



Department of Agriculture, Environment and Sustainable Development

General Direction for the Environment and Soil and Coast Defence



Introduction and Summary of Project Guidelines

Integrated Coast Management



Fondazione CerviaAmbiente

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Introduction

Integrated management of coastal areas as a system-based challenge

Throughout history, coastal areas have been an important pole of attraction for civilisation, as a potential for exchanges and trade and availability of food resources and materials.

Today, coastal areas in the European Union comprise almost half of the Community population, and produce great part of the Union's economic wealth: fishing, sea shipping and tourism vie with each other for vital space along the 89,000 kilometres of European coasts, thus putting at risk some of the most fragile and precious habitats in Europe (groundwater levels subside and are encroached by sea water; erosion increases its pace; pollution worsens; fishing resources are being depleted), with negative social, economic and ecological consequences, often encompassing national borders.

Eight of the forty types of habitat as priority to be protected, according to the pertaining Community Directive, are natural and semi-natural habitats and wild flora and fauna from coastal areas, as well as one third of wetlands in the Union and special protected areas for wild fowl.

Coasts feel also the brunt of policies referring to areas which are far away from the sea, such as agricultural policies or others concerning economic efficiency in mountain areas.

The dynamic of natural coastal processes – also comprising tide water regimes, weather condition and mechanism of sediment transport, as well as hydrologic connections between the catchment basin and the coast– have influenced human capacity to support activities around coastal areas, with the result of increasing risks and costs needed to support infrastructure and resident populations in a setting, where sea level instability prevails due to weather changes or local subsidence phenomena, sometimes worsened by the over-exploitation of non-living resources, also compromising the capacity of these areas to perform their many essential functions, which are typical of so-called "transitional" environments, with diversified natural habitats characterised by high bio-diversity, but covering a limited surface. Lagoons and river delta environments are now relict areas of ecosystems once much more extended in the Mediterranean coastal areas. Adjusted to the human needs, they have been largely developed or are in heavily degradation state. Many animal and vegetable species associated to them are now listed in the group of species in danger of being extinct.

The majority of coastal ecosystems show a quite high biological productivity, as they shelter reproduction and growth areas for great part of fish and shell fish species of marketing interest. A relevant catch portion for these species come from these areas, where also half of fishing jobs are located.

Of the 700,000 hectares of marshes and coastal lagoons found in Italy in the early 20th century, in 1972 only 192,000 remained and less than 100,000 in 1994, while 75% of dune systems in southern Europe (from the strait of Gibraltar to Sicily) have disappeared since 1960.

Population increase, both residential and temporary, engenders social tensions between possible utilisation of coastal areas: low impact destinations are often replaced by other, more intensive and profitable activities in the short term, which however undermine coastal potential in the long run, thus reducing its quality, social and economic value.

Coastal water quality is at risk: the two more outstanding phenomena in recent years (black tides deriving from a sea shipping accident with hydrocarbon spillage, and algal proliferation and blooming) have stressed how the coastal-marine area must bear the consequences of events or activities taking place both inland or at high sea. The century-old human settlements in coastal areas and the exploitation of their resources have created original forms of rural landscapes and cultures based on mostly outbound trade and exchanges. Unfortunately, widespread urbanisation (linear cities) and agricultural and industrial development have strongly reduced biological diversity and cultural identity of landscapes in many European regions.

Human activities in coastal areas (industry, tourism, agriculture, fishing, aquiculture, energy production) tend to develop together in the narrow shoreline strip, thus coming into conflict with each other and with protection needs of natural habitats and landscapes. Strong seasonal variations of the tourist activity and related environmental pressures represent an additional complication for the sustainable development of coastal areas.

The awareness of their critical situation and the need for an improved management have produced in several countries specific regulations, regional land use plans, studies, inventories and research, legislative measures and tools, whose application should contribute to protect coastal environment.

The body of adopted measures is satisfying, although quite far from reaching full-fledged efficacy for lack of co-ordination between tools and subjects affecting the evolution of coastal areas.

