.	887390
Project Website	www.mspmed.eu

Deliverable Nr.	D 2.1.2a – annexe
Status (Final/Draft/Revised)	Final
Work Package	2
Task Number	11
Responsible Institute	CORILA/IUAV
Author/s	Hadi El Hage, Folco Soffietti, Fabio Carella
Recommended Citation	
Dissemination Level (Public/Partnership)	Public

Document History			
Version	Date	Modification Introduced	
		Modification Reason	Modified by
1.0	20/07/2022		

Index

INTRODUCTION	6
TERMINOLOGY	7
OBJECTIVES	8
METHODOLOGY	9
TOOLS	10
WORKSHOP	11
WESTERN MEDITERRANEAN-TYRRHENIAN MARITIME AREA	13
MINUTES OF THE MEETING	14
CONCLUSIONS AND NEXT STEPS	41
REFERENCES	41

● Introduction

The MSPMED project foresaw a series of concrete actions to support the national maritime spatial plans of Italy, France, Spain, Greece, Slovenia and Malta.

The Italian case (Task 2.1) specifically focuses on actions that allow the development of visions, strategic objectives (T2.1.1) and vocational maps with specific objectives and key measures for the three maritime areas identified by the Italian legislation on Maritime Spatial Planning (MSP). In the framework of the latter task, the following document intends to promote the organization of a cooperative planning experience between the Scientific Pole (CORILA-IUAV-CNR) entrusted by the Competent Authority for MSP in Italy (MIMS) and regional bodies involved in the planning of the Tyrrhenian-Western Mediterranean Area. The planning of the sea in Italy has, in fact, required a strong involvement of the Regions facing the sea, due to their wide knowledge and skills concerning maritime uses and characteristics of the sub-areas.

The cooperative experience is carried out through good practices of involvement of institutional actors in digital form.

These practices include:

- Preliminary communication of the themes and objectives of the workshop to the actors involved
- Preliminary communication of the general results expected from the event
- Preliminary communication of required inputs to participants
- A clear description of the digital tools needed to participate in the event
- Facilitation by industry experts
- Monitoring the achievement of these objectives

The workshop took place at a stage in the planning process where contacts with regional bodies are well established and recurring.

Facilitators of the event were Prof. Daniele Brigolin and Dr. Fabio Carella of the Iuav University of Venice as Maritime Area referents, supported by Prof. Micol Roversi Monaco, Dr. Folco Soffiatti and Dr. Martina Bocci.

◦ *Terminology*

The following definitions derive from the concepts and terms applied in the Italian implementation of the MSP directive, related National legal sources and guiding documents (in Italian).

- **Basin:** any large concave area of the lithosphere permanently submerged by marine waters;
- **Sub-basins:** any subdivision of a basin in smaller portions;
- **Maritime areas:** areas identified through the MSFD and differentiated in: Adriatic Sea, Ionian and Central Mediterranean, and Western Mediterranean;
- **Sub-areas:** areas within maritime areas identified through: national and international legal and administrative limits; already existing zoning used for sectoral planning and management activities; MSFD Marine Reporting Unit; morphological and oceanographic characteristics; peculiar or prevalent existing uses of the sea.
- **Planning units (PU):** areas within sub-areas to which specific uses are assigned, with the aim of regulating and directing their operation and general evolution;
- **Region/Regional Authority:** second level administrative units of Italy, local governments are in charge for land planning.

1 Objectives

The overall objective of MSP-MED is to favour the Maritime Spatial Planning process in the Mediterranean Sea, by supporting the establishment of coherent and coordinated plans across the Mediterranean marine regions and between Member States, in line with the MSP Directive objectives.

In detail, in the Work package 2 of the project (Setting-up of maritime spatial plans), the partners will support Member States in the concrete setting up of the maritime spatial plans with different tasks based on specific national needs: in Italy the cooperation between regional and national authorities has been identified as one of the basic principles of the national MSP process.

As is stated in the Italian Guidelines on MSP (DPCM 01/12/2017) the planning process requires an adequate governance and a strong coordination to implement a systemic action unified and well-structured. Also the implementing decree of MSP directive (D.Lgs 201/2016) had already defined the composition of the National Technical Committee that includes Regional Authorities representatives.

The main objectives consist in fostering national planning processes, sharing MSP data and relevant information, sharing and debating methodologies and tools that can improve the process in different steps.

For Italy, the WP2 tasks consisted in analysing the vision, the strategic objectives and vocations for the three maritime areas of Italian MSP plan. These activities were carried out jointly with the Italian National Technical Committee in charge of elaborating the MSP plans.

The main objective of the workshop was the sharing among the Regions of the salient elements of planning in the sub-areas (specific objectives, Planning Units and vocations), with particular attention to the measures identified at the sub-area level, in order to allow the various entities to form an overall picture of the planning underway at the maritime area level.

This knowledge should allow a further refinement of the measures foreseen at the sub-area level and a greater homogenization of the same in order to guarantee an integrated area planning able to consider with attention also the uses that involve different regions (e.g. maritime transport).

Finally, the event, open to planning experts involved in the planning of other national maritime areas, represented a moment of synthesis and sharing of the work done so far.

Expected results

The main expected outcomes of the workshop and related indicators of success were to:

Stimulate comparison between regions

The event wanted to promote the collaboration among Regions, in order to favour the harmonization of the planning process in the area.

Identify any improvement/integrative elements for sub-area level measures

These elements may be included in the plan in conjunction with the incorporation of the elements that will emerge from the Consultation on the Proposed Plans (ex art. 7, L. 201/2016 and public consultation and the Public Consultation for SEA, on the Proposed Plans, Environmental Reports and Non-Technical Summaries starting in June 2022.

Workshop minutes

The workshop was followed by rapporteurs summarizing the main steps and elements emerged from the presentations and exchanges. These minutes were the basis of a workshop report in English, part of the project output D5 Italy: Vocation maps, with specific objectives and proposed key measures a) Western Mediterranean, b) Adriatic Sea, c) Ionian Sea - Central Mediterranean for the European Commission.

2 Methodology

The event was designed around the following sequence:

(1) Introduction

Introduction by the Cluster on the progress of the MSP process and expected developments

(2) National measures

Presentation of national measures.

(3) Sub-area measures

Action by regions on sub-area level measures or brief presentation of objectives/zoning.

(4) Parallel rooms

Two Zoom rooms allowed a discussion of strategies to improve coexistence between:

Nature - Transport

Landscape - New Uses

5) Summary, greetings

The rapporteurs and facilitators conducted a final summary with highlights that have emerged to allow for discussion among the tables.

2.1 Tools

The event was held on the platform Zoom, participants were able to log on a few minutes before the start of the event. The use of headphones and microphone for better sound quality was requested.

In addition, the event saw the use of digital post-it boards at the following Mural addresses for the animation of the parallel tables:

Room 1:

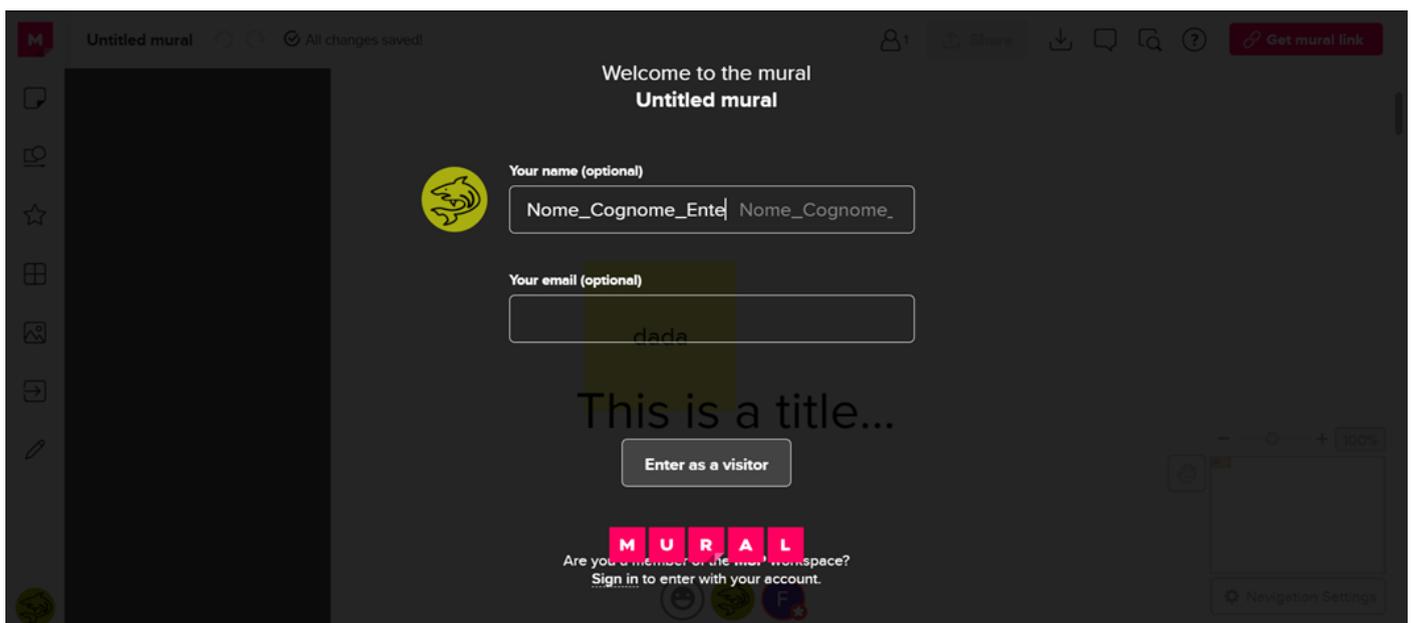
<https://app.mural.co/invitation/mural/msp1445/1651144861945?sender=u3785a81b9cf32c7a73bd1096&key=0f0831a9-d2b3-44b0-963d-b8ba2edcf62a>

Room 2:

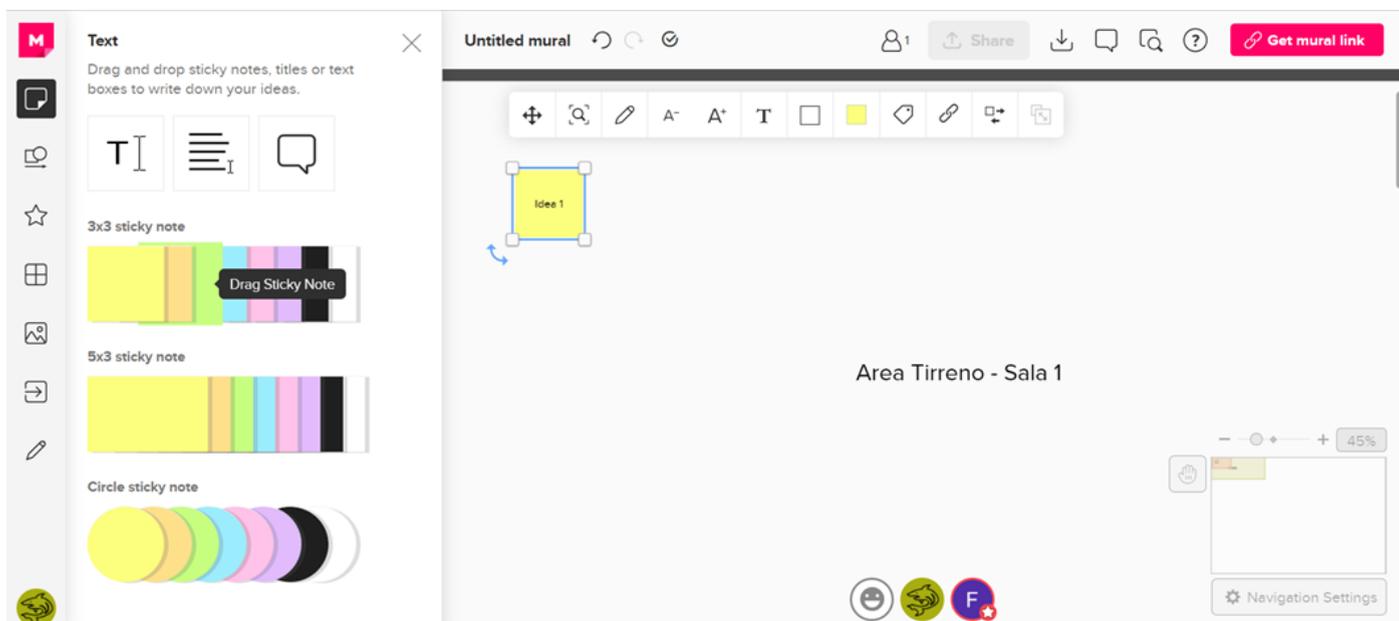
<https://app.mural.co/invitation/mural/msp1445/1651151032747?sender=u3785a81b9cf32c7a73bd1096&key=56a1c228-5f6d-4915-a743-a9bfa8c02ec2>

How Mural works

Mural is an online live collaboration platform that does not require registration. After clicking on the link the user lands on a screen where he/she is asked to enter First Name, Last Name and Institution, after that he/she can click on "Enter as a visitor"



Once he/she enters the user is presented with a white screen on which he/she can insert digital post-it notes with observations. To do this it is sufficient to just click on the top right on the first icon "Text", select the type of post-it desired, place it on the screen and start typing the text that will automatically adapt in size.



