

Maritime Spatial Planning Forum

Global Meets Regional

marine
spatial
planning
forum



BALTIC 3rd
FORUM **MSP**



MSP for resilient coastal metropolises

Workshop 5



Co-funded by the
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Objectives of the workshop

- Share experiences on coastal metropolises planning
- Initiate discussion on synergies and opportunities of integrated MSP and urban planning





Questions to be discussed

- 1) What are the existing practices for integration of MSP and urban planning?
- 2) How can MSP contribute to more resilient metropolises and achieving SDG 11: Sustainable cities and municipalities?
- 3) What practical steps should be taken to improve integration among MSP and coastal planning, and how can we benefit from improved collaboration between marine planner and urban planners?





Summing up

- What is the main message from your group?

- <https://mdi.screen.io/mspforumw5>



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MSP for resilient coastal metropolises: Nordic-Baltic Space story

Justīne Pantelēja

Riga City Council

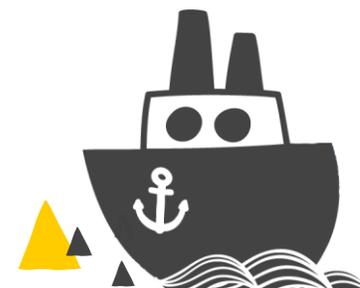
Chief Expert in Strategic Planning, Deputy Head of the
Strategic Planning Division



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- I Challenges and opportunities
- II Nordic-Baltic space and cooperation
- III What are the BSR metropolises doing in regards to MSP

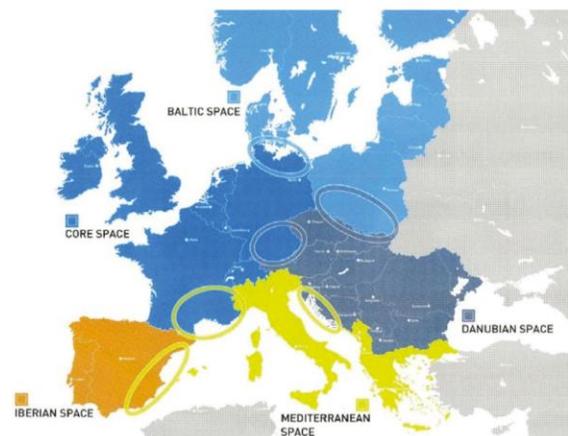




Macro-regional perspective



EU's first "Macro region"
As Eastern European countries became member states of the European Union (EU) following the Cold War, cooperation across the region once again developed. Based on common challenges and opportunities, as well as the strong tradition of intra-regional cooperation, the Baltic Sea Region (BSR) became the EU's first "macro region" in 2009.



European Macro-Regions. Image: Metrex.





- Challenges

- Baltic Sea ecological situation - eutrophication and algal blooms. There is also damage to the ecological balance due to **overfishing, land-based pollution**, rising sea temperatures, the presence of hazardous substances and other pressures.
- Climate emergency
- Regional competitiveness in a globalized, neo-liberal world (sub-sea engineering and over-fishing)

- Opportunities

- more effective co-ordination of activities (research, development etc.)
- Regional co-operation vs. regional competition
- Setting the standard of how to fight the climate emergency
- Better sea quality means more employment in maritime economy
- Closing the gap in the Nordic-Baltic axis





Macro-regional perspective



METREX - network of European metropolitan regions and areas.
Taking part in expert group Nordic-Baltic Space

Key AIMS of the Nordic-Baltic Space:

- A better understanding of long term challenges and possibilities for metropolitan and city-regions in the Nordic-Baltic Space within a macro-regional context
- To explore common spatial strategies to improve sustainable regional competitiveness
- To work together to provide a key set of scenarios and to make a Vision and framework for the participating city-regions, as well as a spatial map for the whole of the Nordic-Baltic Space

THE NORDIC-BALTIC SPACE PROJECT FOCUSES ON BRINGING EACH CITY-REGION TOGETHER WITHIN AN AGREED FRAMEWORK TO PRODUCE A COLLECTIVE APPROACH TO CITY AND REGIONAL DEVELOPMENT.





Macro-regional perspective

Joint Vision created by the Nordic-Baltic Space Expert Group.



Joint Set of Intentions

Policies for the forming of polycentric city-regions in order to achieve spatial cohesion in the Nordic-Baltic Space:

The Nordic-Baltic Space city-regions agree the following policy-options as a means of achieving its Vision 2050:

- to create polycentric city-regions that are compact, dense in structure, strong centres and based upon high-quality public rail transport networks
- aim to achieve economically vital, urban in character, dynamic and innovative city-regions working in unison
- to manage growth sustainably and aim to be carbon neutral by 2050 or earlier, and mitigate against CO2 emissions and other pollutants
- to promote transnational interconnecting rail infrastructure to ensure easier accessibility to get around the Nordic-Baltic Space, and in particular, high-speed dedicated train networks





Metropolitan meets marine – urban economic development has serious impact on the environment around it: the land, the air and the waters.

Metropolitan perspective:

- Public space (coast and the sea)
- Coastal development
- Port and maritime economy
- Climate change – storm rainwater and storm flooding
- *Biodiversity





Helsinki



Helsinki Maritime Strategy 2030

- The citizen idea search and the interest group survey carried out in spring 2018 provided a clear message: **Helsinki will become the best sea city in the world** through concrete actions, carried out jointly by the residents, entrepreneurs and the City of Helsinki.
- Three goals:
 1. Helsinki is an attractive and functional sea City
 2. Maritime services and recreational possibilities are available to everyone
 3. Helsinki treasures its sea nature





- In this case, the City of Oslo's action plan against plastic pollution in the Oslo Fjord for 2019-2020 will be presented, which describes how the City of Oslo will work to combat plastic pollution and become the country's first municipality that does not use unnecessary disposable plastic.
- The action plan consists of measures in the areas of :
 - 1) cleaning up and handling of plastic waste,
 - 2) consumption, procurement and environmental management,
 - 3) micro- and nanoplastics and
 - 4) knowledge, information and cooperation. With this action plan, the city council wants to take an even bigger responsibility in the fight against plastic pollution by showing how Oslo can lead the way in finding solutions to this environmental problem.

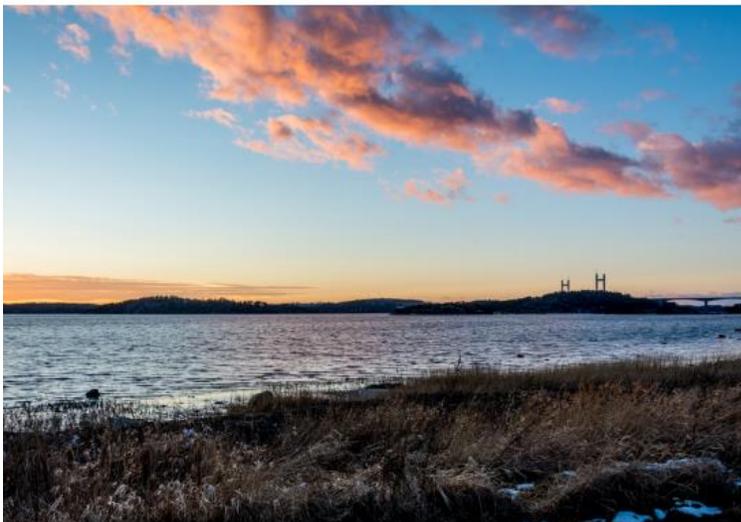




Fördjupad strukturbild för kustzonen

Överenskommelser för framtida planering
i Göteborgsregionen, Orust och Uddevalla

Oktober
2019



- "Central municipal coastal zone planning in the Gothenburg region, Orust and Uddevalla", eight coastal municipalities have jointly worked together on a basis for the development of the coastal zone, where values and resources are taken to be utilized and safeguarded in order to be used in a long-term sustainable way.

