

IALA RECOMMENDATION

R1010

THE INVOLVEMENT OF MARITIME AUTHORITIES IN MARINE SPATIAL PLANNING (MSP)

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THE IALA COUNCIL

RECALLING:

- 1 The function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment.
- 2 Article 8 of the IALA Constitution regarding the authority, duties and functions of the Council.

NOTING:

- 1 That offshore space has become increasingly valuable, with different uses competing.
- 2 That a Marine Spatial Planning (MSP) approach is becoming more common.
- 3 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:

- 1 That the Marine Spatial Planning process is covered by a range of other documents.
- 2 That a maritime authority is not usually the MSP leading authority.
- 3 That it may be considered useful for an MSP leading authority to take notice of the Guideline also.

CONSIDERING:

- 1 The proposals of the IALA Aids to Navigation Requirements and Management Committee.
- 2 That it is important that preparation takes place at an early stage to ensure that safety at sea and navigation requirements are adequately addressed.

ADOPTS the principles relating to the involvement of a maritime authority in MSP, as set out in this Recommendation, its Annex and IALA Guideline 1921 on Navigational Safety within MSP,

INVITES Members and marine aids to navigation authorities worldwide to implement the provisions of the Recommendation,

RECOMMENDS that a maritime authority involved in MSP:

- 1 Is engaged at an early stage and are prepared to contribute to the planning process.
- 2 Has the necessary data available in a format fit for use in a GIS.
- 3 Takes notice of:
 - a IALA Guideline 1xxx on Navigational Safety within MSP.
 - b Other relevant documentation available on MSP as referenced in the Guideline.
 - c Policy on, for instance, safety distances in adjacent countries.
- 4 Considers that the MSP must be monitored and revised, taking into account changing requirements and developments.

- 5 Provides the expertise to perform a maritime risk assessment and to design risk mitigating measures.

REQUESTS the IALA Aids to Navigation Requirements and Management Committee or such other committee as the Council may direct to keep the Recommendation under review and to propose amendments as necessary.

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ANNEX

TO

IALA RECOMMENDATION R1010

ON

THE INVOLVEMENT OF MARITIME AUTHORITIES IN MARINE SPATIAL PLANNING (MSP)

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1 INTRODUCTION

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

2 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 authority on how to be prepared to fill in his role in the MSP process.

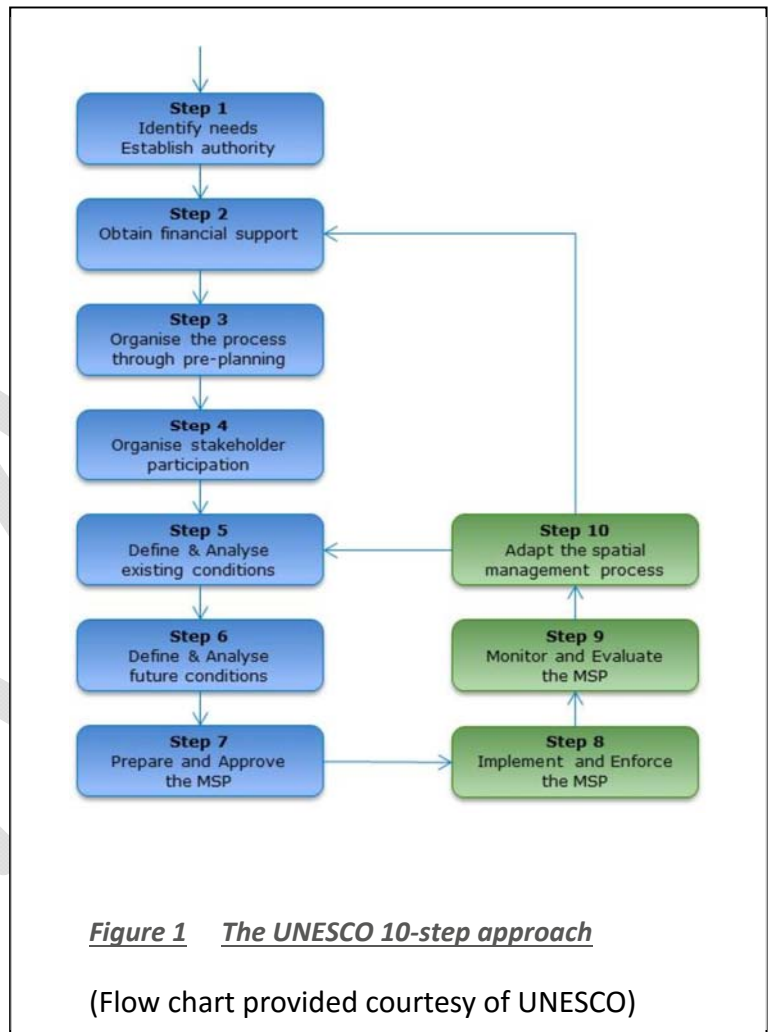
2.1 SOURCES AND REFERENCES

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.

2.2 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 routing measures, etc.



2.3 TOOLS

Maritime Spatial Data Infrastructure (MSDI)

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

2.4 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.

2.5 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, and simulation can be used in the process.

2.6 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. For example, this could include routing 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.

3 DEFINITIONS

The definitions of terms used in this IALA Recommendation can be found in the International Dictionary of Marine Aids to Navigation (IALA Dictionary) at <http://www.iala-aism.org/wiki/dictionary> and were checked as correct at the time of going to print. Where conflict arises, the IALA Dictionary should be considered as the authoritative source of definitions used in IALA documents.

4 ACRONYMS

FSA	Formal Safety Assessment
GIS	Geographic Information System
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities - AISM
IMO	International Maritime Organization (Acronym style)
MSDI	Maritime Spatial Data Infrastructure
MSP	Marine Spatial Planning
UNESCO	United Nations Educational, Scientific and Cultural Organization