



Italian Ministry of the Environment and Energy Security

Anna Maria Maggiore

[Maggiore.annamaria@mase.gov.it](mailto:Maggiore.annamaria@mase.gov.it)

Third joint technical meeting

# ITALIAN MARITIME SPATIAL PLANS



## Italian Maritime Spatial Plans

★ **Planner / SEA Submitting party:**

*Ministry of Infrastructure and Transport*

★ **Plan prepared by:**

*Technical Committee*

★ **Environmental Report prepared by:**

*Sogesid S.P.A.*

★ **SEA Competent Authority:**

*Ministry of the Environment and Energy Security*



## Planning Area

Three Maritime Areas:

- ★ Tyrrhenian and Western Mediterranean Area;
- ★ Adriatic Area;
- ★ Ionian and Central Mediterranean Area.

## Legal Framework

- ★ Directive 2014/89/EU
- ★ Protocol on Integrated Coastal Zone Management (ICZM) in the Mediterranean
- ★ Italian Legislative Decree n.201/2016 (art. 6.2)
- ★ Italian Prime Minister's decree of 1 December 2017

# Purpose and key objectives of the Italian Maritime Spatial Planning

- ★ Maritime Spatial Planning (MSP) is essential to achieve the sustainability objectives set out in the EU Marine Strategy Framework Directive (MSFD) and the new EU Biodiversity Strategy 2030 as well as to ensure the socio-economic sustainability of the marine ecosystem;
- ★ MSP is vital to ensure a long-term sustainable balance between nature and human activities, such as fishing, aquaculture, maritime transport as well as those activities that are developing fast and therefore require enough space, such as offshore wind;
- ★ MSP plays a key role in resolving potential conflicts that may arise with respect to the use of the maritime space as well as in creating compatible synergies between different sectors.