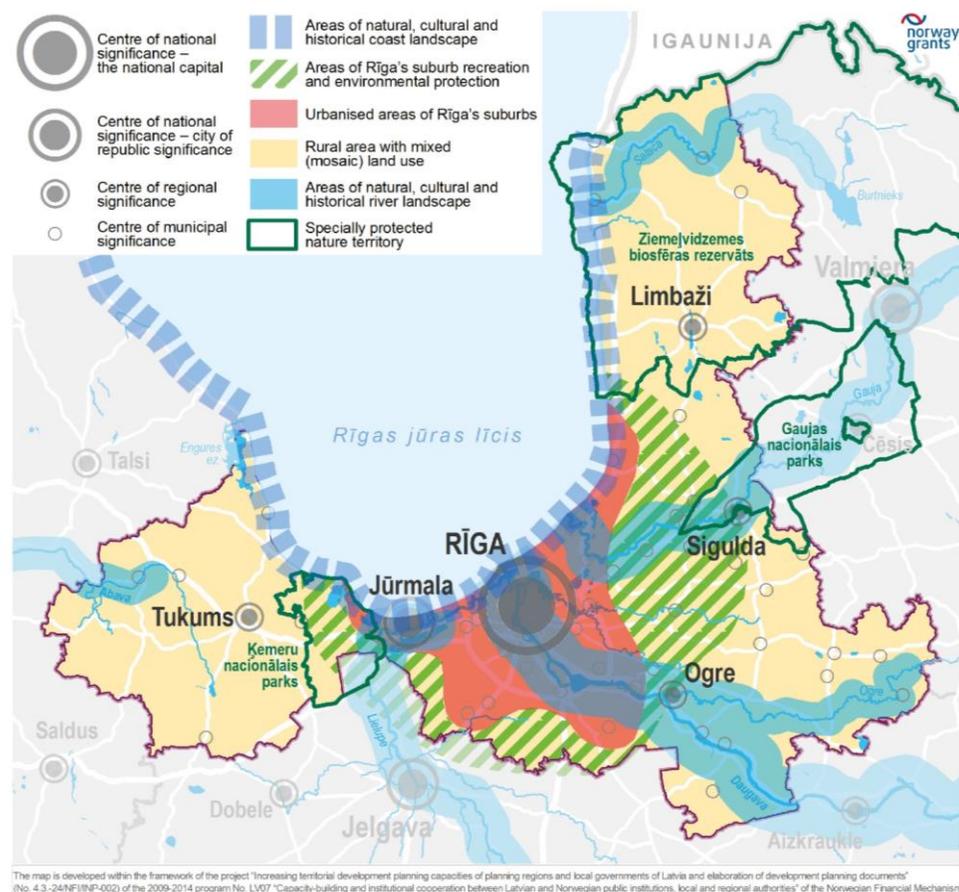
1. We agree that the archipelago community and the coastal the nature and identity of the countryside should be utilized
2. We agree to develop living communities there people can live and work all year
3. We agree to invest in sustainable maritime industries that contribute to value creation and employment in the coastal zone.
4. We agree to create an accessible and attractive archipelago and coastal zone for recreational recreation, outdoor life and tourism
5. We agree to strengthen and safeguard coastal agriculture for food production and for preserving open landscapes
6. We agree to use the sea and the coast in a long-term sustainable way that contributes to balanced ecosystems





Without specially protected natural areas, the whole natural landscape in general, which is the result of cultural landscape, natural and cultural interaction, is important. Depending on the nature and extent of economic activity, we have a rural environment that we associate with a particular area or place.

Forests that represent nearly half of the region's territory and are considered to be of national value are an important place here. Especially important, they have been in metropolitan area, where they serve as the city's "lungs" and recreation area





BSR Water project

BSR WATER
Platform on Integrated Water Cooperation

Duration:
1 October 2018 to 31 March 2021

10
Partners

19
Associated partners

Funding:
Interreg BSR Programme 2014-2020

Budget:
EUR 1,133,440.40 million

9
Countries from Baltic Sea Region

www.bsrwater.eu

- Aims to enhance continuous cross-sectoral cooperation in water management field, providing a possibility for transnational experience exchange, sharing of good practices and solutions, as well as a comprehensive overview of the current and future BSR policy contexts.
- Proposal for updating the HELCOM recommendation 23/5 “REDUCTION OF DISCHARGES FROM URBAN AREAS BY THE PROPER MANAGEMENT OF STORM WATER SYSTEMS”





Some questions for discussion

- Coastal metropolises depend on the maritime economy – how to move forward? How do ports look in 21st century?
- Urban lifestyle is impacting the coastal land use and creating extra pressure
- Different level of stakeholders – should the national government give more MSP capacities to metropolitan areas and/or cities? How can we work together with national government and port authorities?
- More integrated spatial and maritime planning on a local level?



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Thank you!

Justīne Pantelējeva
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Lessons learnt from Vigo

Workshop 5: MSP for resilient coastal metropolises

20th November 2019, Riga

Yolanda Molaes, ICSEM



Co-funded by the European Maritime and Fisheries Fund of the European Union



What does MSP for us besides general definition?

Improving quality life of people at coastal areas!!





Instruments for the sustainable development of coastal cities / regions



Global interconnected challenges related to poverty, inequality, environmental degradation, peace and justice key to achieve sustainable development



Process by which the relevant Member State's authorities analyse and organise human activities in marine areas to achieve ecological, economic and social objectives (EU COMMISSION)

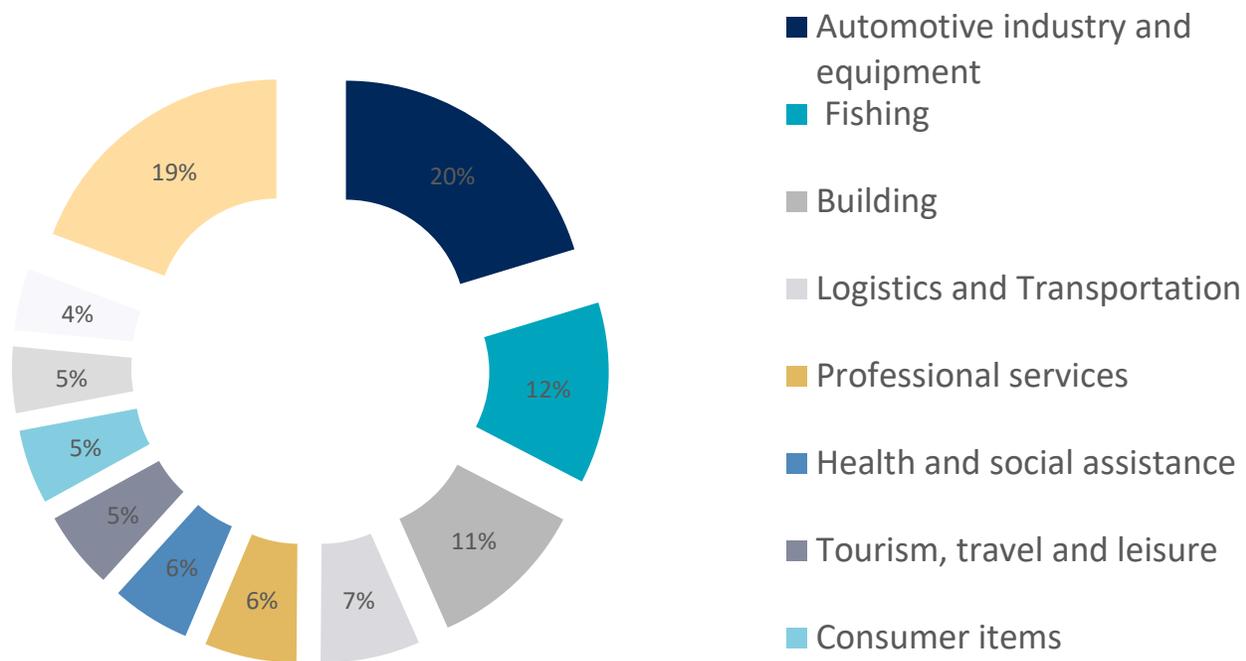


The concept of a smart, sustainable, and inclusive growth defined in the Europe 2020 Strategy: the Blue Growth strategy Implemented at Vigo!



