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Inspire Policy Making with Territorial Evidence

ESPON Maritime Spatial Planning and Land-Sea Interactions (MSP-LSI)

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Outline

1. What are the main challenges of MSP in dealing with LSI
2. Understanding LSI
3. LSI in Practice with specific reference to cruise tourism
4. Policy Recommendation

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What are the main challenges for Maritime Spatial Planning in dealing with land sea interactions?

The MSP Directive (2014)

- Maritime Spatial Plans should be established by 31 March 2021 (Article 15)
- Land-Sea Interactions (LSI) should be taken into account (Article 6)...through MSP or other formal or informal processes such as ICM (Article 7)
- *MSP should aim to integrate the maritime dimension of some coastal uses or activities and their impacts and ultimately allow an integrated and strategic vision' (recital 16)*

MSP-LSI Aim, Objectives and Output

Aim: To improve stakeholders' planning processes through the coordinated, comparable and systematic acquisition and analysis of both marine and terrestrial data and information at a European, regional and sub-regional level

Key Objectives:

- **Define and operationalise consideration of land-sea interactions** for the purpose of European Territorial Planning (including MSP and terrestrial planning).
- **Establish the main impacts on land of key maritime activities** and how territorial planning can consider them
- **Derive learning from existing practices and approaches in managing LSI** in MSP

