Regional specificities

Results of the regional workshops and other discussion initiatives

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Author(s)	Editors: E. Gutiérrez-Ruiz, C. Cervera-Núñez, M. Campillos-Llanos (IEO,CSIC) 1. Introduction: E. Gutiérrez-Ruiz, C. Cervera-Núñez, M. Campillos-Llanos (IEO,CSIC) 2. Methodology: E. Gutiérrez-Ruiz, C. Cervera-Núñez, M. Campillos-Llanos (IEO,CSIC) 3. Case Study workshops: The Region of Murcia: E. Gutiérrez-Ruiz, C. Cervera-Núñez, M. Campillos-Llanos (IEO,CSIC) Galician coast: M. Fernández Cañamero, J. L. Gómez Gesteira (CETMAR) Sardinia Region: D. Brigolin, F. Carella, R. Didonna (IUAV), E. Ramieri, G. Capurso, A. Barbanti, S. Menegon (CNR-ISMAR), E. Porportato (IMC through CNR-ISMAR) Provence-Alpes-Côte d'Azur : C. Boudy, O. Laroussinie, C. Demartini (CEREMA)

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	Pays de la Loire Region: A. Changeant, O. Laroussinie, M. Ganne (CEREMA) Crete Region: S. Kyvelou, N. Marava, T. Smanis (Panteion University of Social and Political Sciences (PUSPS)). Central Macedonia Region: M. Papageorgiou, T. Kostopoulou (AUTH) County of Mayo: J. Fitzpatrick, T.O' Connor (DECC) AM.O' Hagan (UCC). IV. Cross-case studies analysis: E. Gutiérrez-Ruiz, C. Cervera-Núñez, M. Campillos-Llanos (IEO,CSIC) V. Conclusive remarks: E. Gutiérrez-Ruiz, C. Cervera-Núñez, M. Campillos-Llanos (IEO,CSIC)
Abstract	This deliverable is framed into task 3.3 of WP3: Deepening analysis in case study Regions from 2 sea basins, Atlantic and Mediterranean. This task aims at identifying regional specificities that may influence the participation of Regions in the national MSP processes and identifying/discussing actions needed at regional and local levels to foster MSP implementation that adequately addresses regional needs. This report provides a thorough analysis of the workshops held in the eight REGINA-MSP case study regions (Murcia and Galicia in Spain, Sardinia in Italy, Provence-Alpes-Côte d'Azur and Pays de la Loire in France, Crete and Central Macedonia in Greece, Mayo County in Ireland). Numerous commonalities have been found among case studies and the main differences have been highlighted.

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SUMMARY

LIST OF FIGURES

ABBREVIATIONS AND ACRONYMS

AUTh	Aristotle University of Thessaloniki (Greece)
CCAA	Autonomous Regions in Spain (or regions for this report)
CIA	Cultural Interest Assets
CMR	Central Macedonia Region
COP	Community of Practice
CS	Case Study
DDTM	Department State Services for the Sea (France)
DECC	Department of Environment, Climate and Communications (Ireland)
DGCM	Directorate-General of the Coast and the Sea (MITERD, Spain)
DIRM	Interregional Directorate for the Sea (France)
DMAP	Designated Maritime Area Plan (Ireland)
DM-LEBA	Levantine-Balearic marine demarcation (Spain)
DM-NOR	North-Atlantic marine demarcation (Spain)
DPMT	Maritime-Terrestrial Public Domain (for its initials in Spanish – Dominio Público Marítimo-Terrestre)
DSF	Document Stratégique de Façade (French MSP Plans)
EBSA	Ecologically or Biologically Significant Area
EMFAF	European Maritime, Fisheries and Aquaculture Fund
GES	Good Environmental Status
GT-OEM	Maritime Spatial Planning Working Group (for its initial in Spanish - Grupo de Trabajo de Ordenación del Espacio Marítimo)
IUAV	University of Venice (Italy)
LSI	Land-Sea Interactions
MAP	Maritime Area Planning (Ireland)
MITERD	Spanish Ministry for the Ecological Transition and the Demographic Challenge
MSFD	Marine Strategyy Framework Directive
MGI	Marine Green Infrastructure
MPA	Marine Protected Area

MSP	Maritime Spatial Planning
MSU	Maritime Spatial Unit
ORE	Offshore Renewable Energy
OWF	Offshore Wind Farms
POEM	Spanish Maritime Spatial Plans (for its initials in Spanish – Planes de Ordenación del Espacio Marítimo)
PSSA	Particularly Sensitive Sea Areas
SCoT	Schéma de cohérence territoriale (Territorial Consistency Scheme). France.
SEA	Strategic Environmental Assessment
SRADDET	Schémas régionaux d'aménagement, de développement durable et d'égalité des territoires (Regional plans for planning, sustainable development and territorial equality). France.
UCH	Underwater Cultural Heritage
UWN	Underwater Noise
WS	Workshop
ZAPAC	High Potential Areas for Aquaculture (for its initials in Spanish – Zonas de Alto Potencial para la Acuicultura)

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I. Introduction

REGINA-MSP (Regions to boost National Maritime Spatial Planning) aims to improve the participation of regions as well as local authorities and stakeholders in the development and implementation of Maritime Spatial Planning (MSP), usually driven at the national level.

WP3 "*Deepening analysis in case study Regions from 3 sea basins, Atlantic and Mediterranean*" envisages at giving strength to the coastal Regions through the consideration of 8 Case Studies (CS) (*figure 1*) presenting different environmental and socio-economic issues.

Figure 1. The eight case study regions of REGINA-MSP project.

Task 3.3 specifically focuses on regional and local stakeholder's engagement, considering the specificities of each Region. Within this task, several Case Study workshops were organized to discuss key regional MSP topics. The summarized information about the topics, dates and type of stakeholders invited shall be found in Annex I. There are remarkable differences among the case studies, but also numerous similarities that will be analysed in section IV: Cross regional analysis. This report collects the information and cross-regional analysis of the eight REGINA-MSP case studies. The workshops were held in the totality of the case studies.The main objectives of this document are:

- to identify commonalities and key aspects of CSs, and
- to report on the actions identified (with the stakeholders) important to be implemented in each Region: "tailored actions". with stakeholders

These tailored actions will feed task 3.4, which aims at integrating the regional perspectives/needs into MSP and to foster MSP implementation at the sub-national level according to the regional needs. The "stakeholder mapping methodologies" proposed, together with the categorisation of stakeholders designed for task 3.3 also fed task 4.3 dedicated to "*favouring the emergence of cross regional communities of practice".*

II. Methodology

Regarding the methodology, each partner decided how to execute the workshop/s regarding duration, format, participatory methods, etc, in the 8 cases study. Nevertheless, to ease the comparison of results, a template was developed for the reporting containing several questions expected to be answered by each workshop. *Annex 1* contains a table summarizing the main outputs of the CS workshops, according to these questions. The comparison among case studies is found in section IV: Cross-regional analysis and it is organised in the same "sections" or questions to be addressed by the workshops results.

A total of 16 regional workshops were held in the framework of REGINA-MSP project. *Table 1* collects the logistic information regarding all the workshops held.

Table 1. Logistic information regarding all the workshops held within the eight case study regions of REGINA-MSP project. Source: Own elaboration (IEO, CSIC).

Case Study	Country	Nº WS	Title	Dates	Invited Stakeholders
The Region of Murcia	Spain	2	Interaction between marine aquaculture and maerl bed habitats.	April, 2024	Central government authorities, national authorities acting at the regional level, regional authorities, sectors, networks of sectors representatives, research sector and NGOs.
			Interaction between unregulated anchorages with the UCH and biodiversity conservation.		
Galician coast		2	Integration of Underwater Noise in Maritime Spatial Planning.	May, 2024	Regional and national administration representatives, research centres, universities, technology and Innovation centres and companies, NGOs, environmental associations and foundations, fisheries local action groups (FLAGs).
			Prospects for the development of marine cultures in Areas of High Potential for Aquaculture in Galicia		
Sardinia	Italy	3	Maritime activities: conflicts and synergies in Northern Sardinia – Porto Torres	October, 2023	Regional departments and local authorities, bodies managing MPAs, NGOs, FLAGS, port authorities, coastguard, industry, research institutions.
			Present and future of extractive aquaculture activities in the Gulf of Olbia and their integration with other existing uses.	October, 2023	
			Joint online workshop. Porto Torres and Olbia stakeholders meet online to discuss and finalize the new action proposals for the Northern Sardinia.	May, 2024	
Pays de la Loire	France	1	Pays de la Loire Case Study	April, 2024	Central government, regional and local authorities, relevant experts and stakeholder's representative for the chosen topics.

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ProvenceAlpes-Côte d'Azur (PACA)		2	Levers and hurdles for MSP at regional and local level Regional/local MSP plans	January, 2024	State services, regional and local authorities, MPA managers, universities
			Appropriation of the MSP sea basin document by local stakeholders	May, 2024	
Crete Region	Greece	4	Socio-cultural values in MSP - Location: Lasithi, Crete	October, 2022	National authority on MSP, regional authorities, municipalities, scientific stakeholders for energy, Hellenic center for marine research, the Union of Insular Chambers, the super-intendency, FLAGS, private sector, NGOs.
			Transboundary cooperation for the implementation of MSP - Location: Chania, Crete)	February, 2023	
			MSP and energy transition - Location: Chania, Crete	April, 2024	
			Culture, underwater cultural heritage and territorial cohesion: targeting empowerment of soft power factors - Location: Athens	July, 2024	
Central Macedonia		2	First local workshop on MSP in CMR: First Reflections	May, 2023	Regional authority and coastal municipalities of CMR.
			Second local workshop for MSP in CMR: Addressing specificities	May, 2024	Regional authority of Central Macedonia, Central government based in CMR, coastal municipalities and regional stakeholders with interest in the marine space of CMR.

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County Mayo	Ireland	2	Potential benefits of MSP to a multi-use/multi-sectoral bay (Killala, Co. Mayo and Co. Sligo, Ireland)	February, 2024	Stakeholders from the national groups and the local authorities of Mayo and Sligo.
			Integration of [remote] islands in Irish Marine Planning (Inisturk, Co. Mayo, Ireland)		Stakeholders from the national groups, government departments, the Mayo local authority, as well as from the island inhabitants.

A. Aim of the report

This report is based on the workshops carried out in the eight case study Regions of the project. The common features among CSs, together with the particular specificities of every CS are highlighted.

Every region faces distinctive situations regarding MSP (e.g., regional/local involvement in MSP, knowledge and awareness in MSP, etc.) and present different regional/local uses and activities at sea, which implies highly different priorities among regions. This report is focused on finding the commonalities among regions while showing the particular situation of each case study.

B. Stakeholder mapping

The organization of stakeholder's workshops in the eight regional case studies aims at improving the participation of regional maritime stakeholders and to identify and discuss the key aspects of each region regarding Maritime Spatial Planning (MSP).

The first step required to achieve the expected results in each workshop was to map the stakeholders according to the case study objective. There are different effective techniques to do so, such as snowballing, influence-power matrix, sociograms, etc. To ease the comparison among case studies, the stakeholders were classified into the following categories:

I. Public sector:
   a. Central government administration operating at national level relevant for the CS Region
   b. Central government administration operating in the CS Region
   c. Local governments
      i. Regional authority
      ii. Municipalities

II. Research and Educational institutions operating in the CS Region
   a. Research institutions
   b. Universities
   c. Technology and Innovation Centres

III. Port Authorities

IV. Private sectors and Professionals
   a. Associations/Federations
   b. Individual companies/professionals

V. NGOs, environmental associations and foundations

VI. Informal groups of citizens

VII. General Public

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C. Objectives of the workshops

Regardless the particular specificities of each case study, task 3.1 established common objectives for all workshops:

- To identify regional specificities that may influence regional stakeholders' participation in the MSP process. For instance, regarding: governance aspects, key sectors in the region, conservation priorities, specific conflicts, historical/cultural aspects, policies (urban/coastal planning), social aspects).
- To identify sectors that are not organized strongly at regional/national and/or European levels to assess the availability and effectiveness of networks of sectors in the regions and eventual interconnections available with other regions.
- To identify/discuss/execute actions needed at regional/local level with the aim to foster MSP implementation by meeting regional needs. Scope and level of actions may vary according to the case study state of play in MSP and needs, e.g., ranging among: visions and strategic objectives, strategies, preliminary plans, more detailed plans, planning of specific sectors, etc.

D. Content of the workshops

During the workshops, relevant elements for the MSP national processes were discussed. These topics include:

- Development potential for specific maritime sectors.
- Environmental and cultural heritage protection needs.
- Need for more specific and detailed planning in specific areas or for a specific sector.
- Improved integration into MSP national process.
- Addressing conflict resolution between maritime sectors.
- Land-Sea Interactions (LSI).
- Marine Green Infrastructure (MGI).
- Landscape/seascape preservation.

The main information collected for each case study workshop regarded to:

- Key topics/issues
- The contribution of each workshop to the formal MSP process
- Methodology used
- Stakeholders involved (with specific focus in networks of sectors)

- Specificities related to regional stakeholders' participation which have been taken into consideration or/and identified in the workshop
- Challenges of involving stakeholders
- Identification of "tailored actions"
- Main outputs of each workshop

A template to be filled in with this information was designed. A table summarizing the main content of each template can be found in *annex 1*.

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III. Case study workshops

A. Region of Murcia

Context

The case study area of the Region of Murcia is located in the south-east coast of the Iberian Peninsula and it encompasses the waters facing the Autonomous Community of the Region of Murcia up to the edge of the continental shelf, as it is represented in *figure 2*. These waters belong to the levantine-balearic marine demarcation (DM-LEBA), one of the five marine demarcations in which the Spanish marine waters are divided under Law 41/2010 on the protection of the sea (f*igure 2, left*). This marine demarcation is located entirely in the Mediterranean Sea.

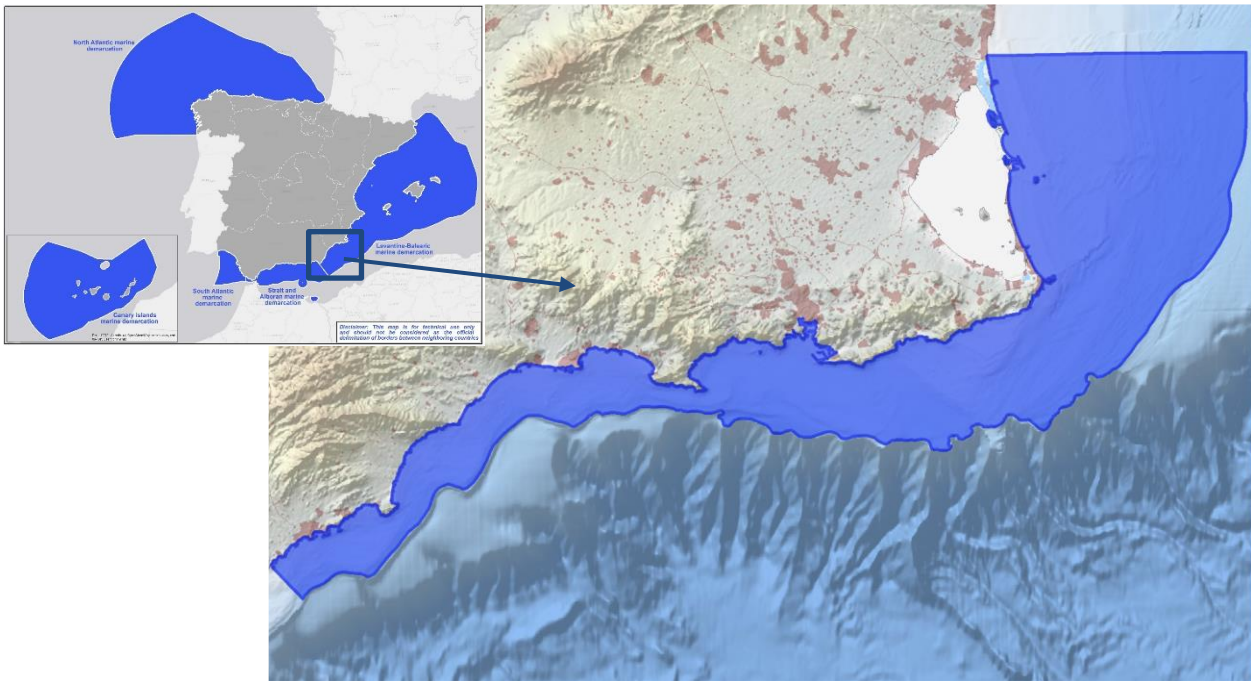

Figure 2. On the right: case study area - Region of Murcia maritime waters belonging to the levantine-balearic marine demarcation (DM LEBA); on the left: delimitation of the five Spanish marine demarcations (Source: own elaboration; IEO, CSIC).

Disclaimer: The limits of the marine demarcations do not correspond to the jurisdictional limits of the Spanish marine waters. They should not be considered as official delimitation with neighbouring countries.

MSP competences in Spain are held by the central government through the Directorate-General of the Coast and the Sea (DGCM) of the Ministry for the Ecological Transition and the Demographic Challenge (MITERD). Despite the fact that MSP is conducted at the national level,

several marine uses and activities are planned and managed by the Autonomous Communities (CCAA, also referred to Autonomous Regions or Regions in this chapter), according to the distribution of competences as established in the Spanish Constitution of 1978. Therefore, stakeholder engagement and a suitable participative governance are essential to achieve a long-term coexistence of uses in their waters.

Role of the workshop/s in the Case Study

The objective of this case study was to continue with the discussions started with stakeholders in the MSPMED project (previous workshops held in April, 2022), where synergies, conflicts and information gaps among uses were identified, together with a number of recommendations aiming to enrich the national MSP process.

A total of two workshops were held, addressing the following topics:

- Interactions between marine aquaculture and maerl beds.
- Interaction between unregulated anchorages and the conservation of marine biodiversity and the Underwater Cultural Heritage (UCH).

Interaction between marine aquaculture and maerl beds

A major information gap detected in the MSPMED workshop was the lack of spatial data, particularly in relation to maerl beds.

In REGINA-MSP, new maerl bed cartography was obtained. This new spatial information, together with the cartography that will be obtained through other projects/initiatives, aims at obtaining a detailed maerl cartography of the maritime waters facing the Region of Murcia, which will help the zoning of marine aquaculture with respect to the conservation of these fragile ecosystems.

Interaction between unregulated anchorages, biodiversity conservation and UCH

A major information gap detected in the MSPMED workshop was the lack of spatial data and particularly in relation to unregulated anchorages.

The methodology already being used for the Marine Strategies process and also used in the MSPMED project in the case study area, was used to identify the locations of unregulated anchorages for this CS of REGINA-MSP.

With all this new information available, two stakeholder workshops were organized to discuss the potential interactions among aquaculture and maerl beds on the one hand, and the potential

interactions among unregulated anchorages, UCH and biodiversity conservation, on the other hand.

The recommendations identified in the MSPMED project were analysed and reassessed. The goal was to identify those for which action had been executed during the last two years and those for which work still need to be done.

Additionally, participants (*figure 3*) were asked to propose new actions needed to operationalize each recommendation and to think about new mechanisms or how to improve the existent ones to enhance the involvement and participation of littoral Regions in the national MSP process.

The main issues discussed in the workshops were:

- Governance aspects, specifically regarding the improvement of the participation of the regions in the national MSP process through the discussion of the inter-administrative coordination system and its improvement.
- Specific spatial conflicts in relation to the interaction between maerl beds and marine aquaculture.
- To identify and discuss tailored actions that would eventually contribute to the long-term coexistence of these uses in the maritime waters of the Region of Murcia and a better participation of all the sectors affected (this section will feed task 3.4).

Methodology

The methodology developed was based on thematic presentations to set the context of the workshops for all the participants, together with four participatory sessions (post-its, stickers, dialogues) dedicated to: (1) validate the recommendations collected in MSPMED; (2) the available cartography regarding the overlapping of uses; (3) the design of new actions at the regional level to improve the implementation of the national MSP process at the regional level and; (4) the identification of mechanisms to improve the regional participation mechanisms regarding the MSP process.

Specificities and challenges

One of the biggest challenges in this kind of events is to engage all the stakeholders related to the working topic. For these two workshops a significant number of representatives from the regional public administration, as well as representatives coming from the central government both, those acting at the regional level and those representing the MITERD at the national level were involved. Private sectors, research institutions and NGOs were also involved. In the case of the interaction between marine aquaculture and maerl beds, it was not possible to engage sectoral networks, but for the other workshops, two representatives from networks of sectors participated, both relevant to the anchoring issue:

- The nautical-recreational sector network in the Region of Murcia
- The scuba-diving sector network in the Region of Murcia

Some of the challenges faced during the workshops in Murcia regarded the governance aspects, since there are shared competences between national and regional authorities. Social and economic relevance of certain sectors and cultural and conservation priorities play an important role in the challenges of the Region, as well.

In this particular event, not network of sectors in relation to aquaculture were engaged, nor a representative from the general public, who are important actors of the maritime environment.

Potential contribution of the workshop/s to formal processes

The workshops provided different elements that shall help the formal MSP process:

- Smart-scale information for detailed planning at the regional. level was provided.
- Tailored actions oriented to favour the coexistence among uses. were proposed.
- New mechanisms to improve the dialogue and communication among public administrations (at the regional and national levels and between both of them) and sectors were suggested.
- Additionally, in relation to spatial information:
  - Areas with certain evidences of maerl presence (without cartography for the moment) were identified.
  - Additional spatial information regarding un-regulated anchorages and areas declared by the Region as “protected cultural assets areas” were identified during the workshop. With regard to un-regulated anchorages, also different methodologies to identify these areas were presented by different administrative departments and research centres.
- New actions have been designed to find solutions among economic sectors, research institutions and public administrations, in relation to the reassessed recommendations mentioned previously.
- Ways to improve the existing mechanisms for the coordination and communication among public administrations (national, regional) and with the sectors were proposed.

Main outputs of the workshop/s

Long-term research on the interaction between aquaculture and maerl beds is needed. The set-up of a specific working group within the national MSP group (GT-OEM, for its initials in Spanish – *Grupo de Trabajo de Ordenación del Espacio Marítimo)* was suggested.

This same issue concerns the unregulated anchoring and its interaction with seagrass meadows and UCH. The anchoring should be carefully controlled to avoid damage and the creation of a

working group in the context of MSP to identify and apply different methodologies was suggested.

Scientific research should be the base of zoning, studying the carrying capacity of ecosystems for every specific situation, the effects of the maritime uses on the marine biodiversity and the obtention of a detailed cartography are a must for a suitable maritime spatial planning.

Participatory governance should be pursued. Several aspects should be improved to give voice to all the stakeholders and to achieve suitable solutions for all sectors.

Citizens should be taken into account and/or informed and involved in these kinds of events whenever relevant.

The vast majority of participants recognize the work done by public administrations to improve the dialogue and coordination with the sectors and among the different administrations (even among different departments of the same administration), but more efforts are needed.

Figure 3. Participants of the workshops held in the Region of Murcia. Source: IEO, CSIC.

B. Galician coast

Context

The Galician coast case study area is located in the Autonomous Community of Galicia (North-western of Spain). It is bordered by Portugal to the south, the Atlantic Ocean to the west, and the Cantabrian Sea to the north. Galicia is the region of Spain with the longest coastline (around 1,660 km) which is characterize by deep inlets (Rías). The Galician margin comprises a narrow continental shelf. The 200 m depth isobath lies 15-30 km offshore from the land. All its waters belong to the North-Atlantic marine demarcation (DM-NOR), one of the five marine demarcations areas in which Spanish marine waters are divided according to Law 41/2010 on the protection of the sea (*figure 4*).

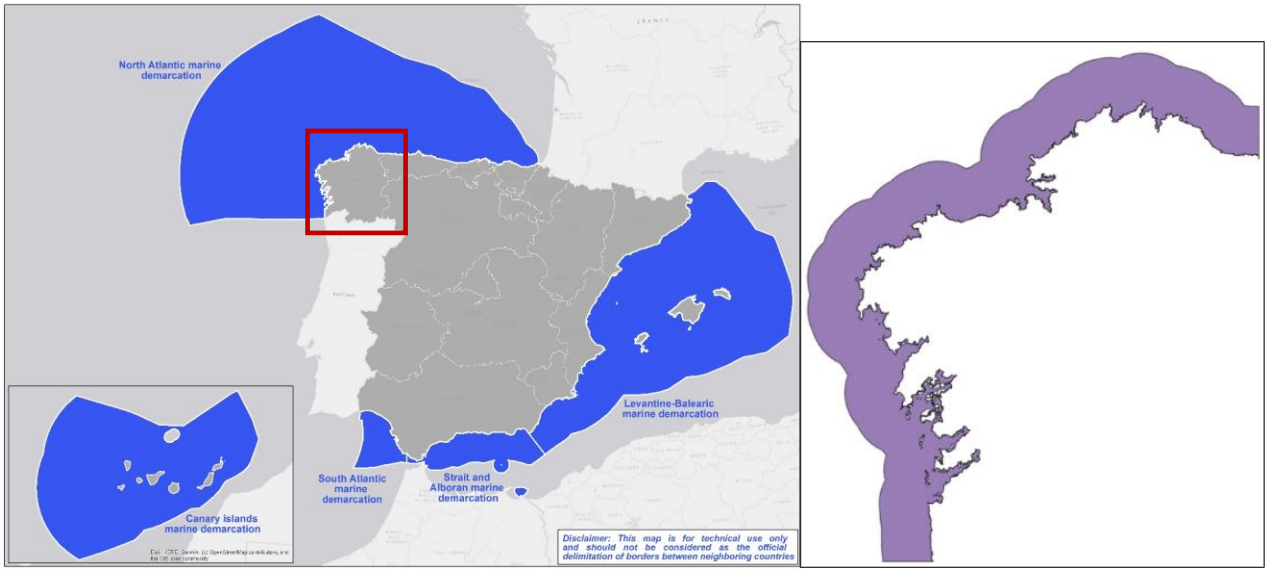

Figure 4. On the left: delimitation of the five Spanish marine demarcations (Source: own elaboration: IEO, CSIC). On the right: Case study area – Region of Galicia territorial waters belonging to the North-Atlantic demarcation (DM-NOR)

Disclaimer: The limits of the marine demarcations do not correspond to the jurisdictional limits of the Spanish marine waters. They should not be considered as official delimitation with neighboring countries.

As it was mentioned in the case of the Region of Murcia, MSP competences in Spain are held by the central government through the Directorate General of the Coast and Sea (DGCM) of the MITERD. Even though, according to the distribution of powers established in the Spanish Constitution of 1978, the Autonomous Communities (CCAA) are the ones that planned and managed several marine uses and activities.

Role of the workshop/s in the Case Study

Galicia possesses by a strong maritime culture legacy, being the main fishing region of Spain and a key fishing sector within the EU. Galicia also plays an important role in aquaculture production, providing more than 80% of Spanish aquaculture products. In addition, it is important to highlight the increase in tourism and recreational maritime activities in the last decades, as well as the possible installation of offshore wind farms in the future, due to the high wind potential on its coast. Therefore, this case study aims to improve the knowledge of existing maritime uses and possible overlaps among them by addressing three topics:

-to establish the basic principles to include underwater noise in the MSP process,

-to identify and characterize the tourist activities developed along the southern coast of Galicia,

-to identify the most suitable offshore areas to implement aquaculture according to the available physical, chemical and biological data.

Two workshops were held where the following topics were addressed:

- Integration of Underwater Noise (UWN) in Maritime Spatial Planning.
- Prospects for the development of marine aquaculture in Areas of High Potential for Aquaculture (ZAPAC) in Galicia.

Integration of Underwater Noise in Maritime Spatial Planning

Underwater anthropogenic noise is a type of pollution that constitutes a pressure on the marine environment. In accordance to the implementation of the Marine Strategy Framework Directive (MSFD), it has been included as a part of Descriptor 11: Energy to describe the good environmental status (GES) of our oceans and seas.

As mentioned above, one of the topics tackled in the Galician coast case study is the characterization of UWN originated by vessels inside the rias. In this context, information on the assessment of this pressure at a regional scale is being compiled and analysed from several projects and studies, in order to deliver recommendations to move forward on the integration of this pressure into the MSP process.

The aim of this workshop was to contextualize UWN, through the data analysed for the case study of Galician coast, and to present other studies carried out in the framework of both, Marine Strategies and other initiatives that shall be integrated into the MSP process.

The organization of this workshop allowed attendees to deepen the characterization of UWN sources and their impact on the environment, especially on cetaceans that populate the coastal areas of the region.

Prospects for the development of marine aquaculture in High Potential Areas for Aquaculture (ZAPAC) in Galicia.

According to the Spanish Maritime Spatial Plans (POEM) the entire territorial sea of Galicia has been identified as a High Potential Area for aquaculture (ZAPAC). Therefore, one of the main objectives of this case study is to advance in the acquisition of knowledge and information to facilitate the planning of offshore aquaculture in its waters. Physical, chemical and biological historical data series were gathered, assessed and weighted to identify the most suitable offshore areas to establish aquaculture facilities. This has been combined with a suitability analysis and a tentative selection of candidate aquaculture species (fish, crustaceans and molluscs).

The main objective of this workshop was to deepen the knowledge of the possibilities available for implementing marine aquaculture in the declared ZAPACs. For this purpose, target species were identified by experts, according to their tolerance to certain physico-chemical parameters such as temperature or salinity, according to literature review and expertise. In addition, the status of the current aquaculture systems was presented by representatives of different companies participating in this event.

The organization of this workshop shall enrich the MSP process, through a more precise identification of those areas where aquaculture would be viable and avoid potential future conflicts arising from overlapping uses.

Methodology

The methodology used in the two workshops (*figure 5*) was slightly different. In both cases, a plenary session was held at the beginning of the event to the main objectives and expected results of REGINA-MSP project. Then, different speakers took part for putting in context the problems being addressed, their state of art, possible solutions, technological developments, etc.

The workshop on integrating Underwater Noise into Maritime Spatial Planning was followed by a participatory session to identify gaps and to discuss possible solutions using post-its, stickers, dialogues, etc.

On the contrary, the second part of the workshop focused on aquaculture offshore continued with a round table discussion that allowed an in-depth discussion of some of the issues raised during the presentations, as well as questions from the audience.

Specificities and challenges

The involvement of key stakeholders was not a big issue since CETMAR owns a wide experience in organising this type of events and has an important network of contacts in the different

maritime sectors at the regional level. In both cases, speakers and attendees were previously identified and contacted by email. Only in the case of the underwater noise workshop, some representative of administrations with maritime competences could not finally attend in the end due to scheduling commitments, despite being very interested in the topic.

Most of the key stakeholders that have to be represented were involved. Researchers in different fields, maritime authorities, national ministry representatives, local fisheries action groups (FLAGs), NGOs, etc. All of them participated providing complementary and heterogeneous points of view. Representatives of the fishing and aquaculture sectors were not invited to this workshop, as it did not focus on possible measures to reduce anthropogenic pressures.

In the case of the second workshop, focused on aquaculture Galician declared ZAPACs, given the subject matter and the main objective of the event, the scientific and technological character of the participants was a priority. In addition, the regional administration, which owns the aquaculture competences, also participated in the workshop, helping to contextualize the planning of marine aquaculture in Galicia, as well as showing previous experiences that had been developed with the intention of establishing a plan for the management of aquaculture in the maritime waters of this region.

Potential contribution of the workshop/s to formal processes

During both workshops, different aspects that may be of interest for the formal process were discussed. Regarding aquaculture, the following aspects could be highlighted:

- Offshore areas where aquaculture would be viable were identified.
- Knowledge about existing and future technologies that will help to develop aquaculture in offshore areas was provided, to select the potential species to be exploited, as well as pointed out the existing information and knowledge gaps.
- Useful information regarding the potential overlapping with other uses or activities was provided. This will contribute to better planning and management of the different maritime uses that occur on the Galician maritime waters.
- Provide information for decision-making regarding the development of aquaculture outside the rias.

The main outputs collected from the UWN workshop to the formal process are:

- The state of the art regarding this problem at a regional level, and the existing information gaps were discussed.
- Possible mitigation measures and/or actions regarding UWN to be included in the POEM were identified.
- The need of monitoring programs at a local scale in certain areas with high levels of UWN were proposed.

- The importance of creating specific working groups to address this issue was pointed out, as well as the need for fluid communication among the stakeholders at the national, regional and local levels.
- Given the specificity of each region, more precise information should be acquired on those species whose behaviour could be affected by regional coastal uses. It is necessary to integrate this information in MSP.

Main outputs of the workshop/s

- *Integration of Underwater Noise in Maritime Spatial Planning*.

The main anthropogenic noise-generating activities in the area, both continuous and impulsive UWN, were identified. However, there are many gaps that have being identified. There is a consensus that one of the main problems is the lack of AIS monitoring in smaller vessels (less than 12m), which includes the UWN generated by auxiliary aquaculture vessels, recreational boats and various coastal industrial activities, This UWN should be monitored.

In the same way, the most vulnerable species likely to be affected by underwater noise in the case study area were shown. There is information regarding cetaceans but only a few references regarding other animal groups.

Research centres pointed out the difficulty in accessing public information, such as 3D bathymetries, ship spectral signatures, etc.

Although there are communication channels and working groups currently addressing this issue at the national and international levels, there is a need for them at a more local. The important role that Fisheries Local Action Groups (FLAGs) might play at the local level was highlighted, since they could provide the opportunity to raise awareness in relation to this issue and bring stakeholders together.

Among the potential measures to reduce this pressure, we could highlight the need to regulate traffic in marine protected areas by reducing the speed of vessels, the need to regulate anchoring in those same areas and the need toto encourage the use of boats with electric motors through some kind of economic subsidy.

- *Prospects for the development of marine aquaculture in Areas of High Potential for Aquaculture in Galicia*.

The administration representatives stressed out that the spatial planning of offshore aquaculture requires comprehensive studies, considering previous initiatives (Marine Cultivation Integration Plan - POCUMA) as a potential starting point on which to build a more ambitious strategy.

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There are a number of critical oceanographic and biological parameters that have to be considered to determine the suitability of a ZAPAC area, such as wave height, water temperature (especially oceanic heat waves), currents or light penetration.