STAKEHOLDERS – Bussines Network

GROSS ADDED VALUE BY PRODUCTIVE SYSTEM (City of Vigo, 2018)



SUBACTIVITIES THAT GENERATE A GREATER VAB in VIGO AND ITS AREA OF INFLUENCE:

- Manufacture of motor vehicles, trailers and semi-trailers
- Manufacture of components, parts and accessories
- Seafood Wholesalers
- Building construction
- Fishing
- Supermarkets and hypermarkets
- Geriatric
- Freight transport by road
- Shipbuilding (industrial and pleasure boats)



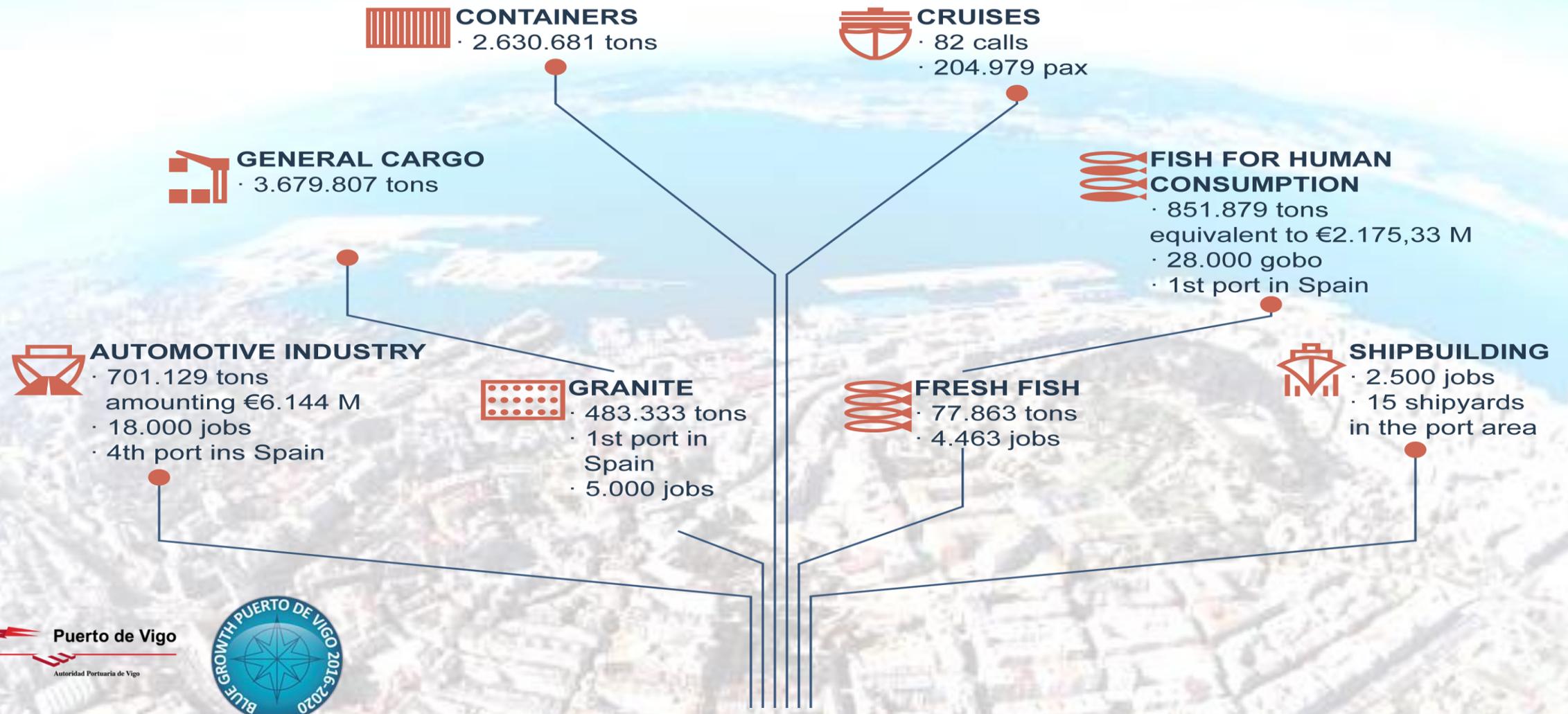


STAKEHOLDERS – innovation and knowledge ecosystem





The Port of Vigo: A socioeconomically integrated port





Port activity in the dynamization of local development potential

The economic dynamism generated at Port environments explains how their operation constitutes a piece of unquestionable value to understand local economic development

One of the main flows of goods generated or attracted in Vigo is carried out by sea.

Different activities that complement, juxtapose and interact...converge in Port environments

The coast line represents an important part of the local productive fabric, in addition to concentrating a high percentage of the regional population.

In order to take advantage of the full potential of port activities, it is essential to have a planning model that considers port-city integration as a strategic objective.





INDUSTRIAL AND BUSINESS REALITY OF THE CITY OF VIGO

- Stakeholders involvement
- Co creation process
- Conflicts are on the table
- Common objectives are defined
- Specific outputs



INTEGRATION IN BETWEEN THE CITY AND THE PORT INFRASTRUCTURE

BLUE GROWTH PORT OF VIGO 2020 OBJECTIVES



CONNECTED PORT

Through maritime and intermodal transport infrastructures, through digitized industrial and logistic processes. ICT implementation, ensuring efficient administration.



INNOVATIVE PORT

Integrated into an ecosystem of knowledge, transfer, R&D, entrepreneurship and differentiating business actions.



GREEN PORT

Protection and conservation of the maritime and coastal environment, through the responsible use of natural resources and sustainability and energy efficiency.



INCLUSIVE PORT

People-focused and involved in the creation of new jobs, with the productive cohesion of the sectors linked to the sea. Social innovation actions.





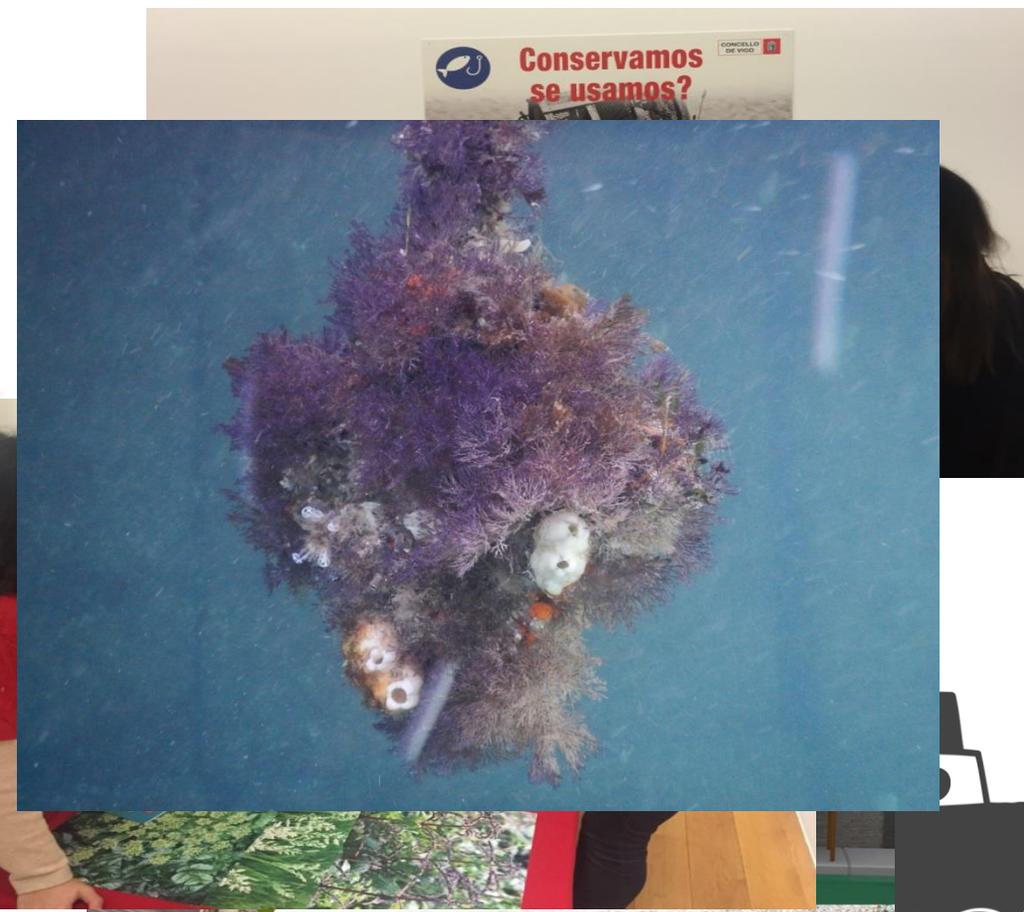
EXAMPLES OF PORT-CITY INTEGRATION PROJECTS

