Maritime Spatial Planning: Transboundary Cooperation in the Celtic Seas
Cross-Border Working

Co-funded by the European Union
SIMCelt outputs:
Cross-border working & stakeholder engagement

Chair: Rhona Fairgrieve, Scottish Coastal Forum
• Anne Marie O’Hagan, University of Cork
• Joseph Onwona Ansong, University of Cork
• Emma Baruah, SIMCelt Solway Firth Project Officer
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
Why cooperate on MSP?

• Regional ecosystems and the impact of human activities and resources spans beyond borders.

• One of the minimum requirements of the MSP Directive. Members 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
Cooperation on what?

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

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

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?
Existing Gaps at the various levels [3]

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.
Issues for consideration

• 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 be 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
Next steps

• 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

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 sectorial 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.
Selection of Sectors

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.

![Traffic Density in the Celtic Seas](Image)

![GVA of Maritime Sectors in the Celtic Seas](Image)

Source: ABPmer, 2016
What has been done

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.
Results

• 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
## Involvement of Agencies in MSP

<table>
<thead>
<tr>
<th>Agency</th>
<th>Marine Planning</th>
<th>Sectoral Planning and other related engagement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioners of Irish Lights (Irish Lights)</td>
<td>• Developed a guiding document for shipping &amp; navigational safety and MSP</td>
<td>• Navigational review which considers some principles of navigational safety and MSP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Engagement with other related EU Directives, such as MSFD sub-working group</td>
</tr>
<tr>
<td>Sustainable Energy Authority of Ireland (SEAI)</td>
<td>• In-house connections with MSP related to Natura 2000, shipping and ports which has been more focused on the environment but is cross-cutting</td>
<td>• Development of the Offshore Renewable Energy Development Plan (OREDP)</td>
</tr>
<tr>
<td>The Crown Estate</td>
<td>• Heavily involved in the development of the Welsh National Marine Plan and the various English Marine Plans</td>
<td>• 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</td>
</tr>
<tr>
<td>Marine and Coastguard Agency</td>
<td>• A statutory consultee and primary advisor to the Devolved Administration authorities on their proposals on Marine Plan Areas.</td>
<td>• MCA provided AIS data to the MMO for the Ports &amp; Shipping chapters of the plans</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Developing Navigational Guidance Notes for ORE and Navigational Safety</td>
</tr>
</tbody>
</table>
## Involvement of Agencies in MSP

<table>
<thead>
<tr>
<th>Agency</th>
<th>Marine Planning</th>
<th>Sectoral Planning and other related engagement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Marine Management Organisation (MMO)</strong></td>
<td>• 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</td>
<td>• MMO also grants development consent for offshore renewable projects under 100 MW in English inshore and offshore waters</td>
</tr>
<tr>
<td><strong>Marine Scotland</strong></td>
<td>• Preparation of Scotland’s National Marine Plan, related SEA, Social &amp; Economic Assessment, Business and Regulatory Impact Assessment in addition to the various stages of consultation</td>
<td>• Offshore Renewable Energy Sectoral plans for Scottish Territorial waters, covering offshore wind, wave and tidal energy</td>
</tr>
<tr>
<td><strong>Department of Agriculture, Environment and Rural Affairs (DAERA)</strong></td>
<td>• Preparation of the draft Northern Ireland Marine Plan and a partner in SIMCelt and previous TPEA projects</td>
<td>• Responsible for ORE consenting and enforcement functions in waters around Northern Ireland</td>
</tr>
<tr>
<td><strong>Préfet Maritime Atlantique</strong></td>
<td>• 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</td>
<td>• Responsible for the determination of favourable zones/sites for ORE development and related consultation processes</td>
</tr>
</tbody>
</table>
Issues on Involvement in MSP