It was considered important to promote diversification in this region that considers new species and models of cultivation structure with less environmental impact, promoting open water and multi-trophic cultivation (fish + mussels + algae).

A thorough knowledge of the target species biology (tolerance limits), technology development and the study of environmental conditions throughout the territorial sea surrounding Galicia will allow a more detailed identification of areas that could be considered ZAPACs. It will also represent a valuable information to identify possible overlaps with other current and future activities, as well as a more precise spatial maritime planning.

Figure 5. On the left: Aquaculture workshop attendees; on the right: underwater noise workshop attendees during the participatory session. Source: CETMAR.

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C. Sardinia Region

Context

The Northern Sardinia case study (f*igure 6*) covers the maritime area comprised between the island of Asinara in the north-west to the Gulf of Olbia in the north-east. This coastal area represents a unique confluence of valuable seascapes, diverse habitats and a multitude of economic activities.

The environmental priorities of the area are well-defined and include several Marine Protected Areas (MPAs), Marine National Parks and Natura 2000 sites. It is also part of the Pelagos Sanctuary and the Western Mediterranean Ecologically or Biologically Significant Areas (EBSAs). The Bonifacio Strait, a critical marine biodiversity hotspot, is designated as a Particularly Sensitive Sea Area (PSSA), underlining the need for stringent protection measures to safeguard its ecological integrity.

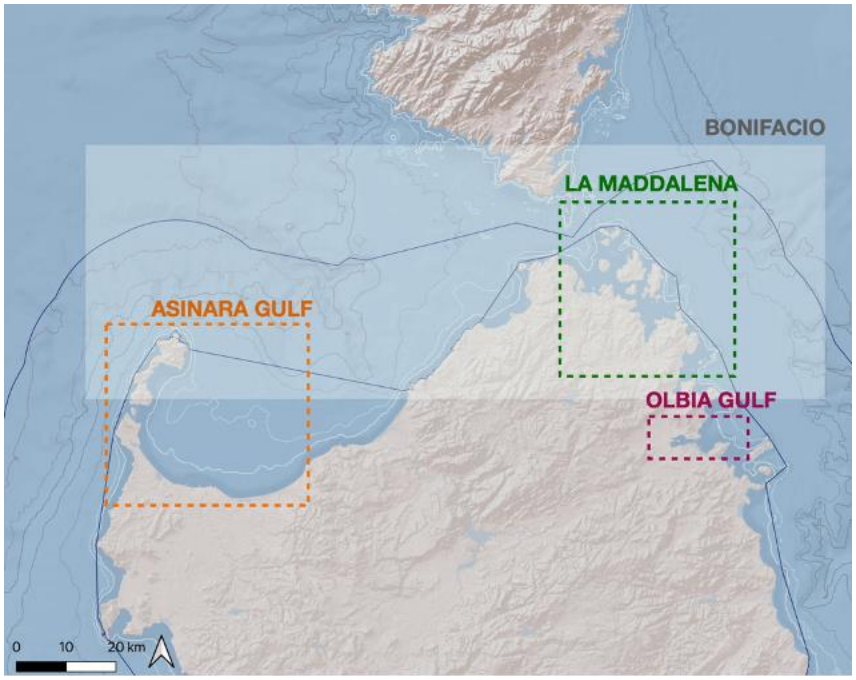

Figure 6. Northern-Sardinia case study: the four focuses of the workshop identified through stakeholders' engagement due to the interactions between maritime uses. Source: CNR (ISMAR), CORILA.

Regional plans, such as the operational plan of the Port Authority of the Sea of Sardinia, regional plans for tourist ports and tourism development, the aquaculture plan and the management plans of protected areas were integral parts of the Italian MSP plan. The establishment of strategic objectives and an integrated vision was crucial for the development of the national MSP

plans. These plans served as a reference for the definition of specific objectives at the regional level. Consequently, these specific objectives were developed in line with the strategic objectives and guided the definition of planning units and the implementation of measures to manage the use of the marine space.

Role of the workshop/s in the Case Study

The Sardinian case study workshops highlight the crucial role of regional stakeholders in the implementation of MSP within the case study area. Northern Sardinia was chosen because of its numerous sites of ecological importance and the presence of various socio-economic activities such as tourism, fishing, aquaculture, maritime transport and ports. These activities often interact in ways that can lead to conflicts affecting the marine ecosystem as well as economic and social stability.

The contributions of academic experts, representatives of public institutions (regional and coastal municipalities), protected area management bodies and maritime stakeholders painted a complex picture of the challenges and opportunities associated with maritime spatial management. The two workshops held in October 2023 in Asinara and Olbia Gulf provided an initial analysis and proposals, allowing stakeholders to express their needs and contribute to the definition of objectives for an integrated management of marine resources. Academic experts stressed the importance of involving local communities and adapting planning strategies to specific regional and local needs.

In addition, presentations by representatives of public institutions highlighted the role of regional authorities in coordinating the planning process and involving different stakeholders.

During the two meetings, and using a bottom-up approach, specific stakeholder engagement sessions were organized to promote the exchange of ideas for the identification of existing conflicts across maritime activities and uses. Contributions of higher relevance defined the needs of the case-study area, by promoting the conservation of the marine environment and regulating existing interactions between sea-related economic activities, including artisanal fisheries, recreational fisheries, aquaculture, maritime traffic, and leisure boating. Stakeholders stressed the importance of integrating new elements into the regional vision of MSP, considering the specific socio-economic and cultural dynamics of the territory. An important focus of the discussions was the refinement of the spatial analysis, with the aim of obtaining more detailed and specific data on key sectors and exploring new methods of analysis for a better understanding of the regional marine uses. Along with public meetings, bilateral interviews were conducted with key stakeholders, with the aim of refining proposal identification.

The two workshops led both, to the definition of potential new actions to be implemented as part of the regional MSP strategy and to the organization of a final joint workshop, held in May

2024, for a final review and approval of the new action proposals identified by all the stakeholders.

The main objective of the workshop was to deliberate on a selected number of actions, ensuring that these proposals accurately reflect the needs and perspectives of local stakeholders. Through the entire process of stakeholder participation, four key areas of interest were identified, each requiring targeted management strategies:

- The Gulf of Asinara, where many interactions between fishing and shipping activities occur.
- La Maddalena Archipelago, where the sustainable management of the minor ports and nautical activities requires a holistic and a collaborative approach to preserve the environment.
- The Gulf of Olbia, as the complex interaction between shipping and shellfish farming in this area.
- The Strait of Bonifacio: this ecologically rich marine area requires strict measures to conserve natural and cultural resources and promote sustainable tourism.

In terms of topics and objectives, the workshop sought to formulate concrete, and common solutions for effective MSP. Discussions focused on assessing the feasibility of the proposed measures and identifying key elements to improve their effectiveness.

Methodology

The methodology used in the workshops aimed to maximise stakeholder engagement and ensure the development of practical and region-specific solutions. The first two workshops, held ace-to-face in October 2023 focused on identifying, confirming and discussing the conflicting interactions within the study area. The workshop methodology included two sessions. The first session was dedicated to the presentation and introduction of the national maritime spatial plans, the Regina MSP project and the Sardinia case study. The second part was an interactive round table in which all participants contributed by sharing the relevant elements of their personal activities, described the possible conflicts or synergies with other activities and foreseen possible new solutions. After circulating the minutes of the event to the stakeholders, individual interviews were scheduled to make the proposed actions more targeted and effective. The final workshop, held remotely in May 2024, focused on solutions through the definition of new actions. In order to inform, keep an open communication and preparing the stakeholders for the workshop, IUAV developed possible actions and shared with them two weeks beforehand. The workshop began with a presentation of the objectives, followed by detailed presentations on each of the proposed actions. This was followed by a facilitated discussion to allow stakeholders to provide input and by using the “Mentimeter” platform, an interactive survey *(figure 7)* to

obtain immediate feedback on the feasibility and effectiveness of the actions, with the aim of prioritising and refining the actions based on stakeholder feedback.

Figure 7. Survey carried out on the actions outlined in the four focus areas of the workshop through the mentimeter platform. Source: CNR (ISMAR), CORILA.

Specificities and challenges

Stakeholders attending the workshop represented various categories, including local governments, regional authorities, research institutions, port authorities, private sector associations and NGOs. Notable participants included representatives from the Port Authorities of Olbia, Cagliari and Porto Torres, the Infrastructure, Environment and Fisheries Departments of the Region of Sardinia, the Regional Environmental Protection Agency of Sardinia and several research and educational institutions.

The participation of regional stakeholders highlighted several specificities, including governance aspects, key sectors, conservation priorities and existing conflicts. The governance discussions centred on the organisational structure and legal value of the proposed Technical Table (one for the Magdalena area and one for the Gulf of Olbia). Key sectors such as marine tourism and port activities were key considerations: specific conflicts, particularly between shipping and shellfish farming, were also raised, emphasising the need for careful management at different governance levels to avoid conflicts.

The workshop faced challenges in terms of stakeholder involvement, with difficulties in confirming participants' attendance and limited in-depth discussions during sessions. Despite this, the workshops laid the foundations for actively seeking to create an informed local community around the concept of maritime spatial planning, and proposals for new actions were developed throughout the capacity building process. This process effectively supported and facilitated the overcoming of the limitations of stakeholder engagement that were highlighted in the observations made by several actors during both, the public consultations, the MSP National Plan and the Strategic Environmental Assessment (SEA).

Potential contribution of the workshop/s to formal processes

The workshops held in the Northern Sardinia contribute significantly to the MSP formal processes in several key areas:

- There was a strong need for detailed information to improve the planning and management of regional planning. The workshops provided information and suggestions that are critical for detailed planning at the regional level. This includes spatial data on maritime activities and protected areas to improve the accuracy and effectiveness of management plans.

- Participants identified specific conflicts and needs to be addressed in the proposal of tailored actions to promote the coexistence of different maritime uses, such as fisheries, shipping, tourism and aquaculture, with conservation priorities.

- New cooperation mechanisms were proposed to improve dialogue and communication between public administrations (both regional, sub-regional and intra-regional) and different

sectors. This includes the possible establishment of regular communication channels and forums for ongoing stakeholder engagement.

Potential improvement of spatial information and management:

- Areas with potential for aquaculture production, particularly for Mediterranean mussels in the Gulf of Olbia, were identified as a key issue to be tackled in a specific platform for dialogue.

- Information on unregulated moorings within protected areas was identified as a high priority for collection to inform a better management, particularly in the archipelago of La Maddalena. This data is essential to improve the regulation and protection of these sensitive areas. It is expected that different methodologies for the identification of unregulated moorings will be developed and addressed jointly by administrations and research centres.

Improving coordination and communication:

- New actions have been developed to promote cooperation between economic sectors, research institutions and public administrations. These collaborative efforts aim to identify practical solutions to challenges and to effectively implement re-evaluated recommendations.

- Proposals have been made to improve existing mechanisms for coordination and communication between regional and sub-regional public administrations and with different sectors (including the private sector). This has the potential to ensure more coherent and coordinated management efforts.

Main outputs of the workshop/s

The main outcomes of the workshops relate to the identification of specific conflicts between different activities in the area, led to the proposal of new potential actions to inform the Maritime Spatial Plan. In particular, the workshops highlighted the critical role of regions in the MSP process and explored the possibility of implementing a regional MSP plan.

The result was the joint adoption of a set of four proposals for specific actions to mitigate conflicts and promote sustainable maritime spatial management. For the Gulf of Asinara, the Traffic Separation Scheme aims to improve the management of maritime traffic, minimising negative interactions with artisanal fisheries and the conservation of habitats and species. In the Maddalena Archipelago, the Nautical Table, among marinas managers and local administrations, aims to develop sustainable policies for the management of tourist ports and recreational boating activities. In the Gulf of Olbia, a Technical Coordination Table between port-authority and aquaculture consortium to resolve conflicts arising from existing spatial interactions between shellfish farms and shipping. Finally, the proposal for a UNESCO MAB Reserve in the Strait of Bonifacio aims to strengthen transboundary cooperation and promote environmental sustainability.

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D. Provence-Alpes-Côte d'Azur

Context

The Provence-Alpes-Côte d'Azur (PACA) Region *(figure 8)* is one of the France's eight coastal metropolitan Regions. It is bordered by the Mediterranean Sea. The waters bordering the Region are covered by the façade strategic document (DSF) for the Mediterranean Sea (*figure 9)*, a plan that defines the State's orientations in terms of integrated maritime policy and preservation of the marine environment.

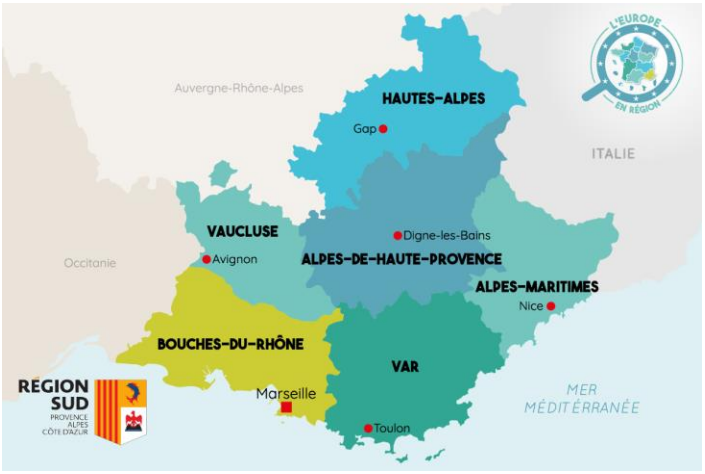

Figure 8. Representation of the French Mediterranean façade covered by the DSF Méditerranée. Source: DSF Méditerranée.

The PACA Region's land territory is administratively divided into six departments including three coastal departments (Bouches-du-Rhône, Var and Alpes-Maritimes) and 55 coastal municipalities grouped into inter-municipalities, including three coastal metropolis (Marseille-Aix-Provence, Toulon Provence Méditerranée and Métropole Nice Côte d'Azur). Each of these metropolitan areas hosts three major trade ports. The Region counts 135 fishing and leisure ports and numerous seaside resorts. It faces huge challenges in terms of coastal and marine biodiversity protection and restoration on one hand, and tourism and blue economy on the other hand.

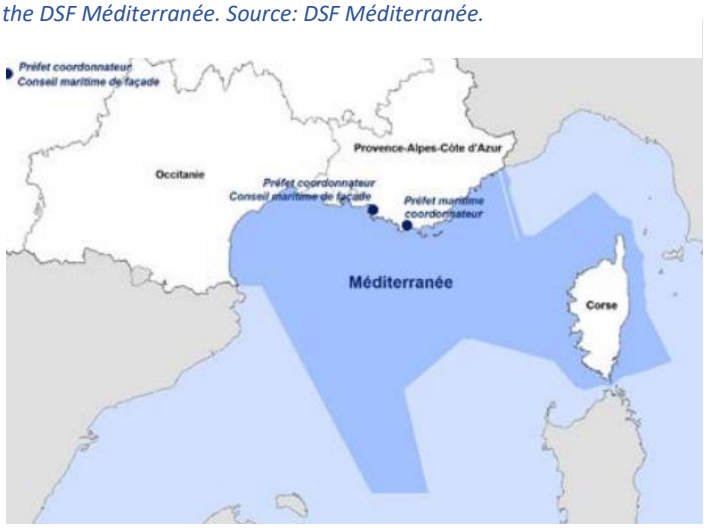

Figure 9. Provence-Alpes-Côte d'Azur Region comprising three coastal departments. Source: PACA Region.

Sea and coastal issues in PACA Region are diffuse and multi-sectoral, affecting several of the Region's areas of responsibility (land planning, sport, tourism, heritage, economy, etc.). The Region is responsible for elaborating the sustainable development and equality of the territories (SRADDET) which includes guidelines and rules regarding the development of economic activities that require the immediate proximity of the sea, climate change impacts and ecological corridors. Besides, the Region's sea and coastal department manages regional measures of the European Maritime Fisheries and Aquaculture Funds (EMFAF) and has defined a

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voluntary Sea and coastal plan (2019) which sets maritime activities development and protection actions for the coastal area.

At the infra regional level, 2 out of the 11 existing intermunicipal land planning documents - the Territorial coherence schemes (SCoT) have a dedicated sea development plan. The other documents include some specific guidance regarding sea and coastal preservation and activities depending on the territorial priorities.

The elaboration and ongoing implementation of the DSF in the Region reveal some existing gaps regarding sea and coastal management. While the Region is well integrated in the discussions at the sea basin level, the integration of infra regional public stakeholders is still weak and there is a need of improving their participation and raising their awareness on how they should include coastal strategies at their level.

Role of the workshop/s in the Case Study

To frame the content of the workshops, around thirty interviews were conducted with the Interregional Directorate for the Mediterranean Sea, responsible for elaborating the DSF, various Region's departments, local authorities, State services responsible for sea and land planning and public establishments.

The two regional workshops organised in the framework of Regina-MSP project aimed at gathering State representatives responsible for maritime spatial planning and regional and local authorities responsible for land and coastal planning to:

- Workshop#1 : present maritime and coastal planning tools and levers on one hand and to exchange on the integration of planning documents at sea basin, regional and coastal levels on the other hand.
- Workshop#2 : discuss on the structure of the DSF and draw up recommendations to enhance its appropriation by regional and local authorities through the sea and coastal chapters of local urban plans.

Both workshops contributed to identify regional specificities that may influence their participation in the MSP process and to identify actions needed at regional/local level with the aim to foster MSP implementation by meeting regional needs.

Methodology

The workshops took place online on 29th January 2024 (because of regional road blocking due to strikes) and on 16 May 2024 in Aix-en-Provence. For both workshops, central government administration operating in the CS Region, local governments (Regional authorities and Municipalities) and research and educational institutions were invited.

Presentations were organised for both workshops in order to raise awareness of local authorities on the MSP process at the façade level and of government administration on local MSP challenges. Interactive group discussions were also organised to allow exchange between the different stakeholders.

For workshop #1, the DSF, the regional planning documents and voluntary sea related actions and examples of inter-municipality planning documents were presented. The second part of the workshop was dedicated to group work to foster collective intelligence: the participants were divided into 4 groups mixing State and local authorities' representatives to exchange on the coastal challenges of the local authorities, the tools, hurdles and levers to manage them.

For workshop #2, presentations were made to communicate on the 1) MSP objectives and 2) the status on the integration of sea and coastal chapter in the 9 SCoTs (group of municipalities' territorial plans) of the Region which are all under elaboration or revision, with an example from one local authority on the elaboration of a coastal strategy. Interactive sessions were organised to discuss on the role of the SCoT to plan activities at sea. Eventually, group sessions were co-animated with the DIRM Med team to identify the objectives of MSP that apply to a given territory and « translate » it in their territorial plans (see picture below, *figure 10*). This session allowed to collect their feedbacks on how the plan is perceived by the local stakeholders.

Figure 10. Participatory exercise co-animated with the MSP responsible authority at the façade level. Source: CEREMA.

Specificities and challenges

Regarding governance competences, the DIRM Méditerranée is the State service which is responsible at the façade level of writing the DSF. The Department state services (DDTM) are the ones responsible for animating this policy at the department level. The Region is well included in the elaboration and implementation of MSP and animates the infra-regional network on some specific topics (e.g. funding fishing and marine farming activities or seasonal staff positions in marine protected areas through EMFAF, posidonia scheme). However, the infra-regional local authorities barely take part to the façade MSP process as there is a lack of animation at the infra-regional level on this topic, gathering both sea and coastal services and planning services. Still, the Region is shaping a network to promote a sustainable and shared management of the sea, notably relying on Monlittoral platform co-managed with the State services.

Regarding urban and coastal planning, the group of municipalities are the one responsible for writing the territorial consistency scheme (SCoT) and they are now requested to include a coastal and maritime chapter (when it used to be an option), but there are still some uncertainties on what it should include.

The workshops allowed to gather State services responsible for MSP at sea basin level and both sea/environmental services and urban planning representatives from the regional and local authorities. It seems that this network of people meets sometimes on specific topics/studies but not altogether, and not on a regular basis. They expressed their willingness to perpetuate such discussions on a regular basis.

Some groups of stakeholders who were invited were barely represented: State representatives at departmental level responsible for sea policy (DDTM), department local authorities (they have very few resources dedicated to sea topics), State or locally managed MPA managers.

Potential contribution of the workshop/s to formal processes

The workshops will help the State authority responsible for planning in the Mediterranean Sea basin to better rely on regional and local tools to implement MSP objectives in the next MSP cycle. It will also help in reviewing some parts of the document to ensure appropriation by local stakeholders.

On the other hand, it allowed to gather together a wide range of stakeholders involved in marine and coastal issues, demonstrating the value of perpetuating such a network. Making recurring workshops with the same participants would contribute to fulfilling MSP objectives in the region.

Main outputs of the workshop

Actions to improve MSP process were identified.

Enhance MSP governance at the regional level

- Enhance coordination between façade level state services and regional and local authorities to better include MSP objectives in the local plans. The State service responsible for the MSP is reflecting on how to help local authorities to better use the document.
- Groups of municipalities are asked to elaborate integrated coastal strategies to identify the risk of erosion and how it will impact their activities. A network to share their progress and hurdles would be interesting to launch. To establish reliable indicators of the issues at stake (e.g., beach use) in order to monitor the progress of actions.
- Simplify the revision of planning documents: extend their duration, update only action plans and ensure the link between the various planning processes
- Encourage local authorities to translate quantitative and qualitative objectives of the DSF in their local plans.
- Raise knowledge on the (many) actions undertaken by the various stakeholders (for instance, create a document listing all documents relating to maritime and coastal areas and stakeholders), and use Monlittoral platform to organise workshops.

Raise awareness among elected representatives and contribute to changing mentalities (such as the posidonia strategy does) to fight the lack of political engagement at the local level.

Develop financial levers for local authorities (green funds, State – authorities' partnerships, etc.).

Consult with all stakeholders interested at the sea and coastal challenges when setting up the SCoT (inter-municipality urban plan) and organise foresight workshops.

Regarding protection challenge, explore the levers to create a fully protected marine area at the local level (it has been proven to be difficult do so far).

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E. Pays de la Loire Region

Context

The Pays de la Loire region is one of the France's eight coastal metropolitan Regions. It is bordered by the Atlantic Ocean. The waters bordering the region are covered by the façade strategic document (DSF) for North Atlantic and West Channel (DSF) Nord Atlantique Manche Ouest (NAMO) (*figure 11*), a plan that defines the State's orientations in terms of integrated maritime policy and preservation of the marine environment. It includes a spatial dimension reflecting the application of the 2014 European Framework Directive for Maritime Spatial Planning, and incorporates elements for the application of the Marine Strategy Framework Directive (MSFD). The strategic component of the DSF was adopted in 2018 and its operational component in 2022.

Figure 11. Location of the North Atlantic and West Channel (NAMO) façade (Source: Maritime prefecture for the Atlantic).

Pays de la Loire region's land territory is administratively divided into departments and municipalities, which are grouped into inter-municipalities (*figure 12)*. The region has two coastal departments (Loire-Atlantique and Vendée) and fifteen coastal inter-municipalities.

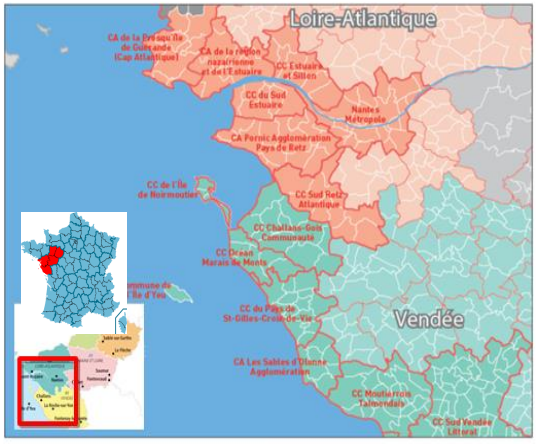

Figure 12. Pays de la Loire region, comprising two coastal departments and 15 coastal inter-municipalities (Source: Regional maritime ambition, 2018 versions).

Pays de la Loire region has a proactive policy for the sea and coast, with the development of a specific strategy, the "Regional maritime ambition strategy", adopted in 2018. This strategy feeds into the other strategies and plans supported by the Region, including the regional scheme for the planning, the sustainable development and equality of the territories (SRADDET), adopted in 2022.

In Pays de la Loire, there is already a regional plan with an integrated approach to maritime and coastal issues, the main ones being the region's maritime ambition and the façade strategic document supported by the State. These documents were adopted a few years ago and are now in the phase of practical implementation. They are part of a wider system made up of a multitude of other strategies (*figure 13*). Although the sea and the coast are not necessarily at the heart of the subject of these documents, they provide guidelines on certain maritime and coastal issues and

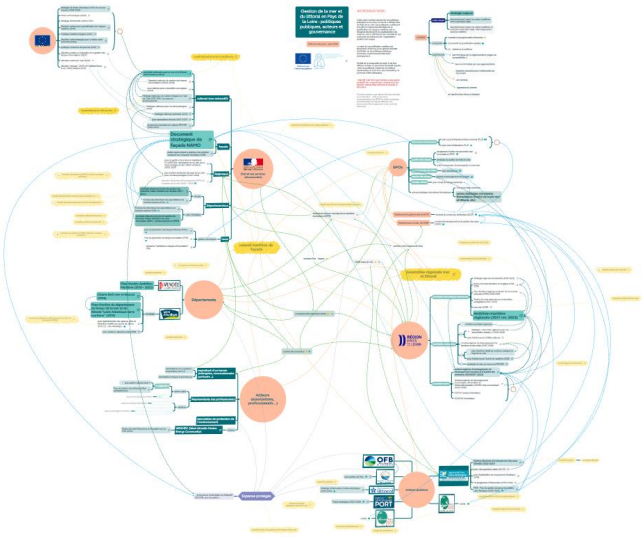

Figure 13 - Mindmap of public policies and governance bodies for maritime and coastal issues - available at https://xmind.ai/share/3SNKGbOo?xid=8ccyZwpz (Source: Regina-MSP, 2024)

a framework for the action of public stakeholders on these areas and the activities that take place there. These strategies and plans may include a spatial planning dimension, as is the case for the regional scheme for the planning, the sustainable development and equality of the territories (SRADDET) drawn up by the Region or the Territorial Coherence Schemes (SCOT) drawn up by local authorities. These observations raise the question of the level of coordination between the various approaches and the potential of local planning documents to provide responses to maritime and coastal issues.

Role of the workshop/s in the Case Study

Regina-MSP Pays de la Loire case study looked at the way in which the various public authorities coordinate to transpose the guidelines set out in regional strategies into the strategies of other stakeholders at the departmental and local levels. The case study also looked at the operationalisation of these guidelines on the ground through local planning processes.

Firstly, around twenty interviews were conducted with the Region, local authorities, government departments and public establishments. Discussions were also held with the Region's department responsible for coordinating the Regional Maritime Ambition, as well as with the Interregional Directorate for the Sea (DIRM NAMO) responsible for coordinating the DSF. These discussions provided a better understanding of the role of regional authorities in integrated sea and coastal management and their needs in terms of coordinating public stakeholders. As a result of these discussions, the Regina-MSP team was able to identify obstacles and levers to the implementation of regional policies and to formulate recommendations. The interviews also highlighted the desire of Pays de la Loire public stakeholders to meet and discuss in an informal setting the issues they encounter in their work.

The regional workshop organised in the framework of Regina-MSP project on 16 April 2024 in Nantes, enabled public stakeholders to share the obstacles and levers for coordinating public actions for the sea and coast in the region. The results of the discussions enabled the Regina-MSP

project to ensure that the needs identified in the first phase of the study were shared. It also provided an opportunity for public-sector stakeholders in the maritime and coastal areas of the Pays de la Loire to meet and exchange views in an informal setting.

As a result, recommendations were made to the regional public authorities. Two meetings were held with the DIRM and the Region to present these recommendations and discuss their relevance. These regional authorities may therefore be able to take these recommendations on board when they revise their strategy implementation programmes in the near future.

Methodology

The workshop was held on April 16th, 2024 in Nantes and involved more than 20 participants (see picture below, *figure 14*). The first part was devoted to discussions in small groups, to encourage interaction and the experience-sharing. Firstly, participants were asked to identify some issues and management approaches around four key themes proposed by the organisers for the region: water sports, shellfish farming, the marine environment, and coastal risks. After an initial discussion of the issues and tools that could be mobilised to improve the management of certain specific issues, the participants were invited to examine some of these issues in greater depth by looking at how they could be incorporated into local planning documents. The participants were also invited to question the role of territorial coherence schemes (SCoT) in managing these issues.

In the second part of the workshop, the Interregional Directorate for the Sea and Pays de la Loire Region presented the implementation of the façade strategy document (DSF) and the Regional maritime ambition.

Figure 14. PDDL workshop in Nantes. Source: CEREMA.

Specificities and challenges

The workshop brought together around twenty participants working for the regional departments, local authorities, and public establishments. However, it was difficult to involve certain departments, such as those working on land use and planning. It was also difficult to engage local authorities (only one of the two Departments and four of the fifteen inter-municipalities participated in the workshop). This reflects the difficulties encountered by regional stakeholders working on maritime and coastal issues in involving all local authorities in consultation bodies. Similarly, it reflects the feeling expressed by several stakeholders during the interviews that they are not directly concerned by the subject of maritime spatial planning. This highlights the complexity of implementing maritime spatial planning, which requires a dual expertise on the principles and tools of spatial planning and on maritime issues, expertise often held by separate departments with little interaction.

Potential contribution of the workshop/s to formal processes

The results of the workshop confirmed some of the elements highlighted in the study carried out by the Regina-MSP project in Pays de la Loire and consolidated the prospects identified. These were formulated in the recommendations presented and discussed with the State services at the regional level (DIRM) and regional departments responsible for coordinating the Regional Maritime Ambition. These regional authorities will therefore be able to take them into account when the programmes for implementing their strategies are revised in the near future. These recommendations could help government departments to strengthen their collaboration with local and regional authorities during the revision of the façade strategic document (DSF), work on which is due to begin shortly.

Finally, the workshop provided an opportunity for public stakeholders in Pays de la Loire to meet informally and share contacts, at a time when it is not always easy to identify the right people to talk to about maritime and coastal issues in the various public bodies departments.

Main outputs of the workshop/s

The workshop confirmed that, despite the existence of a large number of local strategies dealing with maritime and coastal issues, they sometimes lack precision in terms of practical implementation and the level of requirements to be met. The extent to which these strategies are open to the maritime area is still timid and not very thorough. In addition, links between these documents are not always clear and easy to understand. The ability of these documents to adapt to rapidly changing issues and the coordination of stakeholders, whose levers for action are not always well known, are obstacles to their implementation. The level of requirement for the assessment of documents and authorisations and the existence of open forums for discussion

between stakeholders were identified as levers for strengthening implementation and the quality of actions.

The workshop also confirmed that the territorial coherence schemes (SCoT), a major spatial planning tools available to local authorities, can play the role of an integrating tool and thus clarify guidelines for coastal areas at the local level. If maritime and coastal issues are to be considered, an integrated approach needs to be adopted and the limited participation of sea and coastal stakeholders in consultations to draw up the document needs to be overcome. However, the SCoT's levers for action in relation to the sea and the coast need to be clarified, as well as the link with the powers of local authorities in relation to the sea. Local authorities have few prerogatives in maritime areas, which may limit the scope and implementation of the SCT's guidelines in this area. The regulations governing SCoTs in relation to the sea and coastline need to be clarified. Finally, drawing up a maritime section of the SCoT requires additional efforts and raises the question of the human and financial resources of local authorities to integrate the subject into the already complex process of drawing up SCTs.

F. Crete Region

Context

Crete, the largest of the Greek islands, is a region rich in history and culture, with diverse landscapes and seascapes, making it a unique region within Greece. It is the largest island of Greece and the fifth largest in the Mediterranean Sea covering an area of approximately 8,336 square kilometres. With a population of 617.360 inhabitants (2021 census), Crete is the most populous islands of Greece while it exhibits less decline in demographic trends related with the rest of the country. Furthermore, one of its main regional departments (Lasithi area) presents significant increase of its population. This was the area where our first workshop took place.

Crete has developed rapidly, above the national average, for a long period of time and improved its position in the Greek economy until 2009. Economic activity and employment peaked in 2008, with the strengthening of tourism, trade sectors and real estate sectors, while the primary sector declined significantly (not so much in terms of production of goods, but mainly in terms of employment) remaining however important in the island (Strategic Regional Plan for Crete, 2020-2023.). While Crete is one of the few Greek islands capable of sustaining itself without relying solely on tourism, the tourism industry still plays a crucial role, with the island being a top global tourist destination and experiencing a strong recovery in tourist demand after the pandemic crisis.

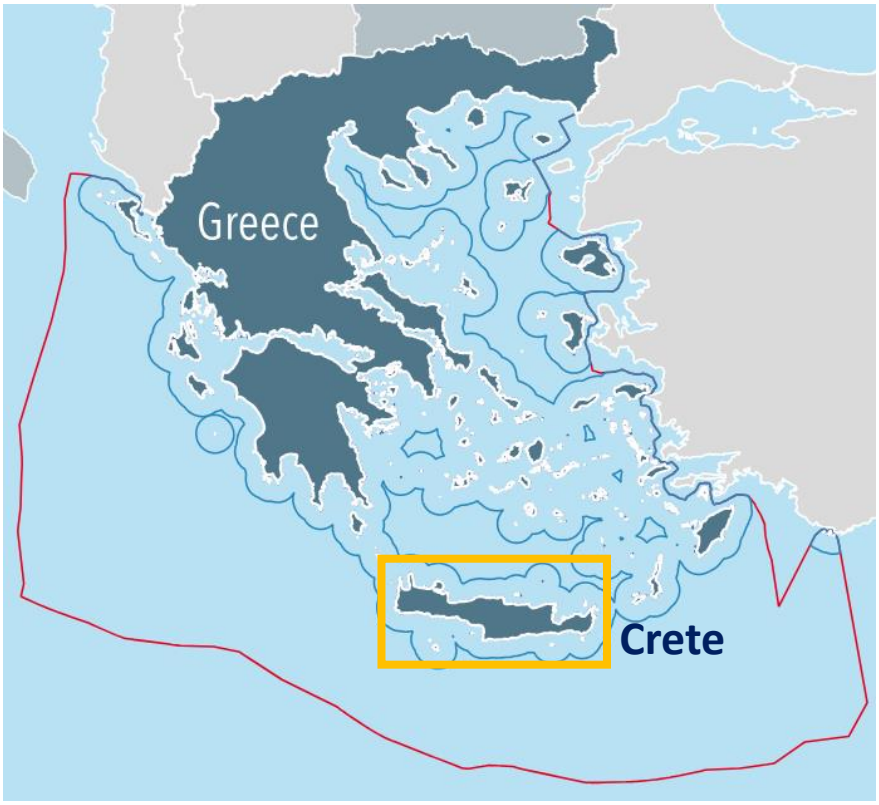

Figure 15. Map showing the location of Crete in Greece. Source: Own elaboration (IEO, CSIC) from EU MSP Platform.

