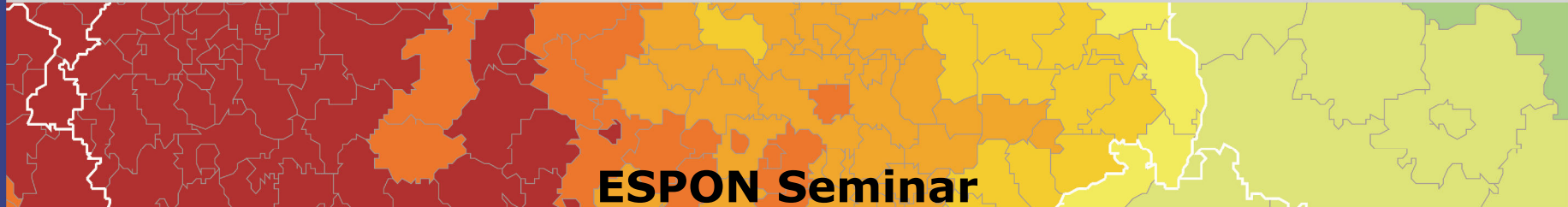




Inspire policy making by territorial evidence



South Europe at the crossroads

Are we making the right decisions
about accessibility investments for the future?

**Sound knowledge base for better decisions:
Focus on maritime, ports and land-sea
relationships**

LUCIENNE MEILAK



TAKING STOCK AND MOVING FORWARD

CHANGE IS FAST---DECISIONS TAKEN TODAY ARE COSTLY

A PLAN WITHIN A STRATEGY IS ESSENTIAL

TRANSPORT MEANS ACCESSIBILITY

ACCESSIBILITY MEANS ECONOMIC ACTIVITY MEANS GDP

THIS EFFECTS THE WELLBEING OF OUR SOCIETIES



TODAY'S DECISIONS

INTERNATIONAL COMMITMENTS INCLUDING CLIMATE CHANGE

PROBLEMS BEING FACED- CONGESTION, SAFETY

BASED ON A SOUND PLAN WITHIN A NATIONAL AND A EUROPEAN
STRATEGY

VARIOUS MODES BUT TWO SCENARIOS

LIMITATIONS TO OPTIONS

INFRASTRUCTURE

ECONOMIES OF SCALE AND LIMITED MODES

MAKING THE MOST OF PAST INVESTMENTS MAY BE LIMITED BY
LACK OF A HINTERLAND OR SPACE

STUDIES CAN ASSIST IN ADDRESSING CONCERNS



NATIONAL TRANSPORT STRATEGY

EIGHT GUIDING PRINCIPLES

1. EFFICIENT UTILISATION OF THE EXISTING TRANSPORT SYSTEM- TRAFFIC MANAGEMENT, LOGISTICS PLANNING AND ENFORCEMENT.
2. CREATING MODAL SHIFT
3. INTEGRATED APPROACH TO PLANNING AND DESIGN
4. ENCOURAGE USE OF GREENER FUELS AND VEHICLES



