

The Capacity of Integrated Territorial Development to Realise the Potential of ‘Blue Growth’

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ESPN VIRTUAL CONFERENCE

“Blue Growth: From Marine & Maritime Services towards new drivers for economic & territorial change”



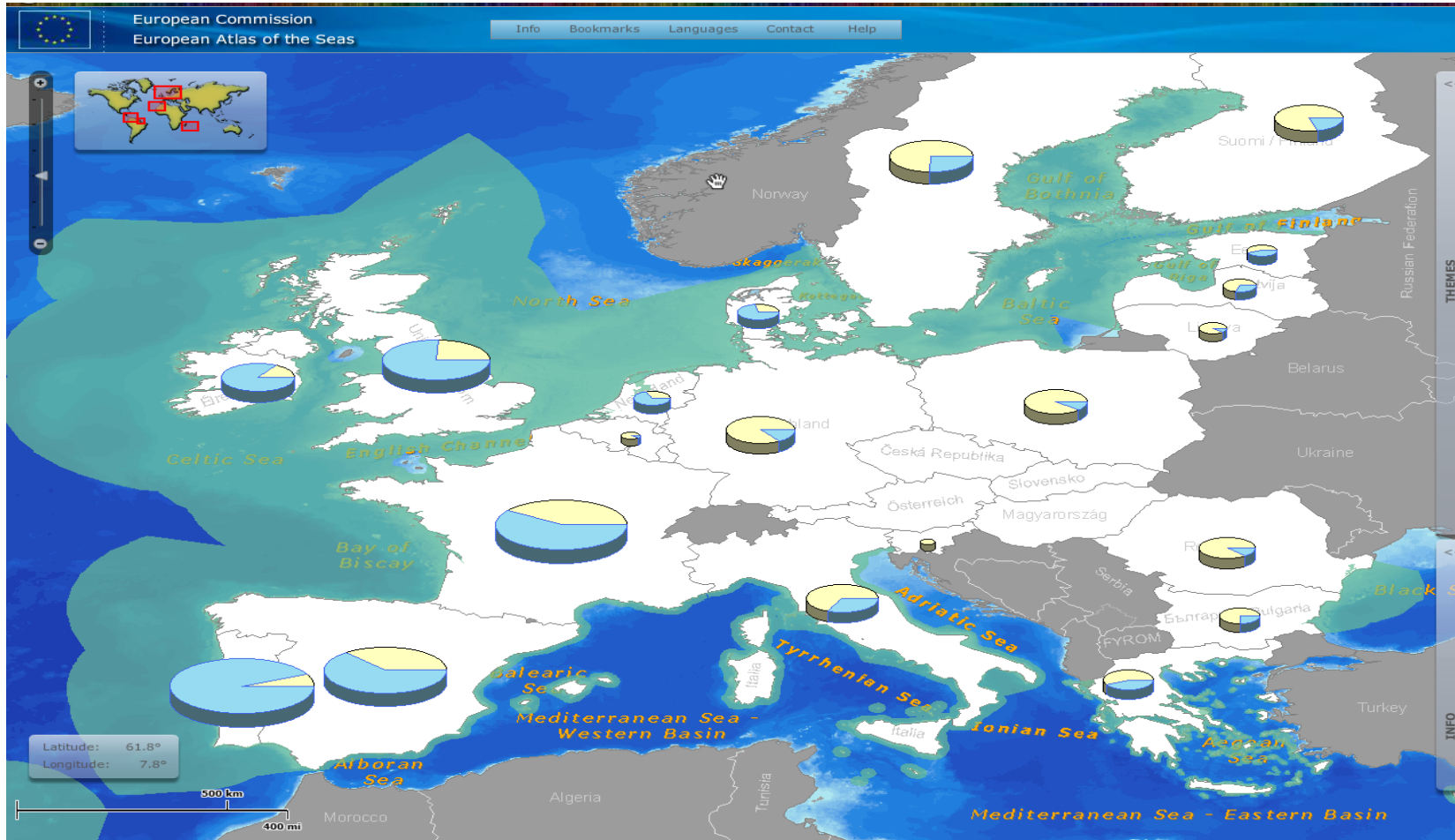
Outline

1. Beginning to Understand the Potential of Blue Growth for Territorial Develop
2. MSP-LSI Project an Introduction
3. LSI in Practice
4. What can integrated territorial development achieve?

