Contact

MSP in general

Ministry for Ecological Transition
General Directorate for the Sustainability of the Coast and the Sea
Ms. Sagrario Arrieta Algarra
Coordinadora de Área
sarrieta@mapama.es

Strategic Environmental Assessment

General Directorate of Biodiversity and Environmental Quality
D. Eugenio Jesús Domínguez Collado
Subdirector General de Evaluación Ambiental
Buzon-sgea@mapama.es

Environmental Impact Assessment

General Directorate of Biodiversity and Environmental Quality
D. Eugenio Jesús Domínguez Collado
Subdirector General de Evaluación Ambiental
Buzon-sgea@mapama.es

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Background Information

Basic facts on Marine Waters

Subdivisions of Spanish marine waters, according to Act 41/2010, of 29th December, of the protection of marine environment

Atlantic waters

Spain has established an Exclusive Economic Zone (EEZ) in the Atlantic Ocean (Law 15/1978).

Mediterranean waters

Spain has established an EEZ in the North-west Mediterranean Sea, by Royal Decree 236/2013 of 5 April 2013.

Spain has an agreement on the delimitation of the continental shelf with Italy. The delimitation principle used is that of equidistance.

- Internal waters (to the baseline): 7,674 km²
- Territorial sea (12 nm zone): 43,332 km²
- Fisheries Protection Zone: 195,062 km²
- Agreed boundaries with Italy (Continental Shelf)
- Pending delimitation of boundaries with the rest of the neighbouring countries.

Maritime Spatial Planning (MSP) authorities and legislation

General

The Inter-Ministerial Commission on Marine Strategies (CIEM) was created in 2012 and is a body responsible for coordination between Ministerial Departments of the Central State Administration. It was established by the Royal Decree 715/2012 of 20th April.

Competencies on maritime and coastal affairs are shared between central and regional governments.

Finally, the Spanish Law 41/2010 lays out the general principles for planning the marine environment through the preparation, adoption and implementation of Marine Strategies.

Planning on national level

- MSP is not yet reflected in the current political legislation.
- Law 41/2010 on protection of the marine environment.

National MSP authority

Ministry of Ecological Transition is the authority for the coast and the marine environment as well as for biodiversity. Ministry of Agriculture, Fisheries and Food is the authority for fisheries.

Planning on regional level

17 autonomous regions (“Comunidades Autonomas”) and two Autonomous cities of Ceuta and Melilla. These two cities and five autonomous regions (Catalonia, Valencia, Murcia, Islas Baleares and part of Andalucía) are located along the Mediterranean. Six autonomous regions (Asturias, Cantabria, País Vasco, Galicia, part of Andalucía and Canary Islands) are located along the Atlantic.

Terrestrial spatial planning is of exclusive competence of the Autonomous Regions, which exercise full powers for legislation, regulation and execution. Spanish Spatial Planning legislation was initially set up at the approved in 2007 Land Law 8/2007 of 28th May. However, a Legislative Royal Decree, of 30th October 2015, approving the Revised Text of the Land and Urban Renewal Law has been recently approved. Ordination Plans for Natural Resources follow Law 42/2007.

From the above, and even if the Autonomous Regions have exclusive competence on Land Planning and Land Management, this competence has certain limitations established in the Spanish Constitution, as the Central Government can approve basic legislation, which would apply for all the national territory.

Relevant legislation on MSP includes the following:

- Royal Decree 927/1988, of the 29th of July, approving the Regulation of the Water Public Administration and the Hydrological Planning
- Legislative Royal Decree 1/2001, of the 20th of July, approving the Revised Text of the Water Law Royal Decree 849/1986, of the 11th of April, which approves the General Regulation of the Hydraulic Public Domain
- Royal Decree 907/2007, of the 6th July, by which the Regulation of hydrological planning is approved
- Law 42/2007, of the 13th December on the Ordination Plans for Natural Resources
- Law 41/2010 on the Protection of the Marine Environment
| Royal Decree 715/2012 of the 20th of April creating an Inter-Ministerial Commission on Marine Strategies (Comisión Interministerial de Estrategias Marinas - CIEM) |
| Royal Decree 2/2013, of 29th May, on the protection and sustainable use of the shoreline, and which modifies the Law 22/1988, of 28th July of Coast |
| Royal Decree 876/2014, of the 10th of October, which approves the General Regulation of Coasts |
| Royal Decree 1365/2018, of 2nd of November, which approves the marine strategies |

