

## **PUTTING MARITIME SPATIAL PLANNING INTO CONTEXT**

One of the 3 key **instruments** of the EU Integrated Maritime Policy  
as a support to the decision-making process

**Apply to the national level:**

**one of the key instruments of  
National Integrated Maritime Policies  
needing to be legitimated  
at regional and local levels  
through a participative process**

## The EU debate and initiatives

4 workshops around 10 key principles (*ecosystem-based, integrated, Adaptive, strategic and anticipatory, participatory, etc.*)

Call for two preparatory actions to test MSP in a cross-border context

Study on the economic benefits of MSP (first half 2010)

*Increased certainty for investments*

*Fewer conflicts between sectors*

*Speeding up licensing procedures*

Progress report on the implementation of the Maritime Policy Action Plan to be submitted to the European Council by December 2009

## Some principles in the UK case

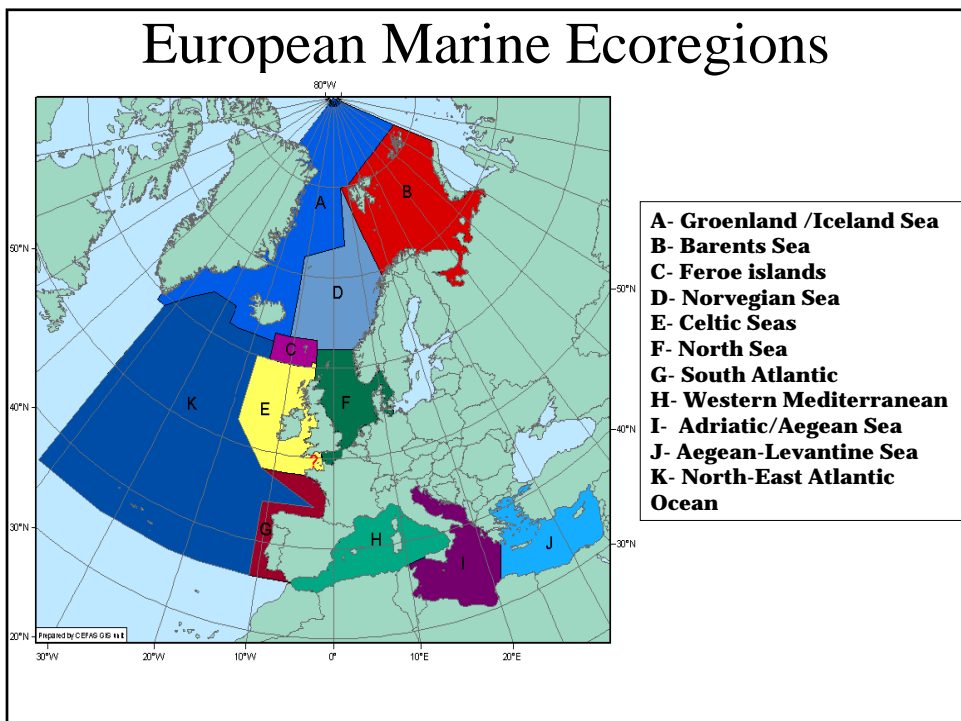
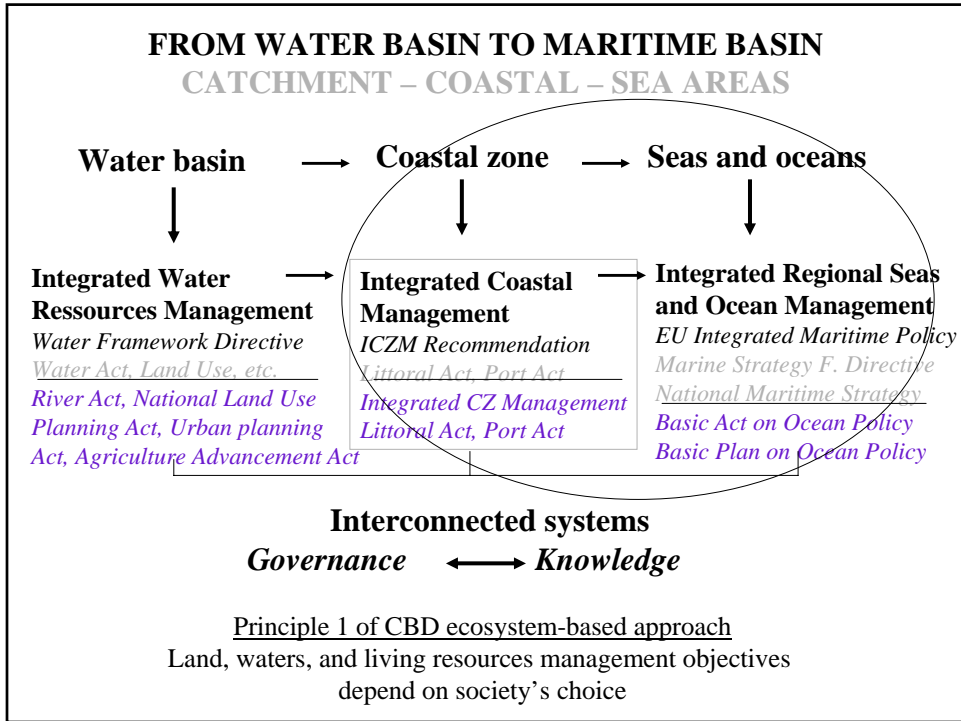
A new system of maritime spatial planning is needed

