

I. ITALY

This country report provides a comprehensive overview and assessment of the current state-of-play with regard to Maritime Spatial Planning in Italy. After detailing the country's characteristics, its most important maritime activities are presented. Next, the country report discusses the legal aspects, key players, plans and projects related to ICZM and MSP as well as the relevant international initiatives and platforms for cooperation. To conclude, the main findings related to Maritime Spatial Planning are summed up. The sources of information used and persons contacted are listed at the end. *Please note that this country report will still be refined in the next project phase as a working visit to Italy has been foreseen in April 2010. Moreover, Italy forms part of one of the four marine areas which will be studied in further detail.*

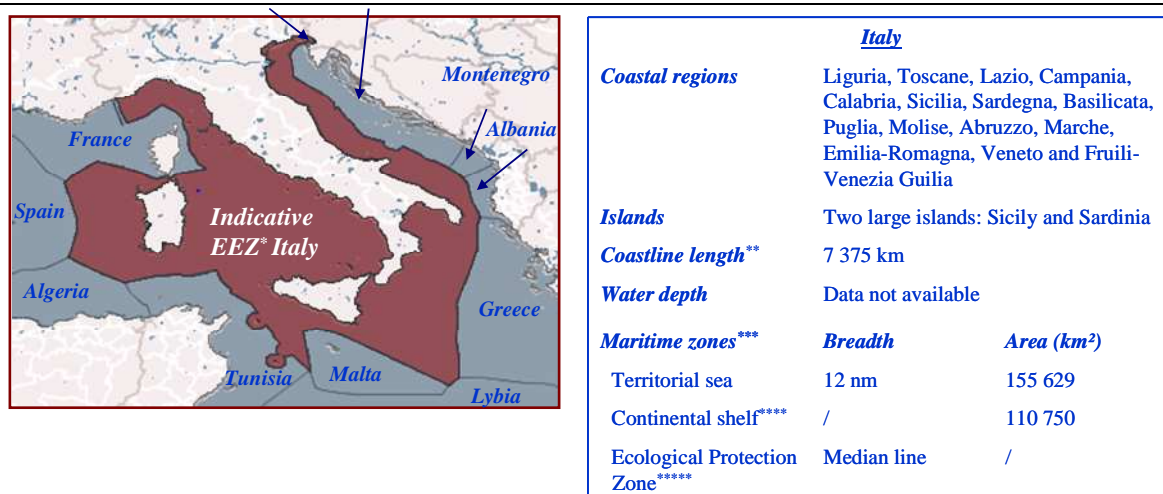
I.1. COUNTRY CHARACTERISTICS

Italy is an EU Member State in Southern Europe. At the sea side, Italy is surrounded by a variety of Mediterranean countries: Albania, Algeria, Croatia, France, Libya, Malta, Montenegro, Slovenia, Spain and Tunisia. Moreover, Italy possesses – among others – the two largest islands in the Mediterranean Sea, namely Sicily and Sardinia. A summary of the most important country characteristics together with a map of Italy's indicative Exclusive Economic Zone is presented in *Figure 1*.

Italy has not claimed an Exclusive Economic Zone; however, the country did establish an Ecological Protection Zone which stretches beyond the Italian territorial sea¹.

¹ Until the date that agreements with neighbouring states enter into effect, the outer limits of the Ecological Protection Zone follow the outline of the median line.

Figure 1: Country characteristics – Italy



Source: Policy Research Corporation based on VLIZ

* Indicative maritime boundaries of the Italian Exclusive Economic Zone based on the median line for Algeria, Libya, Malta and Slovenia; part of the boundary with Albania, Croatia, France and Greece based on treaties; entire boundary with Montenegro, Spain and Tunisia based on treaties Tunisia

** Source: MedPAN, www.medpan.org

*** Based on the national acts or decrees of the maritime zones (see Annex I); EarthTrends, Coastal and Marine Ecosystems – searchable database

**** Continental shelf up to 200 m depth

***** Until the date that agreements with neighbouring countries enter into force, the outer limits of the Ecological Protection Zone follow the outline of the median line

Source: Policy Research Corporation

I.2. MARITIME ACTIVITIES AND THE PROTECTION OF MARINE AREAS

Human activities in Italy’s coastal areas (e.g. tourism, fishing, aquaculture and energy production) predominantly take place in the narrow coastal strip. These activities seem to compete with each other and with the protection needs of the marine environment.

