



Maritime Spatial Planning Country Information

Slovenia

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Verification Date

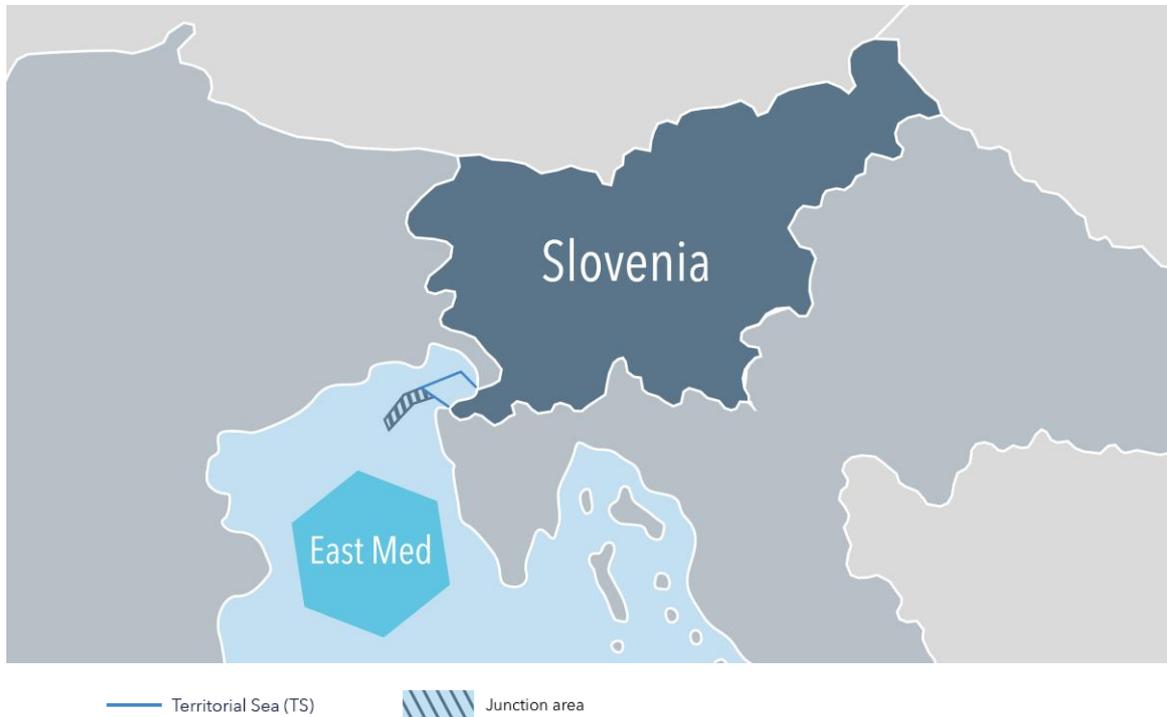
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Background Information

Basic facts on Marine Waters



The illustrative map shown on the cover and on page 3 should not be interpreted as a legal representation of jurisdictional boundaries.

In 1975, the Osimo Agreement was concluded between Italy and Yugoslavia which determined the maritime boundary between the two states, among other formal divisions. After the dissolution of the common state, the Republic of Slovenia inherited this border.

The final delimitation of the territorial sea between Croatia and Slovenia is still pending. Following a procedural incident arising from the implementation of the Arbitration Convention of November 2009 (between Croatia, Slovenia and Yugoslavia) Croatia decided to terminate the Arbitration Convention. After Slovenia appealed to the European Court of Justice (ECJ) against the dispute, the ECJ ruled in a press release of 31 January 2020¹, that it was not competent to arbitrate the dispute between the two countries, and asked Croatia and Slovenia to reach an agreement in accordance with international law.

At present, marine jurisdictional areas are estimated as follows:

- Slovenia's internal waters: 46.3km²
- Slovenia's territorial sea: 166.9 km²
- Junction area: 100 km²

¹ Press release available here: <https://curia.europa.eu/jcms/upload/docs/application/pdf/2020-01/cp200009en.pdf>

Maritime Spatial Plan (MSP) authorities and legislation

General

Planning at national level

The MSP Directive is implemented in Slovenia through the framework of the Spatial Planning Act adopted in 2017 (OG no. 61/17 – ZUreP-2). A draft MSP (AP SPRS) was produced in early 2020. The contract for the Environmental Report has been signed and public consultation on both documents is expected to take place in autumn of 2020. Final adoption of MSP by the Government is expected by the end of 2020.

