Maritime and coastal heritage

/ Authors

Marnix Pieters [1]
Benoit Strubbe [2]
Maarten Van Dijck [1]
Hans Pirlet [3]

/ Reviewer

Jeroen Walterus [4]

[1] Flanders Heritage Agency
[2] Province West Flanders
[3] Flanders Marine Institute (VLIZ)
[4] FARO - Flemish interface centre for cultural heritage

Maritime and coastal heritage covers a very wide range of aspects. It includes maritime archaeological heritage in the sea as well as on land, maritime heritage, architectural heritage which is typical for the coastal zone, coastal landscapes with heritage value, maritime movable heritage and intangible maritime heritage. Comprehensive works that cover these maritime heritage themes in the Belgian part of the North Sea (BNS) and the adjacent coastal area do not exist. Moreover, overview works that deal with a particular aspect of maritime heritage in an integrated way, beyond artificial and variable limits (legal, physical or disciplinary), are not available either.

Addressing maritime and coastal heritage in an integrated way offers benefits with regard to the understanding of the relationships and elucidating the wider context. Furthermore, the various types of borders have also changed significantly over time. In the Roman period, for example, the coastline was further seaward compared to the present situation. This is the reason why archaeological heritage that was originally formed on land may nowadays be situated below sea level. It goes without saying that this heritage, if still available, should be seen in conjunction with the archaeological heritage situated in the current coastal plain.

9.1 Current situation

9.1.1 Maritime archaeology

The concept of maritime archaeological heritage covers a wide range of aspects. The three main elements are:
- Shipwrecks and other wrecks as well as parts thereof, regardless of where they are found;
- Settlements or other traces or remains of human activity in seas, rivers or other bodies of water;
- Archaeological sites and traces situated on land, which were for their operations entirely focused on the sea such as lighthouses, fishing villages, shipyards, dikes, peat extraction, salt extraction, etc.

There is no restriction with regard to the age of the investigated archaeological heritage. A shipwreck from WWII deserves an appropriate archaeological treatment, which will obviously differ from the treatment of a shipwreck from the Bronze Age.

Since 2003, systematic research has been performed on maritime archaeological heritage by the *Flanders Heritage Agency* and its predecessors (Institute for the Archaeological Heritage (IAP), Flemish Institute for Immovable Heritage (VIOE)).

For certain aspects of the maritime archaeological heritage, there are (partial) overviews which cover Flanders and the BNS:
- The database of the Flanders Heritage Agency: *www.maritieme-archeologie.be* aims at structurally documenting and disclosing relevant information concerning maritime archaeological heritage in Flanders and in the BNS. On this website, more information can be found about shipwrecks (and their contents) which are present in the North Sea and in Flanders, artefacts from the sea, and maritime sites such as fishing villages and lighthouses. In February 2013, there were 305 shipwrecks, 2 aircraft wrecks, 7 other underwater sites, 101 structures and 101 isolated individual archaeological objects registered in this database which were also made available for the public.

In addition, there are two more databases that provide valuable information about a structured part of the heritage treated here, namely shipwrecks, without having an archaeological perspective:
- The wreck database of the Flemish Hydrography, *www.vlaamsehydrografie.be/wrakkendatabank.htm* has been developed from a perspective of safe shipping. The information in this database formed the basis for a book about shipwrecks in the North Sea which inventoried 277 wreck sites (*Termote & Termote 2009* [141636]);
- The online searchable database *www.wrecksite.eu* (private initiative), which has become an internationally respected and consulted database on shipwrecks.

Besides the three databases mentioned above, a number of reviews are available that cover a part of the maritime archaeological spectrum. For example, in the so-called *onderzoeksbalans* of Flanders Heritage Agency (*https://onderzoeksbalans.onroerenderfgoed.be*), two summary documents are available on maritime archaeology:
- An overview of the archaeological research in the BNS below the high water line (including the beach) (published in adapted format in *Pieters et al. 2010* [197284]);
- An overview of shipwrecks and components found in rivers and on land in Flanders. The medieval shipwrecks from Flanders have also been included in a recent overview article on medieval ships (*Van de Moortel 2011* [227403]).

For the study of shipwrecks found on land, the research on the medieval shipwrecks discovered in Doel is important in an international context (see also *http://www.kogge.be/en*). Extensive research has been conducted on the archaeological heritage of late medieval and early modern fishermen in the recent decade in Flanders, focusing on the medieval fishing community of Walraversijde. A large part of the study of the archaeological research in Raversijde was published in *Pieters et al. (2013)* [227995].