1

Beginning to Understand the Potential of Blue Growth for Territorial Development.

Territorial Claims over the Sea

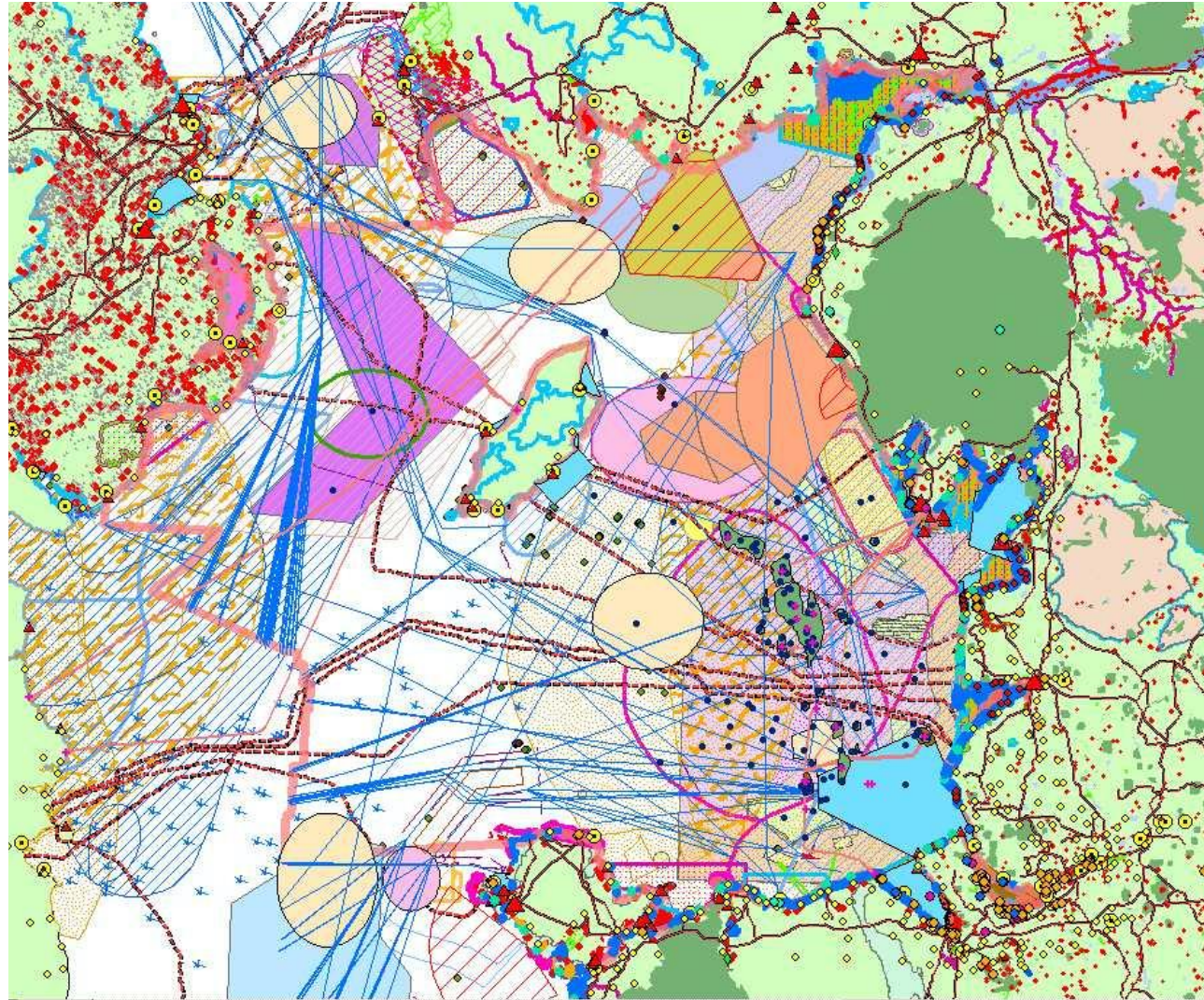


Territorial Agenda of the EU 2020

*‘Maritime activities are essential for territorial cohesion in Europe. The Marine Strategy Framework Directive and EU Integrated Maritime Policy call for coordinated actions from Member States on **maritime spatial planning**. Such planning should be **integrated into the existing planning systems** to enable harmonious and sustainable development of a land-sea continuum.’*

