



Macaronesian Maritime Spatial Planning

GUIDELINES FOR MARITIME SPATIAL PLANNING IN THE EUROPEAN MACARONESIA STAKEHOLDER-ORIENTED

Azores - Canaries - Madeira

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Summary

The Directive 2014/89/EU of the European Parliament and of the Council of 23 July 2014 establishes a framework for Maritime Spatial Planning (MSP) with the aim to promote the growth of maritime economies, the development of marine areas and the use of marine resources in a sustainable way. Portugal and Spain are now developing their first maritime spatial plans, including the Macaronesian archipelagos (Azores, Canary Islands and Madeira).

The Guidelines for Maritime Spatial Planning in the European Macaronesia intends to inform and support the development of MSP in these Macaronesian regions. The guide targets two groups with a fundamental role in the planning process: general stakeholders and policy-makers. This document is intended to be a guide for stakeholders, facilitating an improved understanding and active participation in the maritime spatial plans developed in Macaronesia.

This document has been elaborated in the frame of the MarSP (Macaronesian Maritime Spatial Planning) project. MarSP aims to develop concrete actions for the implementation of the MSP Directive in the outermost regions of Macaronesia. The guide was developed under Task 4.5 “MSP Roadmaps”. A similar guide targeting policy-makers has been also elaborated under this same task.

Sumário (Português)

A Diretiva 2014/89/EU do Parlamento Europeu e do Conselho, de 23 de julho de 2014, estabelece um quadro para o ordenamento do espaço marítimo (OEM) com o objetivo de promover o crescimento sustentável da economia marítima, o desenvolvimento sustentável das zonas marinhas e a utilização sustentável dos recursos marinhos. Portugal e Espanha estão atualmente a desenvolver os seus primeiros planos de OEM, incluindo aqueles que se referem aos arquipélagos na região biogeográfica da Macaronésia (Açores, Madeira e Canárias).

O *guia para o processo de OEM da Macaronésia Europeia* pretende informar e apoiar o desenvolvimento do OEM nestas regiões da Macaronésia. O guia encontra-se direcionado a dois públicos-alvo que desempenham um papel fundamental no processo de planeamento: as partes interessadas e os decisores políticos. Este documento corresponde ao guia direcionado às partes interessadas e aos atores, que tem como objetivo disponibilizar recomendações informadas e úteis para a compreensão e acompanhamento dos planos de OEM na Macaronésia.

Este documento foi elaborado no contexto do projeto MarSP (*Macaronesian Maritime Spatial Planning*). O Projeto MarSP pretende desenvolver ações concretas para apoiar a implementação da Diretiva do OEM nas regiões ultraperiféricas da Macaronésia. Este guia foi desenvolvido no âmbito da Tarefa 4.5 “MSP Roadmaps”. Um guia semelhante direcionado aos decisores políticos foi também elaborado no enquadramento desta tarefa.

Resumen (Español)

La Directiva 2014/89/EU de la Unión Europea establece el marco para la Ordenación del Espacio Marítimo (OEM) con el objetivo de promover de forma sostenible el desarrollo de las economías marítimas, de las áreas marinas y el uso de los recursos marinos. Portugal y España están elaborando en la actualidad sus primeros planes de OEM, incluidos los correspondientes a los archipiélagos de la Macaronesia (Azores, Canarias y Madeira).

Este documento de *Directrices para la Ordenación del Espacio Marítimo en la Macaronesia europea* pretende informar y apoyar el desarrollo de la OEM en estas regiones de la Macaronesia. Las directrices se dirigen a dos de los grupos con un papel fundamental en el proceso de ordenación: las partes interesadas y los decisores políticos. Este documento corresponde a las directrices dirigidas a las partes o agentes interesados, proporcionando la guía necesaria para comprender y participar activamente en los planes de OEM desarrollados en la Macaronesia.

Este documento ha sido elaborado en el marco del proyecto MarSP (*Macaronesian Maritime Spatial Planning*). MarSP tiene como objetivo desarrollar acciones concretas para la implementación de la directiva de OEM en las regiones ultraperiféricas de la Macaronesia. Se ha desarrollado bajo el paquete de trabajo 4 dedicado al desarrollo de los procesos de OEM. Bajo esta misma tarea se ha desarrollado una guía similar dirigida a los decisores políticos.

Acknowledgments

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List of acronyms

CIEM	Interministerial Commission of Marine Strategies (Spain) / <i>Comisión Interministerial de Estrategias Marinas</i>
DGPM	Directorate-General for Maritime Policy (Portugal) / <i>Direção-Geral de Política do Mar</i>
DGRM	Directorate-General for Natural Resources, Safety and Maritime Services (Portugal) / <i>Direção-Geral de Recursos Naturais, Segurança e Serviços Marítimos</i>
DG MARE	Directorate General for Maritime Affairs and Fisheries (European Commission)
DRAM	Regional Directorate for Sea Affairs (Azores) / <i>Direção Regional dos Assuntos do Mar</i>
DROTA	Regional Directorate of Spatial Planning and Environment (Madeira) / <i>Direção Regional do Ordenamento do Território e Ambiente</i>
EBA	Ecosystem-Based Approach
ECS	Extended Continental Shelf
EEZ	Exclusive Economic Zone
EMMF	European Maritime and Fisheries Fund
EU	European Union
FRCT	Regional Fund for Science and Technology (Azores) / <i>Fundo Regional para a Ciência e Tecnologia</i>
GDP	Gross Domestic Product
GES	Good Environmental Status
GT-OEM	Working Group of Maritime Spatial Planning (Spain) / <i>Grupo de Trabajo de Ordenación del Espacio Marítimo</i>
ICM	Integrated Coastal Management
IMP	Integrated Maritime Policy
IOC	Intergovernmental Oceanographic Commission of UNESCO
MarSP	Macaronesian Maritime Spatial Planning project
MITECO	Ministry for Ecological Transition (Spain) / <i>Ministerio para la Transición Ecológica</i>
MU	Multi-Use
MS	Member States
MSFD	Marine Strategy Framework Directive
MSP	Maritime Spatial Planning
NGO	Non-Governmental Organisation
PSOEM	Situation Plan of the National Maritime Spatial Planning (Portugal) / <i>Plano de Situação do Ordenamento do Espaço Marítimo Nacional</i>
PSOEMA	Situation Plan of the Maritime Spatial Planning of the Azores / <i>Plano de Situação do Ordenamento do Espaço Marítimo dos Açores</i>
OEMA	Maritime Spatial Planning of the Azores / <i>Ordenamento do Espaço Marítimo dos Açores</i>
OR	Outermost Region
SDG	Sustainable Development Goal
SEA	Strategic Environmental Assessment
TUPEM	Title for Private Use of the national Maritime Space / <i>Título de Utilização Privativa do Espaço Marítimo nacional</i>
UN	United Nations
UNCLOS	United Nations Convention on the Law of the Sea
UNESCO	United Nations Educational, Scientific and Cultural Organization

1. Introduction

The Directive 2014/89/EU of the of the European Parliament and of the Council, of 23 July 2014¹ establishes a framework for Maritime Spatial Planning (MSP) with the aim to promote the growth of maritime economies, the development of marine areas and the use of marine resources in a sustainable way. European Union (EU) Member States transposed the directive into their domestic contexts, setting up the national frameworks for the continuous process of MSP as well as the format and contents of the maritime spatial plans. Portugal and Spain are now developing their first plans, including those for the Macaronesian archipelagos of the Azores and Madeira, and the Canary islands, respectively.

1.1. About this document

The Guidelines for Maritime Spatial Planning in the European Macaronesia intends to inform and support the development of MSP in the European Macaronesian regions. The guide targets two groups with a fundamental role in the planning process: general stakeholders and policy-makers. Engaging a range of stakeholders is crucial for the successful design and implementation of plans. Policy-makers have an important role in charting the course of MSP through the follow-up and advice given to the process. This guide is comprised of two documents, one for stakeholders and the other for policy-makers. Several chapters are common to the both documents while some content has been adapted for the targeted audiences. This document details the guidelines for stakeholders.

This document has been elaborated in the frame of the MarSP (Macaronesian Maritime Spatial Planning) project. It belongs to the Work Package 4 of the project “Development of the Marine Spatial Planning processes”. The guide was developed under Task 4.5 “MSP Roadmaps”. A similar guide targeting policy-makers has been prepared under this same task.

1.2. About the MarSP project

The MarSP project aims to develop concrete actions for the implementation of the MSP Directive 2014/89/EU in the archipelagos of the Macaronesia region (Azores, Canaries and Madeira). MarSP provides EU Member States (Portugal and Spain) with the necessary capacities and tools to develop MSP, including mechanisms for cross-border cooperation. The management tools given are adapted to the environmental and socio-economic settings of each archipelago. MarSP also aims to strengthen the position of Macaronesia in the international governance context. MarSP is a two-year project (January 2018 – December 2019) co-funded by the European Maritime and Fisheries and Fund (EMMF). The consortium of the project involves ten partner organisations from Spain and Portugal, coordinated by the Regional Fund for Science and Technology of the Azores (FRCT).

