



## Maritime Spatial Planning Country Information

Romania

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## MSP in general

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# Background Information

## Basic facts on Marine Waters

Romania has 245 km of coastline and its Territorial Sea (the area 12 nm seawards from the coastal baseline) covers 3,202 km<sup>2</sup>. The Exclusive Economic Zone (EEZ) of Romania is about 22,485 km<sup>2</sup>. The EEZ and Territorial Sea between Romania and Ukraine was agreed in 2009 after referring the boundary resolution to the International Court of Justice. The EEZ between Romania and Bulgaria has not yet been agreed upon<sup>1</sup>.

## Maritime Spatial Planning (MSP) authorities and legislation

### General

Romania transposed the Directive 2014/89/EU of the European Parliament and the Council of 23 July 2014 regarding Maritime Spatial Planning into domestic legislation and started to implement MSP by:

- a) Government Ordinance no. 18/2016 on maritime spatial planning.
- b) Law no. 88/2017 related to the approval of the Government Ordinance no. 18/2016 on maritime spatial planning.
- c) Government Decision no. 406/2017 for the approval of the Regulation on the organisation, functioning and nominal composition of the Maritime Spatial Planning Committee.

#### Planning at national level

Romania transposed into domestic legislation the Directive 2014/89/EU of the European Parliament by Law no. 88/2017 related to the approval of the Government Ordinance no. 18/2016 on maritime spatial planning. It has since then began implementing MSP.

#### National MSP authority

Since 2015, the **Ministry of Development, Public Works and Administration**, has assumed the responsibility as the Competent Authority to prepare the MSP national legislation and regulations, nominate MSP authorities and implement the MSP Directive. The National MSP Authority was nominated in the frame of this ministry in 2016. Many ministries have been involved in the MSP process, as well as the National Institute for Marine Research and Development, Grigore Antipa, and the Danube Delta National Institute for Research and Development, which provide support in the implementation of MSP.

#### Planning at regional level

Planning is mostly addressed at national level in Romania, although the MARSPLAN I and II projects (the latter still ongoing) have made progress in the field of regional planning.

#### Regional MSP authority

MSP Authority is nominated under the Ministry of Development, Public Works and Administration, General Directorate for Regional Development and Infrastructure.

#### Planning at local level

There are 4 or more local and municipal plans being drafted. They are either regional, local or zone-specific plans. Until 2015 spatial planning only focused on coastal planning. Thus, 4 urban plans have been made for the following areas:

- The coastal zone between Cape Midia and Vama-Veche
- Constanta Municipality
- Mangalia Municipality
- Eforie Nord and Eforie Sud Municipality

#### Local MSP authority

<sup>1</sup> [https://www.un.org/Depts/los/LEGISLATIONANDTREATIES/PDFFILES/ROM\\_1986\\_Decree.pdf](https://www.un.org/Depts/los/LEGISLATIONANDTREATIES/PDFFILES/ROM_1986_Decree.pdf)

Local authorities with responsibilities over territorial planning have supported the general and zonal plans.

## Details

Existing uses and pollution hotspots have been mapped since 2007 to develop a Maritime Spatial Plan under the PlanCoast project, where MSP was considered a tool for Integrated Coastal Zone Management (ICZM) and sustainable development. Romania has been involved in ICZM for a long time and has used its previous experiences in ICZM in the implementation of MSP. Regarding ICZM, the following measures have been taken:

- Law no. 280, 24 June 2003, approving The Emergency Order of the Government no. 202/2002 for ICZM.
- Government Decision no.1015/2004 regarding the approval of the organisation and functioning regulation for the National Coastal Zone Management Committee.

Until 2012, no legal or regulatory framework was in place that would allow either maritime spatial planning or formal institutions to deal with maritime spatial planning procedures. Nevertheless, the MSP Directive was consecutively transposed into domestic legislation in 2016 -2018 through:

- Government Ordinance no. 18/2016 on maritime spatial planning.
- Law no. 88/2017 related to the approval of the Government Ordinance no. 18/2016 on the maritime spatial planning.
- Government Decision no. 406/2017 for the approval of the Regulation on the organisation, functioning and nominal composition of the Maritime Spatial Planning Committee.
- Government Decision for the approval of the Methodology for the elaboration of the Maritime Spatial Plan (approved by the Government on 21 June 2018).