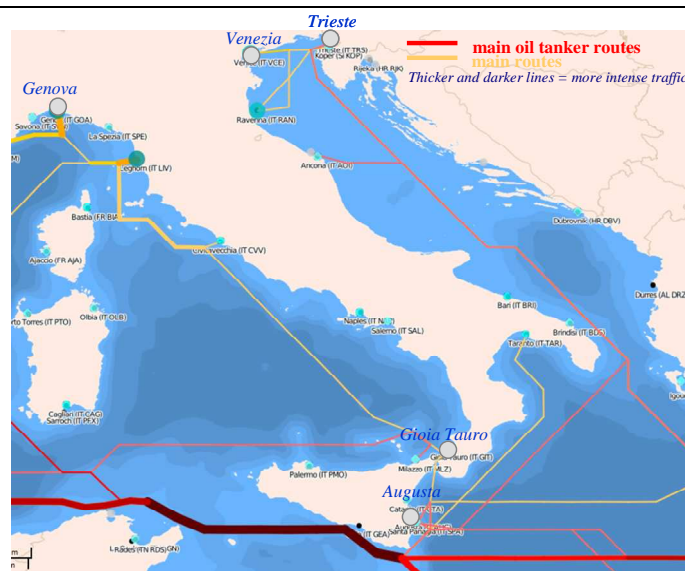
The Italian *fishing fleet* consists of around 14 000 vessels. Except for around thirty oceanic vessels, the Italian fishing fleet operates in the Mediterranean Sea basin: more specifically, the majority of these vessels operate in waters around the Italian peninsula². Moreover, Italy is by far the largest user in the Adriatic Sea even though most of the fishing grounds lie in waters closer to the Croatian island chain than to the Italian mainland. In total, around 50 000 people work in the fisheries industry³. In addition, the *mariculture* sector has been developing considerably since the 1970s. The current trend in aquaculture is to reduce plants on land or along the coast and develop deep-sea activities, like offshore cages to be used for sea farming.

² European Commission – DG Maritime Affairs and Fisheries, *EU Maritime Policy – Facts and Figures: Italy*.

³ Data comprise employment in fishing, processing and aquaculture sectors.

The *merchant fleet* controlled by Italy (around 600 vessels) is the fourth biggest fleet in the EU in terms of vessels. Italian ports offer over 1 100 places of boarding and 282 km of quays. In 2005, Italy accounted for the second largest weight of *Short Sea Shipping* (SSS) of goods in the EU-25. Five Italian ports appear in the top-20 port list: Trieste, Genova, Augusta, Venezia and Gioia Tauro. In Augusta and Trieste, Short Sea Shipping prevails over ocean shipping (whereby SSS represents more than 90% of Italy’s total seaborne transport of goods). The port of Gioia Tauro specialises in SSS of containers, with only 14% of containers being ‘ocean bound’⁴. *Figure 2* visualises the major shipping routes near Italy (excluding Short Sea Shipping routes) and the major SSS ports.

Figure 2: Major shipping routes near Italy (including major SSS ports)



Source : Policy Research Corporation based on the Safemed Project - Maritime traffic flows and risks analysis in the Mediterranean Sea, www.safemedgis.org

Currently, Italy has no active *offshore wind farms*. However, according to 4C Offshore⁵ – an independent marine energy consultancy company – a considerable number of offshore wind farms is expected. *Figure 3* visualises the future locations of the offshore wind farms in Italy.

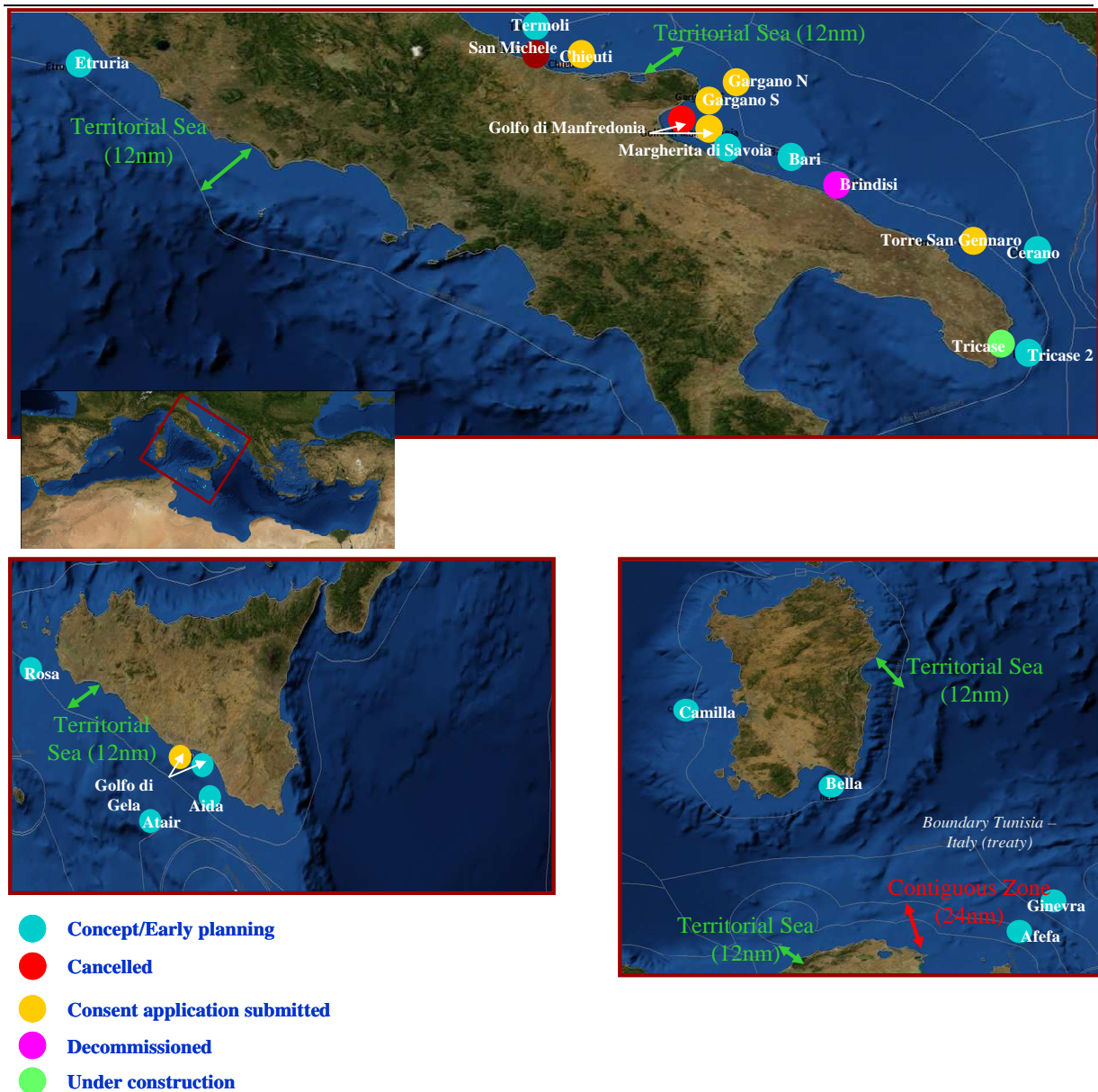
Italy has a compelling need of finding power supplies different from the oil imported from abroad. Having rejected the nuclear solution, the *LNG facilities* are heavily pushed forward by the national government⁶. In this respect, disputes with Slovenia concerning the planning of a new offshore LNG terminal in the Gulf of Trieste near the Slovenian coast are experienced.