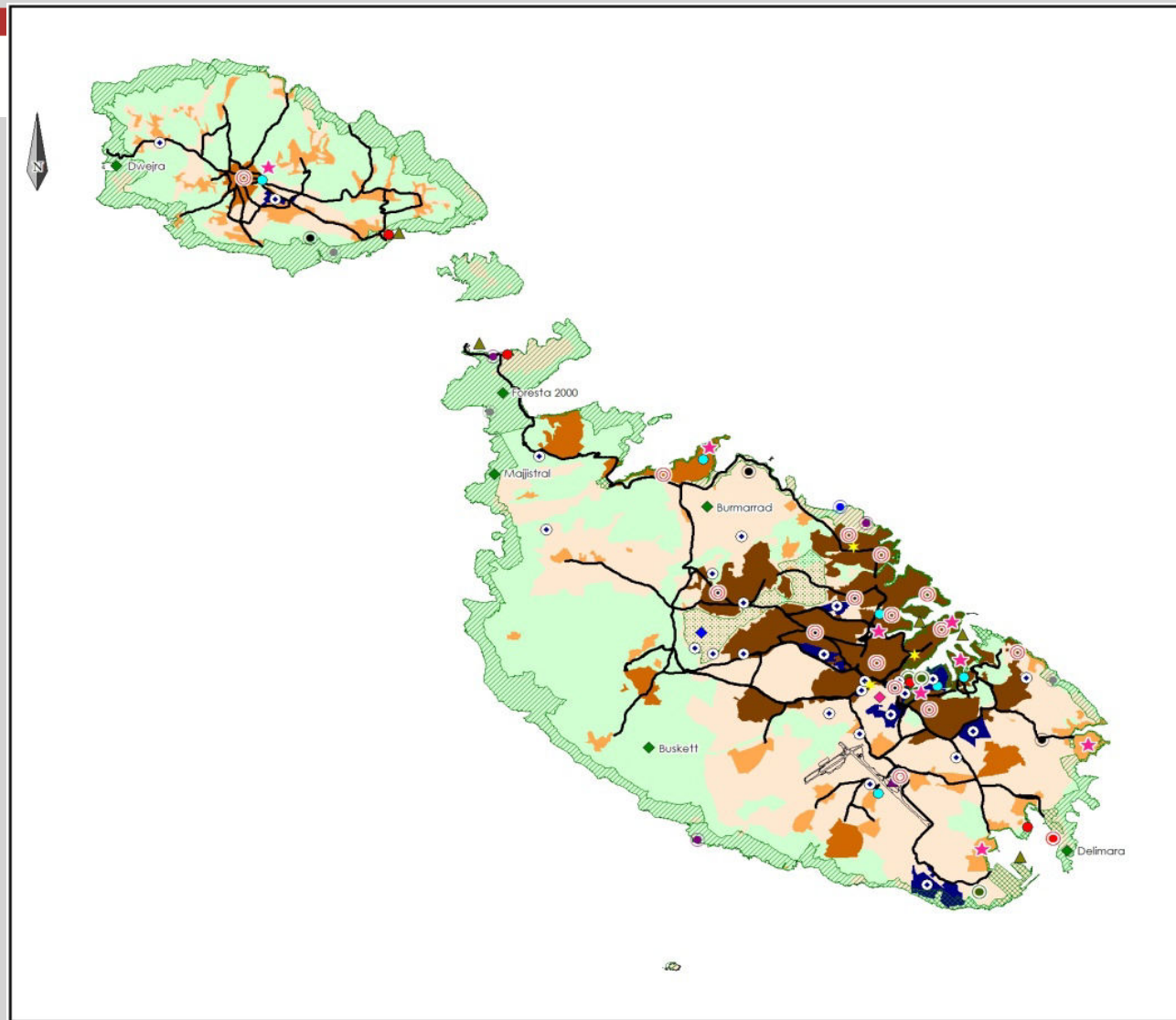
5. MODERNISATION, DEVELOPMENT AND REVITALISATION OF THE STRATEGIC TRANSPORT NETWORK TO IMPROVE TERRITORIAL COHESION
6. INVESTMENT IN EDUCATION, INFORMATION AND HUMAN RESOURCES
7. MAKING ROOM FOR INNOVATION AND RESEARCH
8. SUSTAINABLE FINANCING AND FAIR COMPETITION

INITIATIVES AND PROJECTS

LNG BUNKERING

SUSTAINABLE INTERMODAL TRANSPORT





STRATEGIC PROPOSALS

Urban Area Policies

Hierarchy of Urban Areas

- Principal Urban Area
- Regional Urban Settlements
- Small Urban Settlements
- Power Station
- Electricity Interconnection
- Reverse Osmosis Plants
- Sewerage Treatment Plants
- Waste Management Facilities

