



## South Europe at the crossroads

Are we making the right decisions  
about accessibility investments for the future?

## Learning from ESaTDOR-Some issues for policy makers

Professor David Shaw – University of Liverpool



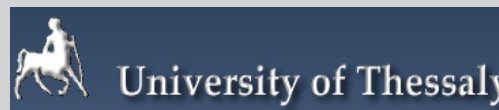
# Structure of the Presentation

The growing importance of the seas in the territorial cohesion debate

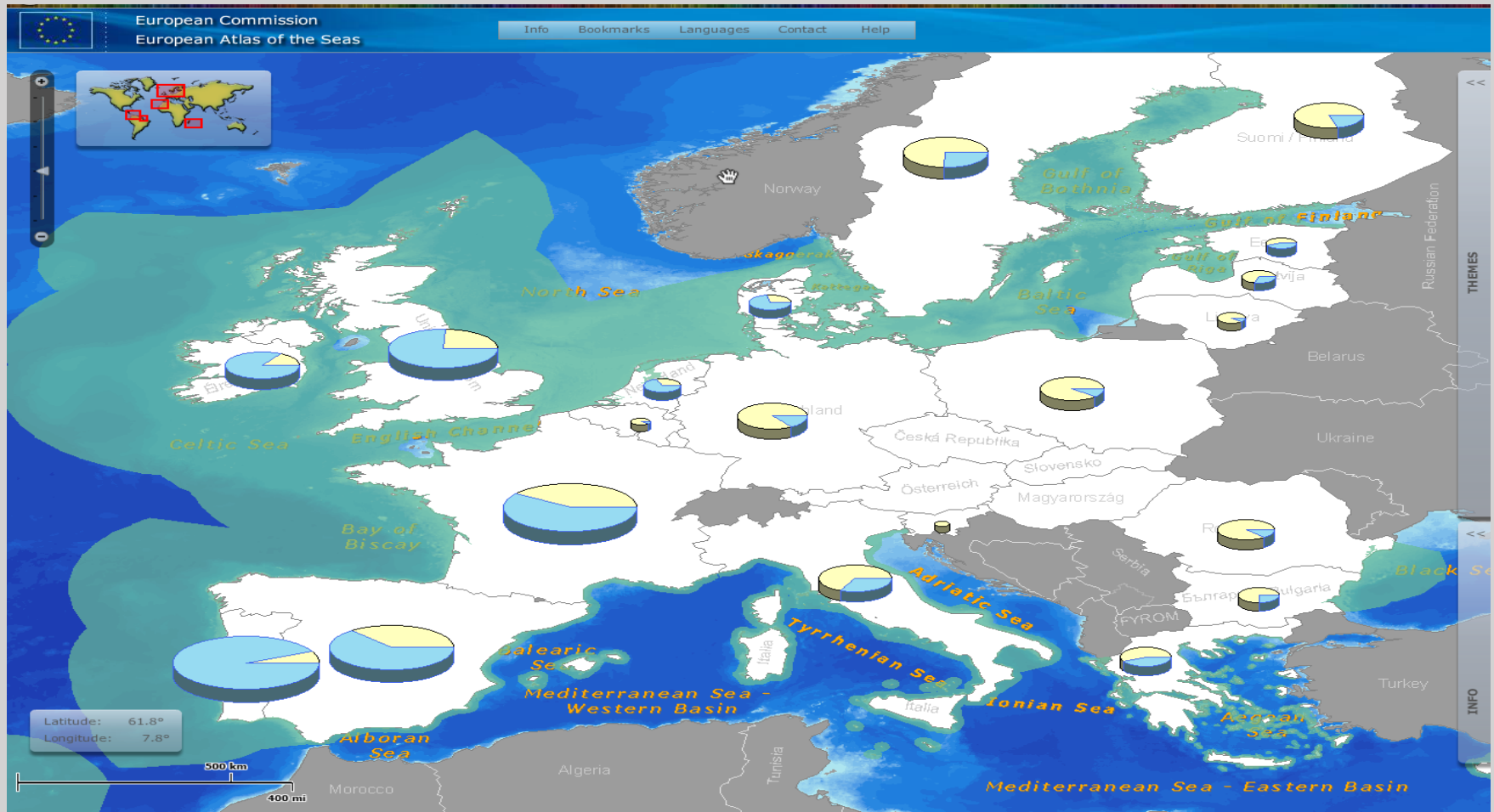
ESPON stepping into the sea

European Seas and Territorial Development Opportunities and Risks (ESTaDOR)