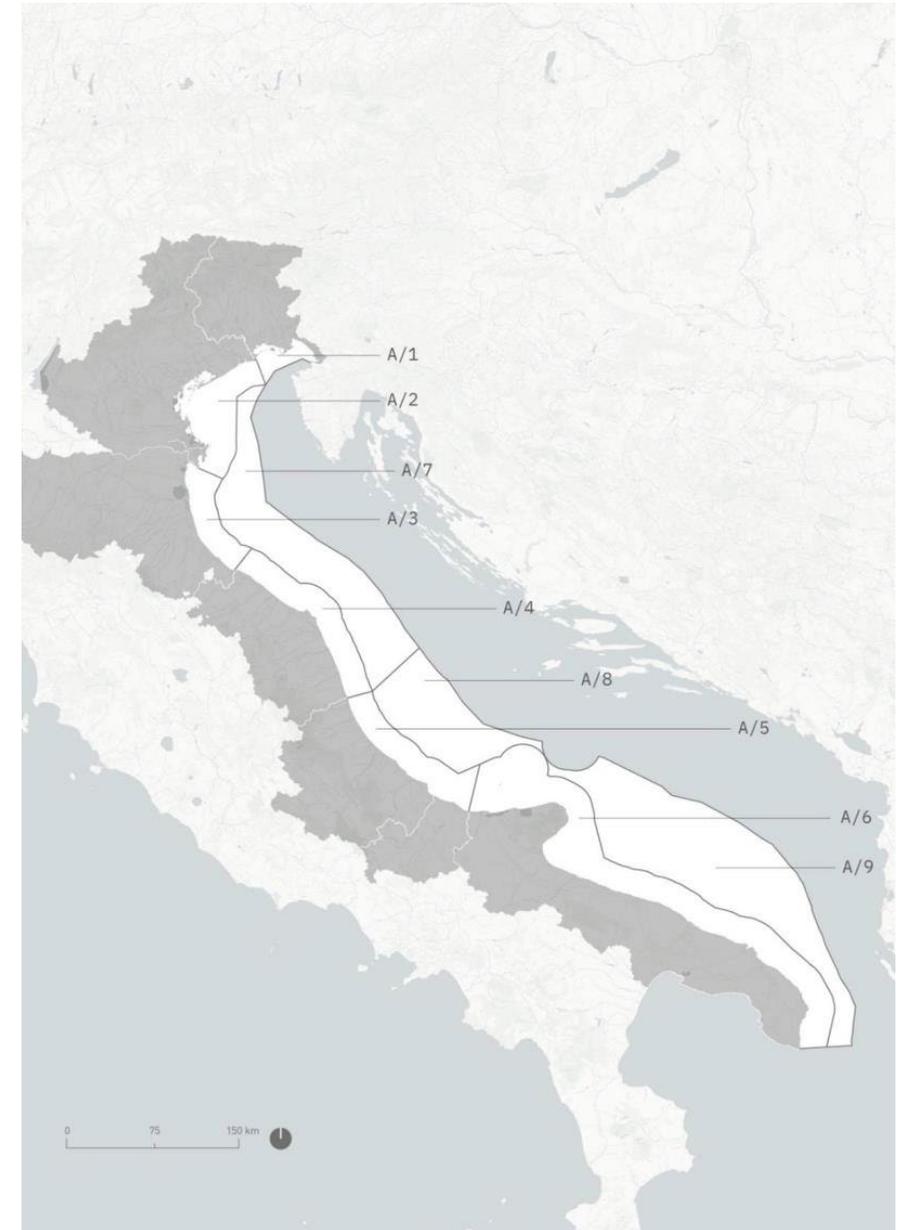
# Target sectors of the Italian MSP

- ★ aquaculture;
- ★ fisheries;
- ★ infrastructures for the exploration, exploitation and extraction of oil, gas and other energy resources, minerals and aggregates and the production of energy from renewable sources;
- ★ maritime transport routes and traffic flows;
- ★ military training areas;
- ★ nature conservation and protected areas;
- ★ areas of extraction of raw materials;
- ★ scientific research;
- ★ routes for undersea cables and pipelines;
- ★ tourism;
- ★ undersea cultural heritage.



# Adriatic Area

- ★ Delimited to the East by the boundary lines of the continental shelf formally agreed with neighboring countries (Yugoslavia, 1969; Albania, 1992; Greece, 1977 and 2020) and to the South by the boundary line with the Ionian – Central Mediterranean area.
- ★ The area is divided into 9 sub-areas, 6 of which within the Italian territorial waters.
- ★ The boundary lines of the sub-areas must be considered as permeable limits, when it comes to their use, environment/ecosystem and governance system → This ensures the highest consistency possible when planning a large area and the sub-areas surrounding it.



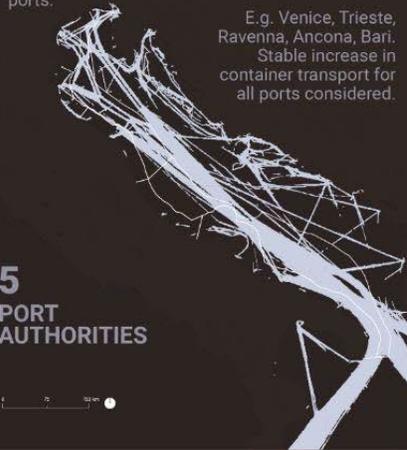


**MARITIME TRAFFIC AND PORTUALITY**

The Italian Adriatic is one of the most important maritime routes for the transit of goods from Asia, via Suez, to Europe thanks to the presence of important ports.

E.g. Venice, Trieste, Ravenna, Ancona, Bari.  
Stable increase in container transport for all ports considered.

**5**  
PORT  
AUTHORITIES

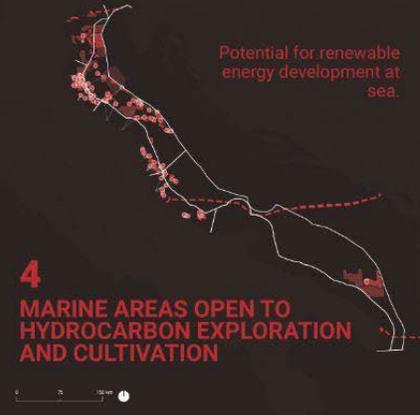


**ENERGY**

High strategic and socio-economic importance of hydrocarbon extraction in the area, both for its cross-border dimension and for its current and potential interactions with other uses and environmental components.

