



Maritime Spatial Planning: Transboundary Cooperation in the Celtic Seas

Cross-Border Working



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SIMCelt outputs: Cross-border working & stakeholder engagement

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SIMCelt Deliverables



Component 1:

• C1.2.3 Stakeholder Engagement

- **Deliverable 9:** Report on potential approaches for stakeholder engagement on MSP and pilot-testing at local transboundary level
 - Stakeholder engagement mechanisms – Clyde Case Study: using the MSP Challenge ‘serious games’

• C1.2.4 Approaches to MSP implementation

- **Case study 1** - Understanding specific cross border issues and opportunities
 - **Deliverable 10:** Report on Offshore Renewable Energy and Shipping & Navigation
- **Case study 3** – Planning across borders: the Solway Firth
 - **Deliverable 12:** Report on approaches to cross-border cooperation
 - Sub-reports looking at relevant legislation, policies affecting land/sea interactions & Sectoral Interactions

• C1.3 Development of Cooperation on MSP

- **Deliverable 14:** Report on Development of Cooperation on MSP in the Celtic Seas

Session presentations

- Existing mechanisms for cooperation
- Specific cross-border issues: shipping & offshore wind
- Planning across borders: Solway Firth Case Study
- Stakeholder engagement across borders: Clyde Case Study
- Q&A session

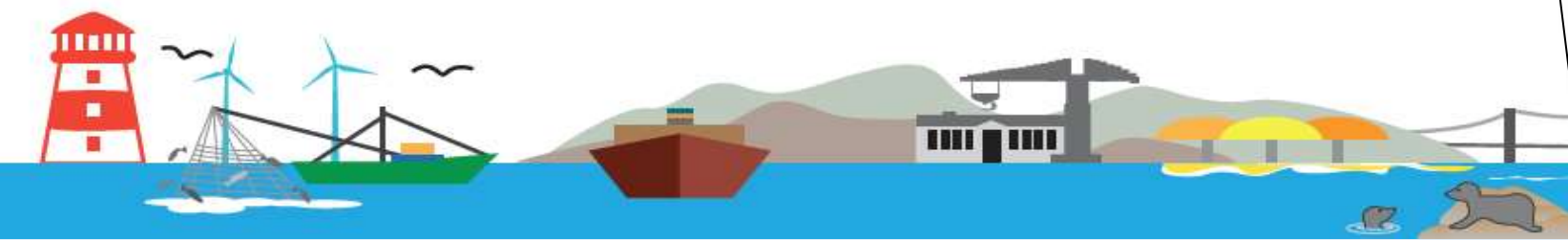
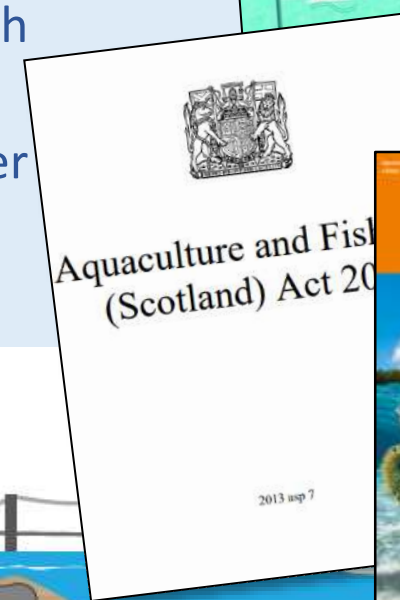


Overview of Existing Mechanisms for Cooperation on MSP

Anne Marie O'Hagan and Joseph Kofi Ansong
MaREI Centre, University College Cork, Ireland



- Regional ecosystems and the impact of human activities and resources spans beyond **borders**.
- One of the **minimum requirements** of the MSP Directive. Member States with bordering marine waters
*“shall cooperate with the aim of ensuring that maritime spatial plans are **coherent** and **coordinated** across the marine region concerned. Such cooperation shall take into account, in particular, issues of a transnational nature.”* (Article 11).
- Cooperation on MSP will contribute to the **effectiveness of existing policies** on energy, transport, fisheries and the environment through the planning process **without** posing **new obligations**.
- Transboundary planning has **advantages** such as cross-border infrastructure



The MSP Directive and earlier communications ([COM/2013/133](#), [COM/2010/771](#), [COM/2008/791](#)) make specific reference to areas where cooperation will be needed for MSP:

- Visions, Goals and Objectives
- Planning process and procedures, data exchange and methodology
- Sharing of experiences and knowledge
- Stakeholder engagement in a transboundary context
- Cross sectoral cooperation
- Land-sea Interaction/local cross border cooperation

Areas for Cooperation	SIMCelt Project Components
Visions, Goals, Principles and Objectives	C1.2.1. Spatial Demands and Scenarios for Maritime Sectors C1.1. Initial Assessment
Planning process and procedures, data exchange and methodology	C1.4. Evaluation of the MSP Process C1.2.2. Data and Information requirements for MSP Case Study#2: Cumulative Impacts Case Study#4: Applying Ecosystems Services
Sharing of experiences and knowledge	Project workshops and outreach events attended
Stakeholder engagement in a transboundary context	C1.2.3. Stakeholder Engagement
Cross sectoral cooperation	Case Study#1: Cross-border issues
Land-sea Interaction/local cross border cooperation	Case Study#3: Planning across Borders





Rationale:

“... explore **potential mechanisms** for supporting cooperation between planning authorities on Maritime Spatial Plans for further consideration by the Member States whose marine area includes part of the Celtic Seas... consider **what level of cooperation is required** by MS and the **extent to which this currently is or can be met through existing measures...**”

Structure

Part I – Outline of relevant legal instruments

Part II – Other policies and mechanisms

Part III – *Competent Authorities for MSP and their existing links*

Part IV – SIMCelt Experience on Development of Cooperation

Part V – *Discussion and Recommendations*

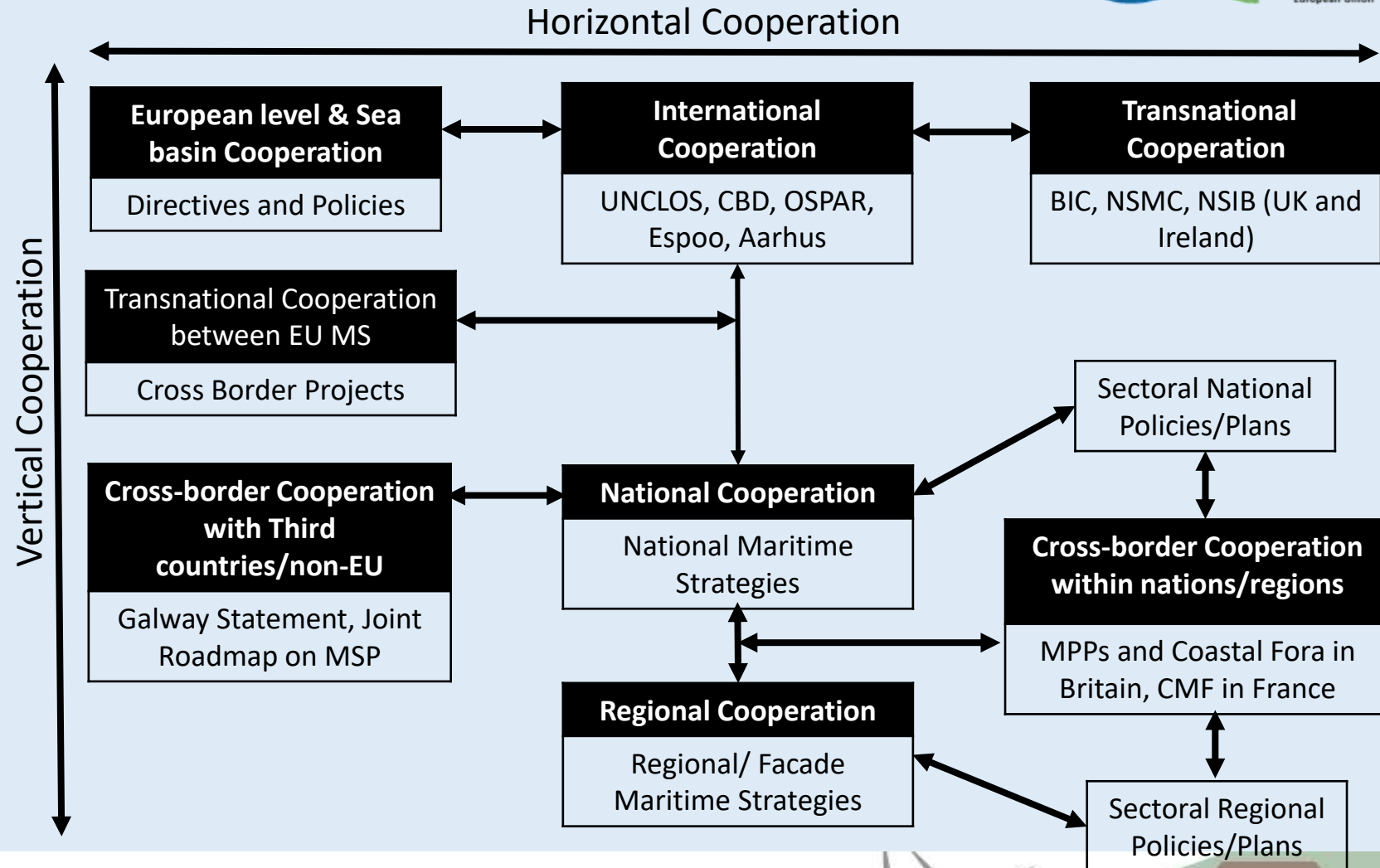




MaREI How?

- MSP Directive provides that Member States should **use existing structures** such as:
 - Regional Sea Conventions,
 - Networks of competent authorities,
 - Other methods such as sea-basin strategies and IMP as means of cooperation
 - Existing **legislation, policies and mechanisms** for marine management and transboundary cooperation are important for MSP cooperation.

Existing Mechanisms for Cooperation





1. International level

E.g. UN Law of the Sea Convention, CBD, OSPAR, Espoo, Aarhus Convention

2. EU level

Numerous legal instruments and multiple policies

3. Transnational/Bilateral levels

British - Irish Council (BIC), North-South Ministerial Council (NSMC), North South Implementation Bodies (Foyle, Carlingford and Irish Lights Commission, FCILC)

4. Sub-regional level through stakeholder partnerships, fora and projects

Irish Sea Maritime Forum, Celtic Seas Partnership, TPEA, VALMAR, ODEMM etc.

