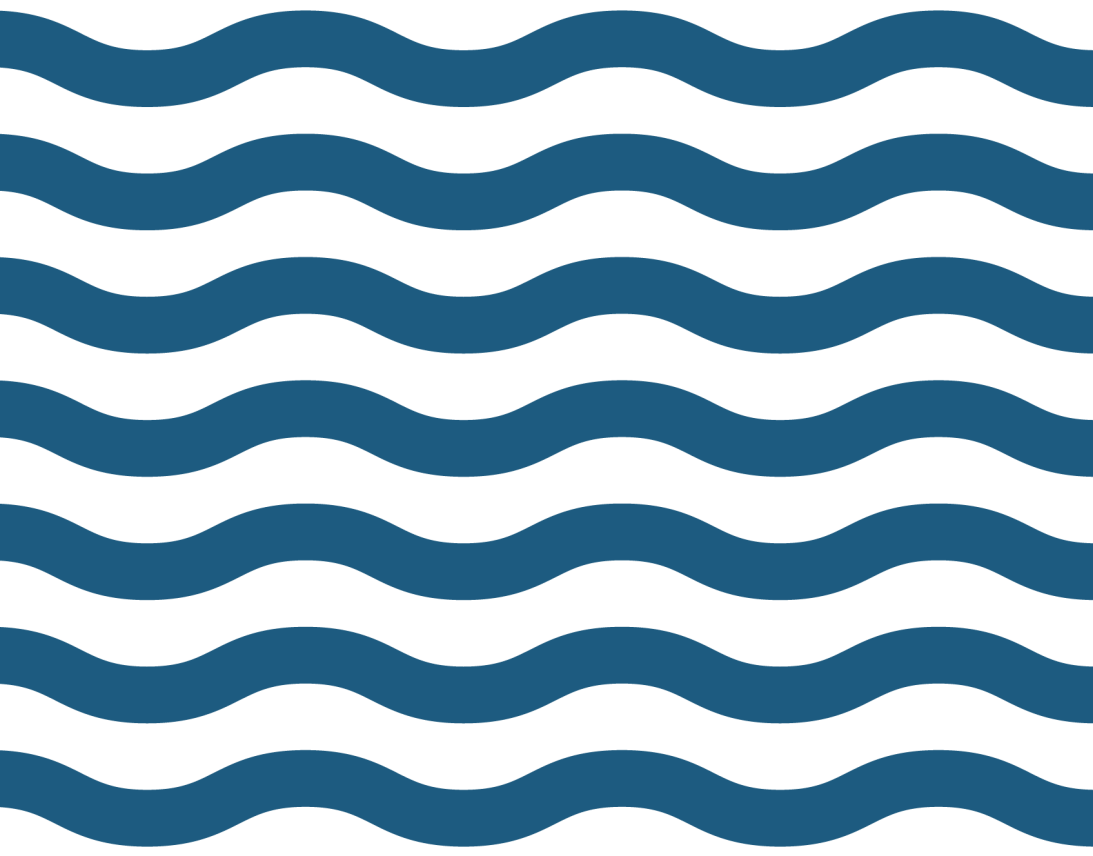


First policy Brief

The Green Deal component of the EU MSP Plans



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Authors	<p>Martina Bocci, CORILA (Eds.); Emiliano Ramieri, ISMAR-CNR (Eds.); Folco Soffietti, IUAV University (Eds); Alexandre Cornet, Cerema (Eds.); Arki Vesa, FI RCSIW (Eds.).</p> <p>Margarita Stancheva, Hristo Stancheva, Laura Pietilä, Mari Pohja-Mykrä, Heikki Saarento, Elisa Lähde (Aalto University), Katia Frangoudes, Eider Graner, Adeline Bas (Ifremer), Pierre-Yves Belan (Cerema), Kira Gee, Bettina Käppeler, Daniele Brigolin, Fabio Carella, Annija Danenberg, Mārtiņš Grels, Marta Štuba, Cristina Cervera-Núñez, María Gómez-Ballesteros, Mónica Campillos-Llanos, M. Rosario Martín-Hervás.</p>
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1 Introduction

The objectives of Maritime Spatial Planning (MSP) include contributing to the effective management of maritime activities and to the sustainable use of marine and coastal resources, considering socioeconomic needs. The MSP Directive (2014/89/EU) recognizes that healthy marine ecosystems and their multiple services, if integrated in planning decisions, can deliver substantial benefits regarding food production, recreation and tourism, climate change mitigation and adaptation, shoreline dynamics control, disaster prevention, just transition and fair distribution of benefits of sustainable blue economy.