Until now, little attention has been paid in the archaeological research field in Flanders to the other categories of maritime archaeological heritage on land such as dikes, harbour structures, lighthouses, salt extraction, etc.

In 2013, the project 'Archaeological research in the North Sea: development of an efficient evaluation methodology and proposals for sustainable management in Belgium' (*SEARCH*) (2013-2016) was launched. This project aims to provide guidelines for a methodology with regard to buried shipwrecks and prehistoric relics in the North Sea. An efficient and low-cost methodology will be developed that will allow to detect the paleolandscapes, linked with prehistoric presence and buried archaeological remains, and manage them according to internationally accepted standards and protect them from uncontrolled destruction.

9.1.2 Naval heritage (including historical shipbuilding)

The naval heritage policy is relatively recent. In the early 1990s, increased attention was paid to naval heritage by the industrial heritage cell within the former Department of Monuments and Sites (the current Flanders Heritage Agency). The link between the naval and the industrial heritage is obvious. Ships were built with materials used in other economic sectors. Initially, wood was the material of choice for ships. Depending on the type of vessel, the switchover to steel, the key product of the industrial revolution, was made sooner or later. Synthetic materials were increasingly used for recreational boating. The propulsion of the ships evolved from sails to steamers, and subsequently to diesel engines. The naval heritage is inventoried in a database by the Flanders Heritage Agency, which will contain approximately 250 vessels and which will be made accessible for the public in the future (*https://inventaris.onroerenderfgoed.be/*).

Two types of vessels are of great importance for the coast: fishing boats and sail yachts. In table 1, some of the most important ships and their characteristics are presented. An overview of the fishing vessels from 1929 onwards is given in the *database of the Belgian fishing fleet* of the Flanders Marine Institute (VLIZ) (see also theme **Fisheries**).

Table 1. A selection of important historical fishing boats and sail yachts with their characteristics.

NAME OF THE SHIP	CHARACTERISTICS
Outka	Year of construction: 1963, a wooden sail yacht of 9.04 m, shipyard: Maria Hots in Ostend, protected as naval heritage
Tomidi	Year of construction: 1984-1985, Race Yacht of 17.54 m, shipyard: Standfast Yachts in Breskens. Participated as the Rucanor Tristar in the Whitbread Round the World Race. Protected as naval heritage
Lorette de Gravelines	Year of construction: 1907, 17 m, oldest existing fishing sailboat of the Belgian coast, under restoration
De Nele	Replicated fishing sailboat, Ostend
Jacqueline-Denise	Shrimp fishing boat, 17 m, based on the hull of a ship that was built in 1942 by Borrey in Ostend
O.32 Jessica	Year of construction: 1935, motor trawler, shipyard: Crabeels in Ostend, collection of the Sincfalamuseum
OD.1 Martha	Year of construction: 1942, motor trawler, showpiece of the NAVIGO fishing museum
Z.53 Gilbert-Norbert	Year of construction: 1942, motor trawler
N.788 Moed en Vertrouwen	Year of construction: 1942, wooden motor trawler, 15 m, in very poor condition, along an access road to Oostduinkerke
O.305 François Musin	Year of construction: 1948, deep-sea trawler for Iceland fishing, shipyard: Belliard - Crighton in Ostend NV Motorvisscherij. Restored in Antwerp by Werkvormm vzw. Protected as naval heritage

NAME OF THE SHIP	CHARACTERISTICS (continuation)
O.129 Amandine	Motor trawler, museum ship in Ostend about the history of the Iceland Fisheries (*Van Dijck 2012* [222595])
O.192 Lydie-Madeleine (now the Hallingdal)	Year of construction: 1957, motor trawler, built at Denye, partly dismantled and in poor condition
O.148 Snipe	Year of construction: 1958, motor trawler, built by Loy
O.116 Caroline	Year of construction: 1961, motor trawler, shipyard: De Graeve in Zeebrugge, still fishing
Z-580 Poseidon	Year of construction: 1963, motor trawler, shipyard: De Graeve in Zeebrugge, stalled restoration project
Crangon	Year of construction: 1965, motor trawler, shipyard: De Graeve in Zeebrugge, the first ship protected as naval heritage in 2007, tourist trips from Ostend

The Panesi project took a closer look at the construction of fishing vessels on the coast based on the archives of the shipyard 'Panesi' (Van Dijck & Daems, to appear in Relicta). The study outlines the history of shipbuilding on the coast and describes the development of the fishing boats between 1870 and 1970.