The island is home to a valuable natural ecosystem, as evidenced by the numerous Natura 2000 sites in the region, many of which extend into the sea or are located exclusively offshore. These sites are essential for preserving sensitive marine ecosystems. Crete also hosts several underwater cultural heritage (UCH) sites, protected by special legislative acts, to safeguard these archaeological treasures.

Both terrestrial and marine space are currently under severe challenges and pressures, either related to climate crisis, uncontrolled tourism expansion, or the establishment of new marine uses, i.e. diving parks, cruise tourism, aquaculture, floating wind energy installations, exploration and extraction of hydrocarbons, logistics hubs, etc. While Crete is recognised as one key MSU (Maritime Spatial Unit) in the Greek MSP strategy (due to its geopolitical significance, its energy and logistics hub role in the country and the Med area, besides its major tourist destination with international reach), there is not an approved MS plan yet.

The need to develop and implement a concrete regional MS plan is now imperative due to several pressing factors. Conflicts between traditional and emerging maritime uses are intensifying, driven by the expansion of activities such as shipping, fishing, tourism, and renewable energies.

These conflicts underscore the need for an organized approach to MSP that can harmonize these competing interests. Additionally, the protection of the marine environment and biodiversity is crucial. The degradation of marine ecosystems due to overexploitation, pollution, and habitat destruction necessitates a plan that prioritises conservation efforts while balancing human activities. The climate crisis further exacerbates these challenges, particularly in coastal and marine areas, where rising sea levels, ocean acidification, and increased storm intensity threaten both, natural and human systems. This is enforced by the existence of different sectoral plans that are often operating in isolation, neglecting the critical factors expressed above. Being holistic in planning implies a more participatory process and an open dialogue with different stakeholders either strong or weak ones.

Additionally, the implementation of MSP in Crete requires comprehensive data collection and management to ensure the planning process is well informed and effective. Issues such as the unequal distribution of benefits from marine activities, the need for stakeholder engagement, and the integration of biodiversity and climate considerations further complicate the MSP framework. These challenges necessitate a collaborative approach that balances ecological sustainability with economic growth, highlighting the importance of effective governance and stakeholder participation in the planning process.

Role of the workshops in the Case Study

Three local workshops interlinked in terms of context were held in Crete Region (more specifically one in Agios Nikolaos (Lasithi) late October 2022 in the framework of the CPMR week in Crete, and two others in Chania in February 2023 and in April 2024 respectively) (*figures 16, 17 and 18*). Given that the MS plan for the Crete Region (MSU 3) has not yet been adopted, the main objective of the workshops was to initiate and facilitate informal consultation on MSP at the regional level. Furthermore, the whole experience from the local workshops was transferred on the national level through a 4th REGINA-MSP workshop held in Athens on July, 25, 2024 in the framework of a broader Conference (HERSEA research Project Conference at the Acropolis Museum) dealing with territorial cohesion policies in the Greek insular space, marine functional zones and clusters of islands as a tool for both, coherence and efficient MSP and the role that MSP and blue economy can play in creating soft power factors in these areas.

In the 1st workshop (Lasithi, October 2022) participants came from regional and local authorities (Region of Crete and Municipalities of Aghios Nikolaos and Sitia) but also from the European Commission and the Greek Ministries (Environment and Energy and Shipping and Insular Policy), the Hellenic Centre of Marine Research and representatives of the fishing industry. Governance issues were discussed on how to boost the role of the Greek Regions in MSP and how to articulate national and regional actions. Approximately forty (40) participants attended this workshop.

The 2nd workshop (Chania, February 2023) was co-organised by the Ministry of Environment and Energy (MSP authority) and Panteion University, to close the INTERREG THAL-CHOR 2 project and inform stakeholders on the start of the REGINA-MSP Project. Following an extensive stakeholder mapping, all categories of regional stakeholders with MSP responsibilities were invited, with a focus on the Regional authorities (G.Alexakis), the City of Chania (Mayor of Chania), the Hellenic Centre for Marine Research (HCMR), the Technical Chamber of Western Crete, the Technical University of Chania, the Cretan Port bodies etc. This workshop facilitated interaction between national and regional/local authorities as well as locally based specific agencies and universities. Fifty (50) participants attended this workshop. The Greek Strategy for the Marine Space was presented by the MSP authority and discussed by all the participants. The establishment of a CoP on MSP was also pre-announced.

The 3rd workshop was organised by Panteion University jointly with the Technical Chamber of Western Crete in Chania, on the 4th of April, 2024**.** The purpose of the participative workshop was the broad discussion with all stakeholders (scientists, private entities, representatives of marine industries, non-governmental organizations, research institutes, etc.) on the subjects related to the energy transition mainly through the allocation of offshore wind farms in Crete. Another objective was to plan, establish and operate a Regional Community of Practice and Innovation, with the Region of Crete and the Technical Chamber of Greece - Western Crete Section, as pioneers.

Finally, the 4th workshop was organised on July, the 25th, 2024 in Athens. It was a synergy with another research project of national scope (HERSEA project about developing an observation network for MUCH in Greece) that held its final conference at the Acropolis Museum. The reporting of all the workshop activities held in Crete and of the REGINA-MSP Training modules held also in Athens (for local and regional staff including Cretan staff) was key objective of this workshop. It was an opportunity to discuss the articulation of national, regional and local action towards MSP implementation. National level stakeholders were fully informed about the work done on a local level (Crete), during the REGINA-MSP Training for local and regional staff and about the CoPs under establishment. The presence of both the Deputy Minister of Shipping and Insular Policy and the Secretary General of Spatial Planning and Urban Environment (MSP authority) provided the opportunity to fully inform the Greek Ministries that endorsed Panteion University to be part of the REGINA-MSP project and other relevant EMFAF projects.

Methodology

The workshops were developed using a methodology trying to ensure comprehensive and participatory engagement of all sectoral and territorial stakeholders and included:

- Structured presentations from experts and academics that provided valuable insights and frameworks followed by Q&A sessions that allowed participants to seek clarifications and engage directly with the speakers.
- Organising round tables. Discussions about the key identified themes i.e. MUCH and OWFs issues that had facilitated in-depth discussions among participants.
- Mapping exercises: Participants were engaged in mapping exercises to visually identify and discuss key areas of social, cultural, and environmental significance. This hands-on approach helped integrated local knowledge and priorities into the planning process.
- Open discussion: in all workshops, the agenda provided space for all participants to express their views and share their experiences. This technique ensured a more active participation.

Specificities and challenges

By bringing together national (MSP authority) and local government officials, relevant stakeholders, and community representatives, the workshops directly facilitated dialogue and consultation on MSP related topics. This engagement ensured that the voices of those directly affected by maritime policies are heard and considered in the MSP process.

One of the key themes of the workshops was the incorporation of social and cultural values into maritime spatial planning. This focus helped to address the often-overlooked intangible benefits of the marine ecosystem (incl. cultural ecosystem services), such as cultural identity, marine citizenship and aesthetic appreciation. Incorporating these values into the MSP process can lead to more holistic and community-centered planning outcomes.

Besides addressing energy accessibility and security within the MSP framework, through all three workshops with emphasis during the one held in Chania on the 4th of April 2024 (in collaboration with the Technical Chamber of Greece) ensured that energy projects, such as offshore wind farms (OWFs), are planned and implemented sustainably. During this last local workshop (Chania, 4th of April 2024) another output was the establishment of a Regional Community of Practice and Innovation (Regional CoPI) on how to better allocate OWFs in Crete region, minimising impacts and promoting harmonious co-existence with other marine uses (tourism, UCH etc.). This was very positively welcomed by the local and regional authorities due to its pragmatic character.

Finally, during the National Workshop organised in the framework of a broader Conference (HERSEA research project final conference at the Acropolis Museum held on July 25th, 2024) national level stakeholders were fully informed about the work done on a local level (Crete), on the role of training on MSP for local and regional staff (REGINA-MSP training) and the Regional CoPIs under establishment. The presence of both, the Deputy Minister of Shipping and Insular Policy and the Secretary General of Spatial Planning and Urban Environment (MSP authority)

gave us the opportunity to fully inform the Greek Ministries that endorsed Panteion University to be part of the REGINA-MSP project and other relevant EMFAF projects.

Potential contribution of workshop/s to formal processes

The main contribution of the workshops to the formal MSP processes is: a/providing capacity building to regional authorities and enhance the dialogue and stakeholders involvement in the upcoming MSP processes; b/ better understanding at the national level that regional authorities should have responsibilities in MSP as far as some of the relevant actions can be classified as "local affairs"; c/better understanding on behalf of both the state and the local/regional authorities that MSP is a process that is happening across geographical scales; d/ the realisation on behalf of the Regions that they could claim the elaboration of a sub-regional MS plan according to law 4759/2020 in case that spatial conflicts between sea users and between sea users and the environment are occurring.

Main outputs of the workshops

- The analysis of the positions of all interested parties and the competent authority that is the Ministry of Environment and Energy (General Secretariat for Spatial Planning and Urban Environment).
- The presentation of good practices of harmonious coexistence of uses (offshore wind farms, fishing, tourism, NATURA areas, marine protected areas, marine antiquities, diving parks, etc.)
- The development of participatory planning at regional/local level and cooperation between levels of government.
- The discussion on Communities of Practice (CoP) promoted by the REGINA-MSP project and possible establishment of a Regional Community of Practice and Innovation (Regional CoP) for optimal energy transition solutions, with a focus on offshore renewable energies.
- The exchange of views between all participants.

Figure 16. Pictures from the 1st workshop in Lasithi, Crete.Source: Panteioin University.

Figure 17. Pictures from the 2nd and 3rd workshops in Chania, Crete. Source: Panteion University.

Figure 18. Pictures from the 4th Workshop at the Acropolis Museum. Source: Panteion University.

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G. Central Macedonia Region

Context

Central Macedonia Region (CMR) is the second most populated region in Greece after Attica Region (i.e., Athens), with a population of almost 1.8 million inhabitants. It is located in the north of Greece and possesses an extended coastline of more than 700 km. Thessaloniki, its capital and the second largest city in Greece, is a fast-growing international transport hub with a seafront extending for more than 40 km. Central Macedonia Region is characterized by a unique and sensitive marine ecosystem due to geomorphological peculiarities (many shallow and semi-enclosed bays) and other sensitive coastal formations (deltas, estuaries, etc.) hosting a rich biodiversity. Additionally, several marine protected areas and underwater cultural heritage sites can be found in the coastal zone of CMR.

This fragile marine ecosystem is under constant pressure due to the intensity of certain marine uses (mainly aquaculture and maritime transport), as well as strong land-sea interactions (LSI. Tourism and aquaculture are among the most important sectors, not only for the Thessaloniki metropolitan area but also for the entire Region. Around 80% of the national production of mussels is produced very close to Thessaloniki (outer Thermaikos Gulf). In addition, Thessaloniki contributes to about 10% of the country's Gross Value Added and together with Athens accounts for about 60% of the country's productive activity and roughly 50% of the country's population. Along the coast of CMR, coastal urbanization is also quite intense, due to the uncontrolled expansion of the Thessaloniki metropolitan area and the development of coastal tourism, especially in the Halkidiki peninsula.

In the marine parts of CMR integrated and sustainable maritime spatial planning needs to be achieved, considering blue growth trends, ecosystem services flow and climate change. Central Macedonia Region is part of the Marine Spatial Unit of the North Aegean Sea (ΘΧΕ1) (*figure 19*), where the first (out of 4) Greek Marine Spatial Plan has already been drafted (pending approval).

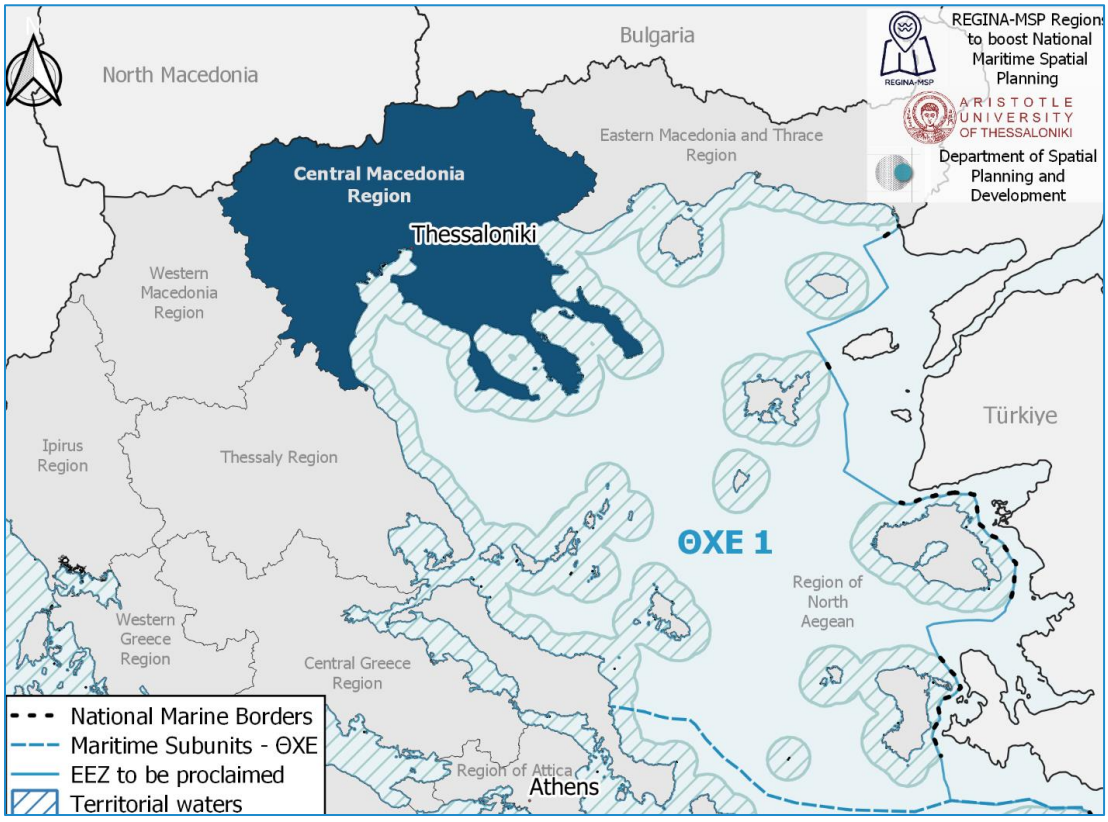

Figure 19. Central Macedonia Region within Marine Unit 1 (ΘΧΕ1). Source: processed by AUTh team.

Role of the workshop/s in the Case Study

Two local workshops interlinked in terms of context - were held in Central Macedonia Region (more specifically in Thessaloniki) (*figure 20*). Given that the maritime spatial plan for the North Aegean Sea (ΘΧΕ1) has not yet been adopted, the main objective of the two workshops was to initiate and facilitate informal consultation on MSP at the regional level, especially referring to the local seas of Central Macedonia Region.

In the first workshop (30th May, 2023), participants came from regional and local authorities (coastal municipalities and the Region of Central Macedonia). Beyond the understanding of MSP as a European and national process, this workshop evolved around governance issues (competences, consultation, licensing, etc.) and how to boost the role of the Greek Regions and by extension Central Macedonia Region regarding MSP affairs. Fifty-five (55) participants attended this workshop.

The second workshop (22nd-23rd May 2024) was more inclusive. Following an extensive stakeholder mapping, all categories of regional stakeholders in MSP were invited, with a focus on sectors and practitioners. This workshop facilitated interaction between sectors and environmental stakeholders, together with regional and local authorities, as well as locally based

central administrative agencies. Seventy (70) participants attended this workshop during the 1st day and 31 during the 2nd day.

Figure 20. Highlights from the two local workshops. Source: AUTh research team.

Methodology

A variety of working methods and tools to achieve the key objectives were used during the workshops.

Expert presentations: experts were invited to the workshops. They addressed both general issues (related to the MSP, EU and national policies, etc.) and issues specific to the marine space of Central Macedonia Region (e.g., aquaculture, fisheries, offshore energy, underwater cultural heritage, etc.).

Working in groups: in the second workshop participants were divided into groups and asked to provide inputs (according to a questionnaire) on the following 4 topics: i. environment, ii. ports and infrastructure, iii. fisheries and aquaculture, iv. tourism and cultural heritage.

SLIDO: this online tool was used in both workshops to promote interaction and further public engagement and to obtain information on existing data, as well as their perception on certain topics.

MSP game: AUTh undergraduate students (enrolled in the course "Maritime Spatial Planning" - School of Spatial Planning and Development) played this game, created to raise awareness and facilitate the engagement of attendees on MSP issues regarding their local seas.

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Open discussion: in both workshops, the agenda provided space for participants to express their views and share their experiences. This technique ensured a more active participation.

Specificities and challenges

Central Macedonia Region is in the North Aegean Sea (Marine Unit 1 - ΘΧΕ1), for which a maritime spatial plan has been drafted and is pending approval. This acted as a catalyst for the regional and local authorities, administration and stakeholders, resulting in a great interest in participating at the two local MSP workshops organized by the Aristotle University of Thessaloniki (AUTh) team. Besides, in CMR, regional stakeholders are highly familiar with public participation procedures, showing a high level of interest and commitment to being consulted on local and regional affairs that affect their quality of life and prosperity.

Another important parameter that led to the high participation was the commitment of the Regional Authority of Central Macedonia (who is an associated REGINA-MSP partner). Four (4) members from the Department of Spatial Planning (including the Head) were highly and substantially involved, not only in the organization of the local WSs, but also in all the work carried out in the framework of the REGINA-MSP project.

Finally, it should be noted that the mapping of existing MSP stakeholders in CMR was a task carried out for the first time by AUTh, in the framework of the REGINA-MSP project. The two workshops were in fact the occasion for the first interaction between the regional MSP stakeholders of Central Macedonia Region. The workshops managed to raise awareness of the local communities of CMR in MSP issues, facilitating the exchange of experiences and the understanding of all sectors' claims. Already established maritime economic regimes (e.g., the international port of Thessaloniki, locally based oil and energy international companies, shipyard companies) as well as upcoming ones (e.g., new Offshore Renewable Energies (ORE) enterprises) showed high interest in participating in REGINA-MSP local workshops. As for fishermen, who constitute the most traditional marine sector (with deep knowledge of the sea), they were listed among the least heard and hard-to-reach stakeholders in regional MSP. They are organized in numerous associations, with little available contact information.

Potential contribution of the workshop/s to formal processes

Since the key objective of the two workshops organized in Thessaloniki was the initiation and facilitation of informal consultation regarding MSP at the regional level, the contribution to formal MSP processes is straight and obvious.

Among the different tasks performed during the workshops, stakeholders discussed their claims and provided valuable input, addressing issues of sectors allocation, and of sectoral priorities for the marine parts of Central Macedonia Region. Eventually, these outputs can serve as the starting

point of official consultation at the national and regional levels, as well as for the drafting of a more detailed plan for the marine space of Central Macedonia Region.

Main outputs of the workshop/s

MSP in Greece is a central government affair and maritime spatial plans have a strategic nature. The geographical scope of each plan usually refers to a set of regions. Public awareness regarding MSP is still low. Regional and local authorities have low power and involvement in MSP.

The two workshops organized in Thessaloniki managed to strengthen the confidence of regional and local authorities in the field of maritime spatial planning. Currently, the Greek Regions are indirectly involved in the national MSP consultation. They are represented in the national Spatial Planning Council by a single member from the Union of Greek Regions. Following the work carried out during the REGINA-MSP workshops, Central Macedonia Region has been mobilised to claim a more substantial role in the national MSP, both regarding its marine parts, but also in the North Aegean Sea.

The regional authority of Central Macedonia has shown great interest in leading a bottom-up MSP initiative, towards the drafting of a local and specialized plan for the local seas, as well as a regional MSP strategy. To this end, the needs to be addressed are threefold: i. Knowledge gaps: the implementation of local scale MSP requires a set of analyses and studies, such as LSI analysis, risk analysis, assessment of the contribution of the marine sectors to the regional economy; ii. Geo-spatial data gaps: there is a large fragmentation of data across different public sector offices, and some data are missing (such as seabed habitats, atmospheric phenomena, etc.) iii. Governance: strengthening the role of Greek Regions in national MSP is a sine-qua-non. In the case of CMR, it is important to establish a governance scheme involving the 5 Greek Regions sharing the Marine Spatial Unit of North Aegean Sea (ΘΧΕ1).

Among the marine parts of Central Macedonia Region, special emphasis should be given to Thermaikos Gulf, as it is considered a hot spot, not only because it is a sensitive ecosystem in need of high protection, but also because it is attractive for marine uses of increasing volume as well as new uses (e.g., Offshore Renewable Energies (ORE)), due to its proximity to the metropolitan area of Thessaloniki.

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H. County of Mayo

Context

The case study area of Mayo *(figure 21*) is located on the North West coast of Ireland with many inlets, bays and islands forming part of its coastal landscape. Mayo has the longest coastline in Ireland, at 1168 km or approximately 21% of the total coastline of the State, stretching from Killary Harbour in the south to Killala Bay in the north.

Of the may offshore islands that form part of Mayo there are 10 specifically named islands or groups of islands with a rich history and heritage and are of significant importance for their biodiversity and wilderness. There are inhabited islands and uninhabited islands which are home to many rare birds and plants and are of archaeological and national importance.

Ireland has a new legal system for maritime spatial planning under the Maritime Area Planning (MAP) Act 2021 and Mayo County Council's functional area now extends into the maritime area, out to 3 nautical miles. This part of the maritime area is identified as the nearshore.

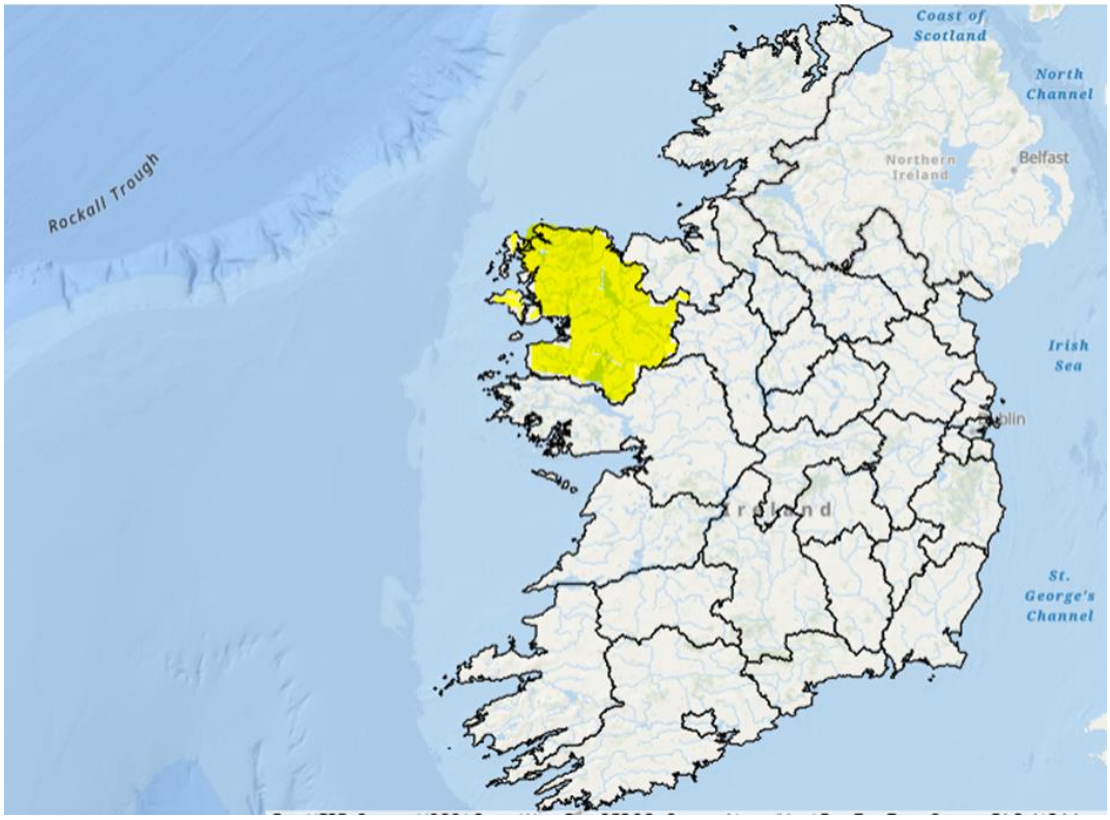

Figure 21. Study area located on the North West coast of Ireland. Source : UCC.

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Role of the workshop/s in the Case Study

Ireland has a national planning system and legislative process which devolves the management and consenting of applications to the local planning authorities. The workshops were aimed at introducing the local and regional stakeholders and authorities of the respective Case Study Region to the MSP process and how the MAP Act 2021 changes how planning is dealt with in the nearshore area and for land sea interactions in the local area.

Stakeholders were informed of the legal process and how it might assist in developing their own Designated Maritime Area Plan (DMAP) for subnational planning. Each workshop focused on the specificities and issues for the geographic area in question. Due to the diverse nature of the landscape of Co Mayo, both workshops gave the same information to attendants in terms of MSP and its role but then each workshop focused on issues for that specific area. One focused on a bay between two coastal planning authorities and one focused on the issues faced by inhabited islands in the region and took place on an inhabited island.

Participants (*figure 22*) were encouraged to consider the specific needs of their area and to ask questions to understand how the MSP process could help them with these needs and how they could benefit from the meeting and creating a CoP between them.

Presentations were given on MSP, DMAP's, MAP Act, what the REGINA-MSP project was, discussing data gaps and requirements, round table discussions on opportunities and challenges, long-term plans and identity of each of the areas.

We wanted to get the participants really thinking about the identity and activities of the area that give it that identity and how those activities should be protected or if they are no longer relevant, what should the new identity be for the area and how can the MSP process help with this.

Methodology

It was planned that the workshops would be divided into three parts over each day.

Part 1 would cover the presentations which explain the role of MSP in Ireland and the legislative process of the MAP Act, subnational planning possibilities with the use of DMAP's, other relevant legislative processes and grants and funding which can be used and finally what the REGINA-MSP project is and how the workshops assist with the project.

Part 2 would be a series of round table discussions on the presentations followed by a list of specific questions the attendees needed to discuss and answer via a rapporteur. The questions for both workshops were similar but tailored to the specificities of each area.

Part 3 gave the rapporteurs time to relay the items discussed and answers to the specific questions as discussed by their group. Time was then given to the participants in the room for further discussion or Q&A after each rapporteur had spoken.

The structure worked very well for the first workshop which was held in a local hotel near Killala bay, however due to inclement weather and a large swell causing delays and rerouting of the ferry boarding location, the start of the second workshop was delayed and the format on the day was changed to include Part 1 and Part 2 but to have the Q&A as an open forum discussion and not have rapporteurs so Part 3 was not required.

The questions asked were structured for each area but generalised as:

- What is the overall theme for the area - what is its unique identity, what are the activities that make it what it is currently?
- What are the immediate requirements to enable development of this identity and to enable the current activities to be enhanced or improved?
- What effects are climate change having and what will the impact of these effects be in the next 2-3 years?
- What should the future/long term plans be for the area – which activities are most important?
- Is there requirement for a DMAP for these needs – consider (a) national existing supports and (b) local regional/county plans?

In the case of the Island workshop the focus was on the main challenges facing the island rather than specifically on climate change or development of their identity which shortened the number of questions and allowed time for candid and interesting discussions.

Specificities and challenges

Both workshops had very different specific issues for some areas discussed but there was also a common thread throughout of wondering how MSP would affect the people's lives and activities, and whether this would be a negative impact or a positive impact.

On the inhabited islands people were very concerned about accessibility which is very dependent on being able to get to and from the islands on a boat. The boat size depends on the infrastructure at the pier and on the size of the pier. If the pier is not big then the boats must be small and go at a slower pace, take longer to get to the islands (it can take twice as long) and also cannot travel in a swell or when there is a small craft warning. This affects the lives of everyone on the island as everything must come by boat, including the simplest things like fresh food/drinks.

On the mainland the infrastructure must also be improved such as toilets at the piers to encourage people to want to travel to the islands. Each summer there could be up to 3000 tourists to Inishturk during the two summer months of July and August. The majority of these are day trippers who want to go to the island to walk it's beautiful and rugged landscape, but if they

have no facilities at the pier on the mainland or the island then they may choose to go elsewhere where better facilities have been provided.

The main challenges highlighted for Killalla Bay were the reduction in what had been a salmon fishing paradise to the stakeholders now not being able to identify any significant aspect of the bay that could attract tourism and visitors and help the blue economy in the local region.

The River Moy was regarded as one of the most productive salmon fisheries in western Europe. Fishing for salmon has reduced in recent years, perhaps due to less fish or changes in management of the fishery, and it was acknowledged that the sector, and area more generally, needs to diversify to survive. Again, infrastructure in the area plays a big part in this and the ability to have small boats for sailing and recreational fishing along with a safe pier and berthing place came up in the discussions. The challenge of the sand bank in the bay was also discussed and regular dredging would need to take place as there is significant silting in the area which can cause issues for safe anchoring of boats.

While stakeholders were keen to engage it was important to manage their expectations also as there is no budget with the MSP directive and no actual assistance that can be offered in a monetary sense at this time. Under the rural development programme there is a fund and participants expected the same for MSP. This is a challenge that we must look at and agree how to overcome. There would need to be a fund which can be drawn down from for local areas if we are to ensure proper planning takes place for the marine and not just the land.

Both workshops were welcomed by the participants who were keen to get involved again and perhaps develop a community of practice which would assist everyone in knowing more about the activities of the local area and the issues being faced. A lot of stakeholders can be immersed in their own issues and are not aware of what else is happening and in joining together they could improve the environment and blue economy for all.

Participants mentioned that in winter there is increased storminess leading to [more] damage of piers and harbours and this will likely increase with climate change. Local businesses have also been impacted during the summer with more rainy days limiting the days they can take people on boat trips, go fishing etc. Some concerns were also raised about the largely unknown impacts of climate change on fish species and whether these would be further negatively impacted by climate change or whether this would bring ‘new’ fish species (e.g., tuna) and if the local boats could take advantage of these new species.

Land-use in the Bay’s hinterland is largely agricultural and there have been problems with run-off which has negative consequences for water quality in the river and beaches. All of these issues require management and on occasion more intervention by regulatory authorities so it would be important to have a mechanism to channel this information to those in power.

Potential contribution of workshop/s to formal processes

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There is no documented vision or strategic objectives explicitly identified for the islands or for Killala Bay. Both the Mayo County Development Plan and Sligo County Development Plan have general objectives relating to many of the issues that arise along the coast.

Local authorities and other stakeholders in the room expressed the need for engagement, discussions and workshops on MSP matters in Ireland. There is a desire to continue discussion and engagement within the sectors and the planning authorities. To date both areas have relied on their natural beauty (landscape, heritage and seascape) to attract tourists and visitors to the areas.

Main outputs of the workshop

The over-arching objectives of the REGINA-MSP workshops are to identify regional specificities that may influence their participation in the MSP process; to identify sectors that are not organised strongly at regional/national and/or European levels to assess the availability and effectiveness of sectoral networks in the regions and eventual interconnections available with other regions, and to identify/discuss/execute actions needed at regional/local level with the aim to foster MSP implementation by meeting regional needs.

Our conclusion for the islands is that there are significant infrastructure issues that need to be addressed before they can engage in any meaningful way to the MSP process. Once these are rectified the islands may be in a better position to consider how MSP can help them to further develop the activities or amenities in the area.

Likewise, for Killala Bay, some additional remedial work is required to enable the stakeholders to see a future in which they can plan for activities in the marine space and what these activities might be.

Figure 22. Participants of the workshops held in the framework of County Mayo case study. Source. UCC.

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IV. Cross-regional analysis

The eight REGINA-MSP case studies that are compared below, belong to five European countries and two sea basins, the Atlantic and the Mediterranean.

Each case study, through either one, two, three or four participatory workshops aimed at contributing to the following overarching objectives of task 3.3. stated in section II of this Deliverable.

The objective of this section is to make a throughout analysis of the eight case studies to (1) identify common aspects to either all or some REGINA-MSP regions and (2) to find key differences and challenges each region faces. In order to ease the comparison, all CS regions' partners filled in a template after each workshop gathering the main aspects discussed, based on a common structure. The table summarizing all the workshops' most relevant information can be found in *annex 1*.

Workshop/s topic/s and number of workshops

The great majority of regions held two workshops with the exception of Crete, Pays de la Loire and Sardinia regions that held four, one and three respectively.

MSP process general issues were the major discussed topic throughout the case studies, since several regions are in the first steps of maritime spatial planning process and there is a need of capacity and knowledge building, especially at the regional/local levels, being MSP under national competence in many cases.

Marine aquaculture and its interaction with other uses in the marine space is the second topic that has been mostly addressed. Marine aquaculture is a continuously increasing sector, with an important socio-economic load for certain coastal regions. Thus, in order to reduce the potential conflicts that could emerge with other uses/activities at sea, to find synergies and to preserve and protect the marine environment, it is essential to deepen the knowledge and execute a suitable zoning of this activity, attending socio-economic and ecological aspects.