⁴ European Commission – DG Maritime Affairs and Fisheries, *EU Maritime Policy – Facts and Figures: Italy*.

⁵ 4C Offshore, 2009, Global Offshore Wind Farms Database, www.4coffshore.com/offshorewind.

⁶ European Commission – DG Justice, Freedom and Security, 2007, *Maritime Safety in North Adriatic*.

Figure 3: Potential offshore wind farms in Italy



* Two other wind farms (Golfo di Trieste and Secche di Vada) are located in the North of the Adriatic Sea

Source: Policy Research Corporation based on 4C Offshore, 2009, Global Offshore Wind Farms Database, www.4coffshore.com/offshorewind

Moreover, Italy is currently being connected to Greece via the IGI project (Interconnection Greece – Italy) for the import of *natural gas* in Italy through Greece. The IGI project forms part of a larger project, named the ITGI (Interconnection Turkey – Greece – Italy) project, which is a project of European interest. The IGI project (a pipeline of around 800 km) comprises an onshore (590 km) and an offshore section (207 km) called the Poseidon Pipeline. The Poseidon Pipeline will connect the Greek Ionian Coast (Thesprotia Prefecture) with the Italian Coast (Apulia Region).

According to the Network of Managers of Marine Protected Areas in the Mediterranean (MedPAN)⁷, Italy has currently established a considerable number of *MPAs* under the responsibility of the Ministry of Environment, Protection of the Territory and the Sea. The management of the different MPAs is delegated to local management bodies such as public bodies, scientific institutions or environmental associations. In *Table 1*, the *Marine Protected Areas* in Italy are listed. For each MPA, the marine and total surface, the legal status and international recognition are provided. However, according to the most recent information available to the European Commission (GIS calculated values, mid-2009), the marine area designated as NATURA 2000 measures 4 470 km² in Italy⁸.

More information on the *Pelagos Sanctuary* between France, Monaco and Italy – the only Marine Protected Area in the high seas in the Mediterranean Sea basin – and the *Bouches de Bonifacio MPA* – the Corsica Sardinia Marine Reserve – can be found in *Annex III* covering the international initiatives related to Integrated Coastal Zone Management and Maritime Spatial Planning.

⁷ The Network of Managers of Marine Protected Areas in the Mediterranean, www.medpan.org.

⁸ European Commission – DG Environment, 2009, *NATURA 2000 area calculation*.