The Mercator is a special case. The ship was protected as a monument in 1996. This steel barquentine of 78 m was built in 1932 according to the plans of Adrien de Gerlache. The Mercator was used to train merchant marine officers. Since 1961, the ship has been open to the public as a museum (*Vanden Bosch 2001* [41936]). Finally, the Westhinder Light Ships (1950, Belliard yard, Ostend) must be mentioned. These floating lighthouses warned ships for shallow sandbanks and were replaced in 1993 by unmanned light platforms.

9.1.3 Architectural heritage along the coast

The interest in the preservation of architectural heritage in Belgium goes back to the 19th century. The architectural heritage along the coast includes many components which are specifically maritime-related: hotels and other residential accommodation, tourist and recreational facilities and infrastructure (see also **Tourism and recreation**), coastal defense (civil and military) (see also the theme **Safety against flooding** and **Military use**), lighthouses, sluices, all kinds of maritime business infrastructure, etc. The first two groups of architectural heritage mentioned above are closely linked to the rise of tourism in Flanders during the last 200 years. This coastal tourism especially took off in the last quarter of the 19th century (*Constandt 1986* [206001]).

The architectural heritage of the coastal zone has been gradually inventoried since 1977 (*Maelfait et al. 2012* [221016]). It was not until then that the vulnerable coastal heritage received more attention (*Cornilly 2005* [206049]). The results of the inventory are available online for the public: *https://inventaris.onroerenderfgoed.be*. Specifically for the province of West Flanders, there is '*Monumentaal West-Vlaanderen*', an illustrated overview in 3 parts of all protected monuments and sites in the province on 1 January 2001. The coastal area is mainly covered in Volume III, published in 2005 (*Cornilly 2005* [206049]). The update for the province of West Flanders after 1 January 2001 is discussed in the heritage magazine '*In de Steigers*'. An overview of the spatial distribution of the protected architectural heritage along the coast and additional information can be consulted on the geo-portal of the Flanders Heritage Agency (*https://geo.onroerenderfgoed.be/*).

For certain groups of architectural heritage, such as lighthouses (*Warzée 1999* [34353]), military heritage on the coast from WWI (*Deseyne 2007* [155933]), the Atlantic Wall (*Philippart et al. 2004* [222460]), tourism-related heritage (*Cornilly 2006* [122563]) and modern architecture (*Cornilly 2007* [119502]), thematic overview publications exist as well, although they are not exhaustive.

The industrial archaeological heritage is increasingly addressed in the context of heritage conservation. This industrial heritage contains, among other things, some typical maritime components such as shipyards, port infrastructure and fish processing companies (*Onderzoeksbalans – Bouwkundig erfgoed*). Because of its maritime location, Flanders hosted a fairly large number of shipyards that built both wooden and metal vessels for inland, coastal and maritime navigation until the 20th century. The study of the industrial heritage of shipbuilding in Flanders remains limited to a few case studies, such as the shipyards by Van Praet and Van Damme in Baasrode (*Segers 1994* [148027]) and a first major overview of fisheries-related shipyards by *Desnerck & Desnerck (1974)* [9601] and *Desnerck & Desnerck (1976)*

[9606]. Pioneering work on the port of Antwerp was conducted by Albert Himler (see for instance *Himler 1993* [99566], *Asaert et al. 1993* [99546] and *Himler & Moorthamers 1982* [123566]). The other Flemish ports have been far less studied. Also the industrial heritage linked to sea fisheries (fish smoking and processing plants) has been little explored up till now. An overview of the history of the Belgian oyster farming is given by *Polk (2000)* [24883], *Halewyck & Hostyn (1978)* [64754] and *Pirlet (2012)* [222245], as well as on the following website: *http://www.vliz.be/wiki/Historiek_van_de_Belgische_oesterkweek* (see also theme **Aquaculture**).