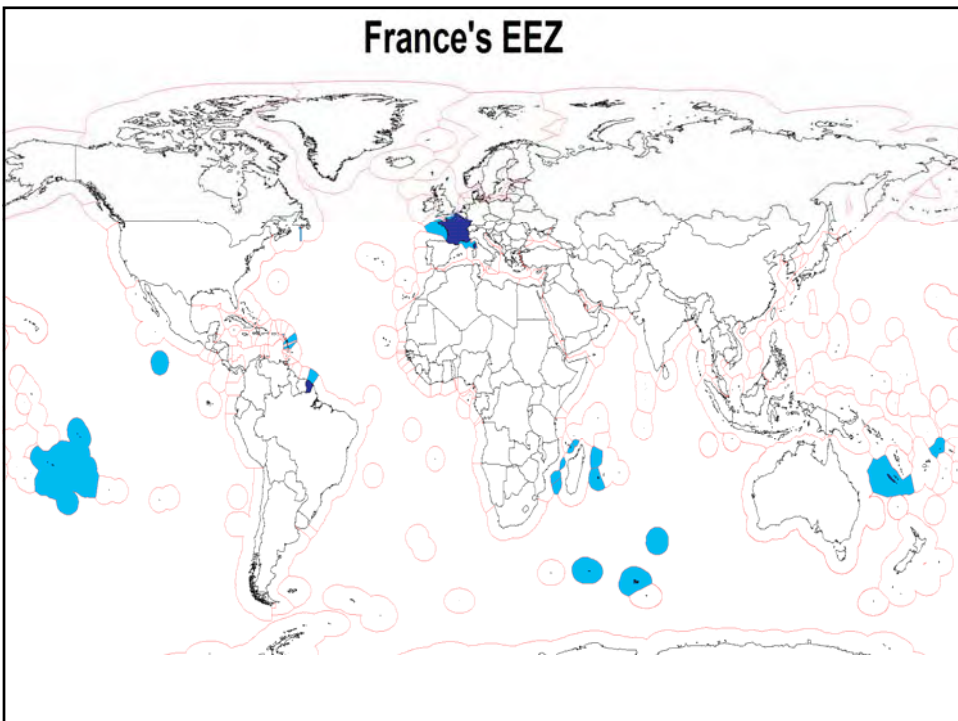
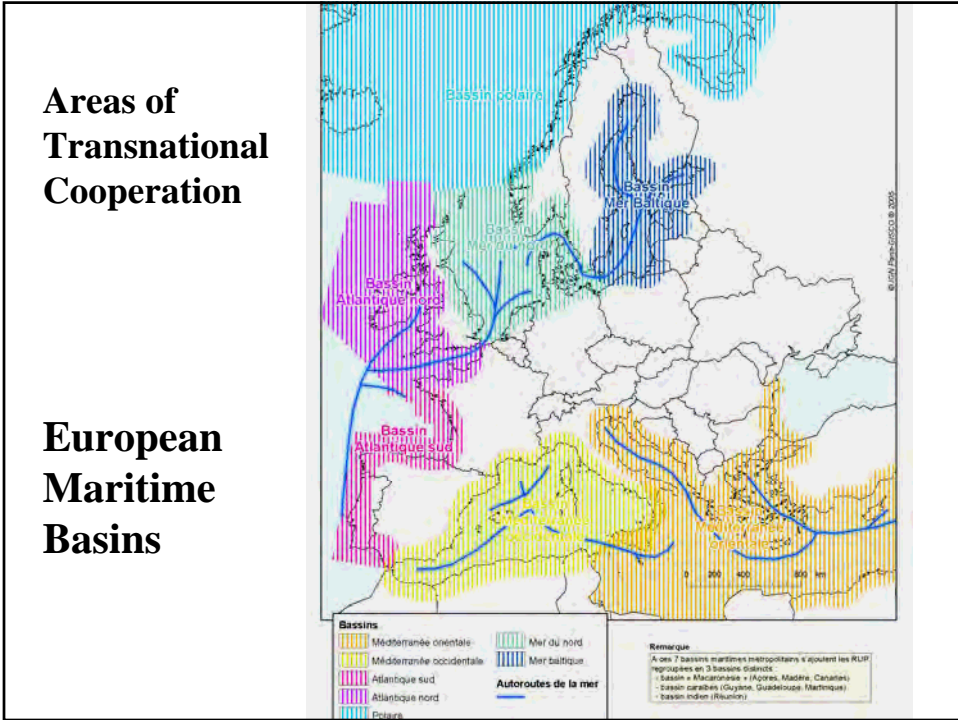
**Strategically driven** (strategic overview with clearly articulated objectives), a tool to aid management of all marine activities and resources

