A handbook for integrated maritime spatial planning – RO

1. Policy Objective & Theme

- SUSTAINABLE USE OF RESOURCES: Sound use of resources and promotion of less resource intensive processes/products

2. Key Approaches

- Integration
- Ecosystems based approach

3. Experiences that can be exchanged

The handbook is a practical guide to planning and implementing IMSP and includes practical examples that reflect the existence of the spatial conflicts of interest at the various scales. As a practical support for planners, the handbook reflects a wide range of experience, backgrounds and settings. Exchanged experience in terms of instruments can also be found in the handbook.

4. Overview of the case

The handbook on Integrated Maritime Spatial Planning (IMSP) is the first compilation of existing tools and instruments that can be applied in developing effective Integrated Maritime Spatial Planning. It is addressed to planners, decision-makers and politicians to raise awareness for the necessity of this new concept. It contains recommendations to decision-makers for creating the IMSP framework, recommendation to planners on how to tackle existing problems, a structural approach to planning and implementation, specific tools and instruments and concrete practical examples from the Black Sea countries.

5. Context and Objectives

a) Context

Coastal and marine resources are used by a wide range of users that are demanding more space for their activities. The rapid growth of marine and coastal activities such as tourism, transport, fisheries, port development, shipping, offshore drilling and offshore renewable energy is constantly increasing the competition for the limited marine space which can lead to potential conflicts between sectoral interests. Space itself becomes a valuable resource as more and more users demand access to marine resources. Also the high pressure of climate change on the marine ecosystem has effects on the economic activities in the maritime areas. The ICZM concept of sustainable resource management was developed to take action against the high pressures on coastal and marine resources and has had success in terms of conservation and integrated management. IMSP, an additional development, has begun to emerge recently. New approaches for managing the maritime activities in a sustainable manner is needed to avoid conflicts and create synergy between various groups of users as well as managing their impact on the marine environment.

b) Objectives

The aim was to develop the tools and capacities for an effective integrated planning in coastal zones and maritime areas by introducing the completely new spatial planning instrument and using the GIS system for an effective trans-national planning.

6. Implementation of the ICZM Approach (i.e. management, tools, resources)

a) Management

The two foremost ICZM and Spatial Planning Research Institutes inputted into this process, respectively the National Institute for Marine Research and Development ‘Grigore Antipa’ and the National Institute for Research and Development ‘UrbanProject’.

b) ICZM tools

Integrated Maritime Spatial Planning combines tools and procedures of terrestrial spatial planning with the principles of ICZM. The terrestrial and the marine space is equally important for IMSP, therefore the coast and the sea are considered as constituent parts of an integrated system in terms of the socio-economic and environmental aspects. The practical examples illustrate that transferring the approach of terrestrial spatial planning to the open sea and following the ICZM principles and the use of GIS tool, the IMSP approach can be put in place. Stocktaking is playing an important role by providing baseline information on the environment and socio-economic status of the marine and coastal area, the institutional framework and the stakeholders involvement. As a main output of the stocktaking, the map of the current uses and pressures that cover the land and sea of a specific area was drawn up. The handbook gives practical examples of mapping marine uses in various European countries and the GIS tool was used to provide technical support for mapping and analysing the different uses and conflicts which reveal the ongoing developments.

Spatial impact and compatibility of uses are considered key parameters that need to be analysed in order to decide whether there is a need to develop a spatial sea use plan. In case of conflict arising from incompatible spatial demands, a planning process is required. The handbook also presents an estimation of the spatial compatibility of different types of sea-use and examples of the most important issues and sea uses .

Being a participative process, IMSP involves a wide range of stakeholders, equivalent to the ICZM process. Participative planning is usually preceded by awareness-raising and training. Raising awareness addressed to the stakeholders allows them to better understand the threats to the coastal and marine environment, the importance of integration at different levels and more willingness to engage in the IMSP process. Two examples on Education and Training show how important is the participative planning by applying informal tools such as workshops, stakeholders meetings etc. The second part of the handbook reveals eight practical steps that spatial planners should take into account during the IMSP process. The steps described are accompanied by practical examples as well. These steps are: 1) assessing the context and establishing a general framework; 2) drawing up a guiding vision; 3) refining the stocktake and mapping; 4) analysis: identifying issues and problems; 5) developing solutions for the problems identified; 6) drawing up a plan; 7) implementation; and 8) evaluation. Setting up the political framework for IMSP process is very important to ensure integrity and reliability to meet the requirements of the EU maritime policy and local planning objectives. Institutional implications and a central coordinating body is a necessary requirement for the IMSP to achieve its goal. However working together across the administrative boundaries and sectors is the best approach to achieve a good coordination of the IMSP framework. Whilst ICZM planning may be legally binding, the subsequent implementation of the coastal measures planned are often not fixed by law. The strength of Integrated Spatial Planning is that it operates within an existing legal framework and that holds also for the subsequent activities dealing with implementation.

7. Cost and resources

No information is available

8. Effectiveness (i.e. were the foreseen goals/objectives of the work reached?)

The handbook turns into a valuable document for those who will embark on the IMSP process. The added value of the IMSP as a fundamental tool for the sustainable development of marine areas is well emphasised in the handbook together with recommendations to planners on how to tackle the existing issues and the structured approach to planning and implementation of IMSP. The handbook includes 11 key messages that briefly explain the main elements for planning and implementing the IMSP with success. Also it provides information on where to find other background materials on Integrated Maritime Spatial Planning.

9. Success and Fail factors

Romania is starting to make its first steps in IMSP by mapping the sea uses which is essential for highlighting the density of uses and different spatial demand. Although Romania has a coastal law put in place, maritime spatial planning is totally missing. It does not yet have a legal or regulatory framework to allow maritime spatial planning nor the relevant institutions to deal with maritime spatial planning procedures.

10. Unforeseen outcomes

None.

11. Prepared by

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13. Sources

- www.plancoast.eu

Plancoast Handbook_ sea use planning (1.32 MB)