9.1.4 Landscapes with heritage value

The coastal landscape, bordered by the Pleistocene sand region, has been largely shaped by human hands. Without dikes and drainage, this area would look completely different. There has been a significant human impact, although some areas, such as the Grote Keignaard in Zandvoorde, have a quite natural appearance (*Cornilly 2005* [206049]). The protected landscapes in the coastal zone include very diverse areas ranging from creek areas (Lapscheure, Grote Keignaard in Zandvoorde), backlands (Lampernisse), dune regions (Westhoekduinen, Houtsaegerduinen in De Panne, Cabour in Adinkerke), tidal areas (Zwin and Yser estuary), heathlands (Westend), transitional areas (Zwinbosjes, Duinenweg/Duinenstraat in Raversijde) to specific and completely human-made areas such as the '*Moeren*' region.

An overview of the spatial distribution of the known landscape heritage can be found on the geo-portal of the Flanders Heritage Agency (*https://geo.onroerenderfgoed.be/*). An overview of the protected landscapes in West Flanders, on 1 January 2001, can be found in '*Monumentaal West-Vlaanderen*' (*Cornilly 2005* [206049]). The situation after 1 January 2001 is recorded in the heritage magazine '*In de Steigers*' and in the geo-portal of the Flanders Heritage Agency.

9.1.5 Movable and intangible heritage

The term 'movable heritage' covers historically valuable material objects which are usually to be found in museum collections, archives or heritage libraries. Museums focus their collection policy on a particular theme. Certain museums focus on the historical story of a city, region or country, whereas others focus on collecting art, technology or everyday objects. An overview of the museums on the coast can be found on the provincial *museum map*. There are about twenty museums located in the coastal zone, some of them specifically focused on the coast. Furthermore, there are several libraries located along the coast. Some of them have publications with historical value in their collection. An overview of these collections is given on the following website (*collectiewijzer*) of the Flemish heritage library. The *Marine Library* of the Flanders Marine Institute collects exclusively publications about the sea and coast. *The library and documentation center of the National Fisheries Museum Oostduinkerke (NAVIGO)* focuses on the history of fisheries. Furthermore, the archives of the various governments are often important sources for movable heritage and in the *Archiefbank* database private archives are inventoried, some of which are important for maritime heritage (e.g. the archives of fishing schools). The State Archives of Belgium preserve many documents relating to the coastal municipalities. An overview of the latter archives can be found in the online *database*. The provincial archive has its own database, *Probat*, where in addition to the archives of the Province of West Flanders, various municipal archives can be searched as well (De Haan, Koksijde, Middelkerke, Blankenberge). The archive of Ostend has its own *website*. In addition, the various image databases should also be mentioned for their role in the disclosure of historical imagery. The provincial image bank contains photographs of many coastal communities. The municipalities of De Panne, Koksijde and Nieuwpoort are included in the image bank '*Westhoek verbeeldt*' of the *Erfgoedcel CO7* and Ostend has its own *image bank*. The initiative '*a century of sea fisheries in Belgium*' of the Flanders Marine Institute collects historical data about the landing, gross revenues and legislation of the Belgian fisheries (see also theme **Fisheries**). Finally, the local historical societies also preserve a lot of interesting material. An overview of all societies is available on the following website: *Heemkunde Vlaanderen*.

Comparable to the protection of buildings, valuable (sub-)collections or documents can also be protected by Decree (*Topstukkendecreet*). The list of valuable objects and collections (*topstukkenlijst*) provides an overview of the protected movable heritage. Some objects from the collections of the NAVIGO museum and '*Museum aan de Stroom*' (*MAS*) are also included in the Dutch initiative '*Maritiem Digitaal'*, a collection-search system of the maritime world.

Intangible heritage represents traditions, customs, knowledge and practices inherited or historically developed by a group of people. Dialects, processions or crafts are just some examples of intangible heritage. Recently, the Flemish government launched the *Platform for intangible heritage in Flanders*. An overview of the intangible heritage is included in *the inventory of immaterial heritage*. Individuals or organisations must submit an application

themselves to be included in the inventory. This inclusion is a prerequisite to apply for UNESCO recognition. Some examples of intangible heritage on the coast are the horseback shrimp fishermen in Oostduinkerke and the *carnival of Blankenberge*.

The typical coastal intangible heritage is currently threatened by several factors. The fisheries heritage as well as the fisheries sector are under pressure. Rising fuel prices, increasing regulation and decreasing catches cause the professional reorientation of many fishermen. Because of this, the movable and intangible heritage related to fisheries has an increasingly smaller source of supply. A museum such as NAVIGO collects everything related to fisheries and its history, but there are also other initiatives such as oral history projects (*Rappé 2008* [135896], *Strubbe 2011* [213162]), which are committed to the preservation of this heritage.