### Details

The Law on the Protection of the Marine Environment (Ley de protección del medio marino, Law 41/2010) transposed the Marine Strategy Framework Directive (MSFD), and regulates the maritime areas within the ‘marine-terrestrial public domain’, which includes the territorial waters and natural resources in the economic zone and the continental shelf. According to Article 2.2, the law covers the marine waters (including the seabed, subsoil and natural resources) under Spanish sovereignty or jurisdiction. The Law established that the Spanish Marine Strategies are the planning tools in each marine sub region (a total of five, one for each Spanish marine subdivisions).

An Inter-Ministerial Commission on Marine Strategies (Comisión Interministerial de Estrategias Marinas - CIEM) was created in 2012 for coordinating the drafting, application and monitoring of marine environmental planning. It comprises the ministerial departments with competences in the marine environment. The Secretary of State of the Ministry of Ecological Transition is the chair of the Commission. In June 2015, after its 4th meeting, it was agreed to create a working group with the aim to transpose into Spanish legislation the Directive 2014/89/EC, regarding maritime spatial planning. The text for the actual transposition as adopted by the Royal Decree 363/2017 of 8th of April.

Once this transposition work was finished, the Inter-Ministerial Commission on Marine Strategies - CIEM transformed this working groups into the working group for the ordination of the maritime space (Grupo de Trabajo de Ordenación del Espacio Marítimo - GT- OEM), which ever since has been dedicated to coordinate the tasks for creating the ordination plans.

One of the first tasks of this working group was to elaborate a roadmap of those works that were necessary to be developed at National level for creating the ordination plans of the Spanish maritime space (Planes de Ordenación del Espacio Marítimo - POEM). This document includes the main milestones in the marine spatial planning process, the geographic scope to be included in the ordination plans, which will be the same as that of the marine strategies, as well as the uses and activities to be included in the planning which complement those collected in Royal Decree 363/2017, of 8th of April.

The GT-OEM working group has also advanced in the proposal of the ordination objectives that will be included in the ordination plans. These objectives should also take into account the environmental objectives of the maritime strategies as well as the sectorial objectives with a social, economic and environmental nature.

With the objective of involving stakeholders in the earliest phase of the maritime spatial planning process, a public consultation on these ordination objectives will soon be opened.

Ministries involved in maritime governance at the national level are:

- Ministerio para la Transición Ecológica - D.G. de Sostenibilidad de la Costa y del Mar;
- Ministerio para la Transición Ecológica - D.G. de Biodiversidad y Calidad Ambiental;
- Ministerio para la Transición Ecológica - Oficina Española de Cambio Climático;
- Ministerio para la Transición Ecológica -D.G. de Política Energética y Minas;
- Ministerio de Agricultura, Pesca y Alimentación-S.G. de Recursos Pesqueros;
- Ministerio de Agricultura, Pesca y Alimentación-S.G. de Ordenación Pesquera y Acuicultura;
- Ministerio de Asuntos Exteriores, Unión Europea y Cooperación- D.G. Coordinación del Mercado Interior y otras Políticas Comunitarias;
- Ministerio de Fomento- Puertos del Estado;
- Ministerio de Fomento- Dirección General de Marina Mercante;
- Ministerio de Fomento - Centro de Estudios de Puertos y Costas del Centro de Estudios y Experimentación de Obras Públicas;
- Ministerio de Ciencia Innovación y Universidades- Centro Superior de Investigaciones Científicas;
- Ministerio de Ciencia Innovación y Universidades- Instituto Español de Oceanografía;
- Ministerio de Ciencia Innovación y Universidades- Agencia estatal de investigación;
- Ministerio de Defensa-División de Planes del Estado Mayor de la Armada, Sección de Planes Estratégicos;
- Ministerio de Cultura y Deporte- D.G. Dirección General de Bellas Artes;
- Ministerio de Sanidad Consumo y Bienestar Social- D.G. Salud Pública, Calidad e Innovación;
- Ministerio del Interior- Servicio Marítimo de la Guardia Civil;

Source: Maritime policy and spatial planning at Spanish Territorial Waters. Uses and Competences, MEC project, University of Sevilla
Source: Maritime policy and spatial planning at Spanish EEZ Waters. Uses and Competences, MEC project, University of Sevilla