Internal Risks and Opportunities

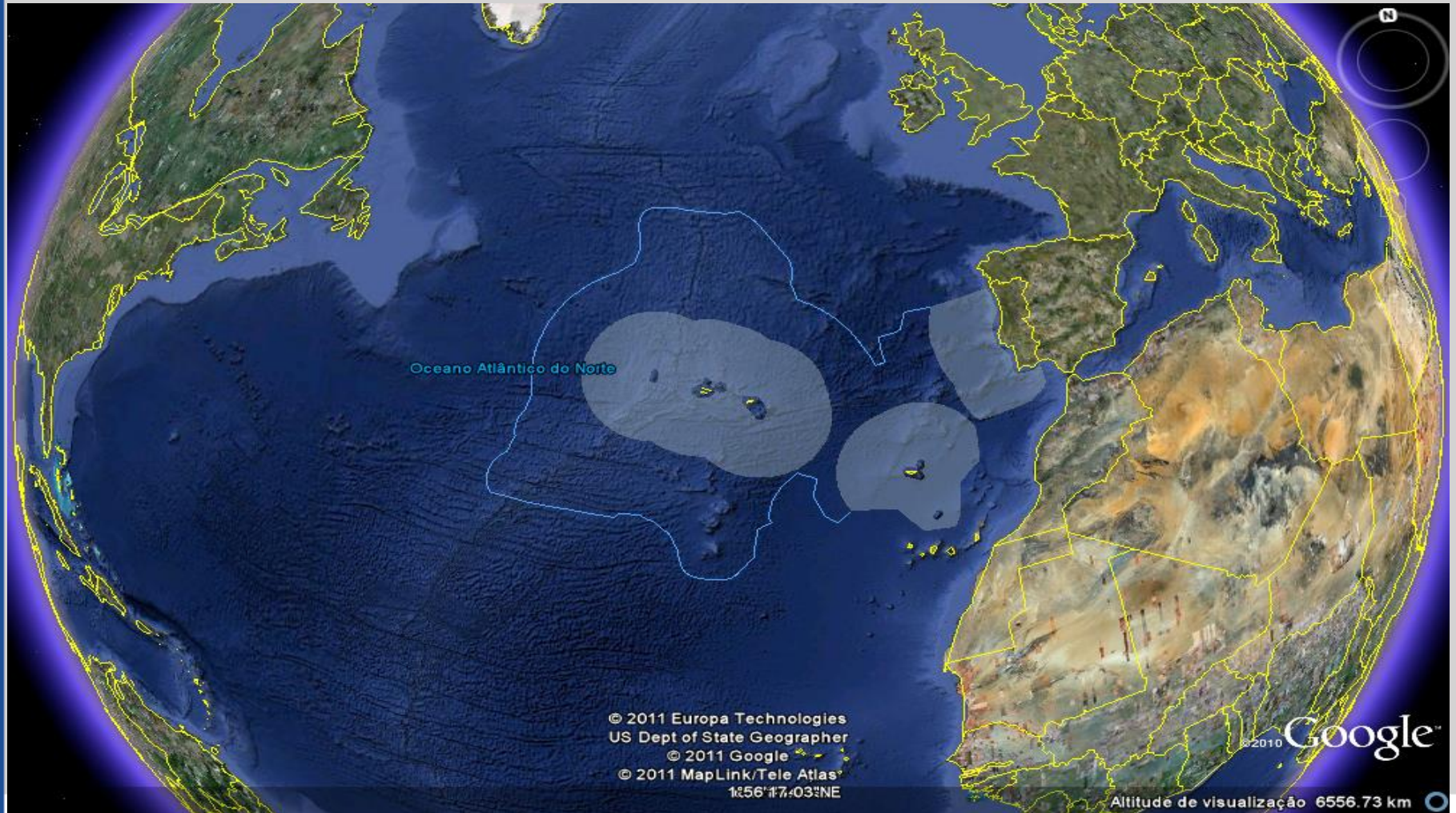


# Politics of the Sea





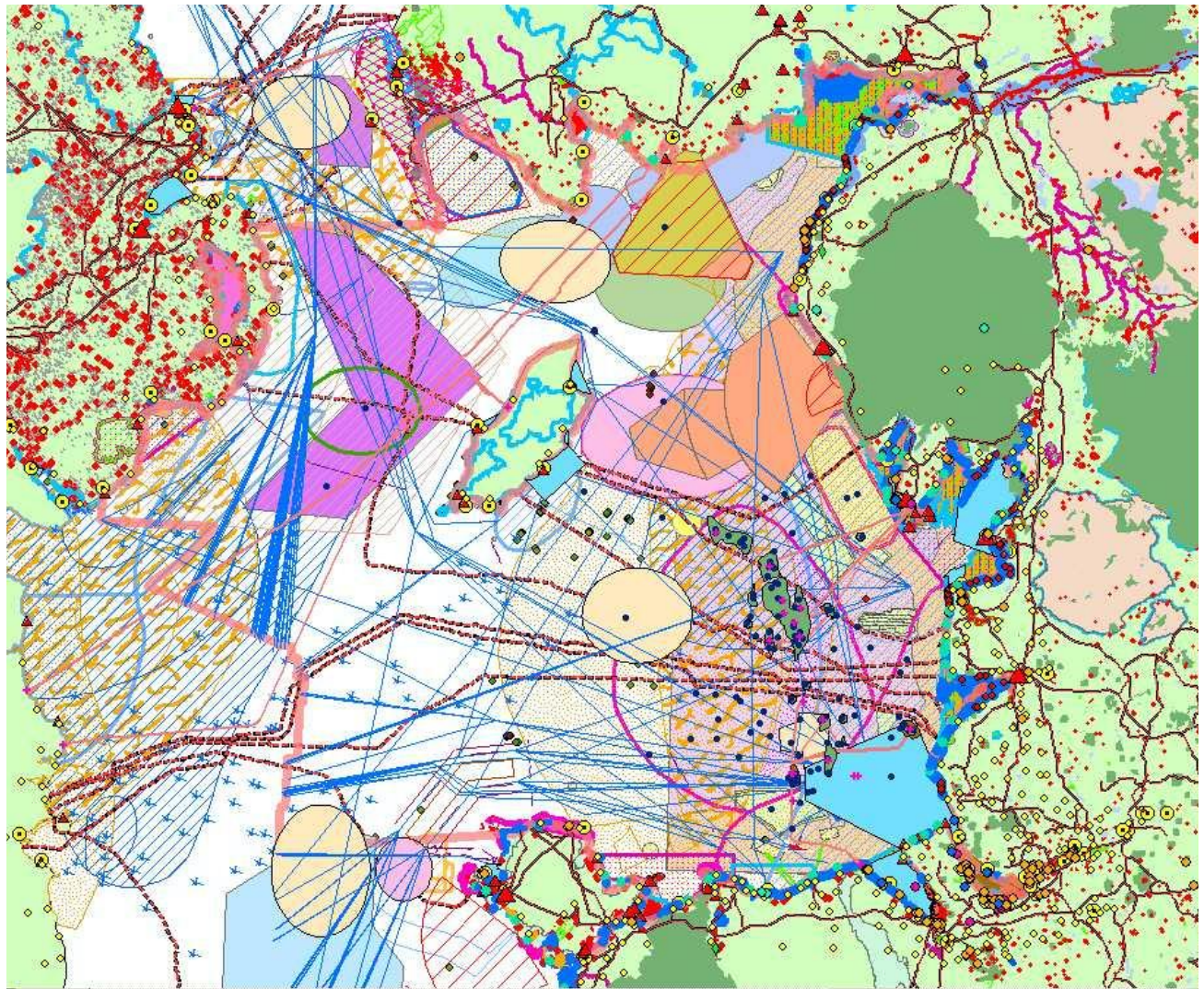
# Portuguese attempts to extend territorial sovereignty





## 16. MSP Pilot Outputs: Identification of multiple use

- Landuse
- Tourism
- Oil & Gas
- Mariculture
- Coastal Defence
- Ports & Navigation
- Military Activities
- Culture
- Conservation
- Dredging & Disposal



▪Submarine  
Cables

▪Fishing

▪Renewable  
Energy

▪Marine  
Recreation

▪Mineral  
Extraction

# An emerging European maritime policy context

Territorial Agenda of the EU 2020

*‘Maritime activities are essential for territorial cohesion in Europe. ....  
The Marine Strategy Framework Directive and EU Integrated  
Maritime Policy call for coordinated actions from Member States on  
**maritime spatial planning**. Such planning should be integrated into  
the existing planning systems **to enable harmonious and  
sustainable development of a land-sea continuum**.’*

The ‘Blue Growth’ initiative aims to elaborate the maritime dimension of the Europe 2020 strategy.

- "smart, sustainable and inclusive economic and employment growth from the oceans, seas and coasts".