Awareness and dissemination actions on applied research projects to develop nature-based solutions for port sustainable development (PuertalMar):

- Sea bottom regeneration and port ecosystems
- Carbon footprint mitigation
- Port Christmas Market



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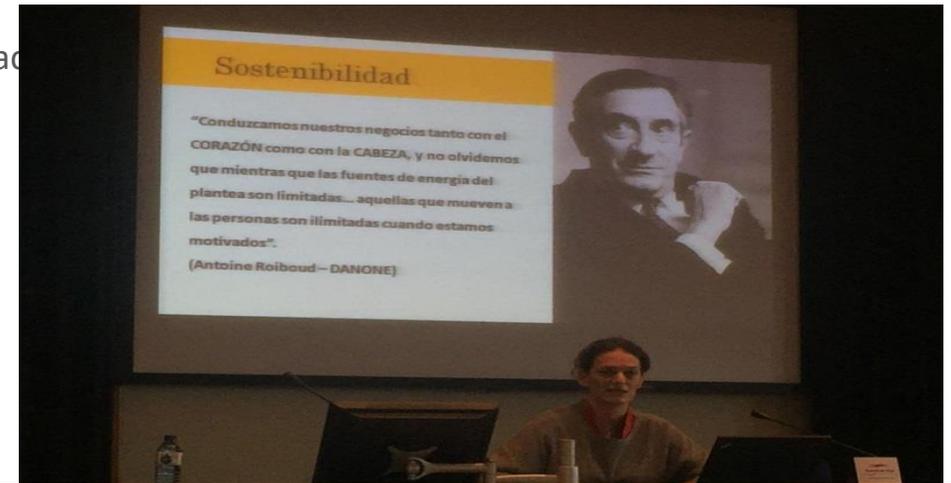




EXAMPLES OF PORT-CITY INTEGRATION PROJECTS

Public-Private Partnerships to update training curricula related to professional development of the Blue Careers (MareNet):

- Training and skill Needs Analysis and upscale
- Collaboration-cooperation between France-Ireland-Ireland (Atlantic arch) around the blue race
- Alliances between training centers and business sector around the blue economy
- Mentoring Program
- Development of entrepreneurship programs
- Course Implementation
- Proposed update of regulated education training



Blue Careers Counseling Programme.
From the Port to the City



SUSTAINABLE DEVELOPMENT GOALS

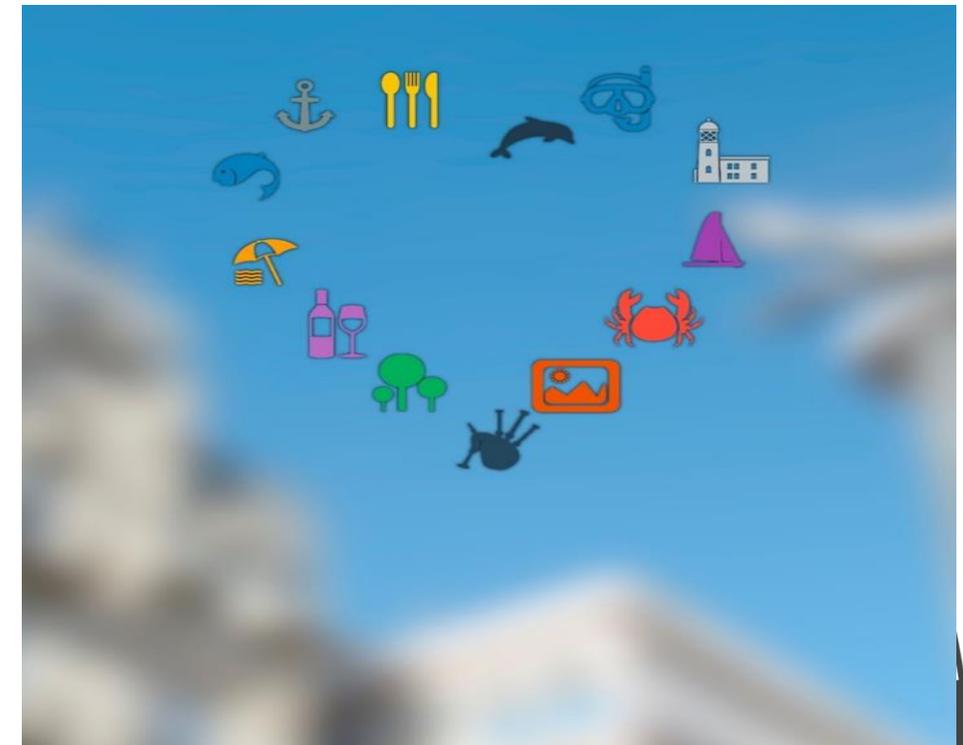




EXAMPLES OF PORT-CITY INTEGRATION PROJECTS

Public-Private Partnerships for the diversification of the tourism (Blue Growth Tourism Model) offer and definition of a sustainable tourism model linked to the culture, heritage and activity of the coast and integration of fishing-tourism in the model:

- Cultural routes City of Vigo
- Synergies with other organizations: ARIVEN
- Diversification of sectors: Winery route





EXAMPLES OF PORT-CITY INTEGRATION PROJECTS

The Vigo Sea Festival, or Vigo Seafest, is an annual occasion where the products of the sea, their cuisine, and their gastronomic culture, are celebrated. It targets the public in general in Vigo, as well as tourists and visitors, and also all the stakeholders that are tied with the fishing industries (capturing, processing, and commercializing), and the hotel business.





EXAMPLES OF PORT-CITY INTEGRATION PROJECTS

Vigomar Seafood and Gastronomic Days, is an annual occasion where the products of the sea, their cuisine, and their gastronomic culture, are celebrated. It targets the public in general in Vigo, as well as tourists and visitors, and also all the stakeholders that are tied with the fishing industries (capturing, processing, and commercialising), and the hotel business.