How this/these workshop/s support/s the objective of the case study

Assessing pressures, analysing potential conflicts, synergies and information gaps regarding uses, and helping the zoning of the different economic uses while guaranteeing biodiversity were the main objectives for Italian (Sardinia) and Spanish case study workshops (Murcia and Galicia). Secondly, the identification of possible tailored actions that would reflect the needs and

perspectives of regional/local stakeholders was considered as an important asset to enrich the MSP national processes in both countries and in the Crete region.

The rest of regions which focused the case studies on general MSP issues found these workshops as an opportunity to gather stakeholders, mainly state representatives, regional and local authorities together to exchange information and experiences regarding the main levers and challenges with regards to the regional/local marine and coastal planning.

Workshop main topics and objectives

The overarching objective of all these workshops was the improvement of the participation of regions in the national MSP process and to identify regional specificities that may affect the regional/local participation to the MSP processes, while giving voice to all the interested stakeholders, especially the least heard ones.

Besides, every case study focused on different specific topics and/or objectives. for Murcia, Galicia, Crete and Sardinia regions, workshops were focused on increasing the knowledge on specific interactions among uses to propose potential solutions or supportive actions to mitigate the conflicts and identified gaps of information.

In the case of the French regions, PACA and Pays de la Loire, and the Greek Central Macedonia Region and the Irish County Mayo, workshops delved deeper into how local and regional plans and strategies could be integrated in MSP.

It is interesting to highlight the particular situation of the offshore Irish islands where the current challenges regarding infrastructures, accessibility and the sustainability itself of the islands' population are critical issues and more urgent than a dedicated Maritime Spatial Plan.

Potential contribution of the workshop/s to the formal MSP process in your region and/or country

The potential contributions to MSP formal processes differ from the eight case study regions. Within the French, Greek and County Mayo regions, the workshops' contributions to the formal MSP processes have been considered to be oriented to the exchange of information and needs, together with the identification of barriers for coastal and maritime planning at the regional and local levels. Rising awareness in relation to local challenges, an effective stakeholder engagement strategy and increasing capacity building regarding MSP would enrich formal MSP processes.

Murcia and Galician regional case studies had more practical objectives. On one hand, there was the aim to obtain smart-scale information for detail planning. This information would be used to propose tailored actions to favour the coexistence among maritime uses and, on the other hand,

to propose new or improved mechanisms to help the dialogue and coordination among public administrations and sectors, at a national and regional scale, and within the region.

Sardinian and Crete workshops were oriented to all the above-mentioned objectives, i.e., to improve the engagement process and raising awareness at the local/regional level and to collect local knowledge to identify conflicts among uses and propose solutions that might feed the MSP plan.

Methodology used

The methodology used for the workshops was quite similar for all of them. A set of presentations was conducted in all events. These presentations included an introduction about REGINA-MSP project, the national MSP process and its state of play in each country. Depending on the specific objective of the workshop, thematic or preparatory presentations were carried out to provide background information for the participatory sessions.

All of them also included participatory sessions that, despite of utilizing different methods (round tables, guided discussions, debates, post-its sessions, online tools as Slido or Mural, etc.) were all oriented to favour the discussion and the exchange of insights among stakeholders and to ease the participation of all of them. It becomes important to highlight the initiative of Central Macedonia Region to play an "MSP game" (designed by AUth) where the participants had the opportunity to analyse and better understand the situation of the region and proposed potential solutions through a more visual and interactive manner.

Stakeholders involved

Seven different stakeholders' categories have been defined for this task, as stated in Section II: Methodology; B. Stakeholder mapping. There has been a wide variety of actors involved among the different case studies.

Some CS that focus on the implementation of MSP at the regional/local levels, did not involve the private sectors' representatives, as it happened with the workshops of PACA and Pays de la Loire. The rest of regions involved sectors, being some of them able to involve networks of sectors as it occurred in Murcia, Central Macedonia and Sardinia regions. County Mayo was the only region involving citizens, whose absence is something that has been remarked by some participants in other regions, such as Murcia, due to their importance as interested parties in the MSP processes.

The research and educational sector was present in all the events, together with the regional/local authorities depending on the distribution of competences in each country.

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NGOs, environmental associations and foundations were present in the Spanish and Italian Regions' workshops and in the Crete Region.

It is interesting to highlight that CMR workshops counted on the participation of undergraduate students of the Aristotle University of Thessaloniki for the "MSP game" developed in one of the participatory sessions.

Specificities related to regional stakeholders' participation which have been taken into consideration or/and identified in the workshop

There is a common consideration identified in all workshops regarding stakeholders' participation which is the need for a coordinated management at sea, where all the stakeholders are present. The distribution of competences and the key sectors differs from regions and countries, but achieving a common management is essential to ensure the coexistence of uses and activities at sea in the long-term. This common management could be notably ensured by clarifying roles and responsibilities of every involved stakeholder and animating an active MSP network involving regional and local levels.

Building capacity and raising awareness on MSP issues is a pending subject and should be pursued for all stakeholders' categories, including citizens.

Environmental protection is a priority in all regions, where it is essential to ensure that the socio-economic development does not put into risk the integrity of the marine and coastal ecosystems.

The cultural/historical aspects regarding both, cultural heritage and traditional uses must be considered and enhanced, without disregarding the traditional/local knowledge.

There is a need for effective policies that consider the specificities of the regions and include Land-Sea-Interactions and its potential pressures and impacts.

Particular challenges faced in involving some specific stakeholders, including those representing sectors

Several regions pointed out the difficulties they faced in trying to involve regional stakeholders, both, regional public administrations and representatives from the sectors; thus, some groups of stakeholders were barely represented in most cases.

The absence of citizens' representatives in seven out of the eight case studies is something to highlight. Although in this case some CS workshops were too technical to engage citizens, they should be engaged and informed about how the decisions taken in the framework of MSP may affect them.

Networks of sectors identified for the specific scope of the workshop/s

No networks of sectors were identified, neither invited in most regions.

Only Murcia, Crete and Sardinia were able to count on the presence of representatives from networks of sectors. Murcia Region counted on the participation of the nautical-recreational sector network and the scuba-diving sector network and Sardinia counted on the participation of representatives coming from the shellfish regional consortium. In Crete, representatives of the sector of offshore renewable energies participated to the 3rd workshop held in Chania. Central Macedonia also counted on representatives from aquaculture and fisheries networks of sectors but acting as individuals.

Identified discussed/executed and stakeholders' verified actions

In all cases, although the discussed topics differed, conflicts and challenges were identified in order to propose new actions or solutions to tackle the different regional issues arisen.

Within certain regions like PACA, Mayo County, Central Macedonia or Murcia, more specific actions and objectives were described; whereas in Galicia and Pays de la Loire workshops addressed a more general view of what needs to be done. In particular, Sardinia proposed four specific regional actions specifically oriented to solve or mitigate concrete conflicts in four areas of northern Sardinia.

Main outputs of the workshop/s

Regardless the different topics developed by the eight case studies, there are several commonalities that should be remarked.

There is an extended interest shown by regional/local actors and authorities to participate and be engaged in the national MSP process. Permanent working groups regarding specific interactions among uses, communities of practice (such as the one on offshore wind farm discussed in the Crete region's workshops), forums and discussion tables are some of the proposals stakeholders have mentioned during the workshops as possible ways of maintaining a periodic exchange of information and experiences among the regional stakeholders and with the national governments. A participatory governance scheme regarding maritime space planning and management should be designed, with the inclusion of citizens' representatives at the appropriate scale.

Specific tailored actions for each region should be co-designed with all the interested parties to achieve a long-term coexistence of uses at sea.

Smart-scale planning should be pursued, based on the best available scientific data.

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Biodiversity conservation should be a priority. The economic development of maritime uses should be done in a sustainable way that guarantees the Good Environmental Status (GES) of the maritime waters, in accordance to the Marine Strategies Framework Directive (MSFD).

Traditional/historical sectors should be respected and enhanced and opportunities should be given to the emerging ones, such as offshore renewable energies.

The detailed outputs of every workshop could be consulted in the dedicated chapter of section III or in *annex I*.

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V. Conclusive remarks

Throughout workshops carried out within the eight case study regions of REGINA-MSP, the objectives listed in section II Methodology, c. Objectives of the workshops have been approached: i) regional specificities that may influence the regional participation in the MSP process have been pointed out; ii) sectors that are not organized strongly at regional/local levels have been identified; and iii) actions needed at regional/local level to foster MSP implementation have been designed. Topics developed throughout the regions have been diverse but there are some common considerations to all regions.

There is an increasing interest in building capacity[1] and stakeholder engagement regarding MSP within all the eight case study regions. This matter was especially highlighted in regions where MSP is in its initial steps, such as County Mayo and Crete.

The need to involve all sectors, regional and local authorities in MSP national processes is unquestionable to reach a long-term coexistence of uses and activities at sea and to reach a coordinated planning of the sea space. More efforts should be put into place to create new mechanisms that facilitate the communication and dialogue among all stakeholders and to co-design tailored actions, plans and strategies for each region. This issue was pointed out in the proposal of the Sardinian case study by the need to establish technical tables to facilitate interactions and communication between private and public sectors. It was also highlighted in the case of Crete through a workshop focus on the establishment of a regional community of practice dedicated to offshore wind farms, or in the case of the Region of Murcia in Spain, where specific working groups within the MSP national group (GT-OEM) to tackle specific interactions among uses were proposed to be created.

Guaranteeing the natural values of the marine environment is essential while ensuring the socio-economic development of the coastal communities. In this regard, scientific knowledge, especially regarding geospatial data at the appropriate scale, should be the basis of planning and zoning. For instance, great interest in addressing geospatial data gaps was shown during the workshops held in Central Macedonia Region in Greece. In the case of Galicia Region in Spain, a big concern exists regarding the zoning of offshore aquaculture in areas that have been declared as “High Potential Areas for aquaculture” but in which further studies need to be performed to assure the suitability for the development of the activity.

Identifying and map critical issues, conflicts and challenges related to maritime activities and designing supportive actions tailored to mitigate the conflicts and to enhance the synergies at

[1] With regard to this topic, REGINA-MSP developed a guide for MSP trainers and organized capacity building workshops for regional authorities in the partners’ countries. The deliverable can be consulted in the results section of REGINA-MSP website: https://regina-msp.eu/deliverables

the appropriate scale in an MSP context is essential. In the totality of regions there are conflicts of uses happening that should be properly addressed and tackled.

Stakeholder engagement actions able to give voice to the least heard stakeholders should be executed in every region. Participatory governance should be pursued considering the different scales of governance. In the French regions (Pays de la Loire and PACA), important barriers have been identified regarding governance, especially those related to policies, coordination among national, regional and local public administrations, access to data, funding, etc.

There are important differences among regions regarding MSP regional implementation due to different governance systems, status of the MSP process, etc., but the integration of local and regional specificities into the national plans is essential to achieve an efficient and fair MSP implementation in the different regions.

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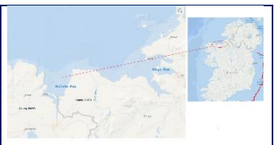
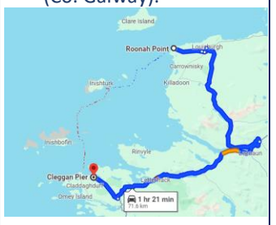
Annex 1: Table of Case Study Workshops

Table 1. Summarized information about the topics, dates and type of stakeholders invited in each workshop

	Spain		Italy	Francia		Greece		Ireland
	Region of Murcia	**Region of Galicia**	**Northern Sardinia Region**	**Provence-Alpes-Côte d'Azur**	**Pays de la Loire Region**	**Crete Region**	**Central Macedonia Region**	**County of Mayo**
Workshop/s topic/s	1. Interaction between marine aquaculture and maerl beds. 2. Interaction among nonregulated anchorages, biodiversity conservation and UCH.	1. Integration of Underwater Noise in Maritime Spatial Planning. 2. Prospects for the development of marine aquaculture in Areas of High Potential for Aquaculture (ZAPAC) in Galicia.	1. Maritime Spatial Planning: conflicts and synergies in northern Sardinia. 2. Present and future of extractive aquaculture activities in the Gulf of Olbia and their integration with other existing uses, in the context of Maritime Spatial Planning. 3. Finalization of new actions supporting MSP regional process.	1. Levers and hurdles for MSP at regional and local level. Regional/local MSP plans. 2. Appropriation of the MSP sea basin document by local stakeholders.	Pays de la Loire Case Study	1. Initiate and facilitate discussions on a local level about MSP. 2. Based on the local workshops, transfer the experience and content of discussions to the national level through a fourth workshop.	1. First local workshop on MSP in CMR. First reflections. 2. Second local workshop for MSP in CMR. Addressing specificities.	1. Killala Bay: First reflections on MSP opportunities and challenges with the local authorities and other stakeholders. 2. County Mayo: MSP and islands.
Nº of workshops	2	2	3	2	1	4	2	2
How this/these workshop/s support the objective of the case study	Continue with the discussions started in MSPMED project. Provide cartography. Analyse potential interactions among uses. Help the zoning of economic uses, guaranteeing biodiversity. Identified tailored actions executed already and new ones to be implemented.	1. Assessing the pressure of UWN produced by vessels inside the Rias and collect recommendations to include this pressure in the MSP process. 2. Information gathering for detailed planning of aquaculture in off-shore areas.	Identify conflicts and synergies regarding the interactions among sites of interest for habitat and species conservation and the presence of several socio-economic activities (such as tourism, fishing, aquaculture, maritime transport, and ports). Engage key stakeholders. Identify potential actions that reflect the needs and perspectives of the stakeholders to be integrated into the MSP plan, aimed at strengthening the region's operational role in MSP implementation.	Gathering State representatives and regional and local authorities to present sea and coastal planning tools and levers, to exchange on the integration of planning documents at sea basin, regional and coastal levels and to discuss on the French Mediterranean Maritime Spatial Plan (Document Stratégique de Façade) and its appropriation by local authorities.	This workshop enabled State representatives, regional, local authorities and public agencies to meet and exchange information on their experiences and challenges they face while implementing actions in the case study area. These exchanges would help to identify ways of improving the effectiveness and coordination of public actions to protect the sea and coastline in Pays de la Loire region.	Given that the MSPlan for the Crete Region (MSU 3) has not yet been adopted, the main objective of the 3 local workshops held in Crete was to initiate and facilitate consultation on MSP at the regional level. The fourth workshop in Athens aimed at transferring the whole experience of the 3 first workshops on a national level.	These workshops aimed at introducing MSP to the local and regional authorities of the case study Region and to favour the interaction among stakeholders, in order to create convergences and co-design a common starting point for the marine space management and planning in Central Macedonia Region.	1. This workshop was aimed at introducing the local and regional stakeholders and authorities of the respective case study Region to the MSP process and how it might assist in developing their own Designated Maritime Area Plan for subnational planning in the Killala Bay area which is located between the two coastal planning authorities of Mayo and Sligo, on Ireland's western coast. 2. Discussion on the types of issues that arise on inhabited islands and how these might relate to current and future Maritime Spatial Planning (MSP). The workshop was held on the island of Inishturk, Co.
Geographical scope of the case study	The geographic scope of this case study are the marine waters that bathe the Region of Murcia from the coastline up to the limit of the	1st WS: Two Rías in the southern Galician Coast: Ría de Arousa and Ría de Vigo.	The case studies of the area of Northern Sardinia extends between the Asinara island in the North-West and the Gulf of Olbia in the North-East. The actions discussed focus on four specific	PACA territory, including 3 departments, 55 coastal municipalities.	Pays de la Loire region territory, including 2 departments, 15 coastal inter-municipalities.	Island of Crete, located at the South of Greece, in the Aegean Sea.	Central Macedonia Region (CMR), located in the north of the Aegean Sea, is a coastal region with an extensive coastline of 700 km. The	1. The bay between County Mayo and County Sligo.

	continental shelf, as it is shown in the next map (figure 1). 	  2nd WS: Territorial Sea around the coast of Galicia (in green). 	locations: the Asinara Gulf (in orange), the Maddalena archipelago (in green), the Gulf of Olbia (in purple) and the Strait of Bonifacio (in blue). 				marine area of this Region extends up to 6 nautical miles from the baseline. 	 2. The island of Inishturk is located approx. 15 km (9 miles) off the western coast of Co. Mayo. The island is positioned between the larger islands of Clare Island (Co. Mayo) and Inisbofin (Co. Galway). 
Workshop main topics and objectives.	Governance aspects: Improvement of the participation of the regions in the national MSP process. Specific conflicts: Interaction among uses. To identify and discuss tailored actions that would eventually help the long-term coexistence of these uses.	1. Contextualize underwater noise, in Galician Rias and analyse how UWN could be integrated in MSP: information gaps, knowledge, technology and potential mitigation measures. 2. Increase the knowledge on the best areas for off-shore marine aquaculture in the ZAPACs and identifying those species with the greatest potential.	To identify and map specific critical issues related to maritime activities, promoting possible supportive actions to mitigate their conflicts in an MSP context. Specific interactions among sectors, which are occurring within the integrated system of marine protected areas and national parks spread in the area: (a) port and traffic corridors, in and out of Porto Torres; (b) beach and nautical tourism sector during the high season; (c) commercial and artisanal fishing, and aquaculture activities present in the Gulf. To identify regional specificities that may influence participation in the MSP process, governance aspects, key regional sectors,	To discuss how local maritime spatial planning can be included in local urban plans and/or strategies and to draw recommendations to better include regional and local in MSP.	The main objective of the workshop was to gather the State services responsible for maritime spatial planning and the regional and local authorities responsible for land and coastal planning, in order to discuss how local planning tools can address maritime and coastal issues, and how to improve the coordination of these tools. A specific focus was made on SCoTs (inter-municipality urban plans).	Workshop 1 focused on 3 topics: (1) MSP, local development and local communities, 2) Coastal/underwater cultural heritage and 3) Energy security and affordability. Workshop 2: Aimed to present the outcomes of the THAL-CHOR 2 Project and bridging with the new REGINA-MSP Project. Facilitate the interactions between national/regional/local authorities. Workshop 3 : Its purpose was the broad discussion with all stakeholders (scientists, private entities, representatives of marine industries,	Throughout the two workshops 6 objectives were covered: <u>1st WS</u>: 1. Presentation of the state of play of MSP in Greece. 2. Addressing gaps and missing data for the analysis of the case study area 3. First reflections on how MSP would look like in the area (MSP game with students and the local and regional authorities). <u>2nd WS</u>: 1.Exploring diversified topics related to the	1. -Current status of MSP in Ireland. -Overview of Legislation and Designated Maritime Area Plans (DMAPs) in Ireland -Discussing gaps and data missing for the analysis of the study area. -Opportunities and challenges, long term plans and identity of Killala Bay. -Climate change impacts on Killala Bay 2. -Current status of MSP in Ireland -How could MSP assist planning on the islands?

			conservation priorities, and specific conflicts. Identifying/discussing/ actions ranging among objectives, strategies, more detailed plans, and measures within the case study area. 4 Specific actions: • Gulf of Asinara: establishment of a Traffic Separation Scheme. • Archipelago of La Maddalena: promote the establishment of a Nautical Table composed by minor ports managers (public and private ones) and local and regional administrations to facilitate the exchange of information and the establishment of common guidelines for the collection and monitoring of socio-environmental data, as well as the promotion of solutions to reduce pressures on the marine environment. • Gulf of Olbia: set up a Technical Coordination Table for shellfish farming. • Strait of Bonifacio: creation and support of a UNESCO MAB Reserve.			non-governmental organizations, research institutes, etc.) on the energy transition mainly through the allocation of OWFs in Crete. Workshop 4: The worshop was part of a broader conference. The key objective of this workshop was to report all activities carried out during the REGINA-MSP Training modules held in Crete and in Athens.	marine space of the CMR and MSP in Greece. 2. Exchange of views between the regional stakeholders 3. Create a common starting point for the management and planning of the marine space within the CMR.	-'Our Living Islands' Strategy and interactions with maritime spatial planning -Issues facing the islands and their sustainability.
Duration	One day each workshop	Half a day each workshop	Half a day each workshop	Half a day each workshop	Half a day	The duration of the first 3 workshop was a full day for each workshop. The fourth workshop was 2 hours.	One day (1st WS) and two days (2nd WS)	One day each workshop
How do you think the workshop can contribute to the formal MSP process in your region and/or country?	Smart-scale information for detail planning at the regional level was provided. Tailored actions oriented to favour the coexistence among uses were proposed. New mechanisms to improve the dialogue and communication among	1. High UWN levels have been registered within the case study area. Local information about the UWN levels, mapping methodology and the affection on marine mammals are needed to identify the potential	Improve the formal engagement process at the local level in the MSP Italian plans, raising awareness about MSP, collecting local knowledge (especially regarding interactions among uses, identification of conflicts and potential solutions) that might feed the MSP plan and help the identification of conflicts and the proposition of solutions.	The workshop allowed to exchange on: –Existing tools and levers at regional and local levels that already support maritime spatial planning or could support it in the future. –Existing barriers or hurdles for coastal and	The workshop allowed stakeholders to exchange on improvement needs regarding specific issues. Existing tools and levers at regional and local levels that support maritime spatial planning were identified.	The main contributions of the workshops to the formal MSP processes were: a) an enhanced capacity building to regional authorities and enhance the dialogue and stakeholders involvement in the	Central Macedonia Region is part of the North Aegean Sea which is a subunit of the Greek marine space, for which an MSP is pending approval. In due time, the regional and local authorities will be asked to support the implementation of MSP and for this they need to	1. MSP brings new challenges to the planning authorities and gives additional responsibilities to them in supporting the implementation of MSP in Ireland. For this they need to build capacity in their understanding of MSP processes and how they differ from land planning. They need to engage with

	public administrations (regional and national) and sectors were suggested.	mitigation measures/actions that shall be included into the MSP plans. 2. Identify the most suitable areas to develop off-shore marine aquaculture in the declared ZAPAC of the Galician coast. Given the fact that the entire territorial sea of Galicia has been considered as a ZAPAC for aquaculture, considering potential overlapping with other uses.		maritime spatial planning at regional and local levels –Levers to be activated to improve maritime and coastal planning actions at local levels Gathering together a wide range of stakeholders involved in marine and coastal issues would enrich the MSP processes.	These reflections may help public authorities raise discussions to strengthen their action and reinforce the efficiency of their strategies. Discuss how the SCoTs can be (or not) good levers to better address the issues proposed by the participants. Pays de la Loire does not count on a ScoT. Finally, the workshop also allowed to gather a wide range of public stakeholders involved in marine and coastal issues and help them to better know each other.	upcoming MSP processes; b) a better understanding at the national level that regional authorities should have responsibilities in MSP as far as some of the relevant actions can be classified as "local affairs"; c) a better understanding on behalf of both the state and the local/regional authorities that MSP is a process that is happening across geographical scales. d) the realisation on behalf of the Regions that they could claim the elaboration of a subregional MS plan according to law 4759/2020 when spatial conflicts between sea users and the environment are occurring.	build capacity. Furthermore, the 2nd WS simulated an informal consultation process at the regional level on MSP issues. Eventually, these outputs can serve as the starting point of official consultation at the national and regional levels, as well as for the drafting of a more detailed plan for the marine space of Central Macedonia Region.	stakeholders to ensure co-location is addressed and activities do not cause undue impact on environmental, social or economic areas. 2. There are approximately 30 islands around the coast of Ireland that are cut off daily by the tide, are not connected to the mainland by a bridge or causeway, have permanent year-round populations and are not in private ownership. Inishturk is just one of Ireland's inhabited islands. Government policy recognises that good accessibility and well-developed infrastructure are critical prerequisites to maintain island populations. Given their wild and scenic beauty, many of the islands host seasonal visitors during the summer months putting pressures on local infrastructure and services. MSP could contribute to addressing some of the unique links these locations have with the sea, building upon their long histories of interaction with the sea through culture, socio-economic activities and settlement. It was clear from the discussions at the workshop, however, that there are much more urgent and pressing needs for the island of Inishturk right now, than a dedicated Maritime Spatial Plan. Despite this finding the discussions highlighted the need for more integrated approaches and dedicated funding for infrastructure

								development on the island and also the intrinsic and more pronounced links between land and sea in island contexts.
Methodology used	Thematic presentations (REGINA-MSP project, MSPMED results, MSP in Spain, specific presentations regarding the different topics of each workshop) (Q&A). Participatory sessions (post-its, cartography validation, stickers, dialogues).	Thematic presentations (REGINA-MSP project, MSP in Spain, specific presentations regarding the topics of each workshop) (Q&A) Participatory sessions (post-its, stickers, dialogues and online tool for the online participants "MURAL").	Presentations (national maritime spatial plans, Regina-MSP project, and the Sardinia case study) Participatory session: Interactive round table involving all participants. The third workshop, fed by the two firsts worked directly on the actions proposed in the previous ones through a guided discussion followed by an interactive survey to refine the actions (prioritise them and see the feasibility and effectiveness of each action).	Presentations (Q&A) (MSP Plans, Regina-MSP project and regional/local strategic/planning documents). Participatory session (online tool used due to logistic issues): round tables and debate and predefined questions.	Presentation of regional strategies, in order to draw a link between implementation of MSP at the local level and regional orientations and strategies. Participatory session: small groups discussions to favour informal exchange among public actors on the following topics: coastal risks, shellfish culture, boating and nautical sports and the marine environment.	• Structured presentations from experts and academics that provided valuable insights and frameworks followed by Q&A sessions that allowed participants to seek clarifications and engage directly with the speakers. • Organising round tables. Discussions about the key identified themes i.e MUCH and OWFs issues that had facilitated in-depth discussions among participants. • Mapping exercises: Participants were engaged in mapping exercises to visually identify and discuss key areas of social, cultural, and environmental significance. This hands-on approach helped integrate local knowledge and priorities into the planning process . • Open discussion: in all workshops, the agenda provided space for all participants to express their views and share their experiences. This technique ensured a more active participation.	Thematic presentations (REGINA-MSP project, actions and projects of CMR for the marine space, MSP in Europe and Greece, geospatial data for the region, experts' presentations on different topics related to the marine space) Participatory sessions: -MSP game: undergraduate students analysed the current situation in Central Macedonia Region and presented proposals for MSP in the area. -Working groups: participants were grouped and asked to provide inputs (according to a questionnaire). -Slido app was used to promote interaction and further public engagement and to obtain information on existing data, as well as the perception of the participants on certain topics. -Discussions	Presentations (Regina MSP project, Regional/local MSP, overview of national MSP, DMAPs, policy context for islands in the 2nd WS) + Q&A Participatory sessions: -Round table discussions (questions to discuss) -Discussions + Q&A on the issues raised.
Stakeholders involved	I. Public sector:	I. Public sector:	I. Public sector: c.Local governments	I. Public sector:	I. Public sector:	In the first workshop (Lasithi, October 2022), participants came from	I. Public sector:	I. Public sector:

	a. Central government administration operating at national level relevant for the CS Region b. Central government administration operating in the CS Region c. Local governments c.1. Regional authorities II. Research and Educational institutions operating in the CS Region a. Research institutions IV. Private sectors and Professionals a. Individual companies/professionals b. Associations/Federations V. NGOs, environmental associations and foundations	a. Central government administration operating at national level relevant for the CS Region b. Central government administration operating in the CS Region c. Local governments c.1. Regional authorities II. Research and Educational institutions operating in the CS Region a. Research institutions b. Universities c. Technology and Innovation Centres IV. Private sectors and Professionals a. Individual companies/professionals V. NGOs, environmental associations and foundations	c.1. Regional authorities c.2. Municipalities II. Research and Educational institutions operating in the CS Region a. Research institutions b. Universities III. Port authorities (Regional) IV. Private sectors and Professionals b. Associations/Federations V. NGOs, environmental associations and foundations	a. Central government administration operating at national level relevant for the CS Region c. Local governments c.1.Regional authorities c.2. Municipalities II. Research and Educational institutions operating in the CS Region a. Research institutions b. Universities	a. Central government administration operating at national level relevant for the CS Region c. Local governments c.1.Regional authorities c.2. Municipalities II. Research and Educational institutions operating in the CS Region d. Research institutions e. Universities	regional and local authorities (Region of Crete and Municipalities of Aghios Nikolaos and Sitia) but also from the European Commission and the Greek Ministries (Environment and Energy and Shipping and Insular Policy), the Hellenic Centre of Marine Research and representatives of the fishing industry. The second workshop (Chania, February 2023) was co-organised by the Ministry of Environment and Energy (MSP authority) and Panteion University, to close the INTERREG THAL-CHOR 2 project and inform stakeholders on the start of the REGINA-MSP Project. All categories of regional stakeholders with MSP responsibilities were invited, with a focus on the Regional authorities (G.Alexakis), the City of Chania (Mayor of Chania), the Hellenic Centre for Marine Research (HCMR), the Technical Chamber of Western Crete, the Technical University of Chania, the Cretan Port bodies etc. 3rd workshop : scientists, private entities, representatives of marine industries, non-governmental organizations, research institutes. 4th workshop : National authorities e.g. Deputy Minister of Shipping and	b. Central government administration operating in the CS Region c. Local governments c.1. Regional authorities c.2. Municipalities II. Research and Educational institutions operating in the CS Region c. Research institutions d. Universities* III. Port authorities IV. Private sectors and Professionals a. Individual companies/professionals b. Associations/Federations V. NGOs, environmental associations and foundations *CMR regional authority actively participated and supported the organization of both WSs ** Guest participants in both WSs: AUTh undergraduate Students participated in a workshop session enrolled in the Maritime Spatial Planning course.	a. Central government administration operating at national level relevant for the CS Region c. Local governments c.1. Regional authorities c.2. Municipalities II. Research and Educational institutions operating in the CS Region e. Universities IV. Private sectors and Professionals a. Individual companies/professionals VI. Informal groups of citizens VII. General Public

						Insular Policy and the Secretary General of Spatial Planning and Urban Environment (MSP authority)).		
What are the specificities related to regional stakeholders' participation which have been taken into consideration or/and identified in the workshop?	-Key sectors in the region are of regional competence (socio-economic aspects and coexistence) → Need for coordinated management. -Governance aspects: distribution of powers: shared competences (national, regional). Thematic working groups within the MSP national WG regarding the different interactions, where the appropriate stakeholders according to the objective of the WG, are able to participate. -Social and economic aspects. Presence of organized sectors as aquaculture, diving and nautical-recreational sectors in the region. Cultural aspects: Underwater Cultural Heritage relevant in the region. -Conservation priorities → Consistent management and planning tools in all the maritime space common to all stakeholders to	-Key sectors in the region -Governance aspects: distribution of powers -Spatial conflicts among uses, conservation priorities.	-Key Sectors in the Region (socio-economic aspects and coexistence) → Need for coordinated management. -Governance aspects: the role of regions within the MSP plan process and the possibility of implementing a regional MSP plan were discussed. Discussion tables needed and set the legal value (consultative, coordinating, binding, etc): ensure the participation of local actors in decision-making processes. -Specific Conflicts (important pressures and impacts on protected areas and overlapping of uses/activities, information gaps) -Conservation priorities: ongoing studies for the recognition of a UNESCO MAB in the northern Sardinian territorial waters → Need for consistent management and planning tools in all the maritime space. -Historical / Cultural Aspects: the establishment of the UNESCO MAB Reserve implies a recognition of the historical and cultural significance of the area. involves conservation.	-Key sectors in the region → Need for coordinated management. -Governance aspects: distribution of powers diffuses in several areas (land planning, sport, tourism, heritage, economy, etc.). Need for coordination. -Conservation priorities: to promote a sustainable and shared management of the sea. Partnership with key stakeholders, keeping the line of the DSF objectives and raising public awareness. -Policies (urban/coastal planning): there is a need to better address the adaptation of coastal territories to climate change.	-Key sectors in the region → Need for coordinated management to avoid conflicts among uses. -Governance competences: Need to raise awareness among politicians. The Region aims to facilitate discussions and raising awareness of politicians through a regional assembly on sea and coast. -Policies (urban/coastal planning): E.g., Coastal artificialisation: Regional guidelines on this issue already approved. More policies needed. -Socio-economic aspects (boating, seasonal tourism)	– Key topics for MSP highlighted at the local level for Crete: importance to include cultural values into MSP (e.g. cultural identity, ecosystem services, marine citizenship and aesthetic appreciation. Besides, other main topic is energy accessibility and security. – Gouvernance aspect: establishment of a Regional Community of Practice and Innovation on how to better allocate OWFs in Crete and improve hamonious co-existence with other marine uses. – Communication: inform the national authorities of outputs of dialogues held at the Crete level on MSP.	-Key sectors in the region need for coordinated management. Established and emerging marine economic sectors showed high interest in participating at the local WSs and by extension in being engaged in MSP. Environmental related stakeholders highly contributed to the discussion and the presence of fishermen (categorized as the " least heard stakeholders " in task 4.3) was considered an asset. -Governance aspects: Limited competencies at sea for regions and municipalities; indirect involvement of regions in the national consultation process of MSP (through the Union of Greek Regions and a single representative). Nevertheless, the regional authority of Central Macedonia (as well as the coastal Municipalities of CMR) were very engaged and interested in getting involved in the informal consultation MSP processes attempted under REGINA-MSP. Public awareness regarding MSP is still low.	-Key sectors in the Region (Fishing a major attraction visitors). -Governance aspects: distribution of powers → need for coordination -Conservation priorities: natural values (dangerous for boating). Erosion issues. -Socio-economic aspects: Immediate needs for the area mainly regarding infrastructures and accessibility (especially for the islands) *Even the accessibility to the island on the workshop day was very difficult. Tourist sector, mainly daily visitors in the island due to the lack of accommodation.