## Progress

The main advances in terms of MSP have been achieved through several European and Regional projects in which Romania has been involved. Major progress has been made through the implementation of the MARSPLAN BS I and II projects. The second project is currently ongoing and should lead to considerable inputs for the Romanian maritime spatial planning (01 July 2019 - 30 June 2021).

## Overview of MSP-related uses and issues

The Black Sea is one of the main gates the EU has to the East, a junction between Europe, Central Asia and the Middle East. It is an important transport and energy hub, a crossroad of different cultures, and a region with political, social and economic fragmentation. The Romanian coast is under pressure from increasing seasonal population density, urbanisation, marine transport, coastal erosion, and pollution. The tourism industry and unplanned urbanisation have had negative effects on coastal areas by causing depreciation of the natural landscape, water quality, sandy dunes, natural reserves, vegetation and the marine ecosystem.

### **Industry**

Romania has a strong shipbuilding industry, where 98% of the shipbuilding and repair services were destined for exportation in 2017, involving 35,250 jobs.

### **Oil and gas**

This sector employed 3,781 persons in 2017 and is the fastest-growing sector as it is supported by new extraction technologies, research and equipment.

### **Fisheries**

In 2017, the fisheries sector employed around 6,440 persons and was mainly composed of artisanal and local fishers. Small boats and angling techniques are still widely used today, due to the crisis that Romanian fisheries experienced, following ecological changes caused by pollution, invasive species and overfishing. The main ports are Mangalia, Olimp, Costinesti, Mamaia, Cape Midia and Sulina.

### **Tourism**

Coastal tourism is one of the most successful activities in Romania as the sector employed 47,730 persons in 2017. The country has a wide range of natural areas including eco-system-based tourism in the Danube Delta. But those activities are mainly seasonal activities, where the population increases during summertime, leading to significant pressure on the coast and its resources.

### **Protection of the marine environment**

The Romanian area of the Black Sea is confronted with several issues, in particular nature protection and recreation under the Habitats Directive. Annexes I and II of the Habitats Directive list 58 habitat types, 79 animals and 6 plants<sup>2</sup> in the Black Sea. Some of these are marine species such as the Black Sea bottlenose dolphin. There are also 40 coastal Sites of Community Importance (SCIs). One of the major problems is that the Black Sea is among the water bodies most at risk of being severely impacted in Europe, considered as a 'closed' water basin with unique, dynamic and sensitive ecosystems, under threat by continental pressures and conflicting coastal and maritime activities.

## Maritime Spatial Plans

### Existing Maritime Spatial Plans

There is no current National Maritime Spatial Plan in Romania.

### Pilot plans or projects

Romania is involved in projects related to marine research and maritime spatial planning, the most important of which has been developed by the National Institute for Marine Research and Development (NIMRD), Ovidius University of Constanța, University of Bucharest and the National Institute for Research and Development in Construction, Urban Planning and Sustainable Development (URBAN-INCERC).

It should be noted that Romania has been very active in the field of ICZM. The development of MSP was based on the previous ICZM experiences:

- [The PlanCoast project](#) in Romania (2005-2008) has implemented pilot projects to show the usefulness and strength of spatial planning instruments for effective ICZM and maritime management. The aim of the PlanCoast project was to provide best practice examples and tools for effective integrated planning in coastal zones and marine areas.
  - Sulina Study Case – the gate of Danube – Middle Branch
  - Constanta Study Case – Harbor Area
  - EEZ and maritime spatial planning

PlanCoast was the first project to introduce the field of Maritime Spatial Planning in Romania. It supported the production of the first maritime map involving spatial planning (up to 12 nm), and offered the base for the production of the following maps and plans. The project contributed to the first GIS infrastructure, specialisation and database, along the Romanian Black Sea coast.

The results of the Romanian pilot projects contributed to the [PlanCoast Handbook](#), featuring guidelines and tools for producing an integrated spatial management plan for marine areas. The most important document produced by Romanian partners is the National Report on spatial planning in coastal and maritime areas, which highlights the implementation process of ICZM and its tools. The PlanCoast project supports this process. The Handbook on Integrated Maritime Spatial Planning was translated into Romanian. The main conclusion of the PlanCoast project, which transferred for the first time the Adriatic basin experience in Maritime Spatial Planning to the Black Sea, was that the success of MSP depends on co-operation across sectors and spatial scales.