Clear demarcation of responsibilities but integration with other planning mechanisms in the intertidal zone, in particular terrestrial planning: **a hierarchy of plans**

A **new planning body** is required with relevant expertise from all fields

Spatial plans boundaries: **a compromise** between biogeographical marine regions/regional seas and functionality and implementation requirements





## COOPERATION ON SAFETY AND SECURITY TAKES PLACE WITHIN **MARITIME BASINS**

**Where**

**Maritime:** about human activities

**Basin:** about the space and support of human activities

**Related with the ecosystem-based approach**

**In other words**

**The complexity of social-ecological systems**

**Including**

**The coastal areas where maritime activities take source**

**Following**

**A nested governance approach**

## WHO IS RESPONSIBLE ?

**President of the French Republic**

**Prime Minister**

**Cabinet**

*Interministerial Committee for the Sea*

Other ministries

Rural space Land-use

Defence

Industry

Education and Research

Agriculture Fisheries

Foreign Affairs

....

Secretary General  
for the Sea

*Maritime transport  
Security and safety  
at sea*

*Accidental pollutions*

**Ministry of Ecology, Energy,**

**Sustainable Development and the Sea**

*Housing, equipment, natural resources*

*Energy and climate*

*Sustainable development*

*Risks prevention*

*Infrastructure and transport*

Local governments

Maritime Cluster (all sectors)