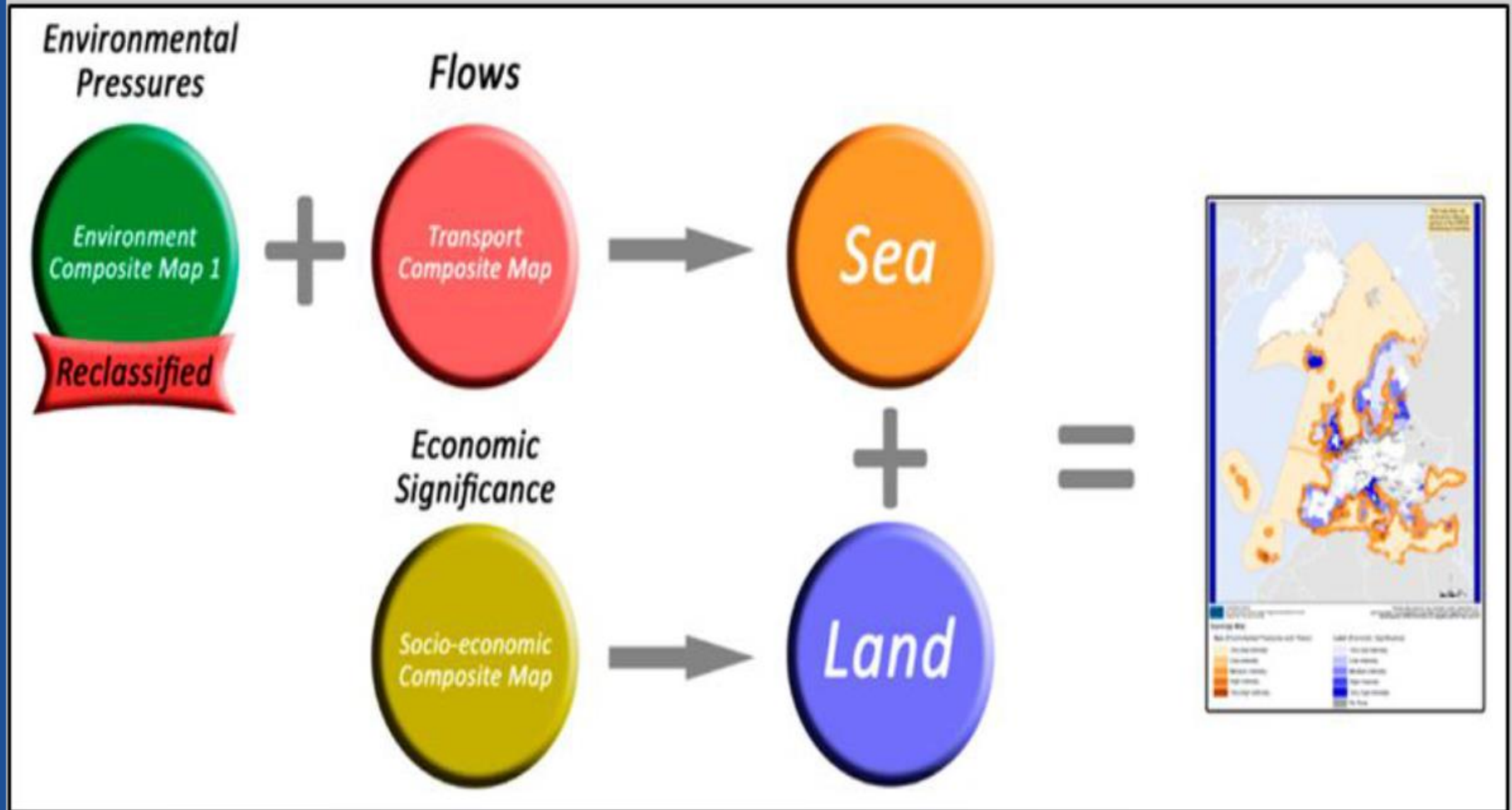
A long term strategy to support growth in the maritime sector as a whole  
All the sectoral and cross-sectoral economic activities related to the oceans, seas and coasts

Focus on emerging, existing and potential activities such as short sea shipping, coastal tourism, offshore wind energy, desalination, marine biotech .



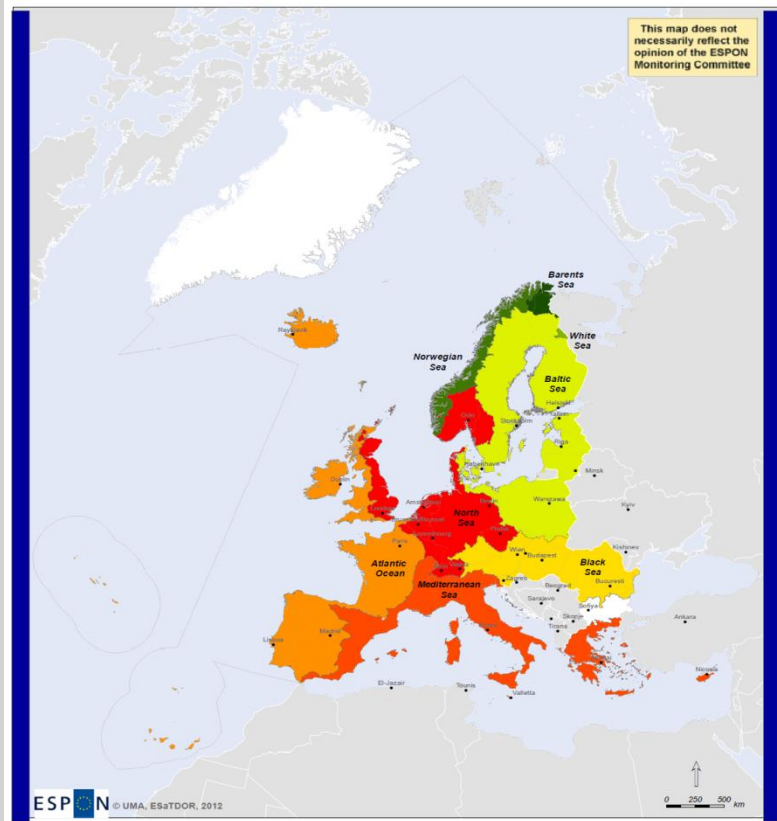
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# Conceptualising Land Sea Interaction