Business Hubs

- Enterprise Hubs

Social and Community Facilities

- Priority Areas
- Strategic Road Network
- Park and Ride
- Sports Complexes

Rural Area Policies

Strategic Areas for Recreation

- Country Parks
- Ta' Qali National Recreation Centre
- Marsa Sports Complex

Hierarchy of Landscapes

- Areas of High Landscape Protection
- Areas of Landscape Protection

Strategic Open Gaps

- Strategic Open Gap to be Retained
- Luqa Aviation Hub

Coastal Zone and Marine Area Policies

Terrestrial Coastal Zone

- Predominantly Urban Coast
- Predominantly Rural Coast

Integrated Harbour Mgmt

Infrastructure on the Coast

- Industry/ Freeport
- Fishing Harbours

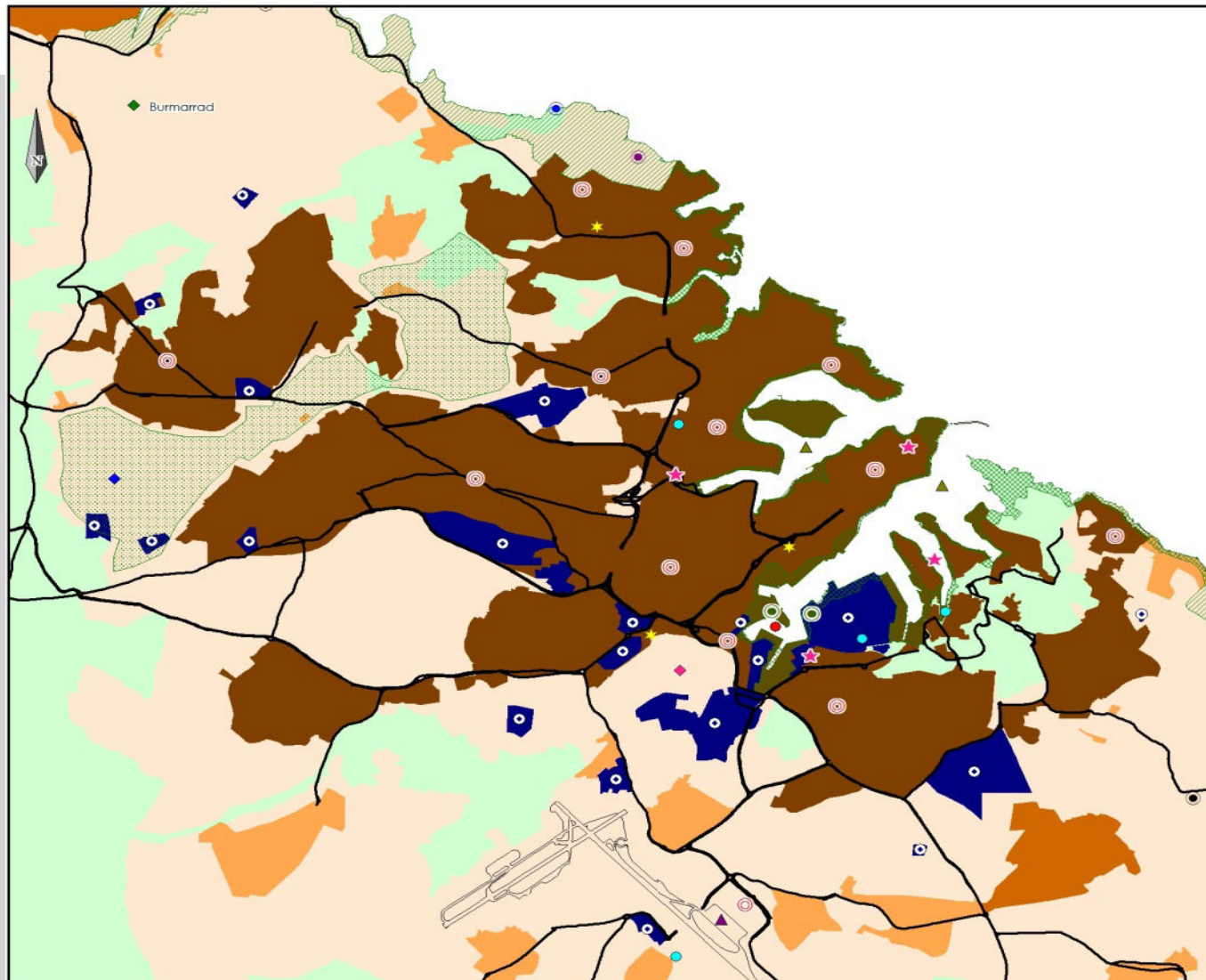
MAP 2A


IMPORTANT:

1. Indicative Only. Not to be used for direct interpretation.
2. Maps to be used only in conjunction with the Strategic Plan for Environment and Development.
3. Built Areas based on 1988 Maps

Base Maps - 1988 Survey Sheets (Updated), Copyright MEPA
 1. Zone Planning and Planning (MUEC) Division
 2. Zone Planning and Planning (MUEC) Division
 3. 2003-2008 Strategic Planning Agreement

July 2015













Strategic Plan for Environment and Development

STRATEGIC PROPOSALS PRINCIPAL URBAN AREA

Urban Area

Hierarchy of Urban Areas

- Principal Urban Area
- Regional Urban Settlements
- Small Urban Settlements

 Electricity Interconnection
 Reverse Osmosis Plants
 Waste Management Facilities
 Business Hubs
 Enterprise Hubs
Social and Community Facilities
 Priority Areas
 Strategic Road Network
 Park and Ride
 Sports Complexes

Rural Area

Strategic Areas for Recreation

- Country Parks
- Ta' Qali National Recreation Centre
- Marsa Sports Complex

Hierarchy of Landscapes

- Areas of High Landscape Protection
- Areas of Landscape Protection

Strategic Open Gaps

- Strategic Open Gap to be Retained
- Luqa Aviation Hub

Coastal Zone and Marine Area

Terrestrial Coastal Zone

- Predominantly Urban Coast
- Predominantly Rural Coast
- Integrated Harbour Mgmt