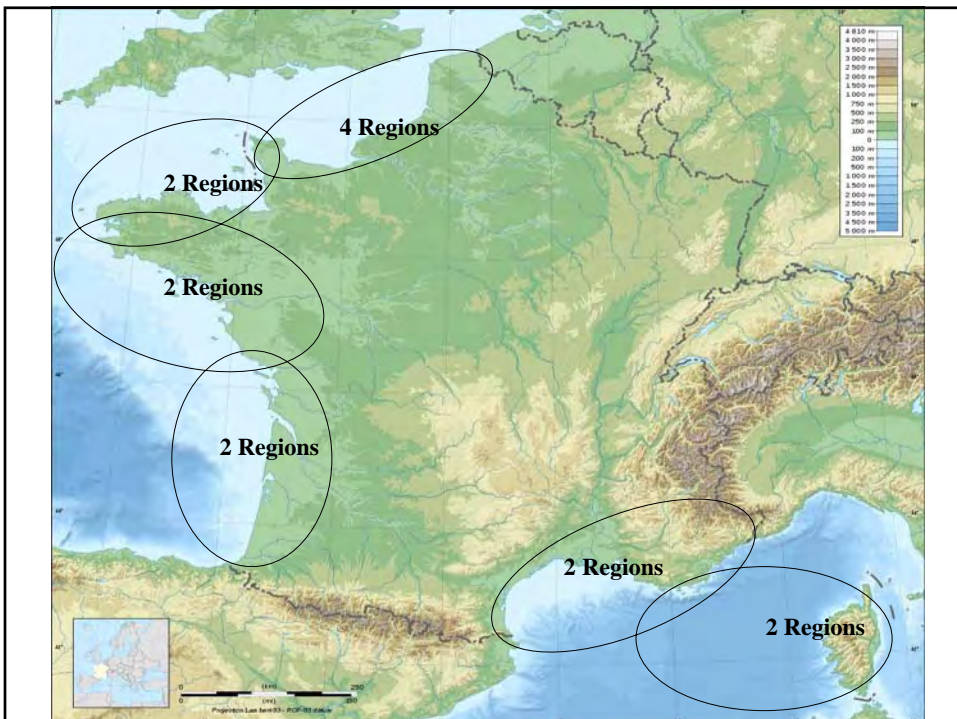
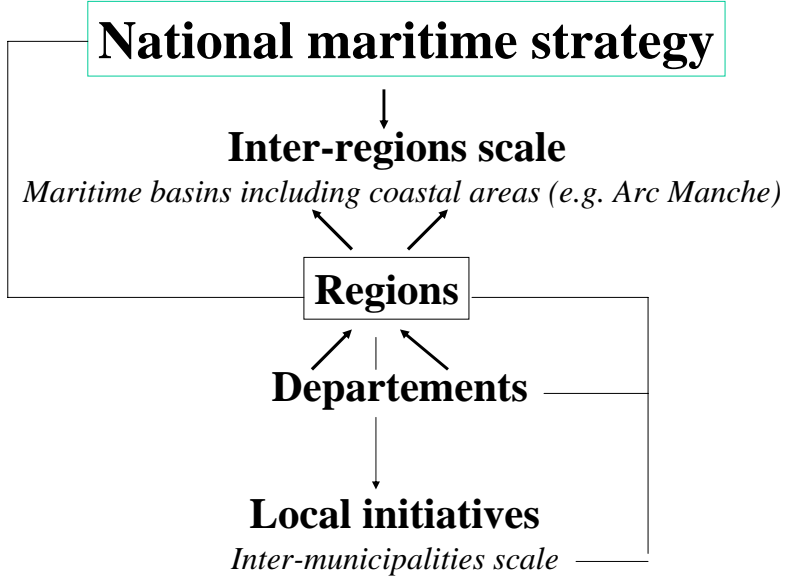
Recreational boating and marine sports Council

National Economic, social and environmental Council

Civil society (NGOs, etc.)