	preserve the marine environment. -Specific Conflicts (important pressures and impacts on protected areas and overlapping) The environmental regional administration organizes standalone and publish information events for the dissemination of the norms to be respected by the recreational activities sectors, however they are found insufficient by the sector.		-Policies (Urban/Coastal Planning): LSI →coherent policy development.				It should be noted that the 2nd WS was the first interaction between all regional MSP stakeholders of CMR and both WSs managed to raise awareness of the local communities of CMR in MSP issues, facilitated the exchange of experiences and the understanding of all sectors' claims.	
Have you faced any particular challenges in involving some specific stakeholders, including those representing sectors?	I. Informal groups of citizens II. General Public The civil society is normally not involved in this type of processes. The need to include them it was suggested in the workshop where some participants highlighted the absence of citizens' representatives. However, it has to be noted that these workshops were of technical nature, not having the appropriate character to involve citizens representatives. It has to be highlighted that the involvement of regional authorities is always a challenge as they normally don't have much availability.	Regional key stakeholders were identified and contacted by email, but no interest in attending the workshop was shown by most of them. Regarding the regional authorities, interest was shown but agenda incompatibilities prevented the assistance of all the representatives contacted. Scientists showed the highest interest.	Some difficulties arose over the confirmation of participants that no response had been received until a few days before the workshop. In addition, it was complex to identify associations and stakeholders involved in? certain sectors.	Several stakeholders who were invited were barely/not represented: -State representatives at department level responsible for sea policy (DDTM) - Local authorities Department (they have very few resources dedicated to sea topics) - State or locally managed MPA managers. Sectoral stakeholders were not invited to this workshop as it was organised for State and local authorities.	Some group of stakeholders who were invited were barely/not represented: - Region services: despite several services were invited to the workshop, only two officers participated - State services: only two representatives participated- - local authorities (they have very few resources dedicated to sea topics) - State or locally managed MPA managers (none of them participate to the workshop) Sectorial stakeholders were not invited to this workshop as it was organised for State and local authorities.	Workshop 1: No particular challenges, the Regional authorities in collaboration with Panteion University invited both European level, national level and local stakeholders. Workshop 2: No particular challenges, The Workshop was fully assisted by the MSP authority and all stakeholders invited by the Ministry were present. Workshop 3: No challenges as for the involvement of stakeholders. Every stakeholder concerned by the allocation of OWFs and its conflict with other marine/coastal activities were present. The workshop was well designed and brought almost all the stakeholders concerned	Mapping of existing MSP stakeholders in CMR was difficult and time-consuming, especially from sectors and network of sectors (numerous associations, with little contact information available). It was also difficult to convince stakeholders who are not very familiar and not directly/obviously involved with the sea, to participate in the local workshops and consultations organized under the REGINA-MSP project.	Sectors were not invited to the 1st WS; however, representatives from the local fishing sector arrived. No challenges in involving stakeholders were mentioned.

						by the allocation of OWFs and their Strategic Environmental Assessment, in the territorial waters of Crete. Workshop 4: No challenges. The link between the regional and the national level was realized. Greek Ministries that endorsed Panteion University to be part of the REGINA-MSP project and other relevant EMFAF projects were fully informed about the opportunities to boost national MSP through the action and participation of Regions.		
Have you been able to identify and engage networks of sectors for the specific scope of this workshop?	Yes, during the stakeholder mapping, a network of sectors appeared related to this case study • The aquaculture sector network at the national level (APROMAR)- Identified but not present in the workshop. • The nautical-recreational sector network in the Region of Murcia • The scuba-diving sector network in the Region of Murcia	No networks of sectors were identified for these workshops.	Yes. • Fisheries sector, the Fisheries Local Action Group (FLAG) participated, representing the fisheries associations of northern Sardinia. • Consortium of shellfish.	Both workshops aimed at gathering state services, so no representatives coming from network of sectors were invited.	Both workshops aimed at gathering state services, so no representatives coming from network of sectors were invited.	Workshop 1: no Workshop 2: not really but a CoP pre-announcement was made and the CoP would integrate practitioners of all MSP related sectors involved in MSP. Workshop 3: A networking of engineers of the Technical Chamber of Greece (Department of West Crete) for the technical issues and the environmental impacts of OWFs. In addition, a Community of Practice and Innovation (CoPI) joining stakeholders and practitioners including engineers) that would deepen on the OWFs-driven multi-use concept and practice. Workshop 4: the workshop provided an opportunity to discuss the articulation of	Neither sectors, nor networks of sectors were invited to the 1st WS. Regarding the 2nd WS; there are many professional associations related to aquaculture and fisheries in CMR. There were participants coming from: • Network of aquaculture • Network of fisheries *The participants acted mainly as individuals, not as representatives of these associations.	First time MSP was discussed. There are no networks of sectors that exist currently. The participants were supportive of more regular meetings with each other perhaps in the form of a local forum where both local authorities and other interest groups would attend to discuss matters of relevance. Over time this could inform the development of a more local marine plan (or DMAP). The island is very small so it really does not have organised sectoral representative networks. Participants from Comhdháil Oileáin na hÉireann [Irish Islands Federation] and the Irish Islands Marine Resource Organisation

						national, regional and local action towards MSP implementation. National level stakeholders were fully informed about the work done on a local level (Crete), during the REGINA-MSP Training for local and regional staff and about the CoPs under establishment. The presence of both the Deputy Minister of Shipping and Insular Policy and the Secretary General of Spatial Planning and Urban Environment (MSP authority) provided the opportunity to fully inform the Greek Ministries that endorsed Panteion University to be part of the REGINA-MSP project and other relevant EMFAF projects.		(IIMRO) and the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media were able to offer wider perspectives from other offshore islands in future workshops.
Describe identified discussed/executed and stakeholders' verified actions	Regional spatial information. New actions to identify solutions for interactions among the economic sectors, the research sector and the public administrations were designed. Ways to improve the existing mechanisms for the coordination and communication among public administrations (national, regional) and with the sectors were proposed.	1. Identifying the main sources of UWN in the Galician Rias. Propose mitigation measures that shall be incorporated into the MSP process regarding UWN. Vulnerable species to UWN in the case study area. Key actors (small vessels) 2. Information on the most suitable areas and fish species regarding available technology and potential to adapt to the oceanographic conditions of the case study area	• Identifying and confirming the main conflicts in the area. - The regulation of vessel access to P.to Torres (also with dynamic corridors). - The restriction of recreational fishing (somehow associated with recreational tourism). - The definition of a "carrying capacity" for recreation at La Maddalena. • New actions proposed: - the establishment of a table on aquaculture, which includes the municipality, producers, the harbour office and the port authority. - identification of actions aimed at reducing marine litter.	The participants mentioned several strategic objectives and challenges for the Region: -Preserve seaside activities and beach for tourism -Reduce artificial development -Fight erosion -Maintain key infrastructures -Encourage concerted coastal development -Maintain fishing activities, water quality and aquaculture - Reduce waste and pollution -Preserve biodiversity	The participants were invited to discuss on difficulties they face regarding some specific issues. Suggestions were made to improve the management of these issues. Actions to help strategic and specific regional objectives were identified, mainly focus on building the knowledge base for planning, management actions (regarding spatial and temporal actions, governance and financial initiatives).	– Actions rto enhance the preservation of the marine environment; – Actions related to offshore marine renewable energy in the context of energy security and access related stakes; – Establishement of a CoP on innovation linked to OWFs; – Facilitate dialogue between MSP stakeholders, both public and private.	Regional and local authorities expressed their need for more information on MSP issues. Great interest in addressing geospatial data gaps -there is a high fragmentation of data across different public sector agencies and some data are missing (such as seabed habitats, atmospheric phenomena)- and creating a geospatial database for the coastal and marine parts of Central Macedonia. Great interest in addressing knowledge gaps (i.e., by integrated	There is no documented vision or strategic objectives explicitly identified for the Killala Bay area. Activities occurring at sea in the area are predominantly recreational. Aside from the impacts of climate change, participants were eager to discuss possible future areas that could be developed or expanded within Killala and sectors (such as diving) that could be further encouraged. Willing for more promotion of the area given the natural and historical relevance. The established of a coastal forum or community of

			- the implementation of the traffic separation system in the Gulf of Asinara. - In the archipelago of La Maddalena, the proposed management measure aims to promote scientific and administrative cooperation between local authorities, scientific institutions and sector operators to coordinate initiatives for the management of maritime activities. - A permanent technical coordination table for shellfish farming in Olbia is also proposed as a governance measure as a tool for support, assistance and constant consultation of the needs represented in the various contexts studied - Designation and management of a UNESCO MAB reserve.	-Protect coastal landscapes Existing strategies and plans facing the previous challenges and objectives were mentioned. Some groups of municipalities are currently writing a coastal strategy to identify the risk of erosion and how it will impact their activities.			analysis at the local level, e.g., for each of the 4 bays of the CMR). Local and Regional authorities expressed substantial willingness to provide data to the REGINA-MSP project upon request. Carrying out integrated and sustainable spatial planning in the marine parts of CMR, considering blue growth trends as well as the environment and climate change impacts. Regarding this the regional authority expressed a high interest in the drafting of a more detailed priority plan (also addressing issues of sectors allocation) and detailed MSP for the Region. Strengthen the role of CMR and establish REGIONAL and INTER-regional cooperation and multi-governmental schemes.	practice could assist in helping local stakeholders to think differently about the area, new technologies and new opportunities. Some participants felt that a specific plan for the area would be needed that ensures sustainability and avoid overly exploitation. Emphasis needs to be on coordination effort (administrations and sectors) as currently many actions are disparate. Actions needed at local, island level are only tangentially related to MSP implementation and possibly need to be addressed before giving further thought to MSP implementation.
Main outputs of the workshop	- Long-term research on specific interactions is needed. - Specific working group in relation to specific interactions among uses within the formal MSP WG was suggested to be created.	1. Establish specific working groups to address the interactions. Information gaps, especially regarding small vessels as a source of UWN should be covered. Mitigation measures should be implemented to reduce and prevent UWN.	- Identification of specific conflicts in the area between different activities and the high impact of certain maritime sectors on the marine environment → feed the national MSP plan. - The role of regions within the MS plan process and the possibility of implementing a regional MSP plan.	The <u>main barriers and levers</u> for improving maritime spatial planning at the regional and local levels were identified: 1) Regional specificities that may influence their participation in the MSP process: governance aspects, policies, specific conflicts, conservation	The workshop allowed participants to discuss the coherence and capability of local plans and strategies to address marine and coastal issues. Barriers and levers were identified for the following issues:	- The analysis of the positions of all interested parties and the competent authority that is the Ministry of Environment and Energy (General Secretariat for Spatial Planning and Urban Environment).	The workshops revealed the need for a localized maritime spatial plan for the Region. The regional authority of Central Macedonia has shown great interest in leading a bottom-up MSP initiative, towards the drafting of this plan, as well as a regional MSP strategy. The results from the discussion that was	The 1st workshop was viewed as a needed opportunity for local government representatives to shift their focus from land issues (and terrestrial spatial planning) to sea issues (and MSP). Overall, the workshop contributed to a further understanding of the transboundary nature of the sea, calling for different collaborations among

	- Zoning should be based on scientific research, studying the carrying capacity of ecosystems for every specific situation. The effects of the maritime uses on the marine biodiversity and the obtention of a detailed cartography are a must for a suitable maritime planning. - Participatory governance should be pursued. Several aspects should be improved to give voice to all the stakeholders and to achieve suitable solutions for all the sectors. - Citizens should be involved in appropriate events / dissemination activities because at last, they are also maritime stakeholders. - Public administration should improve the dialogue and coordination with the sectors and among the different administrations (even different departments of the same administration)	2. Smart-scale of off-shore aquaculture is needed: identifying the most suitable areas for aquaculture within the ZAPAC, avoiding overlapping with other uses and considering the oceanographic conditions. New species and multi-trophic aquaculture should be considered.	- Transferability of the North Sardinia example towards other parts of the regions (e.g., Cagliari). - Designing specific actions to mitigate conflicts between different activities in the north Sardinia: •Gulf of Asinara: establishment of a Traffic Separation Scheme. •Archipelago of La Maddalena: promote the establishment of a Nautical Porting Table composed by minor ports managers (public and private ones) and local and regional administrations to facilitate the exchange of information and the establishment of common guidelines for the collection and monitoring of socio-environmental data, as well as the promotion of solutions to reduce pressures on the marine environment. •Gulf of Olbia: set up a Technical Coordination Table for shellfish farming. •Strait of Bonifacio: creation and support a UNESCO MAB Reserve.	priorities, key sectors in the region, social aspects. Barriers and levers were identified regarding governance aspects (administrative constrictions, coordination among national, regional and local authorities to better include MSP objectives in the local plans, access to data, etc.) and funding. 2) To identify/discuss/execute actions needed at regional/local level with the aim to foster MSP implementation by meeting regional needs. -Raise awareness -Quantify the issues involved in local integrated coastline management strategies in order to be able to respond and monitor their development. -Consult with all stakeholders interested in the sea and coastal challenges when setting up the SCoT (inter-municipality urban plan) and organise periodic workshops. -Create a fully protected marine area at local level.	-Integrating maritime and coastal issues into planning documents. -Regarding the territorial coherence schemes (SCoT) ability to manage maritime and coastal issues.	-The presentation of good practices of harmonious coexistence of uses (offshore wind farms, fishing, tourism, Natura 2000 areas, marine protected areas, marine antiquities, diving parks, etc.) -The development of participatory planning at regional/local level and cooperation between levels of government. -The discussion on Communities of Practice (CoP) promoted by the REGINA-MSP project and possible establishment of a Regional Community of Practice and Innovation (Regional CoPI) for optimal energy transition solutions, with a focus on offshore RES. -The exchange of views between all participants.	organized in four topics (Environment, Infrastructure, Fishing and Aquaculture, Tourism and Culture) revealed some of the main conflicts and highlights for each one for the marine space of CMR. -Most conflicts regard: LSI, coastal industries, the extensive gold mining activity and uncontrolled urbanization of the coasts, but also between sectors and activities (e.g. marine tourism and fisheries) Highlights of each topic from the discussion: Environment: Thermaikos Gulf is considered a hotspot due to both its sensitive ecosystem and its attraction for marine uses. Better monitoring of the existing MPAs in CMR was mentioned as an important parameter and the need for less fragmented geospatial information about sensitive marine ecosystems was stressed. Infrastructure: Apart from the port of Thessaloniki other ports were mentioned as significant in CMR with the extension of maritime connections identified as important. There is also interest in the installation of ORE. Fishing/Aquaculture: It was noted that there are threats to fisheries	regional and local authorities bringing together those sharing the same marine space. The 2nd workshop showed that there are more urgent challenges facing Inishturk island, which probably need to be addressed before the island can fully participate in the MSP process. Despite this, two tentative conclusions can be drawn: firstly, MSP needs to be financially resourced so that critical marine infrastructure developments can be maintained and/or improved. This requires more joined-up and integrated governance approaches. Secondly, there is a huge interest and commitment to maintaining the viability of the island in the longer time. The main outputs of the workshop were regarding challenges identified and future, long-term plans. There were some concerns raise over safety, social (including education, infrastructures and housing, that leads to the survivability of an island population) and economic issues (such as maintaining traditional sectors, such as fishing) in these small islands or fostering sustainable tourism. Long-term plans are needed. Participants felt there was a need to raise awareness: if younger generations do not

							resources, especially from coastal activities, but at the same time it is important to regulate the intensity and methods of fishing within the MPAs and to reduce illegal fishing activity. Aquaculture is an important activity carried out in the Region with quite a few conflicts with other activities. The redefinition of the spatial and operational framework for aquaculture will help to increase competitiveness of the activity at the national and international level. Tourism and Culture: Tourism is very developed and almost dominant in CMR but there is room for further development for alternative types of tourism (e.g., nautical, fishing, diving, yachting etc.) under strategic planning for the marine tourism sector in the Region. It should also be noted that there was great willingness in finding synergies among sectors.	see any investment in their local area (their island) they could think there is no future for them on that island, thereby further threatening its sustainability and survivability.

Annex 2: Case study chapters in the local language

A. Región de Murcia

Contexto

El caso de estudio de la Región de Murcia está localizado en la costa sur-este de la península Ibérica y abarca las aguas marítimas desde la línea de costa de la Región de Murcia hasta el límite de la plataforma continental tal y como está representado en la f*igura 1, derecha*. Estas aguas pertenecen a la demarcación marina levantino-balear (DMLEBA), una de las cinco demarcaciones marinas en las que están divididas las aguas marítimas españolas de acuerdo con la Ley 41/2010 de protección del medio marino (f*igura 2, izquierda*). Esta demarcación marina se encuentra localizada en su totalidad en el Mar Mediterráneo.

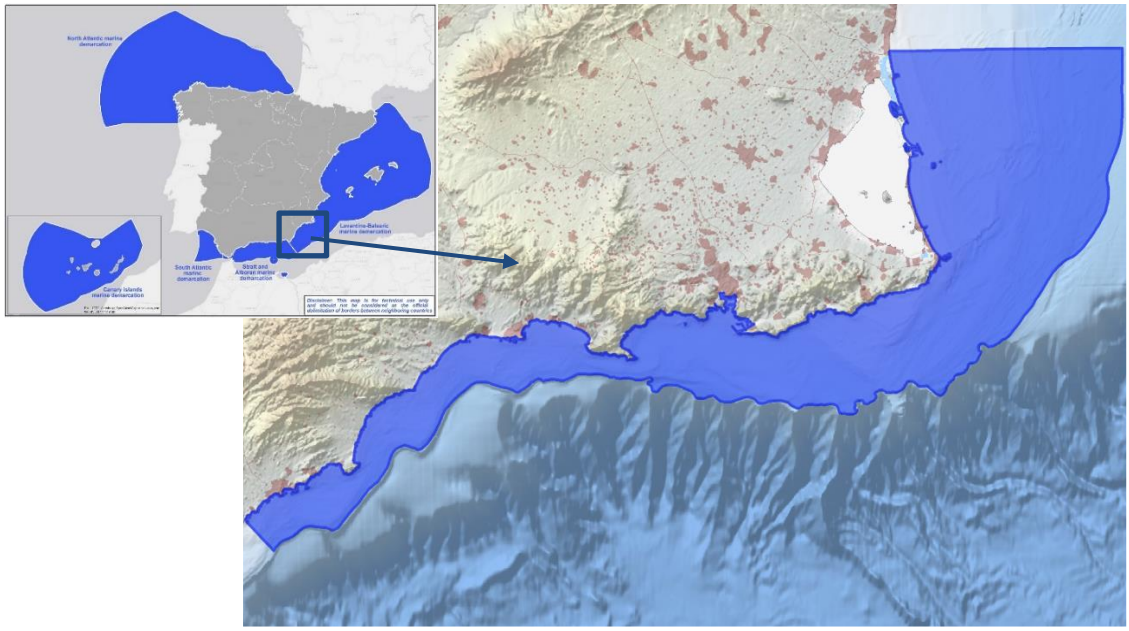


Figura 1: Derecha: área del caso de estudio – aguas marinas de la Región de Murcia, pertenecientes a la demarcación marina levantino-balear (DM LEBA). Izquierda: Delimitación de las cinco demarcaciones marinas españolas (Fuente: elaboración propia; IEO, CSIC).

Aviso legal: Los límites de las demarcaciones marinas no corresponden a los límites jurisdiccionales de las aguas marítimas españolas. No deben ser consideradas como los límites oficiales con los países vecinos.

En España, las competencias en Ordenación del Espacio Marítimo (OEM) recaen sobre el gobierno central a través de la Dirección General para la Costa y el Mar (DGCM) del Ministerio para la Transición Ecológica y el Reto Demográfico (MITERD). A pesar de que la OEM es dirigida a nivel nacional, la planificación y gestión de muchos usos y actividades marinas son competencia de las Comunidades Autónomas (CCAA), de acuerdo al reparto de

competencias establecido en la Constitución Española de 1978. Por ello, la implicación de todos los actores interesados y una adecuada gobernanza participativa son esenciales para lograr la coexistencia de usos y actividades en el mar a largo plazo.

Rol de los talleres en el caso de estudio

El objetivo de este caso de estudio fue continuar con las discusiones iniciadas con las partes interesadas durante el proyecto MSPMED (talleres celebrados en abril de 2022), donde se identificaron sinergias, conflictos y lagunas de información entre determinados usos y actividades marinas en el área y se formularon una serie de recomendaciones destinadas a enriquecer el proceso nacional de OEM.

En el marco del proyecto REGINA-MSP se celebraron un total de dos talleres en abril de 2024, en los que se abordaron los siguientes temas:

- Interacción entre acuicultura marina y los fondos de maërl.
- Interacción entre fondeaderos no regulados, la conservación de la biodiversidad marina y el Patrimonio Cultural Subacuático (PCS).

Interacción entre acuicultura marina y fondos de maërl

Uno de los principales vacíos de información detectados en el taller del proyecto MSPMED fue la necesidad de obtener datos espaciales, específicamente sobre los fondos de maërl.

En el marco del proyecto REGINA-MSP, se obtuvo nueva cartografía sobre los fondos de maërl en un área concreta de las aguas marinas de la Región de Murcia. Esta nueva información espacial, junto con la cartografía que se obtendrá a través de otros proyectos/iniciativas, tiene como objetivo final conseguir una cartografía detallada de las aguas marítimas adyacentes a la Región de Murcia que permita una adecuada zonificación de la acuicultura marina, así como garantizar a su vez la conservación de estos frágiles ecosistemas.

Interacción entre fondeaderos no regulados, conservación de la biodiversidad y PCS

Una laguna de información importante detectada en el taller del proyecto MSPMED (2022) fue la necesidad de obtener datos espaciales, específicamente en relación con los fondeaderos no regulados.

En el proyecto REGINA-MSP, se utilizó la metodología que ya se utilizaba para el proceso nacional de Estrategias Marinas y en el proyecto MSPMED en el área del caso de estudio, para identificar las ubicaciones de los fondeaderos no regulados y que esta información pueda usarse en la ordenación de usos y actividades en la Región de Murcia teniendo en cuenta su potencial interacción con la biodiversidad,

especialmente especies de fanerógamas marinas, así como con el patrimonio cultural subacuático.

Con toda esta nueva información disponible, se organizaron dos talleres participativos con las partes interesadas (*figura 2*) para discutir las interacciones potenciales entre la acuicultura y los fondos de maërl por un lado y las interacciones potenciales entre los fondeaderos no regulados, la conservación de la biodiversidad, especialmente las praderas de fanerógamas marinas, y el patrimonio cultural subacuático, por otro lado.

Las recomendaciones identificadas en el proyecto MSPMED fueron analizadas y reevaluadas para cada uno de los temas a tratar. El objetivo fue identificar aquellas en las que se habían ejecutado acciones durante los últimos dos años y aquellas otras en las que aún es necesario trabajar.

Además, se pidió a los participantes que propusieran nuevas acciones que considerasen necesarias con respecto a cada recomendación para mejorar la planificación espacial marina detallada y que pensaran en nuevos mecanismos o en cómo mejorar los existentes con el objetivo de que la participación de las regiones litorales en el proceso nacional de OEM sea cada vez más eficaz.

Los principales temas y objetivos de los talleres fueron:

- Aspectos de gobernanza, especialmente en relación con la mejora de la participación de las regiones en el proceso nacional de OEM a través de la discusión del sistema de coordinación interadministrativa y su potencial mejora.
- Conflictos espaciales específicos en relación con la interacción entre los fondos de maërl y la acuicultura marina.
- Identificar y discutir acciones concretas que ayuden a la coexistencia a largo plazo de estos usos en las aguas marítimas de la Región de Murcia y a una mejor participación de todos los sectores afectados (este apartado ha contribuido con la tarea 3.4).

Metodología

La metodología consistió en presentaciones temáticas para contextualizar los talleres para todos los participantes, junto con cuatro sesiones participativas (post-its, pegatinas y discusiones) dedicadas a validar: (1) las recomendaciones recogidas en MSPMED, (2) la cartografía disponible con respecto a la superposición de usos y actividades marinas, (3) el diseño de nuevas acciones a nivel regional para mejorar la implementación del proceso nacional de OEM a nivel regional y (4) la identificación de m mejoras de los mecanismos de participación regional respecto al proceso de OEM.

Especificidades y desafíos

Uno de los mayores retos en este tipo de eventos es conseguir involucrar a todos los actores relacionados con el tema que se va a trabajar. En el caso de estudio de la Región de Murcia, y para estos dos talleres, fue posible involucrar a un número importante de actores interesados. Por un lado, se contó con representantes de la administración pública regional y nacional (Ministerio para la Transición Ecológica y el Reto Demográfico – MITERD); en este segundo caso asistieron representantes del gobierno central que actúan a nivel regional, así como aquellos que representan al MITERD a nivel nacional. Asimismo, estuvieron involucrados representantes de sectores privados, instituciones de investigación y ONGs. En el caso del taller sobre la interacción entre la acuicultura marina y los fondos de maërl, no se pudo involucrar a ningún representante de asociaciones sectoriales, pero para el taller sobre la interacción de fondeaderos no regulados con la conservación de la biodiversidad y el PCS, se contó con la participación dos representantes de asociaciones sectoriales regionales, un representante del sector náutico-recreativo y otro de la asociación regional del sector del buceo en la Región de Murcia.

Algunos de los retos que surgieron en estos talleres, fueron aquellos relacionados con la gobernanza, ya que existen competencias compartidas entre la administración nacional y regional, e incluso entre diversas instituciones a nivel regional. Cabe destacar que se pudo contar con ningún representante de la sociedad civil, lo cual fue destacado por los participantes, ya que la ciudadanía es también una parte interesada en los procesos de OEM.

Contribución potencial de los talleres a procesos formales

Se aportaron numerosos elementos que pueden ayudar a los procesos formales:

- Se proporcionó información a escala regional para la planificación a detalle en la Región de Murcia.
- Se propusieron acciones concretas orientadas a favorecer la coexistencia entre usos y actividades marinas.
- Se sugirieron nuevos mecanismos para mejorar el diálogo y la comunicación entre las administraciones públicas (regionales y nacionales) y los sectores.
- Adicionalmente, en relación con la información espacial:
    - Se identificaron áreas con ciertas evidencias de presencia de mäerl (sin cartografía por el momento).
    - Se identificó información espacial adicional sobre fondeaderos no regulados y áreas declaradas por la Región de Murcia como áreas de Bienes de Interés Culturales (BIC). En relación con los fondeaderos no regulados, también se expusieron diferentes metodologías para identificar estas áreas por parte de diferentes departamentos de la administración y centros de investigación.

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- Se diseñaron nuevas acciones para identificar soluciones entre los sectores económicos, el sector de la investigación y las administraciones públicas, en relación con las recomendaciones reevaluadas mencionadas anteriormente.
- Se propusieron formas de mejorar los mecanismos existentes de coordinación y comunicación entre administraciones públicas (nacional, regional) y con los sectores.

Principales resultados del taller

Es necesaria una investigación detallada y a largo plazo sobre la interacción entre la acuicultura marina y los fondos de maërl. Se sugirió la creación de un grupo de trabajo específico dentro del grupo de trabajo de OEM (GT-OEM) del Ministerio.

Este mismo problema afecta a los fondeaderos no regulados y su interacción con las fanerógamas marinas y el PCS. El fondeo debe controlarse cuidadosamente para evitar daños. Se sugirió la creación de un grupo de trabajo en el a nivel regional para facilitar el diálogo entre las diferentes instituciones con competencias en fondeos. Se recalcó que un grupo de esta temática ya existe en el marco del GT-OEM, a nivel nacional.

La investigación científica debe ser la base de la zonificación considerando el estudio de la capacidad de carga de los ecosistemas para cada situación específica y los efectos de los usos marítimos sobre la biodiversidad marina. Por lo tanto, la obtención de una cartografía detallada es imprescindibles para una OEM adecuada.

Se debe perseguir la gobernanza participativa. Se deben mejorar varios aspectos para dar voz a todas las partes interesadas y lograr la solución más adecuada para todos los sectores.

Los ciudadanos deben participar en los procesos de participación pública porque también son partes interesadas del espacio marítimo. La gran mayoría de los participantes reconoce el trabajo que están realizando las administraciones públicas para mejorar el diálogo y la coordinación con los sectores y entre las distintas administraciones (incluso distintos departamentos de una misma administración) pero son necesarios más esfuerzos a este respecto.

Figura 2: Fotos de grupo y de los asistentes participando en las sesiones participativas durante el taller realizado en la región de Murcia. Fuente: propia (IEO; CSIC).

B. Región de Galicia

Contexto

El área de estudio de la Región de Galicia está situada en la Comunidad Autónoma de Galicia (noroeste de España). Limita al sur con Portugal, al oeste con el Océano Atlántico y al norte con el Mar Cantábrico. Galicia es la región de España con mayor longitud de costa (aproximadamente 1.660 km) y se caracteriza por profundas ensenadas que se denominan Rías. La costa gallega comprende una estrecha plataforma continental, de forma que la isóbata de 200 m de profundidad se encuentra a 15-30 km de tierra. Todas sus aguas pertenecen a la demarcación noratlántica (DM-NOR), una de las cinco demarcaciones marinas en las que se dividen las aguas marinas españolas según la Ley 41/2010 de protección del mar (f*igura 1*).

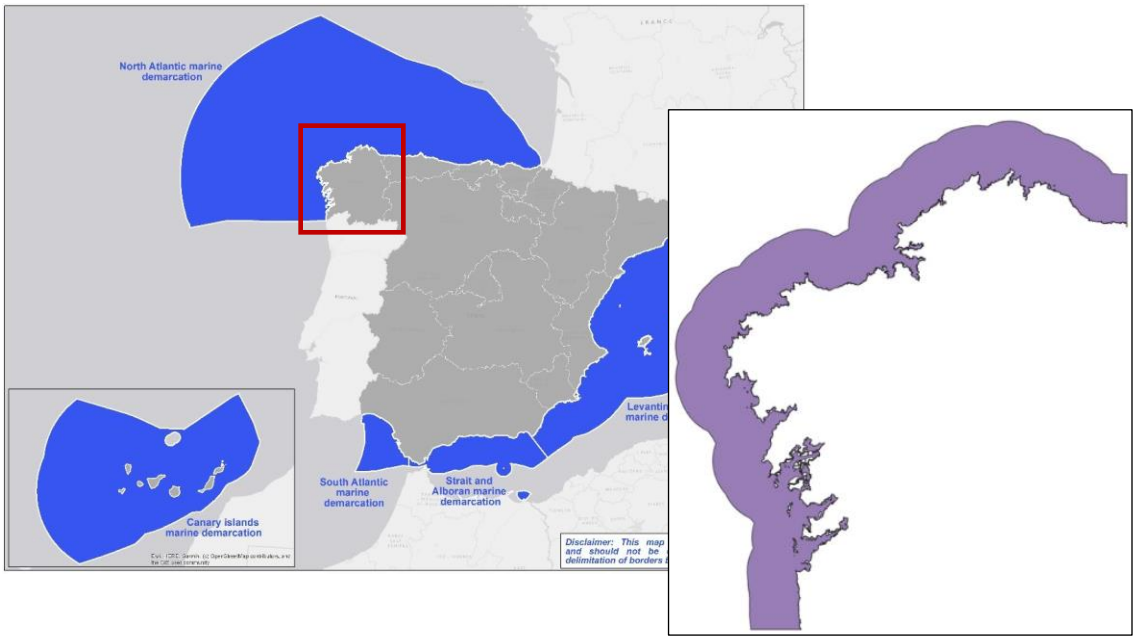

Figura 1. A la izquierda: delimitación de las cinco demarcaciones marinas españolas (Fuente: elaboración propia; IEO, CSIC). A la derecha: área de estudio - Aguas territoriales de la Comunidad Autónoma de Galicia pertenecientes a la demarcación del Atlántico Norte (DM-NOR).

Nota: Los límites de las demarcaciones marinas no corresponden a los límites jurisdiccionales de las aguas marinas españolas. No deben considerarse una delimitación oficial con los países vecinos.

Como se ha mencionado en el caso de estudio de la Región de Murcia, las competencias en materia de ordenación del espacio marítimo en España las ostenta el Gobierno central a través de la Dirección General de la Costa y del Mar (DGCM) del Ministerio para la Transición Ecológica y el Reto Demográfico (MITERD). Si bien, de acuerdo con el reparto de

competencias establecido en la Constitución Española de 1978, son las Comunidades Autónomas las que planifican y gestionan diversos usos y actividades marinas.

Papel del taller en el estudio de caso

Galicia está situada en la demarcación del Atlántico Norte (DM-NOR) y se caracteriza por un importante legado de actividad marítima, siendo la principal región pesquera de España e incluso de especial importancia dentro de la UE. Galicia también juega un papel muy destacado en la producción acuícola, aportando más del 80% de los productos de la acuicultura española. Además, es especialmente destacable el incremento del turismo y de las actividades marítimas recreativas en las últimas décadas, así como la posible instalación de parques eólicos marinos en el futuro, debido al alto potencial eólico de sus costas. Por lo tanto, este caso de estudio pretende mejorar el conocimiento de los usos marítimos existentes y los posibles solapamientos, entre ellos abordando tres temas:

-Establecer los principios básicos para incluir el ruido submarino en el proceso MSP.

-Identificar y caracterizar las actividades turísticas desarrolladas en la costa sur de Galicia.

-Identificar, en función de los datos físicos, químicos y biológicos disponibles, las zonas de alta mar más adecuadas para establecer sistemas de acuicultura.

En total se celebraron dos talleres, en los que se abordaron las siguientes temáticas:

- Integración del ruido submarino en la ordenación del espacio marítimo (OEM).
- Perspectivas de desarrollo de los cultivos marinos en las Zonas de Alto Potencial Acuícola (ZAPAC) de Galicia.

-Integración del ruido submarino en la ordenación del espacio marítimo

El ruido submarino de origen antropogénico es un tipo de contaminación que constituye una presión sobre el medio marino. De acuerdo con la aplicación de la Directiva Marco sobre la Estrategia Marina, se incluyó como parte del Descriptor 11 para alcanzar el buen estado medioambiental.

Como se ha mencionado anteriormente, uno de los temas abordados en el estudio de caso gallego es la caracterización del ruido submarino producido por los buques en el interior de las rías. En este contexto, se está recopilando y analizando información para evaluar esta presión a escala regional a partir de diversos proyectos y estudios, con el fin de ofrecer recomendaciones para avanzar en la integración de esta presión en el proceso de ordenación del espacio marítimo.