With the Ministerial Order AAA/705/2014 of 28 April 2014, Marine Strategies Committees for the monitoring of the implementation of the five Spanish Marine Strategies are created, according to the Law on Protection of the Marine Environment. The Ministerial Order also determines its composition, functions and operation. A Committee is created per marine subdivision (North Atlantic, South Atlantic, Estrecho and Alboran, Levantine-Balearic and Canary islands). The composition of the Committees is established in articles 3 and 4 of the Order, and involves the General Directorate for the Sustainability of the Coast and the Sea of the Ministry of Ecological Transition, and the Autonomous Regions.

Competencies on maritime and coastal affairs are shared between central and regional governments. Coordination is sought through sectorial and informal platforms such as cross-ministerial commissions, national commissions and sectorial conferences.

The central Government is the responsible body for International and European affairs; nevertheless, regional governments are taken into account in the decision-making process, within the legally established coordination bodies.

Progress

A number of sectorial initiatives related to MSP (i.e. MPAs, Natura2000, and renewable energy) are underway, but so far, no multi-sector MSP initiatives have been developed at the national level. Spain has designated “go and no-go” areas for offshore wind\(^vii\), but, it has not yet developed an integrated MSP process.

Overview of MSP-related maritime uses

- Current main uses: tourism, fisheries, maritime transport, mariculture, ports, hydrocarbons extractions, energy corridors.
- Challenges: maritime traffic in Strait of Gibraltar, high marine biodiversity in Alboran Sea under pressure from shipping, land-based water discharges, tourism, overfishing and sand extractions.
(not in Spain), marine protected areas, dumping sites, submerged archaeological heritage sites, maritime rescue, scientific research.

- Future uses: offshore wind energy, offshore wave energy.

Maritime Spatial Plans

Spain does currently not yet have a MSP at the national level. However, it is already actively working towards European deadlines through the work carried out by the Inter-Ministerial Commission on Marine Strategies (Comisión Interministerial de Estrategias Marinas - CIEM) and its Working Group for the Ordination of the Maritime Space (Grupo de Trabajo de Ordenación del Espacio Marítimo - GT-OEM), which is currently coordinating the tasks for creating the ordination plans (POEM).

At the same time, the marine strategies for the five marine sub regions are being developed, which include spatial protection measures and other measures to reach the good environmental status of the marine environment. According to the Spanish Royal Decree 363/2017 which transposes into the Spanish legislation the Directive on maritime spatial planning, one maritime spatial plan will be elaborated for each one of the five marine subdivisions. The plans will show areas with possibilities for maritime activities.

Existing Maritime Spatial Plans

There are currently no maritime spatial plans in Spain.

Pilot plans or projects

Not legally binding

- **'SIMWESTMED' - Supporting Maritime Spatial Planning in the Western Mediterranean Region** focuses on two key objectives:
  1. Supporting the implementation of Maritime Spatial Planning in EU Member States;
  2. Launching and carry out concrete and cross-border MSP initiatives between Member States.

To address these objectives the activities undertaken will focus on the following issues:
  - Initial assessment
  - Cooperation on MSP in Western Mediterranean
  - MSP process
  - Methodology for a transboundary MSP
  - Spatial demands and future trends
  - Data and information’s requirements for MSP.
  - Tools and methods supporting MSP.
  - Stakeholder’s engagement

SIMWESTMED will also address case studies on transboundary pilot sites. Spanish consortium partners include CEDEX - Study and Experimentation Centre, Spain and IEO - Oceanographic Institute (Spain)

- **‘European Maritime Policy and Spatial Planning - Methodological application to the Atlantic-Mediterranean Arc’** - University of Seville to develop an MSP model to define, describe and map maritime territory in Spain (based on national legislation) and propose a methodology to zone maritime areas in Spain.

- Transatlantic Planning in the European Atlantic (TPEA) - project to test a common cross-border approach to MSP, including pilot area in Bay of Cadiz across Portugal-Spain border.

- The ALBORAN project - The Programme for the Spain-External Cross-Border Co-operation Programme (POCTEFEX in French) is a European initiative, willing to promote the partnerships between Spain and Morocco, thanks to the financial support of the European Fund for Regional Development (FEDER in Spanish). The ALBORAN project or “Common management of a natural cross-border space”, aims to promote a harmonious development of the environment, contributing to a better structuring of cooperation in the Alboran Sea, and promoting a sustainable management of its environment.