## About the double track approach



## PRACTICALLY WHERE ?

### In the coastal zone

*Schemes for territorial coherence (SCOT)*

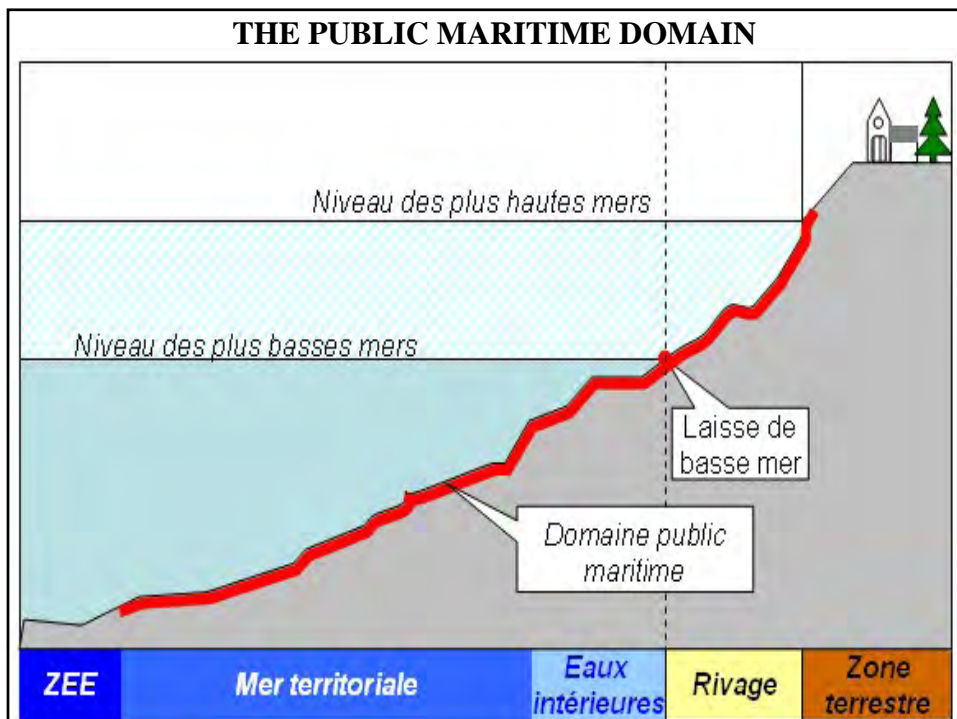
*Schemes for the development of the sea (SMVM)*

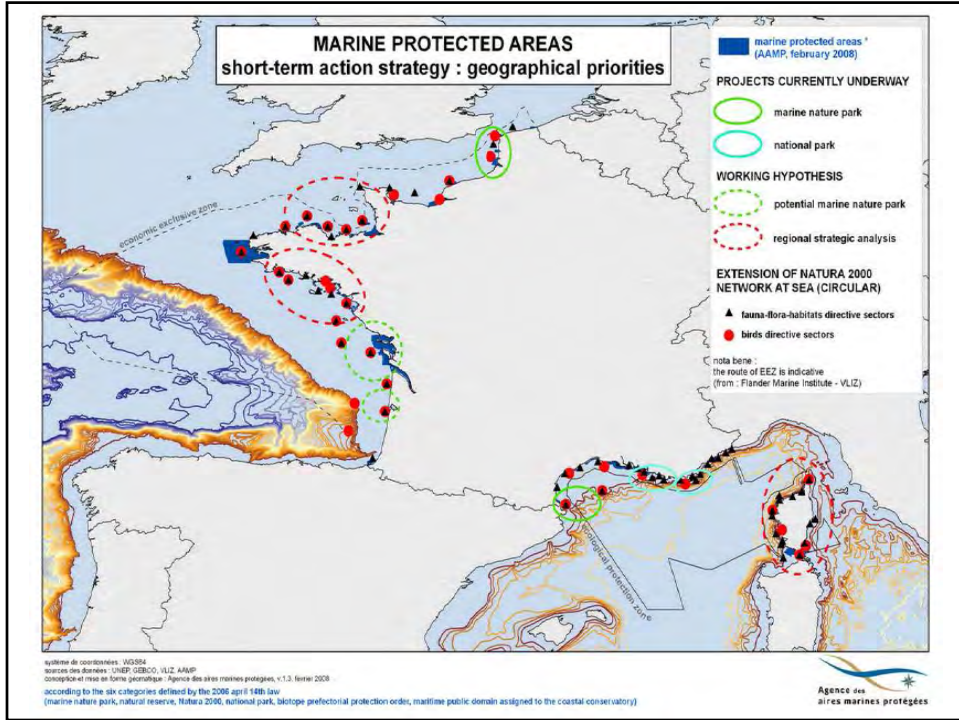
### Through the marine protected areas strategy

*Marine Protected Area Agency (MEEDDEM)*

### Through one sector development: marine energies

*Regions (Brittany) / Private sector / State*





## The Brittany Coastal Charter





## **VISION AND GOALS**

- Developing a large range of maritime activities driven by innovation and sustainable development
- Mastering urban development whilst maintaining social diversity in the coastal area
- Preserving the natural heritage (capital) and maintaining the ecological potential of coastal areas
- Restoring coastal waters quality and reducing coastal pollutions
- Preserving and developing the maritime cultural heritage (capital)
- Anticipating and adapting to climate change impacts in the coastal zone
- Preserving the social, ecological and economical potential of Breton islands