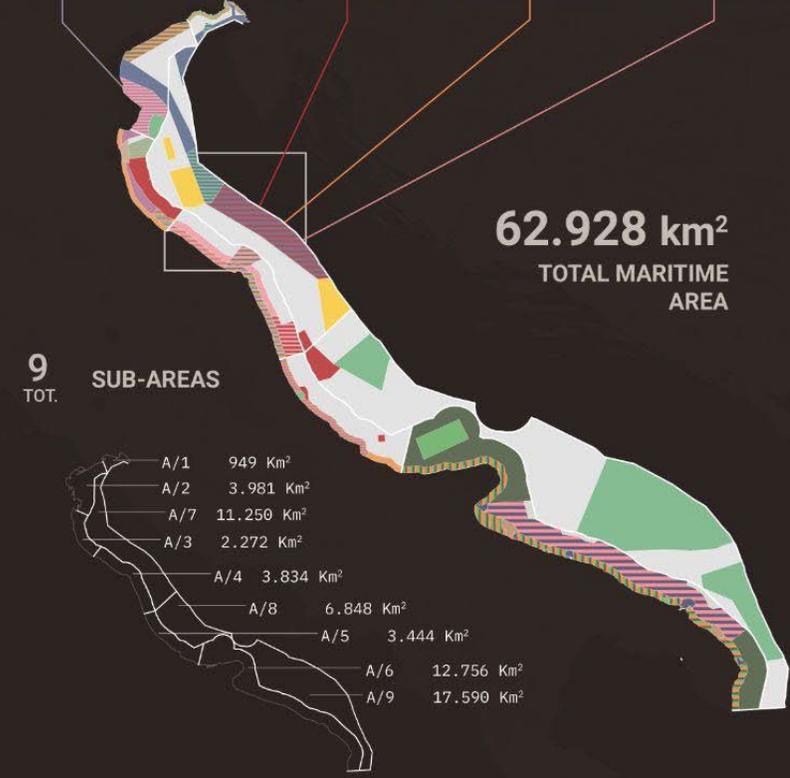
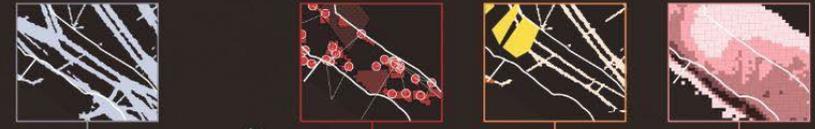
Potential for renewable energy development at sea.

**4**  
MARINE AREAS OPEN TO HYDROCARBON EXPLORATION AND CULTIVATION



**EMPLOYED METHODOLOGY FOR PLANNING THE MARITIME AREA ADRIATIC**

- GENERIC
- ENERGY
- DEFENCE
- FISHING
- AQUACULTURE
- COASTAL AND MARITIME TOURISM
- REMOVAL OF RELICT SAND
- LANDSCAPE AND CULTURAL HERITAGE
- ENVIRONMENTAL PROTECTION AND NATURAL RESOURCES
- MARITIME TRAFFIC AND PORTUALITY
- MARITIME AND NAVIGATION SAFETY AND SURVEILLANCE



**62.928 km<sup>2</sup>**  
TOTAL MARITIME AREA

**9**  
TOT.  
SUB-AREAS

A/1	949 Km <sup>2</sup>
A/2	3.981 Km <sup>2</sup>
A/7	11.250 Km <sup>2</sup>
A/3	2.272 Km <sup>2</sup>
A/4	3.834 Km <sup>2</sup>
A/8	6.848 Km <sup>2</sup>
A/5	3.444 Km <sup>2</sup>
A/6	12.756 Km <sup>2</sup>
A/9	17.590 Km <sup>2</sup>

**86**  
TOT.

**PLANNING UNITS**

- GENERIC USE □
- LIMITED USE □
- PRIORITY USE ○
- RESERVED USE △

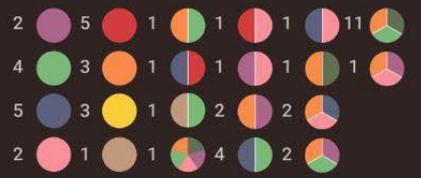
**TYPE OF USE**



**SUMMARY HISTOGRAM USES AND SUITABILITY**



**COEXISTENCE OF PRIORITY USES**

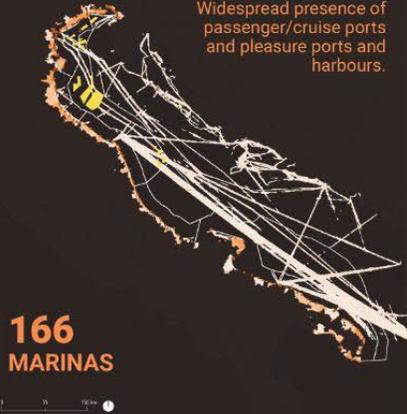


**TOURISM**

One of the most important coastal tourism destinations in the Mediterranean, tourist flows in the area have been steadily increasing over the last 20 years, with arrivals continuing to grow.

Widespread presence of passenger/cruise ports and pleasure ports and harbours.

**166**  
MARINAS

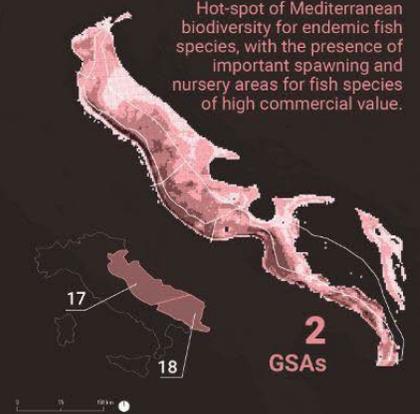


**FISHING EFFORT**

Area of strategic importance at national and international level, with some of the most important fishing ports in terms of fleet and catch (e.g. Chioggia, San Benedetto del Tronto).

