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| IALA Recommendation |

O-???

The involvement of maritime authoritIES in MSP

Edition 1.0

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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THE IALA COUNCIL

**RECALLING** Article 8 of the IALA Constitution regarding the authority, duties and functions of the Council,

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

**NOTING ALSO** thataMarine Spatial Planning (MSP) 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 covered by a range of other documents,

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

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

**HAVING CONSIDERED** the advice of the Aids to Navigation Requirements and Management Committee provided to Council at its 64th Session,

**RECOMMENDS** that a maritime authority involved in MSP:

1. Ensure that they are involved at an early stage and are prepared to contribute to the planning process.
2. Have the necessary data available in a format fit for use in a GIS.
3. Take notice of:
   1. IALA Guideline 1xxx on Navigational Safety within MSP.
   2. Other relevant documentation available on Marine Spatial Planning as referenced in the Guideline.
   3. Policy on, for instance, safety distances in adjacent countries.
4. Take into account that the MSP must be monitored and revised taking into account changing requirements and developments.
5. Provide the expertise to perform a maritime risk assessment and to design risk mitigating measures.

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

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

**REQUESTS** the Aids to Navigation Requirements and Management Committee to keep the Recommendation under review and to propose amendments as necessary.

**REVOKES** *[Recommendation O-132 Xxx and Guideline Zzz 2004 Revision 3.2].*

1. ???
2. INTRODUCTION

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

1. 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.

* 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.

* 1. 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.

* 1. 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.

1. The UNESCO 10-step approach (Flow chart provided courtesy of UNESCO).
   1. 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.

* 1. 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.