National MSP authority

The Ministry of the Environment and Spatial Planning (Spatial Planning, Construction and Housing Directorate), is the competent authority for MSP.

Planning at regional level

Large administrative regions have not been established in Slovenia, but instead, the country is subdivided into 212 smaller municipalities. The 2017 Spatial Planning Act introduces a regional spatial plan, a strategic spatial planning document, in which the State and the Municipalities harmonise spatial development in the planning region and define its spatial development potentials. Thus, it is the task of each municipality to prepare its own Municipal Spatial Plan.

Regional MSP authority

There is no formal regional MSP authority in Slovenia.

Details

The obligations deriving from the MSP Directive in Slovenia were implemented in the framework of the Spatial Planning Act adopted in 2017 (OG no. 61/17 – ZUreP-2). No additional legislation is needed for the implementation of the MSP Directive as the existing legal framework (i.e. the Spatial Planning Act) already enables Slovenia to implement the MSP provisions. The Spatial Planning Act (2017) requires the maritime spatial plan to be prepared in line with the of the Action Programme for the implementation of the Slovenian Spatial Development Strategy at Sea (AP SPRS).

The most important task for effective MSP implementation will be the drafting of a concrete maritime plan. It should be noted that the Slovenian marine area has a limited extension, however it encompasses many activities (including both economic activities and natural protection). The funds for the MSP and the Environmental Report are provided for in the national budget 2020; Slovenia signed the contract for the MSP in September 2019.

Progress

A draft MSP (AP SPRS) was produced in early 2020. The contract for the Environmental Report has been signed and public consultation on both documents is planned for autumn of 2020. Final adoption of MSP by the Government is expected by the end of 2020. The AP SPRS shall be adopted according to Articles 67 and 73 of the Spatial Planning Act.

In 2018 – 2019 Slovenia was part of the [MSP-LSI project](#) on Marine Spatial Planning and land-sea interactions. One of the project objectives was to define and operationalise consideration of land-sea interactions for the purpose of European Territorial Planning (including MSP and terrestrial planning). It provided recommendations on how best to manage LSI in MSP according to the MSP Directive, with regard to the specific characteristics of different marine and coastal regions, with the aim of delivering sustainable Blue Growth.

In 2016-2018, Slovenia started the [development of process and procedures of integrated Maritime Spatial Planning](#), which is the methodological basis for MSP implementation in Slovenia. The purpose of the study was to define the contents and forms of maritime spatial plans and design the monitoring scheme for MSP implementation. Besides defining the phases of the MSP process, the study highlighted the importance of stakeholder engagement as a cross-phase activity. Funded by the Slovenian Research Agency and the Ministry for Environment and Spatial Planning, this project has led to:

- The elaboration of a methodology for the MSP process, considering the national marine area and its continental hinterland as an intrinsically multi-functional landscape
- The designing of an MSP process considering integrated and participatory approach to the planning and management of the national marine area in conformity with the requirements of Directive 2014/89/EU
- The promotion of the sustainable use of marine resources and sustainable growth of the maritime economy through the MSP process

- The development and implementation of innovative contents, methods and processes of MSP adapted to the size and characteristics of the national marine area in Slovenia.

Slovenia is currently working on the revision of the Spatial Development Strategy for 2050, including the component related to the sea and coast, and taking place through a broad consultation process, involving stakeholders from both national and local levels. The maritime spatial plan will be designed in the form of an action programme of this hierarchically superordinate strategic document. On the basis of the legal, methodological and territorial frame, the maritime spatial plan will provide inputs from hierarchically superordinate documents; analyse state, process, restriction and development needs; analyse already present and expected use conflicts; elaborate scenarios and a vision for future development for the area; and include the environmental report related to the plan. The plan will also contain implementation measures and guidelines for subordinate documents, as well as monitoring and evaluation issues.