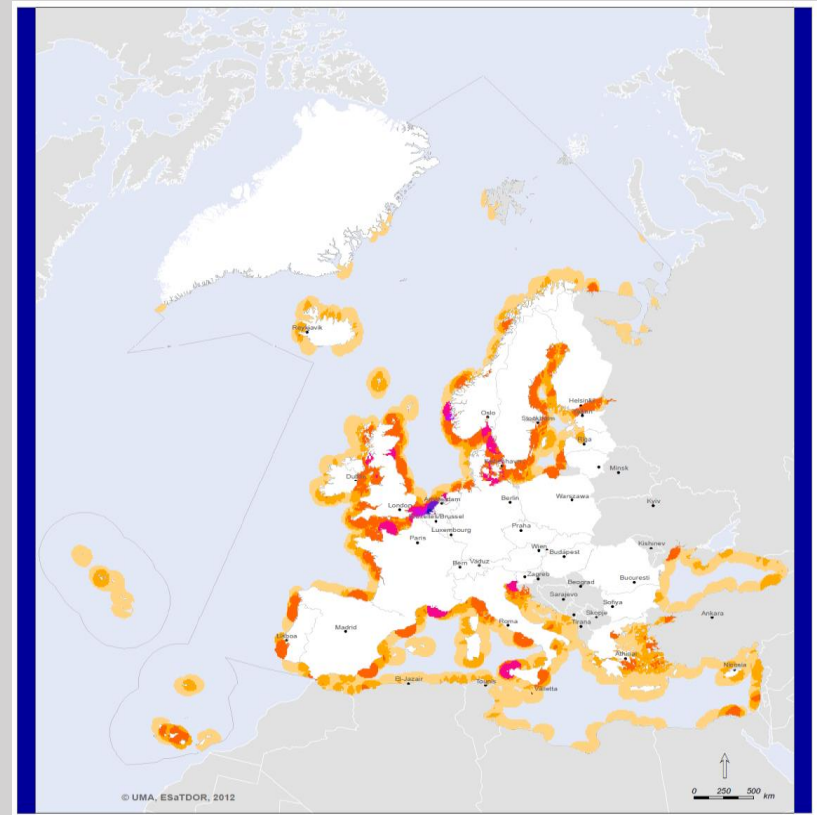
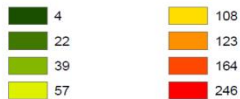




# Lots of Maps

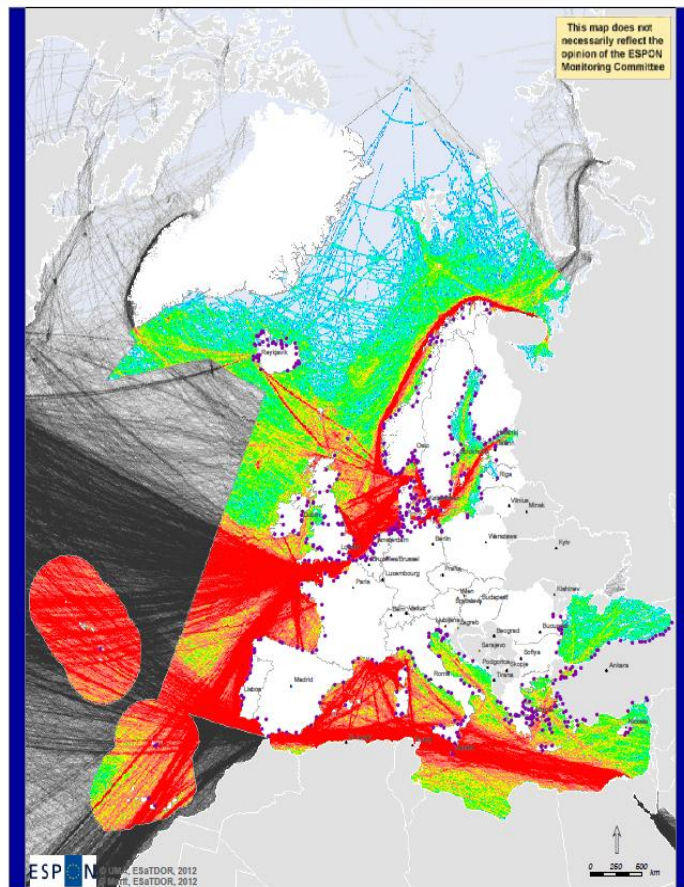


Population within catchment (persons/km2)



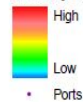
Total number of invasive species per grid (October 2004 - October 2005)



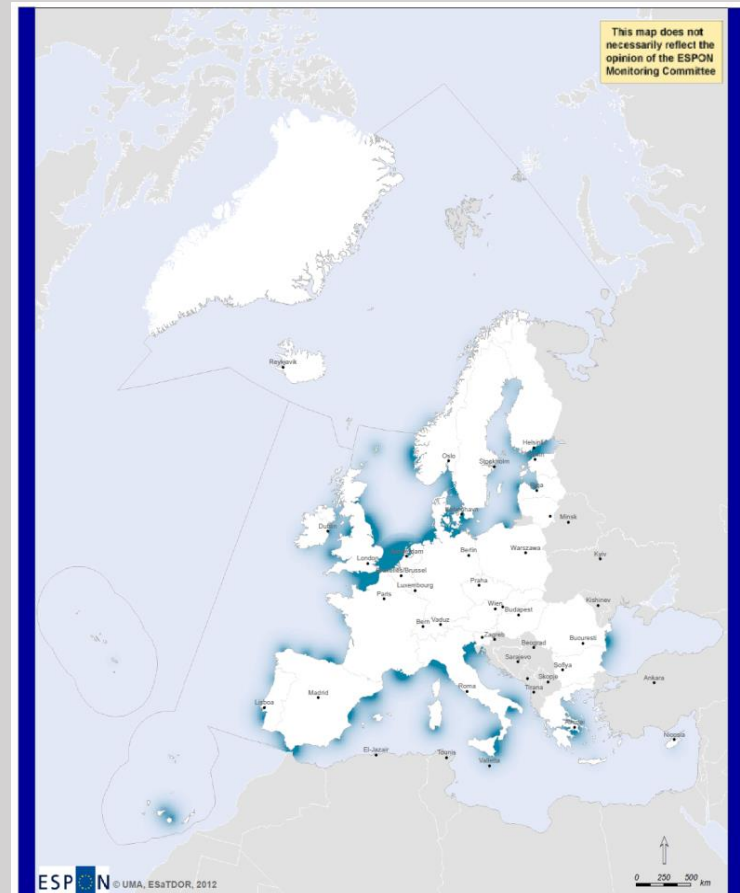


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Intensity of marine use. Shipping lanes



Thematic data: Commercial Activity (Shipping), National Center for Ecological Analysis and Synthesis, 2008.  
Port locations: Eurostat - G1000 (European Commission), 2008.  
Land boundaries: © EuroGeographics Association and ESRI, Regional level: NUTS2.  
Sea boundaries: OSPAR Convention, EU Integrated Maritime Policy and EEZ.