For more information visit the
website <http://marsp.eu/>

¹ Directive 2014/89/EU <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32014L0089>

1.3. Who is this document for?

This document aims to provide stakeholders with the needed guidance to understand, and actively participate in developing maritime spatial plans being prepared in the region of Macaronesia. Their important role in the planning process requires an understanding of Macaronesia as a marine region, Maritime Spatial Planning as a new policy, the legal framework in each country, the basic contents and stages of the plans, and the challenges and opportunities of the region for MSP.

This document also provides an overview of the benefits that both stakeholders and the MSP process get from an effective stakeholder engagement, and the description of the stakeholder events held in each archipelago. It concludes with recommendations for future stakeholder engagement in each archipelago (Azores, Canaries and Madeira), where the lessons learnt from both the MarSP project and the MSP process can inform the future development of plans.

2. European Macaronesia

European Macaronesia refers to the three archipelagos in the Northeast Atlantic Ocean within the biogeographical province named Macaronesia. These are the archipelagos of Azores and Madeira (Portugal) and the Canaries (Spain), together with their jurisdictional waters. The Macaronesian region is completed by the archipelago of Cape Verde. Cape Verde is an African country outside the scope of the MarSP project.

2.1. Macaronesian Facts

The European archipelagos of Macaronesia share various features that provide uniqueness to this region and its maritime space. The distinct geo-political, environmental, and socio-economic characteristics of Macaronesia are fundamental not only to better understand the region but also the common challenges and opportunities on its path to sustainable development. Having due regard to the specificities of marine regions is also of great importance when undertaking the Maritime Spatial Planning (MSP)¹ since they influence the ways to undertake the process. The basic data of the Macaronesian archipelagos are summarized in

Table 1:

Table 1. Basic data for European Macaronesian archipelagos
 (based on MAC 2014-2020; INE, 2019a; INE, 2019b)

	Azores	Canaries	Madeira
Country	Portugal	Spain	Portugal
Number of inhabited Islands	9	8	2
Population (2018)	242.846	2.127.685	253.945
Distance to the country capital (km)	1.500	3.000	1.040

Insularity



Photo © Fstã en tu

Figure 1. Islands of Corvo and Flores in the Azores

Macaronesia comprises four archipelagos of small islands. The archipelagos share a volcanic origin and similar physical-natural features such as geomorphology, flora, fauna, climate (a large subtropical or tropical part) (Suarez de Vivero, 2019), which shapes the biogeographical province.

Biodiversity hotspot

Figure 2. Dolphins in Madeira



Photo © Descubre

Macaronesia comes from the Greek *makarios* (blissful) and *nessos* (islands) (Fernandez-Palacios, 2011). The isolation of the islands from the continent and the influence of the ocean have resulted in a high level of endemism. More than 5,600 endemic species among 23,000 marine and terrestrial species have been identified, making Macaronesia one of the most prominent biodiversity hotspots in Europe (Madruga et al., 2016).

Geostrategic location

General Overview

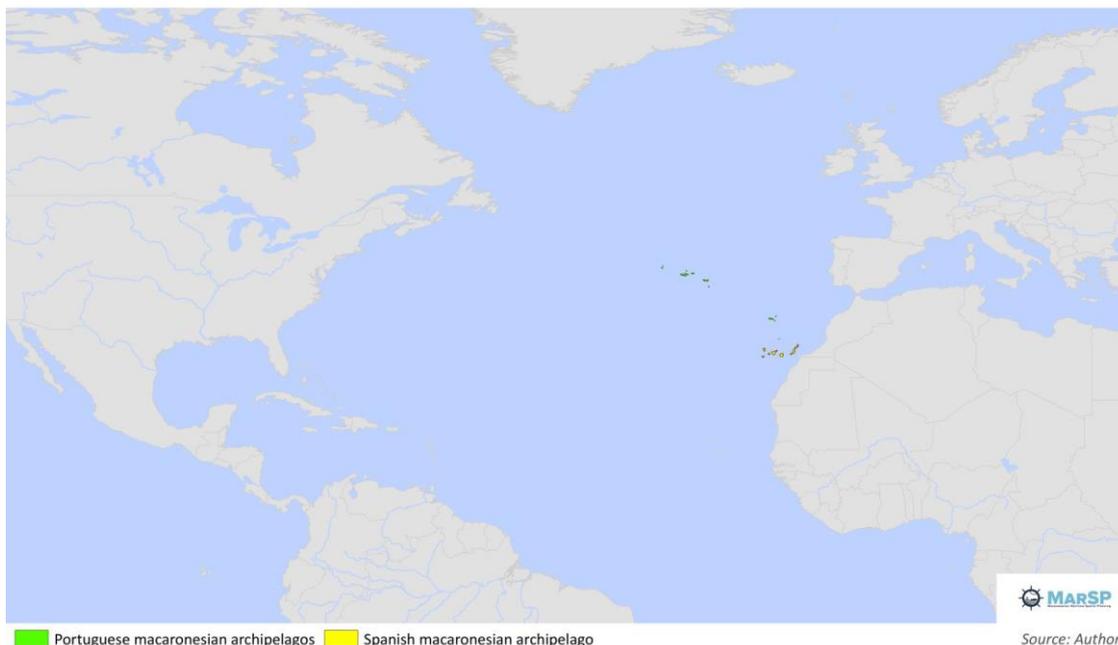


Figure 3. European Macaronesia in the context of the North Atlantic (Suarez de Vivero, 2019)

The archipelagos of Macaronesia have a strategic position in the North Atlantic between Europe, America and Africa, which explains political, geographical and cultural links with these continents. The archipelagos also serve a geostrategic function in several aspects (Suarez de Vivero, 2019).

Large maritime dimension

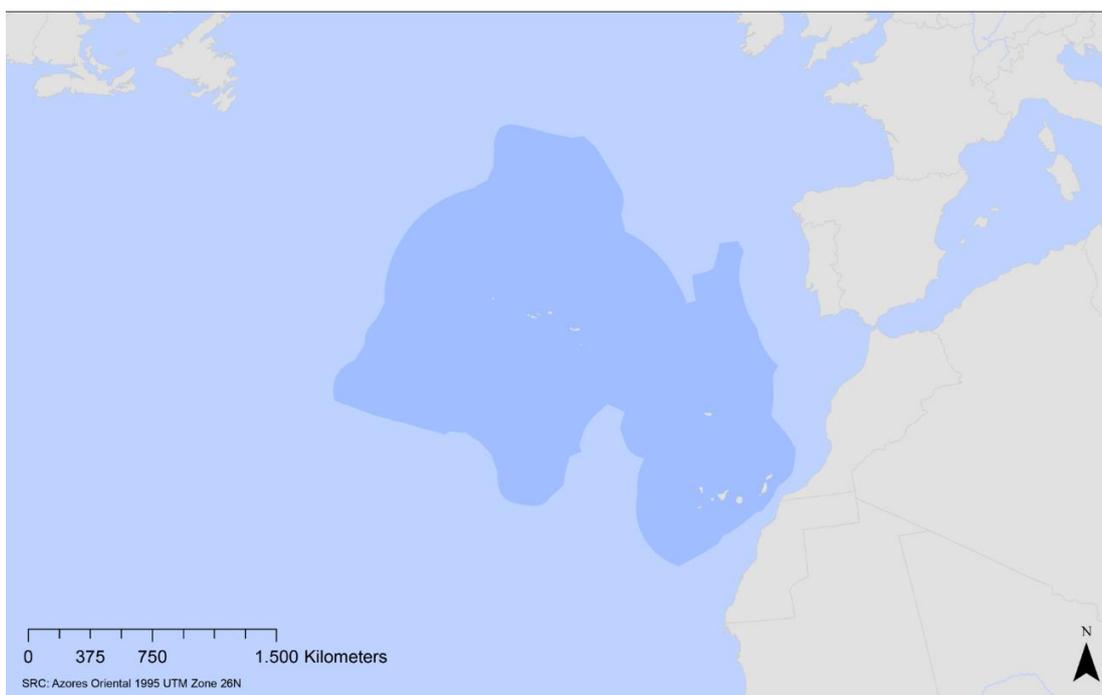


Figure 4. Approach to the maritime area surrounding the European Macaronesia (Suarez de Vivero, 2019)

Macaronesian islands have small terrestrial surface areas and vast surrounding maritime waters. The jurisdictions over maritime spaces are extended from the Exclusive Economic Zones (EEZ) to the outer edges of the Extended Continental Shelf (ECS) delimitations submitted to the Commission on the Limits of the Continental Shelf of the United Nations (UN) (Suarez de Vivero, 2019).

Political entity



Photo © Wikimedia

Figure 5. Regional flags of Azores, Madeira and Canarias

The three European Macaronesian archipelagos are autonomous regions. They constitute political-administrative units endowed with political powers in their respective countries (Suarez de Vivero, 2019). Competences can be either conferred to the national or regional governments, or shared by both.

Outermost regions



©
Photo

Figure 6. Outermost regions of the European Union

The European archipelagos of Macaronesia are given the special status of Outermost Regions (OR) (Menini et al., 2018). The Treaty on the Functioning of the European Union recognises in Article 349 the constraints arising from the geographical characteristics of remoteness, insularity, small surface area, adverse topography and climate, and economic dependency (MAC 2014-2020). The OR status is intended to compensate these constraints by supporting regional development with specific programmes and measures (European Parliament, 2019).