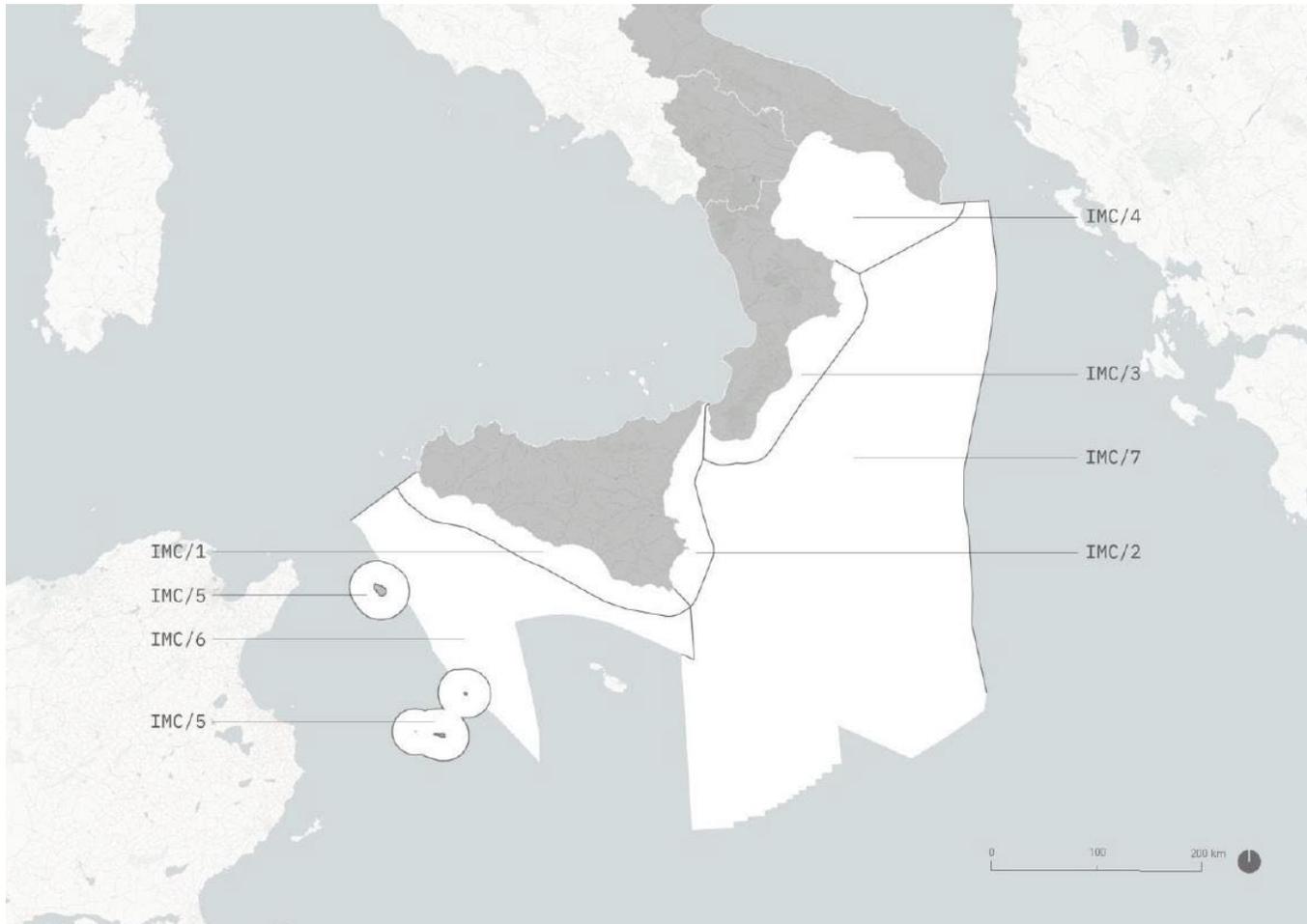
Hot-spot of Mediterranean biodiversity for endemic fish species, with the presence of important spawning and nursery areas for fish species of high commercial value.

**2**  
GSAs





# Ionian and Central Mediterranean Area



- ★ Delimited to the North and West by the boundary lines between the marine sub-regions Adriatic Sea, Ionian Sea-Central Mediterranean, and Western Mediterranean, to the East by the continental shelf boundary agreed with the neighboring country (Greece, 1977 and 2020) and to the South by the continental shelf boundary with Malta (Modus Vivendi established in 1970) and with Tunisia (1971).
- ★ The area is divided into 7 sub-areas, 5 of which within the Italian territorial waters.
- ★ As in the previous case, the boundary lines of the sub-areas must be considered as permeable limits, when it comes to their use, environment/ecosystem and governance system.



