22nd MEETING OF THE WORKSHOPS FOR THE IMPLEMENTATION OF THE EUROPEAN LANDSCAPE CONVENTION

"Water, landscape and citizenship in the face of global change"

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Towards quality marine landscape plans

or Integrating "quality landscapes-seascapes" in Marine/Maritime Spatial Planning

A focus on policy implications

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Key definitions and structure of presentation

- 1. Our understanding of conservation is changing
- 2. What is blue growth and what is MSP?
- 2. MSP nature and progresses
- **3. Quality landscapes-seascapes and different MSP approaches**
- **4. Marine Landscapes-Seascapes (MLS)**
- **5. Underwater Landscapes (ULs)**
- **5. How to integrate ULs and MLS in MSP ?**
- **6. Key challenges and Policy recommendations**

Our understanding of conservation is changing

	Meaning of conservation	
Prior to the 60s	**“nature for itself”**	Humans were considered separate from the environment with areas of wilderness locked away in reserves…
Over the turn of the century	**“nature despite people”**	avoiding extinction and loss of species was our focus
	“nature for people”	the value of **ecosystem services** was recognised and explored
The focus is no longer on isolated reserve “islands” in a landscape…instead		
We recognise the need to create **shared landscapes between people and nature**, with strong emphasis on maintaining ecological processes, adaptability and resilience in these **social-ecological systems**		

Threats and hazards that landscapes/seascapes face

Due to the blue growth trend for high productivity

- Growing demand for the development of sea-uses and installations (e.g bridges, platforms, windfarms), needing more and more space in the sea (surface, sea column, seabed)
- Growing demand for investments in the sea (exploitation of living and non-living resources)
- Need for the construction of general interest installations (pipelines, power cables, dredging etc)

Due to climate change

- Changing environmental conditions of the sea waters (temperature, etc)
- Coastal erosion (affecting seabed morphology)
- Sea level rise (affecting mainly coastal monuments)
- Extreme weather conditions (strong waves, etc)

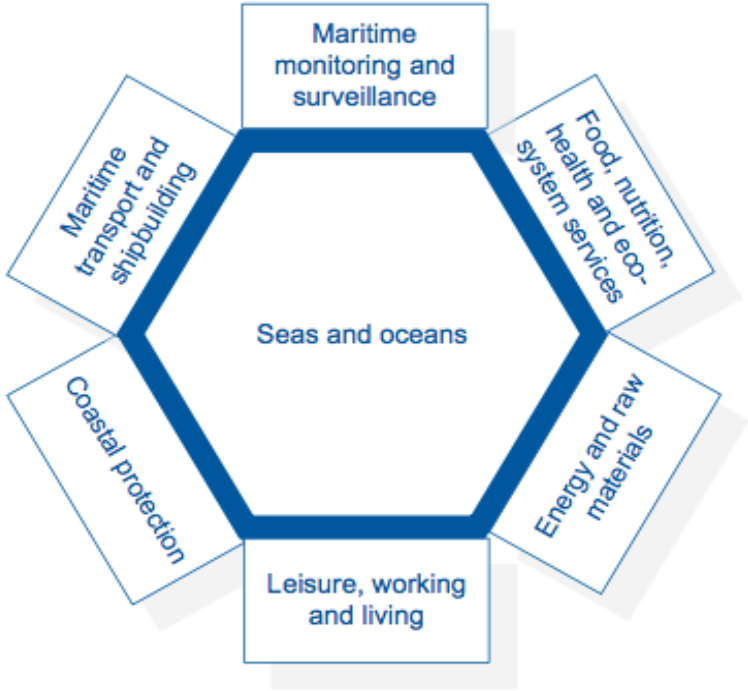
What is blue growth ?