5. Local level

Marine Planning Partnerships, Coastal fora





1. International level

- Formal international cooperation and bilateral consultations on marine management through OSPAR, UNCLOS and CBD have largely been on environmental protection, MPA work and sharing of data
- International legislation recommends Contracting Parties to work cooperatively
- Espoo Convention and SEA Protocol offer avenues for formal consultation on transboundary development plans. However it places **less emphasis** on socio-economic/cultural assessment which is required under Article 6 of the MSP Directive
- Aarhus Convention secures rights to information, public participation and justice and hence complements transboundary cooperation requirements under MSP Directive.

Not designed with
MSP in mind

Arguably limited
clarity on process

Limited guidance on
how to involve
stakeholders in
transboundary
consultation





2. EU level

- Key environmental Directives require cooperation and coordination
- Policies such as IMP, Sea basin strategies and Blue Growth also advocate cooperative approach
- Occurs at strategic / high government level

3. Transnational/Bilateral levels

- Variation in geographical coverage, level and remit of transnational government structures such as the BIC, Loughs Agency, Atlantic Arc Commission.

Designed for specific purposes

Limited information on actual implementation (and successes?)

Need for a 'Clearing House' / supra-communication type mechanism?





4. Sub-regional level through stakeholder partnerships, fora and projects

- Some examples of successful sub-regional approaches:
 - Irish Sea Maritime Forum brings together maritime stakeholders, regional authorities and regulators in the Irish Sea region.
- Limited existing structured/formal processes for knowledge and information exchange between planning authorities in different regions
- Also many successful examples of cooperation through research projects such as **CSP, TPEA, VALMAR, ODEMM**

5. Local level

- Coastal fora and partnerships models in Britain have had significant impacts in their respective areas

Mismatch between levels?

Many examples have been frustrated by time taken to secure their future which can affect impact

Funding for these mechanisms is usually limited and time bound





- Legislation and policies and their associated cooperation mechanisms need to be **coordinated**
 - **OSPAR** represents a formal transboundary marine governance body where all the countries bordering the Celtic Seas are Contracting Parties. Work by OSPAR in the past has considered how to ensure coherency and coordination for MSFD implementation.
 - **OSPAR and ICES Working Group** to foster cooperation on MSP especially on addressing transboundary maritime data harmonisation and assessment.
 - **MSFD** encourages the use of existing regional and structures. MSP should therefore utilise those structures as far as possible so as not to duplicate effort.
 - **EC MSP Expert Group** – links to stakeholders?
- Outcomes with relevance for MSP implementation need to **communicated** to all governance levels and stakeholders, e.g.
 - Results from formal consultation processes arising from transboundary SEA and EIS processes with relevance for MSP
- *Are there possibilities to further align marine and coastal responsibilities?*





- Many existing mechanisms have general work areas that could be useful for cooperation on MSP
 - British-Irish Council, OSPAR, Atlantic Arc Commission (AAC) and the Atlantic Strategy / Stakeholder Platform
 - *Geographic coverage*
- Bilateral mechanisms for cooperation may have to take a more active role if/when the realities of Brexit come into play.
- Identifying, sharing and updating relevant **contact persons and groups** is important as Member States are at different levels of MSP implementation and cross-border contact between Department's and sectoral agencies change over time.
- The development of a **joint vision** (sea-basin wide) based on exploration of common interests (e.g. offshore electricity grid, fisheries, shipping routes) and on the particularities of the Celtic Seas is needed **with** associated support mechanisms and sustainable funding
- Creation of cross-sectoral working groups for MSP





- Report is still a work in progress...
- Need to get additional clarity on current **operational** links between Competent Authorities
 - Survey/Questionnaire with Competent Authorities and other Regulatory Bodies to garner further information on existing links, on-going initiatives, commonalities/consensus on approaches to future cooperation, etc.
 - Implications of Brexit
- Need to reflect and embed lessons from other SIMCelt components
- Need to develop forward looking recommendations on how we can improve transboundary cooperation





Thank you





Understanding Cross Border Issues: Offshore Renewable Energy and Shipping & Navigation

Joseph Kofi Ansong, Ellen Mc Mahon and Anne Marie O'Hagan
MaREI Centre, University College Cork, Ireland



According to the MSP Directive:

- *MSP is a **cross-cutting policy** tool that should aim to contribute to **sectoral policies** through the planning process. MSP should **integrate and link** the **objectives** defined by **national or regional sectoral policies** whiles paying particular attention to **cross-sectoral** issues to identify steps to prevent or alleviate conflicts between different sectors (COM /2013/133)*
- *Article 11 states that **cooperation** shall take into account, in particular, **“issues of a transnational nature”** such as cross-border infrastructure.*
- ***Joint work** on MSP provides a framework for **coordinating sectoral approaches** (Roadmap for MSP, 2008)*

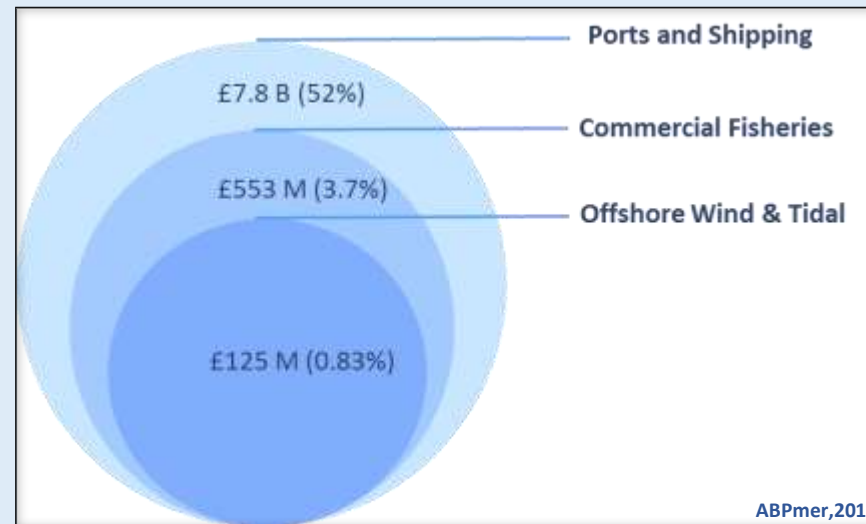




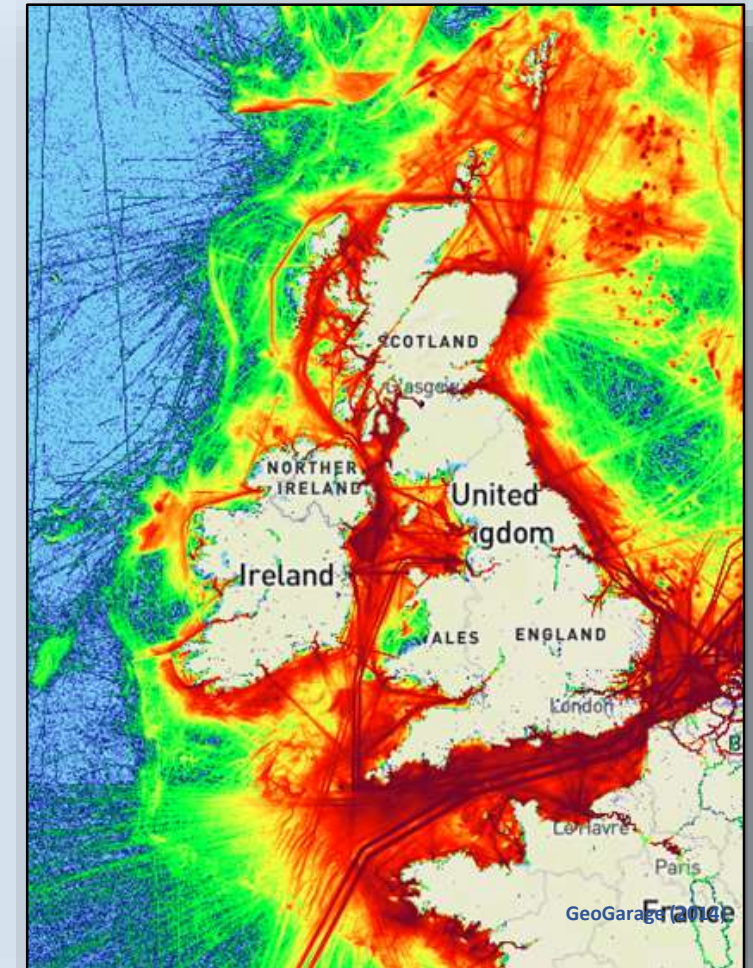
- This case study seeks to understand **cross border issues and opportunities** within MSP and discusses how these issues might be addressed to deliver a coherent approach spanning marine area borders.
- It specifically incorporates themes such as **sectoral interactions, transboundary working, and data for MSP** to understand issues within the ORE and shipping sectors and makes **recommendations for coherent planning** through the implementation of MSP.

Sectors were selected due to:

- Economic importance to Member States and projected expected growth
- Policy drivers for decarbonisation and development of ORE
- Navigational safety, potential conflict and other issues in both sectors need to be addressed for coherent planning, especially of ORE.