9.2 Policy context

At an international level, the policies related to cultural heritage are primarily defined by the United Nations Educational, Scientific and Cultural Organization (*UNESCO*). Important legal instruments are the *Convention concerning the Protection of the World Cultural and Natural Heritage* (1972), the *Convention for the Safeguarding of the Intangible Cultural Heritage* (2003) and specifically for maritime and coastal heritage, the *Convention on the Protection of the Underwater Cultural Heritage* (2001) (see website for *full list* of UNESCO legal instruments). A *database* updated by UNESCO also contains many national laws of the Member States relating to cultural and natural heritage. The International Council on Monuments and Sites (*ICOMOS*) is an international non-governmental organisation dedicated to the preservation of monuments and sites of the world, working closely with UNESCO and also acting as an advisory body for it. ICOMOS consists of an international committee, national committees and scientific committees. For underwater heritage, there is an active international scientific committee, namely the International Committee on the Underwater Cultural Heritage (*ICUCH*) that *inter alia* promotes the Convention of 2001.

The main legislative framework for activities at sea is the *UN Convention on the Law of the Sea* (UNCLOS, 1982). In this almost globally ratified treaty, two clauses concerning heritage were added. The *UNESCO Convention* on the protection of underwater heritage has the intention to further complement and specify *UNCLOS* regarding the underwater cultural heritage.

At the European level, the policy on cultural heritage is developed by the *Directorate-General for Education and Culture (DG EAC)* of the European Commission, which only recently regarded immovable heritage (landscapes, architectural heritage and archaeological heritage) as part of the cultural heritage. In addition, the *Council of Europe (culture, heritage and diversity)* plays a very important role via heritage conventions, such as the *Convention for the Protection of the Architectural Heritage of Europe (Granada, 1985)*, *Convention for the Protection of the Archaeological Heritage of Europe (revised) (Valletta, 1992)*, *Convention on the Value of Cultural Heritage for Society (Faro, 2005)* and the *European Landscape Convention (Firenze, 2000)* (see *website* for an overview of the European cultural heritage legislation). The *European Heritage Network* (HEREIN) is a permanent information system that assembles public authorities of the Member States responsible for cultural heritage (focusing on the architectural and archaeological heritage) under the umbrella of the Council of Europe. The HEREIN network also provides an overview of the heritage policies in the Member States (*e.g. Flanders*).

In Belgium, immovable cultural heritage is a competence of the regions whereas the intangible heritage is covered by the communities. For the management of the archaeological heritage in the North Sea under Belgian supervision (federal jurisdiction), a cooperation agreement was concluded between the federal Minister for the North Sea and the Flemish Minister for Heritage on 5 October 2004. In this context, the *law of 9 April 2007* on the discovery and protection of wrecks is also important. This law was revised and adjusted in the course of 2013, particularly in view of the Belgian ratification of the *UNESCO Convention* for the protection of the underwater cultural heritage (2013).

In Flanders, the responsibilities of immovable, movable and intangible heritage are covered by different bodies:

Under the Policy domain Spatial Planning, Housing Policy and Immovable Heritage (*RWO*), the Flanders Heritage Agency is responsible for the policy preparation and evaluation and for the policy implementation (policy-oriented scientific research, realisation of inventories, protection, management support and communication) with regard to immovable heritage. The agency has carried out these tasks in an integrated way since January 1, 2013. The *RWO Inspection Agency* is responsible for the supervision and enforcement.

The Department of Culture, Youth, Sports and Media (*CJSM*) is responsible for the policy concerning tangible and intangible heritage. The *Agency for Arts and Heritage (Heritage Department),* takes on the policy preparation and implementation regarding tangible and intangible heritage. The Flemish interface center for cultural heritage (*FARO*) plays an intermediary role between the cultural heritage field (immovable and intangible heritage) and the government, supports cultural heritage organisations, local and provincial governments and managers of cultural heritage, and promotes the development of the cultural heritage field.

