Workshop Briefing Paper

Opportunities and Risk

in Maritime Spatial Planning

in the European Atlantic

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Introduction

The Supporting Implementation of Maritime Spatial Planning in the Atlantic (SIMAtlantic) project aims to support the establishment and implementation of Maritime Spatial Planning (MSP) in five European Atlantic Member States. This workshop will showcase the current status of MSP implementation in the region together with the needs, challenges, opportunities and gaps and describe how SIMAtlantic will address these. The workshop will begin with a brief introduction to SIMAtlantic followed by a panel discussion with representatives from the Member States. The second part of the workshop will be interactive in nature with delegates discussing the opportunities and risks associated with the four key themes of the project; Governance, Cumulative Impacts and SEA, Data Use and Sharing and Land-Sea Interactions.

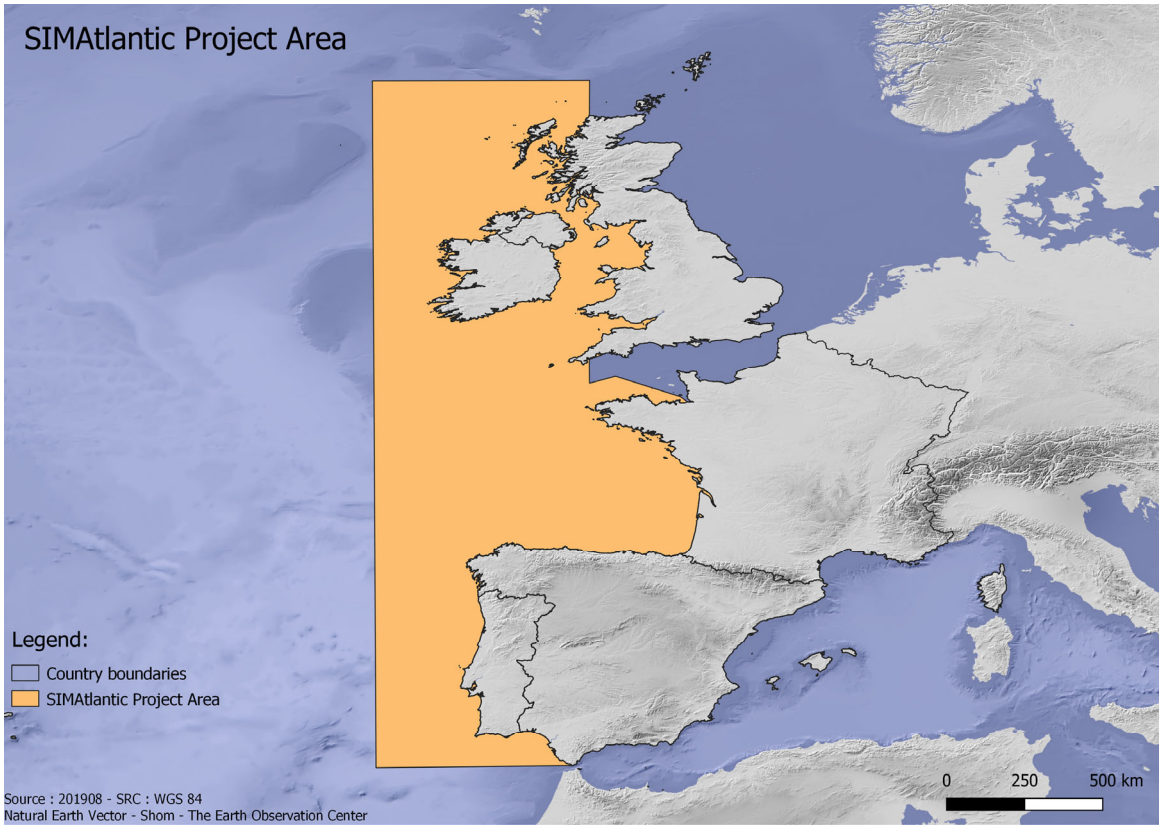

Figure 1: SIMAtlantic Project Area © SHOM

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MSP Implementation within the Member States of the European Atlantic