- **‘SIMNORAT’ - Supporting Implementation of Maritime Spatial Planning in the Northern European Atlantic’** focuses on two key objectives:
1. Supporting the implementation of Maritime Spatial Planning in EU Member States Portugal, Spain and France within their marine waters in the Northern European Atlantic region;
2. Supporting cross-border cooperation between MS in relation to implementation of the MSP Directive.

SIMNORAT project is divided into three components:
- Supporting Implementation of MSP
- Management and coordination
- Communication and dissemination

SIMNORAT will also address case studies on transboundary pilot sites. Spanish consortium partners include CEDEX - Study and Experimentation Centre, Spain and IEO - Oceanographic Institute (Spain).

- **MarSP Project:** Macaronesian Maritime Spatial Planning’ focuses on the following specific objectives:
  1. Develop concrete actions for the Member States Portugal and Spain
  2. Build the necessary capacity and tools for implementing the MSP Directive in the Macaronesian region, including mechanisms for cross-border cooperation.

Spanish consortium partners include: Instituto Español De Oceanografía (IEO); Universidad de Sevilla / University of Seville (US); Universidad de Cádiz / University of Cádiz (UCA); and Universidad de Las Palmas de Gran Canaria / University of Las Palmas de Gran Canaria (ULPGC).

- **PLASMAR Project:** Setting the bases for Sustainable Maritime Spatial Planning in Macaronesia’ focuses on the following specific objectives:
  1. Develop and apply ecosystem approach methodology on Blue Growth sectorial development. Find the balance between maritime sector development and environmental planning, supporting socio-economic growth and ensuring environmental services.
  2. Development of the Marine Data Infrastructure as a base of knowledge, data & information for the MSP process.
  3. Finding the pertinent and robust monitoring methods for the marine environmental monitoring (in the scope of Marine Strategy Framework Directive 2008/56/EC (MSFD)) required for the MSP within the Macaronesian region. Action will include rotation and exchange of the experts within project partners, as (part of / well as) the development of capacity building modules.

Spanish consortium partners include: EcoAqua University Institute- University of Las Palmas de Gran Canaria (ULPGC); GMR Canarias (Management of the Rural Environment of the Canary Islands) / Gestión del Medio Rural de Canarias, S.A.U; and General Directorate of Fisheries. Ministry of Agriculture, Livestock, Fisheries and Waters of the Government of the Canary Islands / Dirección General de Pesca. Consejería de Agricultura, Ganadería, Pesca y Aguas Gobierno de Canarias.
Aspects of the MSP process

Sustainable development and growth in the maritime sector

There is not a specific strategy for sustainable development and growth in the maritime sector. Nevertheless, some initiatives, such as the CME, have emerged.

The Spanish Maritime Cluster (CME) was created on October 19, 2007 by 16 founding institutions with high component of public enterprises. Currently it has 64 direct partners (85% private and 15% public) consisting of companies, associations, public entities and regional clusters, representing more than 900 maritime entities throughout the national territory.

The overall objectives of CME are to:

- Create wealth and prosperity for society
- Increase the competitiveness of Spanish companies in the global market
- Search for business excellence in the Spanish maritime sector
- Improve the efficiency of industrial and commercial management of companies
- Promote the professional development of workers

Ecosystem-based approach (EBA)

The Law on the Protection of the Marine Environment (Ley de protección del medio marino) transposed the MSFD. In its article 4.1, it establishes that marine planning will be guided by an integrated management of human activities, following the precautionary principle and the ecosystems-based approach. This is to guarantee that marine-related human activities (e.g. fishing, boating, wind power generation, tourism, and biotechnology industry) are compatible with the protection of a marine good environmental status. Therefore, this law establishes an integrated management approach to sea-related activities that is fully respectful of ecosystems. It also legally establishes the Spanish Network of Marine Protected Areas (RAMPE).

Resilience of climate change impacts

The Spanish Ministry of Ecological Transition has launched a Plan to prevent and mitigate the impacts due to climate change. As a part of this plan, climate change impacts have been analysed in the Spanish coast, and some strategies have been designed to face these problems in such areas.