Blue growth thinking

The blue growth thinking has its origin in the idea that maritime economic activities cannot be sufficiently developed through a sectoral approach but rather through a **holistic management of complex marine social-ecological systems.**

Maritime Functions

The Blue Growth approach considers the perspective of maritime functions. Thus, a total of six broad functions have been distinguished: Maritime transport and shipbuilding, Food, nutrition, health and **ecosystem services**, Energy and raw materials, **Leisure**, **working and living**, **Coastal protection**, and Maritime monitoring and surveillance.



These maritime functions were divided into a set of 27 maritime economic activities or sub-functions.

Both blue growth thinking and some of the maritime functions are directly linked to protection, management and planning of landscape

The roots of the blue growth concept

Blue growth is rooted in Sustainable development

- Environmental/resource dimension defined in Stockholm in 1972 at the 1st UN conference on SD; Economic dimension at the 2nd UN conference on SD in Rio, in 1992; Social dimension at the 3rd UN conference on SD in Johannesburg, in 2002.
- At the backdrop of the international financial crisis, the 4th conference on SD, Rio + 20, held in Rio in 2012, emphasised a new concept : the one of “green growth”. According to the OECD “green growth means fostering economic growth and development while ensuring that natural assets continue to provide the resources and environmental services on which our well-being relies”.
- Realising the power and attractiveness of this new concept and its close association to growth that derives from terrestrial ecosystems, a group of small island nation states (SIDS) emphasised the importance of the blue economy - that is the multi-faceted economic and social importance of the ocean and inland waters - and thus the importance of “blue growth”.

Blue growth and landscape thinking are not incompatible and landscape protection is a prerequisite for developing promising maritime sectors where there is a great potential for new jobs and growth, e.g. tourism.

What is MSP ?

The Maritime Spatial Planning (MSP) Directive, published in 2014, defines MSP “as a process by which the relevant Member State’s (MS) authorities analyse and organise human activities in marine areas to achieve ecological, economic and social objectives” (EU, 2014).

- MS must implement maritime plans to ensure that human activities are developed within an EBM approach achieving the Good Environmental Status (GES) required within the Marine Strategy Framework Directive (MSFD) - the environmental pillar of the Integrated Maritime Policy of the European Union (EU) adopted in July 2008. The MSFD provides an integrated approach to the protection of European coasts, marine waters, and natural resources and a framework for the sustainable use of marine waters.
- Its aim is to achieve Good Environmental Status (GES) in European marine waters by 2020.

What is MSP ?

- Historically, MSP was understood to be the strategic placement of human activities at the sea, in order to achieve the regulation, management and protection of the marine environment in such a way as to mitigate, if not to minimise conflicts and negative effects on the marine ecosystem, and to increase synergies.

- The described process can be achieved through widely acceptable spatial plans resulting from regular consultation among stakeholders, ensuring their active involvement in planning, throughout the whole implementation period and ideally from the beginning of the process (Ehler and Douvere, 2007).