• 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
AIS and MSP

• 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.
<table>
<thead>
<tr>
<th>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</th>
<th>Duplication of efforts on data portal. Instead there should be an initial and shared understanding of the user requirements and needs</th>
<th>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</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability of Government data over the use of commercial data</td>
<td>Vessels less than 300gt are not bounded to carry AIS. Traffic density in an area can, therefore, be under represented.</td>
<td>Lack of receiver’s time stamping the AIS messages.</td>
</tr>
</tbody>
</table>
Navigational Risk from ORE development

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

Source: CETMEE / PTI, 2013

Traffic Density in the English Channel
Navigational Risk Issues

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.
The role of MSP in addressing current challenges

• 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
# Recommendations

## General Recommendations for the MSP process

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Relevant Actors</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Planning authorities should enhance cooperation between national and transnational sectoral agencies such as IALA, IMO, General Light House Authorities</td>
<td>Competent Authorities for MSP</td>
</tr>
<tr>
<td>2. The MSP process should be adaptable and flexible enough to inculcate changes in maritime activities and advances in technologies</td>
<td>Competent Authorities for MSP</td>
</tr>
<tr>
<td>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</td>
<td>Competent Authorities for MSP</td>
</tr>
</tbody>
</table>

## Involvement of sectors in MSP

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Relevant Actors</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Competent Authorities and sectoral agencies</td>
</tr>
<tr>
<td>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</td>
<td>Competent Authorities and sectoral agencies</td>
</tr>
</tbody>
</table>

## Planning Evidence, AIS Data and MSP

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Relevant Actors</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Shipping and navigational safety agencies, Sectoral Agencies &amp; Planning Authorities</td>
</tr>
<tr>
<td>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</td>
<td>Shipping and navigational safety agencies, Sectoral Agencies &amp; Planning Authorities</td>
</tr>
</tbody>
</table>
## Recommendations

### Cross Sectoral Working Groups

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

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

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

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
Concluding Remarks

• 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
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
Five reports...
Legislation relevant to marine planning

1. Achieving a sustainable marine economy
2. Ensuring a strong, healthy and just society
3. Living within environmental limits
4. Promoting good governance
5. Using sound science responsibly
• D&G LDP (Scotland)
• Allerdale, Copeland, Carlisle and Cumbria County Council (England)
• Solway Coast AONB (England)
• SMPs
• WCRIFG (Scotland)
• NWIFCA (England)
• RBMP (TB)
Sectoral Interactions

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

Table 1: Options for response

<table>
<thead>
<tr>
<th>Option</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Competition</td>
<td>Where there is sustainable competition for access to the same resources or areas between the other (sub) sector and your (sub)sector</td>
</tr>
<tr>
<td>Conflict</td>
<td>Where conflict arises as a consequence of unmanaged competition between the other (sub) sector and your (sub)sector</td>
</tr>
<tr>
<td>Incompatible</td>
<td>Where there is a fundamental and unmanageable incompatibility between the activity of the other (sub) sector and your (sub)sector</td>
</tr>
<tr>
<td>Neutral</td>
<td>Where the activity of the other (sub) sector has no positive or negative influence on your (sub)sector</td>
</tr>
<tr>
<td>Positive</td>
<td>Where the activity of the other (sub) sector has a positive influence on your (sub)sector</td>
</tr>
</tbody>
</table>

Blank cells indicate no response

79 Key Sectors identified
Finding 1: The SF is a busy marine environment with 79 key sectors
Finding 2: The majority of interactions between sectors were found to be neutral
Finding 3: More sectors were expanding than declining in the Solway Firth
Finding 4: Availability of funds, environmental regulations and customer needs most frequently drove sectoral change
Finding 5: Existing conflict management mechanisms should be considered when marine planning
Finding 6: There is a prolonged interest in tidal energy but no proposal has moved forward (to a development stage)
Finding 7: For an Ecosystems Based Approach, adjoining marine plans should be balanced in geographic scale
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
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
What’s next?

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

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

@simcelt
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!
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!**
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.