### MARITIME TRANSPORT AND PORTUALITY

Area of strategic importance for all types of maritime traffic: Strait of Sicily (Bosphorus/Suez-Gibraltar international commercial traffic); Strait of Messina (connections between Eastern Mediterranean/Ionian and Tyrrhenian Sea); connections with the islands: Pantelleria, Pelagie, Malta.



**4**  
PORT  
AUTHORITIES



### LANDSCAPE AND CULTURAL HERITAGE

Area of world importance for cultural, landscape and archaeological heritage: Syracuse is a UNESCO site, Marsala, Pantelleria, Capo Passero, Noto, Aci Trezza, Taormina are sites of enormous interest for cultural heritage, including underwater archaeological heritage.



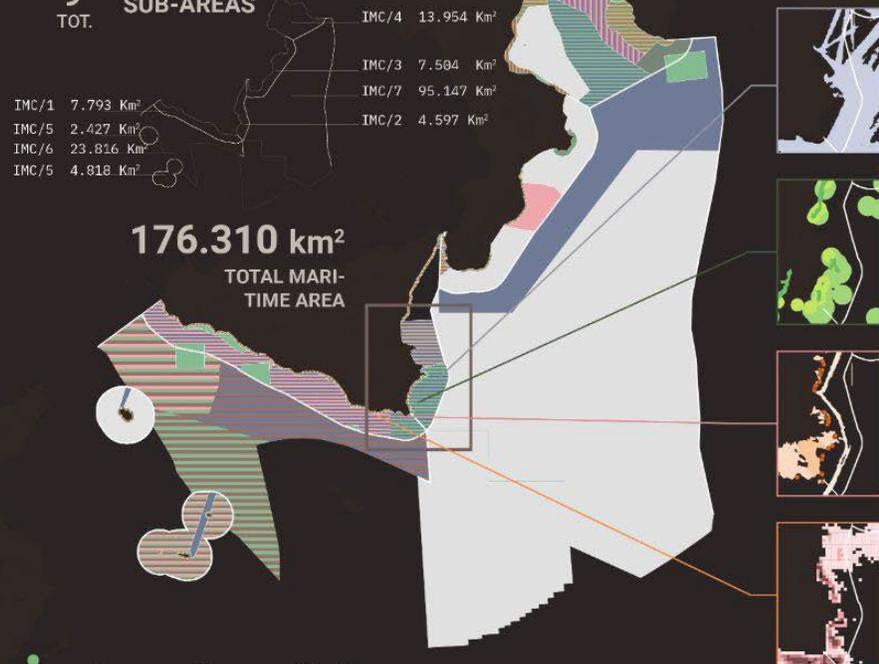
**169**  
CULTURAL AND  
ARCHAEOLOGICAL  
HERITAGE SITES



### EMPLOYED METHODOLOGY FOR PLANNING THE MARITIME AREA CENTRAL IONIAN-MEDITERRANEAN

- GENERIC
- ENERGY
- DEFENSE
- FISHING
- AQUACULTURE
- COASTAL AND MARITIME TOURISM
- REMOVAL OF RELICT SAND
- LANDSCAPE AND CULTURAL HERITAGE
- ENVIRONMENTAL PROTECTION AND NATURAL RESOURCES
- MARITIME TRAFFIC AND PORTUALITY
- MARITIME AND NAVIGATION SAFETY AND SURVEILLANCE

**9**  
TOT.  
SUB-AREAS



**176.310 km<sup>2</sup>**  
TOTAL MARI-  
TIME AREA

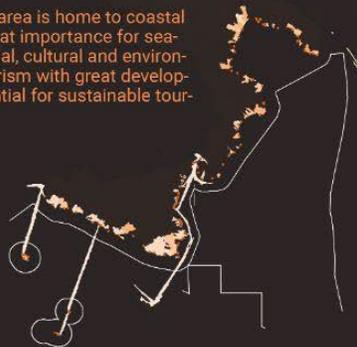


### TOURISM

The whole area is home to coastal sites of great importance for seaside, nautical, cultural and environmental tourism with great development potential for sustainable tourism.



**56**  
MARINAS

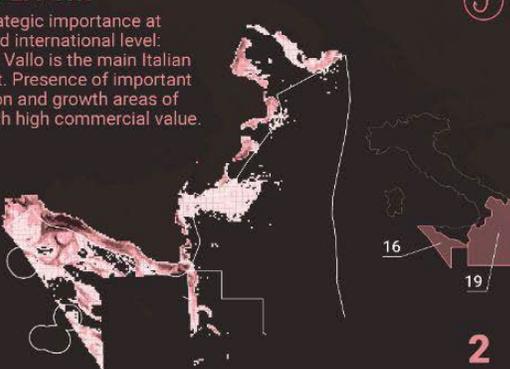


### FISHING EFFORT

Area of strategic importance at national and international level: Mazara del Vallo is the main Italian fishing port. Presence of important reproduction and growth areas of species with high commercial value.