Overview of MSP-related uses and issues

EUNETMAR (2014) identified the following sectors are being the largest marine/maritime sectors for Slovenia at this time, in order of importance: coastal tourism, fishing for human consumption, short sea shipping, deep sea shipping, shipbuilding and repair, and cruise tourism.

Short sea shipping

The sector has experienced considerable growth in the last few years and has performed very well despite the recent economic crisis. Total cargo throughput is expected to increase in the future. The port of Koper is amongst the most important ports in the Adriatic.

Coastal tourism

The largest, and the sixth fastest growing, maritime activity. The sector seems to have suffered more than others from the economic crisis but remains by far the most important maritime economic activity in the country. The Coastal Karst region experiences a concentration of tourism and related employment opportunities and economic development in the narrow coastal belt during the summer months. In the last few years, eco-tourism and cultural tourism have become increasingly important. The [Strategy for the sustainable growth of Slovenian tourism for 2017-2021](#) continues with this orientation.

Deep-sea shipping

The fifth largest, and third fastest growing, maritime activity in Slovenia. It is also believed to be the fourth activity with the most potential. Albeit a different activity, its development shares many similarities with short-sea shipping, given that the port of Koper focuses its business on both.

Cruise tourism

It is believed to be a promising maritime activity for two main reasons: firstly, there is an increasing trend in the number of ships visiting Koper as a port of call; and secondly, the development of the sector seems to be linked with the development of maritime transport in general and the port of Koper in particular. As this port is becoming increasingly important in terms of both goods and passenger traffic and is constantly improving its facilities, it is believed that cruise tourism will benefit from these factors.

Marine aquaculture

Due to limited space, marine aquaculture is not an important activity in the Slovenian economy, neither in terms of added value nor employment. However, a few signs may suggest that there is some potential for marine aquaculture in Slovenia. The sector experienced a growth trend (especially regarding marine finfish production) during 2006-2010. Additionally, the National Strategic Plan for aquaculture development in the period 2014-2020 foresees further growth of sea fish and shellfish production.

Maritime Spatial Plans

Existing Maritime Spatial Plans

Currently, there is no legally binding Maritime Spatial Plan (MSP) in Slovenia.

Pilot plans or projects

Although it is not a Maritime Spatial Plan in the strictest sense, spatial integration has been considered in another plan:

- The National Spatial Plan (NSP) for the integrated spatial development of the port for international traffic at Koper² has some MSP implications and is a legally binding document. The Port of Koper is situated in the Bay of Koper, between the northern coast of the historic city centre, the mouth of the Rižana River and Ankaran. The area of the plan encompasses both terrestrial and marine parts of the port.

Drafting of the NSP began with the adoption of the preparation programme in August 2006. In order to make the plan acceptable to the widest possible general public, and to avoid the risk of a unilateral drawing up of the plan, the initiator, investor and the Spatial Planning, Construction and Housing Directorate of the Ministry of the Environment and Spatial Planning, decided that the most appropriate spatial solution could be obtained through an open international competition. The competition took place between November 2006 and March 2007.

The process of drawing up the NSP and preparing the Environmental Report ran from June 2008 to July 2009. Authorised institutions constantly monitored and coordinated the preparation of the Plan at regular meetings. In August 2009, an amended draft NSP and the Environmental Report were submitted to competent institutions. Within the process of the Strategic Environmental Impact Assessment (SEIA) these institutions gave their opinion on the adequacy of the Environmental Report, which was subsequently complemented by an attachment on transboundary impacts, suggesting that transboundary impacts are not expected. All competent institutions confirmed that the level of impacts are acceptable. The Environmental Report was also presented (public display) in Italy.

A public display of the supplemented NSP and the Environmental Report took place at the end of September 2009. Positive opinions from the majority of relevant institutions were obtained in June 2010. It was assessed that (with the implementation of mitigation measures) all environmental impacts will meet requirements deriving from environmental legislation. On this basis, a decision on acceptability of environmental impacts of the plan was issued.

