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| IALA RECOMMENDATION |

Document reference

Involvement of maritime authority in MSP

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Document date

Revisions to this IALA document are to be noted in the table prior to the issue of a revised document.

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| Date | Page / Section Revised | Requirement for Revision |
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# ACRONYMS

To assist in the use of this Recommendation, the following acronyms have been used:

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| MSP | Marine Spatial Planning. Also Maritime Spatial Planning. Note: also Maritime Services Portfolio |
| AtoN | Aids to Navigation |
| UNESCO | United Nations Educational Scientific and Cultural Organisation |
| IWRAP | IALA Waterway Risk Assessment Program |
| PAWSA | Port And Waterways Safety Assessment |
| ISTAR | IALA Simplified Tool for Assessing Risk |
| IMO | International Maritime Organisation |
| GIS | Geographic Information System |
| MSDI | Maritime Spatial Data Infrastructure |
| FSA | Formal Safety Assessment |

# introduction

The main purpose of MSP is to achieve a balanced approach towards navigational safety, environmental protection, economic effects and communication (information management).

# msp involvement

It is recommended that early preparation and planning takes place to ensure that safety at sea and navigation requirements are adequately addressed. Therefore, maritime authorities should be proactive in the development of MSP rather than reactive. As there are many different interests involved in MSP it is important that all maritime authorities, especially the AtoN authority, are involved in an early stage and are prepared to contribute to the planning process. These authorities should therefore have the necessary data available and have a clear understanding of the risks involved. It is equally important that the MSP leading authority is aware of the maritime concerns, needs and risks.

IALA Guideline on Navigational Safety in MSP provides information for the Maritime or AtoN Authority on how to be prepared to fill in his role in the MSP process.

## sources and references

The Guideline lists a number of important reference documents that describe the basis of the MSP process. It is considered essential that the maritime authority is familiar with those documents. Furthermore, the Guideline refers to sources that provide additional information on specific topics, rather than reproducing them.

The Guideline builds upon the 10-step description of the MSP process as laid out in the UNESCO paper [Unesco, 2009: Marine Spatial Planning, a step-by-step approach toward Ecosystem-based planning], reproduced in figure 1. For each step the responsibility and contribution to the MSP process by the nautical authority is highlighted.



## Data

The ability to exchange data between all parties involved in the planning process is vital. The maritime authority has a responsibility for data on ship traffic densities, routes, accidents, expected growth (of density and/or ship sizes), intended routeing measures, etc.

## Tools

Maritime Spatial Data Infrastructure (MSDI)

An MSDI supports the acquisition, storage, retrieval and presentation of the relevant maritime data. Essential is however that the gathering and administration of data is adequately organised.

Geographical Information System (GIS)

The tool to organise, combine and present data with a geographical component is GIS. Recognising that the interpretation of large datasets is hardly possible without it, an MSP authority is bound to use a GIS for spatial planning. The maritime data should be provided in such a way that it may easily be imported into the GIS.

Risk Management Toolbox

The IALA Risk Management Toolbox is described in IALA Guideline on Risk Management. Assessing maritime risks pertaining to a spatial plan can be done according to the IMO Formal Safety Assessment (FSA) procedure. The IALA risk assessment tools (IWRAP, PAWSA, ISTAR), and simulation can be used in the process.

## mitigating measures

Following the outcome of the risk assessment, the maritime authority contributes by specifying which risk mitigating measures may be taken to reduce risks to an acceptable level. This could include routeing measures or enlarging the safety distance of a wind farm to a shipping route. Harmonisation of those distances between adjacent countries is desirable. Spatial demands for different functions are listed in the Guideline.

1. EXAMPLE ANNEX
2. Annex Heading 1
   1. ANNEX Heading 2
      1. Annex Heading 3
         1. Annex Heading3

THE COUNCIL

**NOTING** that offshore space has become increasingly valuable, with different uses competing,

**NOTING ALSO** thataMarine Spatial Planning approach is becoming more common,

**NOTING FURTHER** that it is important that preparation takes place at an early stage to ensure that safety at sea and navigation requirements are adequately addressed,

**RECOGNISING** that the Marine Spatial Planning process is in itself covered by a range of other documents,

**RECOGNISING ALSO** that a maritime authority usually is not the MSP leading authority,

**RECOGNISING FURTHER** that it may be considered useful for an MSP leading authority to take notice of the Guideline also,

**RECOMMENDS** that IALA members and authorities

* Ensure that they are involved in an early stage and are prepared to contribute to the planning process;
* Have the necessary data available in a format fit for use in a GIS;
* Take notice of
* The Guideline;
* Other relevant documentation available on Marine Spatial Planning as referenced in the Guideline;
* Policy on, e.g., safety distances in adjacent countries.
* Take into account that the MSP must be monitored and revised taking into account changing requirements and developments;
* Provide the expertise to perform a maritime risk assessment and to design risk mitigating measures.