This refers not only to horizontal relationships between diversified activity sectors, but also the articulation of policies with actions carried out at different levels of territorial competence (local, regional, national and European). Too often, an excessively strict application of the subsidiarity principle leads in fact to a thinning out of responsibility, which are assigned to differing local competence levels, without taking into consideration their many interactions. Due to this lack of co-ordination, the complex relations between human activities and coastal areas are neglected (sometimes individual measures do not reach their goal or even become an obstacle), by overlooking their complex features, affected by a plethora of interrelated forces and pressures (as is the case for hydro-geological, socio-economic, administrative, institutional and cultural systems),

whose management necessarily requires a simultaneous attention being paid to the many systems interacting on coastal dynamics.

This would require the collection of suitable data, pertinent information and indicator production, a good information flow, a widespread use of integrated assessment techniques.

A good management of coastal areas is based on the understanding of natural dynamics and processes of coastal areas, in order to accompany, rather than contrasting, them, by widening long-term options, and making activities more sustainable from an environmental viewpoint and more remunerative on the long run, by recognising their uncertainty for the future, and promoting a system-based and flexible approach, while integrating all interested subjects in all planning processes, through an involvement which could engender shared commitment and responsibilities, exploit local know-how, contribute to the identification of real issues, and the drafting of feasible solutions, according to an approach based on shared consultation and participation.

The management of coastal areas focussed on sustainability can be successful only by adopting a complete set of juridical, economic tools, agreements, information delivery, technological solutions, research, education and training.

In conclusion:

- An improved *consultation between subjects* is the platform for a sustainable development. It is needed in order to recognise synergies or contradictions between actions deriving from different policies, and to facilitate the compliance with needed arbitration, thus empowering participating subjects.
- This consultation and participation effort can be developed only by starting from a complete and understandable *information* by everyone of the environmental status, the reasons of its changes, the implications of policies and measures at several levels and on available options;

Consultation is a strategic choice, to be further strengthened by defining work methods and mechanisms for the dialogue between subjects from different sectors, as well as by setting up a *constant exchange of information* between the diverse territorial competence, at local, national and Community levels.

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Integrated policy for the Riviera product

The experience carried out by Emilia-Romagna Region has fostered an exchange of views between inevitably tied sectors in order to have an effect on the ecological healthy state and urban functionality in the coastal area, which only with great difficulty and sometimes by chance has lead

to the development of a dialogue capable of providing elements for the setting up of a unitary and overall image of the territorial layout.

The fact that this need is felt in the coastal area is not a surprise, as the sea, by its presence, its direct and indirect influence both in shaping the land and in conditioning other aspects not always readily represented by maps, is the **unifying** element not confined within the management rationale usually adopted for the territory occupied by human settlements.

The basic concept, represented by the idea of “integration”, is the importance of opening up to a full-fledged recognition of the unitary **system** of the coastal setting, although in the full awareness of the difficulty in construing the singularity provided by the coast as a territorial body, by the now in-force regional land use tools and planning.

It should also be remarked that the coast, although somehow emerging imposingly as a unitary object (but from an odd angle: let us think here at the metaphoric image of statistical data on the trends of the tourist season at the end of the summer), within the framework of different land use plans at provincial level, would be broken up into other territorial contexts, due to its dimensional prevalence – within individual provinces.

For example, let us think about the case of Forlì and Cesena, where the Apennines, with the important presence of a national Park, “overcomes” the modest extension of the coast, now deprived for more than ten years of the Rimini portion, and therefore consisting of only four Municipalities, with a shoreline development of just a dozen kilometres.

This quite relevant circumstance shows a crucial point: namely how to represent the coast in a unitary way, so that a mental image related to it may be immediately recalled, when working to lay the foundation for richer contents, an effective efficiency of *guideline*-based expression for the coast.

Even if we could come to identify the territorial system called coast, and to give it a unitary map representation, still, for some aspects, we would not have yet reached a condition which could help us to have an adequate representation of the coastal reality.

Therefore the fact that several planning tools at differing levels just represent the coastal territory with plenty of signs describing its many physical features, overlooking an “emptiness”, which is the sea, is not fully devoid of meaning.

In effect, this usually white and wordless space shows only beach protection rock barriers as the only emerging elements, but it should also be observed that charts helping navigation are already richer in signs, evidently sufficiently concrete to become object of representation.

We believe that the sea area touching the coast at a discrete depth, could be represented by a system of signs referring to the different human uses, as well as to the conditions of geophysical exchange

which may seem relevant.