GVA of Maritime Sectors in the Celtic Seas



Traffic Density in the Celtic Seas

Agencies interviewed for the Case Study

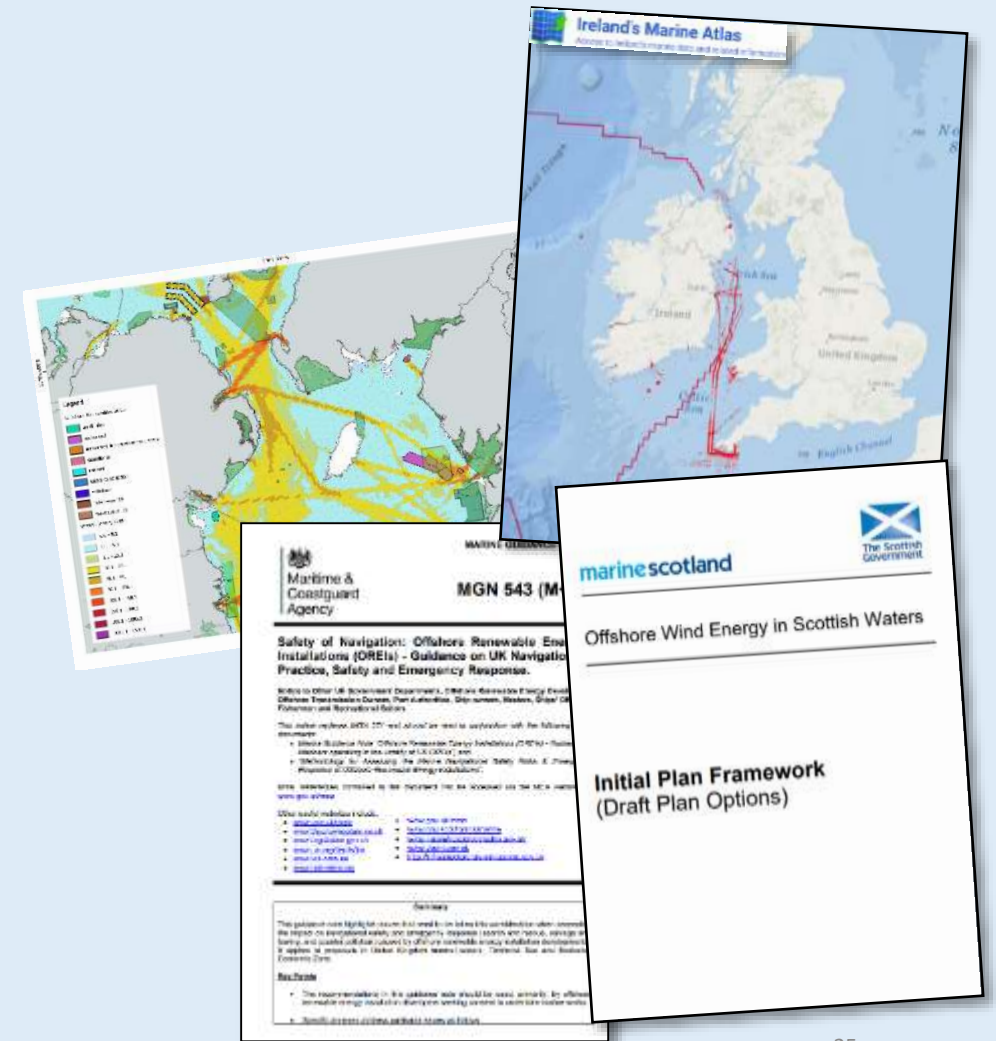


Review and assessment of issues and sectoral information based on other SIMCelt outputs such as the **Initial Assessment (C1.1)**, **Maritime Sector Briefing Notes (C1.2.1)**, academic literature, reports and guidelines on shipping & navigational safety and offshore renewable energy.

Semi – structured interviews with **eight regulatory agencies** - in person, via video call and over the phone for a **period of eight months** (including initial contact to gather interest in participating). Themes for the interview included data for MSP, use of AIS for MSP, potential conflicts and issues between both sectors among others

Recommendations based on the interviews and operational experience of the regulatory agencies

- Involvement of sectors in MSP
- Data and AIS for MSP
- Navigational Risk from the development of ORE
- Factors considered during the planning of ORE
- Recommended timescales for the review of marine plans
- Role of MSP in addressing current challenges



Agency	Marine Planning	Sectoral Planning and other related engagement
Commissioners of Irish Lights (Irish Lights)	<ul style="list-style-type: none"> Developed a guiding document for shipping & navigational safety and MSP 	<ul style="list-style-type: none"> Navigational review which considers some principles of navigational safety and MSP Engagement with other related EU Directives, such as MSFD sub-working group
Sustainable Energy Authority of Ireland (SEAI)	<ul style="list-style-type: none"> In-house connections with MSP related to Natura 2000, shipping and ports which has been more focused on the environment but is cross-cutting 	<ul style="list-style-type: none"> Development of the Offshore Renewable Energy Development Plan (OREDPA)
The Crown Estate	<ul style="list-style-type: none"> Heavily involved in the development of the Welsh National Marine Plan and the various English Marine Plans Provides response during the formal consultation process for marine plans, given their responsibilities relating to the seabed 	<ul style="list-style-type: none"> Competent Authority for the Round 3 Plan/Zones for offshore wind farm development covering the UK Renewable Energy Zone and English and Welsh Territorial Waters
Marine and Coastguard Agency	<ul style="list-style-type: none"> A statutory consultee and primary advisor to the Devolved Administration authorities on their proposals on Marine Plan Areas. 	<ul style="list-style-type: none"> MCA provided AIS data to the MMO for the Ports & Shipping chapters of the plans Developing Navigational Guidance Notes for ORE and Navigational Safety

Agency	Marine Planning	Sectoral Planning and other related engagement
Marine Management Organisation (MMO)	<ul style="list-style-type: none"> Prepared the East inshore and offshore marine plans for England. The South inshore and offshore marine plans are currently going through government clearance and marine plans for the remaining areas are due to be in place by 2021 	<ul style="list-style-type: none"> MMO also grants development consent for offshore renewable projects under 100 MW in English inshore and offshore waters
Marine Scotland	<ul style="list-style-type: none"> Preparation of Scotland's National Marine Plan, related SEA, Social & Economic Assessment, Business and Regulatory Impact Assessment in addition to the various stages of consultation 	<ul style="list-style-type: none"> Offshore Renewable Energy Sectoral plans for Scottish Territorial waters, covering offshore wind, wave and tidal energy
Department of Agriculture, Environment and Rural Affairs (DAERA)	<ul style="list-style-type: none"> Preparation of the draft Northern Ireland Marine Plan and a partner in SIMCelt and previous TPEA projects 	<ul style="list-style-type: none"> Responsible for ORE consenting and enforcement functions in waters around Northern Ireland
Préfet Maritime Atlantique	<ul style="list-style-type: none"> Preparing the Maritime Front Strategy Document for the North Atlantic-Western Channel which contains a section on MSP. Initial consultation with the public, actors and stakeholders to collect their vision and expectations has been conducted 	<ul style="list-style-type: none"> Responsible for the determination of favourable zones/sites for ORE development and related consultation processes

- Experience with MSP is **varied** across each country in the Celtic Seas. The level of previous engagement with MSP is **reflective** of the stage that each country is at in the MSP process

Variation in Involvement on MSP

- Agencies with experience in MSP such as MCA and TCE had **allocated lead staff** for MSP and cross-sectoral issues.
- Agencies which have not yet been heavily involved in MSP, **have relevant experience** from MSFD, sectoral planning and institutional knowledge

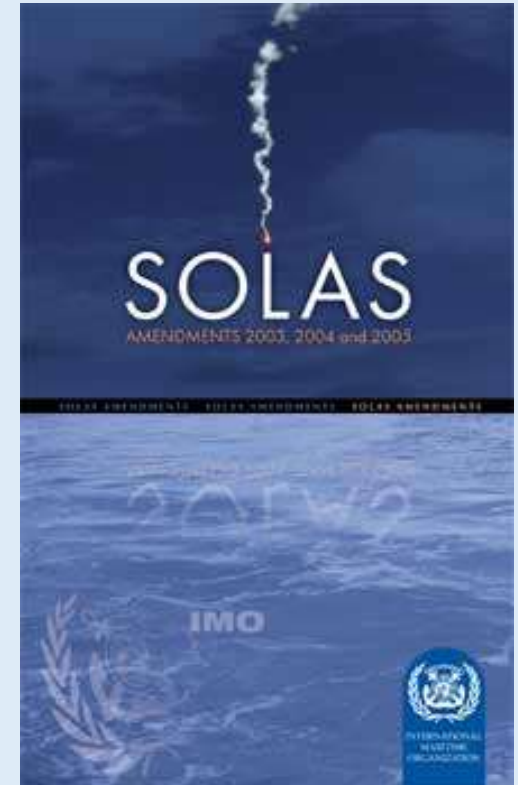
Previous & Relevant Experience

- Existing **cross agency network and collaboration** such as between the Marine Institute, Irish Lights and SEAI in Ireland, between the MCA and Irish Lights in UK and Ireland respectively and between the MCA and GLAs are important for MSP implementation and building engagement

Existing Network

- Agencies stressed the importance of **cross sectoral working groups** such as those formed under other Directives and sectoral planning process such as Marine Coordination Group in Ireland and the Nautical Offshore Renewables Energy Liaison (NOREL) group in the UK

Cross Sectoral Working Groups



- To adequately represent the **density** and **volume** of maritime traffic during the MSP process, AIS (Automatic Identification System) data must be collected, harmonised and utilised.
- The International Maritime Organization (IMO) under Chapter V of SOLAS legally require that all vessels over **300gt** (gross tonnage) on an international voyage, all cargo vessels over **500gt**, and all passenger vessels regardless of size be fitted with an AIS.
- Since 2004, fishing vessel exceeding 15 metres' length are required to be fitted with an AIS (Article 10 of EC/224/2009)
- The AIS automatically records and transmits information on the vessel identity (Maritime Mobile Service Identity [MMSI] number), position, speed, course, vessel type and dimensions.

Challenge of data harmonisation due to the multiple sources, each with different requirements (especially in the case of AIS) specific reference to MMO data on AIS not having vessels from other ports outside UK



Duplication of efforts on data portal. Instead there should be an initial and shared understanding of the user requirements and needs



Important that data portals consider the possibility of reverting to the original data and any additional information/reports that may be associated e.g. the MEDIN Data Archive Centres



Reliability of Government data over the use of commercial data



Vessels less than 300gt are not bounded to carry AIS. Traffic density in an area can, therefore, be under represented.



Lack of receiver's time stamping the AIS messages.