The European Green Deal (EGD) (COM(2019) 640 final) is a set of policy initiatives aiming to achieve carbon neutrality in Europe by transforming the EU economy into a modern, resource-efficient and competitive one, addressing a wide range of issues, including circular blue economy, biodiversity, zero pollution, clean marine energy, climate change mitigation goals of maritime sectors etc. The opportunities for maritime activities to contribute to this ambitious process are described in the Communication on a new approach for a sustainable blue economy in the EU - Transforming the EU's Blue Economy for a Sustainable Future (COM(2021) 240 final).

Hence, there is a need to unfold the already existing MSP – EGD nexus and better exploit the potential for MSP, to actively promote the achievement of EGD goals in the marine domain.

In such a context, MSP-GREEN project is working to contribute aligning maritime spatial plans to the ambition of the European Green Deal (EGD) by creating a framework for plans as marine enablers of the EGD. The framework will provide a cross-cutting approach to the EGD key topics relevant for marine environment and sustainable transition of blue economy.



Figure 1. MSP-GREEN partners and affiliated entities.

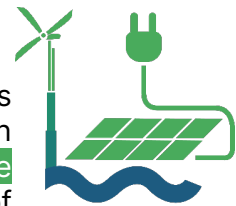
As a starting point, MSP-GREEN assessed whether and how national maritime spatial plans of the partner countries have considered the EGD objectives. Major gaps, challenges encountered and trade-offs accepted in mainstreaming EGD into MSP were assessed. Plans from **Bulgaria, Finland, France, Italy, Germany** (EEZ plan), **Latvia**, and **Spain** were analysed according to a common methodology: an **EGD-MSP nomenclature** was defined, by considering a set of key policy documents¹. The nomenclature is based on six topics:

1. Climate change mitigation;
 2. Climate change adaptation;
 3. Sustainable sea-food production;
 4. Biodiversity and ecosystem protection and restoration;
 5. Blue circular economy;
 6. Zero pollution
- and on several sub-topics and more detailed elements.

2 EGD topics in the MSP plans

Climate change mitigation

All assessed plans include elements of climate change mitigation. The topic is mainly approached from the **perspective of the energy transition at sea**. More specifically, and additionally fuelled by concerns related to energy independence and national strategies for hydrogen production, **offshore wind is considered as a key driver of space allocation in the plans** and seems to reinforce the relevance and role of MSP. Approaches to offshore renewables development vary between plans, especially whether they include spatial provisions and energy production targets. Some plans include only energy production targets but no spatial provisions (France, Italy) while others only incorporate spatial provisions, but no energy production targets (Finland, Latvia, Spain). One plan presents both (Germany), one none (Bulgaria).



Beyond zoning and energy production targets, some plans (e.g. the Italian ones) include other measures targeting offshore renewable energy, i.e. the development of guidelines for the detailed identification of suitable sites for offshore renewables.

Other renewable sources of energy (wave, solar, current, tide) are poorly considered and mainly from a research and innovation perspective.

It has been noted that, in some cases, the planning of offshore renewable energy is done in a silo and outside of the MSP process, for instance, due to calendar mismatch or reflecting a lack of coordination between energy and MSP authorities.

As a new space user, the sector was confronted with the issue of a lack of available space at sea, and debates with “traditional” users, such as shipping or fishing about access to sea space were undertaken. **Multi-use of sea space and coastal areas was identified as a relevant issue for offshore wind energy**. Some plans identified multi-use as an overarching principle for the entire MSP process (e.g. Bulgaria), while others integrated the principles of multi-use into energy production (e.g. Germany, Italy).

With regards to energy transportation from offshore production sites, grids and landing sites were considered in some (Finland, France) but not all plans.

The energy transition was also approached by some plans (e.g. France, Italy) from the perspective of promoting new fuels in the maritime sectors and ports, also in relation

¹ The European Green Deal (2019); A new approach for a sustainable blue economy (2021); An EU Strategy to harness offshore renewable (2020); Climate Law (2021); REPowerEU Plan (2022); Stepping up Europe’s 2030 climate ambitions (2020); EU Biodiversity Strategy for 2030 (2021); A Farm to Fork Strategy (2020); Zero Pollution (2021); Circular Economy Action Plan (2020); Sustainable and competitive EU aquaculture (2021).

with electrification for ships at berth. Likewise, the improvement of energy efficiency in maritime sectors, such as shipping or fishing, was promoted by some plans (e.g. Italy, Latvia). On these topics, plans seem to generally limit to high level and generic objectives.