Regarding human uses, and in a context of strong tourist impact, we can represent areas undergoing heavy utilisation in terms of bathing and beach presence, to be protected from coastal shipping, and where water quality from a health-sanitary perspective is crucial, as well as port corridors. If, instead, we consider the issue of geo-physical exchange, having the perception of how far inland would the brackish water table reach, could be quite interesting, and similarly how deep would be the cone of emission at sea, at river mouths and canals, of nutrients, pollutants and fresh water.

The action of representing these phenomena is a venue to define precisely its meaning, to acquire its underlying meaning, and to develop a frame of mind where the sea, near the coastline is presented **also** in concrete terms for its extension inland and human uses, which are made explicit and enlarged in that context.

The issue of tourist settlement is one of the nodal themes of the programme “Integrated Management of Coastal Areas”, starting from the static datum represented by the urban sprawl induced by it, and by the dramatic dynamism related to it, as the coast is a setting where the resident population feels the brunt of variations doubling or even tripling its total number. Let us just try to picture what this concentration of population would mean in terms of water consumption, waste disposal, traffic increase. And also, increase in the resident population due to the shift to the shoreline of temporary workforce in connection with tourist trade economy.

Among the investigated phenomena concerning the coast, no other factor exists producing such evident effects.

Within the system-based perspective, not only fostering the urban specification of a compensating structure and macro-territorial balancing (at supra-municipal level), which is and still remains the specifically town planning technical nature, is necessary, but also doing more, and establish the coastal system as “coinciding” with the tourist system.

This has meant assessing in the right perspective the unifying factor of the sea with respect to the different coastal territories.

Perceiving the Coast System as a system characterised by the tourist economy, does not mean reducing other economic sectors of importance and attention, or making of the Integrated Management of Coastal Areas a possible – although improbable – Plan for Tourism, but rather privileging an element of thought which becomes the ordering power of all others, enabling to have the best monitoring of the overall efficiency of the system, because if the sea is clean, tourism would thrive; if sea is full of fish, tourism would thrive; if mobility on the coast works well, tourism would thrive; if coastal agriculture is quality-based and environmentally efficient, tourism would thrive; if energy is produced in a clean way, tourism would thrive.

Tourism, as a consumer's good, condensing the most demanding aspirations of modern times (the holiday time is other than the time for work: the latter requires an adjustment and sacrifices which are full-fledged components of the work, while the former is its reverse, fully dedicating oneself to the best, and requiring only the best) is for its nature one of the most precise and sensitive measure gauge for environmental and social quality a territory might express.

The above leads also to the understanding that probably the tourist economy is the most fragile and vulnerable sector: any factor of environmental, political, cultural uncertainty may strongly depress its efficiency. In Emilia Romagna, we have already experience that with the events of algal eutrophication and bloom in the late eighties: in terms of statistical data, a twenty-years history of expansion was erased in just one season.

“Integrated Management” wanted to be then an approach to the management of regional coastal area, which could be quantitatively capable of summing up together policies of the considered sectors, by multiplying their effects, and which from a qualitative perspective could be capable of composing together those policies in order to mutually affect, adjust and enhance them.

The attempt has perhaps been fulfilled only partially and in any case it should have been further examined in terms of quality, which relates more closely to the overall framework of these policies and their local effects. The pursued objective and the ones still to be developed consisted in defining a process, where areas which up till now have undergone deep transformation should compensate for the excess, to be shifted for the future towards areas characterised by lower intensity of transformation. By trying not only to interpret this suggestion in strictly dimensional terms, but also by rather reading it for its qualitative aspects: In essence, by picturing a strategy of territorial, environmental, economic, social and certainly cultural re-balancing.

The integration process involves all the sectors; but the urban planning sector is particularly important, as a good portion of intervention policies are ascribed to urban planning and could be integrated more or less onto this level. Of course not all of them, considering that not only fishing and aquiculture, as well as sea shipping and transport, do not pertain to land use and planning tools for their specific nature, but also because urban planning in its turn influences indirectly energy policies or pollutant charges.

As previously indicated, tourism is the prevailing economic activity in coastal areas, although neglecting fishing and agriculture from areas adjacent to the coast would be wrong, as well as industrial activities. Nor could the staggering growth of the Rimini Trade Fair should be disregarded, which will certainly be related to tourist activity, although showing much wider development capacities than originally expected. The most basic form of integrated management of the coastal economy refers therefore to these economic activities, their mutual relationship and with

environmental, territorial, social and cultural systems. Immediately after that, integration should be set up between the tourist structure and permanent residential settlements, which have generated it, and with which there is contiguity which, without interaction, would compromise the existence of all these aspects. At the same time integration is needed between tourist activities and their original raw material: namely the natural sea environment and its biological set-up, partially already compromised and damaged.