Table 1: Marine Protected Areas in Italy⁹

	<i>Marine surface (km²)</i>	<i>Total surface (km²)</i>	<i>Legal status</i>	<i>International recognition</i>
<i>Archipelago di La Maddalena</i>	150.46	202	National Park	Important Bird Area (IBA)
<i>Archipelago Toscano</i>	615	792	National Park	NATURA 2000 Biosphere reserve Important Bird Area (IBA)
<i>Asinara</i>	107.32	159.32	Marine Protected Area National Park	NATURA 2000 Important Bird Area (IBA)
<i>Baia</i>	27.26	27.26	National Park	n/a
<i>Capo Caccia Isola Piana</i>	26.31	26.31	Marine Protected Area	Important Bird Area (IBA)
<i>Capo Carbonara</i>	85.98	85.98	Marine Protected Area	n/a
<i>Capo Gallo</i>	21.73	21.73	Marine Protected Area	n/a
<i>Capo Rizzuto</i>	147.21	147.21	Marine Protected Area	NATURA 2000
<i>Cinque Terre</i>	45.91	88.17	Marine Protected Area National Park	World Heritage Site
<i>Gaiola</i>	0.42	0.42	National Park	n/a
<i>Isole Ciclopi</i>	5.9	6.23	Marine Protected Area	n/a
<i>Isole di Ventotene e Santo Stefano</i>	27.99	27.99	Marine Protected Area	NATURA 2000 Important Bird Area (IBA)
<i>Isole Egadi</i>	539.92	539.92	Marine Protected Area	Important Bird Area (IBA)
<i>Isole Pelagie</i>	32.3	58.3	Marine Protected Area	Important Bird Area (IBA)
<i>Isole Tavolara – Punta Coda Cavallo</i>	153.57	153.57	Marine Protected Area	n/a
<i>Isole Tremiti</i>	14.66	14.66	Marine Reserve	NATURA 2000 Important Bird Area (IBA)
<i>Miramare</i>	1.2	1.2	Marine Protected Area	Biosphere reserve
<i>Penisola del Sinis</i>	329	329	Marine Protected Area	n/a
<i>Plemmirio</i>	25	25	Marine Protected Area	n/a
<i>Porto Cesareo</i>	166.5	166.5	Marine Protected Area	n/a
<i>Portofino</i>	3.7	3.5	Marina Protected Area	Specially Protected Area of Mediterranean Importance (SPAMI) NATURA 2000
<i>Punta Campanella</i>	15.4	15.4	Marine Protected Area	n/a
<i>Secche di Tor Paterno</i>	13.9	13.9	Marine Protected Area	n/a
<i>Torre Guaceto</i>	22.3	33.3	Marine Protected Area Nature Reserve Specially Protected Area	NATURA 2000 RAMSAR site Special Protection Area
<i>Ustica</i>	159.5	159.5	Marine Protected Area	n/a

Source: Policy Research Corporation based on the Network of Managers of Marine Protected Areas in the Mediterranean, www.medpan.org

⁹ IBA: an Important Bird Area is designated by BirdLife International, a global partnership of conservation organisations that strives to conserve birds, their habitats and global biodiversity; RAMSAR sites: wetlands of international importance designated under the RAMSAR Convention; SPAMI: a Specially Protected Area as defined in the Barcelona Convention's Protocol concerning Specially Protected Areas and Biological Diversity in the Mediterranean.

a/ Maritime activities in the Emilia-Romagna region

The Emilia-Romagna region has a low coastline of about 130 km. Tourism, maritime transport, fishing and the *installation of hydrocarbon power plants* (both on- and offshore) are the main maritime activities in the Emilia-Romagna region that have been modifying the natural balance of the coastal – marine system¹⁰.

The Emilia-Romagna region's tourist industry has an *important share in the Italian tourism sector* and its tourist activities contribute in a determinant way to the regional economy. It is one of the strongest sectors of the Emilia-Romagna economy. Emilia-Romagna's *fishing sector* is characterised by a diversification of the fishing activities towards alternative and integrative forms of income, such as tourist-fishing. Nevertheless, the sector is important to Emilia-Romagna's economy.¹¹

The *regional port system* has become particularly important, especially after the growth of the tourist sector and the economic fishing activity. It is composed of 13 harbours¹² of small-medium size with mixed functions for fishing and tourism and the commercial harbour of Ravenna (Marina di Ravenna) which is important at the national level as well. The single harbour of Ravenna handling almost 25 million tonnes a year¹³.

Moreover, the sea area in front of the region hosts numerous *oil platforms* managed in particular by the ENI group, the national hydrocarbon agency. Out of the 99 platforms which are placed in the sea area between the coast and the border between Italy and Croatia, over 80% are located within the 12 miles limit from the coast, which is the marine area under the control of the region¹⁴.

In addition, the Emilia-Romagna region has been one of the first Italian regions to indicate beach nourishment as the best method to defend beaches from erosion. Two major nourishment interventions with submarine sand have already taken place. Furthermore, the use of submarine sand for beach nourishment is expected to increase in a significant way¹⁵.

With regard to renewable energies, the realisation of offshore wind farms and wave energy installations is currently under evaluation in the Emilia-Romagna region¹⁶.

The Emilia-Romagna Committee has approved (by act n. 242 of February 8, 2010) the proposal to establish a marine NATURA 2000 area called the "Relitto della piattaforma Paguro" (Platform wreck

¹⁰ Raffaelli, K. – DG Environment Emilia-Romagna Region, e-mail February 10, 2010.

¹¹ Raffaelli, K. – DG Environment Emilia-Romagna Region, e-mail February 10, 2010.

¹² Cattolica, Cesenatico, Goro, Porto Garibaldi, Rimini, Bellaria-Igea Marina, Cervia, Gorino, Volano, Casal Borsetti, Marina Romea, Riccione and Misano Adriatico.

¹³ Raffaelli, K. – DG Environment Emilia-Romagna Region, e-mail February 10, 2010.

¹⁴ Raffaelli, K. – DG Environment Emilia-Romagna Region, e-mail February 10, 2010.