There is also a strategy being prepared for the Adaptation of the Coast to Climate Change.

Finally, and also relevant for the topic on resilience of climate change impacts, the Spanish Ministry also launched in 2008 a Spanish National Climate Change Adaptation Plan (PNACC, 2006), which identifies most vulnerable Spanish coastal areas and elements.

Land-sea interactions

The Spanish Constitution (article 132.2) establishes that the ‘maritime-terrestrial public domain’ is comprised by the shoreline area, beaches, territorial waters and natural resources of the economic zone and continental shelf. The above mentioned law regulates the uses of the ‘maritime-terrestrial public domain’ (dominio público maritimo-terrestre) and public ‘easement areas’ (zonas de servidumbre). One of the main implications of this law is that construction and other activities are highly restricted within 100 metres from the shoreline. Exception is made of the...
urban areas located near the coast, where easement areas can be reduced to 20 metres from the shoreline. The national Regulation on Coasts (Reglamento General de Costas), was approved by Royal Decree 876/2014, of 10 October. Its aim is to protect the coast and ensure sustainable use of the coast:

- Determine the maritime-terrestrial public domain and ensure its integrity and proper conservation, adopting, where appropriate, protection measures and restoration necessary and, where appropriate, adaptation, taking into account the effects of climate change.
- Ensure public use of the sea, its shores and the rest of the public domain sea-land, with no exceptions other than those derived from duly justified reasons of public interest.
- Regulate the rational use of these goods in accordance with their nature, purpose and with respect for the landscape, the environment and historical heritage.
- Achieving and maintaining an adequate level of quality of water and the shore Sea (Article 2 of Law 22/1988, of July 28)

Account for multiple aspects

Spain is an important logistic platform for maritime traffic in the Mediterranean Sea area. Narrow passage through the Strait of Gibraltar is an issue.

- Coastal tourism - 11% of country’s GDP
- Cruise tourism - 7.6 million cruise passengers and 3,702 cruise ships arrived in Spanish ports in 2014
- Fisheries - EU’s largest fishing fleet in terms of tonnage. Fisheries Protection Zone. Spain is an eminently maritime country, which has a close and prolonged continental shelf rich in fishery resources. The Spanish territorial waters, defined as extending from the baseline to the outer straight line of 200 nautical miles, which delimits the Exclusive Economic Zone (EEZ), constitute the National fishing ground. Most of the Spanish fishing fleet in four different fishing areas: Cantabrian-Northwest Gulf of Cadiz, the Canary Islands and Mediterranean.
- Offshore wind - Spanish Renewable Energy Plan 2011-2020 set a target to achieve 750 megawatts of installed capacity at the end of the decade of offshore wind farms. However, the sector is not developing as foreseen.
- In 2007, the Administration approved a Royal Decree that disaggregates administrative processes to be overcome by offshore wind energy projects. The strategic environmental assessment accompanying this decree ruled that parks should be located at least eight kilometres away from the coast and classified the Spanish coast into: suitable areas, unfit and “fit but with conditions” for resource exploitation. The Spanish coasts are very deep due to the small size of its continental shelf. Close to the beaches, depths are increased well above 50 meters, which is the level from which wind turbines anchor. Therefore, floating structures could become a key to energy offshore in Spain: when wind turbines float, parks may be installed offshore, where the wind is stronger and more constant, and where the mills would be invisible from the coast.¹
- Nature protection areas - along Spanish Mediterranean and Atlantic coast: specially protected areas of Mediterranean interest (SPAMI - Barcelona Convention); OSPAR Marine Protected Areas, coastal and marine Natura 2000 sites, Important Bird Areas (IBA), Spanish Protected Areas Network (Red de Áreas Marinas Protegidas de España)² and other types of protected areas established by the Autonomous Regions or by the Central Government, according to the Law 42/2007 of the 13th December 2008, on natural Heritage and Biodiversity.

Coherence with other processes


The Law on the Protection of the Marine Environment (Ley de Protección del medio marino, 2010) transposed the MSFD and granted Spain authority for MSP. The implementation instruments of the law are the Marine Strategies (a total of five) which have currently been approved by Royal Decree 1365/2018 of 2nd November by which the Marine Strategies of the 5 locations (demarcaciones) have been approved.