This double attention paid to integration between tourist structures and permanent residences, and between settlements in general and still relevant natural presence, seems to suggest a precise indication for future land use planning: opposing at all cost the implementation of the coastal linear city between Milano Marittima and the Po delta; in other words, in the area where there are still wide open spaces between settlements, always characterised by the natural presence of plants, vegetation, dunes and water. While between Milano Marittima and the Marche coast, the consolidated presence of the linear city seems to point to the integration of the settlement system with the natural presence immediately inland, as already indicated by the innovative town planning proposals of the sixties, mentioning a “tourist alternative to beaches”.

On the other hand, in pursuing both these processes of integration, it will be necessary to pursue an alternative course, to be chosen between tourism, based on consolidation and qualification of entrepreneurial accommodation system (hotels, camping facilities and other activities) to be raised towards a generalised quality certification, and not towards the additional development of private accommodation facilities. The overall hospitality provision (ca 600,000 beds) is now split into two systems: clearly, the hospitality business is the one where investments produce revenues and profits and jobs, while accommodation in private facilities largely privilege real estate profit-based returns. We should not also forget that urban-environmental management of the overall collective hospitality system is undoubtedly more favourable than the one pertaining to the individual hospitality system. The preference assigned to collective accommodation system has of course something to do with the integration with the ecological system, as it would be easier to face, in this case, polluting loads, energy and water consumption, and to a certain degree, also mobility problems.

These remarks leads to the set up of a precise urban planning course for building and urban re-qualification of collective accommodation facilities. By pointing to an improved offer in building facilities – from sewage systems to community equipment – and to a richer performance by companies – parking, gardens, swimming pools; but more in general to a territorial qualification of tourist settlements taken as an overall system. By fully tapping the regional law for urban re-qualification and also specific financial support means, for the modernisation and development of

the most important production sector for the coast.

At last, in Italy the importance of solutions which have been adopted for mobility, land use and the environment has started to be perceived. The Regional Integrated Transport Plan (PRIT) of 1998 should be updated, but for the coastal area it will certainly confirm the modern railway hypothesis for the Fast Coastal Transport from Cattolica to Ravenna. As for road mobility, the choice of the Romea Highway from Cesena to Venice offers, in perspective, at a distance of 10-15 kilometres from the sea, a great capacity support for the traffic inland, running parallel to the coast, thus confirming the PRIT hypothesis of transforming the old State Road no. 309 into a park-road. In the hope that the new highway would envisage many entry gates and in the perspective that in any case the perpendicular-to-the coast road network be further enriched and strengthened in order to multiply the access to the new toll highway.

Of great strategic importance between policies to be integrated which involve the territory and the environment, is the management of water resources, of which contemporary society seems to have become aware only recently at global scale. This is an extremely relevant issue also for the coastal areas in the region, as it is locally accompanied by the subsidence problem generated by groundwater drawing, which in any case should be drastically curtailed. Streamlining and re-qualification of water treatment plants and sewer systems represent the indication which would immediately come to mind. We should also add the need to expand sewerage capacity in order to respond to intense events, such as storms and heavy rainfall, which are quite frequent now due to weather changes, by multiplying collection methods, in order to reduce large water volumes being discharged into the existing holding facilities in particular occurrences with often devastating effects.

Water saving policies should be strengthened, by multiplying the use of non-drinking water for industrial and domestic use, but specifically dealing with – throughout the national territory – the problem of water-demanding agricultural productions, which often coincide with the crops artificially supported by Community policies. And finally, a traditional town-planning action indirectly referring to water resources: the issue of permeability of already settled and to-be-settled areas, specifically where water table is mostly at risk. Working in order to assure at least 50% permeability in settled areas, with a thorough planting of public and private non-built surfaces, beside qualifying urban landscape and heavily influencing the climate of tourist areas, would also mean recharging groundwater and assuring a high production of oxygen and a relevant absorption of carbon dioxide in area characterised by intensive tree planting. Also in this area, as indicated already for the re-qualification of the system of collective accommodation, the redrafting of an integrated urban - ecological planning may be necessary in order to co-ordinate and multiply the

value and cascading effects of these policies on the territory of reference.