- The National Plan for Integrated Coastal Management was developed in 2006-2007. Following this, the Master Plan for the Protection and Rehabilitation of the Romanian Black Sea Coast was published in 2011. This second document sets a strategic vision for the management of the Romanian coast.
- [The PEGASO Project](#) (2010-2014) aimed to develop common approaches and tools to support integrated policies for the coastal, marine and maritime realms of the Mediterranean and Black Sea basins. PEGASO specifically referred to the ICZM Protocol for the Mediterranean linked to the Barcelona Convention.

The other most significant MSP Projects for Romania, including maritime spatial plans, are:

- [MARSPLAN – BS II \(2019-2021\)](#), in which the main activities are related to the elaboration of the maritime spatial plans for Bulgaria and Romania with an updated GIS model and database, based on the results of the

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<sup>2</sup> <https://ec.europa.eu/environment/nature/info/pubs/docs/biogeos/Black%20Sea.pdf>

first MARSPLAN-BS Project; the development of the MSP common strategy for the cross-border area of Bulgaria and Romania, also addressing Land-Sea Interactions (LSI) and the Multi-Use (MU) concept; providing effective stakeholder participation in the design of the national and cross-border MSP process and sharing of good practices for the Black Sea from Bulgaria and Romania.

- [TEAM4SEAS](#) (2017-2019) developed a web-GIS system in order to increase the participatory approach by involving all stakeholders representing companies, authorities, researchers, locals, fishermen, NGOs, etc. Effective data management, increased spatial understanding and use conflicts across the Romanian Black Sea region were addressed<sup>3</sup>.
- [MARSPLAN BS](#) (2015-2018) as the first project on MSP in the Black Sea, it supported the preparation of an initial assessment and a cross-border cooperation in MSP between Bulgaria and Romania. In the initial assessment of maritime sectors in Romania and Bulgaria, the following main topics were considered: geographical boundaries, physicochemical characteristics, biological characteristics, underwater archaeology, the coastal geomorphology, infrastructure, transport and energy exploitation, nature conservation, the anthropogenic pressures on the coast, and the existing and potential conflicts between sectors. Two case studies were produced: a pilot Maritime Spatial Plan for the marine area Mangalia-Shabla<sup>4</sup> and a Burgas case study – with a special focus on the land-sea interactions<sup>5</sup>. The MARSPLAN BS project prepared the basis for the national MSP legislation, MSP Methodology, MSP database and indicators, and the transboundary experimental plan between Romania and Bulgaria in parallel with the MSP Directive transposition into domestic legislation and its implementation.
- [MARSEA Project](#) (2015-2017) focused on the development of an integrated framework for marine spatial planning in Romania. The project aimed to develop an integrated approach of the social, economic, and ecological factors affecting the Romanian Black Sea coast via implementation of the ecosystem approach to marine management. The activities of this project are structured into three areas:
  - (1) Setting up the scene for MSP in Romania.
  - (2) Mapping and demonstrating MSP in the pilot area - between Mamaia and Eforie Nord (wildlife distribution and human uses, current and future).
  - (3) Creating an enabling environment for participatory marine and coastal resource management and capacity building.
- [The ECOAST Project](#) (2016-2018) The project supported new methodologies for an ecosystem approach to spatial and temporal management of fisheries and aquaculture in coastal areas. This project has been funded by the Cooperation in Fisheries, Aquaculture and Sea food Processing (COFASP). ECOAST aimed to identify, develop and test new methodologies for spatial and temporal management of fisheries and aquaculture in coastal areas. The overall approach assessed the impact of fisheries and aquaculture on coastal ecosystems, as well as synergies and conflicts between human activities.
- Relevant experience in cross-border planning has been gained by a strategic project - the [Common territorial strategy for the cross-border area Romania-Bulgaria](#) - which was implemented in 2012-2015.
- National Program CEMAR-NUCLEU (2014-2016) – *Conservation of the marine ecosystem and promotion of its sustainable use*, was developed over the 2010-2014 period, under the Ministry of Education and Science Fund (Project PN 09-320302/2010-2014, “*Preparation of the information support and database to sustain an Integrated Maritime Spatial Planning Strategy*”, Contract 32N/ 27.02.2009). Under the scope of this project, habitats inventory and mapping were conducted. The following local plans were developed as case studies during the course of this national project:
  - Musura Bay – Sulina (land-sea interaction).
  - Sinoe Lagoon (transitional waters and fishing communities).
  - Tasaul Lake- Navodari City-petrochemical Plant-navigation channel Poarta Alba –Midia (co-existence of uses).
  - Techirghiol Lake – Eforie (tourism and harbour activities, measures for coast consolidation)
  - Vama Veche – 2 Mai – Marine Protected Area (MPA).