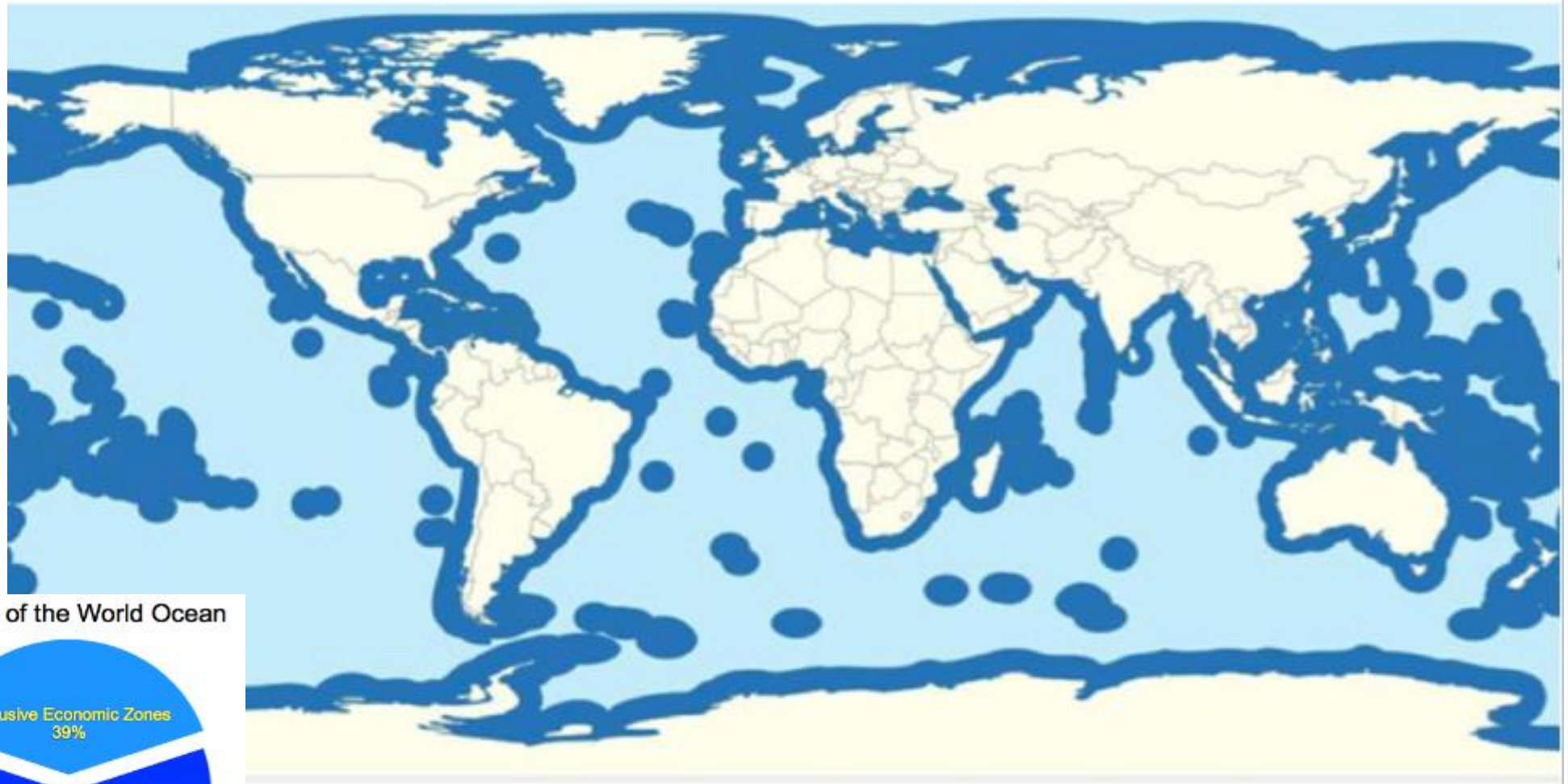
- In recent years, MSP is gaining increasing importance as a new planning and management procedure for an integrated, ecosystem-based management of marine areas, which are partially considered as a continuation of the land and focus is being put on land-sea interactions.

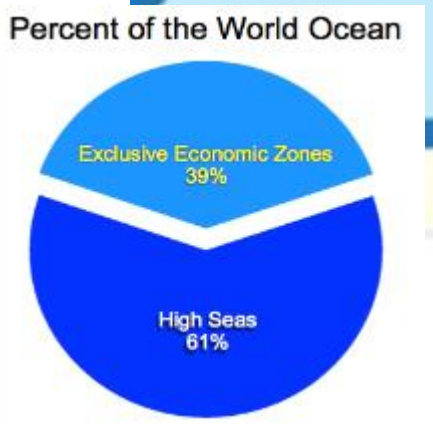
Credit: Jochen Lamp, WWF-Germany

MSP Progress

- MSP has experienced an intense and dynamic growth on the international scale in recent years and several practices have emerged from different continents and countries.
- Integrated marine spatial plans have been implemented by about 20 countries.
- By 2030 at least 1/3 of the surface area of the world's exclusive economic zones (EEZ) will have government-approved marine spatial plans.