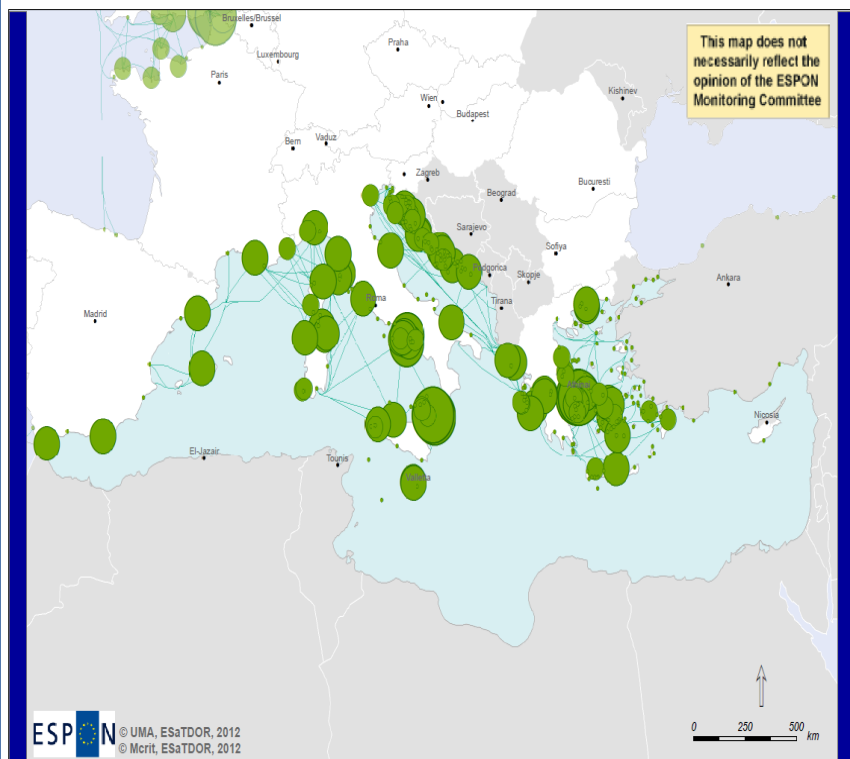


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Marine exposure due to port influence, based on port proximity and volume of cargo handled in 2008



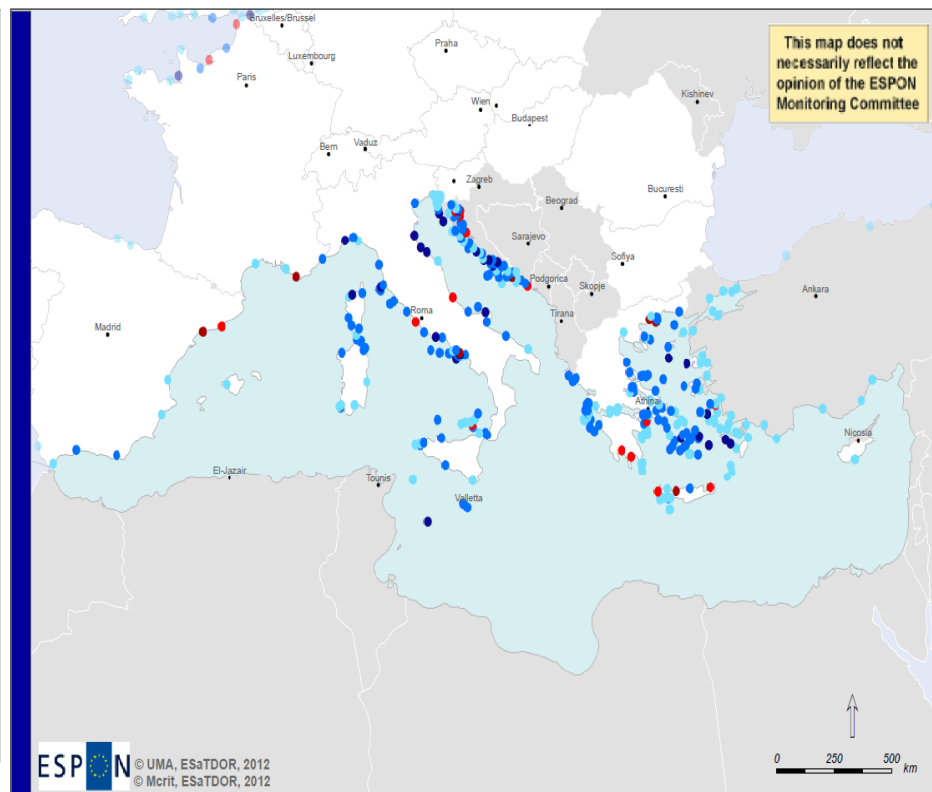
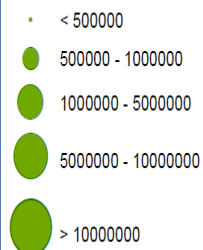
Thematic data: Gross weight of goods handled in all ports, EUROSTAT, 2008.  
Land boundaries: © EuroGeographics Association and ESRI, Regional level: NUTS2.  
Sea boundaries: OSPAR Convention, EU Integrated Maritime Policy and EEZ.



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Thematic data: Passengers maritime transport by direction and type of traffic, EUROSTAT, 2008.  
Ferry routes: TRANS-TOOLS (European Commission), 2005.  
Port locations: Eurostat - GISCO (European Commission), 2009.  
Land boundaries: © EuroGeographics Association and ESRI. Regional level: NUTS0.  
Sea boundaries: OSPAR Convention, EU Integrated Maritime Policy and EEZ.

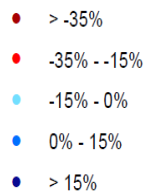
## Ferry passengers at ports, 2008 (Mpx).



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Thematic data: Passengers maritime transport by direction and type of traffic, EUROSTAT, 2008.  
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Land boundaries: © EuroGeographics Association and ESRI. Regional level: NUTS0.  
Sea boundaries: OSPAR Convention, EU Integrated Maritime Policy and EEZ.