The policy document on immovable heritage (*beleidsnota onroerend erfgoed (2009 – 2014)* [214788]), the policy document on culture (*beleidsnota cultuur (2009 – 2014)* [214791]) and the vision document for intangible cultural heritage (*visienota voor immaterieel cultureel erfgoed* [214591]) contain the guidelines for the heritage and cultural policy in Flanders. The following decrees are important legislative documents at the Flemish level: the three decrees on immovable heritage (*Monuments Decree* (*Decree of 3 March 1976*), *Archaeology Decree* (*Decree of 30 June 1993*) and *Landscape Decree* (*Decree of 16 April 1996*)), the *Heritage Decree* (*Decree of 6 July 2012*, on the Flemish cultural heritage policy), the *Decree of 24 January 2003* (to protect cultural heritage because of its particular value in Flanders) and the *Decree of 29 March 2002* (on the protection of naval heritage) (*Provincie West-Vlaanderen (2008)* [126150], more information: *Wet-, decreet- en regelgeving: Monumenten, Stads- en Dorpsgezichten Landschappen, Archeologie en Varend Erfgoed 2012* [225481]).

The Flemish government committed itself in the Coalition Agreement 2009-2014 to establish a new umbrella decree for immovable heritage that replaces the three decrees mentioned above (*Monument Decree of 1976*, *Archaeology Decree of 1993* and *Landscape Decree of 1996*). This new legislative initiative reached the status of draft in January 2013. The new draft decree on immovable heritage includes a new, integrated approach to immovable heritage. It replaces the three existing decrees and a law of 1931 on the conservation of monuments and landscapes (*law of 7 August 1931*).

The *Province of West Flanders* is responsible for the 'depot policy' and invests in maritime heritage by developing projects in which coastal actors can participate.

9.3 Spatial use

9.3.1 Maritime archaeology

The geographical position of the maritime heritage in marine areas is included in a number of databases. These also play an important role in decision-making in the area of policy and management. Flemish partners have been involved in two European projects: the *Archaeological Atlas of the 2 Seas project* (in which the maritime archaeological heritage in France, England and Belgium has been mapped) and the *MACHU project* (Managing Cultural Heritage Underwater) in which a Geographical System with the position of underwater cultural heritage in European seas has been set up. Concerning the BNS, there are three databases that provide structured information: *www.maritieme-archeologie.be*, *the wreck database of the Flemish Hydrography* and *www.wrecksite.eu*. As far as maritime heritage is concerned, it is not evident to claim specific marine space for this purpose. It seems more appropriate to take advantage of the existing protective measures to conserve and protect a representative sample of the underwater heritage in situ. The aim of this policy is that, when underwater heritage has to disappear for compelling reasons, it gets the appropriate care and does not disappear without control.

9.3.2 Architectural heritage along the coast

The new geo-portal of the Flanders Heritage Agency (*https://geo.onroerenderfgoed.be*) provides an overview of the geographical location of the architectural heritage in the coastal area. Additional information can be obtained about the localised heritage elements.

9.3.3 Landscapes with heritage value

The valuable landscapes of Flanders were inventoried at the end of the 20th century in the *landscape atlas*. This atlas covers the entire Flemish region with the exception of the urban centers and densely populated agglomerations. The new geo-portal of the Flanders Heritage Agency (*https://geo.onroerenderfgoed.be*) provides an overview of the geographical location of the landscapes with heritage value.

9.4 Societal interest

Despite the fact that the importance of heritage is generally recognised, the economic significance of heritage, benefits and societal return on investment remain often unknown. The study by *De Baerdemaeker et al. (2011)* [214595] deals with the socio-economic impact of the immovable heritage (policy) in Flanders.

According to *De Baerdemaeker et al. (2011)* [214595], 189,229 (or 10% of) overnight stays in hotels on the coast were related to the presence of immovable heritage in 2009. Along with day trippers and recreationists, heritage tourism on the coast accounts to more than 2 million visitors per year, whereas the total heritage-related tourism expenditure amounts to almost 60 million euro (see also theme **Tourism and recreation**). According to *Maes et al. (2005)* [78279] (*GAUFRE project BELSPO*), many shipwrecks in the BNS create a tourism revenue. However, this kind of revenue is rather diffuse and difficult to estimate.