Blue carbon and the role of ecosystems in climate change mitigation does not seem to have been addressed by the plans assessed.

Climate change adaptation

Climate change adaptation is included in all analysed plans, even if often addressed indirectly. Some plans refer to specific climate change adaptation policies outside of MSP: provisions for the protection and improvement of marine environmental status, such as the identification of proposals for new marine protected areas were considered as indirectly contributing to climate change adaptation objectives. Addressing physical landscape risks, such as coastal erosion or floods, are considered the most prominent climate change adaptation topic addressed by MSP plans. However, such provisions were often not explicitly formulated with climate change adaptation as a goal in the plans.



Other references to climate change adaptation focused on very specific elements (e.g. adaptation in the fisheries sector; identification of significant underwater natural values, which are also considered key areas for the protection of coastal environments in the future; measures on improved coastal protection, also through nature-based solutions).

The mid-term nature of the plans makes it more challenging to look some decades into the future and prepare for the long-term climate change adaptation strategy. Therefore, there is a need for enhanced capacity building and awareness raising to support climate change adaptation actions within MSP in the future. Data and a more comprehensive understanding of the effects of climate change on marine ecosystems and different marine sectors is needed to be able to plan such actions.

Sustainable seafood production

Sustainable food production is a key EGD objective, as reflected in the Farm to Fork Strategy (COM/2020/381 final) and in the upcoming proposal for an EU legislative framework for sustainable food systems. This is well reflected in the MSP plans. Regarding fisheries, two main approaches can be found in the analysed plans: some do not regulate fisheries *per se* but include provisions aiming at supporting sustainable fisheries (Germany, Latvia, Spain, Finland), other plans do include provisions more directly regulating fisheries also in the direction of sustainability (Bulgaria, France, Italy).



In many countries, little information about the spatial distribution of small-scale fisheries (SSF) is available: this can influence the capacity of MSP to address challenges specifically relating to this fleet segment.

It is worth noting that some plans tackle sustainable fisheries also from a non-spatial perspective (Finland, France, Italy): data and research, fuel transition, nets recycling, improved selectivity techniques and bycatch reduction, reduced overfishing, control, and fight against illegal unreported, unregulated (IUU) fishing. They also featured socio-economic measures on topics such as the cultural role of fisheries, challenges relating to ageing fishers, the need to attract youth, well-being onboard, or income and decent

revenues. These plans consider the role and/or function of fisheries in the socio-economic system and reflect on broader societal challenges such as the energy transition in maritime sectors and fair and just transition.

From the perspective of aquaculture, fish and mussel farming are commonly considered in the plans, at least as a potential for the future. The way aquaculture activities are planned depends on the context of the country and the sea areas, i.e., whether the activity takes place at the coastal area or open seas. When mentioned, aquaculture is often associated with the requirement for sustainability. The spatial dimension of aquaculture is tackled by some plans. For instance, in Italy, aquaculture is one of the sectors considered in zoning and in the definition of priorities in the plans' planning units. While there is currently no aquaculture in the German EEZ, the German MSP plan aims to encourage co-use between aquaculture and existing installations (such as offshore wind farms) to achieve greater spatial efficiency. The Spanish plan includes the objective to design spatial planning of aquaculture from a medium- and long-term scale approach compatible with environmental conservation and protection of the marine ecosystem. It sets up a measure calling for the elaboration of planning and management instruments for the declared Areas of Interest for Aquaculture (ZIA) and Marine Cultures (ZICM).

Sustainable seaweed production is less commonly considered (in Finland, France, Spain). When considered, approaches vary. In Spain, it was considered under the umbrella of aquaculture. Seaweed is included in some of the French plans and measures are species-specific. The Finnish plan promotes co-use, for instance with specific heat-producing infrastructures or in association with fish farming to reduce nutrient output.