16. MSP Pilot Outputs: Identification of multiple use

- Landuse
- Tourism
- Oil & Gas
- Mariculture
- Coastal Defence
- Ports & Navigation
- Military Activities
- Culture
- Conservation
- Dredging & Disposal
- Submarine Cables



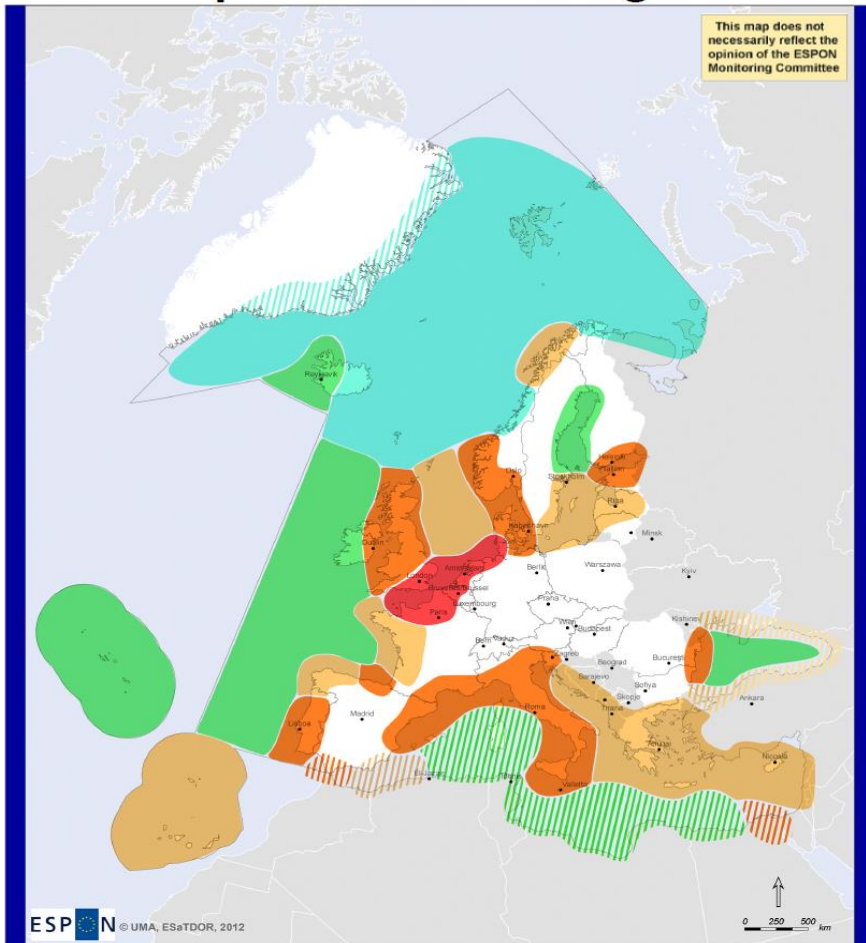
▪ Fishing

▪ Renewable
Energy

▪ Marine
Recreation

▪ Mineral
Extraction

European Maritime Regions



Some Early Reflections

- Use of the sea growing and contested
- Different maritime areas have different potentials and challenges in terms of development
- Land sea interactions matter and in many cases extend well beyond the coastal strip
- Transnational and cross border planning is also critical to reconcile conflicts
- Is there scope for territorial planning integrating land and sea as 'one territorial space'?

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Thematic data: Typology Map, Economic Significance and Environmental Pressures Composite Maps
Land boundaries: © EuroGeographics Association and ESRI. Regional level: NUTS2
Sea boundaries: OSPAR Convention, EU Integrated Maritime Policy and EEZ

Regions derived from typology map

- European Core
- Regional Hub
- Transition
- Rural
- Wilderness

Typology influenced by lack of data

This schematic typology map shows Europe's coastal and maritime regions classified based on the intensity of land-sea interactions (economic activities, flows of goods, people and information, environmental pressures). These interactions are greatest in the Core and at their lowest in the Wilderness.

Map 1. European Maritime Region Typology (schematic map) devised by ESaTDOR.