Service-oriented economy

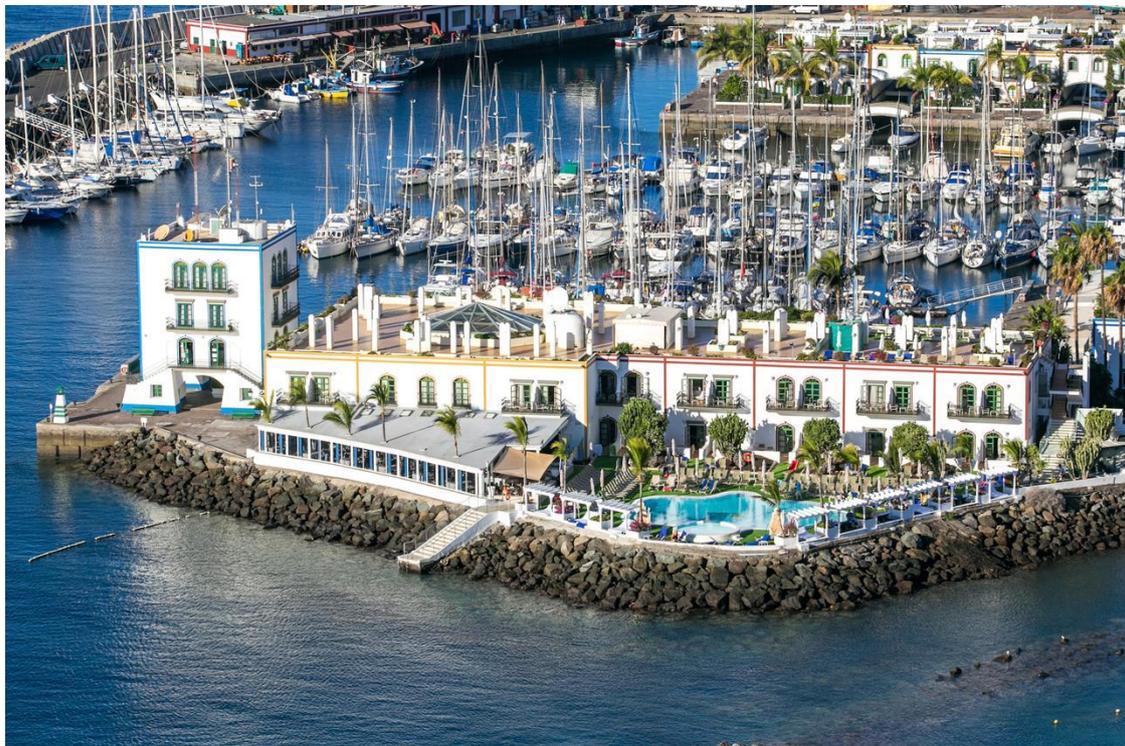


Photo © Describre

Figure 7. Port of Mogán in Gran Canaria

Macaronesia is highly economically reliant on the services sector, particularly on tourism. Maritime transport and port services have strategic importance for regional development. The primary sector is fundamental for food security and culture, although having a limited presence in the Gross Domestic Product (GDP) (EC, 2017). The secondary sector has remained largely undeveloped (Madruga et al., 2016).

3. Maritime Spatial Planning

3.1. From the origins to global promotion

Maritime Spatial Planning (MSP) is progressively becoming the approach by which coastal countries of the world manage uses and activities in their marine waters (Jay, 2017). The increasing use of maritime space for different activities, such as fisheries, shipping, tourism, environmental conservation, aquaculture, renewable energy and oil and gas is exceeding the capacity of certain marine areas to meet all demands simultaneously. The United Nations Convention on the Law of the Sea (UNCLOS) establishes the obligation to protect and preserve the marine environment worldwide (Pyc, 2019) (see Text Box 1). However, access to marine spaces is not usually restricted, which may lead to multiple pressures, overuse of marine resources, and conflicts among uses (Friess & Grémaud-Colombier, 2019). It is in this context where MSP emerges as a tool to implement a rational organisation in the use of maritime space (Ehler and Douvère, 2009). MSP is therefore about managing human uses at sea to achieve environmental, economic and social objectives while reducing conflicts (Ehler et al., 2019).

MSP is globally promoted by different international organisations such as United Nations (UN) agencies (e.g. Intergovernmental Oceanographic Commission (IOC) of UNESCO) and environmental NGOs (e.g. The Nature Conservancy) to use marine resources sustainably, develop effective solutions to ocean issues, and plan for the future (TNC, 2019). IOC-UNESCO, together with the Directorate General for Maritime Affairs and Fisheries of the European Commission (DG MARE), jointly adopted a *Roadmap to accelerate Maritime/Marine Spatial Planning processes worldwide*² as a way to support the implementation of the Agenda 2030 for Sustainable Development, and particularly the Sustainable Development Goal (SDG) 14, devoted to the conservation and sustainably use of the oceans and marine resources.

Box 1. The UNCLOS

The United Nations Convention on the Law of the Sea (UNCLOS) is considered the constitution for the oceans (Wright et al. 2018). The UNCLOS is an international legal framework containing the rights and obligations of States in the use and conservation of the marine environment and its natural resources (Hoagland et al., 2019). It also defines the legal regimes of different maritime spaces and the basis for global ocean governance (Pyc, 2019). The UNCLOS entered into force in 1994. As of September 2019, 167 countries and the EU have joined in the Convention¹. MSP represents an advancement in

3.2. The European Directive

The EU has a legally binding framework to bring MSP to marine waters of the Union (Friess & Grémaud-Colombier, 2019). The Directive 2014/89/EU was adopted in 2014 with the aim to promote the sustainable growth of maritime economies, the sustainable development of marine areas, and the sustainable use of marine resources. The MSP Directive supports the development of maritime sectors and their coexistence applying an Ecosystem-Based Approach (EBA). The Directive sets the obligation for the 23 coastal EU Member States (MS) to deliver MSP plans by March 2021¹.

Maritime Spatial Planning (MSP) is defined as the process by which Member States' authorities analyse and organise human activities in marine areas to achieve ecological, economic and social objectives¹.

² Joint Roadmap to accelerate Maritime/Marine Spatial Planning processes worldwide: http://www.mspglobal2030.org/wp-content/uploads/2019/03/Joint_Roadmap_MSP_v5.pdf

The MSP Directive falls under the Integrated Maritime Policy (IMP) of the EU (see Text Box 2). The IMP seeks to coordinate maritime sectoral policies by promoting cross-cutting issues and policies. Within the IMP, the economic priorities are set by the Blue Growth Strategy (see Text Box 3), as the strategy supporting sustainable growth in the maritime sectors (EC, 2019a). In parallel, the Marine Strategy Framework Directive (MSFD) represents the IMP's environmental pillar¹ (see Text Box 4), which aims to protect coasts and marine waters of the EU and achieve a Good Environmental Status (GES) (Gee, 2019).

Box 2. Integrated Maritime Policy

The Integrated Maritime Policy (IMP) seeks to provide a more coherent approach to maritime issues (EC, 2019b), promoting coordinated decision-making to maximise the sustainable development, economic growth and social cohesion¹. The IMP was launched in 2007 with the “Communication on an Integrated Maritime Policy for the European Union”, commonly known as the Blue Paper¹. The IMP covers several cross-cutting policies of the EU: blue growth, integrated maritime surveillance, sea basin strategies, marine data and knowledge, and maritime spatial planning. MSP is conceived by the IMP as a means to balance sectoral interests and achieve sustainable use of marine resources (Friess & Grémaud-Colombier, 2019).

Box 3. Blue Growth

The Blue Growth Strategy was initiated in 2012 as a long-term economic strategy to support sustainable growth and jobs in the maritime sectors. The strategy was launched in the *Communication on Blue Growth Opportunities for Marine and Maritime Sustainable Growth*, being the maritime contribution to achieving the objectives of the Europe 2020 Strategy for smart, sustainable and inclusive growth. The strategy aims to develop maritime sectors with high potential, provide knowledge and legal certainty and foster cooperation through sea basin strategies (EC, 2019a). MSP represents one of the components providing knowledge, legal certainty and security in the blue economy by ensuring the efficient and sustainable management of activities at sea¹.

Box 4. The Marine Strategy Framework Directive

The EU Directive 2008/56/EC, known as the Marine Strategy Framework Directive (MSFD)¹, was approved in 2008 to protect and preserve the marine environment. This Directive establishes a common framework to achieve or maintain a Good Environmental Status (GES) in EU marine waters by 2020. The GES refers to an overall state of the environment that provides ecologically diverse, dynamic, clean, healthy and productive seas, including their sustainable use. The MSFD represents the environmental pillar of the Integrated Maritime Policy. MSP applies an Ecosystem-Based Approach (EBA) to the management of human activities supporting the achievement a the GES¹.

Requirements

The MSP Directive lays down a set of minimum common requirements to be fulfilled by Member States (MS) when carrying out the MSP processes (Friess & Grémaud-Colombier, 2019). The directive does not provide specific guidance on how MS need to develop their plans. MS were required to transpose the directive but had the chance to shape this policy and adapt it to the domestic needs and context as long as the basic requisites contained in the Directive are satisfied.