Biodiversity and ecosystem protection

All analysed MSP plans share the protection of the marine environment as a cross-cutting or overarching objective. However, generally the designation or extension of Marine Protected Areas (MPAs) does not pertain to the scope of MSP. While MSP is not used in the assessed plans to designate or extend conservation areas, many countries still use it as a facilitating platform, a catalyst, or an indirect tool to support the designation or extension processes. Some plans include biodiversity-oriented zoning measures. In Germany, the plan is tasked with contributing to the protection and improvement of the marine environment, including keeping protected areas free from incompatible uses and designating priority and reservation areas for nature conservation; these areas can go beyond existing MPAs. The Finnish MSP plan aims to create an overall view of the network of marine protected areas and ecological connections. As a practical measure, the plan identifies areas with significant underwater natural values. In Spain, plans designate Priority Use Areas for biodiversity (which includes all protected areas as MPAs, Natura 2000 sites, and other protected areas by different tools), and High Potential Areas for biodiversity (including the areas considered to be of high value for the protection of biodiversity and which are not currently included in any figure of protection, but could be in the near future to achieve the 30% of sea protection by 2030).

Only some of the plans include elements on marine connectivity or "blue corridors". In Spain, the plan sets up the objective to "promote the connectivity, functionality and resilience of marine ecosystems through the consideration of Marine Green Infrastructure" (MGI). The "MSFD-MSP working group" foreseen by Italian MSP plans is expected to deliver studies on connectivity of MPAs. While the German plan makes no

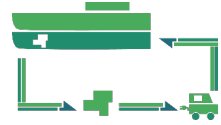


specific mention of improving marine connectivity, it still includes provisions for migratory species (birds and mammals).

Provisions on OECMs and marine connectivity were less commonly found in the plans. Only the Italian plans explicitly address restoration of marine ecosystems.

Blue circular economy

The way plans approach the blue circular economy vary greatly; some plans cover the topic both at a strategic and at an operational level, with explicit references and dedicated objectives and measures (e.g. France, Italy). Other plans reflect blue circular economy to some extent or indirectly, either through generic mentions only or by addressing some specific blue economy sectors or segments (e.g. waste prevention in Bulgaria, sediment disposal in Latvia, and resource efficiency in Finland). Some other plans do not tackle this topic at all. Whether and how plans address the topic depends on their scope and mandate, including the relationships established between the plans and the other national policies such as those covering circular economy or recycling at large.



Zero pollution

Zero pollution has received relatively little attention in the assessed MSP plans. All plans include pollution-related provisions, but they are mostly sector-specific and focus on pollution prevention. Across plans, identified drivers of pollution include shipping and maritime logistics, tourism, fisheries and aquaculture, offshore energy, security, and port activities. Some plans do consider pollution sources from land and land-sea interactions. French, Latvian, and Spanish plans include objectives relating to discharges in the sea from land-based activities, such as nutrients from agriculture, landfills, or sewage plants. Plans address pressures such as water and air pollutants, noise, solid waste, and the introduction of alien species. All plans refer to either the Good Environmental Status (GES) and/or implementing the MSFD. Pollution provisions can also originate from sector or environment specific international and regional bodies, such as regional seas conventions. For instance, the German EEZ plan recalls that provisions on pollution from shipping refers to a host of international agreements such as MARPOL, OSPAR and HELCOM.