Output: Guidelines for Good Management of LSI in Territorial Planning

MSP-LSI Aim, Objectives and Output

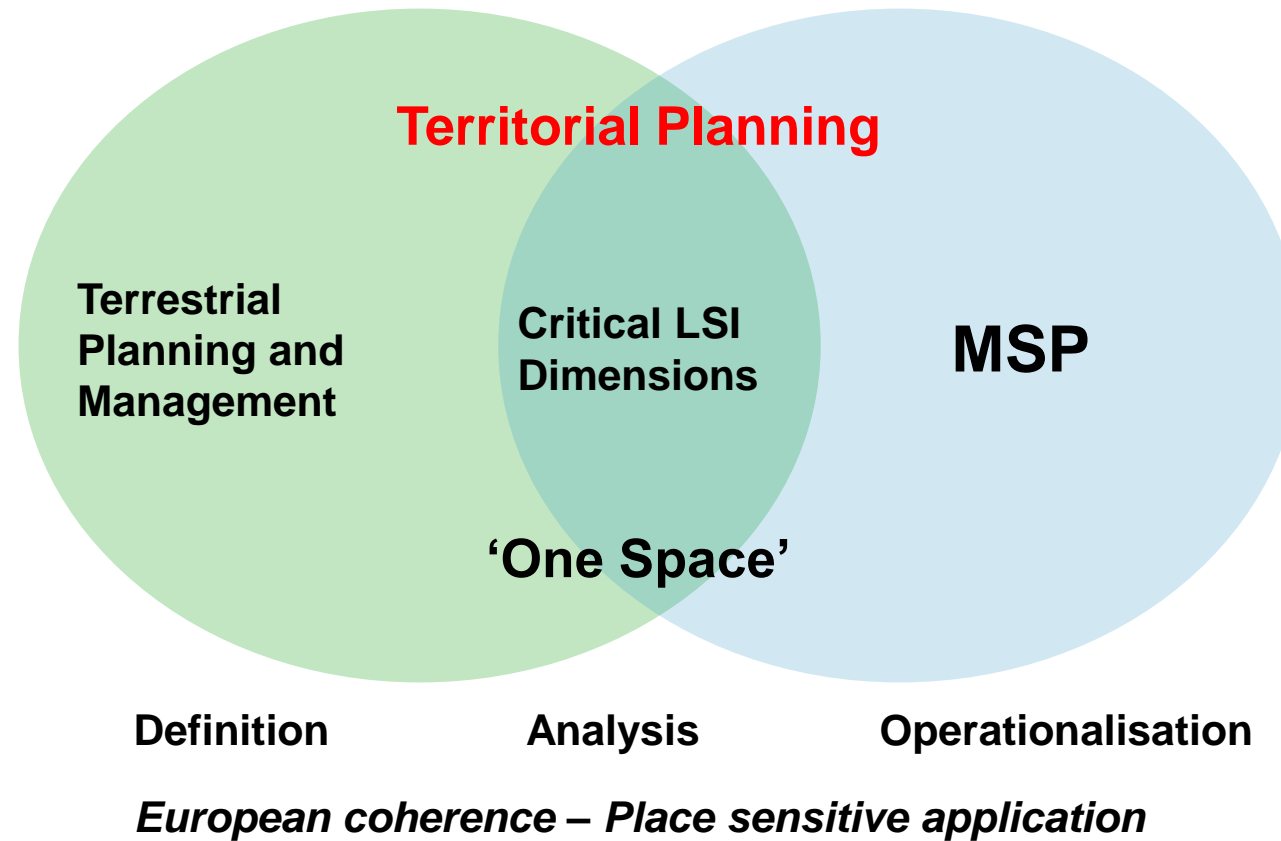