Special attention should be paid to the concrete connection between policies of integrated management and urban planning regulations now in force, which the new regional law 20/2000 demands to radically transform, thus offering a great potential to the goals of these guidelines. In fact, on the one hand provincial land use plans are still inhomogeneous and certainly less equipped to govern the territory; and for this reason they should readily incorporate these **guidelines**; while on the other hand the mosaic of municipal town plans offers a debatable but consolidated familiarity with territorial management, which should be further qualified and improved with the implementation of the new regional law.

The historical assessment of Municipal urban layout plans – in Emilia-Romagna as well, where on average the level is one of the highest in the country – highlights, just to give a practical example, the excessive dimension of private building projects and the chronic difficulty in implementing public projects and in particular planned green areas. This should change with the implementation of law 20/2000.

Private projects are not automatically confirmed nor re-sized by Municipal Structural Plans, which are called upon to outline general plans and not to lay down constraints; while providing for location and extent guidelines. The five-year Municipal Operative Plans will be responsible for the presentation of binding choices, which however will adopt as parameters the actual amounts of the five-year plan for public services expenditure on the one hand, and on the other hand, the commitment by private operators to carry out only the projects they have indicated for the five-year period. The location and the quantity of new estate settlements should therefore be the object of timely public and private choices, and not abstractly postponed further down; quality and quantity of private projects will therefore shift from the theoretical to the practical realm, and related choices will shift more easily from hopes - whether feasible or not – to certainties.

Law 20/2000 also pursues the objective of solving the chronic difficulty in implementing public plans and in particular the green areas being enclosed in the blue print. The mechanism of equalising compensations establishes that Municipalities are granted for free the lots set aside for green expanse and services: namely, three or four times higher than the share provided until now by the law on standards, thus offering areas responding to the demands of the entire local community and not solely the ones related to individual settlements. In particular in coastal areas, the new urban layout model outlined by law 20/2000 should add relevant land use for private green areas, alongside public green areas, for collective residential settlements.

All outlined policies, aiming at fostering the inter-sector integration process, may be defined through regional guidelines, and in the described cases, systematically applied through the

Municipal and Provincial urban layout tools, with relevant cascading effects both at local and large-scale territorial levels. Thus, the positive influence on the integrated management of Emilia – Romagna Region coastal zones

A relevant support could come from the adoption of the Community tool “Integrated Product Policy” for the outlining of contents and image of the Riviera sustainable development project (the Product, in the case of the study herein developed).

The scenario is based on the fact that this area must be “environmentally friendly” and therefore aiming at reverting back to its “natural status” everywhere possible; at adopting strategies for mobility and energy supply at low environmental impact; at promoting typical productions (starting from produce and agri-food); linking the Apennines areas and its spa facilities; facing the challenge of a diffuse quality certification, also environmentally related, of activities pertaining to the specific settlement outlook.

The open issues are many: recent tourist seasons have been “non negative”, with small decrease in stays and arrivals, relevant losses in ancillary business turnovers, thus making it possible to attribute present difficulties to contingent events (arrivals still indicate a good market positioning). The combination between partial difficulties and the threat of algal blooming has brought about the propensity toward investment by public and private parties.

The environmental side of product innovation processes will certainly be one of the most relevant. A still unsolved problem is represented by “algal blooming”; the main cause factor of the phenomenon is associated with current weather changes and their repercussions on the physical and biological system (warming of seas and oceans, reduction of current flows and wave strength, increase in brackishness phenomena, presence of opportunistic micro-algae fostering proliferation and blooms, etc.), so that the solution of the problem is seen as detached from local territorial and institutional settings, by calling upon wide scope issues pertaining to the Kyoto Protocol. While the Riviera (and the Region) have been able to attack eutrophication by working on phosphorus and nitrogen sources (action which should be in any case continued), with tangible results, as regards algal blooms actions of local and regional scope are not very effective. Undoubtedly the phenomenon should be constantly followed by research and monitoring activities at national and European levels. This approach finds an unquestionable confirmation in the fact that the dissemination of the phenomenon touches many seas in different parts of the world, thus exceeding the regional scale .