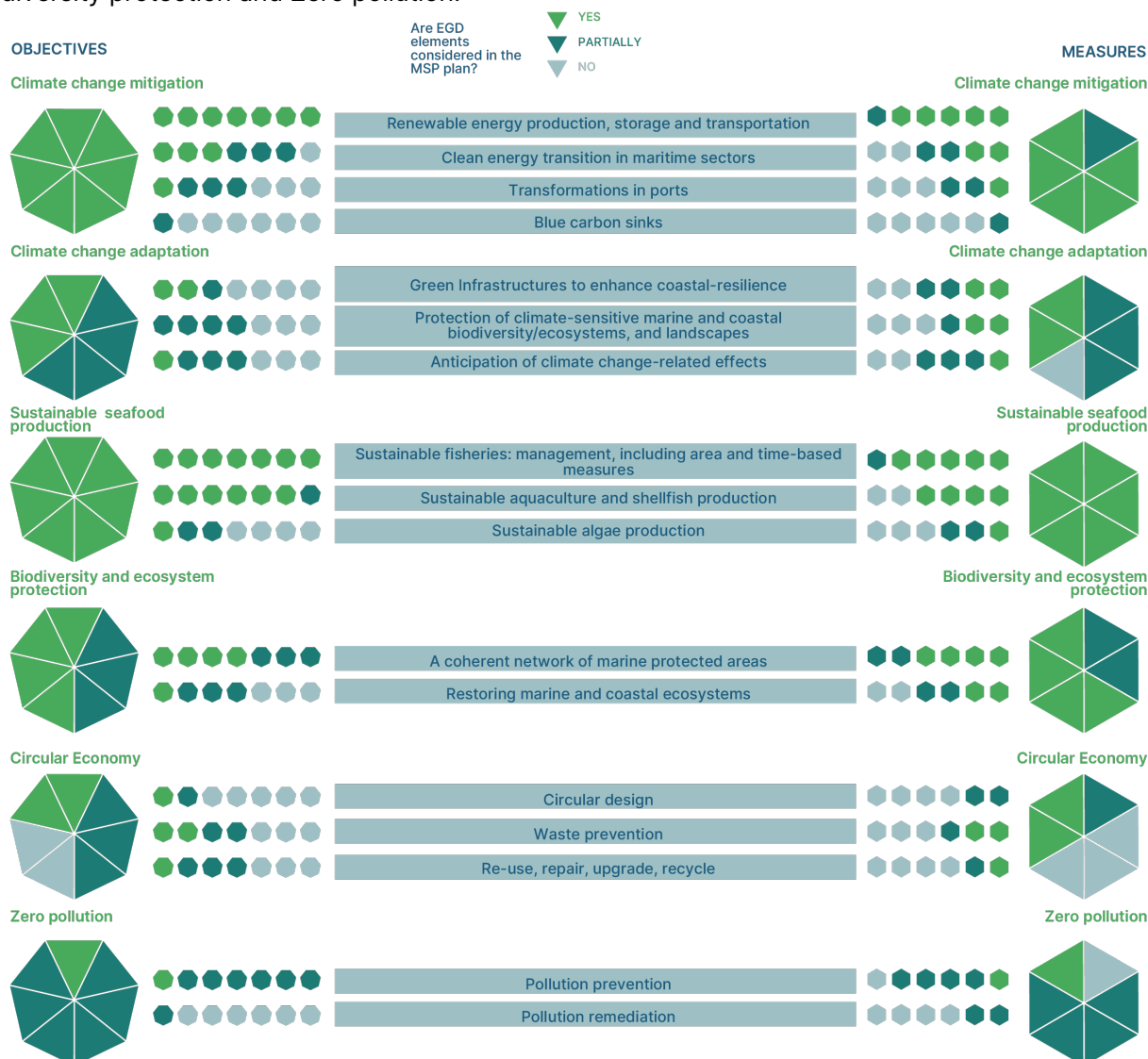
Pollution remediation is rarely considered in the plans. In France, plans include measures for the identification and treatment of areas of waste accumulation. The Latvian MSP considers that algae and mussel aquaculture may contribute to pollution remediation and fight eutrophication as the growth process absorbs nutrients and filters the water.

EGD elements in MSP plans in a nutshell

The inclusion of EGD elements has been assessed for each project partner country in objectives and measures, in the case of the plan for the German EEZ, only in objectives, based on the screening of the MSP plans (See figure bottom-page). Considering MSP objectives, the topics *Climate change mitigation* and *Sustainable sea-food production* are definitely very well represented in the plans. The analysis at sub-category level reveals that, in the case of *Climate change mitigation*, this is largely due to objectives linked to renewable energy production, storage and transportation, whereas decarbonization initiatives related to transformations in maritime sectors and ports play a minor role and blue carbon sinks are almost not mentioned. In the case of *Sustainable sea-food production*, fisheries and aquaculture are similarly considered in the objectives of the plans whereas developments linked to sustainable algae production are much less addressed in plans objectives. *Climate change adaptation* is less reflected than *mitigation* in the plans, this result is consistent across all the three sub-topics analysed (green infrastructures, sensitive habitats and species, anticipation of climate change effects). *Biodiversity and ecosystem protection and restoration* are clearly referred to in the objective of more than a half of the plans analysed, in the others indirect or partial mentions occur. None of the analysed plans lack a mention (at least indirect) to biodiversity protection. Instead, marine restoration is still very much under-represented in MSP plans objectives so far.

Finally, direct and explicit reference to *Blue circular economy* and *Zero pollution* are minor in the MSP plans objectives but indirect mentions are more frequent, for example for actions related with waste prevention and pollution prevention.

When considering measures, the synthesis shows similar patterns, as described for the objectives, but with a lower occurrence of EGD elements in measures than in the objectives, with the exception of Biodiversity protection and Zero pollution.