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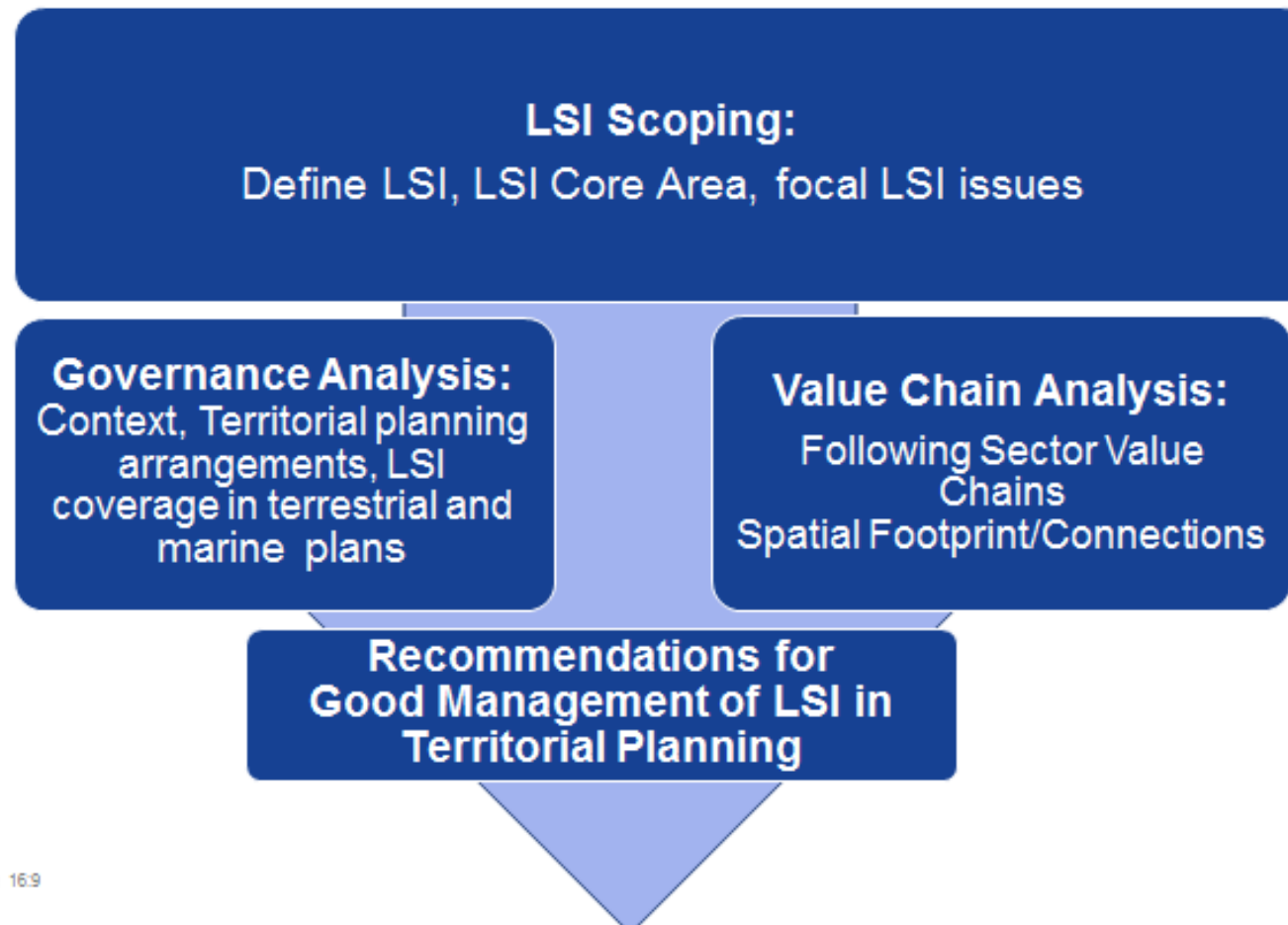
Output: **Guidelines for Good Management of LSI in Territorial Planning**