2

MSP-LSI Project and Introduction

MSP-LSI Aim, Objectives and Output

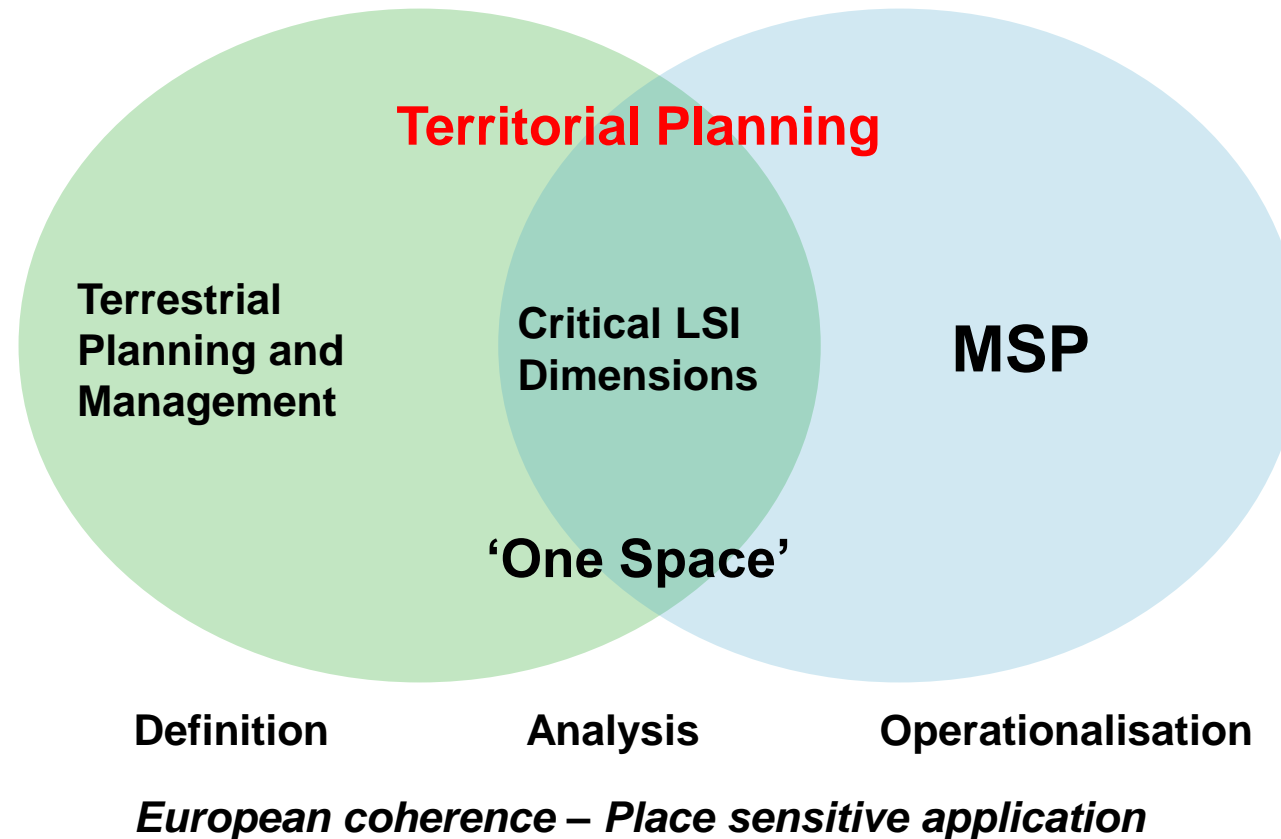
Aim: To improve stakeholders' planning processes through the coordinated, comparable and systematic acquisition and analysis of both marine and terrestrial data and information at a European, regional and sub-regional level