3 The role of national contexts in including EGD in MSP plans

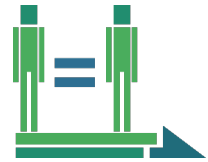
National contexts strongly influence whether EGD elements are incorporated in MSP. Specificities are related to national MSP timelines, countries' approaches to MSP, and what mandate they give to it. Different geographical and biophysical features also have a role in shaping the way some aspects of the EGD are considered within MSP (e.g. algae cultivation; offshore renewable energy development), as do national policy priorities. Specific national interpretations of EGD elements, for instance what marine restoration means in each country, can also play a role.



Depending on the national context, in particular the mandate given to it, MSP has different levels of capacity to support the objectives of the EGD. For several EGD topics and related objectives, MSP can have a direct role (e.g. development of sustainable aquaculture). For other topics, MSP might not have the mandate to influence certain actions (e.g. identification of new Marine Protected Areas) and therefore cannot directly enable certain objectives of the EGD. It can, however, provide indirect support by linking up with other policy areas or decision-making frameworks, such as sectoral plans. In any case MSP provides the framework to integrate international, sea basin, national and sectoral policies, and strategies relevant for the marine components of the EGD, as well to raise awareness, support discussions, and give recommendations.

4 Fair and just transition in MSP

The EGD strategy recognizes that the transition to decarbonization and sustainable uses of resources “*can only succeed if it is conducted in a fair and inclusive way. The most vulnerable are the most exposed to the harmful effects of climate change and environmental degradation. At the same time, managing the transition will lead to significant structural changes in business models, skill requirements and relative prices. Citizens, depending on their social and geographic circumstances, will be affected in different ways.*”



There is no clear definition for what fair and just transition means for MSP. Participation, representation of the diversity of stakeholders and areas, the power to influence planning and access to plans and data have been identified as key dimensions for supporting a fair and just transition through MSP. In general, the analysed MSP plans and the related processes went beyond the formally defined requirements and made considerable efforts to ensure widespread participation. Working groups, knowledge co-creation, inclusive communication and online data services were common actions. From a spatial perspective, ensuring equal consideration and representation of the plan's spatial coverage and its area of influence was considered in all countries. Challenges were identified in reaching the local scale actors: the impacts from MSP can be local, but the planning scale of MSP is mostly focused on national and regional issues, which can make it difficult to engage the local actors. Less consideration was directed on gender issues or the participation of disadvantaged groups.

It is important to consider whether, through engagement in the planning process, the stakeholders were able to influence the plan and the related decision-making, including the distributive effects of the plan. The contribution of administrative stakeholders from ministries and other key institutions (at the national and subnational level) is self-evident as the MSP plan needs to be agreed by these institutions in line with the issues and activities relevant to them. Regarding the other stakeholders (e.g. private actors, local

actors), their impact is much more difficult to be assessed. Once the local actors are engaged in the MSP planning process, it is important that their perspectives are visible in the resulting MSP plan.

The assessment of the costs and benefits of the plans can also be used to ensure the fairness of the impacts of MSP. This was very differently addressed in different countries but never with a comprehensive perspective.

Public access to data and the plans supports acceptance and transparency of MSP. All assessed MSP plans and the data and reports related to them are available in both national web services and/or on EU level platforms such as the European Marine Observation and Data Network (EMODnet). High quality data from different fields, such as ecological, social, political, and economic data, form the basis of MSP and, when shared in an accessible way, can also increase stakeholder understanding of the topics faced in planning. Bringing together data from different providers aids in building an overview of all the actions on-going at seas.

Overall, the role MSP can play in supporting a fair and just transition still needs to be further explored and operationalised. This includes identifying the planning approaches and methods of engagement that would provide a fair and just distribution of benefits and impacts of the MSP plans.

5 Key challenges for MSP to work as an enabler of the EGD

Spatial needs, distribution and compatibility of uses

Challenges relating to space availability were highlighted in almost all the countries analysed in the project. Many EGD objectives require space to unfold. However, European seas are already very busy places and sea space is limited. Allocation in coastal areas is complex as well. EGD may require more space than what is available in some areas to achieve its many different objectives. Finding space for new activities and uses in the face of traditional ones would constitute a challenge. Typically, issues relating to finding the necessary space to achieve both offshore renewable energy and marine conservation areas targets were highlighted. Other new activities and uses that were also said to require space included aquaculture development, energy transition in ports and nature restoration. Multi-use can be considered as a possible way forward but the practical implementation of space and resource sharing could be challenging or sometimes even impossible when activities interfere with one another. There is a need for further work on full operationalization of multi-use. The lack of compatibility can introduce the need to prioritise access to sea space, resulting in spatial competition, turning space itself into a limited resource.