(These instructions were provided to the attendees beforehand)

2.2 Workshop

Agenda

Program	
10:00	Introduction (5 min): Prof. Francesco Musco (IUAV) Presentation of National measures (10 min): Fabio Carella (IUAV)
10:15	Presentations by sub-area (10 min) <ul style="list-style-type: none"> - Tuscany - Liguria - Lazio

	<ul style="list-style-type: none"> - Campania/Basilicata - Sicily - Sardinia
11:40	<i>Break</i>
12.00	<p><i>Parallel Sessions</i></p> <p><i>-Nature - Transport Moderator: Prof. Daniele Brigolin Rapporteur: Folco Soffietti</i></p> <p><i>-Landscape - New Uses Moderator: Prof. Micol Roversi Monaco Rapporteur: Fabio Carella</i></p>
12:45	<i>Summary and discussion</i>
13:00	<i>Greetings</i>

Participants

MSP-MED Partners and PSM Scientific Pole Italy	
<i>CORILA -IUAV-CNR</i>	<i>Daniele Brigolin, Micol Roversi Monaco, Fabio Carella, Folco Soffietti, Francesco Musco, Martina Bocci, Giulio Farella, Paolo De Martino, Andrea barbanti</i>
Regional Authorities	
<i>Liguria Region</i>	<i>Bertorello, Campora</i>
<i>Tuscany Region</i>	<i>Renzo Pampaloni, Andrea Carubi, Elena Poli, Sandra Pratesi, Valentina Menonna, Capezzuoli Francesco, Mirella Giannotti, Lucia Parigi</i>
<i>Lazio Region</i>	<i>Maria Grazia Iadarola, Angela Lopez, Daniela Parisi, Deborah Casinelli, D. Bertoni, Fabio Fabbri</i>
<i>Campania Region</i>	<i>A.R. Gentile, Rosaria Battarra, Lorella Iasuozzo</i>
<i>Basilicata Region</i>	
<i>Calabria Region</i>	<i>G. Pavone, Oriana Falbo</i>
<i>Sicily Region</i>	

Sardinia Region	Fabrizio Madeddu, Daniele Trogu (IMC), Stefano Guerzoni (IMC), Baroli (IMC), Erika M.D. Porporato
	V. Giuliani, A. Natalini, Spenge, F. Pallucca, Valentino

33 participants attended the workshop, including the organizers.

3 Western Mediterranean-Tyrrhenian Maritime Area

The Western Mediterranean reference maritime sub-region was identified by the Interministerial Table in synergy with the reference maritime areas referred to in the Marine Strategy (art. 4 of Directive 2008/56/EU). The Regions belonging to the Western Mediterranean reference maritime area are: Liguria, Tuscany, Lazio, Campania, Basilicata, Calabria, Sicily and Sardinia. The portion of the Mediterranean considered includes the Geographic Sub Area of the Ligurian Sea and Northern Tyrrhenian Sea, Central-Southern Tyrrhenian Sea and Sardinian Seas (West Sardinia and East Sardinia). The area extends from the coast of Liguria, through the Tyrrhenian Sea to the Sicilian and Sardinian coasts.



3.1 Minutes of the meeting

Prof. Musco (IUAV) opened the meeting, thanking all the participants for their presence. He explained the relationship with the MSPMED project and the Italian process. He stated the objectives of the workshop and presented the agenda for the day.

Fabio Carella (IUAV) presented the national measures. These measures are provided by the Italian legislation (2017) aimed at developing synergies and reducing conflicts, ensuring compatibility of uses and environmental protection. These are supplementary measures to support pre-existing regulatory frameworks at national and regional level. The measures confirm existing measures that are not repeated in the MSP plan. National measures apply to the whole maritime space and are under development.

In the sub-areas the measures contribute to the achievement of specific objectives. In the coastal areas the regions have competence, in the off-shore areas they have ministerial competence. Such measures can go as far as local level specificity.

In terms of the working structure, the national measures were shared with the regions and the regions contributed with the scientific pole to the identification of specific measures.

Measures were presented by a catalogue presenting the identification number, the strategic objective, the main use to which it relates, and any interactions with other uses, the actual description, the link to existing legislation and the main implementers of the measure.

The categories of measures are:

(S) Spatial: related to the definition of spatial aspects and areas in which activities can take place

(T) Temporal: related to the definition of limits or conditions that regulate or define the performance of activities over time

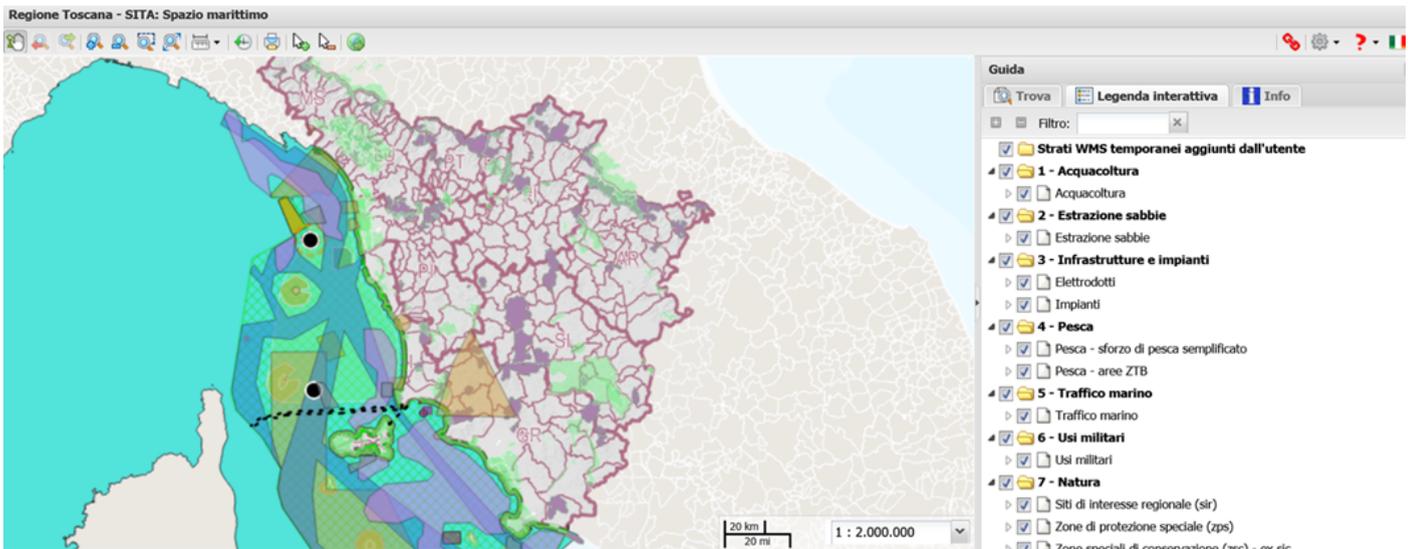
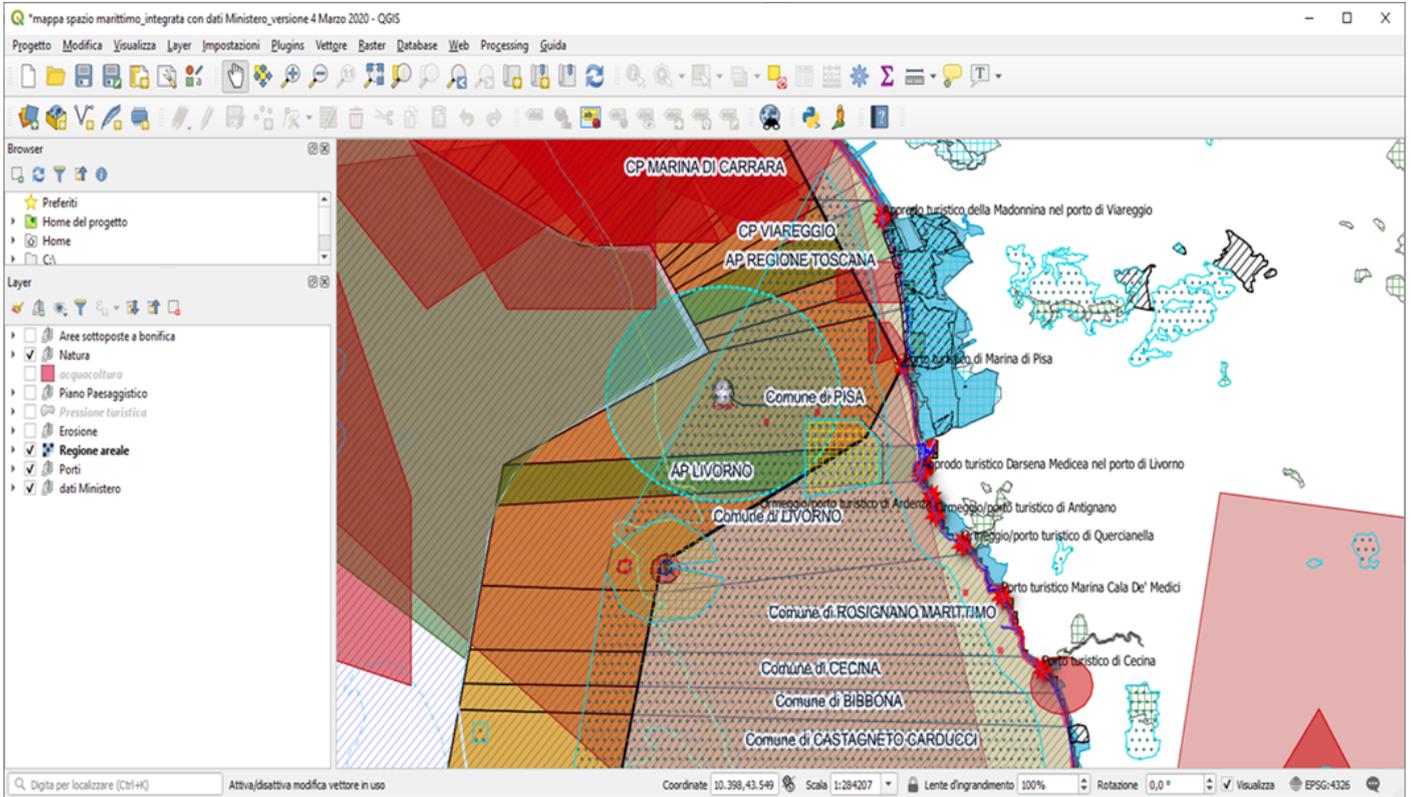
(TE) Technical and technological: related to the use or adoption of specific technologies or techniques

(M) Monitoring: control and surveillance; relating to the acquisition of data on the conduct of maritime activities, compliance with rules or regulations, effects on the marine environment, effects in terms of interaction with other uses

(G) Governance: relating to procedural and organisational mechanisms, including multi-level mechanisms

(E) Economic and financial: resources dedicated to the support of maritime activities, including in specific ways

<http://www502.regione.toscana.it/geoscopio/spaziomarittimo.html>) and a descriptive map of the uses was defined.