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

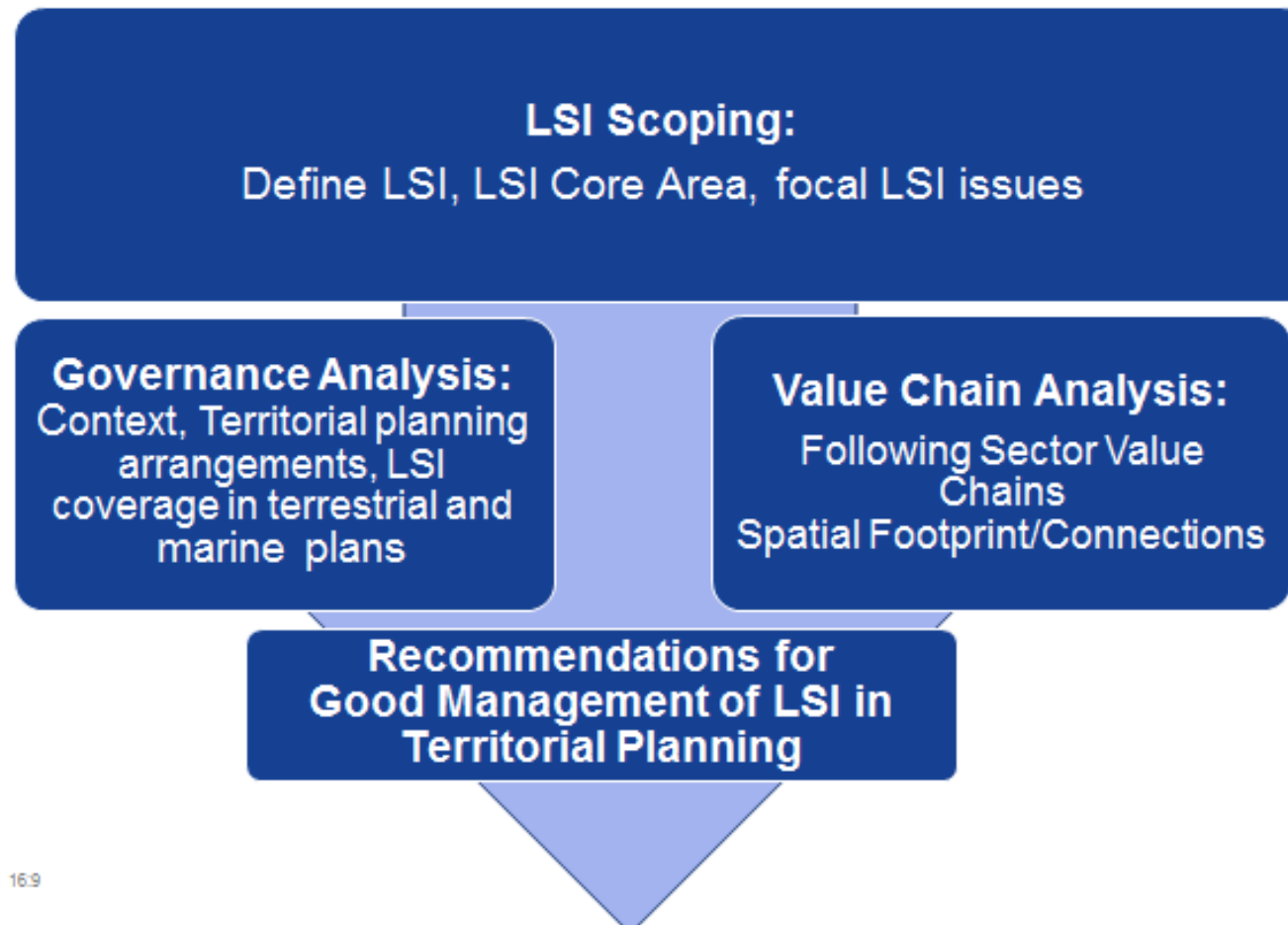
Output: Guidelines for Good Management of LSI in Territorial Planning