Data gaps and limitations

Despite the progresses made to improve data availability and use, lack of appropriate data still represents an issue for MSP. A first data gap is related to the marine environment, on topics such as ecosystem services and functioning or habitats and species distribution (e.g. in Bulgaria, Finland, France, Spain). Another data gap concerns the effects of human activities on the environment, especially for new activities such as offshore renewable energies, or about the assessment of cumulative effects (e.g. in Finland, Spain). There

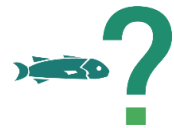


is a lack of data about some specific maritime activities, for instance about small-scale fisheries geographic distribution (e.g. in Bulgaria and Italy).

Lack of dynamic and up to date data was also highlighted. This contrasts with the dynamic nature of the ocean, and constitutes an obstacle in reflecting the evolving state of ocean knowledge and prevents the capability to reflect the swift evolutions of some sectors such as offshore renewables. Fragmentation is also an issue with data scattered between many actors and administrations. Lack of data compatibility still represents an issue too, as different stakeholders produce, process, and use different types of data, at different scales. Lastly, non-public and/or non-available data are important challenges too.

Managing uncertainties

The EGD calls for many transitions in coastal and maritime realms, e.g. ecological and energy transitions of maritime activities and societal changes including new relations with nature and conservation. MSP *per se* implies a projection into the future. Both transitions and planning come with temporal uncertainties. The management of such uncertainties could be challenging. Moreover, it is difficult for certain sectors to project themselves into the future and have a medium to long-term vision. These sectoral uncertainties are related to constant changes in targets, timetables, and deadlines for developing activities, which also vary across levels (EU, national, sub-national). In addition, visions of sustainable development may be perceived differently at different levels and by different actors, making the practical implementation of transition objectives even more complex.



Beyond the temporal dimension, uncertainty can be created by the unclear definition of some premises and principles (e.g., “precautionary principle” or “ecosystem-based approach”, or “stakeholder engagement”). Such uncertainties can cause these premises and principles are not fully or easily operationalised and applied in MSP.

Different scope, mandate and nature of MSP

The scope and mandate of national MSP processes could lead to difficulties in the implementation of the marine components of the EGD. In some instances, the geographic scale adopted to design plans might prove challenging for some stakeholders (e.g. in France, with MSP based on the concept of “façade”, complex administrative units spanning across regions).



Enforceability of plans, i.e., whether plans are binding or not, would affect their ability to effectively deliver on EGD objectives. For instance, as highlighted in Finland, stakeholders may have a lack of commitment to the objectives set in a non-binding plan, even if they are defined through a collaborative process.

Lack of coordination between authorities and competencies either involved in MSP at various levels, or across sectors and policies is important. As reflected in the assessed plans, MSP is transversal, but not meant to regulate or replace the policies it coordinates. Its capacity to deliver practical effects, including for the EGD objectives, is therefore limited if a real and full coordination and integration among institutions and sectors is not ensured. The legal scope or mandate of the authorities in charge of planning often covers a limited spectrum of the users and uses tackled by MSP.

Whereas MSP is expected to bring together sectoral policies rather distant or contradictory, or calling for objectives that may diverge.

Contrasting policy objectives

Contrasting or even contradictory policy objectives that need to be coordinated within planning may constitute a significant challenge for MSP. Even more, since MSP often has no regulatory power over the contrasting policies and can therefore only cast light on or take note of the difficulties in delivering on contrasting objectives. A key tension was identified in our analysis between EGD policies on nature protection and restoration and those calling for the development of new blue economy activities, such as offshore renewable energy or aquaculture. Conversely, environmental policies on topics such as compensation can hamper innovation. Therefore, prioritisation and compromises may be needed. However, such compromises were not always considered in the plans and/or could not always rely on clear political guidance. In addition, mismatch in policy calendars, for instance between the Marine Strategy Framework Directive (MSFD) and the MSP directive cycles are considered a challenge.