El objetivo de este taller era contextualizar el ruido submarino, a través de los datos analizados para el caso de estudio de Galicia, y presentar otros análisis realizados en el

marco de las Estrategias Marinas u otras iniciativas que puedan integrarse en el proceso de OEM.

La organización de este taller permitió a los asistentes profundizar en la caracterización de las fuentes de ruido submarino y su efecto sobre el medio ambiente, especialmente sobre los cetáceos que pueblan las zonas costeras de nuestra región.

-Perspectivas de desarrollo de cultivos marinos en Zonas de Alto Potencial para la Acuicultura en Galicia.

De acuerdo con los Planes de Ordenación del Espacio Marítimo español (POEM) todo el mar territorial de Galicia ha sido identificado como zona de alto potencial para la acuicultura. Por este motivo, uno de los principales objetivos de este caso de estudio es poner en contexto el desarrollo de conocimientos e información que faciliten la planificación de la acuicultura offshore en sus aguas. Así, se están recopilando, evaluando y ponderando series de datos históricos disponibles, tanto físicos, químicos como biológicos, para identificar las zonas de alta mar más adecuadas para el establecimiento de sistemas de acuicultura. También se está realizando un análisis de idoneidad y una selección provisional de especies candidatas para la acuicultura (peces, crustáceos y moluscos).

El principal objetivo de este taller era profundizar en el conocimiento de las posibilidades de implantación de cultivos marinos en las denominadas ZAPAC para la acuicultura. Para ello se identificaron especies objetivo por parte de expertos en cultivos marinos y se establecieron sus rangos de tolerancia a parámetros físico-químicos como la temperatura o la salinidad, de acuerdo con la revisión bibliográfica y el apoyo de los expertos anteriormente citados. Además, para tener un mayor conocimiento del estado de desarrollo de los sistemas de cultivo actuales, representantes de diferentes empresas participaron en este evento presentando tecnologías innovadoras.

La organización de este taller permitió a los participantes profundizar en el conocimiento de las posibilidades de implantación de cultivos marinos offshore en las ZAPACs de Galicia, teniendo en cuenta parámetros físico-químicos, biológicos y tecnológicos. Esto ayudará al proceso de OEM a identificar con mayor precisión aquellas zonas en las que sería más viable establecer prácticas acuícolas y evitar así posibles conflictos futuros derivados del solapamiento con otros usos.

Metodología

La metodología utilizada en los dos talleres celebrados (*figura 2*) fue ligeramente diferente. En ambos casos, se celebró una sesión plenaria al inicio del evento para explicar a los asistentes los principales objetivos y resultados esperados del proyecto REGINA-MSP, interviniendo a continuación diferentes ponentes que pusieron en contexto los problemas abordados, su estado del arte, posibles soluciones, desarrollos tecnológicos, etc.

El taller dedicado a la integración del ruido submarino en la ordenación del espacio marítimo fue seguido de una sesión participativa para identificar lagunas y debatir posibles soluciones mediante post-its, pegatinas, discusiones, etc.

Por el contrario, el taller centrado en la acuicultura en alta mar continuó con una mesa redonda que permitió profundizar en algunas de las cuestiones planteadas en las ponencias, así como formular preguntas a los asistentes.

Especificidades y retos

La involucración de los actores clave en los dos talleres no fue un gran problema, ya que CETMAR tiene una amplia experiencia en la organización de este tipo de eventos y cuenta con una importante red de contactos en los diferentes sectores marítimos a nivel regional. En ambos casos, los ponentes y asistentes, fueron previamente identificados y contactados por correo electrónico, incluyendo una breve explicación del proyecto REGINA-MSP, así como una descripción de los principales objetivos del taller y una agenda tentativa. Sólo en el caso del taller sobre ruido submarino, algunos representantes de administraciones con competencias marítimas no pudieron asistir debido a problemas de agenda, a pesar de estar muy interesados en la temática a tratar.

Dada el objetivo principal del taller centrado en el ruido submarino, y la manera en que se planteó esta problemática, los organizadores consiguieron implicar a la mayoría de las principales sectores e instituciones que debían estar representadas en el mismo. Investigadores de distintos campos, autoridades marítimas, representantes de ministerios nacionales, grupos de acción local de pesca (GALP) y ONG participaron aportando puntos de vista complementarios y heterogéneos. No se invitó a este taller a representantes de los sectores de la pesca y la acuicultura, ya que el mismo no se centró en posibles medidas para reducir esta presión de origen antropogénico.

En el caso del taller dirigido al desarrollo de cultivos marinos en Zonas de Alto Potencial para la Acuicultura en Galicia, dada la temática y el objetivo principal del evento, se primó el carácter científico y tecnológico de los asistentes. También hubo representación de la administración autonómica, que es la responsable de la gestión de la acuicultura en la región. Su contribución ayudó a contextualizar la planificación de la acuicultura marina en Galicia, mediante la exposición las experiencias que se habían desarrollado en el pasado con el objetivo de establecer un plan de ordenación de los cultivos en la zona marítima de esta región.

Posible contribución de los talleres a los procesos formales

Durante ambos talleres se mencionaron y debatieron diferentes aspectos que pueden ser de interés para el proceso formal. En relación con la acuicultura, cabe destacar entre otros los siguientes aspectos:

- Se delimitaron de forma real cuáles son las zonas en las que la acuicultura sería viable en zonas alejadas de la costa.

- Se pusieron de manifiesto para las aguas territoriales de Galicia para llevar a cabo la instalación de establecimientos de acuicultura.

- Se contribuyó con conocimiento sobre las tecnologías existentes y futuras que ayudarían al desarrollo de prácticas de acuicultura en zonas de alta mar, a seleccionar las especies potenciales que deben explotarse, y se señalaron las lagunas existentes en materia de información y conocimientos.

- Se aportó información útil sobre el posible solapamiento con otras actividades. Ayudará a una mejor planificación y gestión de los diferentes usos marítimos que tienen lugar en las costas gallegas.

- Avanzar en la toma de decisiones sobre el desarrollo de potenciales cultivos marinos en zonas fuera de las rías.

En cuanto al taller dedicado al ruido submarino, las aportaciones más importantes al proceso formal son las siguientes:

- Se señaló cuál era el estado del arte en relación con este problema a escala regional y las lagunas de información existentes.

- Se identificaron posibles medidas y/o acciones necesarias para ser incluidas dentro de los POEM.

-Se propuso la necesidad de llevar a cabo programas de seguimiento a escala local en zonas donde se registran y solapan actividades generadoras de ruido submarino.

- Se señaló la importancia de crear grupos de trabajo específicos para abordar esta cuestión y de que exista una comunicación fluida entre los actores a nivel nacional, regional y local.

- Dada la especificidad de cada región, debería disponerse de información más precisa sobre las especies cuyo comportamiento podría verse afectado por los usos costeros regionales. Esta información debería incluirse en la ordenación del espacio marítimo.

Principales resultados de los talleres

- Integración del ruido submarino en la ordenación del espacio marítimo.

Los participantes en el primer taller identificaron las principales actividades antropogénicas generadoras de ruido en la zona, tanto ruido subacuático continuo como impulsivo. Sin

embargo, se han identificado muchas lagunas. Existe consenso en que uno de los principales problemas es la falta de seguimiento AIS de las embarcaciones más pequeñas. También sería necesario vigilar la actividad generada por los buques auxiliares de acuicultura, el ruido de las actividades recreativas o el ruido generado por diversas actividades industriales costeras.

Del mismo modo, se han destacado las especies más vulnerables que pueden verse afectadas por el ruido submarino en la zona de estudio. Existe principalmente información sobre cetáceos y un número muy limitado de referencias a otros grupos de animales.

Los centros de investigación señalaron la dificultad de acceder a información de carácter público, como batimetrías 3D, firmas espectrales de buques, etc.

Aunque actualmente existen canales de comunicación y grupos de trabajo que abordan esta cuestión a nivel nacional e internacional, también es necesario que existan a un nivel más local y, sobre todo, regional. Se destacó el papel que pueden desempeñar los Grupos de Acción Local de Pesca (GALP) a nivel regional/local, ya que podrían proporcionar la oportunidad de sensibilizar sobre el problema y reunir a los actores interesados.

Entre las medidas destacadas para reducir esta presión figura la necesidad de regular el tráfico en las zonas marinas protegidas reduciendo la velocidad de las embarcaciones. También debería evitarse el fondeo de embarcaciones en estas mismas zonas. Se consideró igualmente necesario fomentar el uso de embarcaciones con motor eléctrico mediante algún tipo de subvención o incentivo económico.

- Perspectivas de desarrollo de los cultivos marinos en las Zonas de Alto Potencial Acuícola de Galicia.

Los representantes de la administración subrayaron que la ordenación territorial de la acuicultura off-shore requiere la realización previa de estudios exhaustivos, considerando las iniciativas anteriores (Plan de Integración de Cultivos Marinos - POCUMA) como un posible punto de partida sobre el que construir una estrategia más ambiciosa.

Hay una serie de parámetros oceanográficos y biológicos críticos que hay que tener en cuenta para determinar la idoneidad de una zona con alto potencial para la acuicultura, como la altura de las olas, la temperatura del agua, especialmente las olas de calor oceánicas, las corrientes o la penetración de la luz.

Se consideró importante promover en esta región una diversificación que considere la posible explotación de nuevas especies y modelos de estructura de cultivo con menor impacto ambiental, promoviendo el cultivo en aguas abiertas y multi-trófico (ej. peces + mejillones + algas).

Un conocimiento profundo de la biología de las especies objetivo (límites de tolerancia), el grado de desarrollo de la tecnología y la identificación de las condiciones ambientales en todo el mar territorial que rodea Galicia permitirá una identificación más detallada de las

áreas que realmente pueden ser consideradas ZAPACs. También supondrá una valiosa información para identificar posibles solapamientos con otras actividades actuales y futuras, así como para una planificación marítima espacial más precisa.

Figura 2. A la izquierda: Los asistentes al taller de acuicultura; a la derecha: los asistentes al taller de ruido submarino durante la sesión participativa. Fuente: propia (CETMAR).

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C. Sardinia Region

Contexte

Il caso studio del "Nord Sardegna" comprende l'area marittima tra l'isola dell'Asinara (Figura 1) a nord-ovest e il Golfo di Olbia a nord-est. Quest'area costiera rappresenta una confluenza unica di paesaggi marini preziosi, habitat diversi e una moltitudine di attività economiche.

Le priorità ambientali dell'area sono ben definite e comprendono diverse aree marine protette (AMP), parchi nazionali marini e siti Natura 2000. Fa inoltre parte del Santuario Pelagos e delle Aree Ecologicamente o Biologicamente Significative (EBSA) del Mediterraneo occidentale. Lo Stretto di Bonifacio, un hotspot cruciale per la biodiversità marina, è designato come Area Marina Particolarmente Sensibile (PSSA), sottolineando la necessità di misure di protezione rigorose per salvaguardare la sua integrità ecologica.

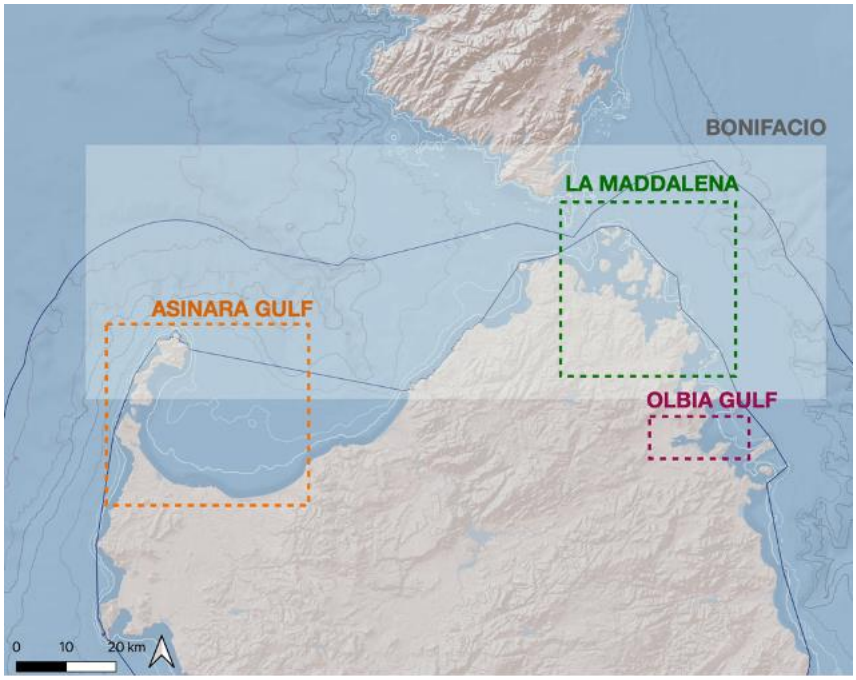

Figura 1: I quattro focus del caso studio "Nord Sardegna" identificati attraverso il coinvolgimento degli stakeholder sulla base delle interazioni tra gli usi marittimi.

I piani regionali come il piano operativo dell'Autorità Portuale del Mare di Sardegna, i piani regionali per i porti turistici e lo sviluppo del turismo, il piano per l'acquacoltura e i piani di gestione delle aree protette sono stati parte integrante del piano di Gestione dello Spazio

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Marittimo. La definizione di obiettivi strategici e di una visione integrata è stata fondamentale per lo sviluppo dei piani nazionali di Pianificazione Spaziale Marittima (PSM). Questi piani sono serviti come riferimento per la definizione di obiettivi specifici a livello regionale. Di conseguenza, questi obiettivi specifici sono stati sviluppati in linea con gli obiettivi strategici e hanno guidato la definizione delle unità di pianificazione e l'attuazione delle misure per gestire l'uso dello spazio marino.

Ruolo dei workshop

I workshop previsti nel caso sardo evidenziano il ruolo cruciale degli attori regionali nell'implementazione della PSM all'interno dell'area di studio. Il "Nord Sardegna" è stato scelto per i suoi numerosi siti di importanza ecologica e la presenza di varie attività socioeconomiche come turismo, pesca, acquacoltura, trasporto marittimo e portualità. Queste attività spesso interagiscono, portando a conflitti che influenzano l'ecosistema marino così come la stabilità economica e sociale.

I contributi di esperti accademici, rappresentanti delle istituzioni pubbliche (Regione e comuni costieri), enti di gestione delle aree protette e attori marittimi hanno dipinto un quadro complesso delle sfide e delle opportunità associate alla gestione spaziale marittima. I due workshop tenuti nell'ottobre 2023 a Porto Torres e Olbia hanno fornito un'analisi iniziale e delle prime proposte, permettendo agli attori di esprimere le proprie esigenze e contribuire alla definizione di obiettivi per una gestione integrata delle risorse marine. Gli esperti accademici hanno sottolineato l'importanza di coinvolgere le comunità locali e di adattare le strategie di pianificazione alle specifiche esigenze regionali e locali. Inoltre, le presentazioni dei rappresentanti delle istituzioni pubbliche hanno evidenziato il ruolo delle autorità regionali nel coordinare il processo di pianificazione e nel coinvolgere i diversi attori. Durante i due incontri, sono state organizzate sessioni specifiche di coinvolgimento degli attori, con un approccio bottom-up, mirate a promuovere lo scambio di idee per l'identificazione dei conflitti esistenti, derivanti dalle attività marittime e dagli usi del mare. I contributi di maggiore rilevanza hanno definito le necessità di gestione dell'area, promuovendo la conservazione dell'ambiente marino e regolando le interazioni esistenti tra le attività economiche legate al mare, incluse la pesca artigianale, la pesca ricreativa, l'acquacoltura, il traffico marittimo e la navigazione da diporto. Gli attori hanno sottolineato l'importanza di integrare nuovi elementi nella visione regionale della PSM, considerando le specifiche dinamiche socioeconomiche e culturali del territorio.
Un punto focale delle discussioni è stato il perfezionamento dell'analisi spaziale, con l'obiettivo di ottenere dati più dettagliati e specifici sui settori chiave ed esplorare nuovi metodi di analisi per una migliore comprensione degli usi marini regionali. Oltre agli incontri pubblici, sono state condotte interviste bilaterali con gli attori chiave, con l'obiettivo di perfezionare le proposte di azioni.

I due workshop hanno portato alla definizione di un insieme di potenziali nuove azioni da implementare a livello regionale e all'organizzazione di un workshop finale congiunto, tenutosi nel maggio 2024, per una revisione finale e l'approvazione delle proposte identificate dagli stakeholder. L'obiettivo principale del workshop era deliberare su un numero selezionato di azioni, garantendo che queste proposte riflettessero accuratamente le esigenze e le prospettive degli attori locali. Durante l'intero processo di partecipazione degli attori, sono state identificate quattro aree di interesse chiave, ognuna richiedente strategie di gestione mirate:

- Il Golfo dell'Asinara, dove ci sono molte interazioni tra le attività di pesca e di navigazione.
- L'Arcipelago della Maddalena, dove la gestione sostenibile del porto e delle attività nautiche richiede un approccio olistico e collaborativo per la conservazione dell'ambiente.
- Il Golfo di Olbia, caratterizzato da una complessa interazione tra navigazione e allevamento di molluschi.
- Lo Stretto di Bonifacio, un'area marina ecologicamente ricca che richiede misure rigorose per conservare le risorse naturali e culturali e promuovere il turismo sostenibile.

In termini di obiettivi, il workshop mirava a formulare soluzioni concrete e condivise per una PSM efficace. Le discussioni si sono concentrate sulla valutazione della fattibilità delle misure proposte e sull'identificazione degli elementi chiave per migliorarne l'efficacia.

Metodologia

La metodologia utilizzata nei workshop ha mirato a massimizzare il coinvolgimento degli attori e garantire lo sviluppo di soluzioni pratiche e specifiche per la regione. I primi due workshop, tenuti nell'ottobre 2023, sono stati in presenza e si sono concentrati sull'identificazione e discussione delle interazioni conflittuali all'interno dell'area di studio. La metodologia del workshop includeva due sessioni. La prima sessione era dedicata alla presentazione e introduzione dei piani nazionali di Gestione dello Spazio Marittimo, del progetto REGINA-MSP e del caso studio della Sardegna. La seconda parte consisteva in una tavola rotonda interattiva in cui tutti i partecipanti condividevano gli elementi rilevanti delle loro attività personali, descrivevano i possibili conflitti o sinergie con altre attività e prevedevano possibili nuove soluzioni. Dopo aver fatto circolare i verbali tra gli attori, sono state programmate interviste individuali per rendere le azioni proposte più mirate ed efficaci. Il workshop finale, tenuto da remoto nel maggio 2024, si è concentrato sulle soluzioni attraverso la definizione di nuove azioni. Per informare gli attori in anticipo e prepararli al workshop, l'Università Iuav di Venezia ha sviluppato possibili azioni, che sono

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state condivise con gli attori due settimane prima della discussione. Il workshop è iniziato con una presentazione degli obiettivi, seguita da presentazioni dettagliate su ciascuna delle azioni proposte. A ciò è seguita una discussione facilitata per permettere agli attori di fornire input e un sondaggio interattivo (mentimeter) per ottenere riscontro immediato sulla fattibilità e l'efficacia delle azioni, con l'obiettivo di prioritizzare e affinare le azioni basate sui feedback degli attori.

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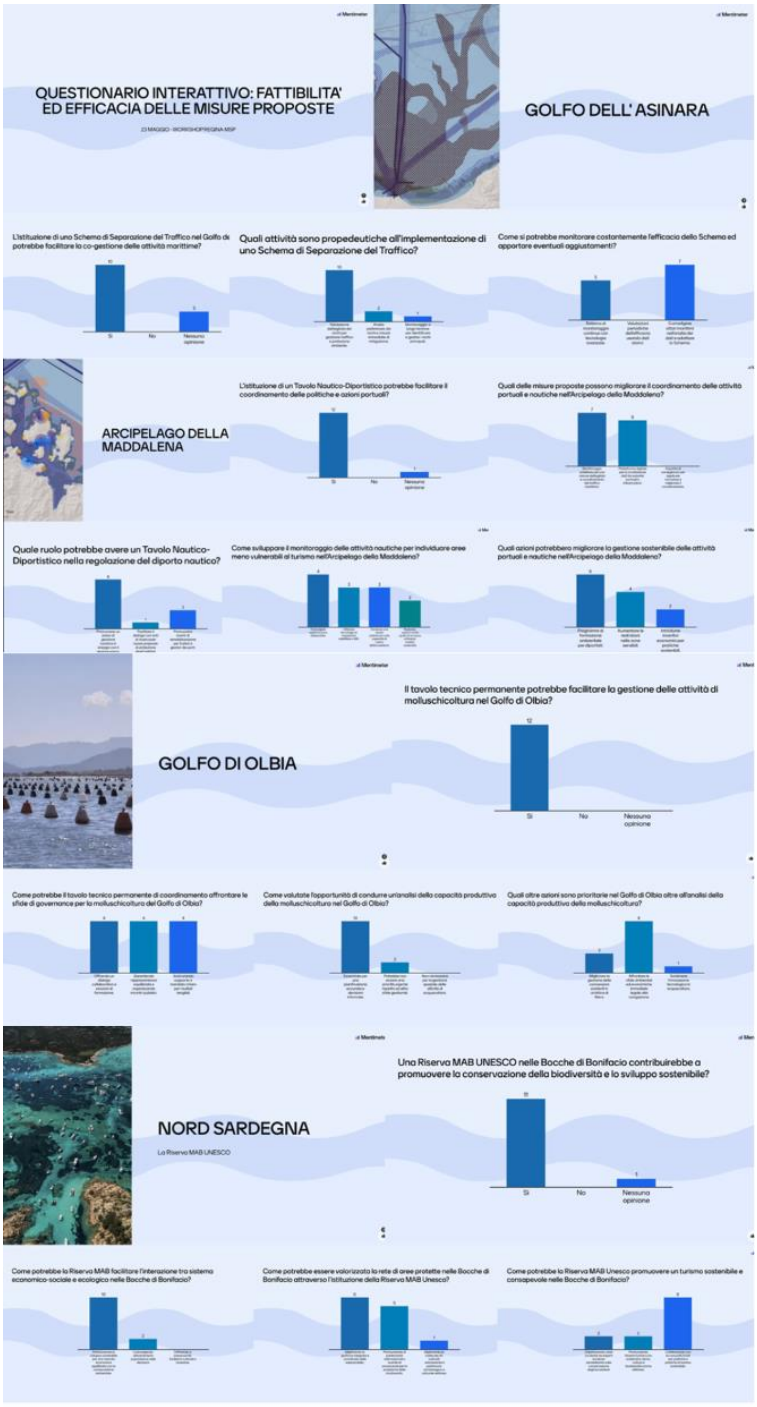

Figura 2. Sondaggio effettuato sulle azioni delineate nelle quattro aree di interesse del workshop, attraverso la piattaforma mentimeter

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Specificità e sfide

I partecipanti al workshop rappresentavano varie categorie, tra cui governi locali, autorità regionali, istituzioni di ricerca, autorità portuali, associazioni del settore privato e ONG. Tra i partecipanti di rilievo c'erano rappresentanti delle Autorità Portuali di Olbia, Cagliari e Porto Torres, dei Dipartimenti di Infrastrutture, Ambiente e Pesca della Regione Sardegna, dell'Agenzia Regionale per la Protezione Ambientale della Sardegna e di diverse istituzioni di ricerca e istruzione. La partecipazione degli attori regionali ha evidenziato diverse specificità, tra cui aspetti di governance, settori chiave, priorità di conservazione e conflitti esistenti. Le discussioni sulla governance si sono concentrate sulla struttura organizzativa e sul valore legale del Tavolo Tecnico proposto. Settori cruciali come il turismo marittimo e le attività portuali sono stati considerati rilevanti per una gestione efficace dello spazio marittimo. Sono stati sollevati anche conflitti specifici, in particolare tra la navigazione e l'allevamento di molluschi nel Golfo di Olbia, sottolineando la necessità di una gestione attenta a diversi livelli di governance per evitare conflitti. Il workshop ha affrontato sfide in termini di coinvolgimento degli attori, con difficoltà nel confermare la partecipazione dei partecipanti e alcune discussioni limitate durante le sessioni. Nonostante ciò, i workshop hanno gettato le basi per cercare attivamente di creare una comunità locale informata sul concetto di pianificazione spaziale marittima, portando allo sviluppo di nuove azioni proposte quale output dell'intero processo di capacity-building. Questo processo ha efficacemente sostenuto e facilitato il superamento dei limiti del coinvolgimento degli attori che sono stati evidenziati nei commenti svolti durante la consultazione pubblica sui Piano Nazionali e sulla Valutazione Ambientale Strategica (VAS).

Contributo potenziale dei workshop ai processi formali

I workshop realizzato hanno contribuito in modo significativo ai processi formali di PSM in diverse aree chiave:

- È emersa una forte necessità di informazioni dettagliate per migliorare la gestione della pianificazione regionale. I workshop hanno fornito informazioni e suggerimenti critici per una pianificazione dettagliata a livello regionale. Questo include dati spaziali sulle attività marittime e sulle aree protette per migliorare l’accuratezza e l’efficacia dei piani di gestione.
- I partecipanti hanno identificato conflitti specifici e necessità da affrontare nella proposta di azioni mirate per promuovere la convivenza di diversi usi marittimi, come la pesca, la navigazione, il turismo e l’acquacoltura, con le priorità di conservazione.

- Sono stati messi in atto nuovi meccanismi di cooperazione per migliorare il dialogo e la comunicazione tra le amministrazioni pubbliche (sia regionali, sub-regionali che intra-regionali) e i diversi settori. Questo include la possibile istituzione di canali di comunicazione regolari e forum per il continuo coinvolgimento degli attori.

Potenziale miglioramento delle informazioni spaziali e della gestione:

- L'identificazione di aree con potenziale per la produzione di acquacoltura, in particolare per le cozze mediterranee nel Golfo di Olbia, è stata riconosciuta come una questione chiave da affrontare in una piattaforma specifica di dialogo.
- L'informazione sugli ormeggi non regolamentati all'interno delle aree protette è stata identificata come una priorità per la raccolta di dati utili ad informare una migliore gestione, in particolare nell'Arcipelago della Maddalena. Questi dati sono essenziali per migliorare la regolamentazione e la protezione di queste aree sensibili, sviluppando e affrontando metodologie di gestione sperimentali congiuntamente da amministrazioni e centri di ricerca.

Miglioramento del coordinamento e della comunicazione:

- Sono state sviluppate nuove azioni per promuovere la cooperazione tra settori economici, istituzioni di ricerca e amministrazioni pubbliche. Questi sforzi collaborativi mirano a identificare soluzioni concrete alle sfide e a implementare efficacemente e continuamente le raccomandazioni.
- Sono state avanzate proposte per migliorare i meccanismi esistenti di coordinamento e comunicazione tra le amministrazioni pubbliche regionali e sub-regionali e con i diversi settori (inclusi quelli privati), garantendo sforzi di gestione più coerenti e coordinati.

Principali risultati dei workshop

I principali risultati dei workshop riguardano l'identificazione di conflitti specifici tra diverse attività nell'area, portando alla proposta di nuove azioni potenziali per informare il processo di PSM. In particolare, i workshop hanno evidenziato il ruolo cruciale delle regioni e hanno esplorato la possibilità di implementare i Piani stessi a livello regionale e locale. Il risultato è consistito nell'adozione congiunta di un insieme di quattro proposte per azioni specifiche volte a mitigare i conflitti e promuovere una gestione spaziale marittima sostenibile.

Per il Golfo dell'Asinara, lo Schema di Separazione del Traffico mira a migliorare la gestione del traffico marittimo, minimizzando le interazioni negative con la pesca e la conservazione degli habitat e delle specie. Nell'Arcipelago della Maddalena, il Tavolo Nautico-Diportistico,

comprendente gli operatori dei porti turistici, mira a sviluppare politiche sostenibili per la gestione dei porti turistici e delle attività di navigazione da diporto. Nel Golfo di Olbia, la proposta di istituire un Tavolo di Coordinamento Tecnico tra autorità portuale e consorzi di acquacoltura mira a risolvere i conflitti derivanti dalle interazioni spaziali esistenti tra allevamenti di molluschi e navigazione. Infine, la proposta di una Riserva UNESCO MAB nello Stretto di Bonifacio mira a rafforzare la cooperazione transfrontaliera e promuovere la sostenibilità ambientale.

D. Provence-Alpes-Côte d'Azur

Contexte

La Région Provence-Alpes-Côte d'Azur (PACA) est l'une des huit régions métropolitaines française côtière. Elle est bordée par la mer Méditerranée. Les eaux bordant la région sont couvertes par le document stratégique de façade (DSF) Méditerranée (figure 1), document qui définit les orientations de l'Etat en matière de politique maritime intégrée et de préservation de l'environnement marin.

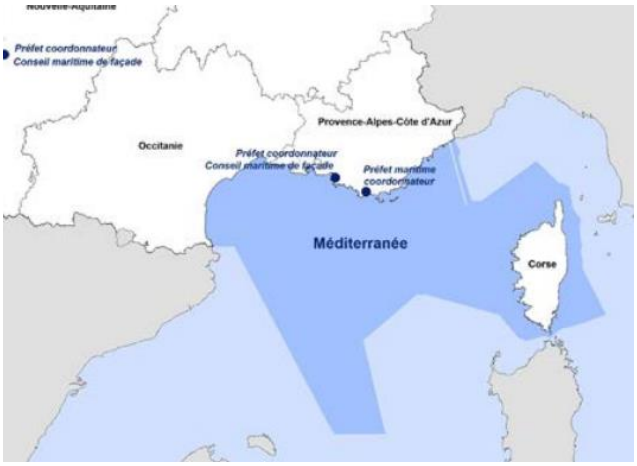

Figure 1 – Représentation de la façade méditerranéenne française couverte par le DSF Méditerranée (Source : DSF Méditerranée)

Le territoire de la région est découpé administrativement en six départements dont trois côtiers (Bouches-du-Rhône, Var et Alpes-Maritimes) et 55 communes côtières groupées en intercommunalités dont trois métropoles côtières (Aix-Marseille-Provence, Toulon Provence Méditerranée et Métropole Nice Côte d'Azur) (figure 2). Ces métropoles accueillent respectivement trois grands ports de commerce. La région compte 135 ports de pêche et de plaisance et de nombreuses stations balnéaires. Elle est confrontée à d'énormes défis en termes de protection et de restauration de la biodiversité côtière et marine, d'une part, et de tourisme et d'économie bleue, d'autre part.

Figure 2 – La région Provence-Alpes-Côte d'Azur comprenant trois départements côtiers (Source : Région SUD).

Les enjeux liés à la mer et au littoral dans la région PACA sont diffus et multisectoriels, affectant plusieurs domaines de compétence de la Région (aménagement du territoire, sport, tourisme, patrimoine, économie, etc.) La Région est responsable de l'élaboration du Schéma régional d'aménagement de développement durable et d'égalité des territoires (SRADDET) qui comprend des orientations et des règles concernant le développement

d'activités économiques nécessitant la proximité immédiate de la mer, les impacts du changement climatique et les corridors écologiques. Par ailleurs, le service mer et littoral de la Région gère les mesures régionales du Fonds européen pour les affaires maritimes, la pêche et l'aquaculture (FEAMPA) et a défini un Plan mer et littoral volontaire (2019) qui fixe les actions de développement des activités maritimes et de protection de la zone côtière.

Au niveau infra régional, 2 des 11 documents d'urbanisme intercommunaux existants - les Schémas de cohérence territoriale (SCoT) - disposent d'un chapitre individualisé valant schéma de mise en valeur de la mer. Les autres SCoT comprennent quelques orientations concernant la préservation de la mer et du littoral et les activités maritimes et côtières, plus ou moins développées en fonction des spécificités territoriales.

L'élaboration et la mise en œuvre du DSF dans la région révèlent certaines lacunes en matière de gestion de la mer et du littoral. Si la Région est bien intégrée dans les discussions au niveau de la façade, l'intégration des acteurs publics infra-régionaux est encore faible et leur participation pourrait être améliorée, notamment en les sensibilisant sur les stratégies côtières et maritimes qu'ils peuvent développer pour leur territoire qui doivent comprendre les orientations du DSF.

Rôle des ateliers pour l'étude de cas

En amont des ateliers, une trentaine d'entretiens ont été menés avec plusieurs acteurs dont la Direction interrégionale de la mer Méditerranée chargée de l'élaboration du DSF, différents services de la Région, les directions départementales des territoires et de la mer, des collectivités locales et des établissements publics.

Les deux ateliers régionaux organisés par le projet Regina-MSP avaient pour objectif de réunir les représentants de l'État en charge de l'aménagement de la mer et les autorités régionales et locales en charge de l'aménagement du territoire et du littoral pour :

- Atelier n°1 : présenter les outils et leviers de la planification maritime et côtière d'une part et échanger sur l'intégration des documents de planification au niveau de façade, régional et local d'autre part.
- Atelier n°2 : discuter de la structure du DSF et formuler des recommandations pour améliorer son appropriation par les autorités régionales et locales au travers notamment des volets mer et littoral des SCoT.

Les deux ateliers ont contribué à identifier les spécificités régionales qui peuvent influencer la participation des acteurs au processus de planification en mer (PEM) et à identifier les actions nécessaires au niveau régional/local pour favoriser la mise en œuvre de la PEM.

Méthodologie

Les ateliers ont eu lieu le 29 janvier 2024 en ligne (en raison d'un blocage des routes régionales dû à des grèves ce jour-là) et le 16 mai 2024 au Cerema à Aix-en-Provence. Pour les deux ateliers, les services de l'État opérant dans la région, les gouvernements locaux (autorité régionale, intercommunalités et municipalités) et les institutions de recherche ont été invités.

Lors des deux ateliers, des présentations ont tout d'abord permis de sensibiliser les autorités locales au processus de PEM au niveau de la façade et les services de l'Etat aux défis de la planification locale. Des discussions de groupe interactives ont également été organisées pour permettre des échanges entre les différentes parties prenantes.