France			
Other Key MSP Projects	**Key MSP legislation**	**MSP Authority**	**National Authority Contact details**
SIMWESTMED SIMNORAT SIMCELT TPEA	The EU MSP Directive was transposed into French legislation on the 8th August 2016 via article123 of law n° 2016-1087 for the 2nd "reconquest of biodiversity, nature and landscapes. The way in which article 123 will be implemented are further elaborated through the political decree n°2017-724 "intégrant la planification maritime et le plan d'action pour le milieu marin dans le document stratégique de façade" adopted on 3rd May 2017	Ministère de la Transition Écologique et Solidaire	Délégation à la mer et au littoral Délégué à la mer et au littoral dml@developementdurable.gouv.fr Tour Séquoia - 92 055 La Défense Cedex
Ireland			
Other Key MSP Projects	**Key MSP legislation**	**MSP Authority**	**National Authority Contact details**
SIMCelt TPEA	Harnessing Our Ocean Wealth – an Integrated Marine Plan for Ireland was adopted in 2012. An MSP Roadmap was published in 2017 (Towards a Marine Spatial Plan for Ireland).	Department for Housing, Planning and Local Government	Marine Planning - Foreshore Unit Department of Housing, Planning, Community and Local Government Newtown Road Wexford Y35 AP90 MSP@housing.gov.ie
Portugal			
Other Key MSP Projects	**Key MSP legislation**	**MSP Authority**	**National Authority Contact details**
TPEA SIMNORAT SEAMIND	In April 2014, Law No. 17/2014 on "marine spatial planning and management" (LBOGEM) was approved as the fundamental law for MSP for all the Portuguese	Directorate General of Natural Resources, Safety and Maritime Services	Brasilia Avenue, 1449-030 Lisbon, Portugal rai@dgrm.mm.gov.pt

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	maritime space, including the continental shelf beyond 200 nautical miles. Its enabling legislation, Decree-Law No. 38/2015, entered into force on 12 March 2015, and develops the marine spatial planning and management fundamental law. In 2015, Order No. 11494/2015 established the beginning of the preparation and development of the Situation Plan	(DGRM) Directorate General for Maritime Policy (DGPM)	 Av. Dr. Alfredo Magalhães Ramalho N.6 1495-006 Lisboa, Portugal geral@dgpm.mm.gov.pt
Spain			
Other Key MSP Projects	**Key MSP legislation**	**MSP Authority**	**National Authority Contact details**
TPEA SIMNORAT SIMWESTMED	Spain adopted the Royal Decree 363/2017 of 8 April establishing a framework for maritime spatial planning that transposes Directive 2014/89/EC into Spanish legislation.	Ministry of Agriculture, Food and Environment	Coordinadora de Área División para la protección del Mar D.G. Sostenibilidad de la Costa y del Mar Ministerio de Transicion Ecologica (MITECO) Pza. San Juan de la Cruz s/n, Desp A-810 28071 Madrid
United Kingdom			
Other Key MSP Projects	**Key MSP legislation**	**MSP Authority**	**National Authority Contact details**
SIMCelt TPEA	The Marine and Coastal Access Act 2009 committed the UK to establishing a marine planning system and designates the competent authorities within the devolved administrations. The UK Marine Policy Statement (MPS) provides the overarching policy framework for developing marine plans. The MPS is a joint UK administrations document, the aim of which is to contribute to the achievement of sustainable development in the UK marine area. The production of marine plans within the UK is the	England – Marine Management Organisation Northern Ireland – Department of Agriculture, Environment and Rural Affairs	Lancaster House Hampshire Court Newcastle upon Tyne NE4 7YH United Kingdom info@marinemanagement.org.uk DAERA Marine Division, Klondyke Building, Cromac Avenue, Belfast

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	responsibility of the devolved administrations.		BT2 7JA marineplanteam@daera-ni.gov.uk
		Scotland – Marine Scotland	Mailpoint 11 1B South Victoria Quay EDINBURGH EH6 6QQ marinescotland@gov.scot
		Wales – Welsh Government	Welsh Government Cathays Park Cardiff CF10 3NQ marineplanning@wales.gsi.gov.uk

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SIMAtlantic Case Studies

As part of SIMAtlantic a series of four Case Studies are being developed which focus on key selected areas that have direct operational relevance to MSP in the partner countries and wider Atlantic region. A number of these case studies are sectoral in focus and hence will strengthen the policy links between MSP and sectoral planning and management approaches. Cross-boundary aspects are also covered through consideration of particular sectors between and within countries. A brief description of each of the Case Studies is outlined below:

Case Study 1: Management of marine activities in a transboundary ecosystem

This case study between the Republic of Ireland and Northern Ireland, UK, will look at marine activities, conservation objectives, data integration and stakeholder involvement, with a view to understanding MSP approaches in a shared waterbody.