Organized by the Local and regional government with Port Authority of Vigo



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MSP Examples from the Red Sea and Gulf of Aden Region

Dr. Mohammed Ismail



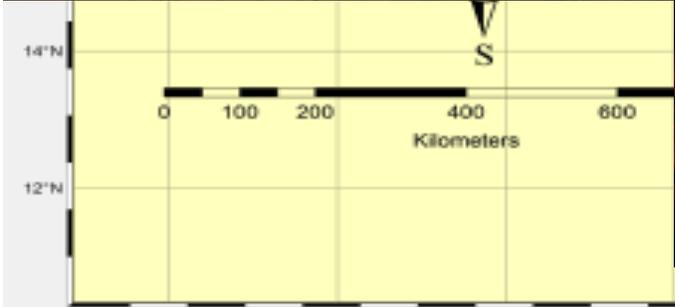
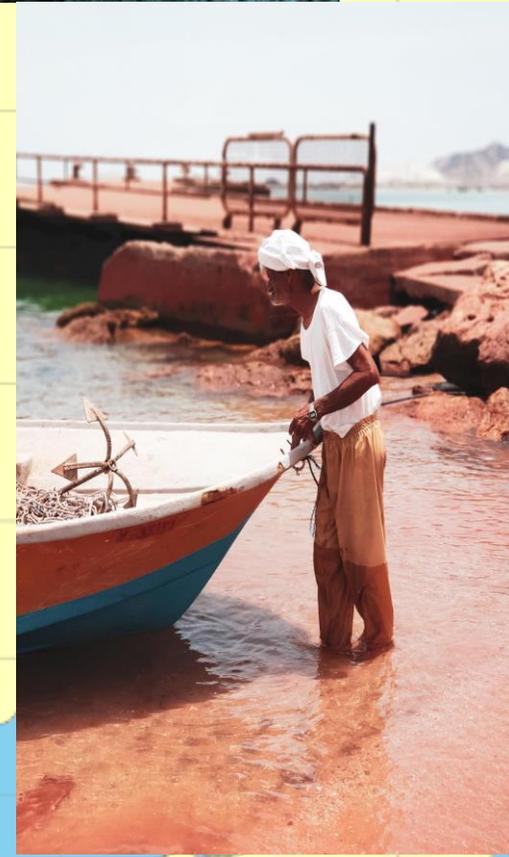
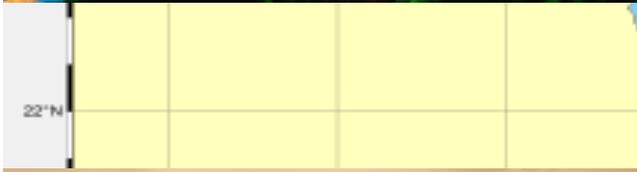
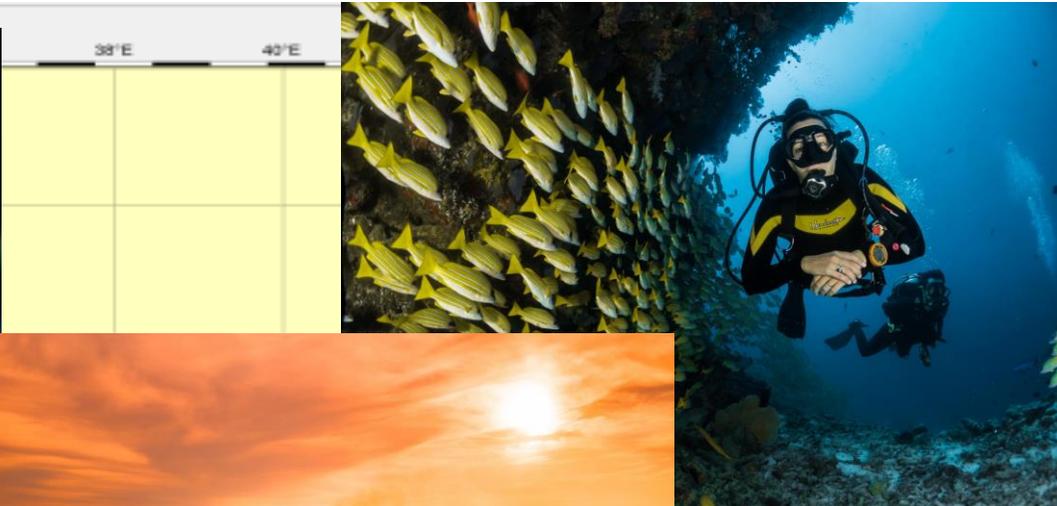
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- **PERSGA**, is an intergovernmental body dedicated to the conservation of the coastal and marine environments found in the Red Sea and Gulf of Aden.
- PERSGA's member states include: Djibouti, Egypt, Jordan, the Kingdom of Saudi Arabia, Somalia, Sudan and Yemen.



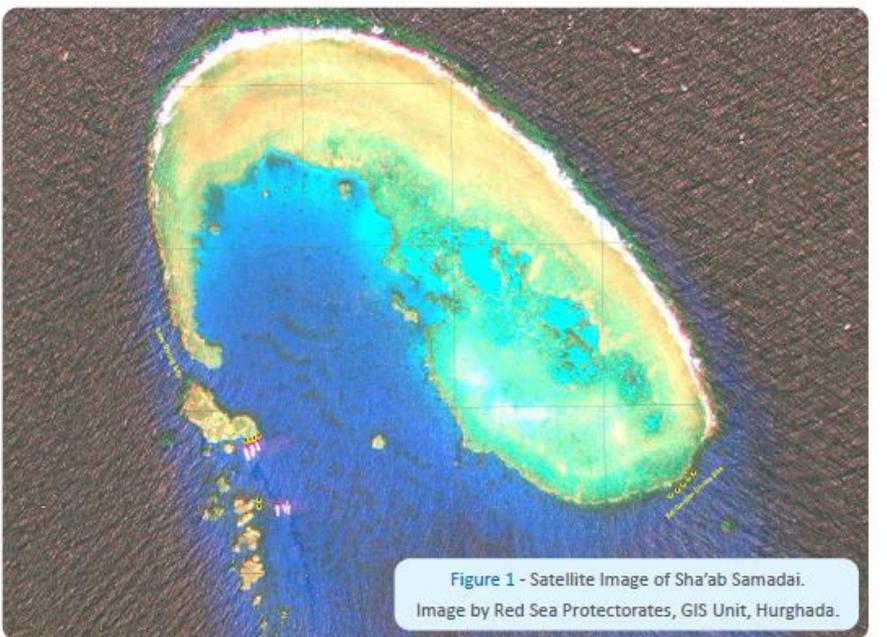
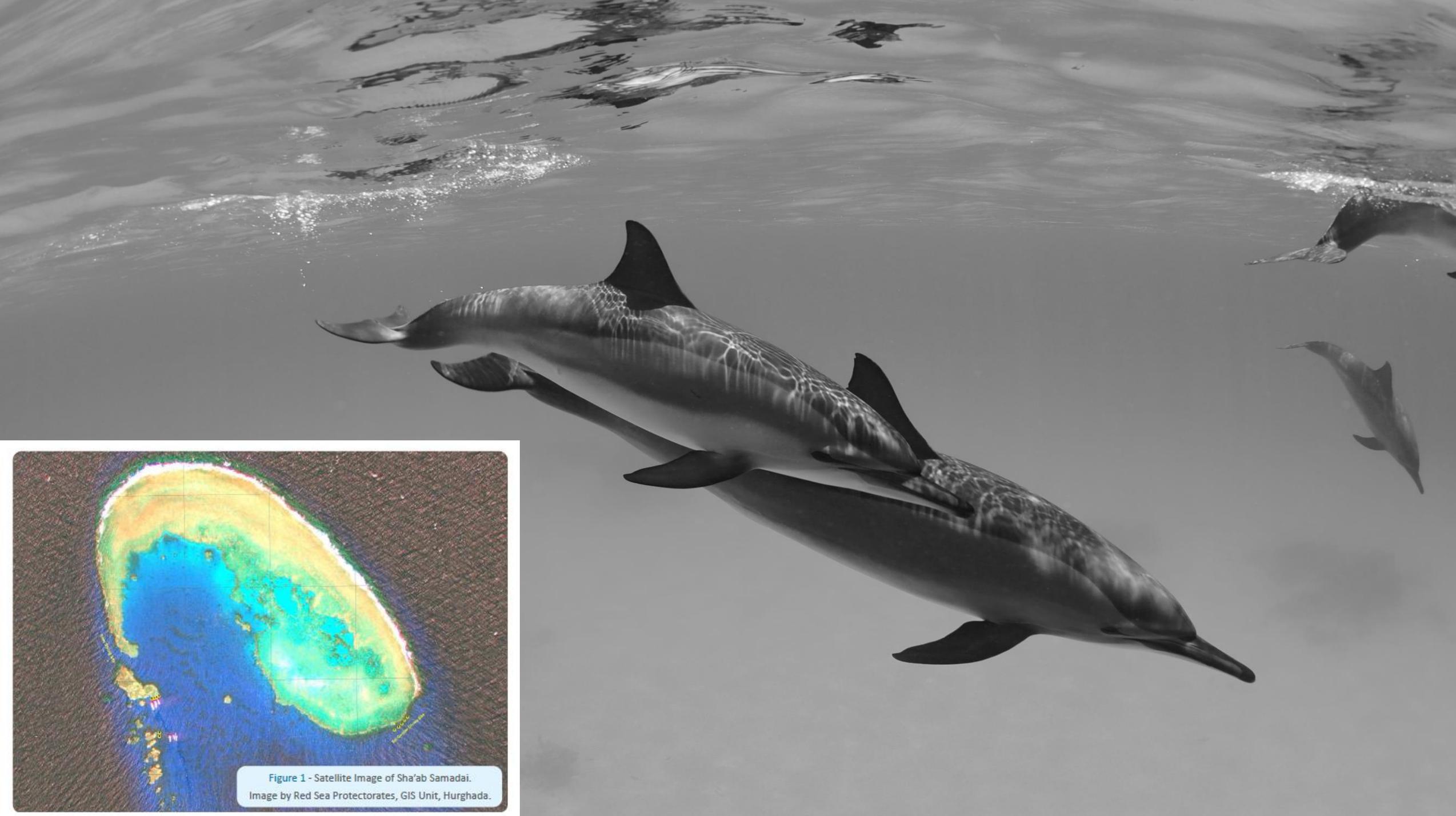