EEZs of the World





About 150 of the World's 195 countries have an EEZ
Area of World's EEZs is ≈ 140,000,000 km^2
Area of World's High Seas is ≈ 220,000,000 km^2

MSP in the EU

- In the European Union, the process of legal transposition of the MSP Directive (2014/89/EU) into respective national laws, engaging Member States in the preparation of maritime spatial plans, is currently almost complete. The authorities competent for the implementation of the Directive were designated by 18 September 2016 and maritime spatial plans should be established by 31 March 2021.
- Marine spatial planning initiatives are expanding rapidly, including those by developing countries and institutions, such as IOC-UNESCO, FAO and UNEP. Marine spatial planning research and networking are growing rapidly…

MSP and terrestrial planning

- legal status as terrestrial spatial planning
- linked to the management of coastal zones (ICZM)
- ICZM is defined by the Protocol as a "dynamic process for the sustainable management and use of coastal zones, taking into account at the same time the fragility of coastal ecosystems and landscapes, the diversity of activities and uses, their interactions, the maritime orientation of certain activities and uses and their impact on both the marine and land parts." (ICZM Protocol, art. 2f).
- spatial planning of coastal zones is an essential component of the ICZM Protocol, as one of the main objectives of ICZM is to "facilitate, through the rational planning of activities, the sustainable development of coastal zones by ensuring that the environment and landscapes are taken into account in harmony with economic, social and cultural development" (ICZM Protocol, art. 5).
- land-sea interaction emphasised by the European Union Territorial Agenda, toward territorial cohesion.

Landscape is just as important for marine planning as for terrestrial planning.

MSP related challenges

- conceptual complexity – from sustainable development to ecosystem-based management
- greater territorial dimension (EEZ, ABNJ…)
- increased complexity of coastal-marine planning
    - transdisciplinarity of the approach
    - successive environmental-based (ecosystem-based management) and economics-based (blue growth) focuses
- need to develop territorial planning techniques in maritime space including cohesion, place-based approaches, participatory planning and landscape planning)

MSP as regulating tool

- Demand for marine goods and services (food, energy, habitats) is rising and often exceeds the capacity of marine areas and this can have serious impacts to landscapes/seascapes;
- Free access to marine resources, including ocean space, often leads to over use, conflicts, and eventual degradation of marine resources;
- Marine goods and services are not priced in the market, e.g. ecosystem services. Conflicts often cannot be resolved and trade-offs are made through economic analysis alone.

Consequently :

- A regulating tool must be used to decide what mix of outputs or goods and services from the marine space should be produced over time and space… In this context, the Convention related landscape/seascape approach can have an important weight…

MSP Process characteristics

Place-based	*Focusing on marine spaces that people can understand, relate to, and care about*
Participatory	*Building and engaging a broad base of stakeholders to ensure long-term support for management of the marine space*
Multi-objective and integrated	*Achieving social and economic objectives as well as ecological; including all important economic sectors*
Strategic and future-oriented	*Considering alternative scenarios and means to achieve a desired spatial vision of the marine space*
Ecosystem-based	*Focusing on maintaining coastal and marine ecosystem services over time*
Continuing and adaptive	*Emphasising performance monitoring and evaluation of the success of management actions—and learning by doing*
Government led	*Engaging the institutions primarily responsible for implementing the plan*

Landscape planning to be embedded in MSP

Landscape planning as a forward-looking action to enhance, restore and create landscapes

Landscape quality objective Involving competent public authorities taking into account aspirations of the public

Landscape management from a Sustainable Development Perspective

Ecosystem-based approach and integrated planning, strongly related to landscape planning

According to the objectives set by the Marine Strategy Framework Directive (MSFD) and the Integrated Maritime Policy (IMP), MSP should be able to:

- formulate and implement the ecosystem-based approach;
- clearly and undoubtedly ensure the future of investments in maritime sectoral activities ;
- prevent or reduce conflicts between different uses of marine space through integrated planning

Main challenge

How to explicitly integrate landscape/seascape protection, planning and management in MSP ?