Limitations of the MSP process

Lack of resources for MSP is highlighted as relevant, including financial and human ones (e.g. Finland, Bulgaria). Most importantly, the lack of financial resources allocated to the implementation phase of MSP plans was considered to hinder their effectiveness. The picture would get even more complicated when the implementation of plans relies on other authorities and/or sectors that are not clearly identified in the plans, or when they are identified but not associated with practical means to deliver on the plans' provisions.



Time constraints also played a role in MSP plans preparation. To acquire knowledge and data on all marine activities, including those expected to contribute to the EGD, required for sustainable decision-making is very time-consuming. MSP also needs to be based on public participation and consultation, which again requires time. At the same time, MSP is under pressure and time constraints as it is expected to deliver swiftly on many political and societal needs, including those stemming from the EGD, particularly the urgency to act on issues such as the energy transition or biodiversity loss.

The fact that MSP remains a relatively new tool and that its operational impacts are often unclear also represents a challenge. Amongst stakeholders more versed in MSP, participation was sometimes voluntarily questioned due to an opposition to the concept of planning at sea *per se*.

6 Way Forward

There is a strong interconnection between the EGD objectives and MSP. To reach the objectives set by the EGD, MSP needs to take a cross-sectoral approach, which indeed is intrinsic of its mandate. Marine activities are interconnected and affect each other. Such interconnections can result in conflicts and synergies, to be respectively managed and supported by MSP. In this regard, multi-use of the sea space is perceived as a possible or even an essential solution, although work must still be done for its operationalisation. To plan and support stakeholder collaboration, discussion across sectoral borders is crucial. Considering the sea and coastal areas as socio-ecological

systems where the sustainable development of maritime sectors, equitable and fair transition and protection of the environment are **interlinked**, can guide MSP in identifying synergies, solving conflicts and concretely promote the achievement of EGD goals in the marine domain.

7 Communicating the maritime dimension of the EGD

The complexity represented by stakeholder engagement across levels of governance and sectors is a well-known challenge of MSP. The transition of maritime sectors creates a new level of difficulty. Policy makers involved in MSP must convince maritime economies and marine practitioners not only to coexist but to rethink, rather substantially, their worlds.



Presenting the EGD as an opportunity for change that will bring human societies to a better future may trigger a sense of belonging. This may be easier using **science-based information** to avoid confusion and misconceptions. When presenting solutions and valuable experiences from maritime industries it should be ensured that they are in line with expected impact reduction and are not green claims. It is also important to **present local case studies** and examples that stakeholders can relate to. It may prove useful to create a connection with shared interests and values like safety, stability, recreational and cultural values of the sea. When promoting change in regulations and management of maritime activities **co-design is a key aspect for endorsement.** Stakeholders are the actors of change, both at institutional and sector level, and they need to understand that their choices have the power to affect reality. The EGD puts social fairness at its heart, leaving no person and no place behind during the EU's transition to net zero greenhouse gas emissions by 2050. Narratives should ensure fairness is represented and stereotypes are avoided.

The MSP Directive stresses the importance to consult neighbouring countries and cooperate with non-EU ones. This is increasingly true regarding EGD because as long as many international partners do not share the same ambition as the EU, there is a risk of dissipating efforts and making some of the results less impactful, especially in terms of environmental protection.

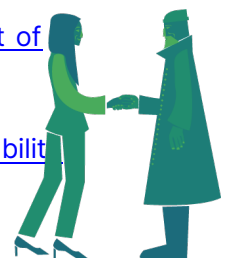
The Maritime Green Deal will be interpreted in many ways, including different points of view. It is important to remain open to plurality as long as the objectives are the same and the discourse is a proactive one. Policy makers and MSP experts have the opportunity to co-design effective communication, as long as they agree on clear goals, targets and most effective channels.

MSP-GREEN will engage in a dialogue with multiple maritime stakeholders, from all EU basins, on MSP as a promoter of EGD in the marine domain. Focus groups, five sea basin and one EU level workshop will be organized to identify actionable recommendations.

Suggested readings from the MSP-GREEN project

Cornet, A., Arki, V., Bocci, M., Ramieri, E., et al. (2023). [The Green Deal Component of the EU MSP Plans](#). MSP-GREEN: GA101081314-EMFAF-2021-PIA-MSP.

Danenberga, A., M., Soffiatti, F. (2023). [Communicating the Maritime Green Deal: A companion for MSP practitioners, decision makers and marine sustainability communicators](#). MSP-GREEN: GA101081314-EMFAF-2021-PIA-MSP.





www.mspgreen.eu
contact@mspgreen.eu