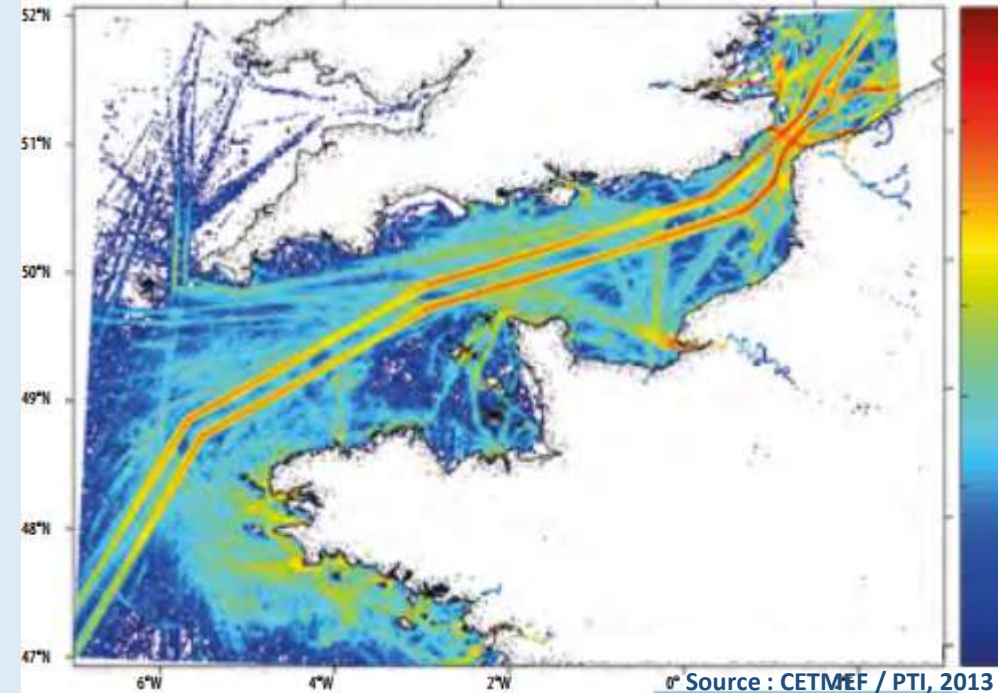


ORE developments could increase the level of traffic in already heavily congested areas.

Navigational risks, such as the following, could potentially arise:

- Choke points
- Collision risk
- Visual intrusion and noise
- Effect on navigational safety and communication equipment
- The likely squeeze of small craft into the routes of larger commercial vessels
- Emergency risk response
- Changes to charted depths
- Cumulative impacts

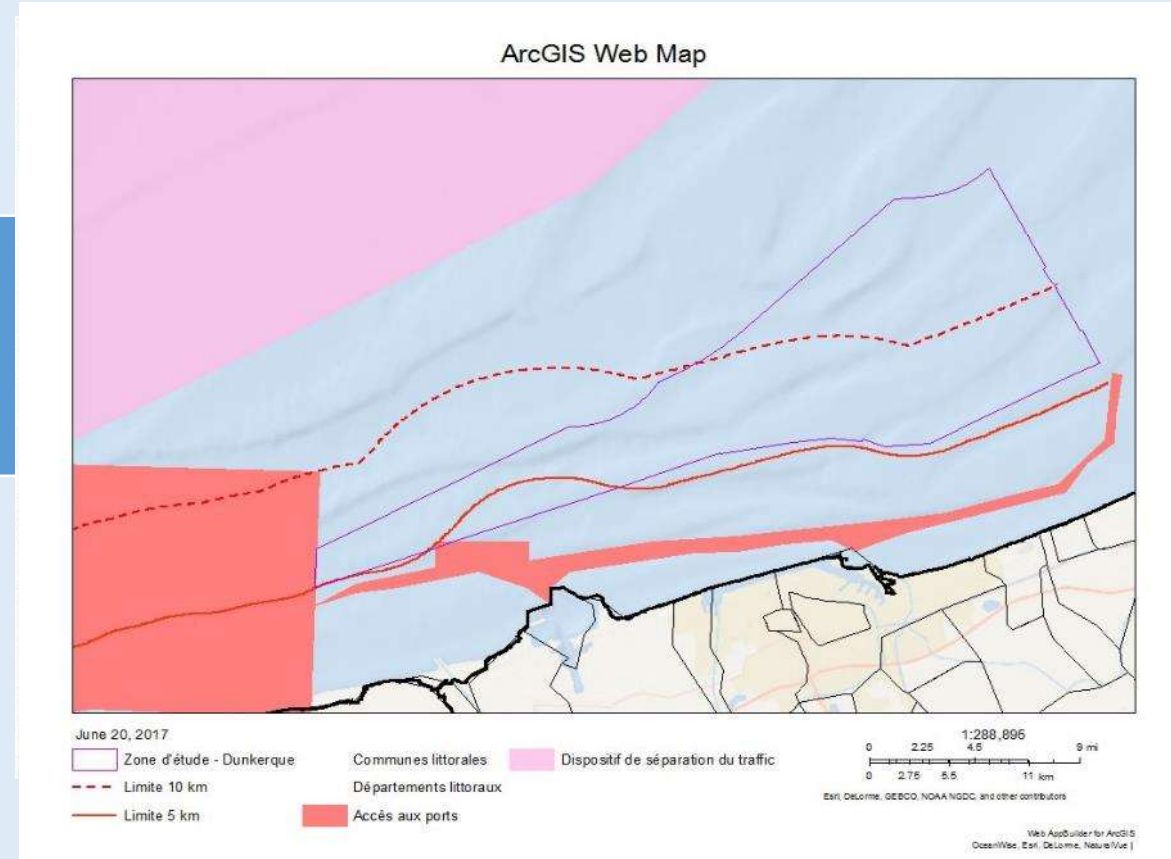
Traffic Density in the English Channel



Choke points may substantially increase the risk of additional hazards such as collisions and groundings.

In UK and France vessels are allowed to transit ORE sites and currently test sites in Ireland allow vessels to transit which enhances colocation but raises the issue of navigational risk. Criteria based planning approach has been largely applied

Exclusion zones, around floating wind farms, may be required as there is a risk of entanglement between the mooring and fishing nets





- MSP should be **flexible** and planning on a regional level is preferable enabling more flexibility (especially for trafficking as traffic pattern changes from one area to another and over time).
- MSP can give an indication about **strategic resource areas**/locations. It can also highlight areas where **difficulties/constraints** may be encountered without making them 'no go' areas and indicating areas of high suitability.
- It is important that the MSP process builds on the experience and the lesson learned from other MS and other related process.
- The marine environment is ever changing, review is always important to address potential changes
- MSP could make ORE more **cost effective** by facilitating a streamlined consenting process and coherent offshore site planning across all maritime sectors

General Recommendations for the MSP process

Relevant Actors

1. Planning authorities should enhance cooperation between national and transnational sectoral agencies such as IALA, IMO, General Light House Authorities
2. The MSP process should be adaptable and flexible enough to inculcate changes in maritime activities and advances in technologies
3. The MSP process should provide data and information in an easily accessible way and format, particularly for national and sectoral agencies working in a transboundary context

Competent Authorities
for MSP

Involvement of sectors in MSP

4. Member States that are beginning to develop Maritime Spatial Plans should harness the experience of sectoral agencies and build upon this in the implementation of MSP
5. Competent authorities for MSP should consult sectoral agencies early. To simplify the process of consultation, Competent Authorities for MSP should identify existing lines of communication and data exchange between national and transboundary agencies

Competent Authorities
and sectoral agencies

Planning Evidence, AIS Data and MSP

6. Planning authorities, shipping and navigational safety agencies should be mindful that small vessels do not have AIS or VMS data during traffic analysis and the implications this might have for adequate representation of traffic density in a particular area
7. Planning authorities and sectoral agencies should ensure that mapping and analysis of the marine area and development proposals consider and indicate uses/infrastructure (existing, approved and proposed) within the bounds of their marine area and that of neighbouring countries

Shipping and
navigational safety
agencies, Sectoral
Agencies & Planning
Authorities

Cross Sectoral Working Groups		Relevant Actors
8.	Cross Sectoral Working Groups at national level should be encouraged and used as platforms for facilitating transboundary and cross-sectoral engagement for MSP in the Celtic Seas	Sectoral Authorities
9.	Cross sectoral recommendations from these Working Groups should consider operational transboundary MSP issues	
Navigational Risk from the Development of ORE		
10.	MSP and ORE authorities should be aware of the navigational risks and issues from the development of ORE through consultation with the MCA, GLAs and Direction des Affaires Maritimes and jointly discuss policy measures to address them	Planning authorities and Shipping and Navigational Safety Authorities
11.	The AtoN strategy and IALA guidelines on MSP must be applied during the pre-planning and development stage of OREIs to mitigate risks such as choke points and foster cross border coherency	
Co-location within MSP		
12.	Member State's sectoral and planning policies should support co-existence and co-location, where possible	Planning Authorities and Policy Makers
13.	Planning authorities can support co-location by ensuring that planning and design layouts of ORE, especially offshore wind, considers orientation and space to facilitate coexistence with shipping lanes for recreational users, fishing vessels and aquaculture installations	

- This Case Study served as an opportunity to engage with regulatory agencies and also sectoral agencies willing to be part of it.
- Case Study contributed to identifying pertinent Celtic Seas transnational and cross sectoral issues and recommendations.
- Sector and local stakeholder knowledge is important in addressing conflicts and enhancing synergies.
- Coordination between sectors (national and transnational) is important for effective MSP implementation and enforcement.