The case study will adopt an ecosystem-based approach to investigate the multi-sectoral use of the nominated waterbody and the environmental sustainability of permitted actions within that system. There is a substantial amount of environmental monitoring data in both ROI and NI for shared waterbodies, but relatively little integration from a management perspective. The case study will develop an understanding of spatial interactions between sectors (such as aquaculture, shipping, ports and tourism) with Natura 2000 sites, and impacts directly on the ecological and social carrying capacities.

Transboundary waterbodies require a collective approach towards MSP. The waterbody will be selected based on established jurisdictional boundaries, availability of data and existing activities. The study will adopt a spatially guided approach and will be supported by relevant data and evidence.

Integrated data management will demonstrate an evidence-based approach to identifying areas for future development, to ensure proposals will work in harmony with the designated Natura 2000 sites, the natural environment and heritage sites. The output of the study will have wider relevance and applicability to any marine sector occurring in a transboundary marine space.

Case Study 2: Communication on Maritime Spatial Plans

MSP is a holistic approach, leading to the creation of large integrated plans. These plans often contain strategic objectives and targets at different scales, based on sectoral and environmental demands, along with the spatial organisation of maritime uses. Moreover, the EU MSP Directive requires plan implementation to be monitored and evaluated. Finally, specific sector regulations may come from plan implementation. With regards to these expectations, Member States are delivering comprehensive and complex documents that are not easily understood by stakeholders or authorities responsible for their enforcement.

A reflection on how to disseminate the content of a planning document to general public, at different scales, will frame this case study and consider both spatial and non-spatial issues of MSP processes. From there, the case study will try to tackle these issues by developing a didactical electronic portal to explain each component of a maritime plan (objectives, targets, zoning, regulation, monitoring and actions) and the relationships between them. This tool will enable users

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to understand arguments and demands that have led to the setting up of a strategic objective or a particular zoning. Links will then be made with the resulting regulation and monitoring protocol. Data gathered, processed and analysed will be used to support the explanation of several components of the maritime spatial plans. This development will be tested in a French territory covered by a multi-objective Marine Protected Area (for conservation and sustainable development purposes), the Nature Marine Park of "Gironde Estuarine and Pertuis Sea".

Case Study 3: Transboundary Impact Assessment

A key objective of MSP is to promote sustainable development and to identify the utilisation of marine space for different uses. The MSP Directive states that an Ecosystem-Based Approach should be applied to the implementation of the Directive. The framework provides for consistent transparent sustainable and evidence-based decision-making. Part of this is to manage spatial uses and conflicts in marine areas; therefore, addressing Cumulative Effects/Impacts (CE/CI) is an essential part of this process.

Since maritime spatial plans are likely to have significant effects on the environment, they are subject to Strategic Environmental Assessments (2001/42/EC) and to meeting the objectives of the MSFD (2008/56/EC). SEAs are an important tool to evaluate environmental impacts of adoption of "plans and programmes". They complement the preparation process of Maritime Spatial Plans, providing a mechanism for the strategic consideration of environmental effects, assessment of plan-alternatives and potential development of mitigation measures. They also contribute to the implementation of the Ecosystem-Based Management/Approach (EBM/EBA), as they identify pressures from maritime activities and evaluate their effects on species and habitats of conservation importance.