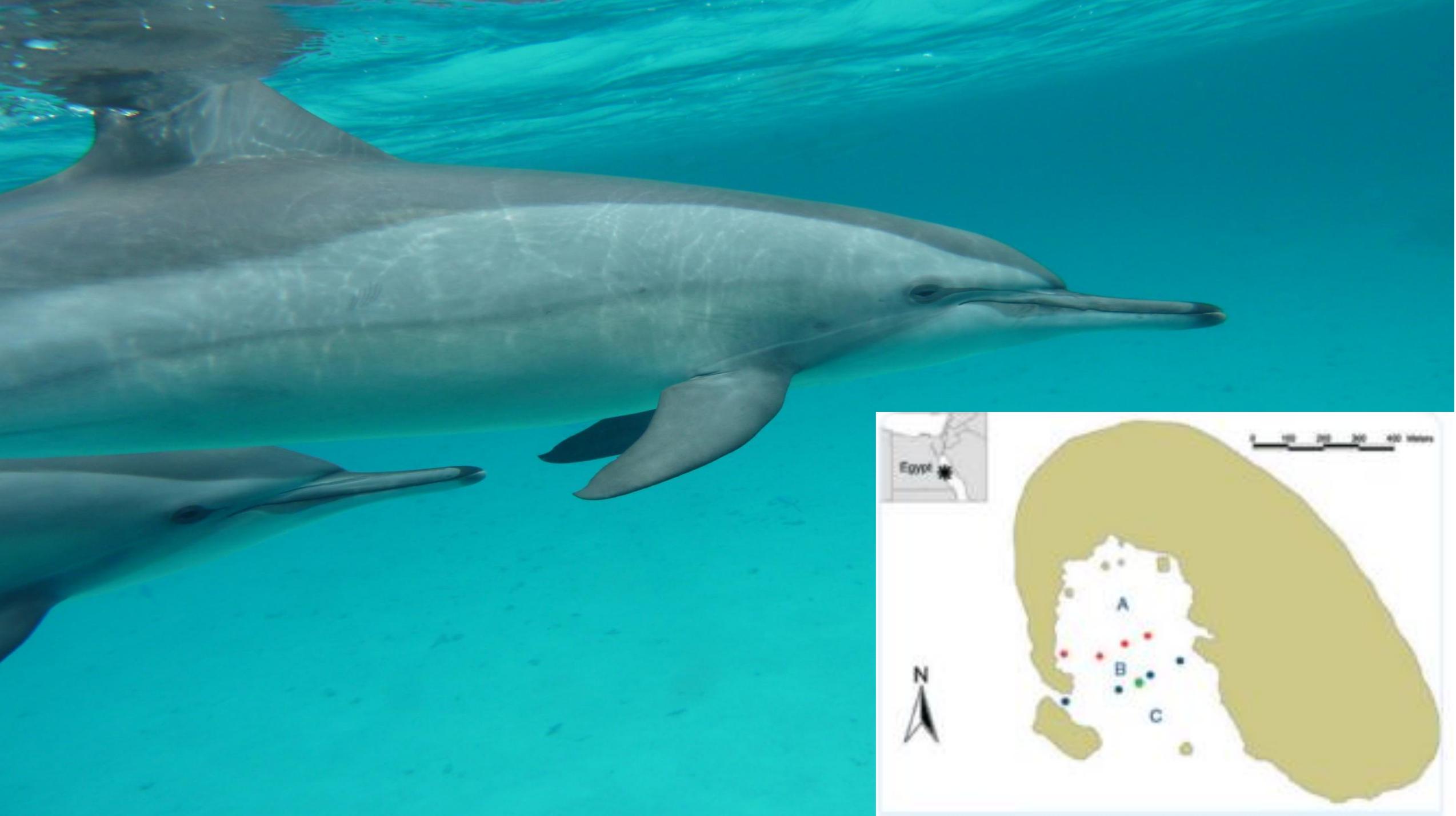




Samadi Dolphin House











Sharm El-Shiekh (Egypt)

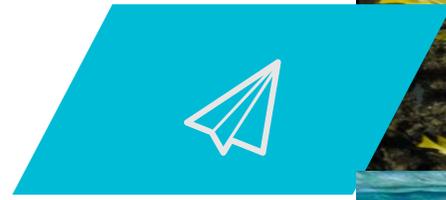


منطقة
شرم الشيخ





- 01 SCUBA DIVING
- 02 Snorkilling
- 03 Speed boats/Banana
- 04 Parasailing/surfing