The NSP Port of Koper was adopted by the Government on the basis of the Siting of Spatial Arrangement of National Importance Act³ in 2011. It is in line with the superordinate spatial planning documents, the Spatial Development Strategy of Slovenia⁴ and the Spatial Order of Slovenia⁵. NSP Port of Koper has replaced the Koper municipal spatial plan for the concerned area.

Other pilot plans (not legally binding) have been developed within the framework of European projects:

- [The MSP-LSI Project](#) (2018-2019): The main objective of the project was to improve stakeholders' planning processes through the coordinated, comparable and systematic acquisition and analysis of both marine and terrestrial data and information at a European, regional and sub-regional level. The study contributed to evidence-based, coherent and transparent decision-making in EU Member States considering land-sea interactions (LSI) in the development of national maritime spatial plans. It also contributed to the extended use of territorial evidence (both quantitative and qualitative), thereby adding a European LSI perspective to other fields of policy development.

One of the 5 case studies concerned the [whole area of Slovenia](#), which was used to test the methodology for addressing LSI in territorial planning, which is being developed through the research, as well as concrete examples of associated LSI sector value chain analysis and associated LSI management.

- In the framework of [SUPREME Project](#) (2017-2018), a pilot maritime spatial plan was proposed in 2018. The SUPREME Project aimed to help member-states implement the European directive through the development

² Page in Slovenian: <http://www.zivetispristaniscem.si/index.php?page=static&item=17>

³ OG RS, No. 80/10, 106/10 –corr. and 57/12

⁴ OG RS, Nos. 76/04 and 33/07 – ZPNačrt

⁵ OG RS, Nos. 122/04 and 33/07 – ZPNačrt

of MSP projects on several case pilot areas. One of the pilot areas⁶ of the SUPREME Project concerned the entire country of Slovenia. The elaboration of a [pilot plan](#) aimed to define a vision, possible scenarios of future development and recommendations for MSP development in Slovenia.

- [The ADRIPLAN project](#) (2013-2015) funded by EC DG MARE developed recommendations and proposed MSP exercises for transboundary maritime spatial planning in the Adriatic and Ionian seas. In particular, the project identified two Focus Areas (see figures in the next paragraphs) for which MSP exercises were developed:
 - MSP exercise in ADRIPLAN Focus area 1 – Northern Adriatic
 - MSP exercise in ADRIPLAN Focus area 2 – Southern Adriatic and Northern Ionian.

Main ADRIPLAN deliverables include downscaling and the application of the developed methodology in the two project Focus Areas, ADRIPLAN Data Portal, and MSP tools (conflict score and cumulative impacts tools).

- [SHAPE MSP Pilot project](#) (2011-2014). SHAPE aimed to develop a multilevel and cross-sector governance system, based on integrated management of natural resources, risk prevention and conflict resolution among uses of the Adriatic coast and sea. It promoted strengthening of the institutional capacity needed to face these challenges from a cross-border perspective. The project focus was on Integrated Coastal Zone Management (ICZM) and MSP, aiming to promote the implementation in the Adriatic Region of the EC proposed Directive by establishing a framework for MSP and ICZM. MSP was specifically addressed by the fourth Work Package (WP), focusing on:
 - analysis of the MSP legal and policy framework
 - ecosystem assessment based on MSFD requirements
 - analysis of problems and opportunities related to MSP in the Adriatic Sea
 - mapping of main maritime uses, pilot projects on MSP and its integration with ICZM
 - common methodology for MSP implementation in the Adriatic Sea.

Several pilot projects have been elaborated in the framework of SHAPE. One of them focused on the Strunjan Landscape Park, situated on the Slovenian coast in the Piran and Izola municipalities. It is a protected area, covering land and marine spaces. The area is one of the most developed tourist areas in Slovenia, characterised by exceptional landscape and natural assets, and faces pressures and conflicts in terms of sea use. The case study allowed for the development of a [Technical basis for municipal spatial structure plan](#), which identified the existing activities in the area, the conflicts they could generate and their environmental impact. It also underlines the benefits of MSP regarding the analysis of the area. The pilot project was prepared respecting existing municipal and national plans. In the planning process all relevant authorities, responsible for specific issues, were consulted.