Infrastructure on the Coast

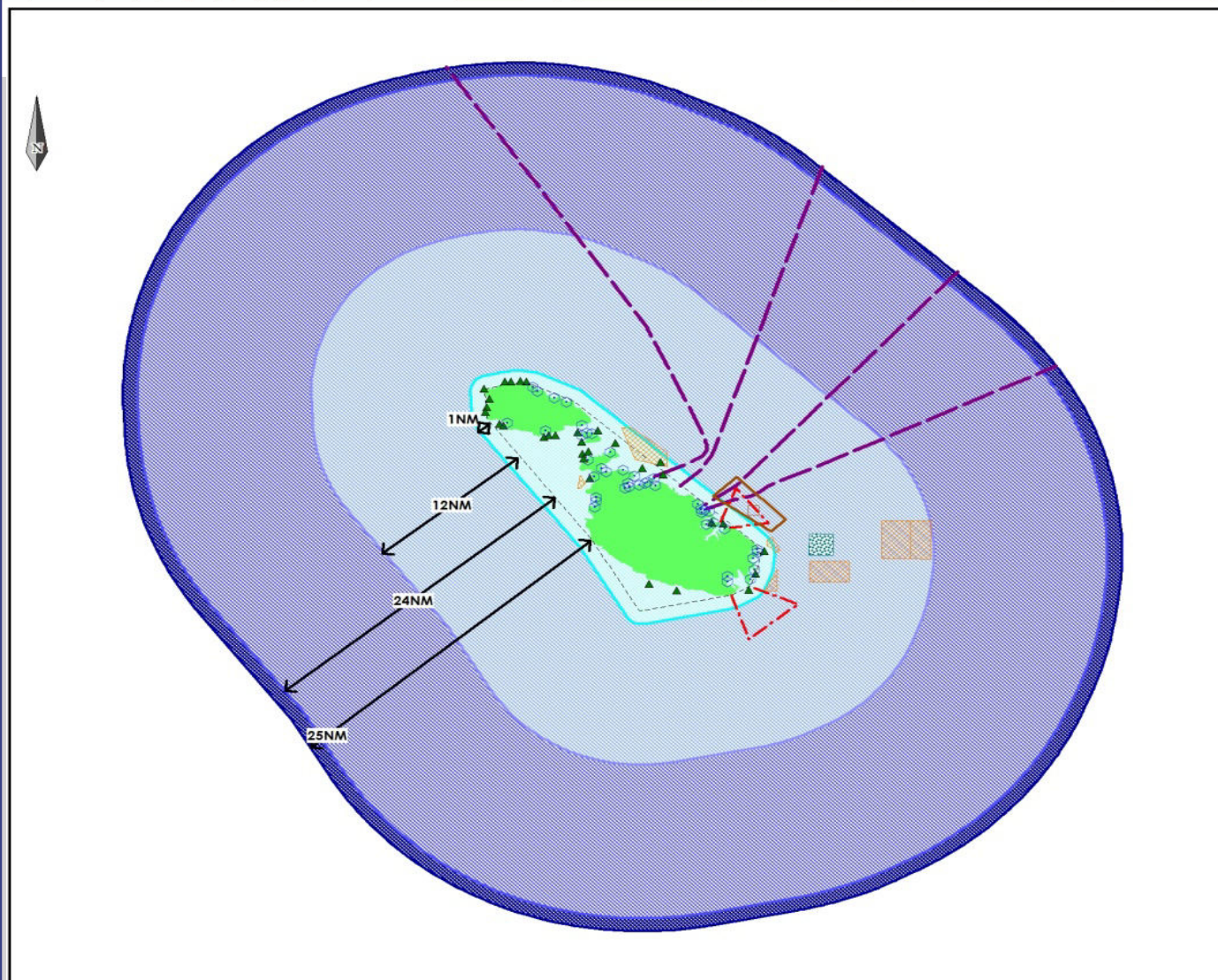
- Industry/ Freeport
- Fishing Harbours


MAP 2B

IMPORTANT : 1. Indicative Only. Not to be used for direct interpretation.
 2. Maps to be used only in conjunction with the Strategic Plan for Environment and Development
 3. Built Areas based on 1988 Maps

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July 2015

















Strategic Plan for Environment and Development








MARINE STRATEGIC OBJECTIVES

-  Baseline for Coastal/ Marine Areas
-  Coastal Waters up to 1 Nautical Mile
-  Coastal Zone up to 12 Nautical Miles
-  Marine Area up to 24 Nautical Miles
-  Marine Area up to 25 Nautical Miles

Environmental Objectives	Applicable within these Zones
- Favourable Conservation Status of SPAs & SACs	
- Good Ecological Status	
- Good Chemical Status	
- Good Environmental Status	
- Protection of Cultural Heritage	

Maritime Uses	Applicable within these Zones
- Small Scale Fisheries	
- Trawling	
- Navigation	
- Bunkering	
- Infrastructure	
- Oil Exploration	
- Renewable Energy	

Existing Major Infrastructure

-  Spoil Ground
-  Harbour Approach Routes
-  Bunkering Sites
-  Aquaculture Zones
-  Dive Sites
-  Swimming Zones
-  Communications Infrastructure

MAP 3

REMARKS:

- Without prejudice to the management of the continental shelf by Malta under the Continental Shelf Act of 1966.
- Without prejudice to the provisions of the United Nations Convention on the Law of the Sea.