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



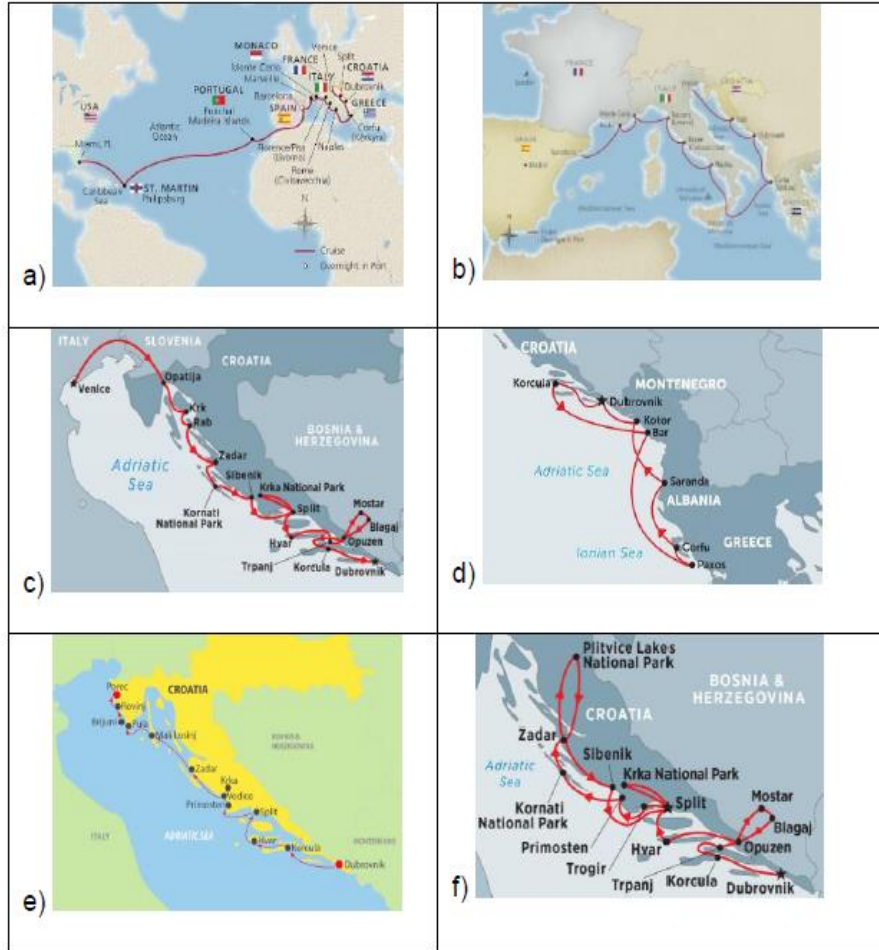
LSI in Practice

Implications of Considering LSI for MSP

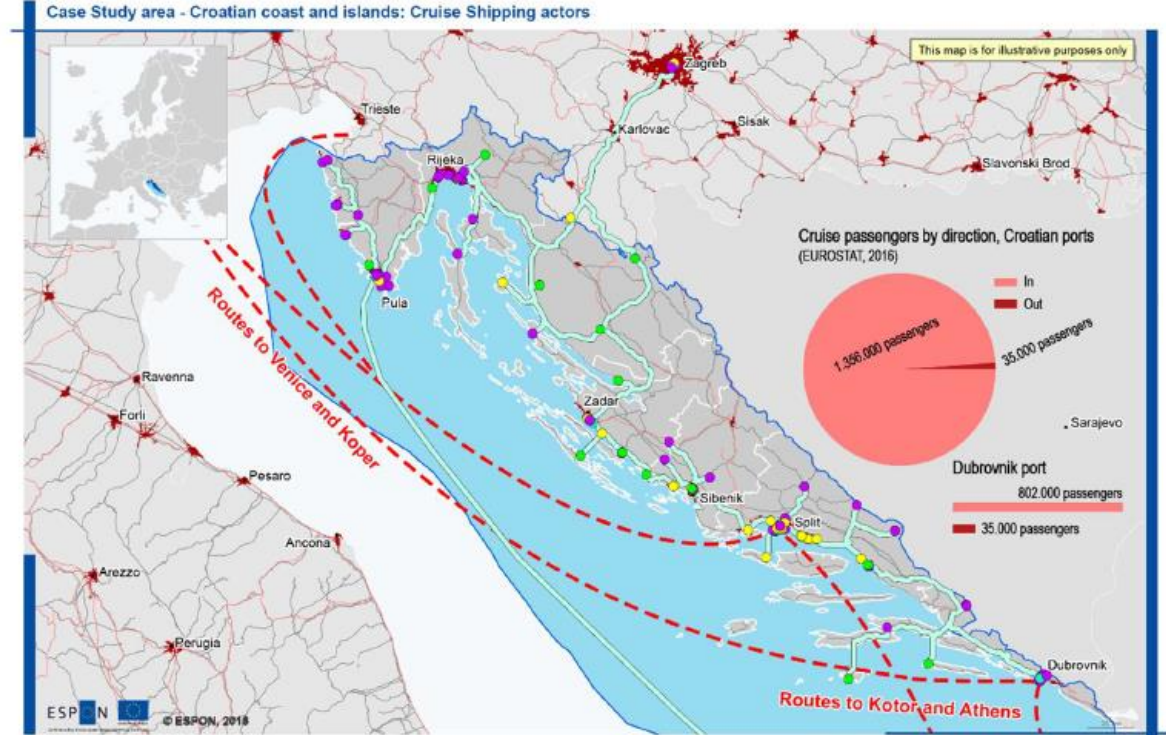
- What can planning do
 - Provide a forum for good governance
 - Provide spatial frameworks
 - Be involved in spatial management
 - Understand it is a process of ongoing dialogue and discussion
 - Recognise the limited role of spatial planning and the importance of other framework conditions often beyond planning influence
 - Need for greater recognition of the spatial reach of maritime agendas
 - Appreciate that most blue growth inevitable involves landward infrastructure

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.