Estimation of carrying capacity



Creation of sensitivity maps



Regulating Daily boats activities



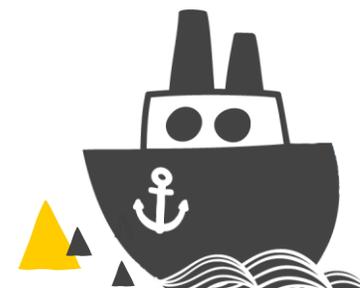
Implementation



**Creation of Zoning
and Management plan**

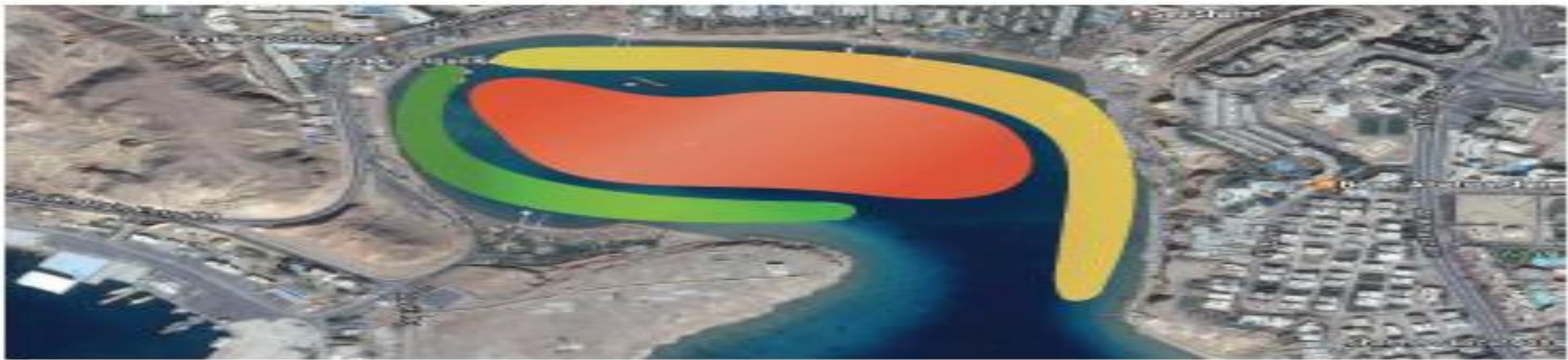


Monitoring

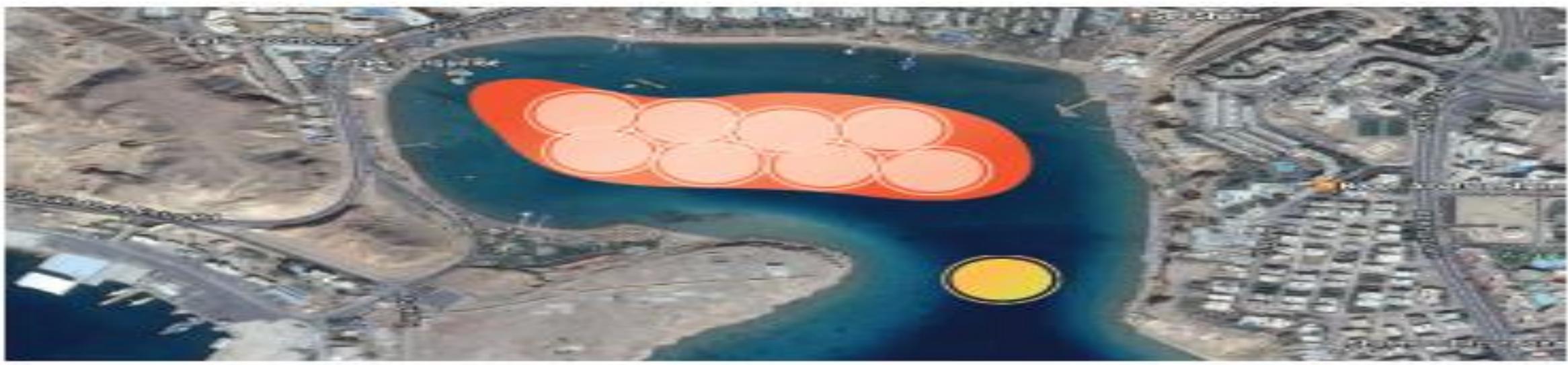


شكل تخطيطي للمناطق المختلفة المخصصة للاستخدام في

منطقة خليج هرم النيه

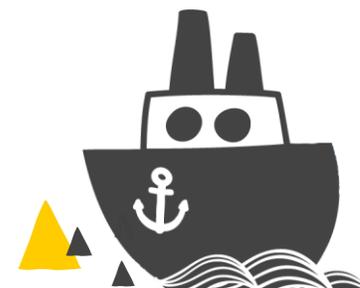


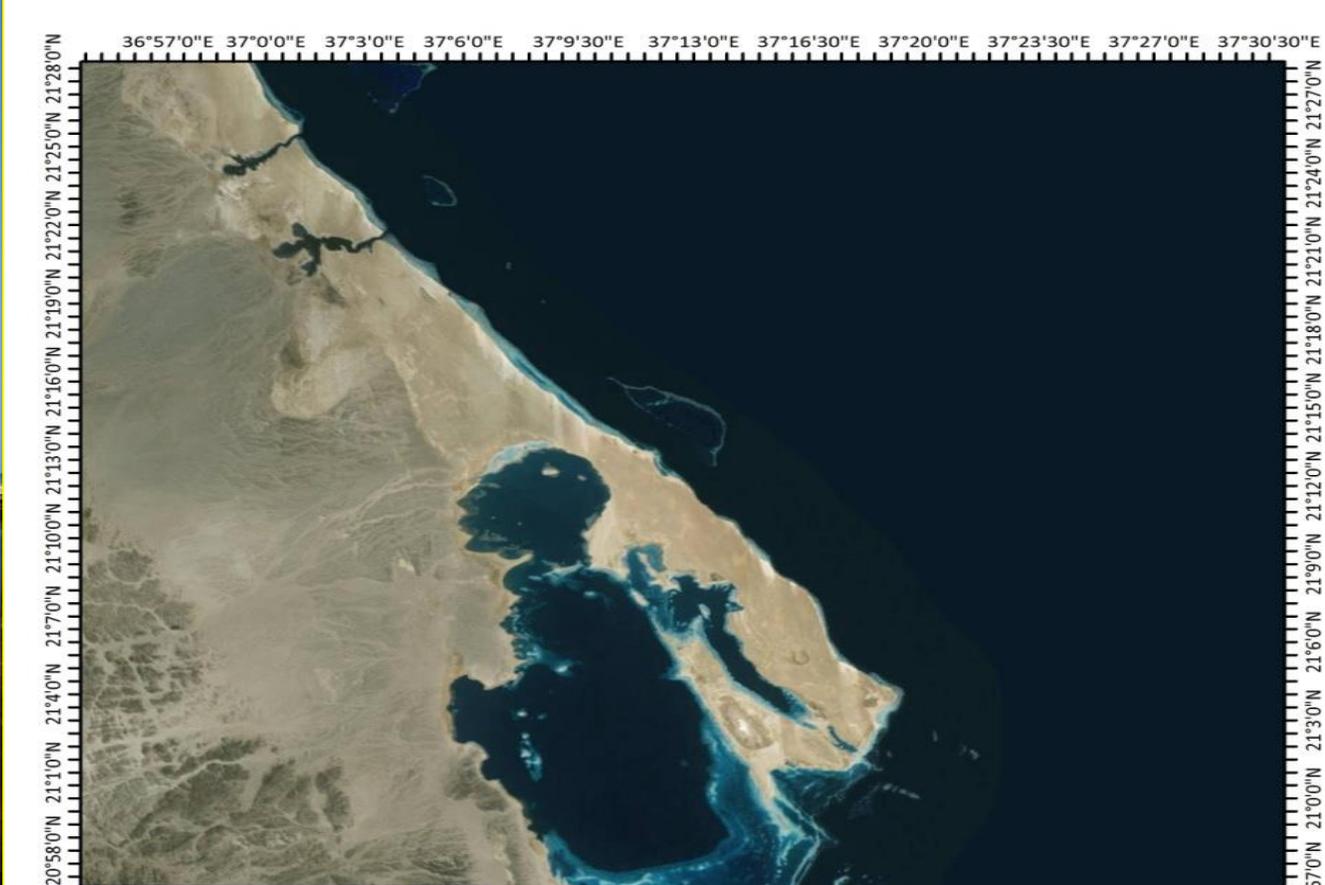
شكل تخطيطي للقدرة الاحتمالية لخليج هرم النيه من مركبات الجير