The Directive states that plans need to identify the spatial and temporal distribution of relevant existing and potential uses. Other common requirements set by the Directive are¹:

- take into account land-sea interactions;
- take into account environmental, economic, social and safety aspects;

- promote coherence with other processes, such as Integrated Coastal Management (ICM) or similar practices;
- ensure the involvement of stakeholders, which includes informing all interested parties and consulting authorities, stakeholders and the general public in early phases of the plan and that they have access to plans once finalised;
- use the best available data, which may include environmental and socio-economic data related to uses and activities, and marine physical data;
- ensure transboundary cooperation between MS, through coherence and coordinated planning across the marine region. Cooperation can be facilitated through the existing governance mechanisms such as regional sea conventions, sea basin strategies and other regional networks or structures;
- and promote cooperation with third countries where possible and based in international or regional cooperation mechanisms.

Box 5. Seven common misunderstandings about MSP
(based on Ehler et al., 2019)

1. **MSP cannot solve all problems at sea.** The spatial actions and measures taken within the MSP process may contribute to solutions but may not resolve the original issues (e.g. plastic pollution, high unemployment)
2. **MSP does NOT affect** sovereign rights and jurisdiction of States over marine waters. It does not influence either the delineation or delimitation of maritime boundaries.
3. **MSP is not exclusively about protecting the environment.** MSP seeks to promote the sustainable growth of maritime economies under the ecosystem approach, while balancing economic, social and ecological objectives.
4. **MSP does NOT replace sectoral planning.** MSP requires an understanding of the various sectoral policies and balancing of diverse sectoral interests.
5. **MSP is something else other than zoning.** MSP is a planning process that encompasses all the various actions, rules and measures that lead to rational spatial development.
6. **MSP does NOT imply licensing or granting permission to use the maritime space.** Requesting permits is necessary for new maritime users even where MSP is in place.
7. **MSP is NOT a one-time choice.** Socio-economic preferences regarding maritime space change over time and these will be reflected in future plans.

3.3. National frameworks

The EU Directive urges MS to establish competent authorities responsible for designing and determining, within their marine waters, the format and contents of the plans. Setting up the national MSP processes may build on existing national policies, regulations or mechanisms that have been established before the Directive¹. But transposing the Directive may include institutional arrangements such as designing new legislation that creates or modifies the MSP systems, establishing new organisations or developing new policies (Kelly et al., 2019). The frameworks set up in Portugal and Spain for MSP are explained in the following sections.

Portugal

Portugal was the first country to initiate MSP in South Europe. Prior to the EU Directive, the Portuguese Government launched a national MSP plan in 2008. Despite the initial intentions, this plan was not approved as a plan but as a study about maritime uses intended to inform future MSP. In 2014, Law no. 17/2014 set the basis for planning and management of the Portuguese national maritime space (*Lei de Bases do Ordenamento e Gestão do Espaço Marítimo Nacional* in Portuguese)³. Decree-Law no. 38/2015⁴ developed the provisions of Law no. 17/2014 while transposing the recently approved EU Directive into Portuguese law. Two main policy instruments compose MSP in Portugal (Giret et al., 2019):

- Situation Plan (*Plano de Situação do Ordenamento do Espaço Marítimo Nacional* or PSOEM): identifies the temporal and spatial distribution of current and potential maritime uses and activities as well as areas for marine environment protection. PSOEM is the main MSP instrument and covers the whole Portuguese maritime space. The plan is divided in four marine subregions or subdivisions: mainland Portugal, Azores, Madeira and the Extended Continental Shelf (ECS). Plans are reviewed every five years after adoption.
- Allocation Plans: allocate private maritime uses in areas not previously considered by the situation plan. These plans are an instrument granting flexibility to the process since new activities can be assigned afterwards by public or private initiative. Allocation plans are integrated into the situation plan once approved by the Council of Ministers.

Box 6. TUPEM

PSOEM allows the competent authorities the granting of licensing for private uses in the national maritime space through the title of private use TUPEM (in Portuguese, *Título de Utilização Privativa do Espaço Marítimo nacional*). Uses subject to TUPEM are: aquaculture, marine biotechnology, marine mineral resources, renewable energy, oil & gas, scientific research, recreation, sport and tourism, waste dumping and dredging, infrastructure and equipment, sinking ships, and other industrial activities (PSOEM, 2019b). Three types of TUPEM can be granted (concession, license or authorization) depending on the type of use and time granted. When the maritime area requested is foreseen for that use by the Situation Plan, issuing of the TUPEM only needs to comply with the necessary requirements of the TUPEM issuance process. If the area requested is not designated for the activity in the Situation Plan, the promoter needs to submit an allocation plan. The allocation plan, where duly justified, will be approved by the Council of Ministers, and automatically included in the Situation Plan^{3 4}.

Order 11494/2015⁵ launched the development of PSOEM and the designation of the competent authorities for the Portuguese system. The Directorate-General for Natural Resources, Safety and Maritime Services (*Direção-Geral de Recursos Naturais, Segurança e Serviços Marítimos* or DGRM) coordinates the whole process at the national level and develops the parts of the PSOEM corresponding to mainland Portugal and the ECS. At the regional level, the Regional Directorate of Spatial Planning and Environment (*Direção Regional do Ordenamento do Território e Ambiente* or DROTA) of the Regional Government of Madeira; and the Regional Directorate for Sea Affairs (*Direção Regional dos Assuntos do Mar* or DRAM) of the

³ Lei n.º 17/2014: <https://dre.pt/pesquisa/-/search/25343987/details/maximized>

⁴ Decreto-Lei n.º 38/2015: https://dre.pt/home/-/dre/66727183/details/maximized?p_auth=OpSPQztg

⁵ Despacho n.º 11494/2015: https://www.dgrm.mm.gov.pt/documents/20143/89103/DESP_11494_2015.pdf/a9faf758-e9co-6bd6-afd4-8b607cc79090

Regional Government of the Azores⁶ are responsible for the development of the PSOEM for their respective archipelagos (Giret et al., 2019).

Order 11494/2015 also created the Advisory Commission for PSOEM, which supports and monitors the development of PSOEM by promoting conciliation of multisectoral interests. PSOEM Advisory Commission for the Portuguese maritime space (excluding the Azores and Madeira subdivisions) was chaired by the Directorate-General for Maritime Policy (*Direção-Geral de Política do Mar* or DGPM).

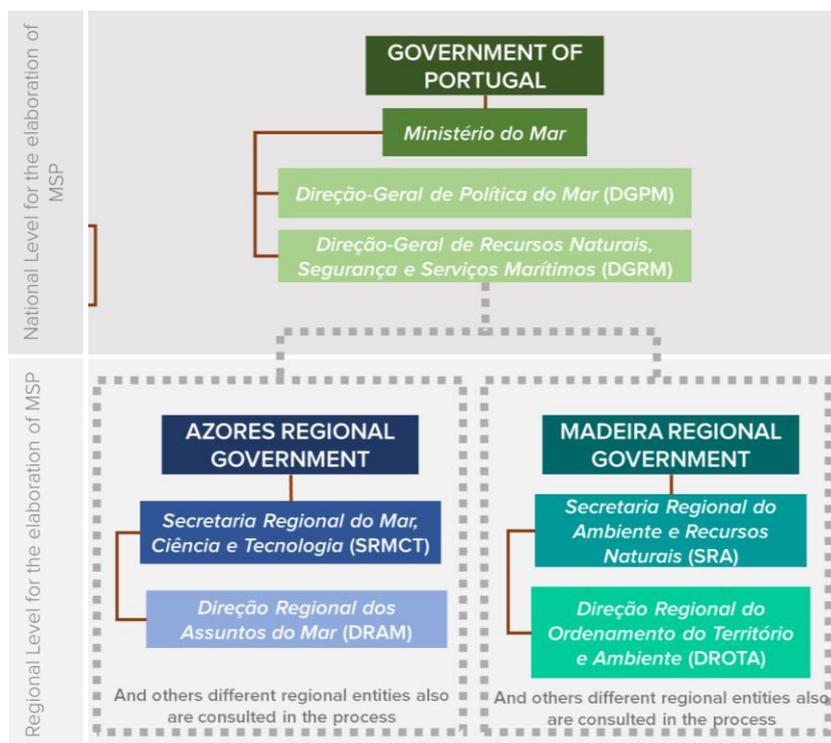


Figure 8. Authorities responsible for MSP in Portugal (García-Sanabria et al., 2019)

Spain

Spain participated in several pilot projects but did not launch the MSP process until 2017, when the EU Directive was transposed into Spanish law by Royal Decree 363/2017. The Royal Decree establishes the General Directorate for the Sustainability of the Coast and the Sea (*Dirección General de Sostenibilidad de la Costa y del Mar*) from the Ministry for the Ecological Transition (*Ministerio para la Transición Ecológica* or MITECO) as the competent authority for MSP. One plan will be developed for each of the five marine subregions (*demarcaciones marinas* in Spanish) established by Law 41/2010 for the protection of the marine environment. These regions are: North Atlantic, Levantine-Balearic, Alboran Sea and the Strait, South Atlantic, and Canary Islands. The plans will be reviewed at least every ten years⁷. Spanish authorities proposed to review the plans every 6 years (still subject to public consultation).