He also shared views of the portal that are accessible by the public and Explained the complexity of the work.

2) Definition of the vision and objectives of the Regional Water Plan

Once the cognitive framework of the uses had been reconstructed, a reconnaissance of the regional plans insisting on the waters of competence was carried out

3) Development of the proposed identification of the Planning Units of the Plan

In parallel with the previous phases, the Inter-directional Group, with the support of the Scientific Pole, collaborated in the elaboration of the proposal for the identification of the Planning Units of the Maritime Spaces Management Plan prepared on the basis of the strategic objectives consistent with the regional planning and programming tools. Council Resolution August 2021. It was a synthesis work in consultation with the scientific pole.

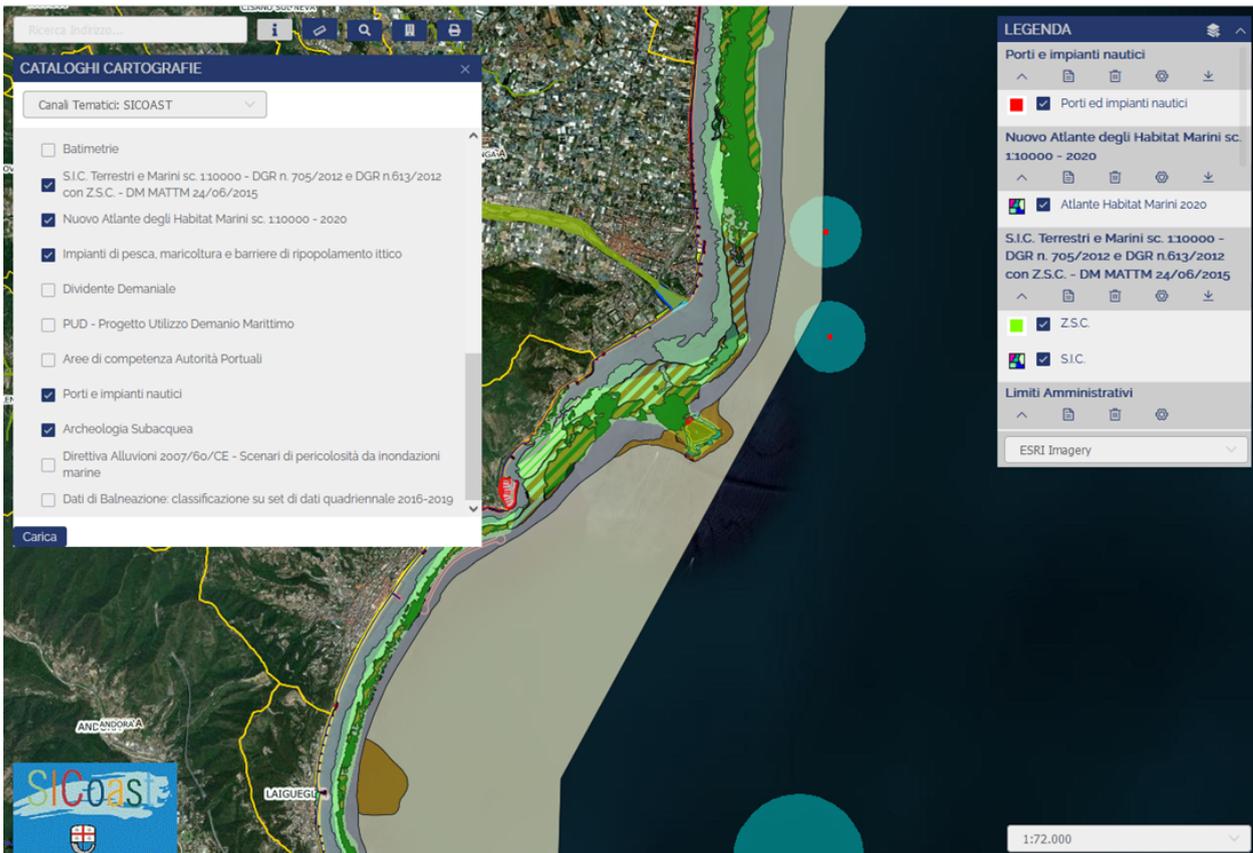


Liguria Region (Dr Bertorello)

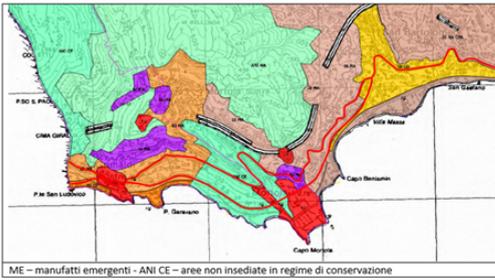
Following that discussion, D. Brigolin have the floor to Bertorello, representing the Liguria Region: a region that is territorially limited but with a large maritime area in front of it. In which there are large areas that are constrained from a landscape point of view. The ports are important in this part of the Mediterranean (Genoa, Savona, La Spezia) for various uses: fishing, aquaculture, tourism, transport and military.

Regione Liguria has an extensive territorial information system published on the institutional site on the dedicated page of the Geoportal. Some of the most significant themes have been selected with respect to the treated area in order to identify homogeneous sub-areas for contextual presence of uses. The region uses Geomedia and the regional portal can be consulted.

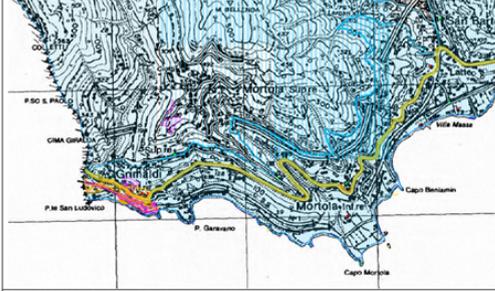
During the planning process an in-depth study was carried out with the superintendence because of many areas under landscape protection.



Comune di Ventimiglia – tratto Piazzale San Ludovico – Capo Mortola



ME – manufatti emergenti - ANI CE – aree non insediate in regime di conservazione



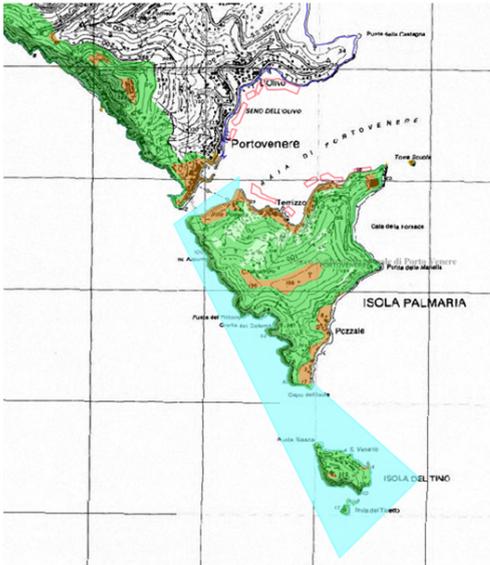
ZONA COSTIERA NEL COMUNE DI VENTIMIGLIA MODIFICA 070416
Decreto Ministeriale
14/01/1959

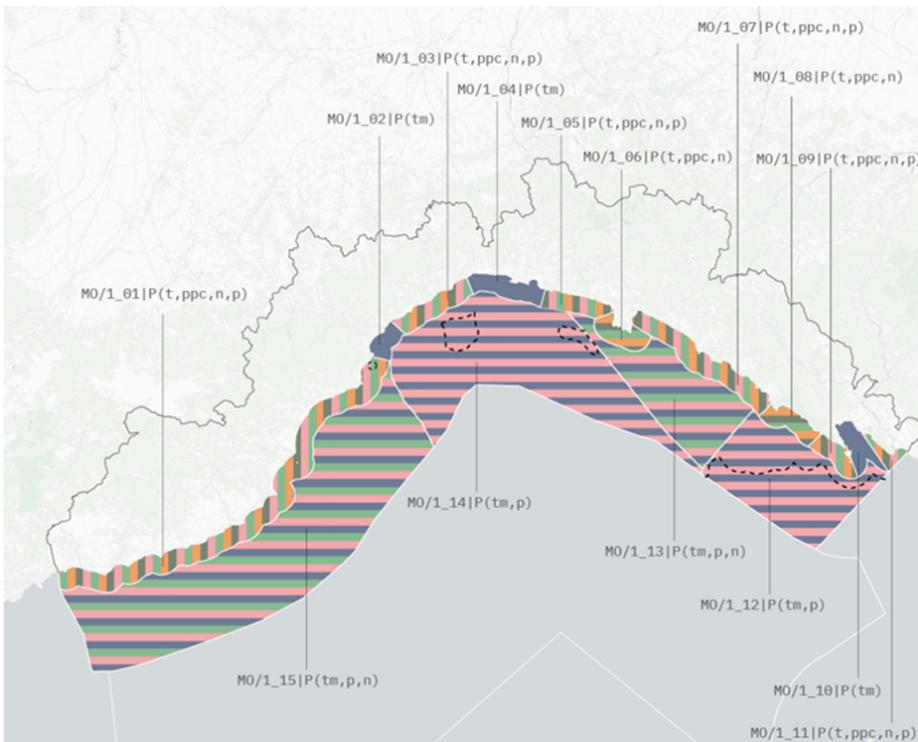
Analisi ambiti di riferimento delle aree archeologiche ex art. 10 D. Lgs. n.42/2004

Area ALBENGA

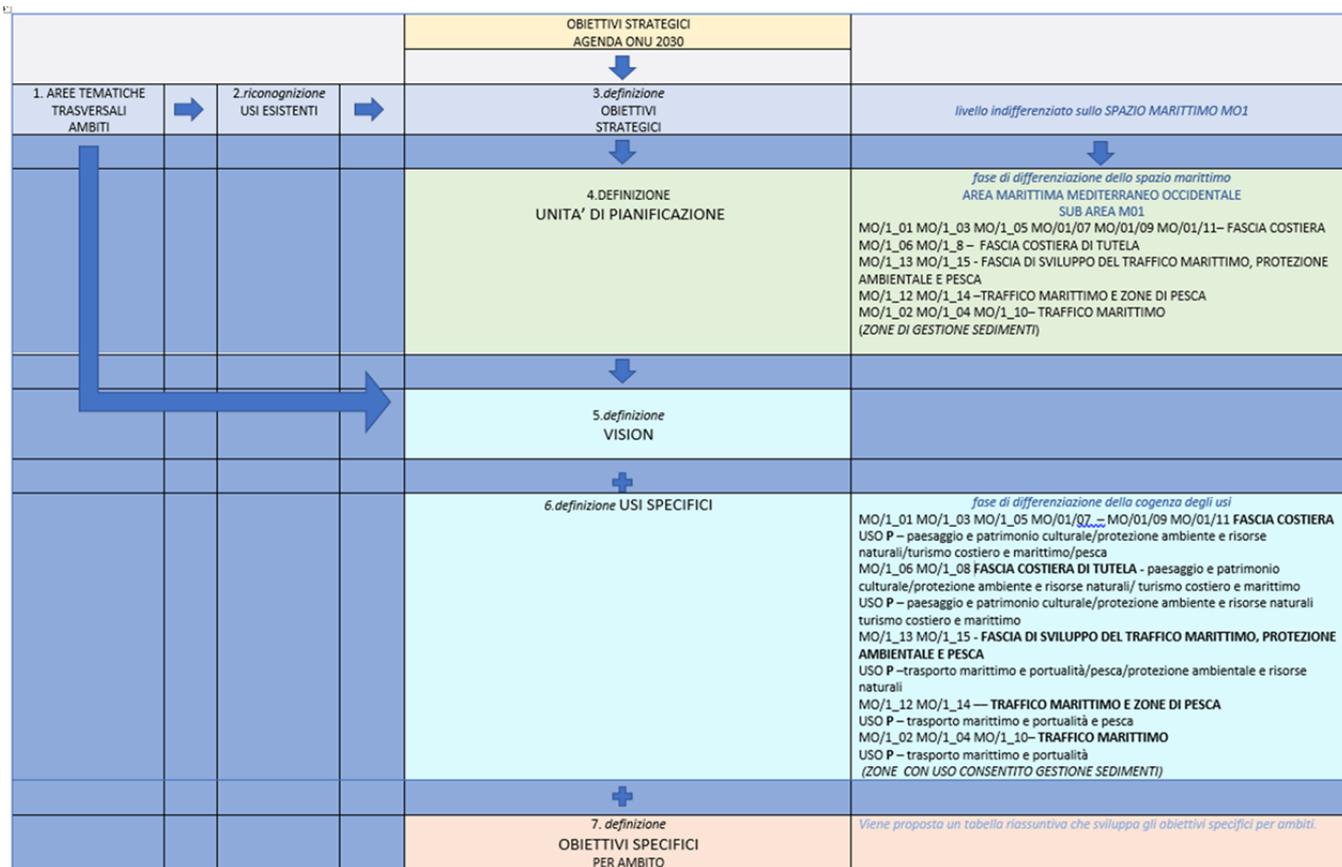
INDIVIDUAZIONE	7
Denominazione	Parco Archeosub di Albenga e dell'Isola Gallinaria - Area di interesse archeologico a cui afferiscono anche i seguenti siti: <ol style="list-style-type: none"> 1. Relitto della Nave Romana di Albenga (v. scheda n. 8); 2. Relitto Albenga B (v. scheda n. 9); Ed inoltre si segnalano: <ul style="list-style-type: none"> • Relitto Umberto I (Relitto di interesse storico - Piroscifo di linea affondato nel 1917); • Relitto Città di Sassari (Relitto di interesse storico - Piroscifo trasformato in Incrociatore ausiliario affondato nel 1917); • Relitto S. Guglielmo (Relitto di interesse storico - Piroscifo trasporto truppe affondato nel 1918).