- The [Plan Coast Project](#) (2006-2008) aimed at providing best practice examples and tools for effective integrated planning in coastal zones and marine areas. The key objective was to show the strengths of spatial planning instruments in facilitating effective Integrated Coastal Zone Management (ICZM) and maritime policy. The project analysed the role of spatial planning within ICZM, sea use planning in practice and ICZM in action, as well as the role and potential of modern GIS and information exchange as a necessary pre-condition for good marine spatial planning.

⁶ For more information see the project page on the MSP platform website : <https://www.msp-platform.eu/practices/addressing-msp-implementation-case-study-areas-slovenia>

Aspects of the MSP process

Sustainable development and growth in the maritime sector

Slovenia is part of the Union for the Mediterranean ([UfM](#)), which has been supporting and leading numerous regional and national initiatives for the Blue Economy for over a decade. The next UfM Regional Stakeholders' Conference on the Blue Economy was scheduled for March 2020. The UfM Regional Stakeholders' Conference on the Blue Economy is considered a key step towards the UfM Ministerial Conference on the Blue Economy in 2020. The Stakeholder Conference is intended to provide an opportunity to consult with a wide range of relevant stakeholders on the priority themes identified by countries to shape the common post-2020 Blue Economy agenda; promote dialogue and exchange of experiences on common areas of work; take stock of progress on activities at regional level; and maintain a highly participatory approach ensuring the involvement of stakeholders in the pooling of capacities, mandates and resources.

Blue Economy is also a pillar of the [European Strategy for the Adriatic-Ionian region \(EUSAIR\)](#), of which Slovenia is part, as it promotes research, innovation and business opportunities in blue economy sectors, the adaptation towards sustainable seafood production and consumption, and the improvement of the sea basins governance.



Ecosystem-based approach (EBA)

Protection of coastal and marine habitats and species is also highly important in Slovenia, particularly considering the ecosystem service they provide to support some of the economic activities, such as coastal tourism and fisheries. Slovenia is investing a significant effort to combine sustainable development with coastal and marine protection. 12 Natura 2000 marine sites (9 SCI and 3 SPA) are defined in Slovenia, accounting for a total of 10.74 km² of protected area at sea (European Environmental Agency, 2013 - Natura 2000 Barometer).

Slovenia is a partner of the ongoing [PHAROS4MPAs](#) project (2017-2020) which aims to enhance management effectiveness and networking for Mediterranean MPAs, in order to contribute to the conservation of marine biodiversity and natural ecosystems, taking into account the complex ensemble of human activities developed within the Blue Growth perspective and their interaction with protected areas and marine ecosystems.

In 2017-2019 Slovenia was part of the [PANACeA Project](#). The objective of PANACeA was to streamline networking and management efforts in Mediterranean Protected Areas (MPAs) as a mechanism to enhance nature conservation and protection in the region. The project aimed to ensure synergies between relevant Mediterranean stakeholders – including managers, policymakers, socio-economic actors, civil society and the scientific community – and to increase the visibility and impacts of their projects' results towards common identified strategical targets.



Resilience to climate change impacts

Slovenia adopted a Strategic framework for Climate Change in 2016 which is implemented by the Interdepartmental Working Group on Climate Change Adaptation, nominated by the Government in September 2016. In the [National adaptation actions](#), climate change impacts are planned to be assessed on the sea and coast.

Through the [COASTGAP Project](#) (2013-2015) climate change has been considered in the [Joint Action Plan on Med coasts Adaptation to Climate Change](#) (JAP), aiming to provide an operational and coherent strategy for the 2014-2020 financial period.



Land-sea interactions

[The SHAPE project](#) (2011-2014), proposed coordinated management of the land-sea area, in order to improve coordination and harmonisation of uses. It represented an opportunity to test the implementation of the ICZM Protocol in practice. The SHAPE pilot plan in Strunjan Landscape Park analysed conflict among maritime and coastal activities and provided some proposals to remove/limit the most relevant inconsistencies.

