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Challenges in the Environmental Management of Coastal and Marine Areas

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SEVENTH FRAMEWORK PROGRAMME

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Pérez-G., Y*, Bilbao A¹, González, M², Cedeño, V², Suárez, B², González, G³, Tello, O⁴, González, S⁴, Jiménez, S³, Santamaría, M.T.G³, Betancort, J⁵ & Pavón N⁶

¹ GMR Canarias S.A.U. c/Los Cactus 68, Polígono Industrial de Arinaga, 35118, Agüimes, Islas Canarias, Spain. *yeraypg@gmrcanarias.com
² Departamento de Análisis Económico Aplicado. Campus de Tafira, Universidad de Las Palmas de Gran Canaria, Las Palmas de Gran Canaria. Spain.
⁵ Instituto Tecnológico de Canarias (ITC). Dpto. de Agua. Playa de Pozo Izquierdo s/n, 35119, Santa Lucía, Las Palmas, Spain.

The OMARCOST project, "Strategy for environmental sustainability of cross-border coastal environment" carried out, among other activities, the selection of environmental indicators in the geographical area of the Canary Islands (Spain) and the Coast Region Sous Massa Drâa (Morocco). These indicators are presented as efficient and descriptive tools of phenomena, for it these are optimal for integrated coastal zone management (ICZM). DPSIR framework (Driving force, Pressure, State, Impact and Response) was used as a frame for selecting ICZM-indicators of sustainability on the island of Gran Canaria (Spain). DPSIR is useful in analyzing connections between socioeconomic trends, ecological phenomena and institutional responses in an integrated manner. This paper describes a proposal of indicators for tourism and urban or residential use, because both are very influential driving forces on the coast of the Canary Islands (Gesplan 2012). The selection was based on their suitability, data availability and ease of interpretation; by using the multi-criteria analysis (Saati, 2008). In short, the main 7 selected indicators of territorial units for tourism were: 1.Number of tourists entering in the period (driving force-socioeconomic), 2.Water consumption a night (driving force-eco efficiency), 3.Percentage of intertidal occupied by tourist infrastructure (pressure), 4.Percentage of beaches comply with the law quality of bathing water (state about tourism), 5.Number of negative references about the coastal environment carried out by intermediary organizations or representatives of companies that provide tourist services at a tourism unit (impact), 6.Percentage of treated and reused wastewater (response, material and percent) and 7.Percentage coastal marine area under some form of conservation (response-habitats and biodiversity-). And the mean 8 selected indicators of territorial units for residential use: 1.Resident and floating population per local government (driving force-population and activities-), 2. Urbanization index (driving forces-population and activities), 3. Energy consumption per inhabitant on household and accommodation units (driving forces-natural resources-), 4.Annual increase of urban land in hectares / year (pressure), 5.Mass of solid waste/inhabitant/year per local government (by type) (pressure), 6. Number of complaints and denunciations per year by local perceived impacts due to wastewater treatment plants, local and water pollution (impact), 7. Percentage of new buildings licences on old buildings over all residential building permits in a year (response- urban ordination) and 8.Indicator of inefficiency in the use of urban and urbanized land (depending on soil type) (response-urban ordination-). This work has been carried out with the support of the European Union (EU) and cofounded by European Regional Development Fund (ERDF) and POCTEFEX Programme.

References

Keywords: DPSIR, indicators, Integrated Coastal Zone Management (ICZM), multi-criteria analysis.
Introduction

The coastal zone is an extremely complex social-ecological system that changes in relation to its environmental, socio-economic, cultural and governance factors (Diedrich et al., 2010). Integrated coastal zone management (ICZM) is a process that seeks to develop an integrated model for sustainable development, that is based on finding points of convergence among these factors (IOC, 2006; cited Diedrich et al., 2010). Indicators are presented as efficient and descriptive tools of anthropogenic and natural phenomena, which are optimal for ICZM (Diedrich et al., 2010). Indicators are defined as quantitative/qualitative statements or measured/observed parameters that can be used to describe existing situations and measure changes or trends over time (IOC, 2006), also in evaluating an isolated phenomenon (diagnosis) or in a monitoring system to evaluate processes and detect trends (Gabrielsen-Dueñas and Santos-Lumigo 2010). In ICZM, sustainability indicators and scenarios are no genetic, rather they are specific to sites and restricted by political and local realities (Diedrich et al., 2010). In the context of these realities, the analytical framework used for an assessment helps to determine the variety of indicators that are chosen to communicate the outcomes of that assessment (Gabrielsen & Bosch, 2003). For its assessments of the relations between human activities and the environment, Environmental European Agency (EEA) uses the Driving forces-Pressures-State-Impact-Responses (DPSIR) framework (Figure 1; Gabrielsen & Bosch, 2003) and it has been used in this work.

The main goal of this work has been to show a proposal of sustainable indicators that are relevant to the tourism and urban development (driving forces) in Gran Canaria. Since both are two important and influential driving forces the Canary Islands coast (Gospelan, 2012) and therefore they should be taken into account in a local ICZM system.

Methods

First, a shortlist of indicators was obtained according to the references, based on the established framework (DPSIR model) and the following four criteria: relevance, data availability, regular updating and ease of interpretation (criteria used by the public bank of environmental indicators of Ministry of Agriculture, Food and the Environment, MAGRAMA). Second, a DELPHI analysis was performed with four specialists in tourism and two in urban development, in order to decrease the number of preselected indicators. Third, the final weight of indicators was estimated by an Analytic Hierarchy Process (AHP; Saaty 1980). It was conducted in the two driving forces by the experts considered according to three criteria: relevance, data availability and ease of interpretation.

Results and discussion

The AHP set 32 (tourism) and 33 (urban development) indicators initially, divided into DPSIR categories. The experts observed the importance granted in parentheses (tourism // urban development) to the criteria. Notwithstanding DPSIR possess some drawbacks, the fact that the method is still in use more than three decades after its creation also attests to its robustness, and it has been concluded that the DPSIR framework is a useful tool that can still be refined (Gari et al., 2015). It links cause-effect relationships among the five categories of the framework (Figure 1) and has been used for analysing and assessing the social and ecological problems of aquatic systems subject to anthropogenic influence, and it has been used to develop ICZM (Gari et al., 2015). We believe that DPSIR has successfully guided the selection of indicators for the drivers evaluated.

References


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Figure 1. The Driving force, Pressures, State, Impact and Responses (DPSIR) framework scheme.

Figure 2. Normalized weights resulting from the Analytic Hierarchy Process (AHP) in tourism (these include a 42% of the total weight of all DPSIR categories).

Figure 3. Normalized weights resulting from the Analytic Hierarchy Process (AHP) in urban development (these include a 53% of the total weight of all DPSIR categories).

Table 1. Names of the 7 indicators as a result of the Analytic Hierarchy Process (AHP).

Table 2. Names of the 8 indicators as a result of the Analytic Hierarchy Process (AHP).