⁶ Decreto Regulamentar Regional n.º 4/2015/A: <https://dre.pt/pesquisa/-/search/66558700/details/maximized>

⁷ Real Decreto 363/2017: <https://www.boe.es/boe/dias/2017/04/11/pdfs/BOE-A-2017-3950.pdf>



Figure 9. Authorities responsible for MSP in Spain and Canarias (García-Sanabria et al., 2019)

MSP in Spain is particularly linked to the marine strategies. A working group on MSP (*Grupo de Trabajo de Ordenación del Espacio Marítimo* or GT-OEM) was created in 2017 within the Inter-Ministerial Commission on Marine Strategies (*Comisión Interministerial de Estrategias Marinas* or CIEM) to coordinate the drafting of the plans (MITECO, 2019). The CIEM has a special role in the elaboration of the MSP plans.

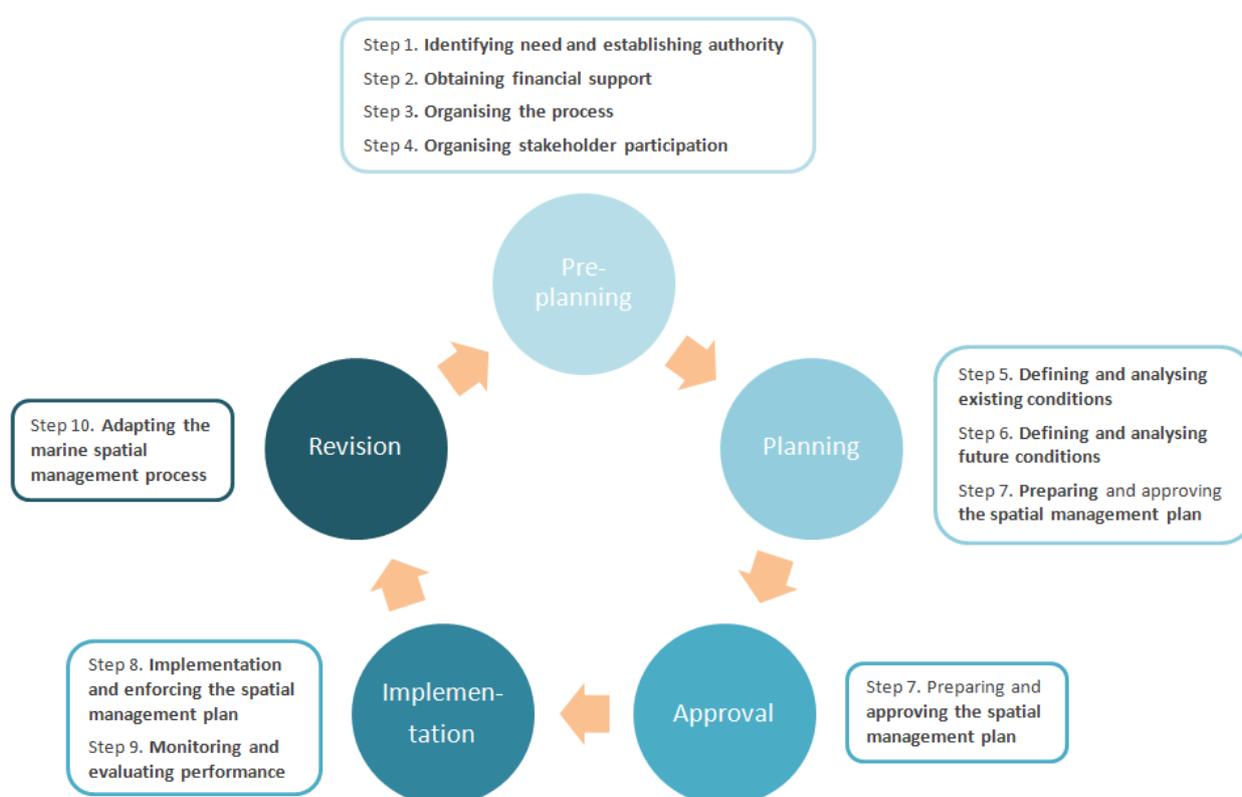
The coordination between central and regional governments is regulated by the Royal Decree. In the case of the Canary marine subregion, a specific Monitoring Committee (*Comité de seguimiento de la demarcación marina canaria*) was created for the implementation of marine strategies, which is also being used for the maritime spatial plan.

4. The planning process

MSP goes beyond a one-time plan. It is a continuing and iterative planning process, involving a number of phases, steps and tasks that ensure its effective development (Santos et al., 2019). The guide “Marine spatial planning: a step-by-step approach toward ecosystem-based management” launched by IOC-UNESCO in 2009 has served as the reference document for developing the MSP policy context in the EU (Pyc, 2019) and worldwide. This guide provides a step-by-step approach to set up and implement MSP processes (Ehler & Douvère, 2009).

4.1. Phases

Despite that MSP differs from place to place, some fundamental phases and steps in the process can be established:



MSP planning cycle including the step-by-step approach
(based on Ehler & Douvère, 2009; Santos et al., 2019)

- **Pre-planning:** MSP starts with a preliminary phase that includes establishing MSP authorities; defining planning boundaries and timeframes; establishing vision, principles and objectives; and developing a work plan. It also comprises the organization of stakeholder involvement throughout the process.

Regional reports on MSP vision and objectives (deliverable 2.6 of the project) were elaborated under MarSP. These included a methodology to determine MSP objectives through compliance with policy objectives. An engagement strategy for the MarSP project was also developed, including a methodology for stakeholder involvement (deliverable 2.1).

- Planning:** this phase consists of the definition and analysis of present and future conditions, together with the future spatial vision. This phase begins with the data collection and mapping of environmental, socioeconomic and geopolitical aspects, including the current maritime uses and activities. Conflicts and synergies among maritime activities and with the environment are also analysed. Future conditions are mapped based on the present conditions. This includes the spatial and temporal needs of existing and potential human activities. The use of decision-support tools (e.g. Geographic Information Systems, SeaSketch, Marxan) and the development of scenarios helps the evaluation of alternatives and the selection of the future spatial vision (Agardy, 2015). Zoning of the maritime space supported by specific management actions or regulations are the usual means to lead to the selected spatial vision (Agardy, 2010).

A complete report on current maritime uses and constraints in each region of Macaronesia was developed under MarSP project (deliverable 2.5 of the project)
- Approval:** once the planning is completed, it needs to go through the formal adoption process. The time from the plan completion to its final approval will depend on the intricacies of the approval system.
- Implementation:** once the plan is approved, it should be implemented, monitored and evaluated. Implementation comprises the compliance and enforcement of the plan, where management actions are put in place. A monitoring and evaluation system to assess performance of the plan needs to be developed. This implies the systematic collection of data on selected indicators to assess the progress and achievement of management objectives.
- Revision:** this phase concludes the first cycle of the plan. Results from monitoring and evaluation are used to revise the planning process. This will result in amendments to the objectives, strategies, etc. for the next planning cycle, within a process of adaptive management.

4.2. Current status

The Macaronesian regions are at different stages of the MSP process. Madeira is the most advanced of the three archipelagos in the process, with the plan completed pending to the final approval by the Council of Ministers (as of October 2019). Azores is completing the two volumes of the Situation Plan that are exclusive to its marine region. The volumes of PSOEM common to all Portuguese marine subregions have passed the second round of public consultation and are about to be approved. Spain has started the MSP process setting the pre-planning and planning basis at the national level that will be common to all marine subregions, including Canaries.



Figure 10. The status of the Macaronesian archipelagos in the first planning cycle (as of October 2019) (authors)

The following sections provide an overview of the progress and documents developed in the context of MSP in Portugal and Spain, and particularly in the three Macaronesian regions.

Portugal

Order 11494/2015 launched the development of PSOEM. PSOEM consists of several documents or volumes⁴. Four of them (Volumes I, II, V and VI) are common to all marine subregions in Portugal while two (Volumes III and IV) are operational documents specific to the each of the four Portuguese marine subregions⁸. Volumes I and II were jointly prepared by DGRM, DROTA and DRAM in a participatory process by the national and regional administrations⁹. Between April and July 2018, the documents for mainland Portugal and the ECS were subject to a second round of public consultation. The most recent versions of the common volumes of the plan, applicable to all Portuguese marine subregions including the Azores and Madeira regions, are in the second draft for public consultation (PSOEM, 2019a). A brief explanation of the goals and contents of each of the PSOEM volumes common to all marine subregions is provided:



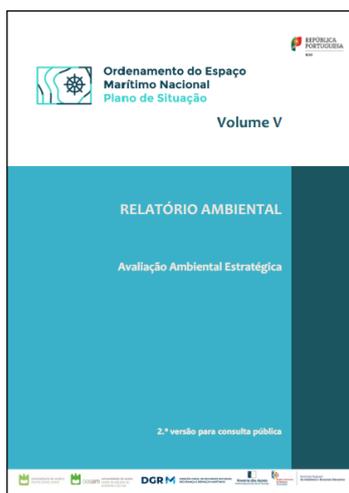
Volume I
Framework, structure and dynamics⁹

The first volume of the Situation Plan presents the common framework and structure of MSP in Portugal. This includes the description of the Portuguese seas, MSP policy, international agreements and EU directives applicable to the maritime space, and maritime jurisdictions. It also provides the frame, principles, methodology, development and management characteristics of the Situation Plan. Finally, the document gives indications about the dynamics, monitoring and governance of plan.