The Ministry of the Environment and Spatial Planning, Directorate of Spatial Planning, Construction and Housing is one of the stakeholders of the [MSP-LSI - Maritime spatial planning and land-sea interactions project](#) (2018-2019) funded through the ESPON 2020 framework. The study aimed at contributing to evidence-based, coherent and transparent decision-making in EU Member States considering land-sea interactions (LSI) in the development of national maritime spatial plans. The study investigated the role that LSI plays within MSP, analysing:

- how LSI can be operationalised for the purpose of MSP
- what are the main effects of MSP on development in the land component of the coastal area
- available practices and approaches in managing LSI within MSP.
- how a proper consultation on LSI can be ensured.



Stakeholder Involvement

The Ministry of the Environment and Spatial Planning is coordinating the preparation of the Spatial Development Strategy of Slovenia for 2050, which also covers and addresses issues in the coastal and marine areas of the country. The process also includes a broad consultation involving stakeholders from both national and local levels, and several public presentations have already

taken place .

Within the DG MARE-funded project ADRIPLAN, the Ministry of the Environment and Spatial Planning established a non-formal coordination structure for the purpose of the project, involving other Ministries with sea-related competencies.



Co-existence of uses

The short area of the territorial sea and the shortness of the coast are causing spatial competition both at sea and on the coast; integration of the use of the sea and the coast is therefore gaining importance. Due to these spatial constraints, more and more prominent competition is arising between nature protection and economic use interests (EC Maritime Affairs, 2010). Slovenia has a short coastline, making it difficult to find a proper balance between competing uses of a spatially limited shared sea area. This is a problem particularly when it comes to coastal tourism and maritime transport (both deep-sea and short sea) which are both considered very important for the country (EUNETMAR; 2014).

The co-existence of uses was taken into account in some projects that Slovenia was involved in. For example, in the Strunjan Pilot Project, needs related to various uses of the sea and the coast were considered: fishing reserve, shellfish farming areas, bathing water areas, bathing areas, harbours, natural assets, nature reserve and natural monuments were analysed and resolutions of present conflicts among sectors were addressed through the Pilot Project.



Transboundary cooperation

Slovenia is a member of the Union for the Mediterranean ([UfM](#)) and a contracting party to the Barcelona Convention.

Slovenia has participated in several cross-border MSP projects described previously, involving cooperation with neighbouring and Mediterranean countries.



Use of best available data

Slovenia has developed a Cartographic and Geo-information Support for Maritime Spatial Planning, which consists of preliminary actions for the preparation of the cartographic basis for MSP. The study was commissioned by the Ministry of the Environment and Spatial Planning and contracted to the Geodetic Institute of Slovenia. It was completed in November 2016, and its main output was a list of layers (spatial information) considered important for the MSP process (cartographic basis for MSP), as well as the evaluation of the availability and gaps of related data. A legal basis for management and maintenance is provided for each data layer. Most data layers are defined by European directives and national laws and/or regulations.

The SHAPE project led to the creation of the [Adriatic Atlas to support ICZM and MSP](#)⁷. It is the first Web Atlas for the Adriatic Sea, and was developed through a cross-border approach (involving Italy, Slovenia, Croatia, Montenegro and Albania). The Adriatic Atlas is designed as a tool for storing, visualising and managing data which are necessary for the implementation of Maritime Spatial Planning (MSP) and Integrated Coastal Zone Management (ICZM) policies in the Adriatic basin and through a cross-border cooperation approach.

In the framework of the PEGASO Project, the [PEGASO Spatial data Infrastructure](#) (SDI) was created. It is a distributed data sharing infrastructure made up of GeoNodes composed of three main components: a Map Viewer, a Data Catalogue and a Map Atlas. Thanks to the SDI metadata, services and datasets related to the PEGASO project are shared

⁷ Access to the Atlas: <https://atlas.shape-ipaproject.eu/shape/>

and can be used by end users in a standardised, harmonised and interoperable way. A wide range of spatial information on the Mediterranean and Black sea region is made available through the SDI, covering a wide range of topics addressing ICZM issues at different geographical scales.

Also, the [MSP-LSI - Maritime spatial planning and land-sea interactions project](#) aimed to improve stakeholders' planning processes through the coordinated, comparable and systematic acquisition and analysis of both marine and terrestrial data and information at a European, regional and sub-regional level.