There are also many protected natural areas. The resulting planning unit saw the extension of the coastal strip to 2 miles where tourism, nature and transportation uses have more spatial opportunities.





The process is explained through a diagram that traces the steps that considered uses, goals, SDGs, etc.



The work is ongoing and has not yet been ratified at the political level and steps still need to be taken to finalise the work.

The vision of the region: the maritime space is understood here as a new "resource" and a place where to implement different activities that are synergically interconnected. An eclectic territory, also capable of constituting the active interface of coastal and inland territories. Giving a connotation to this area also makes it possible to extend the potential of the territories that have emerged and to broaden their transformation and communication actions on a national and international scale.

From the above evaluations, the need for development and protection of the natural, landscape and cultural heritage of Liguria's coastal and marine areas emerges as a priority, by combating existing risks and threats.

This need, as well as being an end in itself, is aimed at preserving the strong points on which the territory's development in terms of tourism can be based. A further asset to exploit and strengthen, according to the most appropriate vocations, is the port system, a key element of land-sea interaction.

On the basis of these considerations, the Region of Liguria proposes for the sub-area close to its coastline the specific vision set out and the specific objectives set out in the relevant annex.

The outline of the specific objectives is presented:

SCHEMA DEGLI OBIETTIVI SPECIFICI	
SICUREZZA per gli usi civili e produttivi del mare	Promuovere la cooperazione transfrontaliera. Incentivare l'uso di nuove tecnologie e di nuovi processi produttivi e rendere possibili nuovi usi della risorsa "mare" in linea con la Strategia italiana per la <u>Bioeconomia</u> (BIT).
TRASPORTO MARITTIMO	Migliorare la sicurezza marittima e la protezione dell'ambiente marino dall'inquinamento provocato dal traffico navale. Razionalizzare i canali di comunicazioni utilizzando le vie marittime. Razionalizzare i canali di comunicazione mare/terra. Favorire le forme di <u>intermodalità</u> , <u>comodalità</u> e logistica.
ENERGIA	Favorire la realizzazione di progetti dedicati alla creazione ed impiego di energie rinnovabili. Favorire l'uso di tecnologie per la produzione di energia rinnovabile. Incentivare l'impiego di energie rinnovabili. Attuare gli obiettivi del Piano Energetico Ambientale regionale.
DIFESA COSTIERA	Favorire la gestione integrata delle zone costiere. Favorire la programmazione degli interventi di consolidamento delle zone fragili della costa. Prevedere la localizzazione specifica di zone destinate al prelievo dei sedimenti.

	<p>Perseguire il raggiungimento di un buono stato di qualità delle acque dei corpi idrici marino-costieri.</p> <p>Adeguare il sistema di trattamento degli scarichi delle acque reflue di tipo industriale e civile alle disposizioni vigenti in materia.</p> <p>Completare il processo di adeguamento alla normativa di settore dei sistemi di depurazione.</p> <p>Promuovere azioni di gestione dei rifiuti rinvenibili in mare e sulle spiagge.</p>
<p>PESCA /ACQUACOLTURA</p>	<p>Promuovere attività di valorizzazione della pesca.</p> <p>Favorire la promozione del consumo sostenibile, del pescato locale e delle relative specie ittiche meno conosciute per un maggiore equilibrio delle risorse.</p> <p>Garantire la salvaguardia del settore della pesca marittima dando piena attuazione alle direttive regionali e favorendo la concentrazione degli operatori del settore, nell’ambito dei porti polifunzionali degli approdi liguri, in apposite sezioni organizzate con un’offerta di servizi adeguata in termini quantitativi e qualitativi.</p> <p>Promuovere lo sviluppo e la sostenibilità della pesca attraverso la multifunzionalità (pescaturismo, <u>ittiturismo</u>), l’integrazione con altri settori (trasformazione, educazione alimentare, didattica, filiere di qualità) e la valorizzazione del prodotto, anche con riferimento alla cultura marinara ed alla gestione sostenibile delle risorse alieutiche.</p> <p>La Guida Tecnica per l’assegnazione di zone marine per l’acquacoltura (AZA) redatta dal Ministero delle politiche agricole, alimentari e forestali per il tramite di ISPRA, prevede che «Assicurare lo sviluppo sostenibile</p>

	<p>dell’acquacoltura attraverso la pianificazione dello spazio e l’aumento del potenziale dei siti” è tra gli obiettivi prioritari del Piano Strategico Acquacoltura 2014-2020 e del Programma Operativo del FEAMP 2014-2020 per favorire un’acquacoltura innovativa e competitiva, sostenibile sotto il profilo ambientale ed efficiente in termini di risorse [...] rispettando la tutela dell’ambiente, la conservazione della biodiversità e integrando le attività d’acquacoltura nella pianificazione dello spazio marittimo, secondo un approccio <u>ecosistemico</u>.».</p> <p>Pertanto Regione Liguria ritiene che qualsiasi modifica al complesso attuale degli impianti di acquacoltura e di ogni singolo impianto, vada subordinata al preventivo compimento di uno studio approfondito multidisciplinare, da assoggettare a separato idoneo provvedimento di natura <u>pianificatoria</u> ad approvazione separata, necessariamente condiviso con i Comuni contermini e comunque valutato con i soggetti sui quali l’attività di acquacoltura è destinata ad avere qualsiasi effetto. La disciplina sarà confermata nelle “misure” cui è subordinata l’attuazione della proposta di Pianificazione dello Spazio marittimo.</p>
TURISMO COSTIERO/MARITTIMO	<p>Salvaguardare il turismo sostenibile.</p> <p>Consolidare il sistema delle aree marine protette e delle misure di conservazione delle stesse in coerenza con gli altri usi del mare presenti. Valorizzare nuove forme di turismo basate sulla sinergia dei diversi operatori turistici (mare, terra, entroterra), l’integrazione tra le politiche turistiche e la mobilità e tra le attività sportive del mare e la promozione turistica.</p>

RICERCA SCIENTIFICA INNOVAZIONE	Incentivare la ricerca, lo studio e l'attuazione per tipologie alternative di opere di difesa costiera. Favorire il monitoraggio degli effetti del cambiamento climatico per promuovere strategie del loro contenimento e resilienza.
TUTELA E PROTEZIONE DELLE SPECIE, HABITAT ED ECOSISTEMI	Salvaguardia e valorizzazione delle Aree Marine Protette (AMP) e delle Aree di Tutela Marine (ATM). Salvaguardia, valorizzazione e aggiornamento delle Zone Speciali di Conservazione istituite ai sensi della Direttiva Habitat. Promuovere le modalità di osservazione degli habitat e delle specie marine di interesse comunitario. Promuovere la realizzazione di installazioni in grado di aumentare la biodiversità.
TUTELA DEL PATRIMONIO CULTURALE	Valorizzare i diversi paesaggi costieri incentivandone le relative sinergie Favorire la permeabilità delle visuali tra il fronte urbano e lo spazio marittimo e tra questo ed i territori prospicienti il mare. Favorire la salvaguardia dei manufatti significativi sotto il profilo paesaggistico, anche in coerenza con possibili condizioni di rischio. Incentivare meccanismi di delocalizzazione dell'edificato incongruo.
SVILUPPO SOSTENIBILE	Favorire l'uso di materiali ecocompatibili nell'ambito dello spazio marittimo. Favorire il ricorso di forme di green economy e blue economy.

SINTESI DEGLI OBIETTIVI STRATEGICI E VISIONE	Favorire la diffusione delle informazioni relative alla Pianificazione dello Spazio Marittimo come bene comune della popolazione. Favorire la realizzazione di spazi di qualità. Favorire la diffusione e valorizzazione delle informazioni e dei risultati raggiunti. Promuovere la collaborazione tra Enti, istituti di ricerca ed Universitari Partecipazione a progetti europei. Ottimizzare le interconnessioni tra lo spazio marittimo ed i territori costieri limitrofi. Favorire le attività di ricerca in linea, tra gli altri, col Piano nazionale della Ricerca (PNR) 2015-2020, il Piano Implementazione BLUEMED, il nuovo Piano Programma <u>Horizon Europe</u> e la <u>UN Decade of Ocean Science for Sustainable Development (2021-2030)</u> .
--	---

Ongoing work sees the identification of measures, an example is presented:

OBIETTIVO_SPECIFICO	USO DI RIFERIMENTO	SUB_AREA	MISURA
Promuovere la cooperazione transfrontaliera	sicurezza per gli usi civili e produttivi del mare	MO/01_01 (fascia costiera)	Promuovere accordi di collaborazione con il Principato di Monaco, la Francia ed altri soggetti
Valorizzare i diversi paesaggi costieri incentivandone le relative sinergie	Tutela del Patrimonio culturale	MO/01_01-02-05-06-07-08-09-011 (fascia costiera)	Iniziative varie, tra le quali la promozione della costituzione di un osservatorio del paesaggio per valorizzare gli elementi caratterizzanti della costa ligure
Favorire il ricorso di forme di green economy e blue economy	Sviluppo sostenibile	MO/01_01-02-03-04-05-06-07-08-09-010- 011 (fascia costiera)	Elaborazione documentazione tematica, tra cui Linee Guida per interventi su aree costiere volte alla promozione dei borghi liguri
Salvaguardia e valorizzazione delle Aree Marine Protette (AMP) e delle Aree di Tutela Marine (ATM)	Tutela e protezione delle specie, habitat ed ecosistemi	MO/01_06-08 (fascia costiera)	Promuovere accordi di collaborazione con gli Enti di Gestione delle Aree Naturali Protette et similia.

Lazio Region (Dr. Iadarola and Dr. Lopez).