Volume II
General methodology: Spatial distribution of easements, uses and activities¹⁰

This document contains the common methodology for all Portuguese maritime space to allocate uses and activities. This methodology promotes Multi-Uses (MU) and the coexistence among activities. The volume also describes the requirements and typologies of geographic information and associated infrastructure, together with the identification of strategic policy and management documents applying to the national maritime space.



Volume V This volume corresponds to the Strategic Environmental Assessment (SEA) related to the preparation of the Situation Plan. It comprises the objectives, methodology, subject, decision-making critical factors and scenario of the SEA. It also focuses on the analysis and strategic assessment of each marine region in Portugal and provides monitoring and governance guidelines.



Volume VI. This document is a summary of the environmental report aimed to facilitate public dissemination. It uses simple language that allows the general public to obtain knowledge about the risks and opportunities associated with the implementation of the Situation Plan.

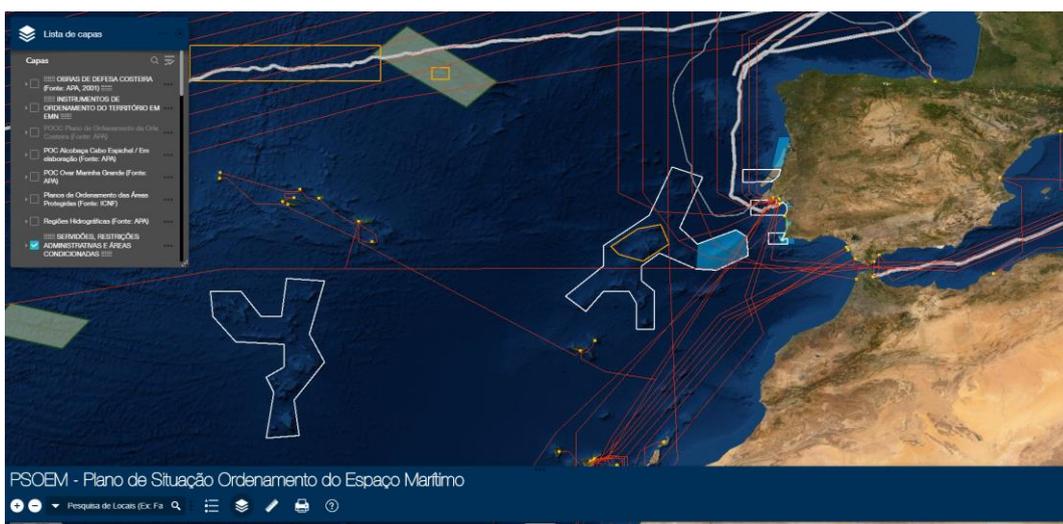
The website of the PSOEM provides information about the plan, its preparation, constraints, uses and activities and integrates a geoportal. The website gives access to the general volumes (vol. I, II, V and VI) of the Situation Plan, common to the four Portuguese marine subregions.



Check the website at www.psoem.pt/

¹¹ Volume V: http://www.psoem.pt/wp-content/uploads/2018/12/PlanoSituacao_Volume_V_RA.pdf

¹² Volume VI: http://www.psoem.pt/wp-content/uploads/2018/12/PlanoSituacao_Volume_VI_RNT_RA.pdf



The geoportal of the PSOEM incorporates the spatial data contained in the Situation Plan.

Check the website at
http://www.psoem.pt/geoportal_psoem/

Azores

Regional Decree 4/2015/A¹³ establishes that the development of the Situation Plan for maritime space contiguous to the archipelago of the Azores (commonly referred as *Plano de Situação para o Ordenamento do Espaço Marítimo dos Açores* or PSOEMA) is the responsibility of the Regional Directorate for Sea Affairs (DRAM) on behalf of the Regional Secretariat of the Sea, Science and Technology (SRMCT). PSOEMA comprises the maritime area from the baselines to the outer limit of the Territorial Sea, the Azores subarea of the Portuguese Exclusive Economic Zone (EEZ) and the continental shelf up to 200 nautical miles.

In addition to the volumes common to all marine subregions in Portugal (Volumes I, II, V and VI), PSOEMA has the operational documents specific to the Azores marine region (Volumes III and IV), which are being developed by DRAM⁸. Both documents are under development taking into consideration the MarSP project (Governo dos Açores, 2019):

- Volume III – Azores. Spatial distribution of easements, uses and activities: the document will identify existing and potential uses and activities, including details about each activity with maps and examples of good practices. The volume will also include the applicable constraints, administrative easements and restrictions of public utility, while also taking into consideration sector-sector interactions and land-sea interactions (conflicts and synergies⁸) as well as environmental impacts.
- Volume IV – Azores. Report of characterisation of the maritime space: this document will present the biophysical features and ecological characteristics of the region, its ecosystems, habitats and species, which condition the development of maritime activities⁸.

¹³ Decreto Regulamentar Regional n.º 4/2015/A: <https://dre.pt/pesquisa/-/search/66558700/details/maximized>

The website OEMA (Ordenamento do Espaço Marítimo dos Açores) is the MSP portal of the Government of the Azores. It provides information about the process, the Situation Plan and public participation. It also gives access to the geoportal SIGMAR containing spatial data on biodiversity, uses and activities.



Check the website at sigmar.azores.gov.pt/

Madeira

Order 11494/2015 establishes that the Regional Directorate for Spatial Planning and Environment (DROTA) of the Regional Secretariat of Environment and Natural Resources of the Government of Madeira has the competence to develop the Situation Plan for the maritime space contiguous to the archipelago of Madeira. This comprises from the baselines to the outer limit of the continental shelf up to 200 nautical miles.

The Situation Plan for the Madeira region (volumes III and IV) were subject to public consultation between April and July 2018. The versions for public consultation remained unchanged (PSOEM, 2019a). The aim and contents of these volumes are described here:

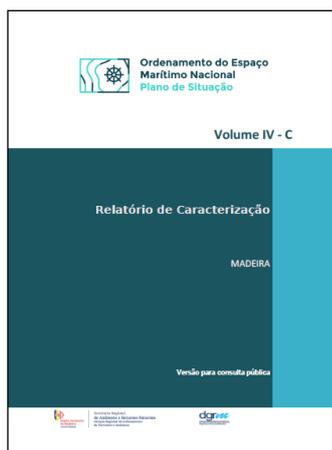


Volume III: – Madeira.

Spatial distribution of easements, uses and activities¹⁴

This document firstly identifies the spatial planning instruments, programmes and plans having an impact on the maritime space, including protected areas management plans, and strategic and financial instruments. The spatial distribution of private uses and activities is presented, outlining the general information of the activity and large scale mapping representing existing and potential areas. Some activities are not mapped because they either are present throughout the entire maritime space or may be defined by allocation plans in a later stage (e.g. biotechnology potential areas). Also presented are examples of good practice in the use and management of the maritime space and compatibility aspects with other uses, activities or easements to encourage Multi-Use (MU) of the maritime space.

¹⁴ Volume III-Madeira: http://www.psoem.pt/wp-content/uploads/2018/05/PlanoSituacao_volume_III-M-Espacializa%C3%A7%C3%A3o-de-Servid%C3%B5es-Usos-e-Atividades-Madeira.pdf

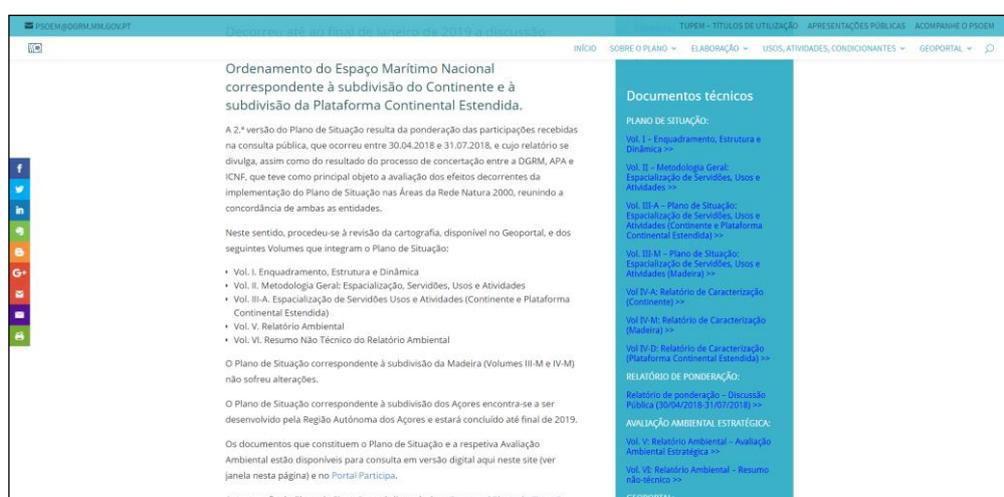


Volume IV – Madeira.