Finally, [TOOLS4MSP](#), a geo-platform created within the [ADRIPLAN project](#), compiles MSP-relevant data in the Adriatic and Ionian sea (including Greece) as well as at regional level. It is intended for project partners, stakeholders and the general public to search and share knowledge, data, and information related to MSP. It offers tools to analyse data (e.g. conflicts, cumulative impacts) and is continuously updated.

Coherence with other processes

Marine Strategy Framework Directive (MSFD)

In the framework of the implementation of the MSFD, the Marine Environment Management Plan (MEMP) has been adopted and published (OG no.41/2017, 28 July 2017).

The organisation responsible for implementing the MSFD in Slovenia is the Ministry of Environment and Spatial Planning, which is technically and scientifically supported by the National Institute of Biology - Marine Biological Station of Piran, the Slovenian Institute for Waters and other institutions. Monitoring programmes have been published on the web pages of the Ministry of Environment and Spatial Planning in 2014. The programme of measures (PoMs) was developed in 2015 and 2016. In 2015, 2016 and 2017 the public consultations were held on a proposed programme of measures.

Integrated Coastal Zone Management (ICZM)

Slovenia does not have specific legislation for its coastal zone. Development of the coastal zone is planned (at national and municipal level) based on national (terrestrial) spatial planning legislation. The only relevant act in this respect is the Spatial Planning Act, adopted in 2017 (OG no. 61/17 – ZUreP-2).

Nevertheless, from 2003 to 2007 Slovenia participated in a Coastal Area Management Programme (CAMPs) project with [The Priority Action Programme/Regional Activity Centre \(PAP/RAC\)](#), which assists States in the implementation of the Protocols to the Barcelona Convention, including the ICZM Protocol. The Action Plan for the implementation of the [ICZM Protocol](#) (2012-2019) was adopted by the Contracting Parties to the Barcelona Convention⁸ (including Slovenia) on the Conference of the Parties (COP) held in Paris from 8 to 10 February 2012. It entered into force in March 2011 in Slovenia.

The Regional Development Programme for the Region South Primorska for the period 2014-2020 has also incorporated ICZM themes and principles.

Slovenia has also been engaged in several projects related to ICZM, such as the [PlanCoast Project](#) and the [SHAPE Project](#).

Strategic Environmental Assessment

The SEA Directive 2001/42/ES has been transposed into national legislation with the Environmental Protection Act of 2004. The procedure for a comprehensive environmental impact assessment is defined in the [Environmental Protection Act](#) and is carried out for plans provided that:

- they define or envisage an activity affecting the environment for which an environmental impact assessment needs to be carried out
- an assessment of the acceptability of impacts on the protected areas according to the regulations governing nature conservation is required
- the responsible ministry estimates that their implementation could have an important effect on the environment.

In the procedure for comprehensive environmental impact assessment, the effects of the plan are evaluated on the basis of the environmental report. The procedure is conducted by the Ministry responsible for the environment. It also includes cooperation between all national authorities within their ministries and organisations, as well as public information and participation. The participation of the public is governed by the Environmental Protection Act, which

⁸ Originally the Action Plan for the Protection of the Marine Environment and the Sustainable Development of the Coastal Areas of the Mediterranean

lays down a 30-day public presentation of the Environmental Report. National authorities and local communities must, prior to the preparation of the plan and in the specified manner, inform the ministry responsible for the environment thereof. Non-compliance with legal obligations may result in invalidity of plans.

With regard to the above-mentioned documents resulting from the transposition of the MFSD, the Strategic Environmental Assessment was completed in 2016.

Cooperation with third countries

Slovenia is a party to the Barcelona Convention and is cooperating with third countries through regional organisations such as the Union for the Mediterranean ([UfM](#)).

Slovenia is also involved in the [European Strategy for the Adriatic-Ionian region \(EUSAIR\)](#), involving both EU and non-EU countries of the Adriatic and Ionian region. Moreover, both [SHAPE](#) and [ADRIPLAN projects](#), that included participation of Slovenian partners, also involved partners from non-EU countries (Montenegro and Albania).

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