The WEST-MED initiative

- 6 key themes

No explicit reference to the Mediterranean Landscape/Seascape

1. a smart and innovative western Mediterranean basin
2. a safer and more secure maritime space: increasing capacity in delivering coastguard functions
3. sustainable consumption and production
4. advancing governance in the western mediterranean basin
5. maritime transport and ports: new technologies and skills for the maritime professions
6. an attractive western Mediterranean basin: sustainable maritime tourism

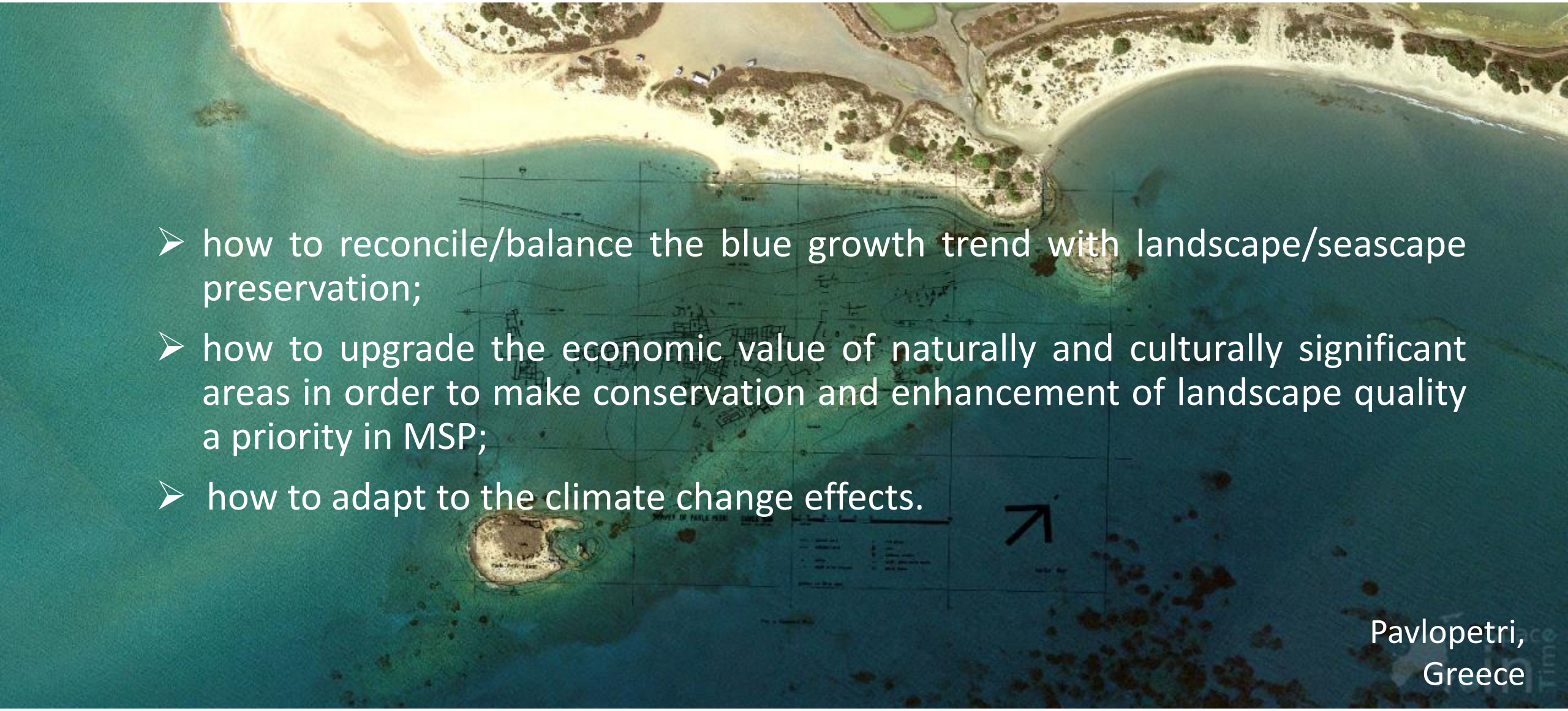
Opportunities and challenges

- landscape/seascape planning should be envisaged as part of a wider planning and management process;
- to achieve consistency between terrestrial and maritime landscape planning;
- terrestrial and maritime landscape plans should be co-ordinated;
- participatory procedures should be ensured (if possible, from the very beginning);
- to incorporate the future in all planning activities;