Thank you

www.simcelt.eu

www.marei.ie





Supporting Implementation of Maritime Spatial Planning in the Celtic Seas

Planning Across Borders Case Study 3: The Solway Firth

Emma Baruah | Solway Firth Partnership



Solway Firth Partnership

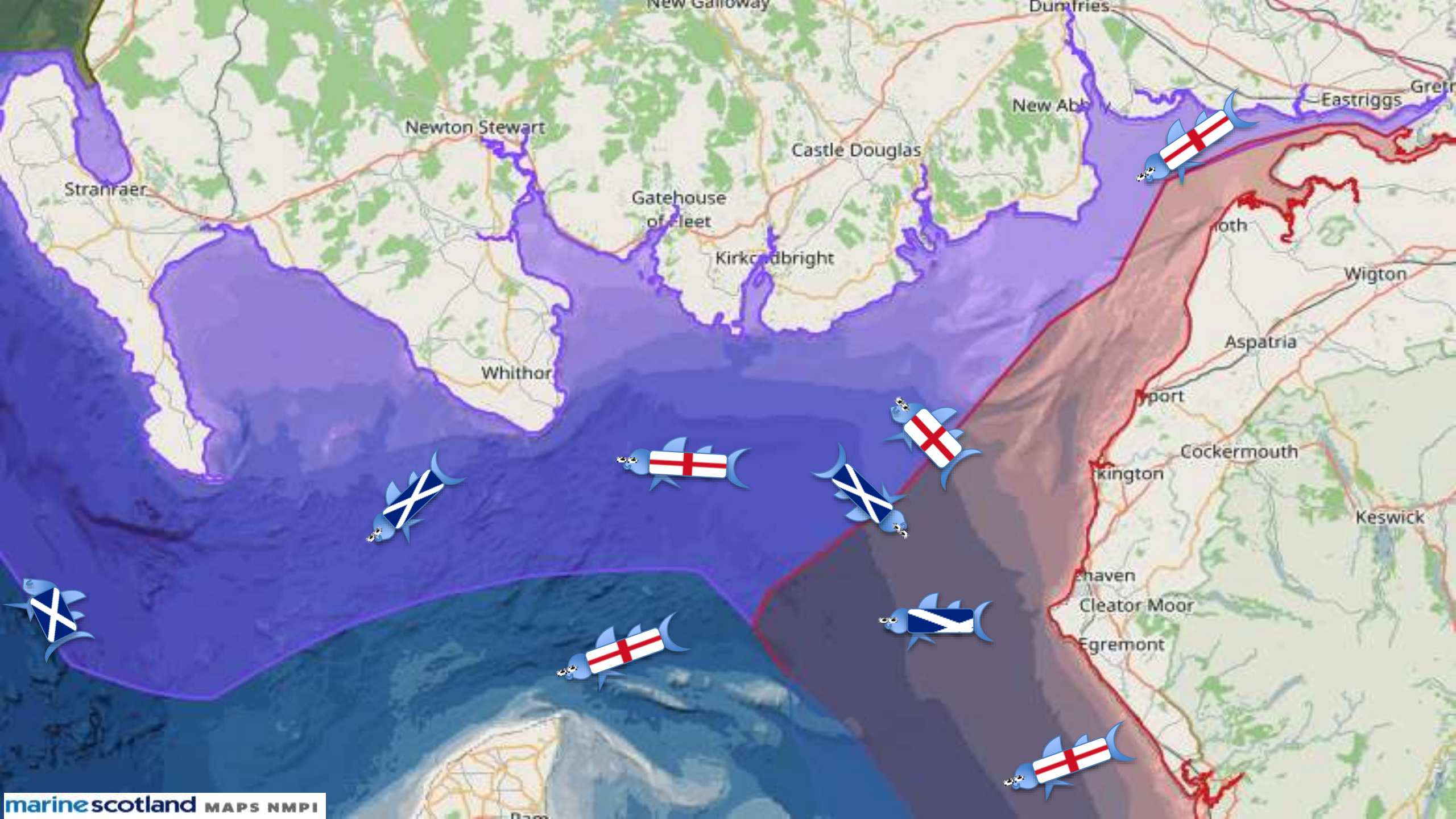


Case Study 3 aims

- Anticipation of Scottish Solway Marine Planning Region & MMO NW Plan
- Series of reports to aid planning
- Increasing awareness about transboundary issues
- Highlighting conflicts in cross border planning
- Better integration and communication between devolved authorities



Portling



Five reports...



Rockcliffe



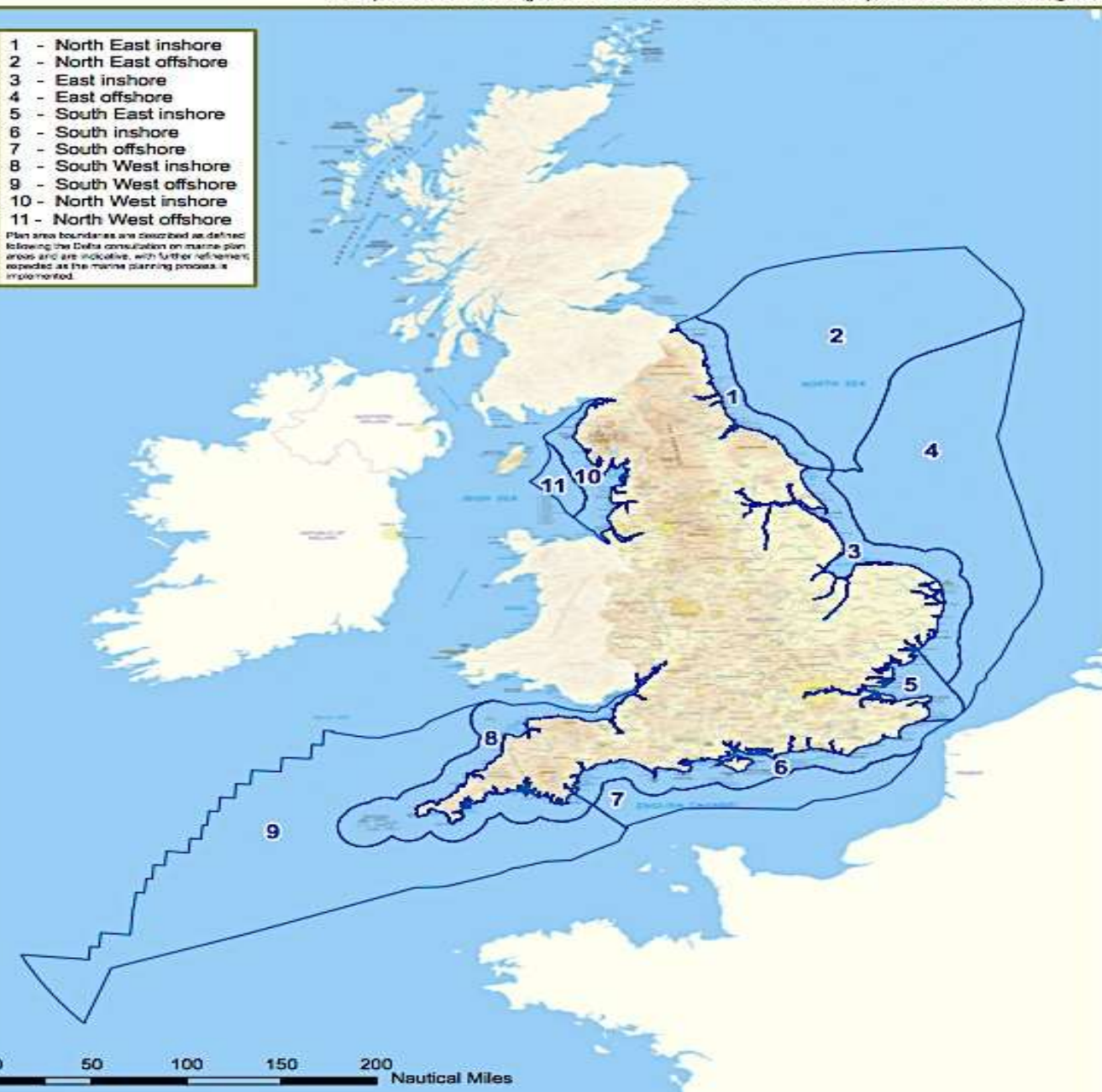


Marine Plan Areas in England

© Copyright Collins Bartholomew 2014. Reproduced with permission of the Marine Management Organisation, Ordnance Survey and UK Hydrographic Survey. Open Government Licence. This map has been created using the ETRS89 UTM Zone 30N coordinate reference system. Not to be used for navigation.

- 1 - North East inshore
- 2 - North East offshore
- 3 - East inshore
- 4 - East offshore
- 5 - South East inshore
- 6 - South inshore
- 7 - South offshore
- 8 - South West inshore
- 9 - South West offshore
- 10 - North West inshore
- 11 - North West offshore

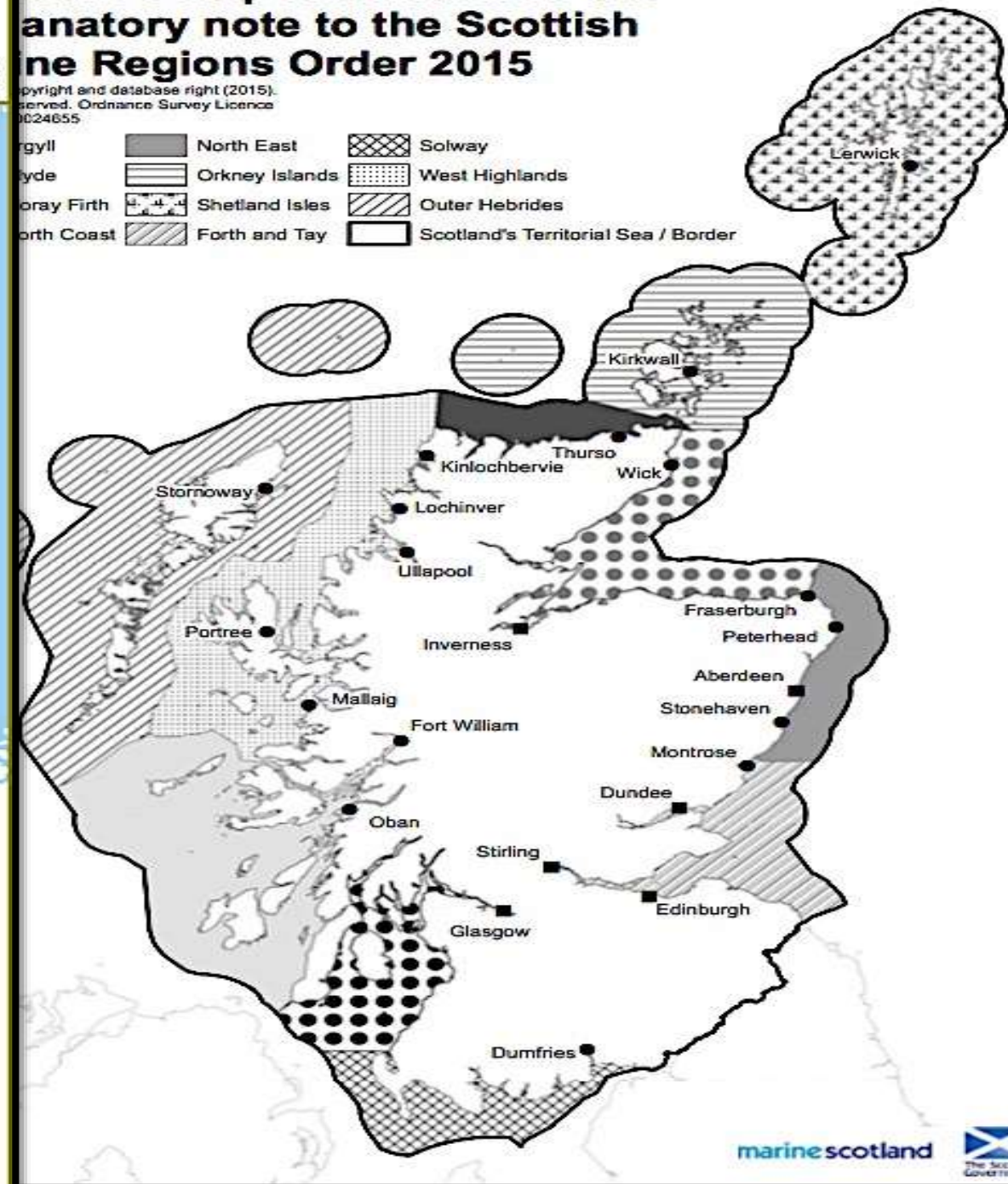
Plan area boundaries are described as defined following the Delta consultations on marine plan areas and are indicative, with further refinement expected as the marine planning process is implemented.