## Ferry passengers at ports. Average annual traffic increase of ferry passengers 2004 - 2008 (%).





# Although a little dated – Spiekermann and Wagner 2017

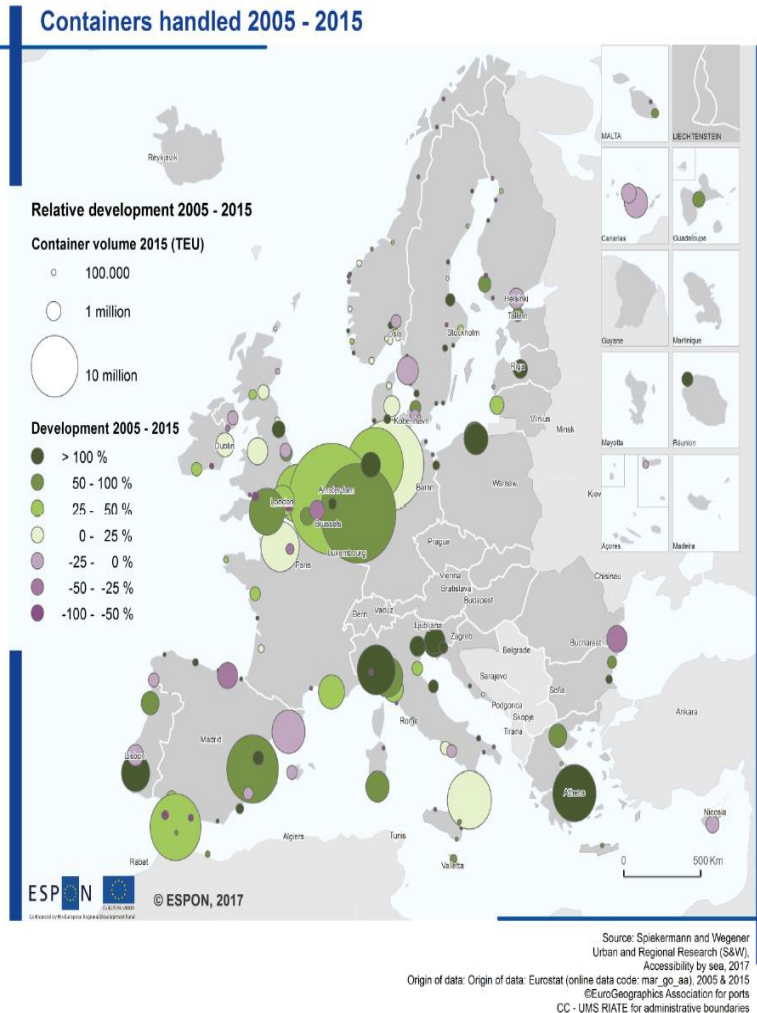


Figure 6 Container handled 2015 - relative development 2005 - 2015

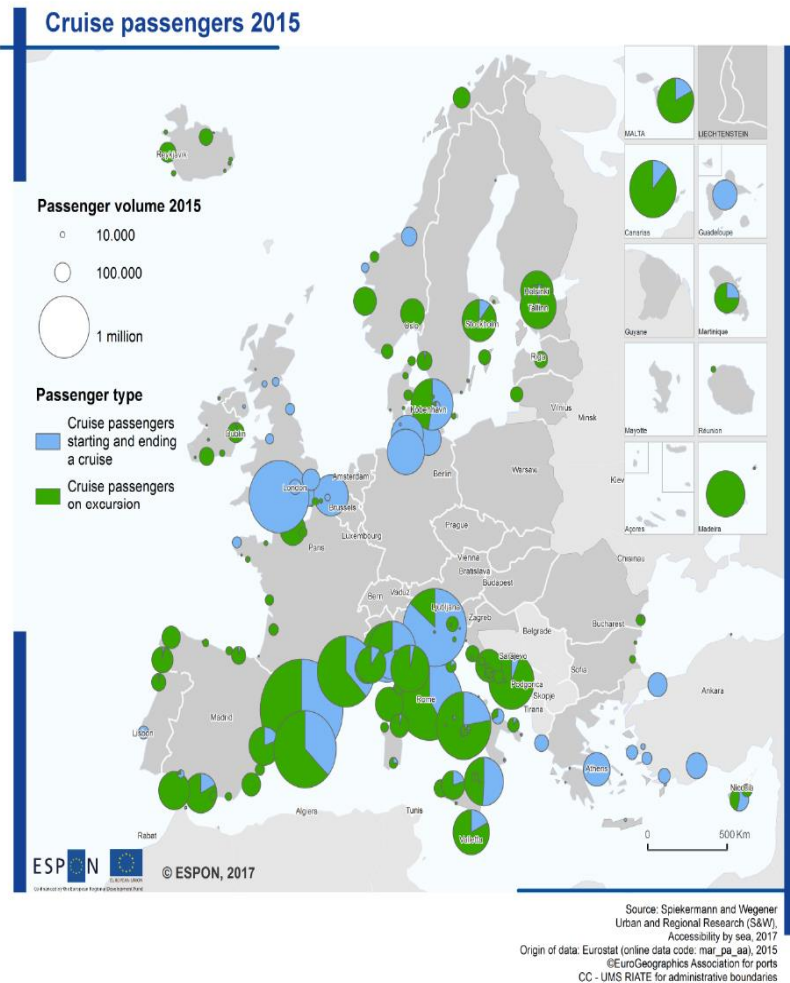


Figure 3. Cruise passengers 2015

# Imageries in Planning and their role in policy making

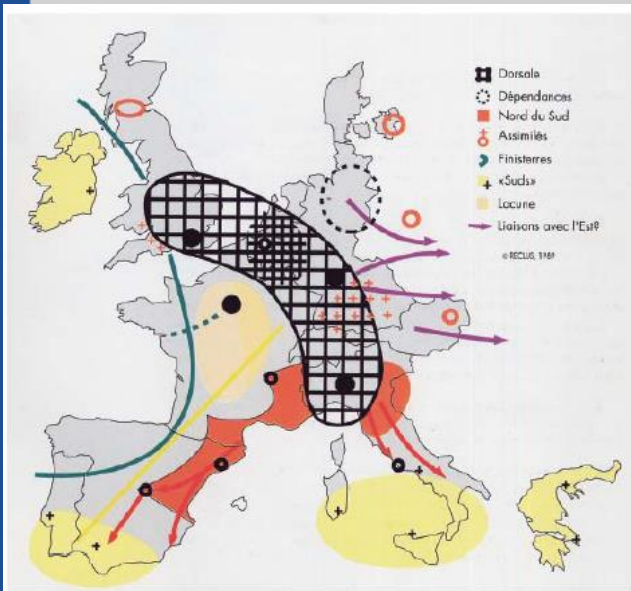
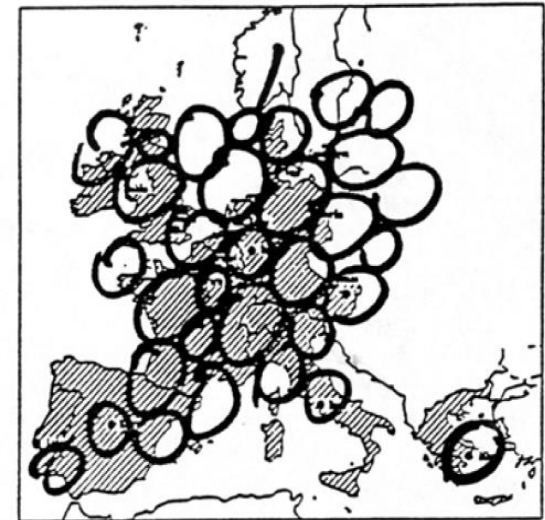