Dungonab Bay National Park Sudan







2016



the UNESCO listed DMNP & Sunganeeb Atoll as a World Natural Heritage Site,

2016

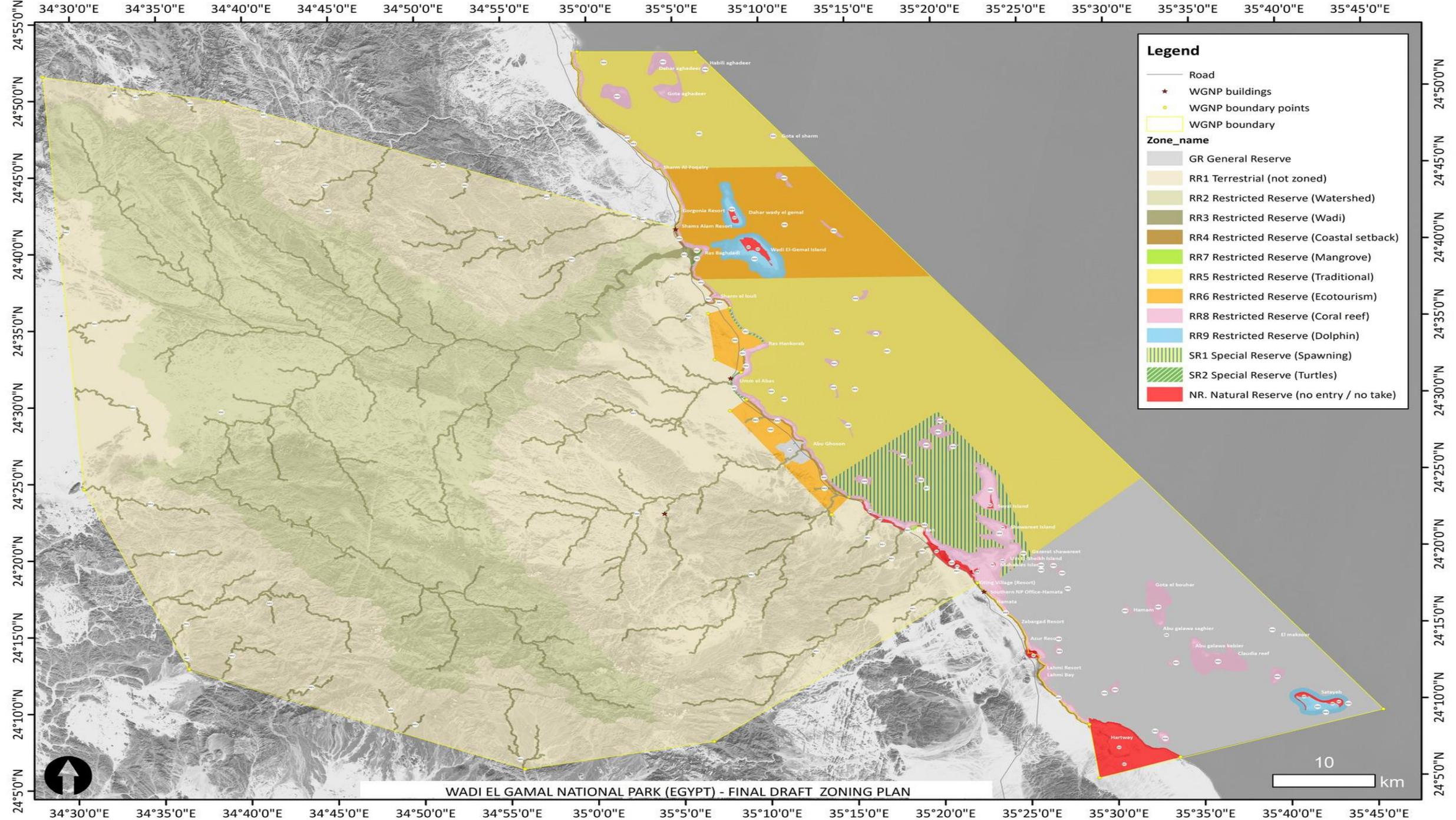


PERSGA to develop an integrated management plan .

2018



Integrated Management Plan of the inscribed WHS was delivered



Legend

- Road
- ★ WGNP buildings
- WGNP boundary points
- WGNP boundary

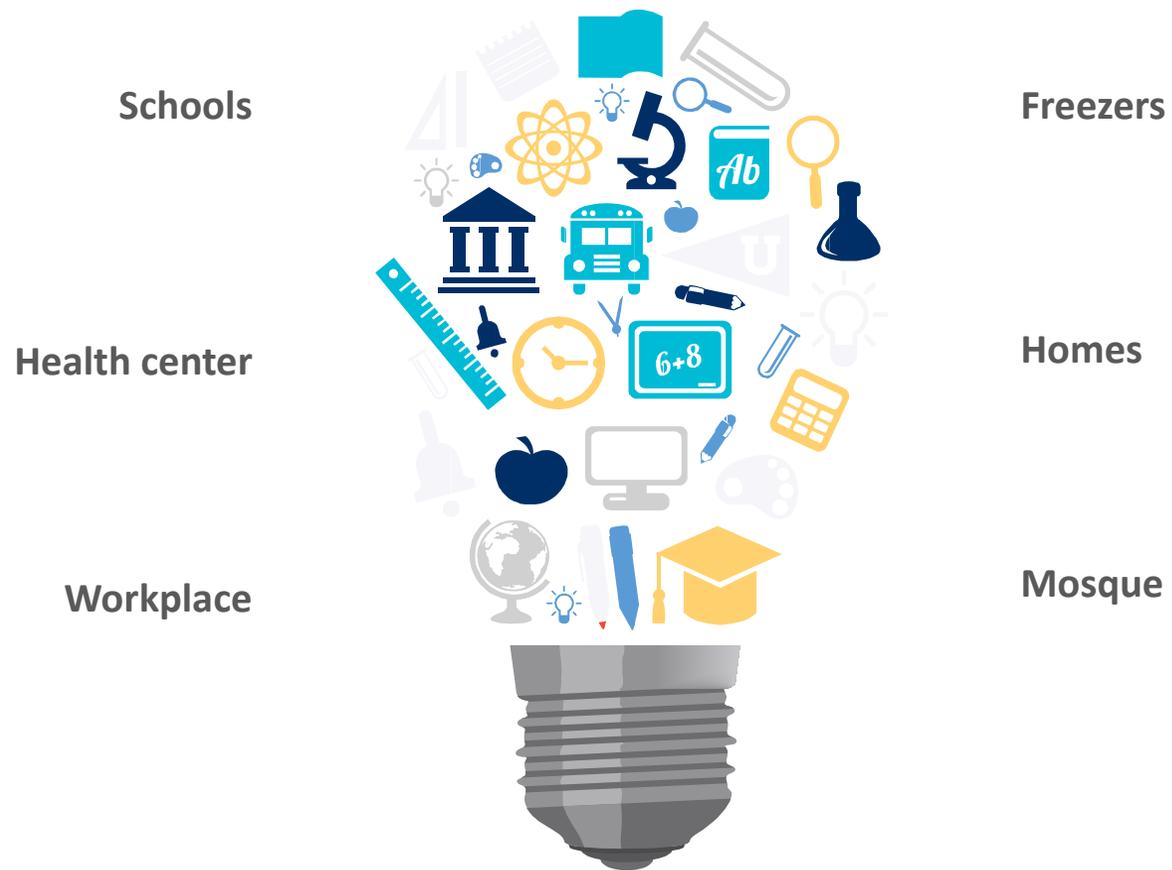
Zone_name

- GR General Reserve
- RR1 Terrestrial (not zoned)
- RR2 Restricted Reserve (Watershed)
- RR3 Restricted Reserve (Wadi)
- RR4 Restricted Reserve (Coastal setback)
- RR7 Restricted Reserve (Mangrove)
- RR5 Restricted Reserve (Traditional)
- RR6 Restricted Reserve (Ecotourism)
- RR8 Restricted Reserve (Coral reef)
- RR9 Restricted Reserve (Dolphin)
- SR1 Special Reserve (Spawning)
- SR2 Special Reserve (Turtles)
- NR. Natural Reserve (no entry / no take)

WADI EL GAMAL NATIONAL PARK (EGYPT) - FINAL DRAFT ZONING PLAN

10 km





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