<sup>3</sup> <https://planificare-maritima.unibuc.ro/>

<sup>4</sup> Maritime Spatial Plan for the Cross-Border Area Mangalia–Shabla: <http://www.marsplan.ro/en/results/maritime-spatial-plan-for-the-cross-border-area-mangalia-shabla.html>.

<sup>5</sup> To see a wider description of the MARPLAN BS Case Studies: <http://www.marsplan.ro/en/results/common-strategic-framework-for-msp.html>

# Aspects of the MSP process

## Sustainable development and growth in the maritime sector

Between 2015 and 2018, the European Union has financially supported the region's blue economy, which represents all economic activities related to our oceans, seas or coastal areas, with more than 13 million euros. In May 2019, ministers from seven Black Sea countries – Bulgaria, Georgia, Moldova, Romania, Russia, Turkey, and Ukraine – met in Bucharest to endorse the Common Maritime Agenda (CMA) for the Black Sea. With this, the Black Sea region joins the rest of the sea basins bordering the EU in setting a basin-wide initiative for more sustainable economic growth.

The Black Sea CONNECT is a key H2020 coordination and support action (CSA) which will scientifically, technically and logistically support the broader Black Sea Blue Growth Initiative, supported by the European Commission (EC) and composed of country-appointed experts, stakeholders and various national and international organisations. Black Sea CONNECT is the first project in its own field for the Black Sea. The overall objective of the Black Sea CONNECT is to coordinate the development of the Strategic Research and Innovation Agenda (SRIA), based on the defined principles in the Burgas Vision Paper and support the development of Blue Growth in the Black Sea<sup>6</sup>.

The H2020 project “Developing Optimal and Open Research Support for the Black Sea” (DOORS) aims to implement the Strategic Agenda for Research - Innovation of the Black Sea at the level of the entire maritime basin. The project is led by GEOECOMAR and will harmonise research and provide the infrastructure to better understand the Black Sea, particular ecosystem characteristics, develop the framework to support Blue Growth and early development of start-ups, and provide evidence to inform policy and behavioural change. To reach its ambitious objectives, the project team will work closely with stakeholders from the start to develop an open research system and establish a framework to support continuous stakeholder dialogue. DOORS will implement three Work Programmes: a System of Systems to harmonise approaches and provide an accessible data repository, a Blue Growth Accelerator to support enterprise, and Knowledge Transfer and Training to share best practice and build capacity<sup>7</sup>.

The H2020 project “BRIDGE-BS - Advancing Black Sea Research and Innovation to Co-Develop Blue Growth within Resilient Ecosystems” proposes a multidisciplinary, multisectoral programme building on regional and international initiatives. The project will develop predictive tools and capabilities necessary to understand and predict the impacts of climate-driven and anthropogenic multi-stressors on the services stemming from Black Sea ecosystems. These services and their responses to stressors will be mapped, monitored and modelled in order to identify a safe operating space within which a sustainable blue economy can flourish. To this end, BRIDGE-BS is structured around “three” interconnected nodes: Service Dynamics, Blue Growth Incubators and Empowered Citizens<sup>8</sup>.



### Ecosystem-based approach (EBA)

Romania is interested in all aspects related to risks, vulnerabilities, and concerns regarding the good management of natural resources, the development of measures for coastal protection and the improvement of the environment (consolidating the coastal protection approach against strong winds and currents, reducing the impacts of pollution, etc.).

Several MPAs have been established<sup>9</sup>, pursuant to the provisions of Emergency Ordinance no. 57 of 20 June 2007, on the regime of natural protected areas, the conservation of natural habitats, wild flora and fauna (Official Gazette no. 442 of 29 June 2007), approved by Law no. 49/2011, as well as of European Directives 79/409/EEC and 92/43/EEC. Pursuant to the provisions of Order no. 1470/2013 of the Minister of Environment and Climate Change, the managers of MPAs must produce annual reports on the state of their MPA.

