

	<b>Albania</b>	1. Environment, Forestry and Water Administration 2. Public Affairs, Transport and Telecommunication	State Local	National ICZM Strategy (under preparation)	No
	<b>Montenegro</b>		State Local	Law on Maritime Domain, National ICZM Strategy	Yes, but not influential on decision making except for ports.
	<b>Bosnia &amp; Herzegovina</b>	Neretva Cantonal Ministry for Civil Engineering and Physical Planning	State Canton	No	No
	<b>Croatia</b>	7-8 Different Ministries	State Local	Governmental Regulation on Development and Protection of Coastal Protected Area	No, maritime activities co-ordinated by different sectors
	<b>Slovenia</b>	Ministry of Environment and Spatial Planning	State Inter-local Local	Conception of Spatial Development of South Primorska	Yes- optional for state authorities
	<b>Italy/Emilia-Romagna</b>	Some different Ministries	State Region Local	Regional Coastal Plan	Sectoral plans
<b>Responsible Ministry for Coastal Planning</b>					
<b>Planning Level Responsible for Coastal Planning</b>					
<b>Basis for ICZM</b>					
<b>Marine Planning</b>					



"Adriatic – a place of outstanding natural beauty..."



PlanCoast (2006-2008) is an INTERREG IIIB NP CADSES Project with the aim to develop the tools and capacities for an effective integrated planning in coastal zones and marine areas in the Baltic, Adriatic and Black Sea regions.

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## Spatial Planning Systems in the Adriatic

As a PlanCoast partner, PAP/RAC is introducing a completely new field of spatial planning in the framework of Integrated Coastal Zone Management (ICZM), i.e. Marine Spatial Planning (MSP), which is promoted by the EU through its Integrated Maritime Policy. This is undoubtedly an emerging issue in many countries due to the increasing demands for the use of the marine space such as maritime traffic, aquaculture, ports, fishing, energy, transports in general, recreation, nature protection, military activities, etc.



This project is co-funded by the European Union.



The Adriatic Sea is the part of the Mediterranean Sea separating the Apennine peninsula from the Balkan peninsula. The Western Adriatic belongs to Italy while the Eastern coast runs along Slovenia, Croatia, Bosnia and Herzegovina, Montenegro and Albania.

The Adriatic Sea is in many ways one of the most valuable inland seas of the world. A place of outstanding natural beauty, attracting millions of tourists a year, a desirable place to live and work for migrants from other regions and a busy economic centre. All this results in a very crowded space, both on the land but also increasingly on the water. Off-shore uses such as transports, energy generation, aquaculture and nature protection are expanding.

From a transnational perspective it is obvious that it is only a matter of time when space conflicts in the Adriatic Sea will escalate to the point when major conflicts are inevitable. In particular it is the economic development through energy extraction, commercial maritime traffic and aquaculture which collides with the sustainable vision of the region as a naturally intact tourist destination.

Currently, the legal framework related to spatial planning and marine spatial planning in particular vary to a great extent among Adriatic countries. Long-term sustainable development intentions and a holistic approach are incorporated at least nominally, in quite a number of national laws, strategies and other documents. Problems appear in practice – in proper coordination of various administrative bodies, the integration of land and sea policies and in the participation of stakeholders.

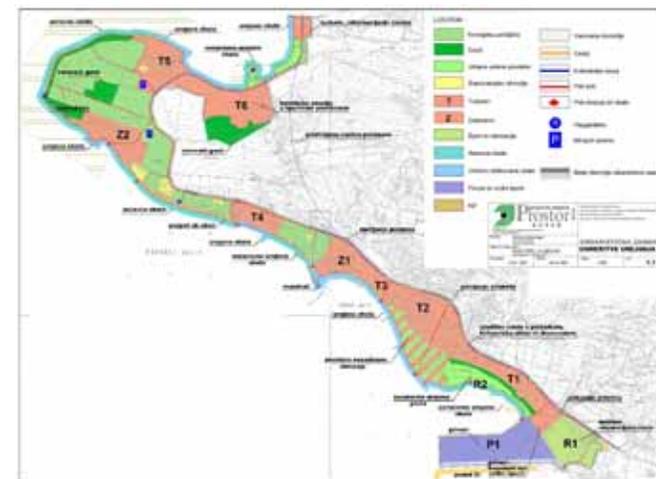
In countries like Italy and Slovenia, the *ius communis* of the EU has inspired steps towards integrated planning approaches. Italian coastal regions develop integrated Coastal Action Plans for safeguarding the sustainable coastal and marine development. Slovenia is the only country of the region which has introduced a legal possibility of marine spatial planning.

Albania, Bosnia and Herzegovina, Croatia and Montenegro are among those countries in transition which are endowed with valuable coastal resources but not yet enough restrictive mechanisms for their safeguarding. The terrestrial spatial planning systems are currently undergoing changes to adapt to new political and economic conditions. This transformation time could however be also seen as a chance to introduce new instruments and approaches, in particular the ICZM and MSP.

*Major Issues in the Aquatic and Terrestrial Zones of Adriatic, the Pressure They Exert and the Urgency They Carry*

	AL	BIH	HR	I	MNG	SLO	
Aquatic Zones	Urbanisation/Littoralisation	+	+++	+++	+++	+++	+++
	Tourism		++	+++	+++	++	++
	Infrastructure	++	++	+	++	+++	++
	Fresh water management	+	+	+	++	+	++
	Agriculture	++	++	+	++	+	
	Nature protection	+++	+	+++	+++	+	++
	Landscape	+	+++	+++	++	+++	++
	Erosion	+++			++		
Terrestrial Zones	Nautical tourism			++	+	+++	+
	Maritime Transport			+	+++	+	+++
	Fishery	++	+	++	++		+
	Mariculture		+	++	++	+	++
	Water quality	+++	+++	+	+++	+	+
	Energy generation			+++	+++		+++
	Military uses						

+ = Low, ++ = Medium, +++ = High



Section from the Spatial plan of the Municipality of Koper, Slovenia



Sources of Pollution in the Wider Coastal Area of BiH



Coastal Zone Management Plan of Albania