- the issue of monitoring and evaluation of plans is crucial;
- how to raise awareness and mainly co-operation for planning in cross-border regions;
- to ensure local support by well designed local institutions.

Concluding remarks

- MSP is now recognised as a key political tool both for the implementation of development goals related to the sea and oceans and the sustainability and ecosystem management approaches.
- However, the key challenge across Europe remains how the MSP will translate its principles into concrete practices.
- Social and cultural dimensions, especially in peopled and crowded seas (e.g insular regions), are often discussed but officially neglected…
- Opening the discussion about Marine Quality Landscape Plans will certainly enrich the MSP Agenda with social and cultural considerations and with smart, creative and cohesive aspects of MSP.

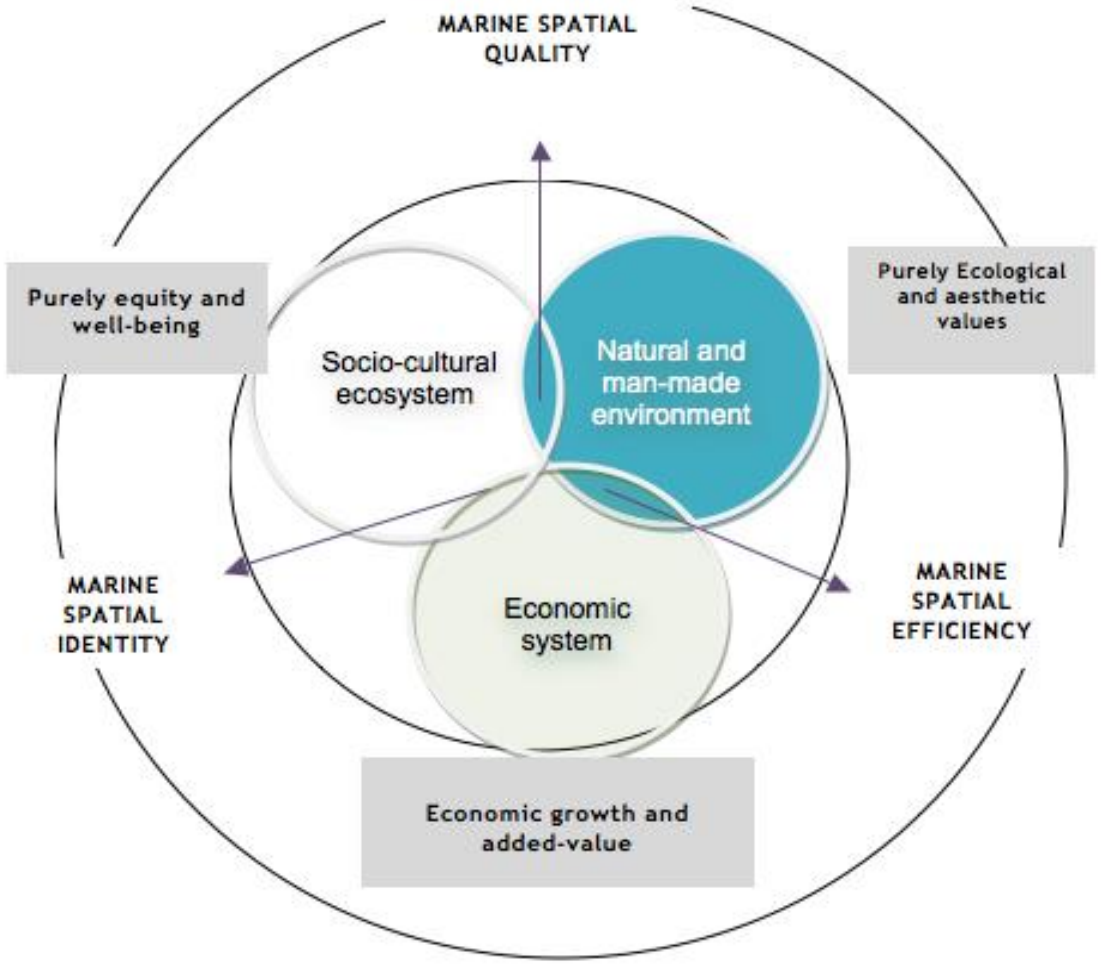
Concluding remarks: key challenges for marine landscapes