Overall Research Concept



MSP-LSI- How can territorial spatial planning consider them?

A method for exploring LSI



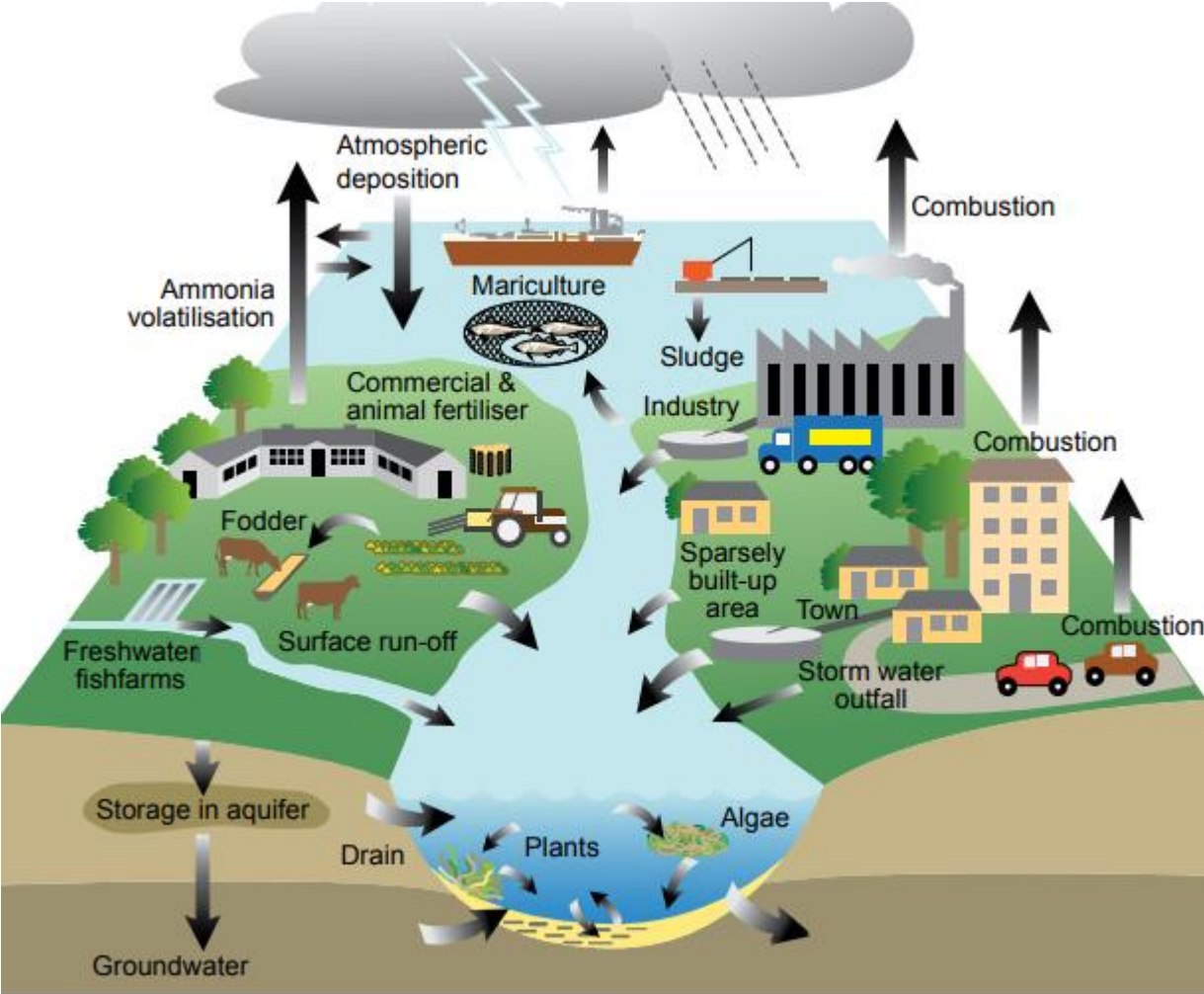
Case Studies

Area	Focal Sectors
Croatian coast and islands (HR)	Coastal Tourism Maritime transport
Slovenia (SL)	Coastal Tourism Aquaculture (fish & shellfish)
Gdansk Bay (PL)	Maritime transport Coastal Tourism
Pomeranian Bight (DE/PL/Den/SW)	Production of Energy Coastal Tourism
Dutch North Sea Coast (NL)	Maritime Transport Production of Energy

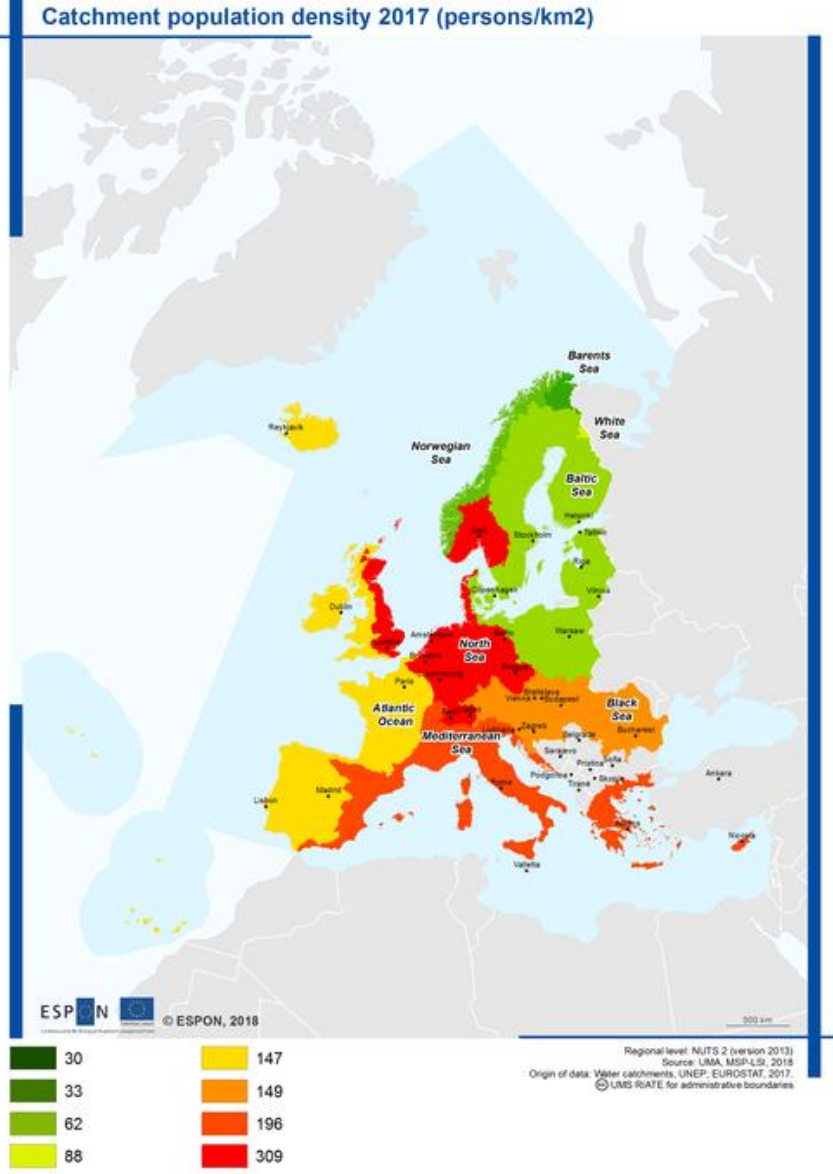
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Understanding LSI