The other aspects of the societal importance of cultural heritage in the coastal zone are less known and only some fragmented figures and information are available:
- According to *Maelfait et al. (2012)* [221016], more than 4 million euro of grants were allocated between 2008 and 2010 by the Flemish government for the restoration and maintenance of cultural heritage in the coastal zone;
- The proximity of immovable heritage creates a better living environment which affects the value of housing (see also theme **Social and economic environment**). In De Panne, where 44% of the municipal area is protected (especially the landscape heritage is important in this regard), a property gets an added value of approximately 21,000 euro. In Knokke-Heist, the protected area amounts to 17% leading to an added value of property of approximately 8,300 euro (*De Baerdemaeker et al. 2011* [214595]);
- In a number of historic shipyards, social employment projects are developed;
- Museums are also involved in education. However, there are no data available regarding their impact.

9.5 Sustainable use

9.5.1 Maritime archaeology

Until now, the heritage at sea and underwater has barely been taken into account, mainly because of the ignorance about it. Therefore, there are no protected heritage sites in the BNS at present. Recently, however, there have been a number of new legislative initiatives that will bring change in the short term: a new Belgian law on cultural heritage in the sea is pending (the *law of 9 April 2007*), the Belgian ratification (2013) of the *UNESCO Convention* (Paris, 2001) on the protection of the underwater cultural heritage, and the amendment of the law on the marine environment in view of marine Spatial Planning at sea (*law of 20 January 1999*).

There is no intention to claim specific areas for heritage purposes in the North Sea. Instead it is examined how existing protective measures can be used to achieve the multiple use of certain marine areas.

9.5.2 Naval heritage (including historical shipbuilding)

Initially, some ships that became immovable were protected as a monument. Floating or sailing ships, which basically belong to the movable cultural heritage, could however not be protected by the *Decree of 3 March 1976* (monuments, townscapes, etc.). Hence, a separate decree for the protection of the naval heritage was established on 29 March 2002. The Decree on the naval heritage (*Decree of 29 March 2002*) and associated decision of 4 June 2004 provided encouragement for owners of naval heritage to protect their vessel as well as a management agreement that made the allocation of grants possible. The naval heritage policy is implemented by the Flanders Heritage Agency. A separate section of the Royal Commission for Monuments and Sites has been created to advise the Minister on the naval heritage. In order to achieve a responsible conservation policy, an inventory of the naval heritage has been realised (will be disclosed within the immovable heritage inventory: *https://inventaris.onroerenderfgoed.be/*).

In the spring of 2013, five ships were protected as monuments and fourteen vessels were permanently protected as naval heritage. Nine additional vessels were provisionally protected. The final protection will follow in principle within a year. Of course, not all protected and inventoried vessels are related to the coast. Other sectors such as inland navigation are included in these figures as well.

9.5.3 Architectural heritage along the coast

Due to the increasing scarcity of open space on the coast, the remaining heritage comes increasingly under pressure both in the coastal and hinterland municipalities (*Maelfait et al. 2012* [221016]). Important legislative instruments to protect the architectural heritage are: the *Monument Decree of 1976* (*Decree of 3 March 1976*), the *Archaeology Decree of 1993* (*Decree of 30 June 1993*), the *Landscape Decree of 1996* (*Decree of 16 April 1996*) and the *law of 7 August 1931* on the conservation of monuments and landscapes. Since 2009, the architectural heritage has been 'established' in the inventory (*https://inventaris.onroerenderfgoed.be*), which has certain legal consequences: demolition becomes less evident (with a few exceptions), whereas a change of function is made easier, as long as it benefits the preservation of the cultural heritage value (*Maelfait et al. 2012* [221016]).

9.5.4 Landscapes with heritage value

The scarcity of open space on the coast also applies to landscapes with heritage value. In addition to the protected landscapes with heritage value, which usually have an important natural value as well, the immovable heritage sector is currently mainly working on the instrument of the so-called anchorage areas. These areas are designated by the Flemish Minister for Heritage, and constitute the contribution from the sector for the AGNAS consultation (Defining the natural and agricultural structure in the Flemish Spatial Plan - '*Ruimtelijk Structuurplan Vlaanderen*'). An anchorage area is a valuable landscape with a series of heritage elements (landscape, architectural, archaeological, maritime). An anchorage area is described in the *landscape atlas*, but only gets a legal status after the 'designation'. From then on, the local government is obliged to take it into account when drawing up a Spatial Implementation Plan. As soon as an anchorage area is included in a SIP, it is called a heritage landscape (Article 27 to 30). This means that the landscape values and characteristics of the anchorage area are converted into planning regulations. This way it is possible to ensure that the landscape heritage is dealt with in a sustainable way. More information about protected landscapes can be found in the following publication: *brochure Beschermde landschappen* [143094] .