¹⁵ Raffaelli, K. – DG Environment Emilia-Romagna Region, e-mail February 10, 2010.

¹⁶ Raffaelli, K. – DG Environment Emilia-Romagna Region, e-mail February 10, 2010.

Paguro). The area – which is located in the maritime compartment of Ravenna and which has been protected as a Marine Biological Protected Area since 1995 – has a surface of 66 ha and is composed of an artificial reef environment caused by the sinking of a methane gas extraction platform. Nowadays, the location is rich in animals and vegetal species of conservation interest¹⁷.

Potential conflicts can be expected between the withdrawal of sand from marine deposits for the nourishment of eroding beach zones and the economic activities of the area (among others fishing, aquaculture and submarine pipelines).

b/ Maritime activities in the Liguria region

The Liguria region is active in the following maritime activities¹⁸:

- Conservation of marine habitats through the designation and good management of 26 Special Areas of Conservation for Posidonia beds under the NATURA 2000 network;
- Planning and approval of coastal defence works integrated with natural environment and human activities;
- Promotion and economic support to fishery activities;
- Industrial and commercial ports;
- Planning and environmental and technical assessment of marinas;
- Sand mining from the sea bottom on the continental shelf¹⁹;
- Tourist activities on the coast.

In the Liguria region, competition in terms of space and impact on biodiversity between different activities are experienced²⁰:

- The demand for infrastructures – e.g. marinas – is in competition with conservation of biodiversity and marine resources, tightly connected with fishing;
- Tourism – as one of the major economic sectors – consumes many natural resources and affects the landscape and land-use;
- Liguria's three main ports²¹ – Savona, Genoa and La Spezia – and its corresponding maritime traffic could be the cause of marine pollution, illegal waste discharge and oil spills which could affect biodiversity conservation, fishery resources and tourist uses on the coast.

Protovenere?

¹⁷ Raffaelli, K. – DG Environment Emilia-Romagna Region, e-mail March 3, 2010.

¹⁸ Artom, C. – Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 8, 2010.

¹⁹ Possible to lead to competition in the future; Artom, C. – Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 26, 2010.

²⁰ Artom, C. – Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 8, 2010.

²¹ Competition with neighbouring Italian and international seaports is strong.

I.3. LEGAL ASPECTS AND KEY PLAYERS

The *Ministry of Environment, Protection of the Territory and the Sea*, more specifically the *Directorate for Sea Protection* has activated a consultation process with the coastal regions in order to define a national ICZM strategy as well as related planning and implementing projects (such as a CAMP project). Moreover, the Ministry of Environment, Protection of the Territory and the Sea is responsible for the protection of the marine biodiversity²².

Recent changes of the Italian legislative framework involved *a shift of the main coastal competences from the State to the regions*. The regions are considered most suited to implement planning policies and Integrated Coastal Zone Management. However, the situation with coastal planning is still characterised by fragmentation between the different authorities of the State, the regions and the communes²³. Some regions (Liguria, Marche, Tuscany and Emilia-Romagna) have developed their own coastal plans, which include coastal protection, beach nourishment, marinas, coastal traffic issues and the development of public and tourist facilities in the coastal area. These plans were based on the awareness that the overall coastal governance requires a methodological planning instrument, instead of the previously adopted “urgent measures”.

The ICZM process, as defined in the EU Recommendation is not completely implemented; there *is no national framework* and no national ICZM / MSP strategy²⁴. Nevertheless, with regard to ICZM and MSP, the following legislation is of particular importance:

- Spatial planning legislation:
 - The *Urban Planning Law* (N°1150/1942) regulates the building implementation and development in urban centres as well as in the territory; Italy has three levels of spatial planning, namely the regions, the provinces and the communes.
- Marine legislation:
 - *General Rules for Sea Protection* (N°979/1982) aim at the implementation of sea environmental protection policies and prevention of sea resource damage; the law foresees the creation of a sea and coastal defense plan for the whole national territory to be defined in agreement with the regions; a national plan has not been elaborated so far, however, some regions have adopted their own coastal plans as regards their territorial competence;
 - *Environmental Consolidated Act* (N°152/06) foresees that the regions develop, in compliance with the European Water Framework Directive 2000/60, a Water Protection Plan as this is a necessary regional instrument to achieve environmental targets as regards the environmental quality of superficial and sea water.

²² PAP/RAC, 2007, *National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy*, Bologna.

²³ PAP/RAC, 2007, *National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy*, Bologna.

²⁴ PAP/RAC, 2007, *National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy*, Bologna.

I.4. NATIONAL AND SUB-NATIONAL PLANS, PROJECTS AND STUDIES RELATED TO ICZM AND MSP

As mentioned before, Italy has no national ICZM strategy yet. The further elaboration of the ICZM process demands the participation and active support of all the administrative levels²⁵. However, positive examples of ICZM can be found in regional and local efforts, with some regions elaborating guidelines for ICZM:

- Emilia-Romagna region;
- Marche region;
- Liguria region;
- Tuscany region.