Report of characterisation of the maritime space¹⁵

This document presents the characterization of the Madeira marine region on the basis of the marine strategy. The characterisation comprises the physical and chemical aspects, biodiversity, nature conservation areas and the main pressures and impacts. It also includes a characterisation of economic activities at sea.

The website of the PSOEM gives access to the general volumes (vol. I, II, V and VI) of the PSOEM as well as vol. II and III, corresponding to the Madeira region.



Check the website at www.psoem.pt/

Spain

The General Directorate for the Sustainability of the Coast and the Sea, as the department responsible for MSP in Spain, created a roadmap to guide the tasks needed at the national level to develop MSP. This roadmap addresses the steps and technical documents of the MSP process and set a timetable for future tasks. The roadmap has been discussed and improved within the national MSP Working Group (GT-OEM)¹⁶.

GT-OEM has also presented a proposal of planning objectives to guide the development of MSP plans in Spain. The proposal has been prepared within a broad consultation process with ministries, coastal regional administrations and stakeholders. This document firstly identifies the existing objectives in cross-cutting policies, sectoral policies, and marine strategies. The analysis of the identified objectives allows formulating the planning objectives, which are divided into general, cross-cutting and sectoral aspects¹⁷.

¹⁵ Volume IV-Madeira: http://www.psoem.pt/wp-content/uploads/2018/05/PlanoSitua%C3%A7%C3%A3o_Volume_IV-M-Relat%C3%B3rio-de-Characteriza%C3%A7%C3%A3o-Madeira.pdf

¹⁶ Hoja de ruta de los trabajos necesarios a nivel nacional para la elaboración de los planes de ordenación del espacio marítimo. Versión 4. 24 de mayo de 2018. Ministerio de Agricultura y Pesca, Alimentación y Medio Ambiente.

¹⁷ Objetivos de la Ordenación del Espacio Marítimo. Versión para consulta pública. Ministerio para la Transición

Another of the documents jointly prepared in the frame of GT-OEM is the inventory of current and future uses and activities. This document presents a brief description of the sectors, together with the identification, analysis and recommendations about the spatial data available and needed in the context of MSP for each sector¹⁸.

These documents, together with other technical works developed by MITECO and GT-OEM, are being integrated in the draft plan common to all marine subregions in Spain, which will be the basis for the development of the plan for each marine region. The draft plan, together with a scoping document, will be launched at the beginning of 2020, initiating the Strategic Environmental Assessment (SEA).

MITECO has the general information about the MSP process in Spain in its webpage.



Check the website at <https://www.miteco.gob.es/en/costas/temas/proteccion-medio-marino/ordenacion-del-espacio-maritimo/>

Canaries

The tasks developed so far have been common for the five marine subregions. Technical reporting will continue for each of the five marine subregions once the SEA is initiated. The plan for the marine subregion of Canarias will therefore be built on the basis of these technical reports. The reports developed under the MarSP project will be taken into account and serve as preliminary or complementary studies for this marine subregion.

¹⁸ Inventario de usos y actividades a efectos de la ordenación espacial marítima. Primer borrador. Ministerio de Agricultura y Pesca, Alimentación y Medio Ambiente.

5. Stakeholder engagement

Undertaking a participatory approach gives public policies higher chances of successful design and implementation. The variety of stakeholders operating in the seas has diverse knowledge, experiences, values and perspectives. The active participation of stakeholders means the sharing of distinct needs, interests and views, which contribute to enhanced dialogue and cooperation. Effective governance goes beyond the traditional information provision and consultation which is often the case for stakeholder involvement activities. It must be recognized that stakeholders play a crucial role in shifting ocean governance from imposing rules (top-down) to a bottom-up approach (Twomey & O’Mahony, 2019).

Involving stakeholders in MSP processes is one of the key requirements of the EU Directive. Member States (MS) need to establish means of public participation by consulting relevant stakeholders at an early stage in the development of plans¹. The guide of IOC-UNESCO recognises stakeholder involvement as a continuous issue throughout the phases of the planning process. The degree of stakeholder involvement however, relies on the legal framework for participation in each country (Ehler & Douvère, 2014).

Stakeholder refers to any individual, group or organisation affected (positively or negatively), involved (now or in the future) or interested on MSP. Stakeholders can be classified into the following three broad categories (Twomey & O’Mahony, 2019):

- Government: agencies, ministries, municipalities, etc.;
- Industry: maritime sectors;
- Civil society: community organisations, non-governmental organisations (NGOs), researchers, etc.

5.1. Benefits

Stakeholders have different motivations to participate in the MSP process such as to know what is happening or to have influence in the process. But they may also show indifference or unwillingness to participate. This is often motivated by traditional engagement practices consisting of public hearings and written public consultations, which do not promote meaningful collaboration (Innes & Booher, 2004).

Both stakeholders and the MSP process benefit from an effective stakeholder engagement. Some of the benefits obtained are listed here (Quesada-Silva et al., 2019):

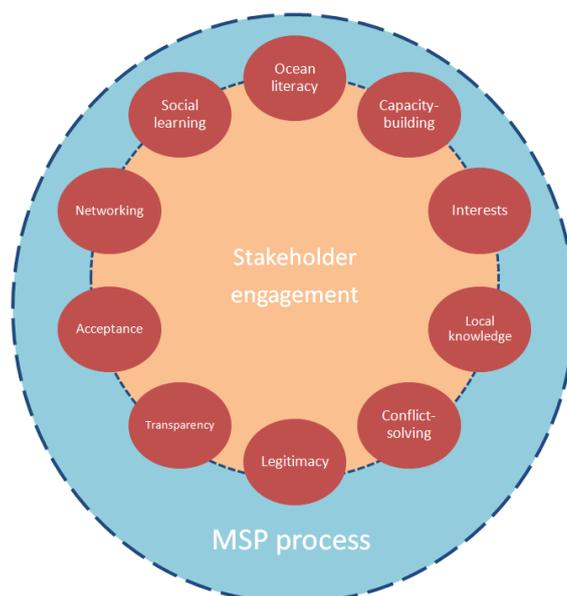


Figure 11. Benefits of an effective stakeholder engagement in MSP

(based on Quesada-Silva et al., 2019)

- **Ocean literacy:** the planning process communicates and increases the awareness about marine environmental issues and the need to sustainably use the ocean;
- **Capacity-building:** stakeholders acquire knowledge about tools and methods applied in MSP;
- **Interests:** stakeholders can express their interests and preferences, informing the planning process;
- **Local knowledge:** stakeholders can incorporate their knowledge into the planning process filling knowledge gaps;
- **Conflict-solving:** the planning process can be the forum to identify and discuss conflicts among users, contributing to solutions that minimise or solve the problems identified;
- **Legitimacy:** inclusive and participated planning decisions enhance equity and the fairness of the process;
- **Transparency:** participation makes the process more transparent and builds understanding and trust amongst stakeholders and planners;
- **Acceptance:** participation increases stakeholders' sense of ownership for plans, which build their support and increase the likelihood of successful implementation;
- **Networking:** involvement throughout the process builds and strengthens cooperation and networks among stakeholders;
- **Social learning:** stakeholders can recognise other views and the costs and trade-offs that decision-making entails.

5.2. Involvement of stakeholders

The involvement of stakeholders has progressed differently in the Macaronesian archipelagos. This is mainly due to the phase of the planning process in which each region is at, with all three regions being at different phases. It is also due to the development of the MarSP project, which had stakeholder engagement as one of the fundamental tasks throughout the project. In this regard, the Azores has taken advantage of the stakeholder workshops conducted under MarSP to develop and launch its regional stakeholder engagement process. In the case of Canaries, the MarSP stakeholder events will serve to inform future planning in this marine subregion. Madeira has used the stakeholder events to solve specific conflicts and to address important sectors in its marine waters.

Azores

Stakeholder engagement in this region was launched with the first MarSP stakeholder workshop in May 2018. The main goal of this workshop was to initiate the discussion about the Situation Plan of the Azores (PSOEMA). Particularly, the workshop addressed the discussion and validation of the MSP vision and objectives, together with the identification of enablers and gaps for MSP and potential areas (Hipolito et al. 2018). The second stakeholder workshop took place in April 2019 to present, discuss and validate the scenarios developed for the Azores, as well as the results obtained from sectoral interviews (aimed to characterize the maritime sectors) (Vergílio et al., 2019). The third workshop in October 2019 aimed to discuss and validate the mapping of existing and potential maritime uses and activities, including constraints, restrictions and administrative easements. It also shared examples of best practice and promoted debate on compatibility measures for ocean multi-use (MU) (MarSP, 2019). The three workshops were simultaneously held in three islands of the archipelago (Faial, São Miguel and Terceira).

A full report is available (in Portuguese, with summaries in English) for each of the MarSP stakeholder workshops held in the Azores.

Canaries

Stakeholder engagement in the Canaries has not yet started. Nevertheless, the first meeting with socioeconomic actors at the national level took place in March 2019 in Madrid, where some representatives from the Canaries were present. MITECO presented the progress on MSP and the contributions that marine strategies provide to the planning process. The draft document of MSP objectives was also presented and discussed with stakeholders, who were asked to contribute to the document. Furthermore, the stakeholder workshops organised in the Canaries in the context of the MarSP project will inform the MSP process in this marine subregion.