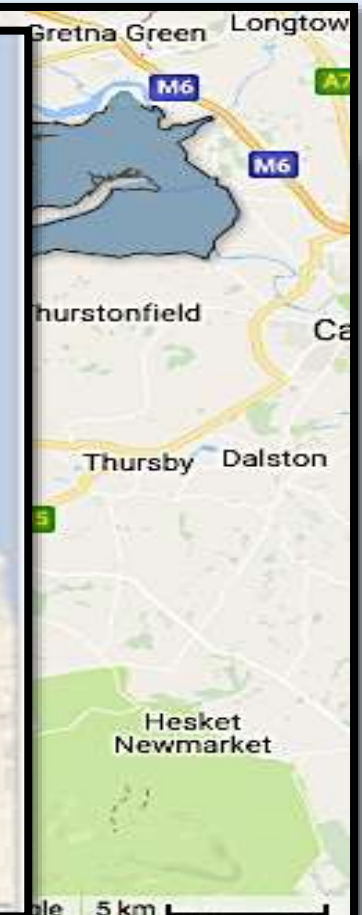
Administrative map referred to in the explanatory note to the Scottish Marine Regions Order 2015

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- | | | |
|-------------|----------------|-------------------------------------|
| Argyll | North East | Solway |
| Fyfe | Orkney Islands | West Highlands |
| Foray Firth | Shetland Isles | Outer Hebrides |
| North Coast | Forth and Tay | Scotland's Territorial Sea / Border |



- D&G
- Aller
- Cum
- Solw
- SMP
- WCR
- NWI
- RBM



Carrick

Sectoral Interactions

- Originally conducted in 2011
- 2nd survey 2016-2017
- Snapshot of activity
- Starting point for MSP
- Captures perceptions of different sectors



Powfoot

Sectoral Interactions

Table 1: Options for response

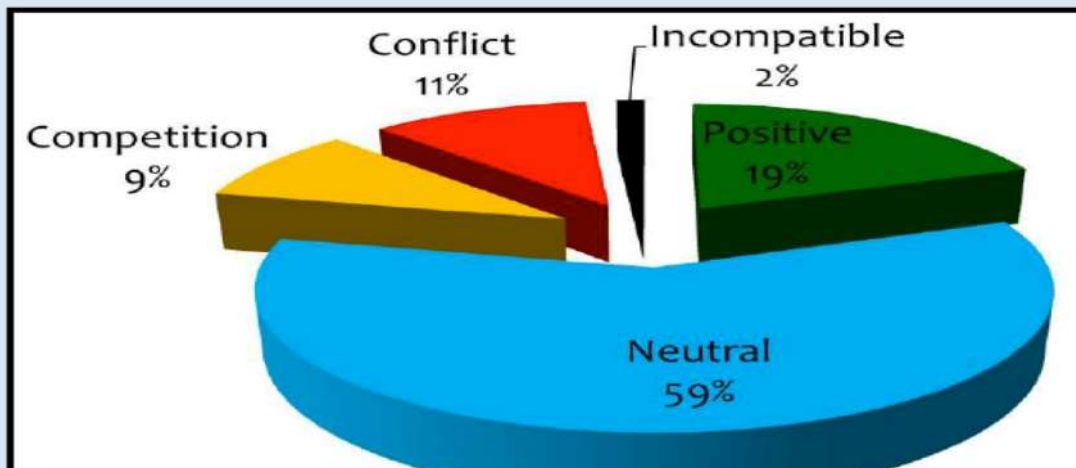
Option	Definition
Competition	Where there is sustainable competition for access to the same resources or areas between the other (sub) sector and your (sub)sector
Conflict	Where conflict arises as a consequence of unmanaged competition between the other (sub) sector and your (sub)sector
Incompatible	Where there is a fundamental and unmanageable incompatibility between the activity of the other (sub) sector and your (sub)sector
Neutral	Where the activity of the other (sub) sector has no positive or negative influence on your (sub)sector
Positive	Where the activity of the other (sub) sector has a positive influence on your (sub)sector
Blank cells indicate no response	

79 Key Sectors
identified

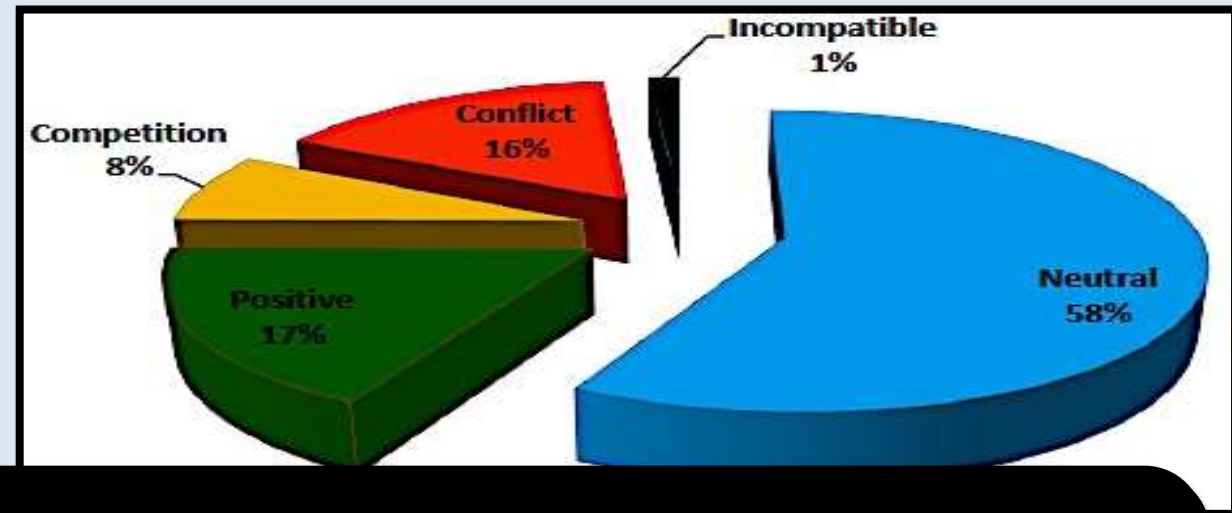
Solway Firth Sectoral Interactions Matrix		Renewable Energy			Subsea cables and pipelines		
Natural Heritage Management	Intertidal environment/ communities	conflict	conflict	incompatible	neutral	neutral	neutral
	Seabed environment/ communities						
	Breeding and wintering birds	conflict	conflict	incompatible	neutral	neutral	neutral
	Other mobile/ migratory species	conflict	conflict	conflict	conflict	conflict	conflict
	Management of coastal habitats	competition	competition	conflict	competition	competition	competition

Sectoral Interactions

2011



2016-2017



Finding 8: 5 years was considered too short to repeat the survey

Particular issues

Issue 9: Coastal communities can be particularly vulnerable to environmental or economic changes

- Challenges for cross border stakeholder engagement



Portpatrick

Options for the Solway Marine Region

- **Option 8: Aim for the alignment of plan reporting periods to reduce stakeholder fatigue, reduce duplication of effort and improve efficiency**
-

document



Stranraer

What's next?

- SNMP report
- NW Marine Plan
- Continued stakeholder facilitation by SFP
- SMPP expected in next few years...



Mersehead

Thank you

Further information, reports and news updates at: www.simcelt.eu
solwayfirthpartnership.co.uk



[@simcelt](https://twitter.com/simcelt)



Mossyard





Co-funded by the
European Union

Deliverable 9: Report on potential approaches for stakeholder engagement on MSP & pilot testing at local transboundary level

Clyde Case Study: MSP Challenge games

Why do we need stakeholder engagement & cross-border working?



- **Aarhus Convention 1998, Article 7:**

“Each Party shall make appropriate practical and/or other provisions for the public to participate during the preparation of plans and programmes related to the environment, within a transparent and fair framework, having provided the necessary information to the public. To the extent appropriate, each Party shall endeavour to provide opportunities for public participation in the preparation of policies relating to the environment.”