A decision was made (Order nr. 46/2016) by the Ministry of the Environment, Water and Forests, concerning the nomination of the protected area regime and the declaration of sites of community importance as an integrated part of the Natura 2000 network in Romania. Two new sites were designated: Viteaz Canyon and the south part of the Zernov Phyllophora field (the Zernov Phyllophora field is mainly situated in Ukrainian waters).

In 2009, the second phase of the CEMAR-NUCLEU project (2008-2014): “Obtaining updated information required for the extension of the Natura 2000 European ecological network (special areas of conservation) in the Romanian marine zone”, provided a habitat mapping for two study sites. Updated information was obtained in 2011, within the SOP

<sup>6</sup> <http://connect2blacksea.org/>

<sup>7</sup> <https://geoecomar.ro/noutati/doors-un-nou-proiect-h2020-coordonat-de-catre-geoecomar/>

<sup>8</sup> <https://cordis.europa.eu/project/id/101000240>

<sup>9</sup> For more information: <http://www.mpatlas.org/region/country/ROU/>

Environment project "Integrated management of the Natura 2000 (SCI) marine sites network at the Romanian coast", implemented by the University of Agronomic Sciences and Veterinary Medicine of Bucharest, NIMRD being actively involved in this project. The final data, however, are not available.

Romania, through the NIMRD of Constanta, participated in projects on eco-system-based approaches such as [the CREAM Project](#), which explored the effects of fishing activities on the ecosystem through the perspective of the Ecosystem Approach to Fisheries, and the [MAREFRAME Project](#), which aimed to remove the barriers preventing a wider use of the ecosystem-based approach within fisheries management.

Annual monitoring is programmed based on biological, geochemical, eutrophication and contamination indicators. It was further developed within the Seventh Framework Programme (FP7) [project PERSEUS](#) (2012-2015) and the national marine monitoring program (Ministry of Environment, Waters and Forests).



## Resilience to climate change impacts

In Romania, the Ministry of Environment, Waters and Forests, published the National Strategy for climate change<sup>10</sup> 2013-2020, which relates to changes in marine biodiversity (studied by RMRI), marine tourism, and fisheries.



## Land-sea interactions

According to the Government Ordinance no. 18/2016, "*In the elaboration of the Maritime Spatial Plan, the competent authority will take into account the particularities of the marine regions, the current and future relevant activities and uses and their impact on the environment and natural resources as well as on land-sea interactions.*" The relation between the MSP Directive and ICZM is therefore acknowledged.

In view of Romania's involvement in the ICZM approach, issues relating to land-sea interactions have historically been taken into account in the development of several ICZM projects, such as the research project CEMAR-NUCLEU (2010-2014), which focused on land-sea interactions within 5 different cases studies.



## Stakeholder Involvement

MARSEA, TEAM4SEAS, PlanCoast, and MARSPLAN BS I and II are the main references with respect to stakeholder involvement in the field of MSP. Officially, no information is available about MSP participation efforts fostered by the government and/or local administrations.

In the frame of many international projects related to EU Directives regarding maritime space (MSFD, ICZM, Fisheries Policy, etc.), meetings have been organised with stakeholders, which are mainly composed of marine professionals and social groups involved in the coastal and marine space.

One of the most important methods used for stakeholders' involvement in the [PEGASO Project](#) (NIRD Danube Delta) was the Sketch Match Method<sup>11</sup>. This method was then applied during MARSPLAN BS stakeholders' meetings under the case studies frameworks. A special case study dedicated to stakeholders was developed in Sfantu Gheorghe, and focused on ecological aspects, mainly consulting the local communities in the field of marine fisheries, tourism and urban development, adding conflict- evaluation between fisheries and Natura 2000 sites.



## Co-existence of uses

The co-existence of marine uses is assured by national legislation. A study on the concept of multi-uses will be delivered by 30 June 2021 within the MARSPLAN BSII project.

<sup>10</sup> Document in Romanian available here: <http://www.mmediu.ro/categorie/strategia-nationala-privind-schimbarile-climatice-rezumati/171>

<sup>11</sup> Sketch Match Method is an interactive planning method, conceived as a series of design sessions in which several participants (such as citizen, policy makers, and other stakeholders) analyse the spatial problem in a specific region. This way, the participants draft together plans for a specific well-defined area.