9.5.5 Movable and intangible heritage

The *list of objects and collections with an exceptional value* contains several hundred pieces or (sub-)collections. Some of these are linked to the coast. These are mainly paintings of Ensor, Permeke and Spilliaert from the collection of Mu.Zee. To be incorporated in the latter list, an object has to meet strict selection criteria. It should be both rare and essential. Grants can be requested for the restoration of these valuable pieces (*Decree of 24 January 2003*).

A great deal of movable heritage has not been included in the list of pieces with an exceptional value. Therefore, the Province of West Flanders developed a so-called 'depot policy' with the support of the Flemish government (more information: *Steen & Van den Nieuwenhof 2008* [225480]). This policy focuses on two lines, the registration of movable heritage held by museums, local heritage societies and other heritage managers as well as the conservation and management of these pieces. To assist museums and heritage organisations in the registration of their collection, the heritage database *www.erfgoedinzicht.be* has been developed. Regional depots should gradually host documents or (sub-)collections of museums and local heritage associations. In the former chapel '*Ster der Zee*' (Koksijde), a regional archaeological depot is built that should be ready by 2014.

The inventory of intangible heritage currently contains 33 elements, 2 of them are specific to the coast: the Carnival of Blankenberge and horseback shrimp fishing in Koksijde. The inventory is established according to the bottom-up principle. Organisations or individuals must submit an application to have an element of intangible cultural heritage included in the inventory. Included elements must submit an annual progress report with information about the activities concerning the protection of the element. For now, the inclusion in the inventory only increases the visibility of the element. Being in the inventory is a prerequisite to be included in the *UNESCO list of intangible heritage.*

/ Legislation reference list

Table with international agreements, conventions, etc.

INTERNATIONAL AGREEMENTS, CONVENTIONS, ...			
Abbreviations (if available)	Title	Year of conclusion	Year of entering into force
	Convention Concerning the Protection of the World Cultural and Natural Heritage	1972	1996 (ratification by Belgium)
UNCLOS	United Nations Convention on the law of the sea	1982	1994
	Convention on the Protection of the Underwater Cultural Heritage	2001	2013 (ratification by Belgium)
	Convention for the Safeguarding of Intangible Cultural Heritage	2003	2006 (acceptance by Belgium)

Table with legislation of the European Council.

EUROPEAN LEGISLATION			
Abbreviations (if available)	Title	Year of conclusion	Year of entering into force
Granada Convention	Convention for the Protection of the Architectural Heritage of Europe	1985	1987
La Valetta Convention	Convention for the Protection of the Archaeological Heritage of Europe	1992	1995
Florence Convention	European landscape convention	2000	2004
Faro Convention	Convention on the Value of Cultural Heritage for Society	2005	2011

Table with Belgian and Flemish legislation. The consolidated version of this legislation is available on *Belgisch staatsblad* and the *Justel-databases*.

BELGIAN AND FLEMISH LEGISLATION	
Date	Title
Laws	
Wet van 7 augustus 1931	Wet op het behoud van monumenten en landschappen
Wet van 20 januari 1999	Wet ter bescherming van het mariene milieu [en ter organisatie van de mariene ruimtelijke planning] in de zeegebieden onder de rechtsbevoegdheid van België.
Wet van 9 april 2007	Wet betreffende de vondst en de bescherming van wrakken
Decrees	
Decreet van 3 maart 1976	Decreet tot bescherming van monumenten en stads- en dorpsgezichten
Decreet van 30 juni 1993	Decreet houdende bescherming van het archeologisch patrimonium
Decreet van 16 april 1996	Decreet betreffende de landschapszorg
Decreet van 29 maart 2002	Decreet tot bescherming van varend erfgoed
Decreet van 24 januari 2003	Decreet houdende bescherming van het roerend cultureel erfgoed van uitzonderlijk belang (topstukkendecreet)
Decreet van 16 juli 2010	Decreet houdende instemming met het verdrag ter bescherming van het cultureel erfgoed onder water, aangenomen in Parijs op 2 november 2001
Decreet van 6 juli 2012	Decreet houdende het Vlaams cultureel-erfgoedbeleid (erfgoeddecreet)