FIGURE A10  
The "20-40-50 Pentagon," Just One Global Economic Integration Zone in the I

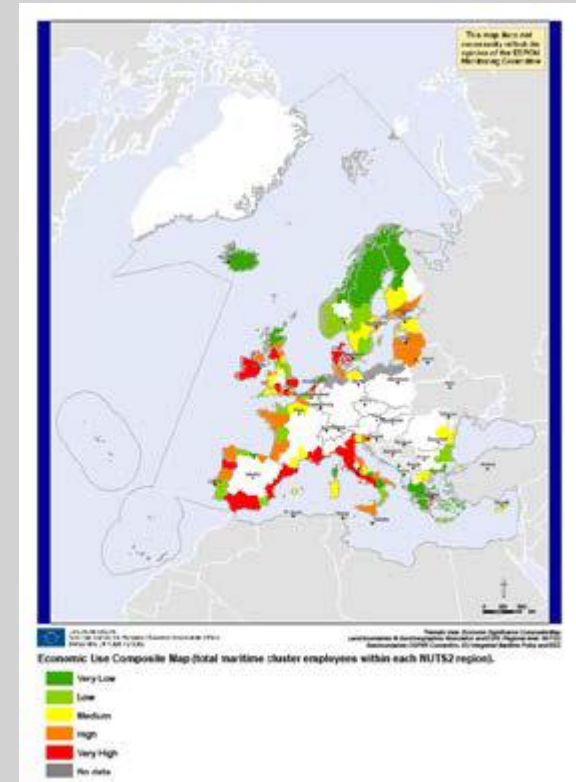
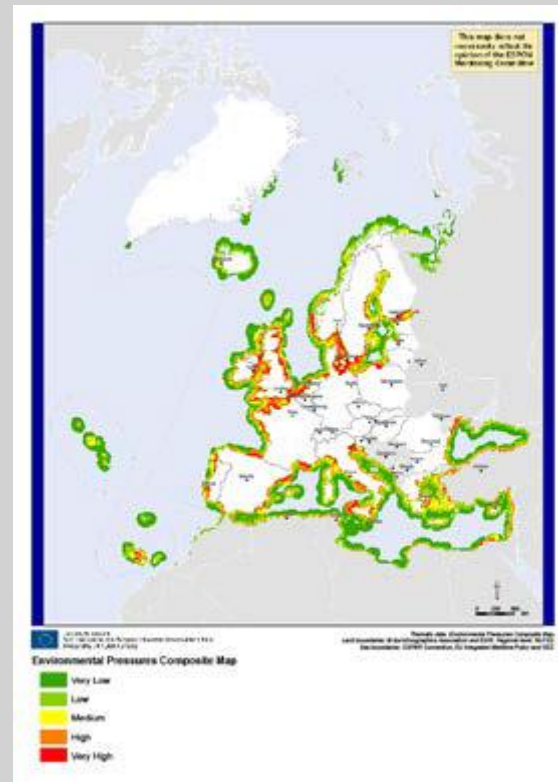
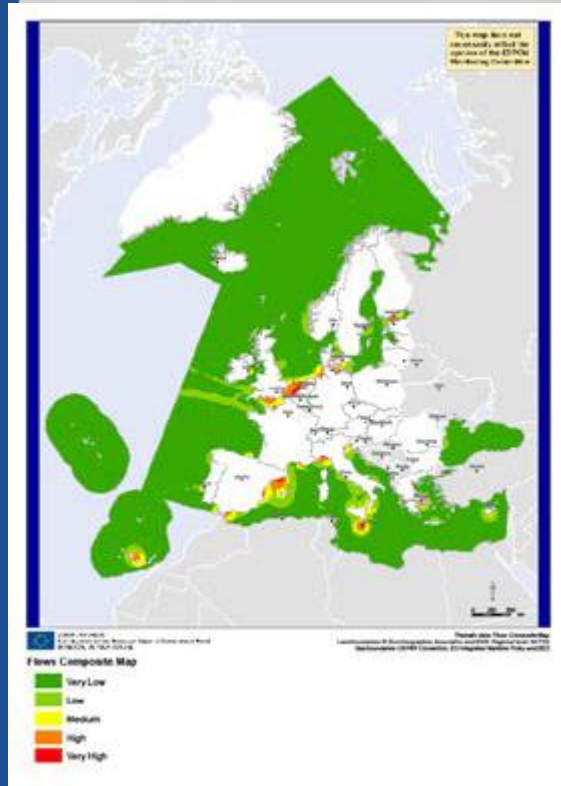


Source: Schön (2000)  
See Chapter 4



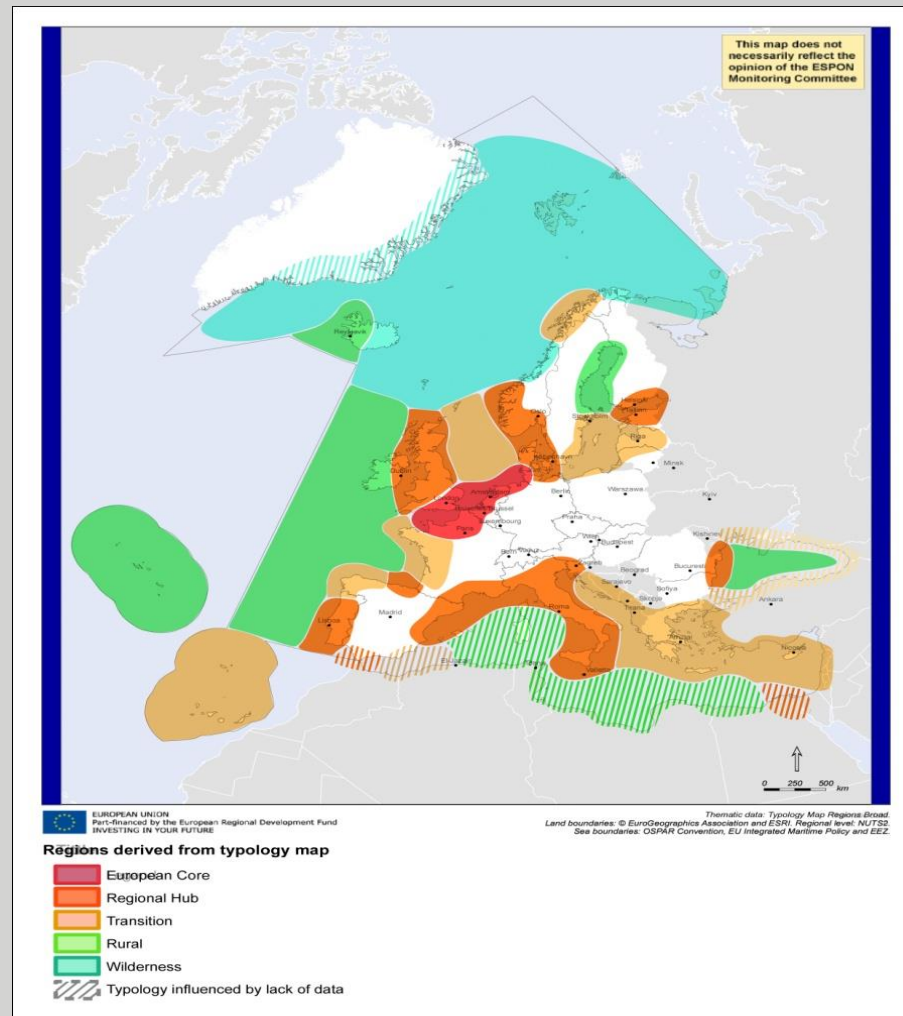
European Spatial Development  
Perspective