**2**  
GSAs



### PLANNING UNITS

**62**  
TOT.

- GENERIC USE
- LIMITED USE
- PRIORITY USE
- RESERVED USE

### TYPE OF USE



### SUMMARY HISTOGRAM USES AND SUITABILITY



### COEXISTENCE OF PRIORITY USES





# Tyrrhenian and Western Mediterranean Area

- ★ Delimited to the South by the boundary line between the marine sub-regions Ionian-Central Mediterranean and Western Mediterranean as defined by the Marine Strategy Directive, to the West by the continental shelf boundary agreed with the neighboring country (Spain, 1974) and by the boundaries with territorial waters of the neighboring country (Strait of Bonifacio -France 1986, Ventimiglia-Menton, 1892) and to South-west by the continental shelf boundary agreed with the neighboring country (Tunisia, 1971).
- ★ The area is divided into 11 sub-areas, 7 of which within the Italian territorial waters.
- ★ As in the previous two cases, the boundary lines of the sub-areas must be considered as permeable limits, when it comes to their use, environment/ecosystem and governance system.



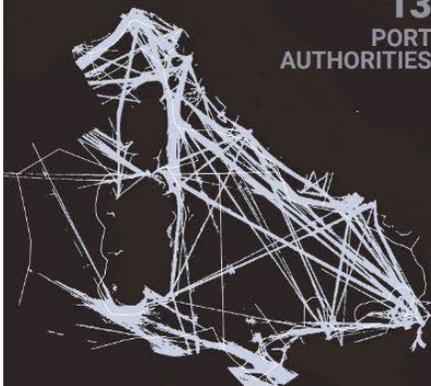


### MARITIME TRANSPORT AND PORTUALITY

Intensity of transport flows (passengers, freight, tankers) affecting the area in the space of a year.



**13**  
PORT  
AUTHORITIES



### LANDSCAPE AND CULTURAL HERITAGE

Landscape assets declared along the Tyrrhenian coast.



**87**  
CULTURAL AND  
ARCHAEOLOGICAL  
HERITAGE SITES



### ENVIRONMENTAL PROTECTION AND NATURAL RESOURCES

Important areas of natural interest: Pelagos Sanctuary, Marine Protected Areas, Natura 2000 Sites, CBD EBSAs, Ecological Protection Areas.



**20**  
MPAs

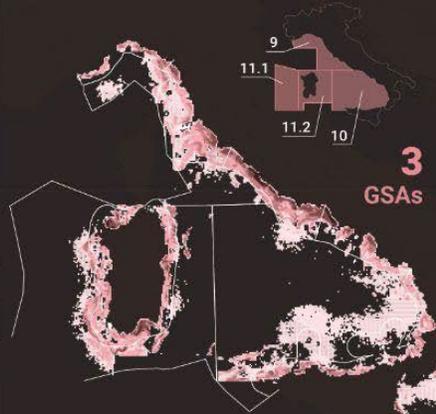


### FISHING EFFORT

Geographical Sub Areas (GSA) 9, 10 and 11. Towed gear effort data as an average of the number of hours committed to the activity between 2006 and 2018.

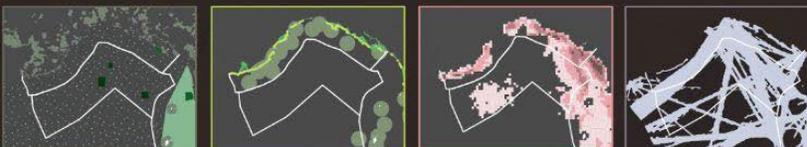


**3**  
GSAs



### EMPLOYED METHODOLOGY FOR PLANNING THE MARITIME AREA WESTERN MEDITERRANEAN SEA AREA

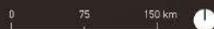
- GENERIC
- ENERGY
- DEFENSE
- FISHING
- AQUACULTURE
- COASTAL AND MARITIME TOURISM
- REMOVAL OF RELICT SAND
- LANDSCAPE AND CULTURAL HERITAGE
- ENVIRONMENTAL PROTECTION AND NATURAL RESOURCES
- MARITIME TRAFFIC AND PORTUALITY
- MARITIME AND NAVIGATION SAFETY AND SURVEILLANCE