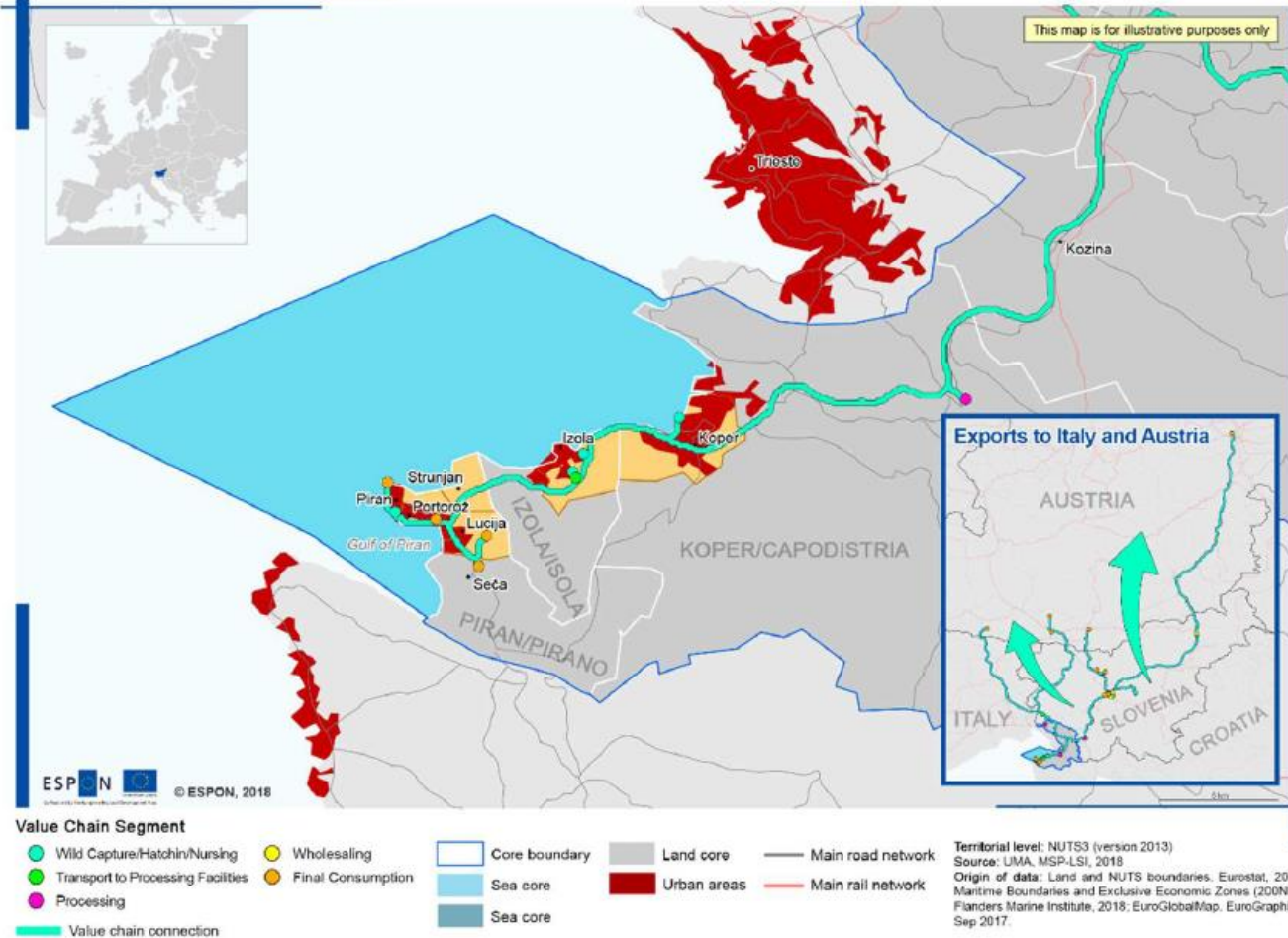


Map 5: Croatian coast and islands: Cruise Shipping

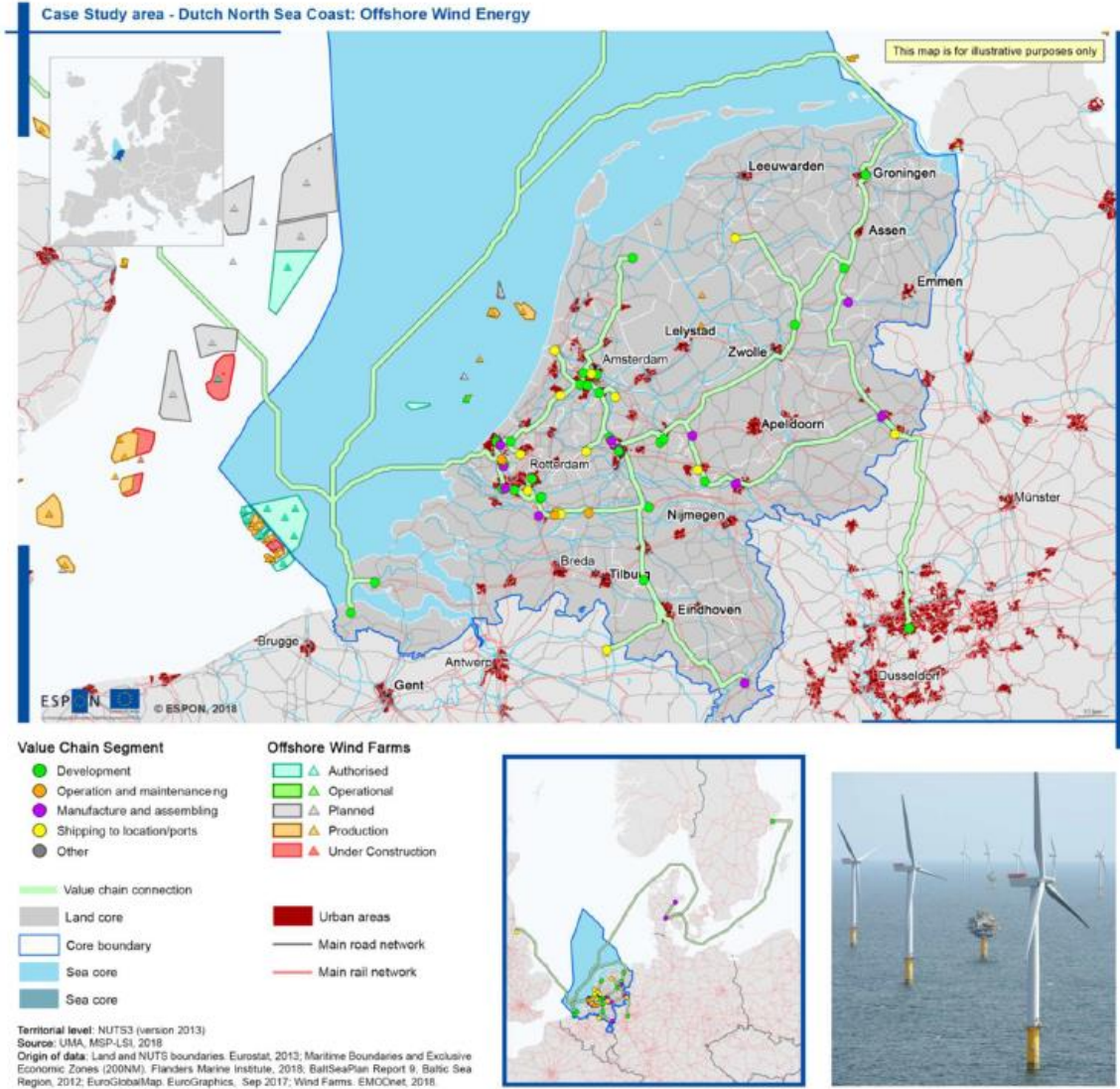


Slovenian Maricultural Value Chain

Case Study area - Slovenia: Mariculture



Offshore Wind Energy Value Chain



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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What can integrated territorial development achieve?

Lessons from 'One Space' territorial development

- Territorial Spatial Planning can
 - Provide Good governance
 - Create Spatial Frameworks
 - Be involved in spatial management
- But it is only one of the framework conditions
- Many of the spatial impacts of marine development are experienced far from the coast- spatial value chain analysis exposes 'stickability'
- It is a complex process of constantly changing priorities
- Local context will be important





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Thank you for attention