# Composite Maps

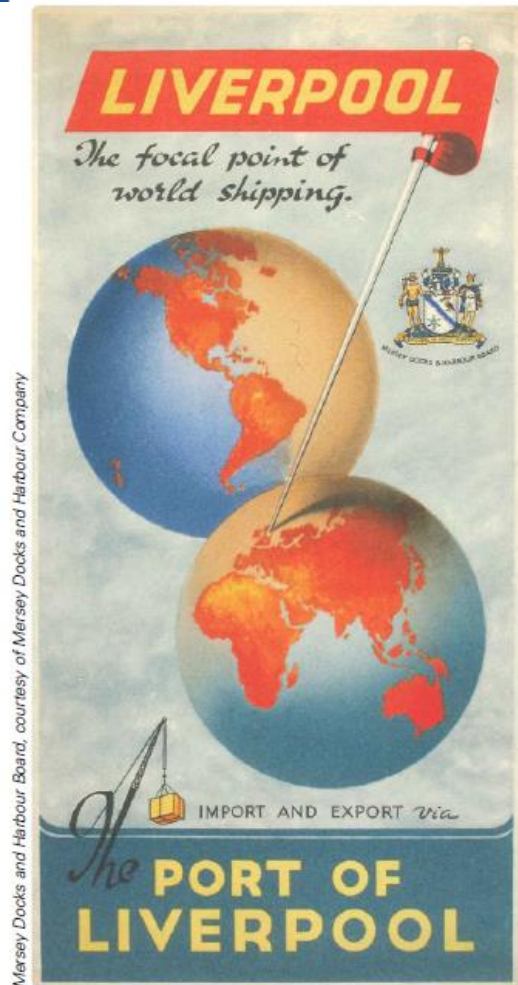




# Typology



# Re-inventing old imageries- the new silk road



Place promotion from times past - international links are not new, and places' position within the flows of trade can vary and be subject to promotion by place-based actors and agencies



Suzanne Yee, Department of Geography and Planning, University of Liverpool, based on a map produced by China Investment Research

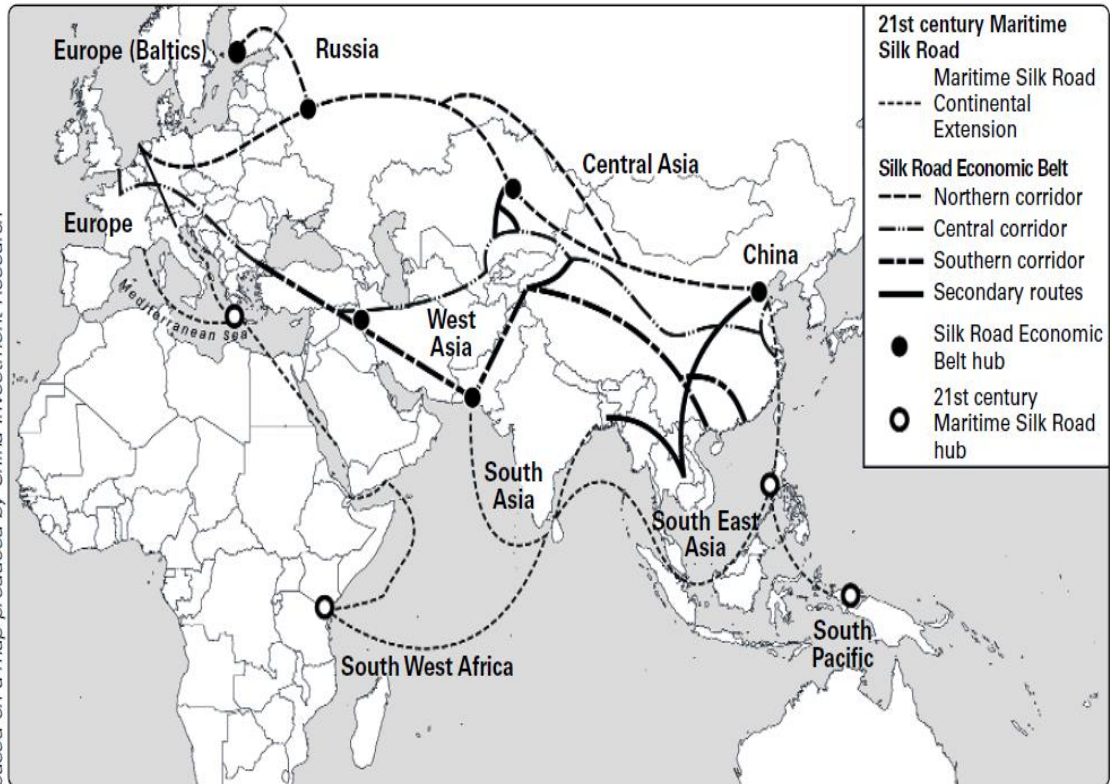


Fig. 1 Possible 'One Belt, One Road' corridors and nodes

## Some Reflections for the Future

The seas matter, but need to be planned to reconcile competing interests in transnational space

Changing patterns of maritime transport evident due to local and global changes

Are we moving towards more of a hub and spoke model of maritime transport and who makes the decision?

But not sure we really know what the spatial implications are, especially as everybody is somehow connected to sea based activities.

Need to look at opportunities and risks at a variety of different scales