Pour l'atelier n°1, le DSF, les documents de planification et les actions volontaires pour la mer de la Région d'une part et des exemples de documents de planification intercommunale d'autre part ont été présentés. La seconde partie de l'atelier a été consacrée à des travaux d'intelligence collective : les participants ont été répartis en 4 groupes mêlant représentants de l'État et des collectivités locales pour échanger sur les enjeux littoraux des collectivités locales, les outils, les freins et les leviers pour les gérer.

Pour l'atelier n°2, des présentations ont été faites pour communiquer sur 1) les objectifs du DSF par la DIRM Méditerranée et 2) le statut de l'intégration de la mer et du littoral dans les 9 SCoT de la Région en cours d'élaboration ou de révision, ainsi qu'un exemple d'élaboration d'une stratégie « littoral » par la Communauté d'Agglomération Sophia Antipolis. Des sessions interactives ont été organisées pour discuter du rôle du SCoT dans la planification des activités en mer. Enfin, des sessions de groupe ont été co-animées avec l'équipe de la DIRM Méditerranée afin d'identifier les objectifs du DSF qui s'appliquent à un territoire donné et de les " traduire " dans leurs plans territoriaux. Cette session a permis de recueillir les commentaires sur la façon dont le plan est perçu par les acteurs locaux présents à l'atelier.

Spécificités et difficultés

En ce qui concerne la gouvernance, la DIRM Méditerranée est le service de l'État qui est responsable au niveau de la façade de l'élaboration du DSF. Les Directions départementales des territoires et de la mer (DDTM) sont chargées d'animer cette politique au niveau départemental. La Région est bien incluse dans l'élaboration et la mise en œuvre du DSF et anime le réseau infra régional sur certains sujets spécifiques (par exemple le financement des activités de pêche ou des postes de personnel saisonnier dans les aires marines protégées par le biais du FEAMPA, le dispositif posidonie). Cependant, les autorités locales infrarégionales participent peu voire pas du tout au processus de PEM mené à l'échelle de la façade car il y a un manque d'animation au niveau infrarégional sur ce sujet, à la fois pour

les services de la mer et du littoral et les services de planification. La Région est en cours de construction d'un réseau pour promouvoir une gestion durable et partagée de la mer, en s'appuyant notamment sur la plateforme « Monlittora »l cogérée avec les services de l'État, ce qui permettra probablement de pallier le manque d'animation sur ce sujet.

En ce qui concerne la planification urbaine et côtière, les intercommunalités sont responsables de la rédaction du schéma de cohérence territoriale (SCoT) qui doit désormais inclure un volet mer et littoral. Toutefois des incertitudes et des différences d'interprétation à propos de cette obligation ont été soulignés.

Les ateliers ont permis de réunir les services de l'État responsables de la PEM au niveau de la façade et les représentants des services de la mer et de l'environnement et de l'urbanisme des autorités régionales et locales. Il semble que ce réseau de personnes se réunisse parfois sur des sujets/études spécifiques, mais pas de manière régulière. Ils ont exprimé leur volonté de pérenniser de telles discussions.

Certains groupes de parties prenantes invités n'étaient peu voire pas représentés : Les représentants de l'État au niveau départemental en charge de la politique de la mer (DDTM), les collectivités départementales (elles ont très peu de ressources dédiées à la mer), les gestionnaires d'AMP.

Contribution potentielle de l'atelier aux processus formels

Les ateliers ont permis à l'autorité responsable de la planification en mer de discuter comment mieux s'appuyer sur les outils régionaux et locaux pour mettre en œuvre les objectifs du DSF dans le prochain cycle de la planification de l'espace maritime. Ils permettront également de revoir certaines parties du document afin d'en assurer l'appropriation par les acteurs locaux.

D'autre part, il a permis de rassembler un large éventail d'acteurs impliqués sur les thématiques maritimes et côtières, démontrant l'intérêt de pérenniser un tel réseau. L'organisation d'ateliers récurrents avec les mêmes participants contribuerait à la réalisation des objectifs de la planification de l'espace maritime dans la région.

Principaux résultats de l'atelier

Des actions visant à améliorer le processus de planification de l'espace maritime ont été identifiées.

Améliorer la gouvernance de la planification de l'espace maritime au niveau régional

- Renforcer la coordination entre les services de l'État et les autorités régionales et locales afin de mieux inclure les objectifs de la planification de l'espace maritime dans les plans

locaux. La DIRM Méditerranée réfléchit à la manière d'aider les autorités locales à mieux utiliser le document.

- Les intercommunalités sont invitées à élaborer une stratégie côtière intégrée afin d'identifier le risque d'érosion et son impact sur leurs activités. Il pourrait être intéressant de lancer un réseau pour partager les progrès et les obstacles rencontrés. Établir des indicateurs fiables pour les questions en jeu (par exemple, l'utilisation des plages) afin de suivre l'évolution des actions.

- Simplifier la révision des documents de planification : prolonger leur durée, ne mettre à jour que les plans d'action et assurer le lien entre les différents processus de planification.

- Encourager les autorités locales à traduire les objectifs quantitatifs et qualitatifs du DSF dans leurs plans locaux.

- Faire connaître les (nombreuses) actions entreprises par les différents acteurs (par exemple alimenter un document recensant tous les documents relatifs aux espaces maritimes et littoraux et les acteurs), et utiliser la plateforme « Monlittoral » pour organiser des ateliers.

Sensibiliser les élus et contribuer à l'évolution des mentalités (comme le fait le dispositif posidonie animé par la Région) pour lutter contre le manque d'engagement politique au niveau local.

Développer des leviers financiers pour les collectivités locales (Fonds vert, partenariats Etat-collectivités, etc.).

Consulter l'ensemble des acteurs de la mer et du littoral lors de l'élaboration du SCoT (plan d'urbanisme intercommunal) et organiser des ateliers de prospective.

Concernant l'enjeu de la protection, explorer les leviers pour créer des aires marines intégralement protégées au niveau local car cela s'est avéré difficile jusqu'à présent.

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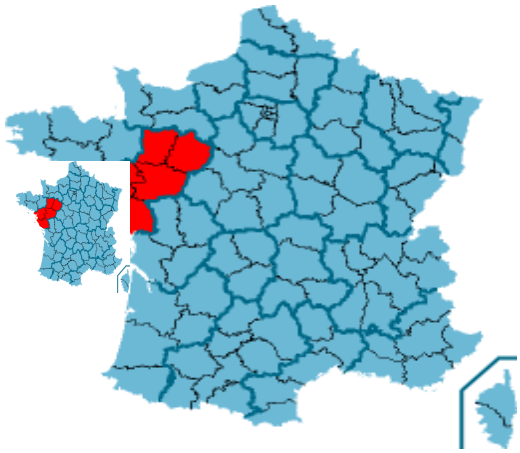
E. Pays de la Loire Region

Contexte

La région des Pays de la Loire est l'une des huit régions métropolitaines française côtière. Elle est bordée par l'océan Atlantique. Les eaux bordant la région sont couvertes par le document stratégique de façade (DSF) Nord Atlantique Manche Ouest (NAMO) (*figure 1*), document qui définit les orientations de l'Etat en matière de politique maritime intégrée et de préservation de l'environnement marin. Il comporte une dimension spatiale traduisant l'application de la Directive cadre européenne de 2014 pour la planification de l'espace maritime, et intègre également les éléments d'application de la Directive cadre stratégie pour le milieu marin (DCSMM). Le volet stratégique du DSF a été adopté en 2018 et son volet opérationnel en 2022.

Figure 1 - localisation de la façade Nord Atlantique Manche Ouest (NAMO) (Préfecture maritime de l'Atlantique).

Le territoire terrestre de la région est découpé administrativement en départements et en communes regroupées en intercommunalités *(figure 2*). Ainsi, elle présente deux départements littoraux (la Loire-Atlantique et la Vendée) et quinze intercommunalités littorales.



La Région des Pays de la Loire porte une politique volontariste pour la mer et le littoral, avec l'élaboration d'une stratégie spécifique, l'Ambition maritime régionale, adoptée en 2018. Cette stratégie alimente les autres stratégies et plans portés par la Région, dont le Schéma régional d'aménagement et d'égalité des territoires (SRADDET), adopté en 2022 (cf. livrable D.3.1 « regional analysis report »).

Figure 2 - Région Pays de la Loire, comprenant deux départements littoraux et 15 intercommunalités littorales (Source : Ambition maritime des Pays de la Loire - version 2018

Ainsi, il existe déjà en Pays de la Loire des stratégies régionales ayant une approche intégrée des enjeux maritimes et littoraux, dans les principales sont l'Ambition maritime régionale de la Région et le Document stratégique de façade porté par l'Etat. Ces documents ont été adoptés depuis quelques années et sont maintenant en phase de mise en oeuvre concrète des orientations qui y sont définies. Elles s'insèrent dans un écosystème plus large composé d'une multitude d'autres stratégies, mis en lumière par la tâche 3.1. Du projet Regina-MSP

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(*figure 3*). Bien que la mer et le littoral ne soient pas nécessairement au cœur du sujet de ces documents, ils portent des orientations sur certains enjeux maritimes et littoraux et encadrent ainsi l'action des acteurs publics pour ces milieux et les activités qui s'y déroulent. Ces stratégies et plans peuvent intégrer une dimension de planification spatiale, comme c'est le cas pour le Schéma régional d'aménagement et d'égalité des territoire (SRADDET) porté par la Région ou encore les schémas de cohérence territorial (SCOT) porté à l'échelle des collectivités locales. Ces constats soulèvent la question du niveau de coordination des différentes démarches et du potentiel des documents de planification locaux à apporter des réponses aux enjeux maritimes et littoraux.

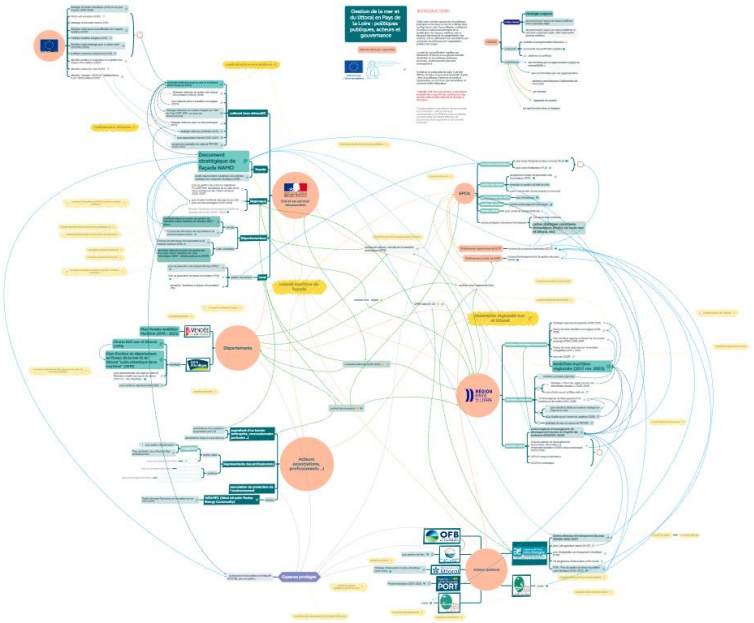

Figure 3 - Cartes mentales des politiques publiques et instances de gouvernance des enjeux maritimes et littoraux – consultable sur https://xmind.ai/share/3SNKGbOo?xid=8ccyZwpz (Regina-MSP, 2024)

Rôle de l'atelier pour l'étude de cas

Face à ce constat, le cas d'étude des Pays de la Loire du projet Regina-MSP a étudié la façon dont les différents pouvoirs publics se coordonnent pour transposer les orientations portées par les stratégies régionales dans les stratégies portées par les autres acteurs aux différentes échelles départementales et locales. L'opérationnalisation de ces orientations sur le terrain au travers des démarches de planification locale a également été abordé lors de l'étude.

Dans un premier temps, une vingtaine d'entretien ont été réalisé auprès de la Région, des collectivités publiques territoriales, des services de l'État et des établissements publics. Des échanges ont également été réalisé avec le service de la Région en charge de l'animation de l'Ambition maritime régionale, ainsi qu'avec la Direction interrégionale de la mer (DIRM NAMO) en charge de l'animation du DSF. Ces échanges ont permis de mieux comprendre le rôle des autorités régionales dans la gestion intégrée de la mer et du littoral et leurs besoins en matière de coordination des acteurs publics. L'ensemble de ces échanges a permis à l'équipe Regina-MSP d'identifier des freins et leviers à la mise en œuvre des politiques

régionales et de formuler des recommandations. Ces entretiens ont également mis en lumière la volonté des acteurs publics ligériens de se rencontrer et échanger dans un cadre informel sur les enjeux qu'ils rencontrent au cours de leurs missions.

L'atelier d'échange organisé par le projet Regina-MSP le 16 avril 2024 à Nantes a permis aux acteurs publics ligériens de partager des freins et leviers à la coordination de l'action publique pour la mer et le littoral en Pays de la Loire. Le bilan des échanges a permis au projet Regina-MSP de s'assurer que les besoins identifiés dans la première phase de l'étude étaient bien partagés. Il a également donné l'occasion aux acteurs publics ligériens de la mer et du littoral de se rencontrer et d'échanger dans un cadre informel.

Ainsi, l'ensemble de ces travaux ont permis de formuler des recommandations à l'attention des autorités publiques régionales. Deux réunions d'échange ont eu lieu avec les services de la DIRM et de la Région pour présenter ces recommandations et échanger de leur pertinence. Ces autorités régionales pourront ainsi s'en saisir lors de la révision prochaine des programmes de mise en œuvre de leurs stratégies.

Méthodologie

L'atelier organisé par le projet Regina-MSP pour le cas d'étude des Pays de la Loire s'est déroulé le 16 avril 2024 à Nantes.

La première partie de l'atelier a été consacrée à des échanges en petits groupes, afin de favoriser les interactions et le partage d'expérience. Dans un premier temps, les participants ont été invités à identifier quelques enjeux et démarches de gestion autour de quatre thèmes d'importance pour la région des Pays de la Loire proposés par les organisateurs : loisirs nautiques, conchyliculture, environnement marin, risques littoraux. Après un premier partage autour des perspectives et outils à mobiliser pour améliorer la gestion de certains enjeux spécifiques, les participants ont été invités à approfondir quelques-uns de ces enjeux en s'interrogeant sur leurs intégrations dans les documents de planification locaux. Les participants ont également été invité à questionner le rôle des schémas de cohérence territorial (SCOT) dans la gestion de ces enjeux.

Lors de la seconde partie de l'atelier, la DIRM NAMO et la Région des Pays de la Loire ont présenté la mise en œuvre du Document stratégique de façade (DSF) et de l'Ambition maritime régionale.

Difficultés rencontrées

L'atelier a regroupé une vingtaine de participants travaillant pour les services de la Région, des collectivités territoriales et d'établissements publics. Néanmoins, il a été difficile d'engager certains services, comme par exemple ceux travaillant sur l'aménagement et la

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planification terrestre. Il a également été difficile d'engager les collectivités locales (seuls un des deux départements et quatre des quinze intercommunalités ont participé à l'atelier). Cette difficulté reflète celle rencontrée par les acteurs régionaux travaillant sur les enjeux maritimes et littoraux à engager l'ensemble des collectivités locales dans les instances de concertation. De même, elle reflète le sentiment exprimé par plusieurs acteurs lors des entretiens de ne pas être directement concerné par le sujet de la planification de l'espace maritime. Ceci met en lumière la complexité de la mise en œuvre de la planification de l'espace maritime, qui nécessite une double expertise sur les principes et outils de la planification spatiale et sur les enjeux maritimes, expertises souvent détenues par des services séparés et ayant peu d'interaction.

Main outputs

L'atelier a permis de confirmer que, malgré l'existence d'une multitude de stratégies locales traitant des enjeux maritimes et littoraux, celles-ci manquent parfois de précision concernant leur mise en œuvre concrète et le niveau d'exigence à atteindre. L'ouverture sur l'espace maritime de ces stratégies est encore timide et peu approfondie. De plus, les liens entre ces documents ne sont pas toujours clairs et simples à appréhender. La capacité d'adaptabilité des documents à des enjeux évoluant rapidement et la coordination des acteurs, dont les leviers d'actions ne sont pas toujours bien connus, sont des freins à leur mise en œuvre. Le niveau d'exigence de l'instruction des documents et des autorisations ainsi que l'existence d'espaces d'échanges ouverts entre acteurs ont été identifiés comme des leviers pour renforcer cette mise en œuvre et la qualité des actions.

L'atelier a également permis de confirmer que les schémas de Cohérence Territoriale (SCOT), outil majeur de planification spatiale à disposition des collectivités locales, peuvent jouer le rôle d'outil intégrateur et ainsi clarifier les orientations sur l'espace côtier à l'échelle locale. La prise en compte des enjeux maritimes et littoraux nécessite de conduire une approche intégrée et de dépasser la faible participation des acteurs mer et littoral aux concertations pour l'élaboration du document. Cependant, les leviers d'intervention du SCOT sur la mer et le littoral sont à préciser, de même que le lien avec les compétences en mer des collectivités locales. En effet celles-ci ont peu de prérogatives sur l'espace maritime, ce qui peut limiter la portée et l'opérationnalisation des orientations prises par le SCOT sur cet espace. Les textes réglementaires encadrant l'action des SCOTs sur la mer et le littoral nécessitent d'être clarifiés. Enfin, l'élaboration d'un volet maritime du SCOT demande un effort supplémentaire et pose la question des moyens humains et financiers des collectivités locales pour intégrer le sujet dans un processus d'élaboration de SCOT déjà complexe.

Contribution potentielle de l'atelier aux processus formels

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Les résultats de l'atelier ont permis de confirmer certains éléments mis en avant lors de l'étude conduite par le projet Regina-MSP en Pays de la Loire et de consolider les perspectives identifiées. Celles-ci ont été formulées dans les recommandations présentées et discutées avec les services de l'État (DIRM) et de la Région en charge de l'animation de l'Ambition maritime régionale. Ces autorités régionales pourront ainsi s'en saisir lors de la révision prochaine des programmes de mise en œuvre de leurs stratégies. Ces recommandations pourraient notamment aider les services de l'État à renforcer leur collaboration avec les collectivités territoriales lors de la révision du Document stratégique de façade NAMO, dont les travaux doivent démarrer prochainement.

Enfin, l'atelier a permis aux acteurs publics de Pays de la Loire de se rencontrer dans un cadre informel et de partager des contacts, dans un contexte où il n'est pas toujours évident d'identifier les bons interlocuteurs concernant les enjeux maritimes et littoraux dans les différents services des pouvoirs publics.

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F. Crete Region

Γενικό πλαίσιο

Η Κρήτη, το μεγαλύτερο από τα ελληνικά νησιά, είναι μια περιοχή πλούσια σε ιστορία και πολιτισμό, με μεγάλη ποικιλότητα τοπίων τόσο χερσαίων όσο και θαλάσσιων που την καθιστούν μοναδική περιοχή στην Ελλάδα. Είναι το μεγαλύτερο νησί της Ελλάδας και το πέμπτο μεγαλύτερο στη Μεσόγειο Θάλασσα με έκταση περίπου 8.336 τετραγωνικά χιλιόμετρα. Με πληθυσμό 617.360 κατοίκους (απογραφή 2021), η Κρήτη είναι το πολυπληθέστερο νησί της Ελλάδας ενώ παρουσιάζει χαμηλότερη δημογραφική οπισθοχώρηση σε σχέση με την υπόλοιπη χώρα. Επιπλέον, ένα από τα κύρια περιφερειακά του διαμερίσματα (περιοχή Λασιθίου) παρουσιάζει σημαντική αύξηση του πληθυσμού του, δηλαδή θετική δημογραφική ανάπτυξη. Αυτός ήταν ο τόπος όπου πραγματοποιήθηκε το πρώτο μας εργαστήριο κατά την εβδομάδα της CPMR (Conference of Peripheral Maritime Regions) στην Κρήτη, πολύ κοντά χρονικά στην αρχή του Έργου REGINA-MSP.

Η Κρήτη παρουσίαζε ραγδαία ανάπτυξη, πάνω από τον εθνικό μέσο όρο, για μεγάλο χρονικό διάστημα και βελτίωσε τη θέση της στην ελληνική οικονομία μέχρι το 2009. Η οικονομική δραστηριότητα και η απασχόληση κορυφώθηκαν το 2008, με την ενίσχυση του τουρισμού, του εμπορίου και του κλάδου των ακινήτων, ενώ ο πρωτογενής τομέας υποχώρησε σημαντικά (όχι τόσο σε επίπεδο παραγωγής αγαθών, αλλά κυρίως σε επίπεδο απασχόλησης) παραμένοντας ωστόσο σημαντικός στο νησί (Στρατηγικό Περιφερειακό Σχέδιο Κρήτης, 2020-2023). Ενώ η Κρήτη είναι ένα από τα λίγα ελληνικά νησιά που μπορεί να συντηρηθεί χωρίς να βασίζεται αποκλειστικά στον τουρισμό, η τουριστική βιομηχανία εξακολουθεί να διαδραματίζει κρίσιμο ρόλο, με το νησί να αποτελεί κορυφαίο παγκόσμιο τουριστικό προορισμό και να παρουσιάζει ισχυρή ανάκαμψη της τουριστικής ζήτησης μετά την πανδημική κρίση.

Εικόνα ο. Χάρτης που δείχνει τη θέση της Κρήτης στην Ελλάδα. Πηγή: Pinterest.

Το νησί φιλοξενεί ένα πολύτιμο φυσικό οικοσύστημα, όπως αποδεικνύεται από τις πολυάριθμους τόπους Natura 2000 στην περιοχή, πολλές από τις οποίες εκτείνονται στη θάλασσα ή βρίσκονται αποκλειστικά στην ανοικτή θάλασσα. Αυτές οι τοποθεσίες είναι απαραίτητες για τη διατήρηση των ευαίσθητων θαλάσσιων οικοσυστημάτων. Η Κρήτη φιλοξενεί επίσης πολλά υποθαλάσσια μνημεία πολιτιστικής κληρονομιάς, που προστατεύονται με ειδικές νομοθετικές πράξεις, για τη διαφύλαξη αυτών των αρχαιολογικών θησαυρών.

Ο χερσαίος και θαλάσσιος χώρος αντιμετωπίζει επί του παρόντος σοβαρές προκλήσεις και πιέσεις είτε λόγω κλιματικής κρίσης και ανεξέλεγκτης τουριστικής επέκτασης, είτε λόγω της δημιουργίας νέων θαλάσσιων χρήσεων π.χ. καταδυτικά πάρκα, δραστηριότητες κρουαζιέρας, υδατοκαλλιέργειες, πλωτές εγκαταστάσεις αιολικής ενέργειας, εξερεύνηση και εξόρυξη υδρογονανθράκων, κόμβοι logistics κ.λπ. Ενώ η Κρήτη αναγνωρίζεται ως μια βασική θαλάσσια χωρική ενότητα (Maritime Spatial Unit) στην Εθνική Χωρική Στρατηγική για τον Θαλάσσιο Χώρο και αυτό οφείλεται στη γεωπολιτική της σημασία, στον ενεργειακό και διαμετακομιστικό ρόλο της στη χώρα και στην περιοχή της Ανατολικής Μεσογείου, εκτός από τον σημαντικό τουριστικό της ρόλο. Παρά το γεγονός ότι η Κρήτη είναι τουριστικός προορισμός με διεθνή εμβέλεια και έχει μεγάλη γεωπολιτική σημασία για τη χώρα, δεν υπάρχει ακόμη εγκεκριμένο θαλάσσιο χωροταξικό σχέδιο που να αφορά την συγκεκριμμένη Θαλάσσια Χωρική Ενότητα.

Η ανάγκη ανάπτυξης και εφαρμογής ενός συγκεκριμένου περιφερειακού σχεδίου θαλάσσιου χωροταξικού σχεδιασμού είναι πλέον επιτακτική λόγω αυξανόμενων σωρευτικών πιέσεων. Οι συγκρούσεις μεταξύ παραδοσιακών και αναδυόμενων θαλάσσιων χρήσεων εντείνονται, λόγω της επέκτασης δραστηριοτήτων όπως η ναυτιλία, η αλιεία, ο τουρισμός και οι ανανεώσιμες πηγές ενέργειας.

Αυτές οι συγκρούσεις υπογραμμίζουν την ανάγκη για μια οργανωμένη προσέγγιση του ΘΧΣ που μπορεί να εναρμονίσει αυτά τα ανταγωνιστικά συμφέροντα. Επιπλέον, η προστασία του θαλάσσιου περιβάλλοντος και της βιοποικιλότητας είναι ζωτικής σημασίας. Η υποβάθμιση των θαλάσσιων οικοσυστημάτων λόγω της υπερεκμετάλλευσης, της ρύπανσης και της καταστροφής των οικοτόπων απαιτεί ένα σχέδιο που θα δίδει προτεραιότητα στις προσπάθειες διατήρησης, ενώ παράλληλα θα εξισορροπεί τις ανθρώπινες δραστηριότητες. Η κλιματική κρίση επιδεινώνει περαιτέρω αυτές τις προκλήσεις, ιδιαίτερα στις παράκτιες και θαλάσσιες περιοχές, όπου η άνοδος της στάθμης της θάλασσας, η οξίνιση των υδάτων και η αυξημένη ένταση των καταιγίδων απειλούν τόσο τα φυσικά όσο και τα ανθρώπινα συστήματα. Αυτό επιβάλλεται από την ύπαρξη διαφορετικών τομεακών σχεδίων που συχνά λειτουργούν μεμονωμένα, παραβλέποντας τους κρίσιμους παράγοντες που εκφράστηκαν

παραπάνω. Ένας ολιστικός σχεδιασμός συνεπάγεται μια πιο συμμετοχική διαδικασία και έναν ανοιχτό διάλογο με διαφορετικούς ενδιαφερόμενους φορείς είτε ισχυρούς είτε αδύναμους.

Επιπλέον, η εφαρμογή του ΘΧΣ στην Κρήτη απαιτεί ολοκληρωμένη συλλογή και διαχείριση δεδομένων για να διασφαλιστεί ότι η διαδικασία σχεδιασμού είναι καλά ενημερωμένη και αποτελεσματική. Ζητήματα όπως η άνιση κατανομή των οφελών από τις θαλάσσιες δραστηριότητες, η ανάγκη για συμμετοχή των ενδιαφερομένων και η ενσωμάτωση της βιοποικιλότητας και του κλίματος περιπλέκουν περαιτέρω το πλαίσιο του ΘΧΣ. Αυτές οι προκλήσεις απαιτούν μια συλλογική προσέγγιση που θα εξισορροπεί την οικολογική βιωσιμότητα με την οικονομική ανάπτυξη, υπογραμμίζοντας τη σημασία της αποτελεσματικής διακυβέρνησης και της συμμετοχής των ενδιαφερομένων στη διαδικασία σχεδιασμού.

Ο ρόλος των εργαστηρίων στη μελέτη περίπτωσης

Τρία (3) τοπικά εργαστήρια αλληλένδετα ως προς το περιεχόμενό τους - πραγματοποιήθηκαν στην Περιφέρεια Κρήτης (πιο συγκεκριμένα ένα στον Άγιο Νικόλαο (Λασίθι) τέλη Οκτωβρίου 2022 στο πλαίσιο της εβδομάδας CRPM στην Κρήτη και άλλα δύο στα Χανιά τον Φεβρουάριο του 2023 και τον Απρίλιο 2024 αντίστοιχα). Δεδομένου ότι δεν έχει ακόμη εγκριθεί Θαλάσσιο Χωροταξικό Πλαίσιο για την Περιφέρεια Κρήτης (ΘΧΕ 3), ο κύριος στόχος των εργαστηρίων ήταν να ξεκινήσει και να διευκολυνθεί η άτυπη διαβούλευση για τον ΘΧΣ σε περιφερειακό επίπεδο. Επιπλέον, όλη η εμπειρία από τα τοπικά εργαστήρια μεταφέρθηκε σε εθνικό επίπεδο μέσω ενός 4ου εργαστηρίου REGINA-MSP που πραγματοποιήθηκε στην Αθήνα στις 25 Ιουλίου 2024 στο πλαίσιο ενός ευρύτερου Συνεδρίου (τελικό συνέδριο του ερευνητικού έργου ΕΛΙΔΕΚ HERSEA στο Μουσείο Ακρόπολης) που ασχολήθηκε με τις πολιτικές εδαφικής συνοχής στον ελληνικό νησιωτικό χώρο, τις θαλάσσιες λειτουργικές ζώνες και τα λειτουργικά συμπλέγματα νησιών ως εργαλείο συνοχής και αποτελεσματικού ΘΧΣ αλλά και του ρόλου που μπορούν να παίξουν τόσο ο ΘΧΣ όσο και η γαλάζια οικονομία στη δημιουργία παραγόντων ήπιας ισχύος σε αυτές τις διασυνοριακές περιοχές.

Στο 1ο εργαστήριο (Λασίθι, 26 Οκτωβρίου 2022), συμμετείχαν οι περιφερειακές και τοπικές αρχές (Περιφέρεια Κρήτης και Δήμοι Αγίου Νικολάου και Σητείας) αλλά και εκπρόσωποι της Ευρωπαϊκής Επιτροπής και των Ελληνικών Υπουργεία (Περιβάλλοντος και Ενέργειας, Ναυτιλίας και Νησιωτικής Πολιτικής..). το Ελληνικό Κέντρο Θαλασσίων Ερευνών (ΕΛΚΕΘΕ), εκπρόσωποι του αλιευτικού κλάδου και άλλων βιομηχανιών θαλάσσιων δραστηριοτήτων. Συζητήθηκαν θέματα διακυβέρνησης σχετικά με τον τρόπο ενίσχυσης του ρόλου των Ελληνικών Περιφερειών στο ΘΧΣ και

πώς θα μπορούσαν να αρθρωθούν εθνικές και περιφερειακές δράσεις. Περίπου σαράντα (40) συμμετέχοντες παρακολούθησαν αυτό το εργαστήριο.

Το 20 εργαστήριο (Χανιά, Φεβρουάριος 2023) συνδιοργανώθηκε από το Υπουργείο Περιβάλλοντος και Ενέργειας (αρχή ΘΧΣ) και το Πάντειο Πανεπιστήμιο, για να κλείσει το έργο INTERREG THAL-CHOR 2 και να ενημερωθούν παράλληλα οι ενδιαφερόμενοι σχετικά με την έναρξη του έργου REGINA-MSP. Μετά από εκτενή χαρτογράφηση ενδιαφερομένων, προσκλήθηκαν όλες οι κατηγορίες περιφερειακών ενδιαφερομένων με αρμοδιότητες ΘΧΣ, με επίκεντρο τις Περιφερειακές Αρχές (Εντεταλμένος Περιφ.Σύμβουλος κ. Γ. Αλεξάκης), τον Δήμο Χανίων (Δήμαρχος Χανίων κ. Π.Σημανδηράκης), το Ελληνικό Κέντρο Θαλάσσιων Ερευνών (ΕΛΚΕΘΕ), το Τεχνικό Επιμελητήριο Δυτικής Κρήτης, το Πολυτεχνείο Κρήτης, Λιμενικοί φορείς και εκπρόσωποι του Λιμενικού Σώματος, μέσα μαζικής ενημέρωσης και πολλοί άλλοι. Το εργαστήριο αυτό διευκόλυνε την αλληλεπίδραση μεταξύ εθνικών και περιφερειακών/τοπικών αρχών καθώς και τοπικών φορέων και Πανεπιστημίων. Πενήντα (50) περίπου συμμετέχοντες παρακολούθησαν αυτό το εργαστήριο. Η Εθνική Χωρική Στρατηγική για το Θαλάσσιο Χώρο παρουσιάστηκε από την αρμόδια αρχή ΘΧΣ (Προισταμένη κ.Ε.Λάγιου) και συζητήθηκε από όλους τους συμμετέχοντες. Είχε επίσης προαναγγελθεί και η σύσταση Κοινότητας Πρακτικής για τον ΘΧΣ στην Μεσόγειο από την Ευρωπαϊκή Επιτροπή. Στο εργαστήριο συμμετείχαν τουλάχιστον 40 φορείς.

Το τρίτο εργαστήριο διοργανώθηκε από το Πάντειο Πανεπιστήμιο από κοινού με το Τεχνικό Επιμελητήριο Δυτικής Κρήτης στα Χανιά, στις 4 Απριλίου 2024. Σκοπός του συμμετοχικού εργαστηρίου ήταν η ευρεία συζήτηση με όλους τους εμπλεκόμενους φορείς (επιστήμονες, ιδιωτικούς φορείς, εκπροσώπους θαλάσσιων βιομηχανιών, μη κυβερνητικές οργανώσεις, ερευνητικά ινστιτούτα κ.λπ.) για θέματα που σχετίζονται με την ενεργειακή μετάβαση κυρίως μέσω της χωροθέτησης ΠΟΑΥΑΠ με υπεράκτια αιολικά στην Κρήτη. Ένας άλλος στόχος ήταν να προγραμματισθεί, να ιδρυθεί και να λειτουργήσει μιά Περιφερειακή Κοινότητα Πρακτικής και Καινοτομίας, με πρωτοπόρους την Περιφέρεια Κρήτης και το Τεχνικό Επιμελητήριο Ελλάδας - Τμήμα Δυτικής Κρήτης, υπό την καθοδήγηση του Παντείου Πανεπιστημίου.