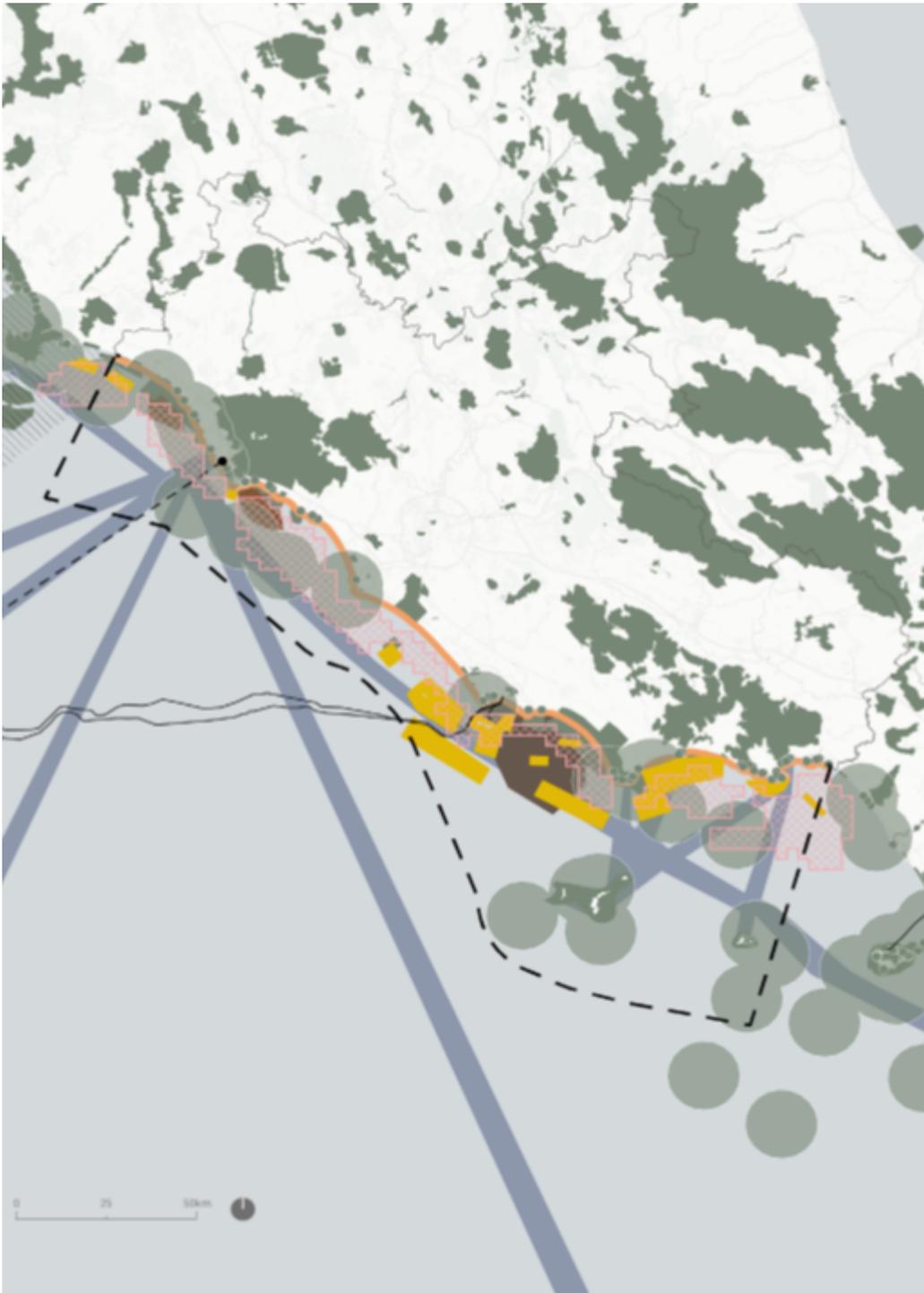
The region has a control room for the economic sectors. The greatest effort is therefore to coordinate with the other entities and the region's resolution has a strong economic orientation, while respecting the landscape and natural protection. The planning process started with the identification of the referent for the Lazio Region, the manager of the Sea Economy Area, Economic Development Directorate. The eight regional directorates responsible for the subject matter and, in any case, part of the inter-institutional Committee of the Cabina di Regia dell'Economia del Mare (June 2019) were informed of the start-up and the aims of the process and the reference regulations.

Meetings were held on a regular basis and data were collected from the eight regional directorates according to the established formats as well as information useful for the composition of the maps essential for the definition of the initial state and trends in progress and expected.

The most relevant plans and programmes with reference to the strategic objectives of maritime spatial planning have been collected and shared with the Regional Planning Directorate.

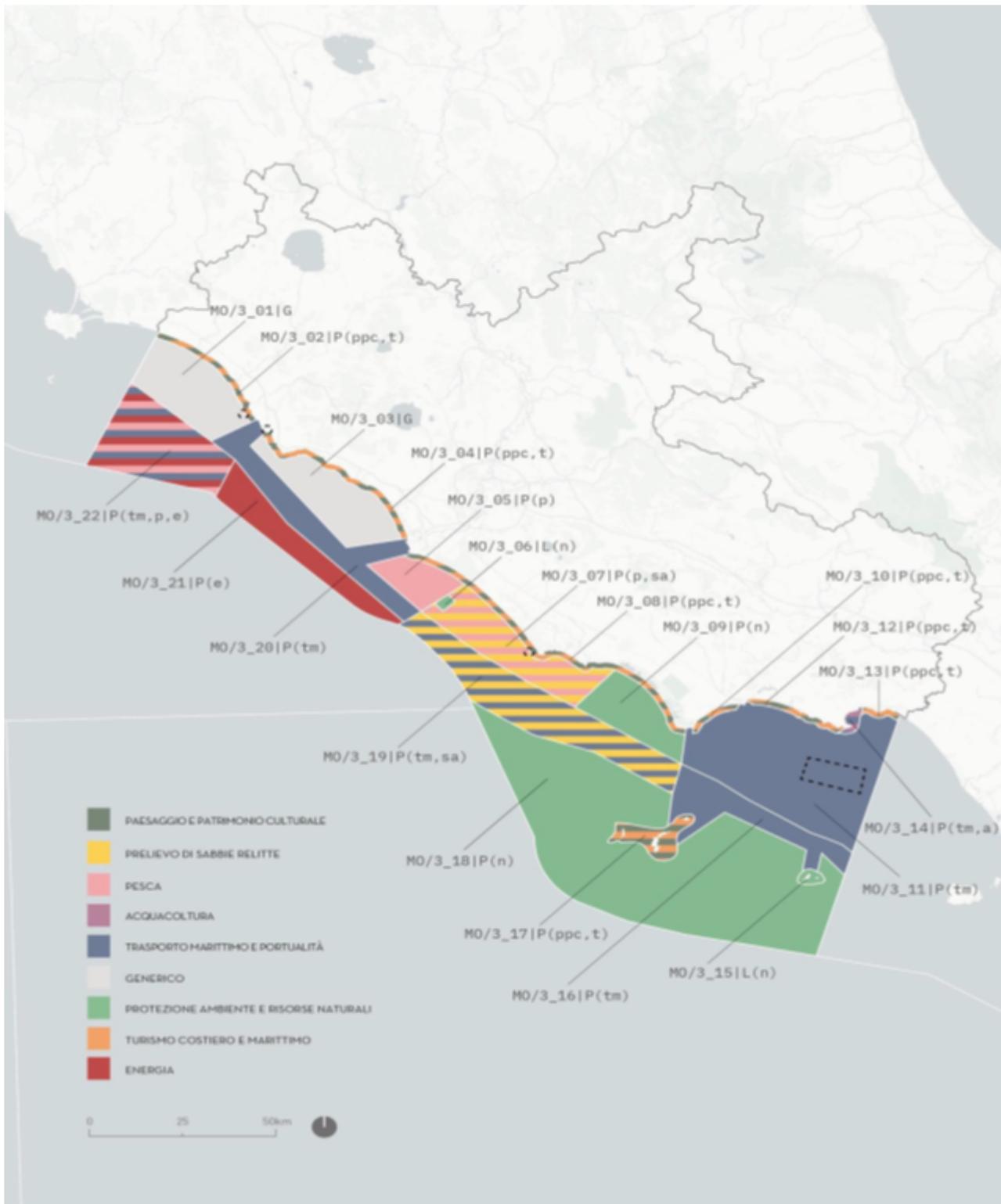
A careful analysis of regional plans and guidance documents was undertaken to define the specific vision and objectives for the sub area. Existing objectives in other plans were then identified.

A mapping of the uses related to the various themes was carried out, deriving from all available data and information, including that made available by the central administrations in agreement with the scientific pole.



This resulted in a map of planning units, shared with regional directorates:

a proposed Planning Unit table, considering the vision and specific objectives of the Lazio subarea



Importance was also given to areas for energy. A resolution was adopted: Re-launching the process after the observations and additions made by the regional directorates, DGR 26 October 2021, no. 710 "Maritime Spatial Management Plans. Acknowledgement of the vision and specific objectives and identification of the Planning Units". It is imminent the adoption of the measure related to the definition of

the Regional Map, in which are identified and mapped the areas of territorial sea suitable and those precluded to the exercise of aquaculture activities, as per art. 15 of the Regional Law 16/2020.

A specific vision has been defined, derived from the acts of the Region, which recognizes the potential of the Blue Economy for a strategic economic and social development and therefore considers it necessary to support in a synergistic and harmonious way the consolidation of all sectors involved in the sustainable economy of the sea, It identifies the Cabina di Regia dell'Economia del Mare (steering committee for the sea economy) as the place for coordinating actions in the field of the blue economy, in order to better govern the complexity and cross-sectoral nature of the decisions to be taken in this area by the Region.

Comments on the national measures were made on Landscape and cultural heritage, Coastal and maritime tourism, Protection and conservation of species, habitats and ecosystems. A critical issue identified is the interaction between administrations, which is not always simple or linear.

A measure was developed to provide for "recourse to a governance body", even better if set up for matters pertaining to the uses of the sea (with natural reference to the existing cabina di regia del mare).

Campania Region (Dr. Gentile): a complex case with a long coastline.

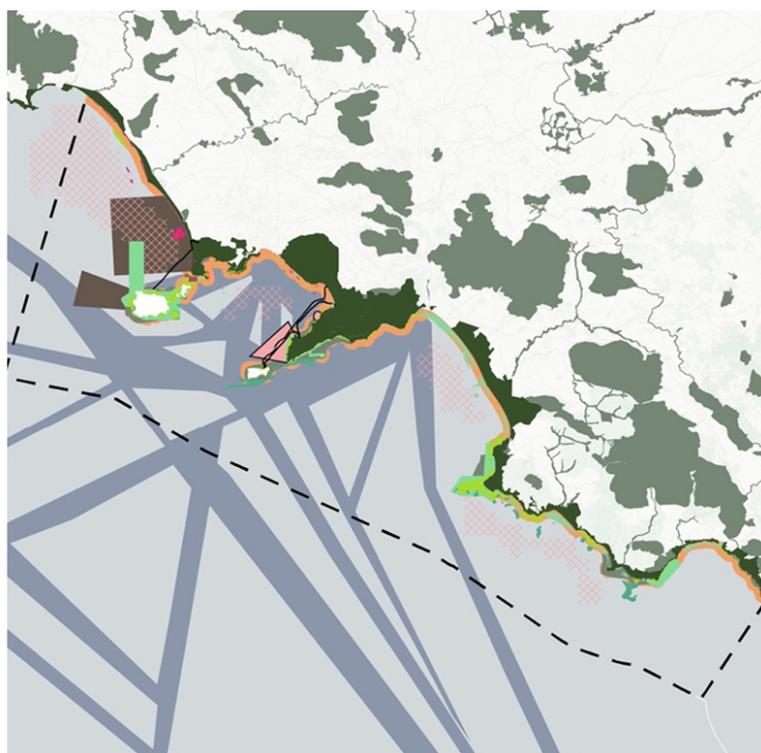
A summary map of activities is presented, showing the many protected areas, commercial uses (transportation, fishing, etc.) due to existing port realities.

Specific visions and goals are Conservation, Redevelopment, Preservation, Development.

The regional reality has taken into account the urban planning elements, also with a view to the requalification of the coastline, actions already present in the landscape plans for areas of marginal tourism potential and landscape importance. The safeguard of areas of landscape-natural importance.