- how to reconcile/balance the blue growth trend with landscape/seascape preservation;
- how to upgrade the economic value of naturally and culturally significant areas in order to make conservation and enhancement of landscape quality a priority in MSP;
- how to adapt to the climate change effects.

Pavlopetri, Greece

Investigating “maritime cohesion”

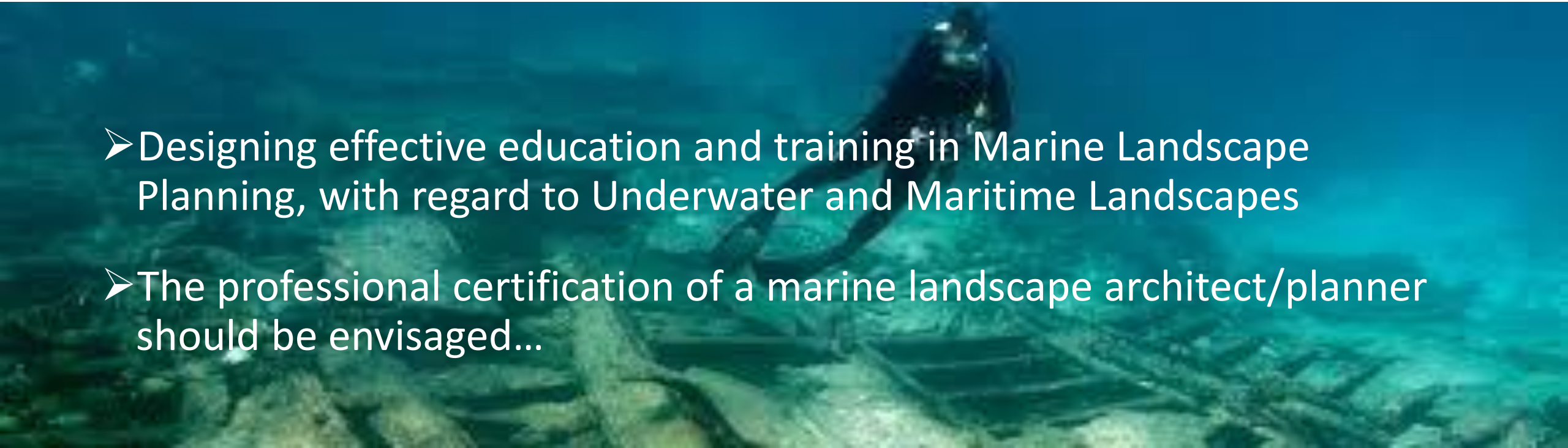


3 components	20 sub - components
Marine Spatial Efficiency	Multifunctional use of space Co-use & co-management of activities High productivity-Economic growth Resource efficiency Internal connectivity External accessibility Intensity of use Stimulation of local businesses Maritime clusters
Marine Spatial Quality	Minimize Environmental impact Creative and smart solutions Shared understanding Creating synergies Mutual learning between marine sectors Informed stakeholders’ engagement High quality landscapes/seascapes Ethical issues, food security, energy supply Intensity versus density
Marine Spatial Identity	Tangible and intangible Cultural heritage Landscape quality Landscape resources Local coastal/insular communities

A marine landscape architect/planner ?