Bio-geochemical processes



Source: Based on Ærtebjerg, et al, 2003

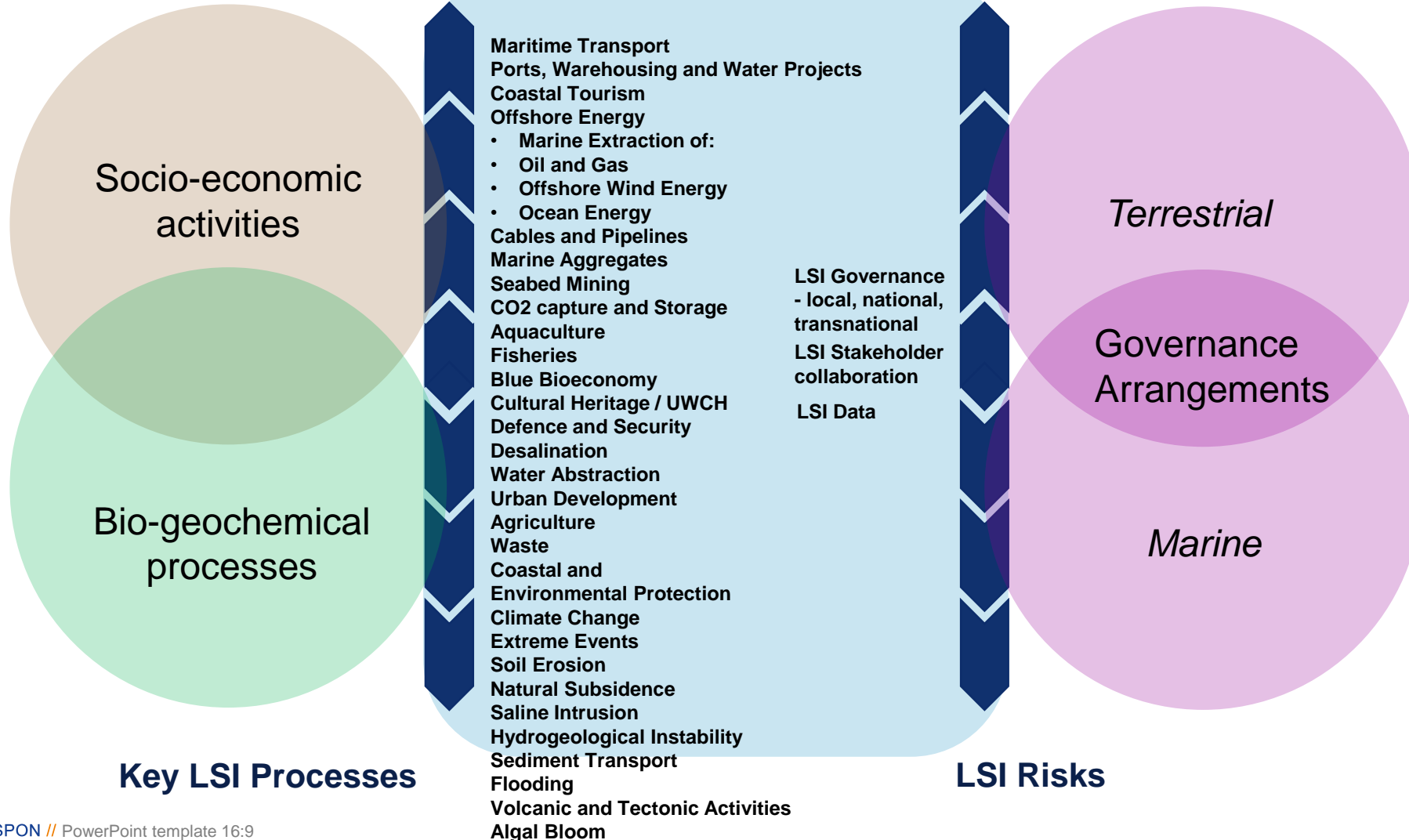


Governance Arrangements

LSI of relevance to MSP

Key LSI Activities

LSI Opportunities



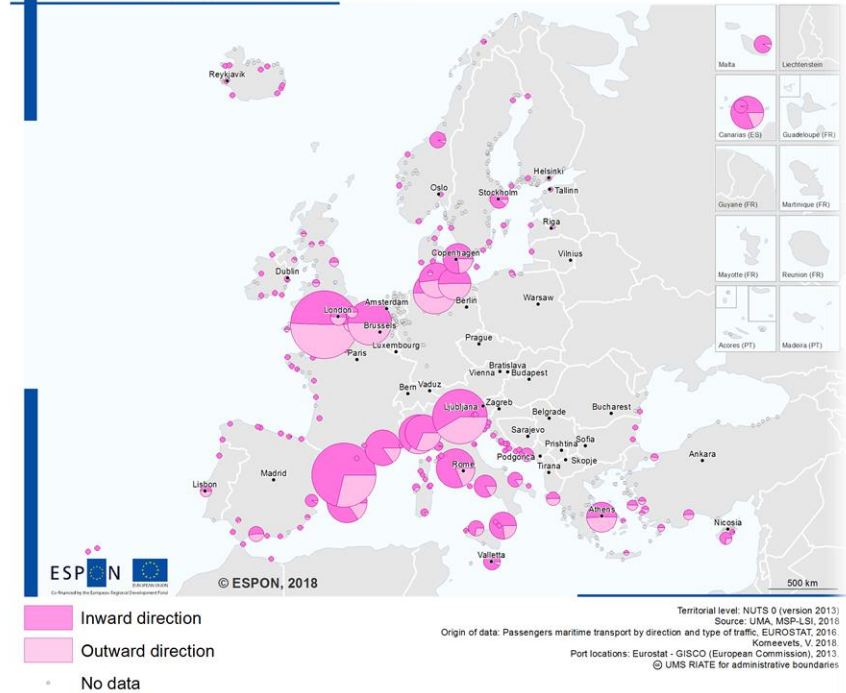
Socio- economic activities

Cruise Shipping Value Chain



Value Chain Analysis

Cruise activity at ports by direction 2016

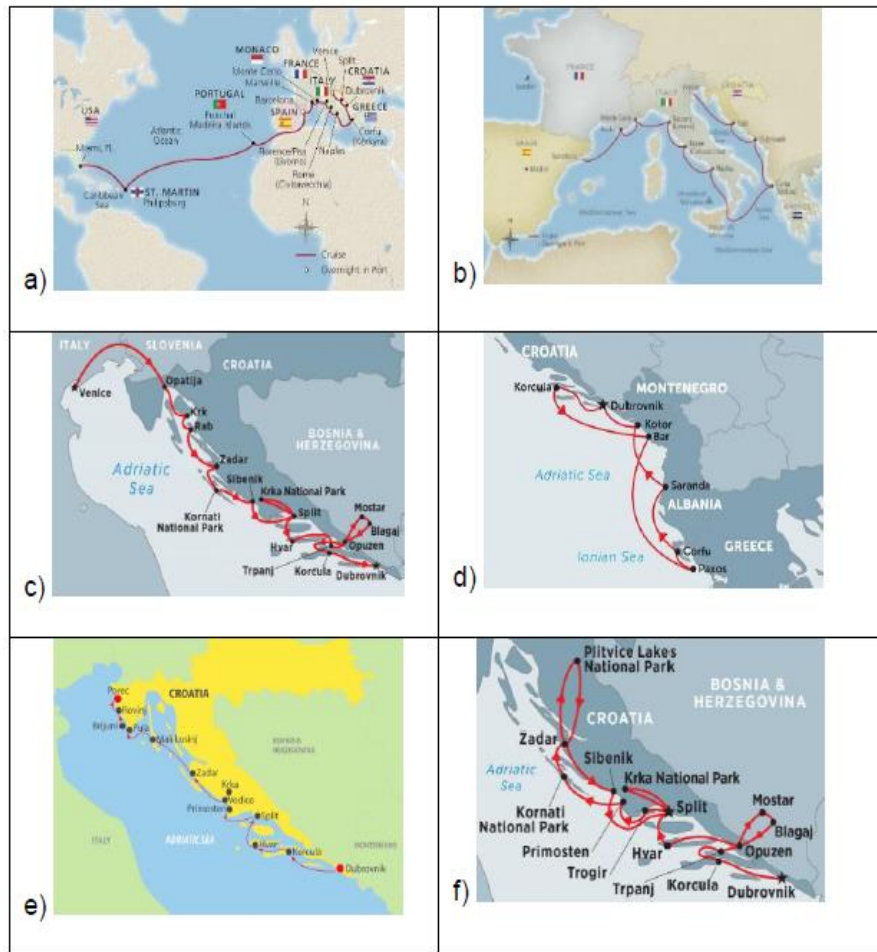




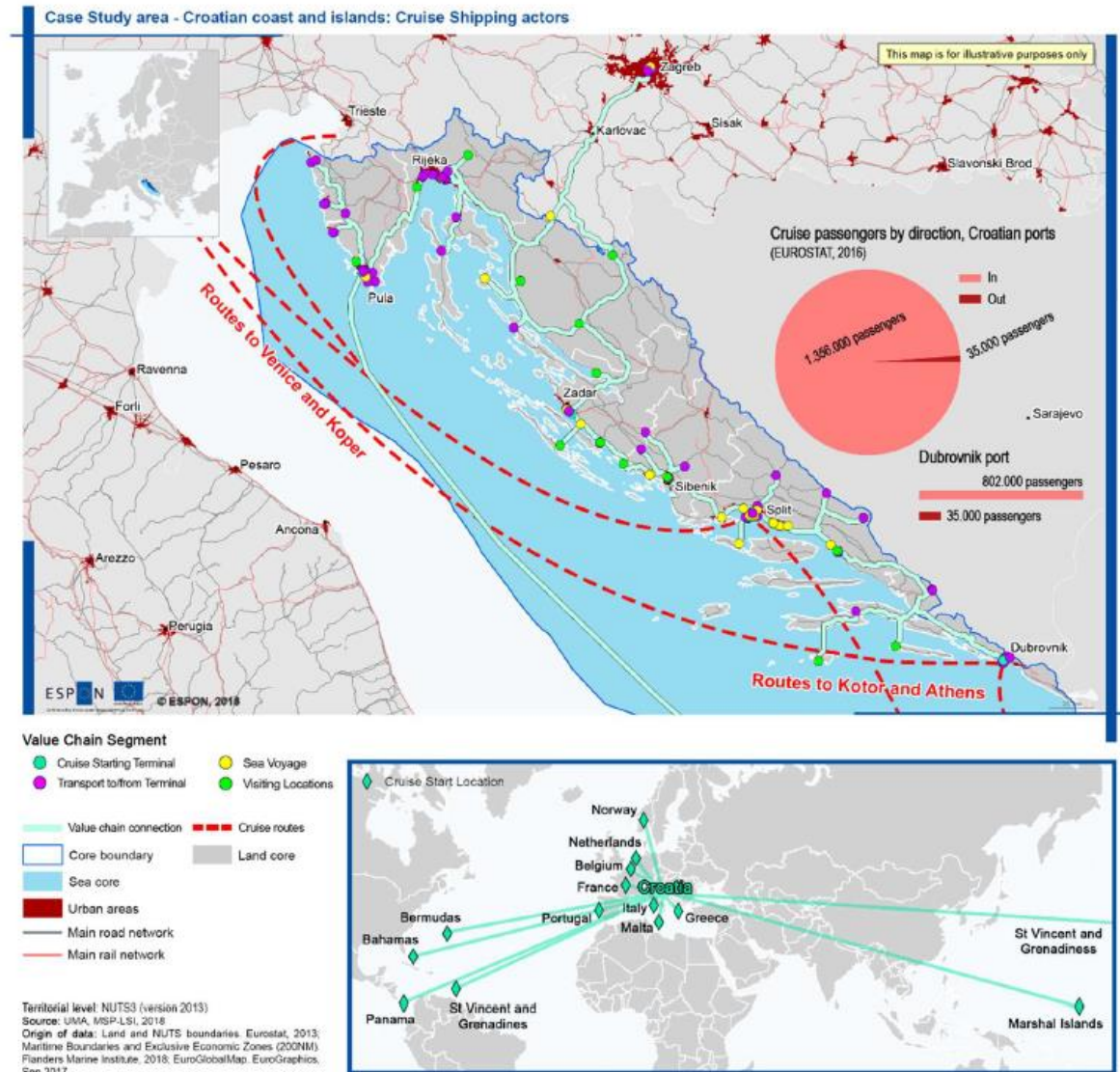
LSI in Practice

Diversity of cruise tourism with possibilities of negative local impacts

Map 5: Examples of different cruise shipping routes in Croatia: a) Worldwide shipping route⁴² ; b) Mediterranean shipping route⁴³ ; c & d) Adriatic shipping routes⁴⁴ ; e) Entire Croatian shipping route ; f) Parts of Croatia shipping route.



Map 5: Croatian coast and islands: Cruise Shipping



Governance Analysis

Many countries are already moving towards a 'one space' territorial perspective

	Spatial Planning Legislation	Degree of Integration
Slovenia	Spatial Planning Act 2017 (came into force June 2018)	Integrative approach envisaged through a single body, the Ministry for Environment and Spatial Planning who is preparing national spatial documents for land and sea.