The aim of the 41/2010 law is to achieve the good environmental status in the marine environment, and the tool to achieve this goal is to carry out a coherent planning of activities practiced in it. The marine strategies are considered as essential tools for planning. It establishes that a strategy for each of the established marine subdivisions will be drawn. Sectorial policies that are carried out or could affect the marine environment should be compatible and adapted to the objectives of the marine strategies. That is why all ministerial departments and Autonomous Regions, with competences in the marine environment, participate in all phases of development and implementation of the Spanish marine strategies.

Development of Marine Strategies consists of a series of consecutive tasks to be performed for each of the marine demarcations. The first is the initial assessment of the state of the marine environment, including the natural characteristics, pressures and impacts and an economic and social analysis of the use of the marine environment and the costs of impairment. The second task is the determination of good environmental status. The third is the establishment of a series of environmental objectives. Simultaneously, a set of indicators to assess the achievement of environmental goals must be defined. The fourth task is the establishment of a monitoring programme. Finally, five programmes of measures to achieve the good environmental status should be developed and implemented. All elements of the marine strategies must be updated at least every six years. Furthermore, this law provides the necessary mechanisms for cooperation and information to the public.

Currently all the 5 demarcations have an initial assessment (2012), the definition of the good environmental status (2012), the identification of environmental objectives (2012), the design of the monitoring programmes (2014), and a proposal of Programmes of Measures (2016).

The final marine strategies, including their programmes of measures, were approved by a Royal Decree on the 2nd of November 2018, according to Law 41/2010.

Integrated Coastal Zone Management

Integrated Coastal Zone Management receives much attention in Spain. In 2005, the Ministry for the Environment and Rural and Maritime Affairs published a communication entitled ‘Towards sustainable coastal management in Spain (Hacia una gestión sostenible del litoral español).’ Spain is advanced in Integrated Coastal Zone Management at national as well as regional level; however, coastal management plans do not explicitly refer to the Spanish territorial sea.

Although this legislation establishes the Maritime-Terrestrial Public Domain (DPMT), there is no definition of the Coastal Zone. DPMT guarantees free access and cost-free public use for common usages and those in keeping with the nature of the sea and its shore.

Competences for managing the shores are shared by a variety of public administrations as a result of the political and administrative system. Most of the public duties in this area are reserved for the General Government (and the Autonomous Regions), although a limited number of competences are attributed to local administrations.

Land that is planned and managed both in the regional and local bodies coincides with the municipal land of provinces around which the regional are constituted and therefore includes, but does not extend beyond, the maritime-terrestrial zone. Regional and municipal territory therefore ends at the hydrographic zero.
In compliance with the requirements of Recommendation 2002/413/CE, the bases of the future Spanish Integrated Coastal Zone Management Strategy were disclosed in a Spanish National Report. The Report defined two strategic objectives linked to the sustainable development of coastal zones and their integrated management.

A pilot ICZM project was conducted in Andalusia: the Coastal Area Management Programme (CAMP) Levante de Almería is a demonstration project of the application of the Protocol for Integrated Coastal Zone Management in the Mediterranean Basin, within the framework of the Barcelona Convention.

**Strategic Environmental Assessment**

In accordance with Law 21/2013 on Environmental Assessment, and alongside the preparation of the proposal of the programmes of measures, all of the Spanish marine strategies, and in particular this fifth phase of their implementation, are undergoing a process of strategic environmental assessment.

After the sending of the initial document by the Promoting Authorities (D.G. of Sustainability of the Coast and the Sea) to the Environmental Authorities (D.G. of Environmental Quality and Assessment and the Natural Environment, MAGRAMA) on 17/06/15, from 16/07/15 to 16/10/15 the prior consultations with the affected public administrations and interested parties were carried out.

As a result of that process, on 11/11/15 the scoping document was received by the Environmental Authorities, establishing the guidelines for the preparation of the strategic environmental study. However, and taking into account that the marine strategies have a clearly environmental objective, which is specified for each one of the descriptors to achieve the GES of the marine environment, no significant negative effects on the environment are expected. The strategic environmental study will focus on the environmental issues indicated by the Environmental Authority and which were not covered in the programme of measures, and will also respond to the considerations put forward by the affected administrations and the interested parties consulted for the preparation of the scoping document.