Case Study 4: Land-Sea Interactions

Article 6(2)(a) of the MSP Directive sets out as one of the minimum requirements of MSP that LSI should be taken into account. Many maritime uses have an onshore component or implications (such as the ports need for shipping, or grid connections needed for offshore wind farms) and bring significant socio-economic benefits to landward communities. Similarly, many terrestrial activities and development, especially in coastal areas, also impact on the sea, such as waste water discharge from urban areas. Natural processes also involve interaction between land and sea, such as coastal accretion and erosion being caused by currents and weather events. Human activities and natural processes can therefore interact with each other in complex ways along the land-sea interface. When carrying out maritime spatial planning (MSP), it is important to consider the dynamics between land and sea, and to ensure that spatial planning is conducted in an integrated manner across maritime and terrestrial areas. In this way it is clear that addressing LSI also has a significant governance dimension

This case study will draw upon experience of more in depth LSI methodologies developed in other regional sea settings to undertake a pilot LSI study working with MSP authorities within the Irish Sea basin, and will include the active participation of the Irish Sea Maritime Forum. One or more coastal areas will be selected, in collaboration with the relevant MSP authorities, to explore LSI dynamics from governance, socio-economic and environmental points of view and what this might mean for future MSP and wider territorial planning activities.

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SIMAtlantic Cross Cutting Themes

To complement the case study work outlined above and to build on previous project experiences, four cross-cutting themes have been selected as key focus areas and these correspond closely to specific provisions in the EU MSP Directive. The four SIMAtlantic Cross-Cutting Themes will form the focus of the Interactive portion of our workshop.

Theme 1: Governance

This cross-cutting theme will focus on how other legal requirements (MSFD, WFD, Natura) interact with MSP. This will build on work conducted previous projects in relation to marine biodiversity considerations, for example, an examination of Maritime Spatial Plans published to date will provide information on how other EU legal objectives are incorporated into the MSP process. Where Maritime Spatial Plans are under development, emphasis will be placed on how such objectives will be included and subsequently implemented. This will provide lessons to other Member States faced with the same issues.

This theme will also consider structures for implementation of MSP particularly what exists for cross-border cooperation on MSP, including stakeholder involvement across sectoral interests. This work will help to identify common resources that could be used in the context of joint MSP cross-border activities and management.

Theme 2: Cumulative Impacts and Strategic Environmental Assessment

The SEA process within MSP can be strengthened through the integration of cumulative effects/impacts assessment (CEA/CIA) in the marine ecosystems and the services they provide, which is particularly challenging in transboundary locations. This cross-cutting theme aims to promote exchange of expertise among partners and to co-develop a methodology applicable to any transboundary system.

This theme will build upon previous European projects findings and practices regarding CEA/CIA, SEA and Ecosystem Services (ES) in the MSP context. A review of the main practices, challenges and lessons learned will provide the basis for the methodology to be used in a pilot case study area in the North Region of Portugal and Galiza in Spain.

Theme 3: Data Use and Sharing

A Maritime Spatial Data Infrastructure (MSDI) is a tool that enables the best available data related to MSP marine knowledge in an ecosystem approach to be organised, used and shared for maritime spatial plans. It facilitates the linking of spatial data to relevant information. Sharing data and information across Member States' maritime boundaries through a MSDI supports the requirement for Member States to cooperate to assure the coherence of the MSP plans. This type of tool was designed previously during the SIMCelt project and its functionalities have since been enhanced through the SIMNORAT and SIMWESTMED projects, and it is also used in the SEANSE project.

In this cross-cutting theme, starting with the use of this tool and the data catalogue of the SIMCelt and SIMNORAT projects, an Atlantic-wide data and information catalogue will be established. It will be updated and completed through a specific desktop study and an inventory to which all partners of

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the project will contribute. The related publication will detail all the data identified to culminate in an overview of the MSP data shared and available at the project scale. Additional information on how data for MSP is organised in each country, how it is monitored, assessed and kept current will be researched using a survey targeted to the national competent authorities for MSP national authorities and other public bodies involved.

Theme 4: Land Sea-Interactions

In this cross-cutting theme will draw upon the findings of the MSP and Land Sea Interactions pilot study in the Irish Sea basin to consider how competent authorities more widely in the Atlantic region might address LSI issues in MSP. It will build upon previous European investigations related to MSP and LSI. Work conducted as part of the LSI theme will include a literature/practice review related to LSI and MSP in the European Atlantic. It was also draw upon the findings of the Irish Sea Pilot Case Study mentioned above in order to discuss lessons learned. A key component of this work will be the application of stakeholder workshop methodologies looking to the future of the Atlantic region and exploring potential innovations in relation to the management of LSI opportunities and risks and the role that MSP and others might play.

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