IMPORTANT:

1. Indicative Only. Not to be used for direct interpretation.
2. Maps to be used only in conjunction with the Strategic Plan for Environment and Development.
3. Built Areas based on 2006 Maps.

1. Date Planning Forward Planning/MPDC/Structure Plan SPED/Map/Map SPED/Map/Work Space/ Marine Strategic Objectives Nov 2011

July 2015

SPATIAL PLAN FOR ENVIRONMENT AND DEVELOPMENT

- THEMATIC OBJECTIVE SUCH AS
- ACHIEVING A WIDER MIX OF COMPATIBLE USES ON LAND AND SEA, FACILITATING THE IMPLEMENTATION OF AN INTEGRATED TRANSPORT STRATEGY AND PROVIDING A FRAMEWORK FOR THE SPATIAL PLANNING OF THE COASTAL ZONE AND THE MARINE AREA WHICH SUPPORTS RECLAMATION TO FUTURE SOCIO-ECONOMIC DEVELOPMENT
 - FACILITATING THE INTERCONNECTOR CABLES, NATURAL GAS INFRASTRUCTURE, DIRECTING NEW LARGE SCALE FUEL STORAGE TOWARDS THE FREEPORT AREA AND FACILITATING LNG USE
 - PROMOTING ALTERNATIVE MODES OF TRAVEL SUCH AS WALKING, CYCLING AND WATERBORNE TRAVEL

PROMOTE INTEGRATED HARBOUR MANAGEMENT

FACILITATE THE REGNERATION OF PORTS

PRIORITISE THE EFFICIENT USE OF THE PORT AREA ON LAND
AND SEA OF THE GRAND HARBOUR AND FREEPORT

FACILITATING THE EXPANSION OF CIRKEWWA AND MGARR
HARBOURS

ENSURING THAT THE TRANSPORT NETWORK SERVING THE
HARBOURS AND AIRPORT CAN ACCOMMODATE THEIR
ANTICIPATED GROWTH



SPED-URBAN OBJECTIVES

DESIGNATING THE GHA AS A STRATEGIC NODE FOR
INTEGRATED REGENERATION

IDENTIFYING KEY STRATEGIC SITES PRIMARILY WITHIN THE
URBAN AREA AND DESIGNATING THEM AS LAND BANKS TO
ACCOMMODATE FUTURE NEED

COASTAL ZONE AND MARINE AREA

TO PRIORITISE USES THAT NECESSITATE A LOCATION ON THE COASTAL ZONE AND MARINE AREA IN A MANNER WHICH MINIMISES USER CONFLICT , AND DOES NOT ACCELERATE COASTAL EROSION, PROTECTS BIODIVERSITY, CULTURAL HERITAGE, LANDSCAPES AND VISUAL ACCESS TO THEM, PUBLIC ACCESS AND USE AND INCREASES RESILIENCE TO CLIMATE CHANGE IMPACTS BY:

DESIGNATING

MARINE STRATEGY FRAMEWORK DIRECTIVE IMPLEMENTATION

FACILITATING THE IMPLEMENTATION OF NATIONAL INTEGRATED MARITIME STRATEGY

ADOPTING BOUNDARIES FOR THE VARIOUS WATER USES.

SPED GOZO OBJECTIVES

DESIGNATING BUSINESS HUBS IN COASTAL AREAS FOR
PREDOMINANTLY TOURISM AND LEISURE USES

ENCOURAGING BETTER LINKS BETWEEN MALTA AND GOZO

FACILITATING THE IMPLEMENTATION OF STRATEGIC PROJECTS-
CRUISE LINER TERMINAL, YACHT MARINA, AIR FIELD AND
REVERSE OSMOSIS PLANT.

WORKING TOGETHER

STAKEHOLDERS-PROVIDERS AND CUSTOMERS

OTHER MEMBER STATES

INTERNATIONAL COMMUNITY



THANK YOUR FOR YOUR ATTENTION