- The demand for specific training in the preparation and implementation of marine planning has shown itself to be quite significant on a global scale (Gissi and Suarez de Vivero, 2016).

In this context



- Designing effective education and training in Marine Landscape Planning, with regard to Underwater and Maritime Landscapes
- The professional certification of a marine landscape architect/planner should be envisaged…

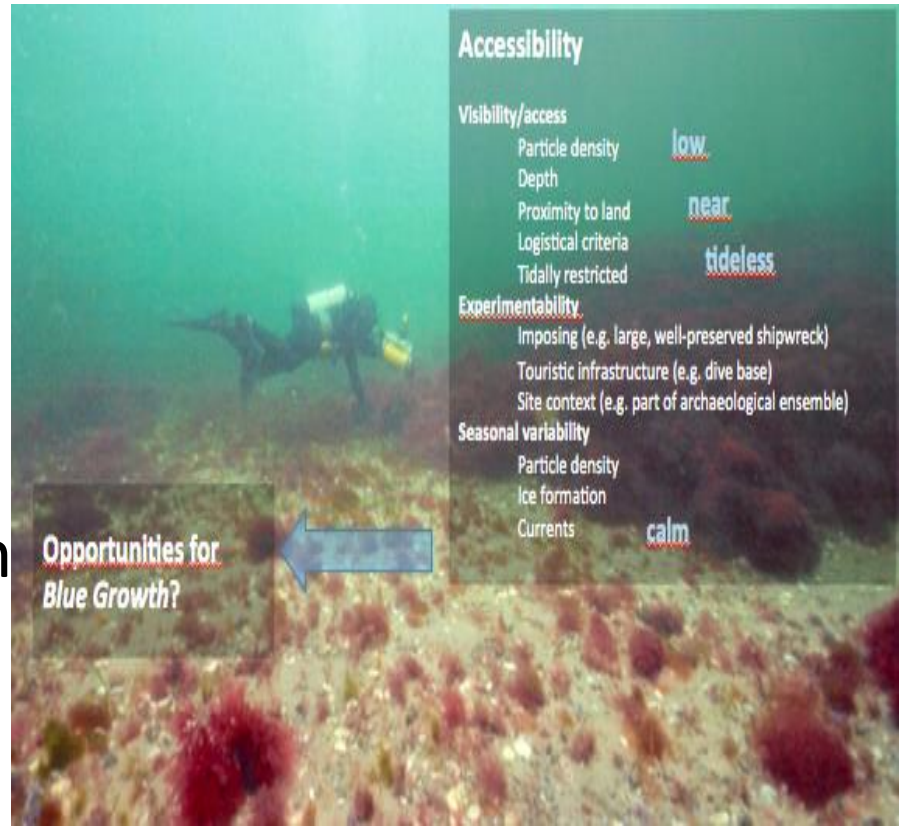
What can planners do?

- Set out strategic priorities to enhance and integrate the landscape/seascape dimension for a given area in a maritime spatial plan (MSP);
- Of course, conservation and policy to enable sustainable management are under the responsibility of the competent authority;
- **Main objective:** to integrate this indication into MSPs, assess cumulative impacts and solve any conflicts with other sectors that threaten carrying capacity of the social-ecological system and support sustainable use.

Landscapes/seascapes can be safeguarded only if they are included in sustainable management and Blue Growth plans. A holistic and integrated approach is needed.

Steps for planners to promote quality underwater landscapes

- Use surveys and UL assessment templates to get a comparable overview;
- Prepare spatial datasets and maps;
- Analyse regulatory needs for each potential UL to be integrated into a MSP;
- Map Uls, not as spots but as zones/polygones;
- Use multi-use approaches, e.g. with eco-tourism and buffer zones;
- Learn from case studies.



Thank you for your attention!

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