Further ICZM strategies have been elaborated by:

- The Lazio region, through the “rules for the littoral development and valorisation”, aiming to promote the socio-economical development of the coastal area;
- The Abruzzo region, through the “plan for vulnerable areas”, providing for the identification of the vulnerable areas and the associated risk level, defence measures and littoral qualification.

Furthermore, Italy signed the ICZM Protocol within the framework of the Barcelona Convention in 2008.

The following paragraphs detail the ICZM efforts in the Emilia-Romagna, the Marche, the Liguria and the Tuscany region. Moreover, a number of recommendations and remarks with regard to the Italian spatial planning system are provided.

a/ Emilia-Romagna region

In *Figure 4*, the Emilia-Romagna region and the thematic areas of the **ICZM strategy** are presented. The guidelines of this ICZM strategy were adopted by all the coastal provinces and most of the communes.

In 2006, the Emilia-Romagna region initiated a programme to implement the ICZM strategy by financing specific pilot projects. A total funding of € 8 million was foreseen.

²⁵ PAP/RAC, 2007, *National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy*, Bologna.

Figure 4: ICZM – Emilia-Romagna region



The ICZM regional strategy (adopted by Council Act N. 645 of 20 January 2005) was based on an integrated and multi-sector approach considering nine thematic areas:

- Physical system (defence strategy)
- Integrated water management at basin scale
- Port, transport and navigation-related risks and management
- Enlargements of natural habitats and improvement of biodiversity
- Sustainable tourism
- Fishing and aquaculture
- Sustainable agriculture
- Energy policy
- Coastal urbanisation and transport

Source: Policy Research Corporation based on PAP/RAC, 2007, *National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy*, Bologna

Moreover, the Emilia-Romagna region is currently working on the *Italian CAMP project*. The CAMP project promotes²⁶:

- Maritime Spatial Planning (MSP), through:
 - Creation of thematic maps referring to all the coastal and maritime uses;
 - Creation of incompatibility maps (by the crossing of thematic maps);
 - Development of possible scenarios;
 - Formulation of hypothesis of flexible zoning.
- Implementation of the ICZM protocol;
- Regulation of the areas of extraction of sands;
- Marine and coastal biodiversity conservation;
- Operative protocol for requalification and consolidation of dunes (natural or reconstructed);
- Development and valorisation of new forms of sustainable tourism in the protected natural areas.

Furthermore, a Coastal and Maritime Information System (SICM) has been developed. This information system was based on the Coastal Information System (SIC)²⁷ which was successively integrated with data regarding coastal and maritime activities (e.g. fishing, energy, tourism).

²⁶ Raffaelli, K. – DG Environment Emilia-Romagna Region, e-mail February 10, 2010.

²⁷ The Emilia-Romagna region quickly identified the need for a tool to facilitate the management of data and enable an increased knowledge of the coastal sensitivity; it therefore designed a Coastal Information System (SIC) which quickly took off thanks to financing obtained via the European CADSEALAND project (2004 – 2006).

b/ Marche region

In *Figure 5*, the Marche region and its *Integrated Coastal Zone Management Plan* are presented.

Figure 5: ICZM – Marche region



The Marche region adopted the Integrated Coastal Zone Management Plan (promoting the protection and sustainable use of the coast) with the Regional Law (No. 15 of 14 June 2004) “*Discipline of the functions in matter of defence of the coast*” of 2004.

The main goal of the ICZM plan is to define how the beach needs to be reconstructed in order to protect the infrastructure and the environment.

Source: Policy Research Corporation based on PAP/RAC, 2007, National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy, Bologna

In order to align the economic pressures linked to the tourism sector with the quality and protection of the coast, the plan defines the following objectives and actions:

- Nourishment of the coast and defence from the erosion process;
- Optimisation of the marine structures through the re-use of the cliff;
- Harmonisation between the public uses and the tourist uses;
- Protection and valorisation of the coast with nature and landscape values;
- Monitoring of coastal and water dynamics and natural ecosystems;
- Coordination with the neighbouring regions.

c/ Liguria region

In *Figure 6*, the Liguria region and its *Territorial Plan for the Coordination of the Coast* are presented.

Figure 6: ICZM – Liguria region



The Liguria region is an Italian region with strong geographical, territorial and historical links to the sea; it is an attractive tourist region and is characterised by a transforming industry structure and an expansion of its ports.

Liguria claims it is necessary that the region obtains a more strategic role in the integrated management of the coast; the Territorial Plan for the Coordination of the Coast was approved in 2000 and incorporates a new strategy for Integrated Coastal Zone Management.

Source: Policy Research Corporation based on PAP/RAC, 2007, National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy, Bologna

The *Territorial Plan for the Coordination of the Coast* is aimed at:

- The individualisation of a coastal territory that comprises land and marine spaces;
- Linking the river basins sediment management with the coastal dynamics;
- The protection of the environment and landscape in compliance with the economic and social development;
- The interaction with several administrative and decisional organisations.

The *Ligurian Strategy* is based on the following principles:

- The regional scale is the best level for Integrated Coastal Zone Management, however, it must be supported by common rules on the national territory;
- The strong pressure on the coastal area demands an administrative and technical structure adequate at every level, in order to optimise the use of resources and to reduce the environmental impacts;
- Knowledge and technology are in need of improvement.