**MAPPA
DEGLI USI
SUB-AREA MO/4**

-  Campania sub-area MO/4
-  elettrodotti
SID - CGCCP
-  marina sud
IIM
-  traffico marittimo semplificato
elaborazione Polo Scientifico
-  turismo (buffer 1mnl)
elaborazione Polo Scientifico
-  sforzo di pesca semplificato
elaborazione Polo Scientifico
-  area ztb
MIPAAF
-  Banchi naturali
Regione Campania - ISPRA
-  Concessioni allevamenti
Regione Campania - ISPRA

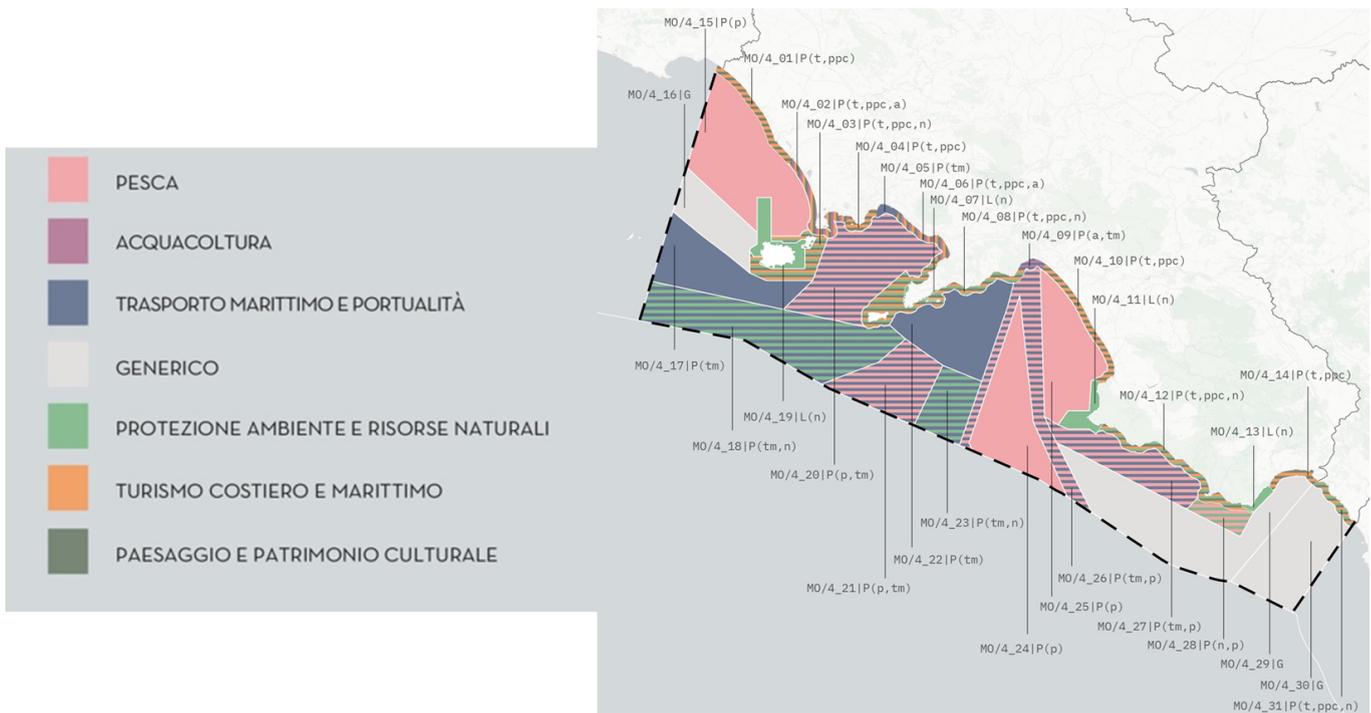


-  Aree Natura 2000
Agenzia europea dell'ambiente
-  Aree Protette e
Parchi naturali Nazionali
EMODnet - EEA
-  beni paesaggistici dichiarati
MIC
-  Posidonia
Regione Campania
-  Cymodocea
Regione Campania
-  Coralligeno
Regione Campania

Development concerns port areas for which plans exist.

Specific objectives of the region where the blue economy has been widely considered

1. Protection of habitats and ecosystems (looking at non-urbanised spaces, conserving biodiversity, resilience)
2. Coastal protection (erosion, risk, climate change)
3. Tourism (cruises, tourism offer in relation to historical maritime and archaeological heritage)
4. Fisheries and aquaculture (support protection and management plans for activities in protected areas)
5. Maritime transport and diffuse ports (cruises, different flows, regional vision of ports)
6. Energy (decarbonisation, designing models for oil-free scenarios)
7. Landscape and cultural heritage (safeguarding land-sea interface areas, landscape perception)
8. Environmental remediation (improving water quality)
9. Research, innovation and advanced training (support blue economy research, sustainable development of services)
10. Promotion of maritime culture (maritime culture, port centers, public space)



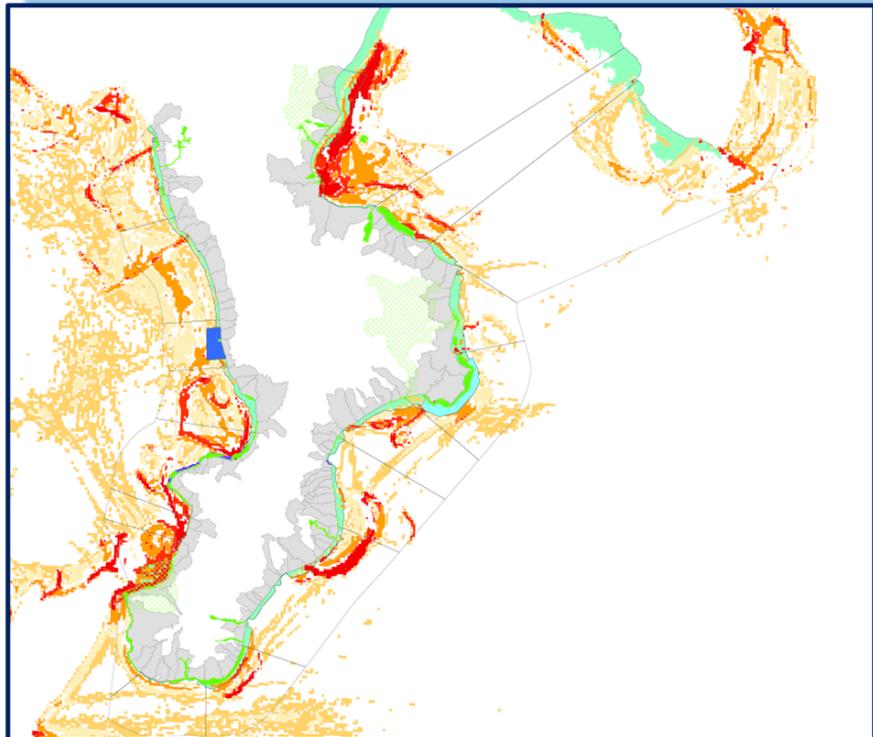
The measures have not yet been finalised but there are already reflections in place:

1. The coast is not an object of planning, but it is of interest for the theme of land-sea interaction
2. Coastline as a multifunctional space/landscape
3. Map uses but also non-uses/misuses along the shoreline (wastescapes, disused areas, places on the edge, etc)
4. Time as project material. Identifying different time scenarios (to which different measures can be attached)
5. Reading the coastline at different scales
6. Ports: landscapes and economy
7. Measures: weights and impacts on the territory

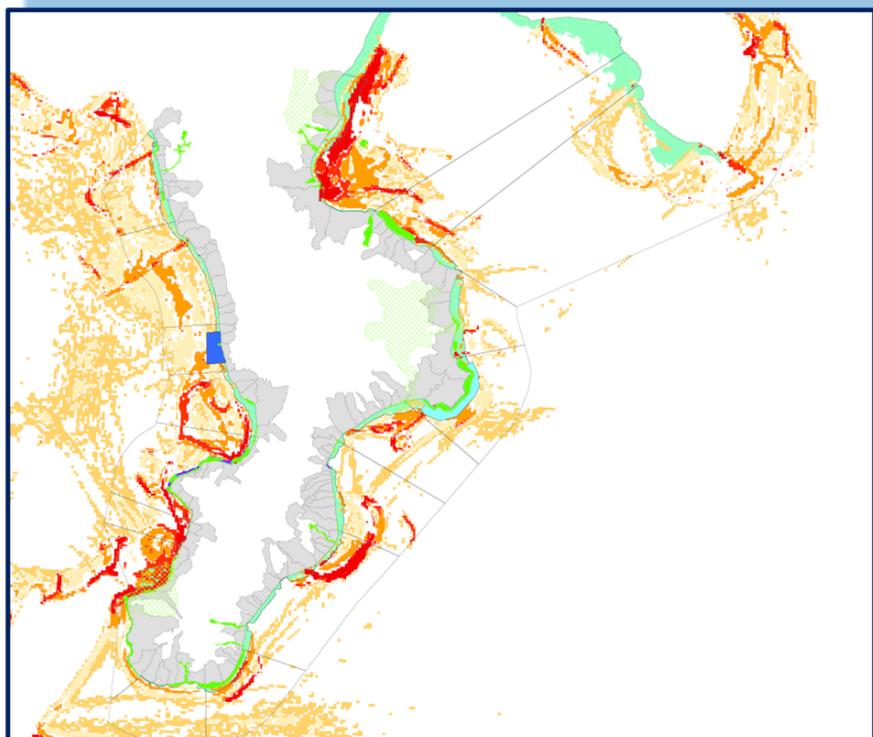
The rapporteur reminds us that we must be careful not to exaggerate the use of prescriptive measures that could undermine uses on the coastline.

Calabria Region (Ing. Pavone)

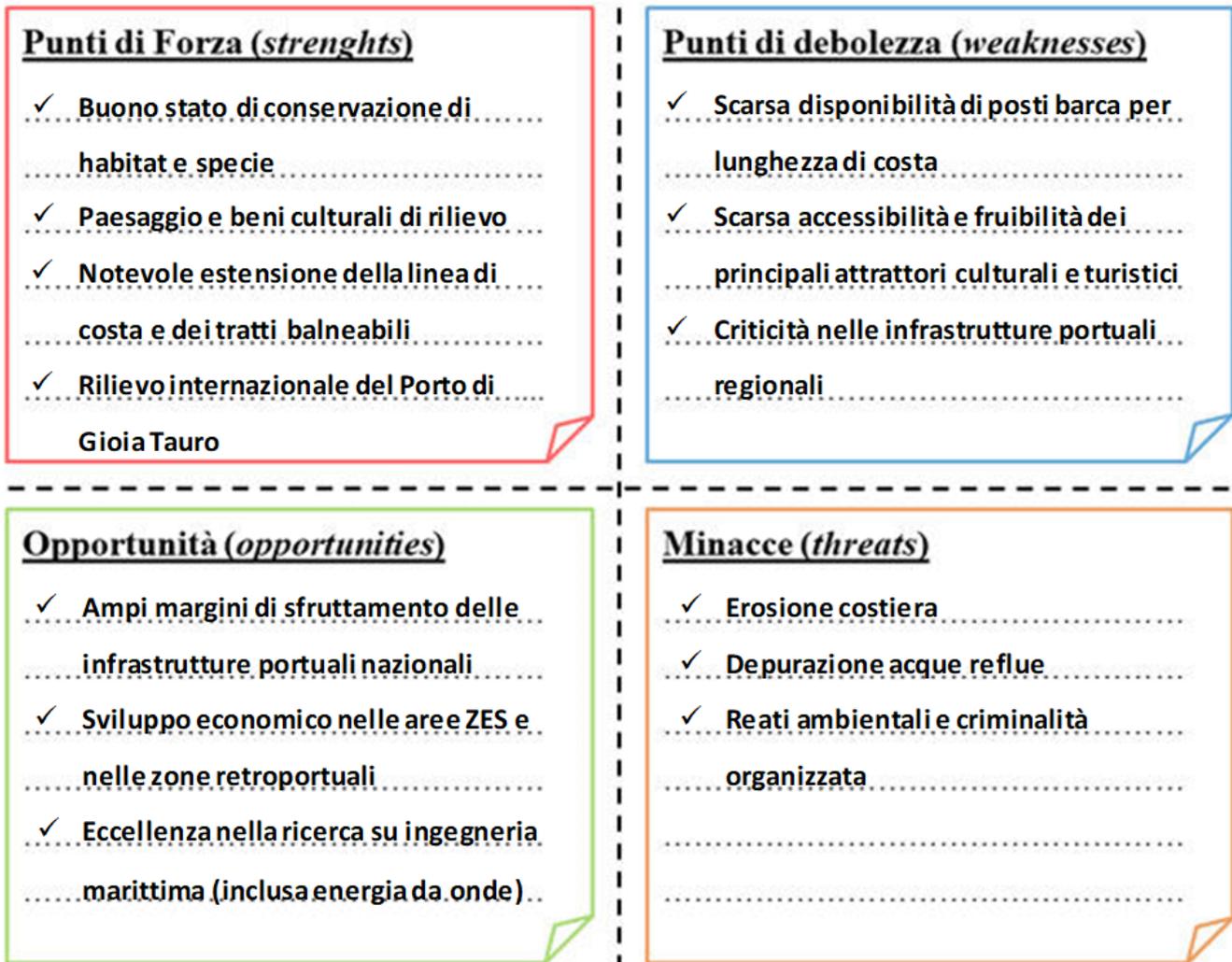
The path has been started with delay on the national process, groups of connection and interdepartmental table have been started for the comparison among the single assessors. The difficulty was projecting into the sea. Reconstruction of existing uses.