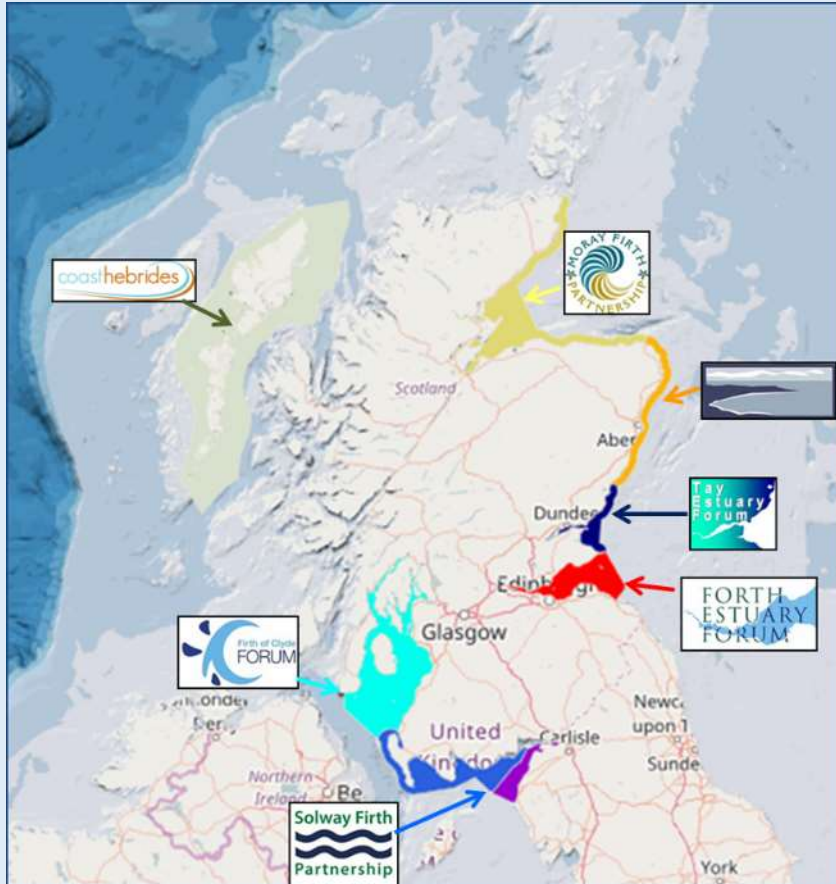
- **Maritime Spatial Planning Directive (2014/89/EU), Article 9: Public Participation**

“Member States shall establish means of public participation by informing all interested parties and by consulting the relevant stakeholders and authorities, and the public concerned, at an early stage in the development of maritime spatial plans, in accordance with relevant provisions established in Union legislation”

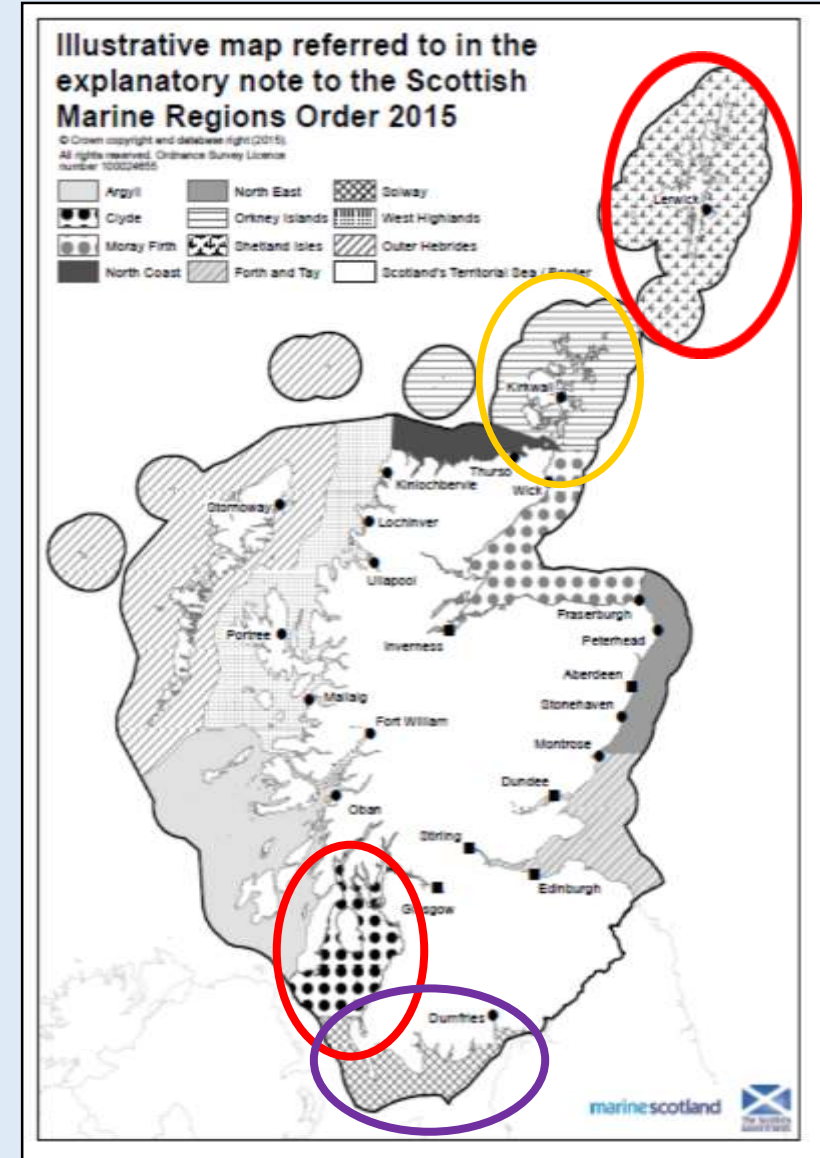
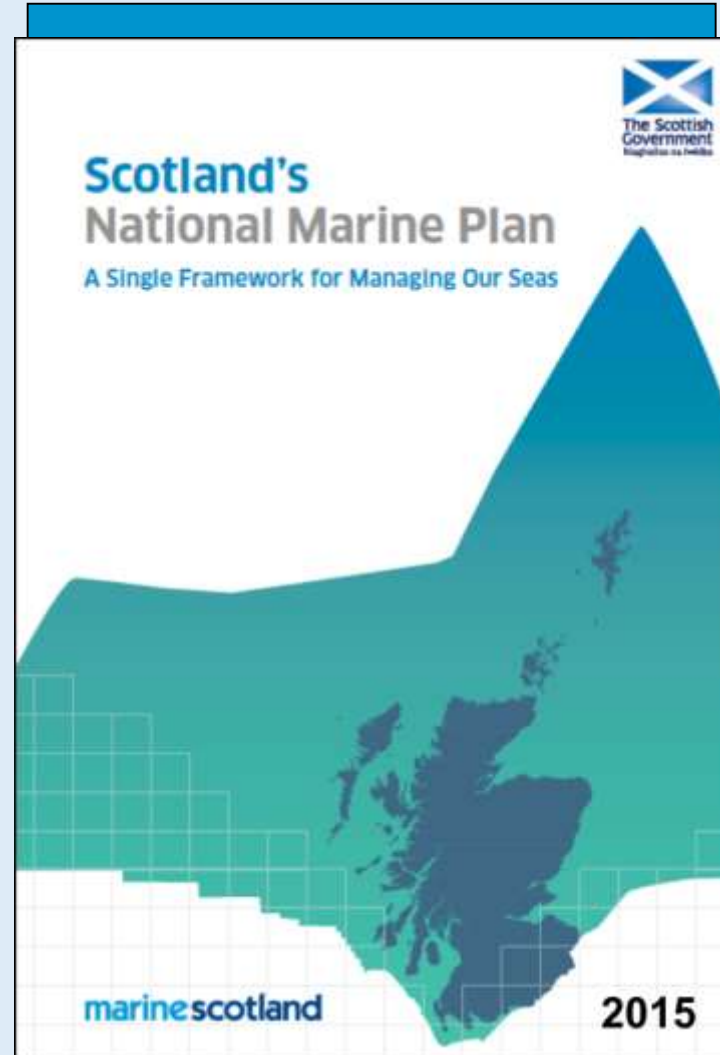
- **MSP Directive, Article 11(1): Cooperation among Member States**

“As part of the planning and management process, Member States bordering marine waters shall cooperate with the aim of ensuring that maritime spatial plans are coherent and coordinated across the marine region concerned. Such cooperation shall take into account, in particular, issues of a transnational nature.”

Marine planning in Scotland



Scottish Local Coastal Partnerships 1993 - 2015



Clyde Marine Planning Partnership



- Created in 2015 from previous Firth of Clyde Forum (non-statutory ICZM Partnership → partnership to create statutory marine plan)
- Delegated marine planning powers for the Clyde Scottish Marine Region by a Direction from Scottish Ministers, March 2017
- Regional Marine Plan preparation period – 3 years
- Statement of Public Participation required by Marine (Scotland) Act, 2010: “a statement of the policies settled by the Scottish Ministers as to when consultation is likely to take place and with whom, its likely form, and the steps to be taken to involve the general public in the stages of preparation or review”.
- **MSP Challenge games provided via SIMCelt project to facilitate stakeholder engagement & public understanding of marine planning**

MSP Challenge

- Invented in NL (2011) to help build a MSP community through 'serious gaming'
- Digital version (2011 – present) combines role play, game technology, geo-data & simulation models to create planning-orientated learning for MSP professionals
- Board game version (2016) developed to communicate emerging concepts of EU Blue Growth Agenda, MSP and Good Environmental Status (GES) to the Short Sea Shipping community; subsequently adapted for SIMCelt Clyde project
- All versions make players think, talk and interact!
- Dozens of institutions and thousands of stakeholders have played the different versions of the games (2011 – 2017) across Europe & beyond



Pilot testing at local transboundary level – Clyde Marine Region



- Fictionalised Marine Region level – 3 ‘local authorities’ sharing the Rica Sea, each with their own economic & environmental objectives in context of a National Marine Plan with sectoral policies
- Role-playing game: Aquaculture - Wind Energy in all 3 geographic areas with some strategic roles (Defence interests, Community)
- Tested using marine planning as driver for development of marine recreation facilities across the area
- Summer Tour around Clyde Marine Region: 3 further events with MSc student intern, testing refined scenarios for cross-border development of recreational marine activities
 - Theory v reality of stakeholder engagement!