Maritime Spatial Planning itself is not yet regarded as a tool for avoiding competition between maritime uses since the tool's potential and examples of its application are not very well-spread. At present, the planning of the maritime area is still done through a sectoral approach. Nevertheless, there are some examples in the Liguria region which refer to the beginning of MSP implementation, such as²⁸:

- Management plans for special fisheries requested by the REG(CE) 1967/2006 – redacted by the Liguria region and sent to the European Commission for approval;

²⁸ Artom, C. – Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 8, 2010.

- For the management of near-shore activities, the Liguria region asked its municipalities for a special plan, aimed at avoiding competition between the different activities (among others fisheries, bathing, yachting)²⁹
 - Few plans (regions where conflicts are experienced (such as in the Portovenere municipality near La Spezia) have already been submitted;
 - Municipal plans only come into effect after a regional decree of approval.

The Liguria region believes pilot actions in well-defined areas could be useful to further develop and raise awareness about Maritime Spatial Planning as a tool for avoiding competition between different maritime uses. Areas where institutions exist which have good knowledge on their maritime spaces and features should be regarded as starting points.

²⁹ Artom, C. – Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 26, 2010.

d/ Tuscany region

In *Figure 7*, the Tuscany region and the regional plan of Integrated Coastal Management are presented.

Figure 7: ICZM – Tuscany region



The Tuscany region drafted the “*regional plan of Integrated Coastal Management*”; the plan aimed to become the model for territorial management in Italy through sustainable economic and social development.

Source: Policy Research Corporation based on PAP/RAC, 2007, National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy, Bologna

The region was convinced that an integrated system of governance and management of the coastal zones had to be created which involved the defence and environmental protection of the territory. In order to completely develop the plan, the region signed an agreement with the coastal provinces in 2002. As a result, a technical staff was assigned to ensure the homogeneous development of the studies and planning activities. In 2003, the region also approved a programme for strategic actions (“Implementation of prior actions for the littoral reclaim and re-balance and for the development of the integrated coastal plan”).

e/ Spatial Planning and Integrated Coastal Zone Management / Maritime Spatial Planning

In 2007, a number of recommendations / remarks with regard to the Italian planning system and the implementation of ICZM were made in the context of the EU-funded project PlanCoast³⁰. These are also relevant to consider in the framework of the application of Maritime Spatial Planning in Italy:

- The Italian Spatial Planning system only covers a particular part of the coastal area which should be managed under the ICZM process; nevertheless, the spatial planning system can be an essential tool for the management of the coastal zone and could play an important role in the ICZM process;
- Spatial planning authorities should be encouraged to consider including the marine side in their spatial plans;
- Lack of a common, clear and legal definition of the coastal zone and seaward juridical boundaries is believed to be an obstacle to the land-sea integration in the planning process³¹.

³⁰ The EU-funded project PlanCoast is presented in *Annex III*.

³¹ PAP/RAC, 2007, *National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy*, Bologna.

I.5. INTERNATIONAL INITIATIVES RELATED TO ICZM AND MSP

All international initiatives (including EU-funded projects) related to ICZM and MSP in the Mediterranean Sea basin are presented in *Annex III*.

Italy is / was involved in:

- The ***Adriatic-Ionian Initiative*** (Albania, Bosnia and Herzegovina, Croatia, Greece, Italy, Slovenia and Montenegro);
- The ***Trilateral Commission*** (Croatia, Italy and Slovenia);
- The project proposal ***Shape*** (Albania, Bosnia and Herzegovina, Croatia, Italy, Slovenia and Montenegro);
- The following EU-funded projects:
 - The ***ACESSIBILITA INTERMODALITA*** project (Italy, Portugal and Spain);
 - The ***AMPAMED*** project (France, Italy and Spain);
 - The ***BEACHMED*** project (France, Italy, Spain and Tunisia);
 - The ***BEACHMED-E*** project (France, Greece, Italy, Morocco, Spain and Tunisia);
 - The ***CADSEALAND*** project (Greece, Italy);
 - The ***COASTANCE*** project (Croatia, Cyprus, France, Italy, Greece and Spain);
 - The ***ECASA*** project (Croatia, France, Germany, Greece, Italy, Norway, Portugal, Slovenia, Spain, Sweden and the United Kingdom);
 - The ***EMPAFISH*** project (France, Italy, Malta, Portugal, Spain and the United Kingdom);
 - The ***ENCORA*** project (Belgium, Denmark, France, Germany, Greece, Ireland, Italy, Monaco, the Netherlands, Poland, Portugal, Russia, Spain, Sweden, the United Kingdom and Ukraine);
 - The ***HERMES*** project (Belgium, France, Germany, Greece, Ireland, Italy, Kenya, Monaco, the Netherlands, Norway, Portugal, Romania, Russia, Spain, Sweden, Turkey, the United Kingdom and Ukraine);
 - The ***MedPAN*** project (Algeria, Croatia, France, Greece, Italy, Morocco, Malta, Slovenia, Spain, Tunisia and Turkey);
 - The ***PEGASO*** project (Algeria, Belgium, Egypt, France, Greece, Croatia, Italy, Lebanon, Morocco, Romania, Spain, Switzerland, Tunisia, Turkey, the United Kingdom and Ukraine);
 - The ***PlanCoast*** project (Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Germany, Italy, Montenegro, Poland, Romania, Slovenia and Ukraine);
 - The ***SECURSEA*** project (Croatia and Italy).