The rapporteur reported that an analysis of the state of play has been carried out. For example, ports have been studied to see how to exploit transport flows as an opportunity



A SWOT analysis showed the presence of natural protection, and important landscape assets.



The vision for the sub-area is therefore as follows:

The protection of the natural, landscape and cultural heritage of coastal and marine areas is an essential prerequisite that must be taken into account when defining and implementing development strategies for the maritime economy and when defining permitted human uses.

Among the strategies, priority should be given to tourism development, which is based primarily on the natural, landscape and cultural heritage. This strategic priority must be pursued in a sustainable manner, limiting the impact of infrastructure and related activities.

The fact that the southern part of the sub-area is crossed by international routes and is close to Sicily and the Aeolian Islands is an opportunity for commercial and tourist development that needs to be consolidated and strengthened, as in the case of the Port of Gioia Tauro, or promoted in a sustainable manner through the port system.

Additional development strategies are compatible to the extent that they do not conflict with the protection and development requirements outlined above.

The specific objectives covered Environment, Maintaining the good conservation status of habitats and species in the long term.

Landscape, cultural heritage and territory
Tourism, ports and maritime traffic
Fisheries, energy, legality and security

For the planning units, the perimeter was concerned. The perimeter and classification of the planning units was carried out on the basis of the following elements, indicated in order of priority:

Marine perimeter areas, including in particular: protected natural areas, Natura 2000 sites, biological protection areas; uses of maritime areas and other important elements present in them, including: intensity of maritime traffic, including fishing traffic (and location of ports), underwater archaeological sites, hydrocarbon extraction platforms;

Coastal land areas subject to landscape protection, or in any case of high perceptive value and with the presence of important cultural assets, taking into account, as a priority, the land-sea interaction;

Uses of coastal land areas, taking into account in particular: population density and tourist presences. In the perimeter it has often been decided to identify a strip closer to the coast (with high anthropic impact, high land-sea interaction, higher concentration of sites of environmental importance) and a remaining strip up to the limits of territorial waters.

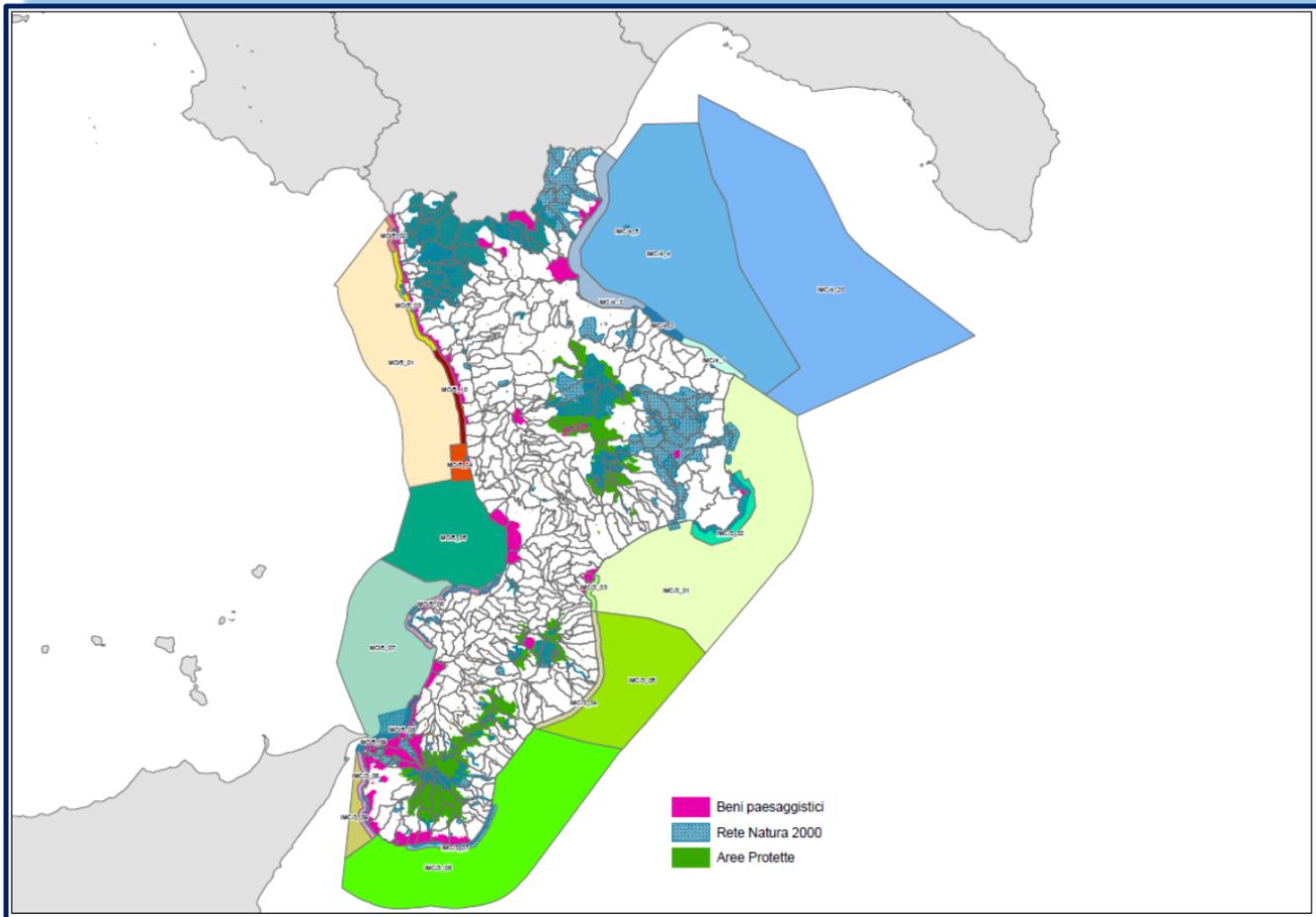
To keep the constraints, the criteria for classification were the following:

A priority use (P) has been predominantly defined for the identified planning units.

In a minority way, a generic use (G) has been defined, where there are no relevant characterizing elements or in any case multiple uses can coexist.

Only one planning unit was classified as restricted use (L), coinciding with the Capo Rizzuto Marine Protected Area (IMC/3_2).

No reserved use (R) planning units have been identified.



The measures, recommendations and guidelines are still ongoing, some are very specific, for example the protection of key marine species. Others are more general. The education and awareness raising part has also been considered.

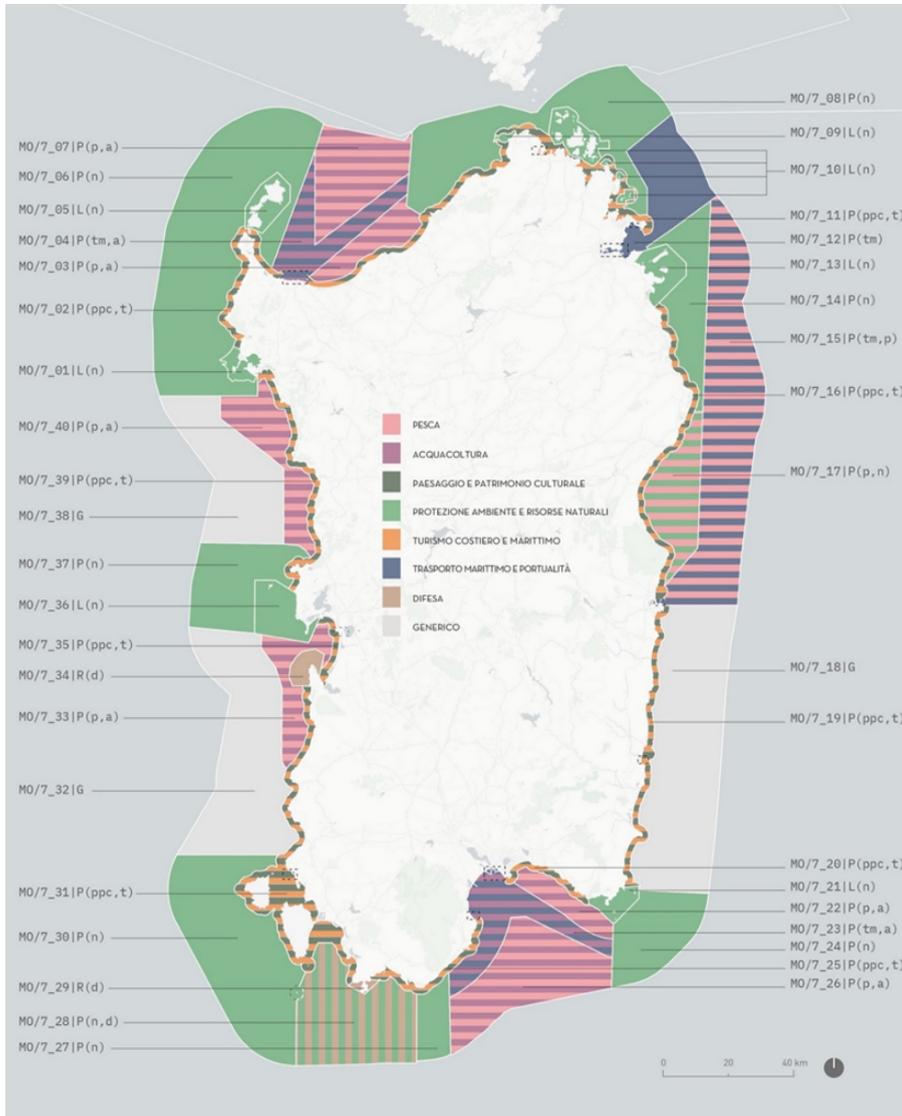
A word from the Region of Sardinia (F. Madeddu). For Sardinia it was a challenge: a strategy for the maritime space had never been developed, normally plans looked inland. a change of perspective was necessary. Approval of the Positioning Document of the Autonomous Region of Sardinia in the context of Maritime Spatial Planning, the first strategic document on Blue Economy and Sustainable Blue Growth in the history of the Region adopted by resolution.

The management of complexity; what happens at a national level, even in the Region there are many structures that deal with the sea (as many as 15).

The creation of an Inter-Assessorial Table was initiated with the task of examining and coordinating the actions of the Regional Administration during the national planning process (Deliberation Giunta n.36/51 of 12.09.2019).

The task has been entrusted to Agenzia Sardegna Ricerche / Centro Marino Internazionale - Fondazione IMC Onlus, which is part of the "Regional System of Research and Innovation", for the necessary scientific and technical assistance until the completion of the planning process (Resolution n.11/66 of 24.03.2021).