## Transboundary cooperation

Sustainable coastal development requires cooperation of all Black Sea bordering countries. In this respect, the Strategic Plan of Action for the Rehabilitation and Protection of the Black Sea was prepared and amended during 22-26 June 2002 (Sofia, Bulgaria). Its general objectives include ensuring a healthy environment for the people of the Black Sea region, both from urban and rural areas; achieving marine ecosystem diversity from a biological point of view, containing populations based on organisms with higher natural variability and viability, including marine mammals and sturgeons; and sustaining livelihoods based on sustainable activities such as fishing, aquaculture and tourism in all Black Sea countries.

Romania-Bulgaria Cross-Border Cooperation Operational Programme 2007-2013, with present and future opened perspective (2014-2020) permitted the transboundary approach on all fields, including maritime activities. Also, MARSPLAN I and II aimed to develop the MSP common strategy for the cross-border area of Bulgaria and Romania.

There is a long history of communication between Black Sea countries. The Black Sea Commission is an important organisation concerned with finding solutions in different marine fields, including the establishment of a working group of ICZM experts, focused on MSP. Romania is a member of the Organisation of the Black Sea Economic Cooperation (BSEC – and OCEMN in Romanian-), founded in 1992, which promotes the sustainable development of the Blue Economy and the intensifying of the marine and maritime cooperation. The endorsement of the [Common Maritime Agenda for the Black Sea](#) in May 2019 is the latest example of concrete transboundary cooperation in the Black Sea.



## Use of best available data

As part of Data Study, the best MSP data began being compiled in the scope of the MARSPLAN BS Project. A [common database](#)<sup>12</sup> has been elaborated between Bulgaria and Romania. The main data have been established on fields, domains, location (coast, water, air and seabed, the sources of information, and data availability. The Marine Hydrographic Direction has participated in the provision and collection of data. Before this common database, MSP data portals were created within transboundary projects, such as the [PEGASO Spatial Data Infrastructure](#) (SDI), providing a wide range of spatial information on the Mediterranean and Black seas, covering a wide range of topics addressing ICZM issues at different geographical scales. The [PlanCoast Project](#) also aimed to promote the use of Geographical Information Systems (GIS) in order to facilitate the spatial planning processes in coastal and maritime zones.

With a focus on environmental aspects, thematic maps were prepared over the 2007-2016 period for different international and national projects dedicated to the Romanian marine space by NIMRD “G. Antipa”. The integrated maps were published until 2015 in the [Environmental Status Report of marine space](#), and in the [Marine Researches Marines Journal](#) of NIMRD Grigore Antipa, Constanta 2014/2015.

Finally, the [ANEMONE Project](#) (2014-2020), through collaborative efforts among partners, intends to elaborate a common strategy related to the Joint Monitoring of the Black Sea, using the most adequate common agreed assessment criteria and indicators, in order to assess the status of the Black Sea, as a basis for further actions. The specific project results will contribute to an increased level of availability of environmental data and information, being related to:

- Improved understanding of the knowledge gap and further needs.
- Commonly agreed methodologies for monitoring, and new tools and indicators for integrative assessment of the ecological status, based on Harmonised Black Sea Monitoring and Assessment Guidance (BSMAG).
- Quality controlled and comparable data sets for the Black Sea environmental status assessment, collected in the framework of specific pilot monitoring studies in selected study areas.
- Collected new data on chemical contamination of aquatic organisms and potential risks, thus filling knowledge gaps identified for the Black Sea region.
- Case studies on beach litter and dolphins will represent the ground for developing educational and awareness raising campaigns.

## Coherence with other processes

<sup>12</sup> For more information: <http://www.marsplan.ro/en/>

## Marine Strategy Framework Directive (MSFD)

The Marine Strategy Framework Directive 2008/56/EC has been transposed into Romanian national legislation by the Regulation on the protection of the environment in marine waters, through the Emergency Governmental Ordinance 71/2010. It was adopted with the Law 6/2011. In 2012 there was an initial assessment on the state of the marine environment, including a socio-economic analysis. The definition of the Good Environmental Status (GES) and the establishment of environmental targets in the BNS was possible in line with the Commission's Decision on the common criteria and methodological standards (2010/477/EU).

In 2020, a [Romanian report](#) set out a series of measures that were proposed in the framework of the MSFD<sup>13</sup>.

## Integrated Coastal Zone Management (ICZM)

Romania was involved in several ICZM projects, some of them with transboundary countries (e.g. [PlanCoast Project](#), [PEGASO Project](#)).