## **A NEW GOVERNANCE IS NEEDED**

Common principles for action  
New institutional arrangements (participation, monitoring, support)  
Selection of pilot initiatives

### **New institutional arrangements:**

#### ***Coastal and Ocean Regional Conference***

*50 members, co-chaired between the Region and the State*

#### ***Regional Information Center***

*For coastal data gathering, retrieving and prospective analysis*

#### ***Network of local coastal management projects***

*Resource center*

## A STRATEGY: RENEWABLE MARINE ENERGIES

A report from the Regional Social and Economic Council

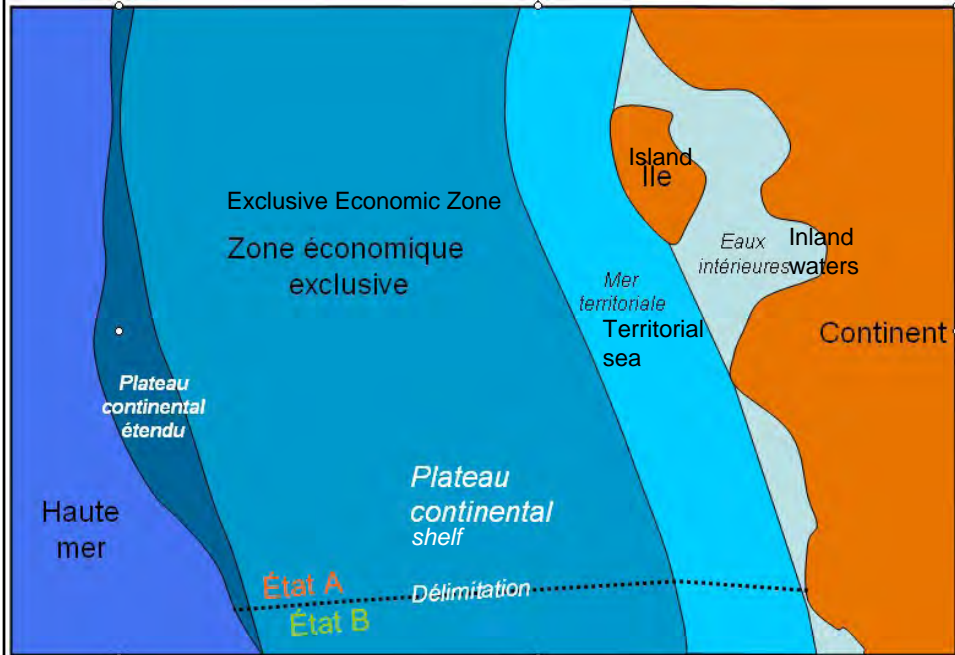
« Marine Energies in Brittany: it depends on us! »

**Research, innovation and industrial development are placed into the framework of the Charter and the ICM approach**

**An entry to maritime strategic planning at regional level where the land-sea interface is more than ever at stake**

**Learning adaptive co-management in-between the State and local governments, in-between local governments, the users and the public in general**

### Planning through different marine jurisdictions



## **Some European experiences**

### **An example: PlanCoast**

*Part-financed by the EU (Interreg) between decision-makers from,*

*Germany and Poland (Baltic Sea)  
Albania, Bosnia & Herzegovina, Croatia, Italy,  
Montenegro, Slovenia (Adriatic Sea)  
Bulgaria, Romania, Ukraine (Black Sea)*

*[www.sustainable-projects.eu](http://www.sustainable-projects.eu)*

## **Lessons learned**

- Unclear terminology brings confusion (marine/maritime, MSP vs. Zoning)
- Mapping of ecological and socio-economic spatial information/data is key
- Legislative & regulatory authority and policy framework is key because of multiple jurisdictions
- General acceptance of spatial/temporal reality of ocean management, but need to stress:

*Care and flexibility in application at appropriate scales and for appropriate purposes*

*Focus on intensive use areas first*

*Limitations due to dynamic nature of the socio-ecosystem, lack of knowledge, and multiple jurisdictional context*

*Agreed objectives and guiding principles*

**Maritime strategic planning  
will take place when and  
where it is felt needed**

It should link with terrestrial  
spatial planning and  
extend ICZM principles  
to the open sea

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