I.6. MAIN FINDINGS RELEVANT FOR MARITIME SPATIAL PLANNING

The main findings with respect to the potential for the application of Maritime Spatial Planning in Italy are:

Country characteristics and maritime activities:

- Italy has not claimed an Exclusive Economic Zone; however, the country did establish an Ecological Protection Zone;
- Italy plays a significant role in many maritime activities:
 - Italy has a large fishing fleet which operates mainly in waters around the Italian peninsula;
 - Italy has a large merchant fleet and accounts for a large weight of Short Sea Shipping (SSS) of goods in the EU;
 - A number of offshore wind farms are planned in Italian territorial waters;
 - Italy has established numerous Marine Protected Areas;
 - Italy is involved in a number of LNG terminal projects; the planned offshore terminal in the Gulf of Trieste results in disputes with Slovenia.

Legal aspects and key players

- The regions are considered most suited to implement planning policies and Integrated Coastal Zone Management; however, at present, the Italian planning system is still characterised by fragmentation between the different authorities between the State, regions and communes.

Current status Integrated Coastal Zone Management / Maritime Spatial Planning:

- There is no national framework and no national ICZM / MSP strategy; indicated by the regions as major obstacle for development of MSP by the regions; lack of involvement in maritime and coastal issues at the national level hampers development and implementation of MSP at the regional level³²;
- Positive examples of ICZM can be found in regional and local efforts, with some regions elaborating guidelines for ICZM; the Emilia-Romagna regions is working on the Italian CAMP project, which among others will promote both ICZM and MSP;
- Spatial planning covers only some part of the coastal area, which should be managed under the ICZM process; nevertheless, spatial planning can be an essential tool for the management of the coastal zone and can play an important role in the ICZM process;
- Spatial planning authorities should be encouraged to consider including the marine side in their spatial plans;
- Lack of a common, clear and legal definition of the coastal zone and seaward juridical boundaries is believed to be an obstacle to the land-sea integration in the planning process³³.

International cooperation:

³² Artom, C. – Regione Liguria, Ufficio Aree Demaniali Marittime, e-mail March 8, 2010.

³³ PAP/RAC, 2007, *National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in Emilia-Romagna region – Italy*, Bologna.

- Italy was / is involved in numerous projects involving both EU and non-EU Member States;
- Main obstacle in applying MSP with other countries and / or regions outside Italy seems to be the number of administrations involved in the maritime space, both at national and international level; coordination among them proves to be difficult.

I.7. OVERVIEW OF SOURCES OF INFORMATION AND PERSONS CONTACTED

Sources of information:

- EarthTrends, Coastal and Marine Ecosystems – searchable database;
- European Commission – DG Environment, 2009, *NATURA 2000 area calculation*;
- European Commission – DG Maritime Affairs and Fisheries, *An exhaustive analysis of employment trends in all sectors related to sea or using sea resources: final report for the European Commission*;
- European Commission – DG Maritime Affairs and Fisheries, *EU Maritime Policy – Facts and Figures: Italy*;
- European Commission – DG Justice, Freedom and Security, 2007, *Maritime Safety in North Adriatic*;
- Law of the Sea Bulletin (No 61, 2006, p. 98), *Law 61 on the Establishment of an ecological protection zone beyond the outer limit of the territorial sea*;
- PAP/RAC, 2007, *National Report on Current Policy, Procedures, Legal Basis and Practice of Marine Spatial Planning in the Emilia-Romagna Region – Italy*, Bologna;
- PAP/RAC, the Coastal Management Centre, www.pap-thecoastcentre.org;
- The Safemed Project – Maritime traffic flows and risks analysis in the Mediterranean Sea, <http://www.safemedgis.org>;
- The Network of Managers of Marine Protected Areas in the Mediterranean, www.medpan.org;
- VLIZ, 2009, *Maritime Boundaries Geodatabase, version X*, available online at <http://www.vliz.be/vmdcdata/marbound>, consulted on 2009-12-14;
- 4C Offshore, 2009, Global Offshore Wind Farms Database, www.4coffshore.com/offshorewind.

Persons contacted^{B4}:

- Mr. Aldo Consenti, coordinator for the Barcelona Convention (*ongoing*);
- Mr. Angelo Ciasca, Ministry of Environment (*ongoing*);
- Mr. Bortone Giuseppe, DG Environment Emilia-Romagna Region (*ongoing*);
- Ms. Katia Raffaelli, DG Environment Emilia-Romagna Region;
- Mr. Oliviero Montanaro, Ministry of Environment, Land and Sea (*ongoing*);
- Mr. Stefano Corsini, ISPRA (*ongoing*).

³⁴ As far as additional information is received from ongoing contacts, this will be included in the country report.