**11**  
TOT.  
SUB-AREAS



**309.427 km<sup>2</sup>**  
TOTAL MARITIME  
AREA



**178**  
TOT.

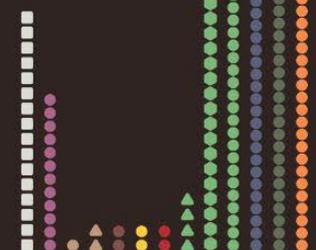
### PLANNING UNITS

- GENERIC USE
- PRIORITY USE
- ⬡ LIMITED USE
- △ RESERVED USE

### TYPE OF USE



### SUMMARY HISTOGRAM USES AND SUITABILITY



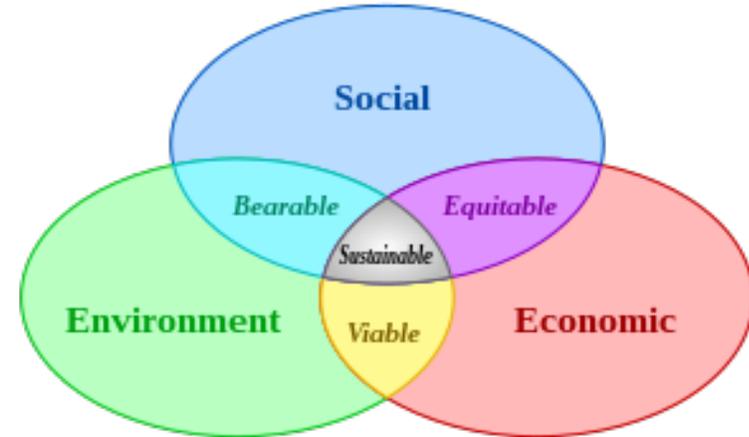
### COEXISTENCE OF PRIORITY USES





# Strategic Environmental Assessment (SEA) of the Italian Maritime Spatial Plan

- ★ SEA focused mainly on long-term sustainability and the environmental effects on MSP
- ★ The objective of the SEA is to integrate environmental aspects in the national planning as well as to influence the decision-making process with aim of promoting sustainable development.



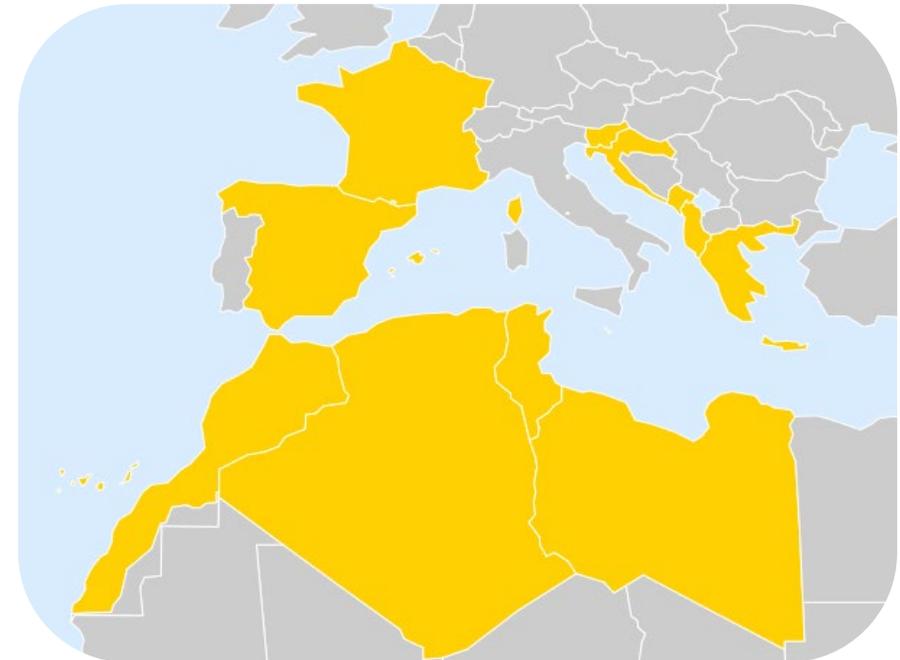
# Transboundary consultations

Given the transboundary nature of the marine environment, Italy has decided to consult States potentially interested in the SEA process.