Starting from the survey of existing uses, the territorial waters were divided into Planning Units (40) for each of which the prevailing uses (vocations of use) were identified and the conflicts between uses and between uses and the environment were analysed



Transverse measurements

To promote and develop research, both basic and applied, for the sectors of the maritime economy with particular reference to the production of energy from marine renewable sources and initiatives in the field of adaptation and/or mitigation to climate change. To promote a study that, through an (inter)visibility analysis, defines the potential effects of structures located at sea (e.g. offshore wind farms).

Specific measures

Promote and support an Italo-French initiative aimed at launching the procedure to revise the existing PSSA in the Strait of Bonifacio in order to introduce compulsory pilotage (as is the case in the Strait of Torres) based on a study that considers a series of complex factors, including, for example, the availability of a

combination of passive traffic monitoring measures (VTS (VTS, recommended routes, ship reporting) and provide statistical data showing how, on the basis of the type and intensity of commercial traffic, together with the special environmental protection that the area requires, there is a real possibility of an 'unacceptable risk' to maritime safety and the environment

Promote the establishment of the District of the Sea of Sardinia with the aim of creating an environment institutionally dedicated to relate and foster exchanges between the world of research, basic and applied, and business, technology transfer and the emergence of high-tech start-ups

Parallel Rooms:

Participants chose which parallel room to attend. F.Soffietti (IUAV) explains how to use the Mural tool

Nature - Transport

A short presentation by Prof. Brigolin explained the high presence of coexistence between transport and nature, in continuity with nature priorities and there is a potential represented by offshore areas in terms of continuity.

National measures have been inspired by policy objectives such as sustainable development and reduction of negative transport impacts. 3 measures relate to nature: e.g. produce targeted analysis to identify new spatial management areas, or encourage identification and adoption of specific spatial measures to reduce underwater noise to animals. And identification of areas where higher concentrations of impacts are present.

Additional strategic objectives are to foster 30x30, promote MSDF principles, integrate land-sea interactions.

Tuscany Region mentioned the Interreg project in which cetaceans have been considered (study through IAS instruments) in collaboration with the harbour master's office. Moreover there is the theme of hot-spots related to ports (e.g. Piombino). The problem is to understand the differences between the various hotspots.

For the region of Sardinia, another aspect was noted: the traffic caused by fishing, which must be monitored. It must be integrated with impacts of noise, collision, etc.. This coexistence is important. And coexistence with aquaculture must also be considered.

There is the question of who does what: where does the funding come from? There is also the question of how the engines are to be adapted.

Intervention by the representatives of the Region of Calabria:

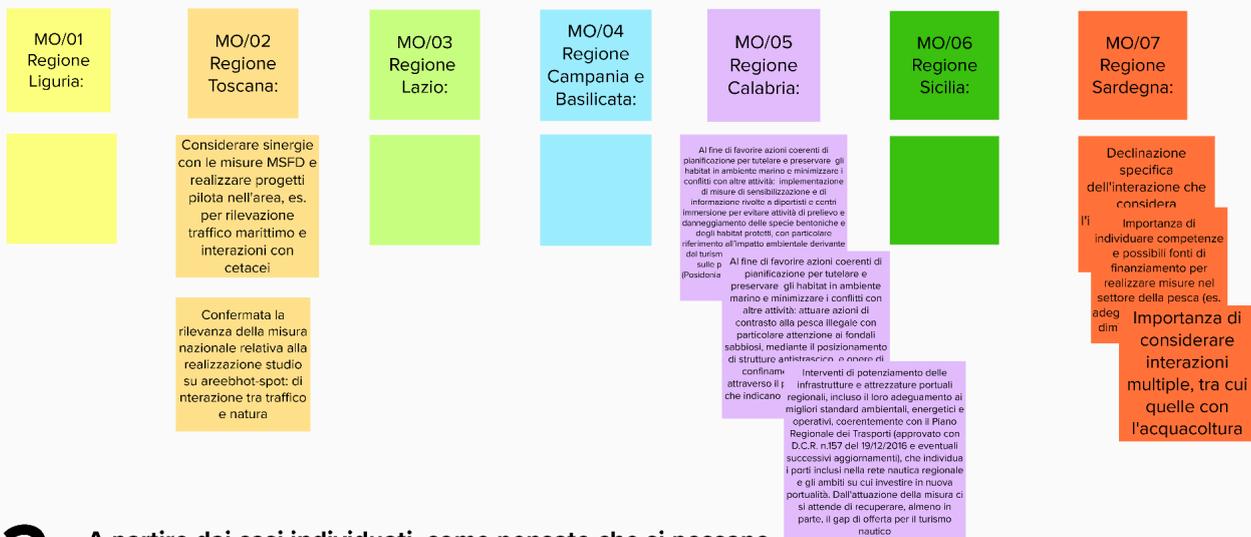
In order to favour coherent planning actions to protect and preserve the habitats in the marine environment and to minimize conflicts with other activities: implement actions to contrast illegal fishing

with particular attention to the sandy seabed, through the positioning of anti-trawling structures and works of confinement of posidonia beds through the positioning of buoys indicating the presence of the habitat.

In order to promote coherent planning actions to protect and preserve habitats in the marine environment and reduce conflicts with other activities: implementation of awareness-raising and information measures aimed at boaters and dive centres to avoid activities that take and damage benthic species and protected habitats, with particular reference to the environmental impact deriving from nautical tourism (anchoring and mooring) on seagrass beds (*Posidonia oceanica* and *Cymodocea nodosa*).

Interventions to upgrade regional port infrastructures and equipment, including their adaptation to the best environmental, energy and operational standards, consistent with the Regional Transport Plan (approved by D.C.R. n.157 of 19/12/2016 and any subsequent updates), which identifies the ports included in the regional nautical network and the areas in which to invest in new ports. From the implementation of the measure we expect to recover, at least in part, the supply gap for nautical tourism

1. Quali casi specifici di interazione tra natura e trasporto a livello della vostra sub-area si possono collegare alle misure nazionali?



2. A partire dai casi individuati, come pensate che si possano declinare le misure specifiche nella vostra sub-area?

Landscape - New Uses

F. Carella (IUAV) briefly introduces the MURAL tool and how it works.

Prof. Micol Roversi Monaco (IUAV) illustrated, with the support of some slides, the national measures concerning the theme of Landscape and Cultural Heritage, recognized as a transversal principle, identified in the Italian National Plan. These are mostly measures that tend to manage and calm the interaction with emerging uses such as the energy sector, aquaculture activity and coastal and maritime tourism.

The planning framework for the maritime area of the Tyrrhenian Sea returns a high number of Planning Units with priority Landscape and Cultural Heritage, 57 in total, distributed mainly along the coast through the provision of a coastal buffer of 1mn.

10 measures from 2 strategic objectives relating to the landscape and the energy sector were presented. Concerning the first objective on the landscape theme, the measures foresee the launching of analyses and studies to minimize the visual impact on the coastal landscape of installations (for energy, aquaculture, etc.); facilitations for the holders of aquaculture concessions to improve the characteristics of the installations and propose guidelines within the AZA Plans to take into account also the visual perception. On the energy front, again in relation to the landscape principle, there are, on the one hand, measures that propose the development of Guidelines for the identification of suitable sites for offshore renewables (wind, solar, waves and currents) assessing their environmental and landscape/cultural impact. On the other hand, the establishment of an observatory to monitor the impacts of offshore wind farms on the environment and landscape.

The presentation of the measures started the parallel session and the involvement of the referents of the Regions present. The first question asked them to describe which specific cases of interaction landscape and other new uses are identifiable within their sub-area. Except for Lazio Region whose planning framework presents 2 planning units where energy has been recognized as a priority and for this reason has directly spatialized the measures, the other regional realities not foreseeing any possible area dedicated to energy proposed, chorally, more in-depth studies on the relationship between the energy-aquaculture sectors and the landscape.

Having concluded the discussion on the first question, the second question was presented to them: "Starting from the identified cases, how do you think specific measures can be declined in your sub-area?"

An important homogeneity emerged regarding the need to set up tables to bring together the different regional directorates within the complex marine issue. Promote collaboration with research institutes and universities and a well-structured programme for stakeholder engagement and awareness-raising.

At the end of this session all participants were redirected to the plenary session to report their findings.

1. Quali casi specifici di interazione tra patrimonio culturale e paesaggio e "nuovi usi" a livello di sub-area si possono collegare alle misure nazionali?

MO/01 Regione Liguria:	MO/02 Regione Toscana:	MO/03 Regione Lazio:	MO/04 Regione Campania e Basilicata:	MO/05 Regione Calabria:	MO/06 Regione Sicilia:	MO/07 Regione Sardegna:
Sviluppare le principali interazioni tra installazioni di impianti off-shore ed elementi di valorizzazione paesaggistica	Sviluppo energia rinnovabili che peraltro dovrebbero far parte integrante del PSM	LE up 3_22 e 3_21 dove sono previsti impianti per le energie rinnovabili	comprendere bene la relazione tra nuove forme di energia e paesaggio costiero marino e sottomo			Planificazione delle zone da allocare a impianti eolici be AZA a seguito di una analisi di (inter)visibilità da terra e da mare
Interazioni con lo sviluppo turistico delle aree costiere	L'atto specifico che individuerà le AZA sarà un atto di pianificazione da integrarsi con il PGSM. Valutare pianificazione di AZA offshore nelle UP dedicate		-05 e 09 puntare ad attività di ricerca (corsi universitari e formazione avanzata) che si interrogano sugli impatti e faciliti la definizione di scenari post-petrolio (e.g. Università Federico II Napoli est)			
	Indagare il rapporto con le direttive e prescrizioni del Piano Paesaggistico in relazione soprattutto al problema dell'intervisibilità dalla costa e dalle isole di nuovi impianti					

2. A partire dai casi individuati, come pensate che si possano declinare le misure specifiche nella vostra sub-area?

MO/01 Regione Liguria:	MO/02 Regione Toscana:	MO/03 Regione Lazio:	MO/04 Regione Campania e Basilicata:	MO/05 Regione Calabria:	MO/06 Regione Sicilia:	MO/07 Regione Sardegna:
istituire un tavolo di lavoro tra i diversi soggetti coinvolti.	Necessario un confronto preventivo con tutti gli stakeholders ed avere nel contempo un supporto del ministero competente per l'individuazione di aree idonee allo sviluppo di energie sostenibili		istituzione di collaborazioni accademiche/accordi di ricerca (tra università e regioni) per delineare corsi di studio specifici			Definizione di linee guida che chiariscano a tutti gli stakeholder il processo per definire le aree da allocare agli impianti eolici offshore
attivare la collaborazione con istituti di ricerca ed università	Una volta individuate le AZA, occorre avviare consultazione con i Comuni costieri e gli altri portatori d'interesse. Sarà necessario sviluppare una cartografia e indicazioni ad hoc di supporto ai Comuni.		individuare dei poli specifici con funzione di divulgazione dove comunicare le attività e co-pianificare			Ricerca scientifica per definire i possibili co-usi ad esempio tra parchi eolici e acquacoltura
			individuare delle aree specifiche lungo la linea di costa volte ad accomodare azioni di mitigazione (buffer zones, spazi pubblici flessibili, usi temporanei, spazi da destinare all'acqua)			

4 Conclusions and Next steps

A summary of the results of the plenary and parallel sessions were presented

Andrea Barbanti thanked all the participants and recalled the complexity of the process and mentioned that the work in progress is to complement the work done so far, not replace it. It will be possible to further integrate the package of measures, and that there is satisfaction with the methodology used.

The official end of the scoping phase is being awaited. From this date, the date of the TC approving SEA and plan proposal for public consultation will be set. SEA consultation and consultation are proceeding in parallel.

Daniele Brigolin thanked everyone and closed the event.

5 References

DPCM 01/12/2017 - Decreto Presidente Consiglio Ministri del 1° dicembre 2017, Approvazione delle linee guida contenenti gli indirizzi e I criteri per la predisposizione dei piani di gestione dello spazio marittimo. Available on the CA website <https://www.mit.gov.it/node/10862>