Τέλος, το 40 εργαστήριο διοργανώθηκε στις 25 Ιουλίου 2024 στην Αθήνα . Ήταν μια συνέργεια με ένα άλλο ερευνητικό πρόγραμμα εθνικής εμβέλειας (το έργο HERSEA για την ανάπτυξη ενός δικτύου παρατήρησης για ΠΟΛΛΑ στην Ελλάδα) που πραγματοποίησε το τελευταίο του συνέδριο στο Μουσείο της Ακρόπολης. Η αναφορά όλων των δραστηριοτήτων του εργαστηρίου που πραγματοποιήθηκαν στην Κρήτη και των εκπαιδευτικών ενοτήτων REGINA-MSP που πραγματοποιήθηκαν επίσης στην Αθήνα (για τοπικό και περιφερειακό προσωπικό συμπεριλαμβανομένου του Κρητικού προσωπικού) ήταν ο βασικός στόχος αυτού του εργαστηρίου. Ήταν μια ευκαιρία να συζητηθεί η άρθρωση της εθνικής, περιφερειακής και τοπικής δράσης για την

εφαρμογή του ΘΧΣ. Οι ενδιαφερόμενοι σε εθνικό επίπεδο ενημερώθηκαν πλήρως για το έργο που επιτελέστηκε σε τοπικό επίπεδο (Κρήτη), κατά τη διάρκεια της Εκπαίδευσης REGINA-MSP για τοπικό και περιφερειακό προσωπικό και για τα υπό σύσταση CoPs. Η παρουσία τόσο του Υφυπουργού Ναυτιλίας και Νησιωτικής Πολιτικής όσο και του Γενικού Γραμματέα Χωροταξίας και Αστικού Περιβάλλοντος (αρχή MSP) έδωσε την ευκαιρία να ενημερωθούν πλήρως τα ελληνικά Υπουργεία που ενέκριναν το Πάντειο Πανεπιστήμιο να συμμετάσχει στο έργο REGINA-MSP και άλλα σχετικά έργα EMFAF.

Μεθοδολογία

Το εργαστήριο χρησιμοποίησε μια μεθοδολογία που προσπαθεί να εξασφαλίσει ολοκληρωμένη και συμμετοχική δέσμευση όλων των τομεακών και χωρικών ενδιαφερομένων φορέων και περιλαμβάνει :

- Πραγματοποιήθηκαν δομημένες παρουσιάσεις από εμπειρογνώμονες και ακαδημαϊκούς που παρείχαν πολύτιμες γνώσεις και πλαίσια ακολουθούμενες από συνεδρίες Q&A που επιτρέπουν στους συμμετέχοντες να αναζητήσουν διευκρινίσεις και να εμπλακούν απευθείας με τους ομιλητές.
- Διοργανώθηκαν στρογγυλές τράπεζες με συζητήσεις που συντονίζονταν από δημοσιογράφο ώστε να διευκολυνθούν οι εις βάθος συζητήσεις μεταξύ των συμμετεχόντων σχετικά με τα βασικά θέματα που είχαν επιλεγεί, π.χ. θαλάσσια και υποβρύχια πολιτιστική κληρονομιά στον ΘΧΣ, θέματα υπεράκτιων αιολικών πάρκων και των αντίστοιχων ΠΟΑΥΑΠ, Θαλάσσιος Χωροταξικός Σχεδιασμός και συντελεστές ήπιας ισχύος κλπ.
- Ασκήσεις χαρτογράφησης : Οι συμμετέχοντες συμμετείχαν σε ασκήσεις χαρτογράφησης για να εντοπίσουν οπτικά και να συζητήσουν βασικούς τομείς κοινωνικής, πολιτιστικής και περιβαλλοντικής σημασίας. Αυτή η πρακτική προσέγγιση βοήθησε στην ενσωμάτωση της τοπικής γνώσης και των προτεραιοτήτων στην διαδικασία σχεδιασμού.
- Ανοιχτή συζήτηση : σε όλα τα εργαστήρια, το Πρόγραμμα παρείχε χώρο και χρόνο σε όλους τους συμμετέχοντες να εκφράσουν τις απόψεις τους και να μοιραστούν τις εμπειρίες τους. Αυτή η τεχνική εξασφάλισε μια πιο ενεργή συμμετοχή.

Ιδιαιτερότητες και προκλήσεις

Συγκεντρώνοντας εθνικούς (αρμόδια αρχή ΘΧΣ και άλλα συναρμόδια Υπουργεία) και τοπικούς κυβερνητικούς φορείς, άλλους σχετικούς ενδιαφερόμενους φορείς και εκπροσώπους της κοινωνίας, τα εργαστήρια επιχείρησαν να διευκολύνουν άμεσα τον

διάλογο και τη διαβούλευση για θέματα σχετικά με το ΘΧΣ. Αυτή η δέσμευση διασφαλίζει ότι οι φωνές εκείνων που επηρεάζονται άμεσα από τις θαλάσσιες πολιτικές ακούγονται και λαμβάνονται υπόψη στη διαδικασία ΘΧΣ.

Ένα από τα βασικά θέματα του εργαστηρίου ήταν η ενσωμάτωση κοινωνικών και πολιτιστικών αξιών στον θαλάσσιο χωροταξικό σχεδιασμό. Αυτή η εστίαση βοήθησε να συζητηθούν τα συχνά παραμελημένα άυλα οφέλη του θαλάσσιου οικοσυστήματος (συμπεριλαμβανομένων των πολιτιστικών οικοσυστημικών υπηρεσιών), όπως η πολιτιστική ταυτότητα, η θαλάσσια ιθαγένεια και η αισθητική εκτίμηση. Η ενσωμάτωση αυτών των αξιών στη διαδικασία ΘΧΣ μπορεί να οδηγήσει σε πιο ολιστικά και επικεντρωμένα στην κοινότητα αποτελέσματα σχεδιασμού.

Εκτός από την αντιμετώπιση της ενεργειακής προσβασιμότητας και ασφάλειας στο πλαίσιο του ΘΧΣ, μέσω και των τριών εργαστηρίων με έμφαση σε αυτό που πραγματοποιήθηκε στα Χανιά στις 4 Απριλίου 2024 (σε συνεργασία με το Τεχνικό Επιμελητήριο Ελλάδος) διασφαλίζεται ότι τα ενεργειακά έργα, όπως τα υπεράκτια αιολικά πάρκα (OWFs), σχεδιάζονται και υλοποιούνται με βιώσιμο τρόπο. Κατά τη διάρκεια αυτού του τελευταίου τοπικού εργαστηρίου (Χανιά, 4 Απριλίου 2024) ένα άλλο αποτέλεσμα ήταν η ίδρυση μιάς Περιφερειακής Κοινότητας Πρακτικής και Καινοτομίας (Regional CoPI) σχετικά με τον τρόπο καλύτερης χωροθέτησης των ΠΟΑΥΑΠ στην περιοχή της Κρήτης, ελαχιστοποιώντας τις επιπτώσεις και προωθώντας την αρμονική συνύπαρξη με άλλες θαλάσσιες χρήσεις (τουρισμός, ενάλιες αρχαιότητες κ.λπ.). Αυτό χαιρετίστηκε πολύ θετικά από τις τοπικές και περιφερειακές αρχές λόγω του πραγματιστικού χαρακτήρα του.

Τέλος, κατά τη διάρκεια του Εθνικού Εργαστηρίου που διοργανώθηκε στο πλαίσιο ενός ευρύτερου Συνεδρίου (τελικό συνέδριο του έργου HERSEA στο Μουσείο της Ακρόπολης που πραγματοποιήθηκε στις 25 Ιουλίου 2024) οι ενδιαφερόμενοι φορείς εθνικού επιπέδου ενημερώθηκαν πλήρως για το έργο που εκτυλίχθηκε σε τοπικό επίπεδο (Κρήτη), σχετικά με το ρόλο της επιμόρφωσης σε θέματα ΘΧΣ των τοπικών και περιφερειακών στελεχών (εκπαίδευση REGINA-MSP) και για την ίδρυση Περιφερειακής Κοινότητας Πρακτικής και Καινοτομίας. Η παρουσία τόσο του Υφυπουργού Ναυτιλίας και Νησιωτικής Πολιτικής κ.Στέφανου Γκίκα όσο και του Γενικού Γραμματέα Χωρικού Σχεδιασμού και Αστικού Περιβάλλοντος κ.Ε.Μπακογιάννη (αρμόδια αρχή ΘΧΣ) μας έδωσε την ευκαιρία να ενημερώσουμε πλήρως τα ελληνικά Υπουργεία που ενέκριναν το Πάντειο Πανεπιστήμιο να συμμετάσχει στο έργο REGINA-MSP και σε άλλα σχετικά έργα EMFAF.

Πιθανή συμβολή των εργαστηρίων στις επίσημες διαδικασίες ΘΧΣ

Η κύρια συμβολή των εργαστηρίων στις επίσημες διαδικασίες ΘΧΣ είναι :

α/ η ανάπτυξη ικανοτήτων των περιφερειακών αρχών και η ενίσχυση του διαλόγου και της συμμετοχής των ενδιαφερομένων στις επερχόμενες διαδικασίες ΘΧΣ.

β/ η καλύτερη κατανόηση σε εθνικό επίπεδο ότι οι περιφερειακές αρχές θα πρέπει να έχουν ορισμένες αποφασιστικές αρμοδιότητες ως προς τον ΘΧΣ στο βαθμό που ορισμένες από τις σχετικές δραστηριότητες μπορούν να χαρακτηρισθούν ως «τοπικές υποθέσεις».

γ/η καλύτερη κατανόηση τόσο από πλευράς κράτους όσο και από πλευράς τοπικών/περιφερειακών αρχών ότι ο ΘΧΣ είναι μια διαδικασία που συμβαίνει σε πολλαπλές γεωγραφικές κλίμακες.

δ/ η συνειδητοποίηγση από πλευράς των περιφερειών της χώρας του γεγονότος ότι θα μπορούσαν να αιτηθούν την εκπόνηση υπο-περιφερειακού θαλάσσιου χωροταξικού σύμφωνα με τον νόμο 4759/2020 στην περίπτωση όπου χωρικές συγκρούσεις έχουν εκδηλωθεί μεταξύ είτε χρηστών της θάλασσας μεταξύ τους είτε μιάς θαλάσσιας δραστηριότητας σε σχέση με το θαλάσσιο περιβάλλον.

Κύρια αποτελέσματα των εργαστηρίων

- Η ανάλυση των θέσεων όλων των ενδιαφερομένων και της αρμόδιας αρχής που είναι το Υπουργείο Περιβάλλοντος και Ενέργειας (Γενική Γραμματεία Χωρικού Σχεδιασμού και Αστικού Περιβάλλοντος).
- Η παρουσίαση καλών πρακτικών αρμονικής συνύπαρξης χρήσεων (υπεράκτια αιολικά πάρκα, αλιεία, τουρισμός, περιοχές NATURA, θαλάσσιες προστατευόμενες περιοχές, ενάλιες αρχαιότητες, καταδυτικά πάρκα κ.λπ.)
- Ανάπτυξη συμμετοχικού σχεδιασμού σε περιφερειακό/τοπικό επίπεδο και συνεργασία μεταξύ των επιπέδων διακυβέρνησης.
- Η συζήτηση για τις Κοινότητες Πρακτικής (CoP) που προωθείται από το έργο REGINA-MSP και η πιθανή ίδρυση Περιφερειακής Κοινότητας Πρακτικής και Καινοτομίας (Περιφερειακή CoPI) για βέλτιστες λύσεις ενεργειακής μετάβασης, με έμφαση στις υπεράκτιες ΑΠΕ.
- Η ανταλλαγή απόψεων μεταξύ όλων των συμμετεχόντων.

Σχήμα 1. Φωτογραφίες από το 1ο συμμετοχικό εργαστήριο στο Λασίθι Κρήτης, Πηγή : Πάντειο Πανεπιστήμιο

Σχήμα 2. Φωτογραφίες από το 2ο και 3ο συμμετοχικό εργαστήριο στα Χανιά Κρήτης, Πηγή : Πάντειο Πανεπιστήμιο

Σχήμα 3. Φωτογραφίες από το 4ο εργαστήριο στο Μουσείο Ακρόπολης,

Πηγή : Πάντειο Πανεπιστήμιο

Regions to boost National Maritime Spatial Planning
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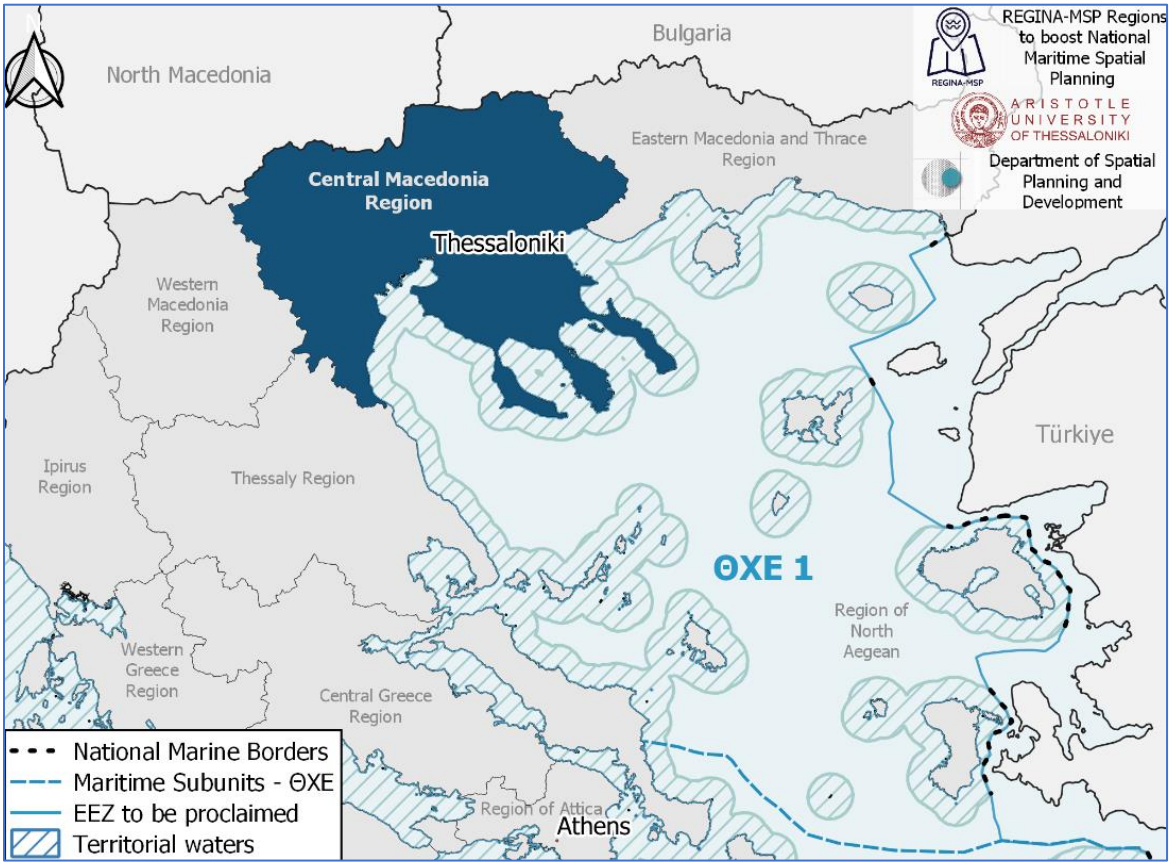
Πλαίσιο – Υφιστάμενη Κατάσταση

Η Περιφέρεια Κεντρικής Μακεδονίας (ΠΚΜ) είναι η δεύτερη σε πληθυσμό περιφέρεια της Ελλάδας μετά την Περιφέρεια Αττικής (Αθήνα), με πληθυσμό που ανέρχεται σε σχεδόν 1.8 εκατομμύρια κατοίκους. Βρίσκεται στο βόρειο τμήμα της Ελλάδας και έχει ακτογραμμή που ξεπερνά τα 700 km. Η Θεσσαλονίκη, που είναι η πρωτεύουσα της Περιφέρειας και η δεύτερη μεγαλύτερη πόλη στη χώρα είναι ένας ταχύτατα αναπτυσσόμενος διεθνής κόμβος μεταφορών, και με παράκτιο μέτωπο που εκτείνεται σε παραπάνω από 40 χλμ. Η Περιφέρεια Κεντρικής Μακεδονίας χαρακτηρίζεται από ένα μοναδικό και ευαίσθητο θαλάσσιο οικοσύστημα, αποτέλεσμα των γεωμορφολογικών ιδιαιτεροτήτων της (πολλοί ρηχοί και ημίκλειστοι κόλποι) και άλλων ευαίσθητων παράκτιων σχηματισμών (δέλτα, εκβολές ποταμών κ.λπ.) με πλούσια βιοποικιλότητα. Στην παράκτια ζώνη της ΠΚΜ εντοπίζονται επίσης αρκετές θαλάσσιες προστατευόμενες περιοχές, καθώς και ενάλιες αρχαιότητες.



Χάρτης 1: Η Θαλάσσια Χωρική Ενότητα 1 - ΘΧΕ1 (από τις συνολικά 4) όπου το πρώτο Θαλάσσιο Χωροταξικό Πλαίσιο της χώρας έχει συνταχθεί και αναμένει έγκριση Πηγή: επεξεργασία από την ερευνητική ομάδα ΑΠΘ

Αυτό το εύθραυστο θαλάσσιο οικοσύστημα δέχεται συνεχείς πιέσεις λόγω συγκέντρωσης συγκεκριμένων θαλάσσιων χρήσεων (κυρίως υδατοκαλλιέργειες και θαλάσσιες μεταφορές), καθώς και λόγω ισχυρών αλληλεπιδράσεων μεταξύ στεριάς και θάλασσας.

Ο τουρισμός και οι υδατοκαλλιέργειες είναι από τους πιο σημαντικούς οικονομικούς κλάδους όχι μόνο για τη μητροπολιτική περιοχή της Θεσσαλονίκης αλλά και για ολόκληρη την περιφέρεια. Περίπου το 80% της εθνικής παραγωγής μυδιών καλλιεργείται στον κόλπο της Θεσσαλονίκης (έξω Θερμαϊκός Κόλπος). Επιπλέον, η Θεσσαλονίκη συνεισφέρει περίπου κατά 10% στο Ακαθάριστο Εγχώριο Προϊόν, ενώ μαζί με την Αθήνα συγκεντρώνουν το 60% περίπου της παραγωγικής δραστηριότητας και το 50% περίπου του πληθυσμού της χώρας. Κατά μήκος των ακτών της ΠΚΜ, παρατηρείται έντονη παράκτια δόμηση/αστικοποίηση, ως αποτέλεσμα της ανεξέλεγκτης αστικής διάχυσης της μητροπολιτικής περιοχής της Θεσσαλονίκης και του παράκτιου τουρισμού, που αναπτύσσεται ειδικά στις χερσονήσους της Χαλκιδικής.

Στο θαλάσσιο χώρο της ΠΚΜ υπάρχει ανάγκη για ολοκληρωμένο και βιώσιμο χωροταξικό σχεδιασμό, λαμβάνοντας υπόψη την οικοσυστημική προσέγγιση, τις τάσεις της γαλάζιας ανάπτυξης και την κλιματική αλλαγή. Η Περιφέρεια Κεντρικής Μακεδονίας εντοπίζεται στη Θαλάσσια Χωρική Ενότητα του Βορείου Αιγαίου (ΘΧΕ 1) (Χάρτης 1) όπου και το πρώτο (από τα 4) Θαλάσσια Χωροταξικά Πλαίσια της χώρας έχει συνταχθεί και αναμένει έγκριση.

Ο ρόλος των συναντήσεων εργασίας στην ΠΜΚ

Στην Περιφέρεια Κεντρικής Μακεδονίας (και συγκεκριμένα στη Θεσσαλονίκη) πραγματοποιήθηκαν δύο, αλληλένδετες ως προς το περιεχόμενο, συναντήσεις εργασίας (Εικόνα 2). Δεδομένου ότι το Θαλάσσιο Χωροταξικό Πλαίσιο για το Βόρειο Αιγαίο (ΘΧΕ 1) δεν έχει ακόμα θεσμοθετηθεί, ο στόχος των δύο συναντήσεων εργασίας ήταν να εκκινήσουν και να διευκολύνουν μια άτυπη διαβούλευση σχετικά με το Θαλάσσιο Χωροταξικό Σχεδιασμό, δίνοντας έμφαση στο θαλάσσιο χώρο ένθεν της Περιφέρειας.

Στην πρώτη συνάντηση εργασίας (30 Μαΐου 2023) συμμετείχαν στελέχη από τον α’ και β’ βαθμό της τοπικής αυτοδιοίκησης (Περιφέρεια Κεντρ. Μακεδονίας και παράκτιοι Δήμοι της ΠΚΜ). Πέρα από την κατανόηση του ΘΧΣ ως μιας ευρωπαϊκής και εθνικής διαδικασίας, η συνάντηση επικεντρώθηκε και σε ζητήματα διακυβέρνησης (αρμοδιοτήτων, διαβουλεύσεων, αδειοδοτήσεων κλπ.) και στο ρόλο που οι ελληνικές περιφέρειες και κατ’ επέκταση η ΠΚΜ μπορούν να διαδραματίσουν στο πλαίσιο του ΘΧΣ. Σε αυτή τη συνάντηση εργασίας συμμετείχαν 55 στελέχη.

Η δεύτερη διήμερη συνάντηση εργασίας (22-23 Μαΐου 2024) ήταν πιο συμπεριληπτική. Καθώς είχε προηγηθεί καταλογογράφηση/χαρτογράφηση όλων των ενδιαφερόμενων μερών (stakeholders) σε περιφερειακό επίπεδο, οι προσκεκλημένοι προέρχονταν από όλες τις ομάδες ενώ ιδιαίτερη έμφαση δόθηκε σε παραγωγικούς τομείς και επαγγελματίες. Η

συνάντηση εργασίας ενθάρρυνε την αλληλεπίδραση μεταξύ διάφορων κλάδων και περιβαλλοντικών φορέων με την τοπική αυτοδιοίκηση α’ και β΄ βαθμού καθώς και με φορείς της κεντρικής διοίκησης. Την 1η ημέρα της συνάντησης παρευρέθηκαν 70 συμμετέχοντες ενώ στη δεύτερη 31.

Εικόνα 2: Στιγμιότυπα από τα τοπικά εργαστήρια
Πηγή: αρχείο ερευνητικής ομάδας ΑΠΘ

Μεθοδολογία

Τα εργαστήρια χρησιμοποίησαν ποικίλες μεθόδους εργασίας και εργαλεία για την επίτευξη των βασικών στόχων.

Παρουσιάσεις: και στις δύο συναντήσεις εργασίας πραγματοποιήθηκαν παρουσιάσεις από ειδήμονες σε ζητήματα γενικού ενδιαφέροντος (σχετικά με τον ΘΧΣ, τις Ευρωπαϊκές και Εθνικές Πολιτικές κλπ.) αλλά και στοχευμένες τοποθετήσεις για το θαλάσσιο χώρο της Περιφέρειας Κεντρικής Μακεδονίας (λ.χ. υδατοκαλλιέργειες, αλιεία, υπεράκτιες ΑΠΕ, ενάλιες αρχαιότητες).

Ομάδες εργασίας: στη δεύτερη συνάντηση εργασίας οι συμμετέχοντες χωρίστηκαν σε ομάδες για να συζητήσουν (έχοντας ως βάση ένα ειδικό ερωτηματολόγιο) για τις εξής

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θεματικές: 1. Περιβάλλον, 2. Λιμάνια και υποδομές, 3. Αλιεία και Υδατοκαλλιέργειες, 4. Τουρισμός και πολιτιστική κληρονομιά.
SLIDO: η διαδραστική πλατφόρμα Slido χρησιμοποιήθηκε στη ροή και των δύο συναντήσεων εργασίας, με στόχο την αλληλεπίδραση και την ενθάρρυνση της συμμετοχής των παραβρισκόμενων. Επίσης, αξιοποιήθηκε για να συλλεχθούν πληροφορίες σχετικά με δεδομένα και στοιχεία αναφορικά με την υφιστάμενη κατάσταση στην ΠΚΜ.
MSP game: προπτυχιακοί φοιτητές και φοιτήτριες του ΑΠΘ (που συμμετείχαν στο μάθημα "Θαλάσσιος Χωροταξικός Σχεδιασμός" - ΤΜΧΑ) παρουσίασαν αυτό το παιχνίδι με στόχο την ευαισθητοποίηση των συμμετεχόντων σε θέματα Θαλάσσιου Χωροταξικού Σχεδιασμού, στο χώρο της Περιφέρειας Κεντρικής Μακεδονίας.
Ανοιχτή συζήτηση / Διάλογος: και στις δύο συναντήσεις εργασίας υπήρξε η πρόβλεψη χρόνου για εποικοδομητικό διάλογο μεταξύ των συμμετεχόντων ώστε να εκφραστούν και να μοιραστούν τις εμπειρίες τους, εξασφαλίζοντας την ενεργό συμμετοχή τους.

Ιδιαιτερότητες και προκλήσεις

Η Περιφέρεια Κεντρικής Μακεδονίας (ΠΚΜ) βρέχεται από το Βόρειο Αιγαίο Πέλαγος (Θαλάσσια Χωρική Ενότητα 1 - ΘΧΕ1), για την οποία έχει εκπονηθεί Θαλάσσιο Χωροταξικό Πλαίσιο και εκκρεμεί η έγκρισή του. Το γεγονός αυτό λειτούργησε ως καταλύτης για τις περιφερειακές και τοπικές αρχές, τη διοίκηση και τους ενδιαφερόμενους φορείς, με αποτέλεσμα να εκδηλωθεί μεγάλο ενδιαφέρον για τη συμμετοχή στα δύο τοπικά εργαστήρια ΘΧΣ που διοργάνωσε η ομάδα του ΑΠΘ. Άλλωστε, στην ΠΚΜ, υπάρχει μεγάλη εξοικείωση με συμμετοχικές διαδικασίες και διαχρονικά υψηλή συμμετοχή σε διαβουλεύσεις, σχετικά με τοπικές και περιφερειακές υποθέσεις που επηρεάζουν την ποιότητα ζωής και την ευημερία των τοπικών κοινωνιών.

Μια άλλη σημαντική παράμετρος που εξασφάλισε αυτή τη μεγάλη συμμετοχή ήταν το ενδιαφέρον και η δέσμευση της Περιφέρειας Κεντρικής Μακεδονίας (η οποία είναι συνεργαζόμενος εταίρος του REGINA-MSP). Τέσσερα (4) μέλη του Τμήματος Χωρικού Σχεδιασμού (συμπεριλαμβανομένης της Προϊσταμένης) συμμετείχαν αδιάλειπτα και ουσιαστικά, όχι μόνο στη διοργάνωση των τοπικών συναντήσεων εργασίας, αλλά και σε όλες τις εργασίες που πραγματοποιήθηκαν στο πλαίσιο του έργου.

Τέλος, θα πρέπει να σημειωθεί ότι η καταλογογράφηση/χαρτογράφηση των υφιστάμενων ενδιαφερόμενων μερών για το ΘΧΣ στην ΠΚΜ έγινε για πρώτη φορά από το ΑΠΘ, με την ευκαιρία του έργου REGINA-MSP. Οι δύο συναντήσεις εργασίας αποτέλεσαν στην πραγματικότητα την αφορμή για την πρώτη αλληλεπίδραση μεταξύ των τοπικών φορέων της περιφέρειας. Τα εργαστήρια που υλοποιήθηκαν στο πλαίσιο του REGINA-MSP,

κατάφεραν να ευαισθητοποιήσουν τις τοπικές κοινότητες της ΠΚΜ σε θέματα ΘΧΣ, διευκόλυναν την ανταλλαγή εμπειριών, καθώς και την κατανόηση των αξιώσεων όλων των παραγωγικών τομέων. Επίσης, ειδικά το δεύτερο εργαστήριο κατόρθωσε να εμπλέξει παραδοσιακά ισχυρά οικονομικά καθεστώτα της περιοχής (π.χ. το διεθνή λιμένα της Θεσσαλονίκης, τα ΕΛΠΕ, τις ναυπηγοεπισκευαστικές επιχειρήσεις) καθώς και ανερχόμενα (π.χ. νέες επιχειρήσεις ΑΠΕ). Όσον αφορά στους αλιείς, οι οποίοι αποτελούν τους πιο παραδοσιακούς επαγγελματίες της θάλασσας (με βαθιά γνώση των χαρακτηριστικών της), συγκαταλέγονται μεταξύ των πιο περιθωριοποιημένων διακυβευματιών στο ΘΧΣ. Και αν και είναι οργανωμένοι σε πολυάριθμες ενώσεις, υπάρχουν ελάχιστα διαθέσιμα στοιχεία επικοινωνίας, και κατ' επέκταση προσέγγισής τους.

Συμβολή των συναντήσεων εργασίας στις επίσημες διαδικασίες ΘΧΣ

Δεδομένου ότι ο βασικός στόχος των δύο συναντήσεων εργασίας που διοργανώθηκαν στη Θεσσαλονίκη ήταν η έναρξη και η διευκόλυνση μιας άτυπης διαβούλευσης σχετικά με το ΘΧΣ σε περιφερειακό επίπεδο, η συμβολή στις επίσημες διαδικασίες ΘΧΣ είναι άμεση και προφανής.

Μεταξύ των διαφόρων εργασιών που πραγματοποιήθηκαν κατά τη διάρκεια των συναντήσεων εργασίας, οι ενδιαφερόμενοι φορείς κατέθεσαν τις αξιώσεις τους και αντάλλαξαν πολύτιμες πληροφορίες, εξετάζοντας θέματα χωρικής κατανομής και τομεακών προτεραιοτήτων για το θαλάσσιο χώρο της περιφέρειας. Στο μέλλον, αυτά τα αποτελέσματα θα μπορούσαν να χρησιμεύσουν ως αφετηρία μιας επίσημης διαβούλευσης σε εθνικό και περιφερειακό επίπεδο, αλλά και ως εισροές στη σύνταξη ενός πιο λεπτομερούς σχεδίου για το θαλάσσιο χώρο της Περιφέρειας Κεντρικής Μακεδονίας.

Βασικά ευρήματα

Ο ΘΧΣ στην Ελλάδα είναι υπόθεση της κεντρικής κυβέρνησης και τα Θαλάσσια Χωροταξικά Πλαίσια έχουν στρατηγικό χαρακτήρα. Το γεωγραφικό πεδίο εφαρμογής κάθε Πλαισίου αναφέρεται συνήθως σε ένα σύνολο (χερσαίων) περιφερειών. Η ευαισθητοποίηση του κοινού όσον αφορά το ΘΧΣ είναι ακόμη περιορισμένη ενώ οι περιφερειακές και τοπικές αρχές έχουν περιορισμένη ισχύ και συμμετοχή.

Οι δύο συναντήσεις εργασίας που διοργανώθηκαν στη Θεσσαλονίκη κατάφεραν να ενισχύσουν την αυτοπεποίθηση των περιφερειακών και τοπικών αρχών στον τομέα του ΘΧΣ. Επί του παρόντος, οι ελληνικές Περιφέρειες συμμετέχουν έμμεσα στην εθνική

διαβούλευση για το ΘΧΣ καθώς εκπροσωπούνται στο Εθνικό Συμβούλιο Χωροταξίας από ένα μόνο μέλος της Ένωσης Περιφερειών Ελλάδας. Μετά τις συναντήσεις εργασίας που πραγματοποιήθηκαν στο πλαίσιο του REGINA-MSP, η Περιφέρεια Κεντρικής Μακεδονίας βρίσκεται σε εγρήγορση για να διεκδικήσει έναν πιο ουσιαστικό ρόλο στις κεντρικές διαδικασίες ΘΧΣ, τόσο όσον αφορά το θαλάσσιο χώρο της, αλλά και το Βόρειο Αιγαίο (ΘΧΕ1).

Επιπλέον, η περιφερειακή αρχή της Κεντρικής Μακεδονίας έδειξε μεγάλο ενδιαφέρον να ηγηθεί μιας από τα κάτω (bottom-up) πρωτοβουλίας για την κατάρτιση θαλάσσιου χωροταξικού σχεδίου για τις τοπικές θάλασσες της Περιφέρειας, καθώς και μιας περιφερειακής θαλάσσιας στρατηγικής. Για το σκοπό αυτό, απαιτείται να αντιμετωπιστούν ελλείψεις/κενά σε σχέση με τα ακόλουθα: **i. υφιστάμενη κατάσταση**: για την υλοποίηση ΘΧΣ στις τοπικές θάλασσες τις ΠΚΜ, χρειάζεται να προηγηθούν μια σειρά αναλύσεων και μελετών, όπως αναλύσεις διάδρασης στεριάς-θάλασσας (LSI analysis), ανάλυση κινδύνου (risk analysis), οικονομικές αναλύσεις (για την αξιολόγηση της συμβολής των θαλάσσιων τομέων στην περιφερειακή οικονομία), **ii. γεωχωρικά δεδομένα:** υπάρχει μεγάλος κατακερματισμός των δεδομένων σε διάφορες υπηρεσίες του δημόσιου τομέα, ενώ υπάρχουν και αρκετά δεδομένα που δεν είναι καν διαθέσιμα (όπως οι βιότοποι του βυθού, τα ατμοσφαιρικά φαινόμενα, κ.λπ.), **iii. θαλάσσια διακυβέρνηση**: η ενίσχυση του ρόλου των ελληνικών Περιφερειών στον εθνικό θαλάσσιο χωροταξικό σχεδιασμό είναι αδιαπραγμάτευτη. Στην περίπτωση της ΠΚΜ, είναι σημαντικό να δημιουργηθεί ένα σχήμα διακυβέρνησης στο οποίο θα συμμετέχουν οι 5 ελληνικές Περιφέρειες που «βρέχονται» από το Βόρειο Αιγαίο (ΘΧΕ1).

Στο θαλάσσιο χώρο της Περιφέρειας Κεντρικής Μακεδονίας, ειδική έμφαση θα πρέπει να δοθεί στο Θερμαϊκό Κόλπο, τόσο γιατί πρόκειται για ένα ευαίσθητο οικοσύστημα που χρήζει υψηλής προστασίας, όσο και γιατί τελευταία αποτελεί έναν τόπο με διαρκώς ανοδικό ενδιαφέρον για επέκταση διάφορων θαλάσσιων χρήσεων, υφιστάμενων και νέων (π.χ. υπεράκτιες ΑΠΕ), ως αποτέλεσμα της εγγύτητας με τη μητροπολιτική περιοχή της Θεσσαλονίκης.

REGINA-MSP PROJECT CONTACT

olivier.laroussinie@cerema.fr

reginamsp.cerema@gmail.com

REGINA-MSP PROJECT COORDINATOR

Centre d'Expertise sur les Risques, l'Environnement, la Mobilité et l'Aménagement

Technopôle Brest Iroise

155 rue Pierre Bouguer

29 280 Plouzané, France