After the public consultation phase, the Promoting Authority will forward the complete document to the environmental body so that it can draw up the strategic environmental declaration. That document will evaluate how the environmental aspects have been incorporated into the proposal of the programme of measures. In the final drafting of the programmes of measures, and by extension the marine strategies, the strategic environmental declaration resulting from the environmental assessment process will be taken into account.

It is also foreseen that the Spanish maritime spatial plans will be subject to Strategic Environmental Assessment.

**Stakeholder Involvement**

Meetings were organized with Spanish stakeholders in the context of the TPEA project, including early discussions to develop a policy or legal approach. Stakeholder interests included fishing, aquaculture, oil and gas industry, shipping and ports, environmental organizations, and recreational and sports organizations.

Regarding the five Spanish Marine Strategies, stakeholders’ participation has been an issue from the very beginning. This has been especially intense in the last two phases: proposal of the monitoring programmes and proposal of the programmes of measures.

For example, to draft the technical documents of programmes of measures several meetings have been organized with the stakeholders during the process:
On the one hand, four workshops were held with experts from scientific background and environmental NGOs, on the following themes: biodiversity (Descriptors D1, D4, D6 and marine protected areas), marine turtles, marine litter and *elasmobranchii*.

On the other hand, there was a meeting of the Inter-Ministerial Marine Strategies Commission (CIEM) and a meeting of the five Marine Strategy Committees of the five marine subdivisions.

There have been several bilateral meetings with all the competent authorities. As a result of the above, numerous suggestions and contributions from all the agents and stakeholders were incorporated into the draft proposal of programmes of measures.

During the public consultation process, 50 contributions from the public have been received, and several from the competent authorities. These contributions are also being analysed and will be taken into account and integrated in the final version of the five Marine Strategies.

### Trans-boundary cooperation

Spain is a contracting party to the Barcelona Convention and OSPAR.

Spain participated in the EU project for Transboundary Planning in the European Atlantic (TPEA), which included joint work with Portugal in the Algarve-Gulf of Cadiz.

Regarding the preparation of the programmes of measures of the Marine Strategies, the regional coordination has been addressed through different channels:

**a) Through the Regional Seas Conventions:** Spain regularly participates in the regional and sub-regional coordination processes through the two Regional Seas Conventions (RSCs): OSPAR in the Atlantic and Barcelona in the Mediterranean. That coordination is not effective for the marine waters of the Macaronesia sub region, as the Canary Islands archipelago is not within the geographical scope of the OSPAR Convention.

**b) Other coordination mechanisms:**

- **Coordination in the Mediterranean, among the 8 Member States,** through a support project to the 8 Mediterranean countries which are members of the EU (EU Med MS Project phase II)
- **Bi- and tri-lateral meetings:** in order to improve the coordination of the proposal of programmes of measures with those of our neighbouring countries, Spain has participated in the following meetings:
  - In the Western Mediterranean sub-region, meeting between Spain, Italy and France (Paris, 21 October 2015)
  - In the Bay of Biscay and Iberian Coast sub-region, meeting between Spain, France and Portugal (Madrid, 20 September 2015)
  - In the Macaronesia sub-region, bilateral meeting between Spain and Portugal (Madrid, 20 September 2015).

### Cooperation with third countries

Spain is a contracting party to the Barcelona Convention and OSPAR. Most of the cooperation with third countries regarding marine protection policies are addressed through these two international conventions, as well as with ACCOBAMS and ACAP agreements, or MAB-UNESCO among others.

There exists some other additional ways of cooperation, such us that occurred during the ALBORAN project, which aims for promoting cooperation between Spain and Morocco in the western-most Mediterranean sub-basin. The project is run by IUCN with financial support from the European Fund for Regional Development. The Programme for the Spain-External Cross-Border Co-operation Programme (POCTEFEX in French) is a European initiative, willing to promote the partnerships between Spain and...
Morocco, thanks to the financial support of the European Fund for Regional Development (FEDER in Spanish). The ALBORAN project or “Common management of a natural cross-border space”, aims for promoting a harmonious development of the environment, contributing to a better structuring of the cooperation in the Alboran Sea, and promoting a sustainable management of its environment.²

² More information can be found here: https://www.iucn.org/about/union/secretariat/offices/iucnmed/completed_projects/711009/Poctefex-Alboran
Sources

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- Country fiches on ICZM/MSP/MSFD, DG ENV project - available on request from s.Pro

Specific Citations