Gulf of Gdańsk	Spatial Planning and Management Act of 2003 (recently modified in 2018) and the Act on the Sea Areas of the Republic of Poland and maritime administration 1991.	Currently separation of planning for the land and sea, albeit within an integrated national policy context with vision out to 2030.
Croatian Coast and Islands	Physical Planning Act of 2013, (amended in 2017 to take into account the EU MSP Directive 2014/89/EU) looks at planning for the whole territory, and in the absence of an EEZ, out to the Protected Ecological and Fishing Area.	Integrative approach at national regional and local levels, with both the regional and local administrations having boundaries extending into the sea.
Dutch North Sea Coast	Spatial Planning Act (2008) re-defined the legal framework for spatial planning for the land, territorial waters and out to the Exclusive Economic Zone. The notion of an integrated space also evident in the National Water Act.	Integrative approach and further streamlining planned. Environment and Planning Act (Omgevingswet) streamlining the current system expected in 2019.
Pomeranian Bight	Germany- Länder have had responsibilities out to the limits of territorial waters at least since 2001. The Spatial Planning Act 2017-gives the nation state responsibility for MSP in the EEZ. Poland- Spatial Planning and Management Act of 2003 (recently modified in 2018) and the Act on the Sea Areas of the Republic of Poland and maritime administration 1991.	Germany: Länder spatial planning includes territorial sea areas, and close collaboration between national and Länder bodies for planning across marine space. Poland: Currently separation of planning for the land and sea, albeit within an integrated national policy context with vision out to 2030. Transnational/cross-border collaboration working across land/sea integration facilitated by well-established networks VASAB etc.

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Policy Recommendations

Recommendations for Good Practice

- **Recommendation 1:** The ‘MSP-LSI Framework for Considering LSI in MSP’ can help to identify the most important LSI of relevance to MSP in different contexts.
- **Recommendation 2:** The ‘MSP-LSI Method for Investigating LSI in MSP’ can help structure more detailed investigation of LSI issues particularly those associated with maritime sectors and governance considerations.
- **Recommendation 3:** The list of example information sources drawn upon the MSP-LSI study (see Annex 1 of the Final Report) can help guide data collection related to LSI involving maritime sectors in MSP.
- **Recommendation 4:** The Method of Investigating LSI in MSP can also be used to inform the scope of stakeholder engagement processes within MSP plan making and subsequently in marine licensing and MSP input to other spatial and sectoral planning and management regimes.
- **Recommendation 5:** Developing a ‘one space’ territorial perspective should be encouraged to better address LSI.

Benefits to the User Community

- It helps to address LSI requirements set out in the MSP Directive
- It provides a method for stepping into LSI complexity
- It advances understanding of the spatial footprint of LSI impacts, effects and infrastructure issues associated with maritime sectors
- It provides a structured approach to identifying key actors within the value chain who may not necessarily be located in the coastal area
- It supports better planning and management of LSI in territorial planning
- It highlights the importance of an integrated holistic 'one-space' view of the European territory





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Thank you for attention