In the next decade, also thank to the shift of competences on marine demesne to Regions, a renegotiation process of leases for sea-front beach installations will take place. The aim will be the slow but constant curtailing of such leases. There is also a “guideline” enclosed in the Regional Land Use/Landscape Plan, adopted by several provincial Plans. Prototypes should be designed with high environmental content (in materials, in land use of covered surfaces – e.g. photovoltaic canopies – in technological devices for water heating for shower and bath use), by keeping in mind

that the challenge here consists in the “industrialisation” of variety. If mass tourism demanded mass products, today mass tourism does no longer exist, and the tourist flow is composed of people who have on average higher cultural levels and are more demanding.

Regional Law n. 3 supports with funds innovation processes in the hotel reception business with relevant earmarking.

Great part of these resources are likely to be earmarked for the dissemination of basic kits, such as “air conditioning and double-pane windows” in hotels. In particular, this could be feasible if combined with cleaner and cheaper air conditioning technologies with regard to electric power. In such a context water saving should be fostered, as relevant drops in energy consumption have been already reported.

Pilot actions could be designed with respect to passengers and goods transport, by agreeing with Municipalities and public transit companies that in tourist areas only power-driven public vehicles can circulate, as is the case for many city centres. The Province of Rimini, for example, intends redesigning the haulage of produce and food in the tourist area, starting from its new Agri-food freight Village.

Goods will arrive in hotels and businesses with electrically-driven vehicles, by also envisaging additional services (purchase and menu planning; no need for storage and warehousing, setting of delivery hours, etc.).

A specific campaign could be launched with the most qualified hotels (three or four stars) so that each Hotel is equipped with electric vehicles for hotel service and their clients, who could put their car in the garage and use small electric cars for their mid-range travel. The operation could start with the contribution of business sponsors, already defined “upstream” (ads and bills posted as is the case for urban busses), with especially favourable credit lines and the approval of hoteliers’ associations.

In the southern portion of the regional coastline, where urbanisation is most encompassing, there is the problem of urban standards (parking lots, sports facilities, public parks) which, for “historical”, are decreasing and in the new plans, decentralised. To the other extreme there are large areas not covered by the Landscape Plan which, however, with today’s legislation on expropriation, will never become public, due to their costs which fall outside Municipalities’ spending range.

Thinking how equalising approaches might foster a guided and environmentally friendly solution to the present standstill situation might be worthwhile.

For example, it is necessary to try making production needs relating to natural gas extraction synergic with demands for environmental protection and safeguarding, by striving for management approaches capable of not only countering and reducing environmental impacts and potential subsidence, but also contributing to improve gas field productivity.

New options should be also explored, concerning the reuse of offshore platforms, once they have concluded their extraction life. Re-use options may refer to the following:

- Wind energy (with interesting applications in Denmark) and photovoltaic production;
- Creation of so-called “artificial reefs”, for natural fish re-stocking, aquaculture, biodiversity improvement;
- Utilisation for tourist recreational purposes (scuba diving, high-sea fishing, “wellness”);
- Installation of permanent oceanographic stations.

In conclusion, the GIZC Programme of Emilia – Romagna Region recognises how competition between territorial systems in the global market would make environmental quality emerge among fundamental success factors, together with the propensity towards innovation and social quality.

If development is to be pursued, it must be sustainable, otherwise an irreversible worsening of global phenomena of weather change would take place, with its related effects at local level: in coastal area this would entail – according to the UN International Panel on Climate Change – the raising of the sea level and its warming-up; the appearance of previously eradicated pathogens alongside new ones; radical transformation of eco-systems and aggression against biodiversity, saline encroachment, coastal desertification.

An enlargement of these phenomena would take place in the Mediterranean, due to its slow exchange dynamics, the outcome of polluted water in the Black Sea, for the strong growth of tourist pressure from today’s 150 million units to the envisaged 300 millions and more for 2015 - 2020 with the inevitable impact in terms of exploitation of the territory and water resources, increase in waste production, and the worsening of air quality from vehicular emissions. And without taking into account the risks linked to goods transport, comprising hazardous ones, on board increasingly inadequate ships in terms of safety.

The *Guidelines* shown in the annexed cards, report an extraordinary richness of ideas and projects. Their implementation may improve the environmental quality of the “coastal” system, through the solution or mitigation of old and new problems. It is here that the Integrated Management of Coastal Zones (GIZC) would find its value, and become, in the intentions of the Regional Council of Emilia – Romagna, an important priority in the scenario of choices to be made for the management of the territory and development policies .