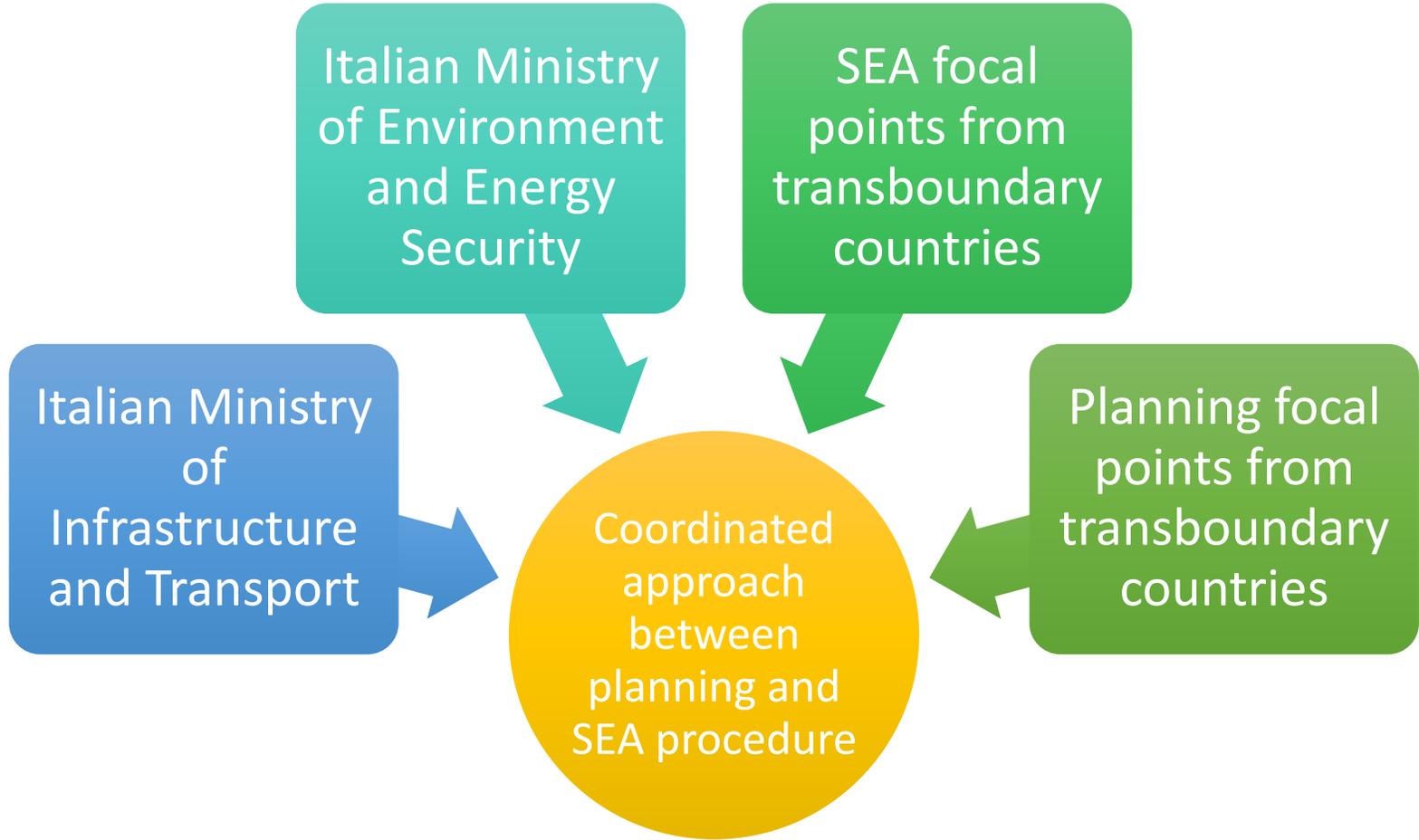
Notified States:

- ★ Slovenia, Croatia, Montenegro, Albania and Greece for the Adriatic Area;
- ★ Tunisia, Algeria, Spain and France for the Tyrrhenian and Western Mediterranean Area;
- ★ Greece, Malta, Tunisia and Libya for the Ionian and Central Mediterranean Area.

Countries that have shown interest are:  
**Albania, Croatia, Montenegro, Greece,  
Malta, Algeria, Slovenia**



# Meeting on Transboundary Consultations for the Italian Maritime Spatial Plans – 30 November 2022





# Italian MSP Transboundary Consultations

- Transboundary consultations were initiated in November 2022.
- Comments on the SEA documentation for the Management Plan - Adriatic Sea Area were received from the following countries:
  - **Albania**
  - **Croatia**
  - **Greece**
  - **Slovenia**
- Regarding the SEA documentation for the Management Plan - Ionian-Central Mediterranean area, comments were received from the following countries:
  - **Greece**
  - **Malta**
- Regarding the SEA documentation for the Management Plan - Tyrrhenian and Western Mediterranean area, comments were received from the following countries:
  - **N/A**



## Main comments received by interested tranboundary countries

- Many countries expressed concerns about the maritime boundary lines → consequent issues in providing detailed comments on the overall MSP
- Transboundary countries expressed concerns mainly regarding the following target sectors:
  - Aquaculture
  - Energy
  - Fisheries
  - Biodiversity and protected areas

*Currently, the SEA is at its final stage → Final Decision will soon be issued by the Competent Authority*



**Thank you for the attention**