Until 2014, MSP was considered a part of ICZM approaches. National legislation on ICZM and a dedicated institutional framework exist since 2002, first as the Emergency Ordinance 202 in December 2002, later modified and changed to ICZM Law 280/2003. It stipulates the tasks and responsibilities of the relevant central and local authorities and institutions, as well as clarifying ICZM aims and requirements<sup>14</sup>.

A National Committee of the Coastal Zone (NCCZ) under the responsibility of the Romanian Ministry of Environment was established in 2004. All coastal and marine initiatives (public and private) for coastal development and infrastructure are usually discussed and approved by the National Committee. The Technical Secretariat of the NCCZ is based on the National Institute for Marine Research and Development "Grigore Antipa", headquartered in Constanta and operates via thematic working groups, focused on: delineation of the coastal zone, urbanism and spatial planning; coastal protection; technical and legal assistance; ICZM policies, strategies and action plans; monitoring and surveillance; and information and communication.

Members of the NCCZ represent key stakeholder groups such as the relevant ministries, coastal municipalities, the Danube Delta Biosphere Reserve Administration, research institutes, NGOs, and other significant stakeholders. The main task of the NCCZ is to endorse plans and studies regarding integrated coastal zone management and local and regional spatial planning, as well as assessing the environmental impact of activities taking place in the coastal zone. Besides implementing the EU ICZM recommendation, the aim of the NCCZ is also to facilitate the implementation of the Water Framework Directive, the MSFD, NATURA 2000 and other water related marine directives (e.g., fisheries and also MSP).

A preliminary ICZM strategy was elaborated in 2007, at the request of the Ministry of Environment, Waters and Forests, along with action plans, which has been undergoing stakeholder consultation since 2014 (MEWF - Romanian Water National Administration – Dobrogea Littoral Branch and NCCZ).

## Strategic Environmental Assessment

The Environment Protection National Agency, under the Ministry of Environment, Waters and Forests, grants licences for each proposed activity, based on specific studies of impacts for each activity.

Strategic Environmental Assessment (SEA) was part of the National Operational Programme 2007-2013 for Romania covering all economic sectors and it is part of the territorial planning process. SEA methodology, legislation, guidelines and databases have been produced. The Protocol<sup>15</sup> regarding SEA added to the Convention for the assessment of the environment impact in transboundary context from 2003, entered into force in 2009.

## Cooperation with third countries

For its Maritime Spatial Planning, Romania is cooperating with third countries in the Black Sea region, through the Black Sea Basin Directorate, the Organisation of Black Sea Economic Cooperation and the [Commission on the Protection of the Black Sea against Pollution](#). The Maritime Spatial Plan of Romania could be developed as part of a cross-border

<sup>13</sup> <http://www.mmediu.gov.ro/categorie/raportare/342>

<sup>14</sup> Claudia Coman (Black Sea Coastal Centre): Integrated coastal zone management in Romania, (Climate of Coastal Cooperation, EUCC, 2011) <http://www.coastalcooperation.net/part-I/I-3-1.pdf>, accessed on 04/09/2014

<sup>15</sup> Available here (Romanian version): <http://lege5.ro/Gratuit/gezdsnzshe/protocolul-privind-evaluarea-strategica-de-mediul-la-conventia-privind-evaluarea-impactului-asupra-mediului-in-context-transfrontiera-din-21052003>

Maritime Spatial Plan of the Black Sea. Romania is also part of the Bucharest Convention, or the Convention on the Protection of the Black Sea against Pollution, which was signed in Bucharest in April 1992 by 6 countries of the Black Sea: Bulgaria, Georgia, Romania, Russian Federation, Turkey and Ukraine.

The Black Sea Basin Joint Operational Programme 2017-2013 permitted collaborative development between Black Sea countries. A programme was opened for 2014-2020 through [the ANEMONE Project](#), a Black Sea cross-border cooperation project involving Romania, Bulgaria, Turkey and Ukraine. It aims to deliver, through collaborative efforts among partners, a common strategy related to the Joint Monitoring of the Black Sea, using the most adequate common agreed assessment criteria and indicators, in order to assess the status of the Black Sea, as a basis for further actions.

The endorsement of the [Common Maritime Agenda for the Black Sea](#) in May 2019, Black Sea CONNECT and DOORS are the latest examples of concrete transboundary cooperation in the Black Sea.

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