Clyde Marine Region – Summer 2017

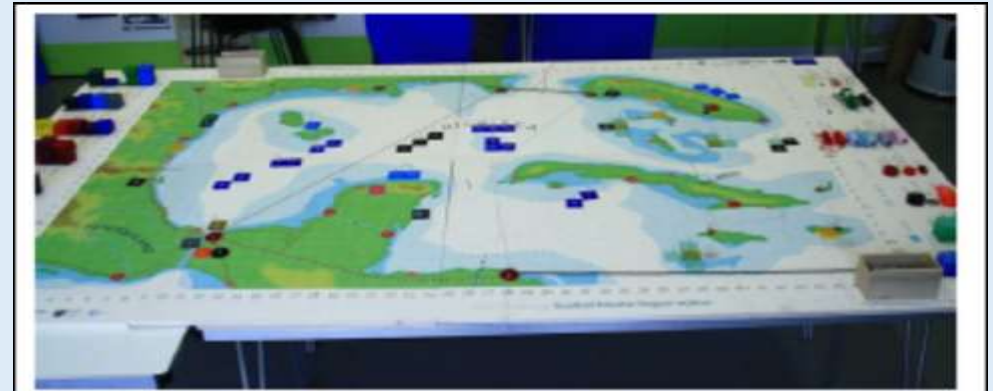


Figure 4.1: Baseline – Themed Recreation Route Scenario



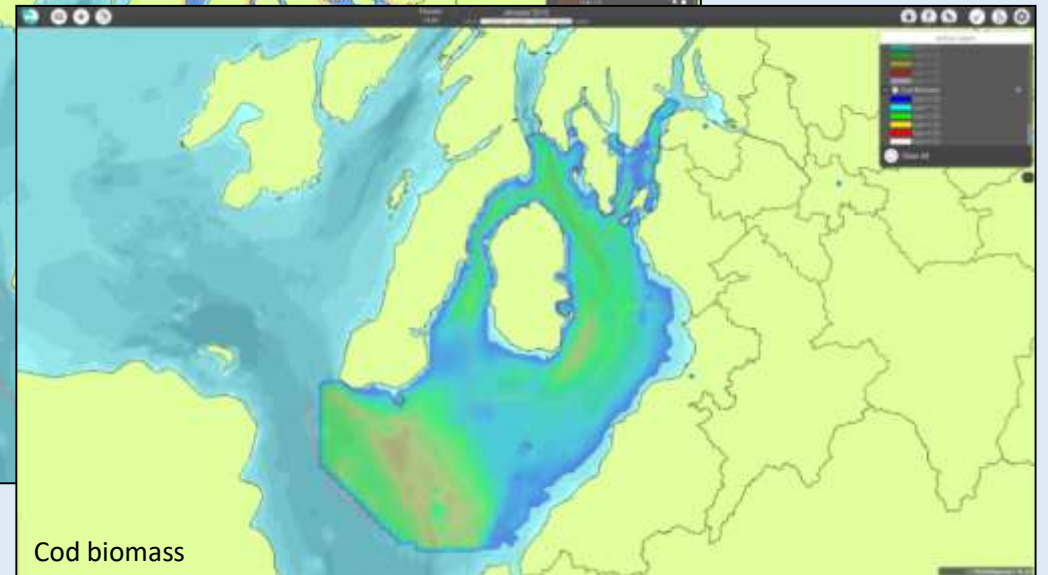
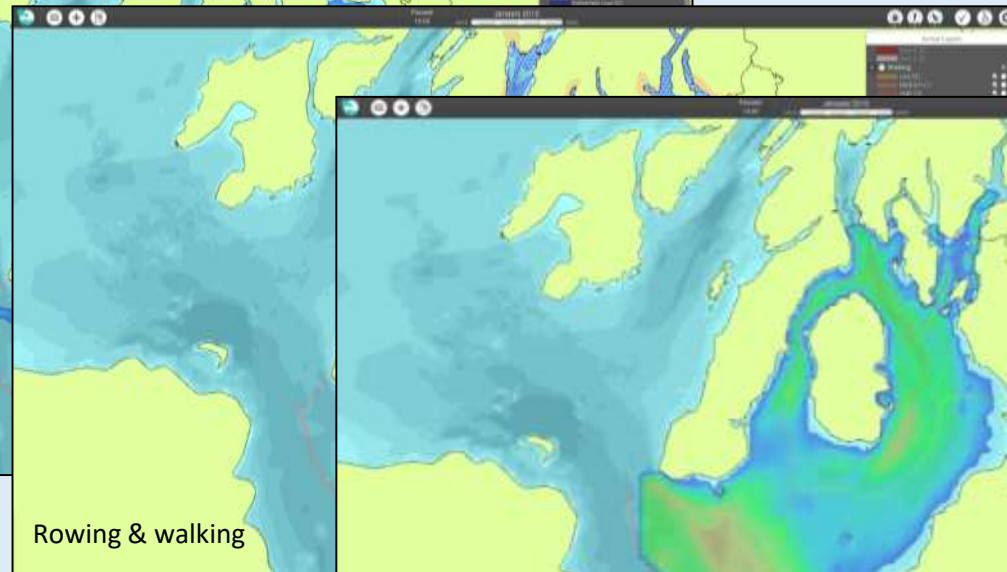
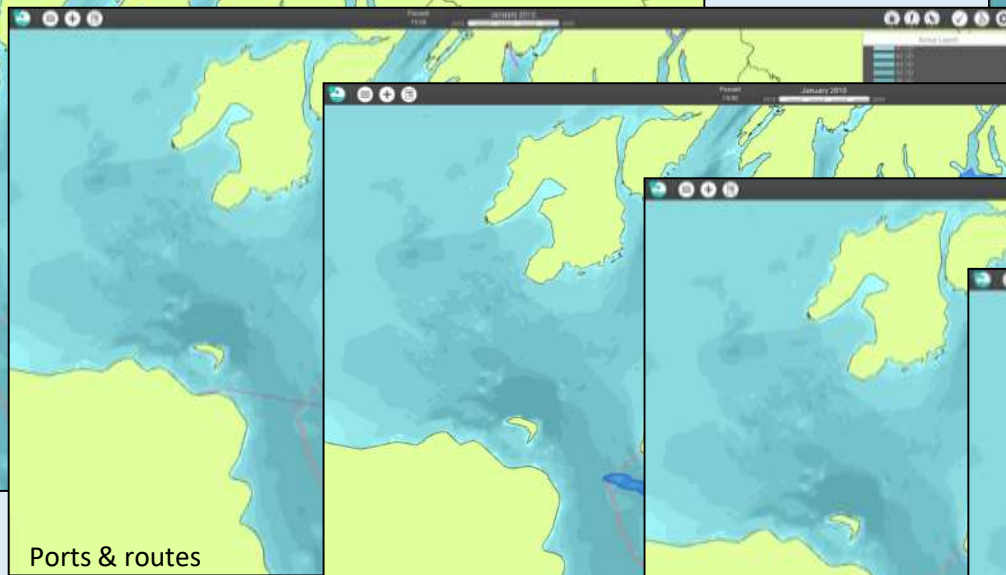
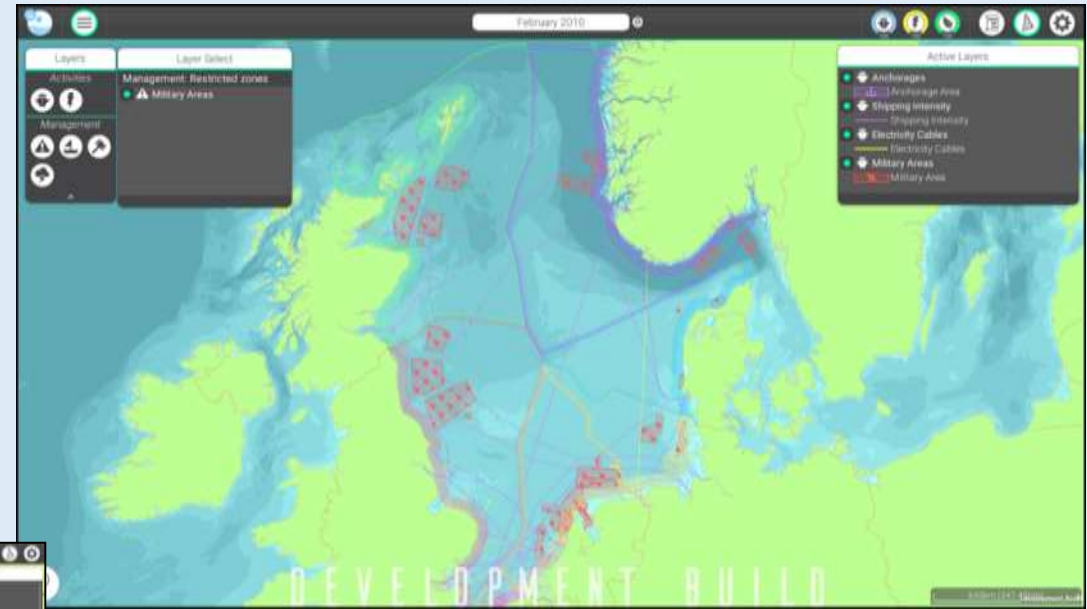
Figure 4.2: Half-way point.



Figure 4.3: End of session.

MSP Challenge – ‘The Firth of Colours’

- Developed by NHTV (Breda University) from original game platform for developing transboundary MSP cooperation in the Baltic Sea and North Sea.



NHTV, October 2017

- Cutting edge software – Ocean View 3D under development via this project
- Game will be played with members of the Clyde Marine Planning Partnership in early 2018
- Initial responses included in final report about novel approaches to stakeholder engagement for cross-border marine planning



Conclusions



- The board game is brilliant – still a place for low-tech, hands-on approach in our increasingly high-tech world
- Works at sub-national (regional) scale but also at national (Scotland/England) and international level too
- Flexible enough to cope with many scenarios across different policy areas, sectors & over time: increasing levels of sophistication emerging in game play
- Everyone who plays it makes suggestions on how it can be improved - it's a learning process on both sides
- The digital game is a work in progress but started this whole thing off – playing the 2011 version in Assen in 2015 provided the idea for the investigation of novel approaches to stakeholder engagement via the SIMCelt project
- Games work in combination with other methods of stakeholder engagement & public participation
- Helps to develop a common language for complex processes
- **Thank you for the opportunity to do this!**



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19:00-21:00 / DRINKS RECEPTION & CONFERENCE DINNER

Merseyside Maritime Museum – Albert Dock L3 4AQ

Tel: 0151 478 4499

The conference dinner (Tuesday 28th) will take place in the Merseyside Maritime Museum, located in Liverpool's Albert Dock. This will be preceded by a drinks reception at 7pm, please arrive promptly. The museum is around a 10-15 minute walk from the Bluecoat.