Full reports (in both Spanish and English) are available for each of the stakeholder workshops conducted in the Canaries under the MarSP project.

Madeira

Stakeholder engagement in the marine region of Madeira had, as main objective, solving existing conflicts in the maritime space. These meetings were held from June to December 2016. Most of the meetings were focused on the activity of surfing and the conflicts in specific maritime areas with certain sectors (e.g. aquaculture and energy). Other meetings took place about activities such as algae production and aggregate extraction⁹. In the frame of the MarSP project, three additional stakeholder workshops were held in Madeira.

Reports (in English) are available for the stakeholder workshops developed under MarSP in Madeira.

6. Towards efficient Maritime Spatial Planning in Macaronesia

Maritime Spatial Planning (MSP) is still in the initial stages in many countries of Europe and beyond. The implementation of this policy in different geographical contexts has shown that some major challenges are widespread. These include difficulties related to the inclusion of MSP in political and institutional frameworks, balancing economic development with environmental conservation, engaging stakeholders, including social dimensions, ensuring effective monitoring and evaluation, addressing transboundary issues, and adapting to climate change (Santos et al., 2019).

The distinct environmental, socio-economic and geopolitical context of Macaronesia also leads to particular challenges for MSP, which are mainly related to insularity. The economies of islands, and more particularly small islands, are fundamentally linked to the marine environment, with most of the economic activities relying heavily on the sea. Small islands often present specialised domestic economies, with limited potential for expansion and diversification and which are generally more vulnerable to external market fluctuations. The market potential is limited due to the restricted regional demand and the low availability of terrestrial resources and space to develop activities and infrastructure. The economies are also highly dependent on tourism, which is a fundamental activity for income and employment, together with traditional fisheries. Prices of goods are generally higher because of transportation costs, which often require external financial support, and consequently, entails external dependency. The availability of human resources is also limited as there might be a lack or loss of skilled labour together with difficulties to recruit elsewhere (Greenhill, 2018).

Despite the various challenges when implementing MSP, Macaronesia also presents a variety of opportunities. Islands have a strong link to the sea built throughout history, which is evident on their maritime culture, commerce and industry. Integrating land-sea interactions in MSP could be easier due to the close land-sea relationship and dependency. MSP provides chances to implement a bottom-up approach and a supportive stakeholder engagement based on the close links among authorities, stakeholders and communities. The involvement of regional authorities in MSP can also enhance these more participatory approaches. Macaronesia can benefit from its prominent biodiversity not only as a coastal and maritime tourism destination but also to strengthen the strong links with the sea to become maritime hubs (Greenhill, 2018). The vast maritime space and the increasing among between archipelagos can certainly contribute to it.

The MarSP project had an important role in the advancement and implementation of the MSP Directive in the three archipelagos of the European Macaronesia. Both stakeholders and policy-makers have a fundamental role in the progress of the planning process. Their adequate involvement throughout the process ensures the successful implementation of maritime spatial plans. The experience of the MarSP project certainly provide lessons to inform future MSP in the European Macaronesia. These lessons learnt have been converted into recommendations for future MSP in each of the archipelagos -Azores, Canaries and Madeira-, which are included in the annexes.

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Annex A. Recommendations for future stakeholders in the Azores

The MarSP project in the Azores, throughout its implementation, promoted public participation and continuous engagement with stakeholders, in order to address their needs and concerns, ensuring the legitimacy of the process. The participation occurred in the form of three rounds of workshops organized simultaneously in the islands of São Miguel, Terceira and Faial, with the participation of 53, 78, and 78 stakeholders, respectively, from all the key maritime sectors, with all sectors represented in at least one of the workshops. The stakeholder engagement process also included individual interviews with sectorial stakeholders in order to collect additional information on the stakeholders' perspective for the sector they were representing.

In the workshops, participants were asked to collaboratively build a vision that would guide the maritime spatial planning process in the Azores, to analyze the current and potential sectors in a comprehensive manner, suggesting examples of good practice and validating the cartography developed during the planning stage. Additionally, an opportunity to pose questions directly to the MarSP committee was created through the interactive tool Sli.do. At the end of this participatory process, the stakeholders' perception of the participation process was assessed by a satisfaction survey, gathering a total of 93 answers, most of which were ranked 4 and above (on a scale of 1 to 5, with satisfaction increasing with ascending numbers), highlighting their general satisfaction with the process.

The participatory process allowed the suggestion of improvements for future stakeholders in the Azores, among them:

- Promote integration among stakeholders, aiming to find common solutions to benefit the coexistence of uses and activities.
- Promote the development of maritime clusters to enhance the strength and competitiveness of key maritime sectors and to advance sustainable development.
- Increase the communication between maritime companies to facilitate the collection of relevant data to be used by the scientific community, private investors and the decision-makers.
- Advocate the right to be kept informed and maintain an attitude of active participation towards the MSP process.
- Adopt a collaborative attitude with regard to other maritime sectors, promoting constructive dialogue and searching for solutions that benefit positive outcomes and minimize negative impacts for the stakeholders involved.
- Promote/develop cross-sector discussion forums.
- Adopt a constructive approach by basing opinions and contributions on a solution-oriented perspective to help decision-makers decide according to the best available options.
- Comply with the legislation in force as well as understand the importance of following codes of conduct and best practice concerning the coexistence with other sectors.
- Avoid the usage of disposable material and contribute to reduce the amount of marine litter.
- Contribute to the design and mainstream a “Blue Code of Conduct for the Azores” that encompasses all sectors and activities.

More detailed recommendations, focused on each maritime sector, are listed and available in respective sector briefings, which gather recommendations from stakeholders and were developed under the MarSP project to support the characterization of each sector.

Annex B. Recommendations for future stakeholder engagement in the Canaries

The tasks developed in the frame of the MarSP project for the Canaries support the development of the maritime spatial plan in this marine region. The MarSP project placed strong emphasis on stakeholder engagement in this archipelago with the organisation of four stakeholder workshops in Las Palmas de Gran Canarias and two in Santa Cruz de Tenerife. Some lessons can be drawn from the experience of these stakeholder events for future stakeholder engagement in the region.

The last stakeholder event in the Canaries was held in Las Palmas de Gran Canaria on 6th November 2019. This event aimed to inform, discuss and build capacities on Maritime Spatial Planning (MSP) in the context of the Canaries. The draft documents of these Guidelines for Maritime Spatial Planning in the European Macaronesia were presented. The following open question was launched at the end of the presentation: “What suggestions can you give for future stakeholder engagement events of Maritime Spatial Planning in the Canaries marine subregion?”. The participants present at the event were invited to reply to this question based on their experience and knowledge about the Canarian marine region and their participation in the MarSP stakeholder events. The question was launched through the audience interactive tool “Sli.do”. The consultation was extended to the rest of stakeholders participating in the previous workshops. An email with an invitation to participate was sent to more than 100 stakeholders. Twenty-one responses were received which provided the basis for the recommendations for future MSP stakeholder engagement events in the Canaries. These are:

- Promote a broad participation of all range of stakeholders: public administrations, businesses, civil society and users.
- Ensure adequate expression of knowledge, opinions and interests from stakeholders through working tables and participatory dynamics.
- Establish working groups which allow deep discussion and collaborative work within sector/s. Present and discuss the results of sectoral working groups in broader meetings with all stakeholders.
- Organise specific meetings between conflicting stakeholders and sectors to deal with divergent interests and attempt to reach agreements.
- Bring planning proposals and documents to discussions with stakeholders.
- Disseminate information and working documents prior to stakeholder events to increase participation efficiency.
- Facilitate participation of stakeholders from other islands (e.g. adequate timetables, avoid delays).
- Promote ways of interacting and networking among stakeholders.
- Develop an online portal where updated information about the planning process and mechanisms for stakeholder and public participation are available.

Annex C. Recommendations for future stakeholder engagement in Madeira

The tasks developed in the frame of the MarSP project in Madeira permitted focus on knowledge of the seabed, specifically in terms of geomorphology and the identification of new species and habitats. This will help the future revision of the PSOEM, which will take place in the coming years.

In line with the drafting of the PSOEM, it was decided that the work with the Consultative Committee defined by the national diplomas would continue. The Consultative Commission intended to work on activities or uses where information was scarce in order to try to overcome the existing constraints to the development of these activities and find beneficial solutions for all stakeholders.

During the meetings and workshops several recommendations were put forward which can contribute to the future revision of the Situation Plan. The main ones are:

- Ensure adequate expression of knowledge, opinions and interests from stakeholders through working tables and participatory dynamics.
- Promote continuous stakeholder participation in the maritime spatial planning process.
- Establish working groups which allow deep discussion and collaborative work within sector/s. Present and discuss the results of sectoral working groups in broader meetings with all stakeholders.
- Organise specific meetings between conflicting stakeholders and sectors to deal with divergent interests and attempt to reach agreements.
- Promote discussions about potential uses and activities and the possible social and economic impacts.
- Disseminate information and working documents prior to stakeholder events to increase participation efficiency.
- Foster participation and dissemination to the general public.

In Madeira, the work on MSP will continue with the development of meetings and workshops that will contribute to the future revision of the Situation Plan.